



**CITY OF NEWARK  
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, May 12, 2021, 1:30 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
District 4 Representative	Jamie McGee
District 5 Representative	Jim Jones
<u>Other Attendees</u>	
Newark Public Works and Water Resources	Mike Falkowski, PE
Newark Planning and Development	Katelyn Dinsmore
DeIDOT	Paul Moser
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 1:30 pm. Since the meeting was being held virtually, David Athey read the names of the attendees.
- Minutes from the April 14, 2021 meeting were approved without exception.
- Sarah noted the goals of today's meeting were to identify the list of improvements and discuss next steps as well as the updated timeline.
- Paul Moser presented DeIDOT's assessment of multiple bicycle and pedestrian projects that had previously been proposed in the New Castle County and Newark Bike Plans along with projects that had been proposed by BikeNewark. See meeting materials. Paul described DeIDOT's mobility model that evaluates bicycle trip origins and destinations among other factors and ranks projects' scores relative to each other. The model uses a level of traffic stress (LTS) assessment and was used to prioritize the 57 potential projects. LTS categories were:

LTS 1 – suitable for children and inexperienced adults

LTS 2 – general adult population

LTS 3 – confident riders

LTS 4 – “hard core” enthusiasts

Savannah Edwards asked if the potential new connector road between Route 4 and Barksdale Road was included and was told it was included under the title “Casho Mill Road By-pass” in the model. Paul further explained that the model shows which parts of the City benefit from each project. David Athey displayed on shared screen the website which graphically showed these assessments to attendees. Sarah Coakley asked if or how the model calculated impacts to vehicular trips. Paul said that modeling mode shifts was difficult since there is no sound methodology of relating improved bike mobility to reduced vehicular trips. Savannah inquired how projects could be compared in consideration of costs. Paul replied that cost would be estimated when the projects move forward but projects could be grouped in broader cost estimate ranges for now, if desired by the committee.

- Sarah presented BikeNewark’s list of improvements. She noted that not all of them would be located in the TID and DeIDOT would focus on those that are. Sarah indicated that sub-categories used on the project prioritization bar chart will be re-arranged based on the discussion at the committee meeting.
- Sarah continued her presentation with draft revisions to the Service Standards. Revisions included a maximum increase in total travel time of 80 seconds and the exemption of two intersections (Routes 4 and 72 and Capital Trail at Cleveland Avenue from the intersection delay standard since they don’t meet the standards under the existing condition. Joe Charma asked if a potential multi-lane roundabout at Route 4 and 72 could be modeled. Sarah replied that DeIDOT generally tries to avoid multi-lane roundabouts as they introduce impedance for bicyclists and pedestrians. Joe made a motion to accept the revisions which was seconded by Bob McBride. Alan Silverman asked for assurance that references to “level of service” were not included and Sarah said that that was correct. The motion passed without exception.
- Sarah then presented the short-term improvements scenario. She noted that the Elkton Road project is being modeled but will not be included in the TID since work has already begun. Sarah generally described continued her presentation with an assessment of a potential connector road north and generally described the improvements at Routes 4 and 896. Heather Dunigan said that the limits of the Route 896 portion of the project would be Main Street.
- Sarah continued with the long-term improvements scenario. Alan asked if the bicycle and pedestrian improvements at Paper Mill Road / Thompson Station Road / Possum Park Road were included. Sarah replied that they are listed separately. Sarah said DeIDOT would reevaluate the new roadway generally paralleling Cleveland Avenue to the north in the future and not recommend including it in the TID at this time.
- Sarah then presented the bicycle improvements that were currently included in the TID and referred the Committee back to a prior slide that Paul had presented that ranked other bicycle projects that could be included. Alan asked about the project to make bicycle lane crossings clear and separate at Paper Mill and Thompson Station Roads. Sarah stated that was already included. Sarah then asked the group to narrow down the list of projects to the ones they would like included for priority funding. Savannah suggested starting the discussion with Marrows Road since it ranked highest. Savannah inquired about the Marrows Road Pathway and Sarah said it could be added. Alan said the redevelopment of College Square somewhat negates its need. He also asked about the railroad bridge at Academy Road extended and questioned the high ranking of the Marrows Road project since it wasn’t included in initial discussions. Joe asked about the McKees Lane connector. Heather said that the railroad wants to close the underpass to vehicles and keep it open for pedestrians and bicyclists only. Alan asked how many of the projects were on the original list. Bob said that there were five or six projects initially. Heather noted that all the projects were part of the 2014 Newark Bike Plan but the list included additional projects. She thought the top several should be included in the TID. Alan said he disagreed with including the Marrows Road Pathway. Alan questioned if riders ride on Main Street. Bob replied that the level of stress metric was created to gauge situations like

that. Joe suggested a closer look at areas served. He and Bob stated that transit, schools, and employment centers were most important. Sarah said she could revise the ranking slide so the scores from those three factors would establish priorities. Joe requested that this also be done in a tabular form.

- Sarah concluded her presentation with a brief discussion of transit improvements. DeIDOT's recommendation is to allocate a lump sum for transit in the TID as either a total amount or percentage of overall TID-CTP costs. David asked if the computed amount would be added to the other costs and Sarah answered that they would.
- The schedule to project completion was also discussed. David noted that if the Committee met again in June, that would push remaining tasks back a month. Joe suggested that the Committee hold a special meeting in May to finalize the bicycle improvements. The Committee agreed. Sarah said next steps include prioritization of all TID projects using technical scores derived from DeIDOT's and WILMAPCO's prioritization system. This process also accounts for changes in funding streams. This will be followed by DeIDOT's preparing of fee schedule options with the final fee schedule determined after negotiation with the City. Options will likely include a per unit cost for single-family homes and a per square foot cost for nonresidential land uses.
- There were no public comments.
- The meeting adjourned at 3:00 pm.