



**CITY OF NEWARK  
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, December 8, 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
University of Delaware	Neil Warner
Newark Planning Commission	Alan Silverman
BikeNewark	Bob McBride
Newark Design Committee	Joe Charma, PE
Mayor's Appointee	David Levandoski
District 4 Representative	Jamie Magee
District 5 Representative	Jim Jones
<u>Other Attendees</u>	
Newark Planning and Development	Tom Fruehstorfer
Newark Planning and Development	John Kennell, AICP
Newark Planning and Development	Josh Solge
Newark Public Works and Water Resources	Mike Falkowski, PE
<u>Committee Support</u>	
AECOM	David Athey, PE
AECOM	Mayuresh Khare, AICP, PP

**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 May 26, 2021 meeting were approved without exception.
- Sarah Coakley began by presenting a map of the Newark TID divided into seven areas A through G which show the locations of the TID-CTP projects. See Meeting Materials. She stated that three meetings will probably be needed to review all of the projects. For Area A, Sarah presented an overview of three projects: Old Papermill Pathway, Kershaw Connector, and Old Casho Mill Intersection Approach Connector. For Area F, Sarah presented an overview of numerous projects on Christina Parkway (Route 4) along with a shared use path and / or new connector road from Elkton Road to Barksdale Road (Route 4 Connector).

- Sarah continued with technical memorandums and cost estimates for each project. The Committee generally accepted DelDOT's findings regarding the Old Casho Mill Intersection Approach Connector and the Kershaw Connector although Jim Jones noted a redundancy in parcel numbers on one of the exhibits regarding the Kershaw Connector. Mayuresh Khare asked if the cost estimates were prepared in 2021 dollars. Sarah replied that the estimates were in 2021 dollars, but the fee calculations will include an inflation factor.
- For the Old Papermill Pathway, Sarah noted several challenges including two bridges over two tributaries and the need to coordinate with the National Park Service due to the White Clay Creek's Wild and Scenic River status. Alan Silverman expressed concern about the amount of activity that would result in the confined location in front of the Possum Park shopping center where he thinks parking is marginal at best. He asked if the number of bike trips would justify the project and whether the bike lane could instead be placed on the Stapyra Tract (opposite side of Capitol Trail). Jim and Bob McBride both agreed that there was not a lot of value to the portions of the project on the south side of Capitol Trail. Mike Falkowski asked about south side versus north side benefits. After further discussion, the Committee agreed that the project should be limited to the portions on the north side of Capitol Trail only. Heather Dunigan commented that the project should include ADA improvements on the south side.
- Sarah continued with the Route 4 Connector. She noted the \$40 million cost estimate and said she thought about half should be included in the TID. Joe Charma asked what improvements would be realized for those costs. Sarah replied that the project would be an alternate to widening the Casho Mill underpass and there would be level of service benefits. Joe noted potential issues with CSX railroad and how some residents in the area liked the traffic calming nature of the underpass bottleneck. Mike Fortner asked if the connector would be needed if the underpass was widened. Sarah replied that modeling indicated one or the other but not both was needed. Tom Fruehstorfer said he thought the benefits would be more regional and not local. Alan said the \$40 million cost should be at the forefront of consideration. Committee members generally thought the costs did not justify the connector and inquired about other approaches. Alan asked for more details about improving the existing underpass. Heather said that DelDOT looked into widening it several years ago, but City Council did not want to proceed. Bob suggested improving the existing trail along the Christina River to provide better linkages to the East Coast Greenway and nearby parks. Tom thought there would be opposition to a paved trail in that area. Mayuresh inquired about traffic impacts to other road segments if the connector was removed from the models. Sarah repeated that either the connector or widening of the underpass was needed in order for the service standards to be met but that DelDOT would look again at scenarios without the connector.
- David Athey closed the meeting by stating that meetings were planned for January and February which should already be on members' calendars. Project descriptions and cost estimates in other areas will be continued at those meetings. Fee options and monitoring programs will also be introduced. Sarah said there are usually annual TID updates with a full update done every five years. The first monitoring for the Newark TID would probably occur in 2024 using 2019 traffic counts.
- There were no public comments.
- The meeting adjourned at 3:00 pm.