



**CITY OF NEWARK
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, January 20, 2021, 1:00 p.m.
Location: Virtual Meeting

Attendees

<u>Committee Members</u>	
Newark Planning and Development	Mary Ellen Gray, AICP
Newark Planning and Development	Mike Fortner, AICP
DeIDOT	Sarah Coakley, AICP
WILMAPCO	Heather Dunigan
Newark Planning Commission	Alan Silverman
BikeNewark	Bob McBride
Newark Design Committee	Joe Charma, PE
Mayor's Appointee	David Levandoski
District 5 Representative	Jim Jones
<u>Other Attendees</u>	
Newark Public Works and Water Resources	Mike Falkowski, P.E.
University of Delaware	Evan Park
<u>Committee Support</u>	
AECOM	David Athey, PE
AECOM	Mayuresh Khare, PE, AICP, PP
AECOM	Savannah Edwards

Meeting Minutes

- The meeting started at 1:00 pm. Since the meeting was being held virtually, David Athey read the names of the attendees.
- David provided details for how the virtual meeting would be held.
- Minutes from the December 16, 2020 meeting were approved without exception.
- As a brief follow up to the December meeting, David stated that he had received communications from the City that indicated it was working on an agreement with CSX for the continued use of the underpass at the Rodney project.
- Sarah Coakley continued discussions from the December meeting regarding short-term improvements on Elkton Road, State Route 4, and State Route 896 / South College Avenue in the multi-modal TID Capital Transportation Plan (TID-CTP). See Corridor Level Analysis. She said DeIDOT was still looking into some of the improvements including a right turn lane at South College

and East Park Place, impacts on pedestrians and conflicts at the northeast corner of Route 4 and Route 72, potential bike lanes along Wyoming Road and the City – University partnership in pursuit of grant funds, and a new connector between Elkton Road and Barksdale Road.

- For Arterial 1, Alan Silverman asked how school buses were accounted for. Sarah replied that bus schedules typically overlap with a.m. peaks. Alan also mentioned that the Planning Commission had recommended rezoning of the Christina School District school bus storage yard. Mike Fortner stated that a high-density land use was used in the traffic modeling. Mary Ellen Gray noted such a land use change could take three or four years. Sarah showed a graphic that had been prepared by AECOM showing the locations of problem areas and opportunities for improvements identified by the Committee in 2019. At Arterial 1 these included shared-use path opportunities.
- Sarah described a potential left turn from Possum Park Road onto Paper Mill Road. Alan noted that a subdivision plan at that intersection is in the works and asked if improvements would take trail linkages to and from Middle Run Valley into account. Sarah replied that they would. Savannah Edwards asked if bicycle facilities would be extended through the intersection. Sarah said she would note for them to be included.
- For Arterial 4, Alan asked if modeling accounted for the Delaware Avenue extension through College Square. Sarah replied that it did not but probably needs to. Mike Falkowski noted that due to restaurants lining the extension it would not be a quick pass through. Jim Jones inquired about two right turn lanes at South Chapel Street and Wyoming Road and if two through lanes would be better. Savannah stated that west bound Wyoming Road typically backs up in the morning. Joe Charma thought the intersection would be a good candidate for a traffic circle. Sarah indicated that DelDOT would model both.
- For a potential new connector between Elkton Road and Barksdale Road, Sarah presented high (40 MPH) and low speed (30 MPH) alignment options. In both cases, DelDOT estimated that 90% of traffic would be diverted from Casho Mill Road and 10% from Apple Road. Modeling indicated there would be a shift of about one third of the daily traffic in the high speed alignment and about 20% in the low speed alignment. Alan said the modeling validates the potential positive impacts of a connector and mentioned that the high speed alignment avoids more stream impacts. He asked if it could be prioritized. Sarah said the Committee could endorse the concept and David indicated it could be in the form of a motion. Joe mentioned several constraints including railroad tracks, trails, Christiana Creek and the floodplain/floodway and said that a closer look at alignments was needed. Bob McBride asked about cycling improvements and how cyclists would get over or under the railroad tracks. Sarah replied that a bridge would be needed and a shared-use path would be provided on at least one side of the road. Mike Falkowski noted possible issues related the floodway and floodplain. Alan said a causeway may be needed. Alan then made a motion that a feasibility evaluation be part of the TID projects. Joe seconded the motion which passed without exception.
- Sarah continued her presentation with long-term improvements. See attached. Joe commented on the feasibility of a bikeway on the high speed and low speed alignments. Jim and Bob both thought the Casho Mill Road tunnel could still be used by pedestrians and cyclists. Mayuresh said he thought a lot of good projects were on the list and asked how the pandemic would affect travel times. Sarah replied that the TID agreement will include monitoring and periodic reporting so adjustments can be made as needed. Mayuresh said that fee calculations may also need to be reset and asked about legal exposure if they were reduced. Sarah said she thought that that was a good question. David asked if developers would want to be reimbursed if the fee was lowered. Sarah said that agreements would need to be clear.
- Alan said that recommended projects would be paid for from fees. David stated that the TID would not be providing 100% of the costs for any project. Sarah said that that was correct, the agreement will need to specify percentages, and those percentages would be set during the fee development phase. Mayuresh inquired about project-specific percentages based on scope and extents. Heather said capital projects were many years away.

- Jim Jones floated the idea of a new road to connect Paper Mill Road with Hollowell Drive to the Country Club. Bob noted that portions of the road already existed as the Pomeroy Trail. Alan said it could provide a “back door” into the Laird Campus. Jim said the road would be extraneous to other corridors and would alleviate some of the traffic on Cleveland Avenue. Joe said it was worth looking into. Bob mentioned the new shared use path bridge over the White Clay Creek. Sarah said the roadway could be modeled by the March meeting. Alan asked if the modeling could include Pennsylvania and Maryland drivers on Cleveland Avenue. Mary Ellen and Mike Fortner both concurred that modeling of the new road as presented by Jim would be alright.
- Since the January meeting was being held on the third Wednesday and DelDOT had more modeling work to do before the Committee met again, it was decided to skip the February meeting.
- There were no public comments.
- The meeting adjourned at 2:30 pm.

Newark TID Transportation Improvement Ideas

December 16, 2020 TID Committee meeting notes in RED

January 20, 2021 TID Committee meeting notes in GREEN

Short-term improvements scenario

- Elkton Rd improvements from Maryland line to Casho Mill Rd (under construction as of spring 2020): Reconstruct concrete pavement and widen to provide a third eastbound through lane between Otts Chapel Road and SR 4. Provide for upgraded bicycle and pedestrian facilities, including a 10' wide multi-use path. (included in modeling but not TID-CTP)
- SR 4, Elkton Road to SR 896, improvements (construction to start 2025): Reconstruct concrete pavement and widen to provide two continuous lanes on SR 4 in both directions. Widen existing structures over Christina River and railroad. Improve shared-use path on north side so bike LTS is 1 or 2.
- SR 896 improvements, between Old Chestnut Hill Rd. and Marvin Dr: add additional NB and SB third through lanes; modify median curb to increase left turn lane storage to 600 ft at Old Chestnut Hill Rd. Upgrade existing curb ramps/pedestrian crossings at SR896 and SR4 intersection to shared-use path crossings. Replace sidewalk between SR4 and Marvin Dr. with shared-use path (east side primarily)

Long-term improvements scenario

- S College Avenue and Welsh Tract Rd intersection: Widen EB Welsh Tract Rd so right turn lane onto S College Avenue can be lengthened. Add a WB left turn lane and turn shared through and left to only a through lane. Lengthen SB left turn lane. Widen SR896 so that NB left turn lane can be lengthened. **Committee agreed these are needed, especially EB and WB approaches. Concern with impact of NB and SB on pedestrian travel.**
- S College Avenue and Inspiration Blvd./Mopar Drive intersection: restripe NB S. College Avenue to add acceleration lane for WB right-turn from Mopar Drive. Add triangular island. **Committee recommended eliminating this from consideration, due to conflict with pedestrian and bicycle movements and S. College Avenue gateway/TAP project to widen sidewalk to Shared-use path on east side of S. College Avenue.**
- S College Avenue and West Park Place intersection: model NB approach with shared left and through instead of shared through and right. Alternatively, add NB right turn lane. **Check ped. crossing time. And consider no right turn on red. Consider scramble- all ped. signal.**
- SR 2/Elkton Rd & SR 4/Christina Pkwy intersection: Widen Suburban Plaza approach to add a second SB through lane. **No issues, will discuss more in January when review new connector results.**
- Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection: Extend WB left turn lane. **Add trail connections.**
- SR 273/Newark Christiana Rd & Marrows Rd intersection: Extend NB right turn lane

- SR 72/Library Ave & SR 4/Chestnut Hill Rd intersection (overall LOS F in PM): Extend EB left turn lanes; Widen so that two SB through lanes extend back to Kensington Lane. Gas station on NE corner potentially an issue.
- SR72/Library Ave & Wyoming Rd. intersection: Extend EB left turn lane; widen to add a second WB through lane. See issue below
- S Chapel St. and Wyoming Rd. intersection (overall LOS F in PM): Widen to add SB right turn lane. See issue below, look at 2 SB instead, one for left, one for thru and right. Also roundabout
- New roadway connection #1, from Suburban Plaza/SR4 north to Barksdale Rd.: This is part of the previously known west connector. Other than Suburban Plaza, the rest of the roadway is proposed to run through parcels owned by the City of Newark. There is a stream corridor and trail, and wetlands, to avoid. Build with shared-use path on at least one side. Should be high priority improvement. Elevated to avoid floodplain, scenic route. Bike/ped as separate, closer to river

Elkton and Casho Mill improvements needed for travel time standard- add right turn lane on SW Elkton, depending on results of new connector road. Look into ped. crossing time with changes.

Also concerns with Wyoming Rd. ideas, due to City/University project to add bike lanes. Will discuss further in January, along with rest of SR72, new connector results, and Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection, and • SR 273/Newark Christiana Rd & Marrows Rd intersection.

Model new east to west connection parallel to Cleveland Avenue, connecting Creek View Rd.; White Clay Drive; and U of DE campus.