

CITY OF NEWARK
Newark, Delaware

TRAFFIC COMMITTEE MEETING
November 18, 2014
3:30 p.m.

Members Present: Chief Paul Tiernan, Lt. Bill Hargrove, Andrew Haines, Tom Coleman, Marvin Howard, Dave Gula

Absent: Tom Parkins

Guests: Sean Dwyer
Josh Shannon, Newark Post
Albert Porach, Newark resident

Motion by Tom Coleman, Seconded by Marvin Howard to reverse the order of agenda items.

1. PRESENTATION BY WILMAPCO ON THE 2040 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE.

Chief Tiernan asked if a motion would be necessary following the close of the presentation. Dave Gula said no action would be necessary as the presentation was only for informational purposes.

Dave Gula said the Regional Transportation Plan is a 25-year outlook. He said the Metropolitan Planning Organization (MPO) only deals with transportation planning only and is federally mandated due to the Wilmington area having more than 200,000 people in the metropolitan area. The MPO works with federal funding projects as well as community planning projects.

Dave Gula said the plan encompasses four main documents. The Unified Planning Work Program is a staff document of tasks, the Congestion Management System - WILMAPCO works with DelDOT or local towns to review and improve roadways (updated annually), the Transportation Improvement Program is a list of funded projects (updated annually), Regional Transportation Plan is a 20 year plan updated every 4 years as mandated by the federal government.

Dave Gula said the Regional Transportation Plan are the overall guidelines/planning, community studies works with federal and locally funded projects, and finally projects are implemented into the Transportation Improvement Program.

Dave Gula said each goal has objections, actions and performance measures.

Goals

- A. Support Sustainable Economic Development and Good Movement
 - 1. Maximize investments;
 - 2. Develop effective transportation networks;
 - 3. Plan for energy, security and climate change
- B. Efficiently Transport People
 - 1. Improve system performance;
 - 2. Promote accessibility and connectivity;
 - 3. Engage the public in an open involvement process
- C. Improve the Quality of Life
 - 1. Protecting public health and safety;
 - 2. Promote active transportation;
 - 3. Preserve natural and cultural resources;
 - 4. Ensure transportation choice and equity

Dave Gula said it has gone from the Highway Safety Improvement Program (HSIP) to the Hazard Elimination Program. Every year, DelDOT reviews the accident logs and looks to improve recurrence of accidents which has proven to be very beneficial, by lowering air quality emissions, automated tolling, etc.

Dave Gula said a phone survey was conducted to find out how satisfied the public is with transportation system. Andrew Haines asked what the parameters were in finding the network. Dave said the survey wanted to know if survey takers were happy with the current transportation system in their everyday travels. Dave said the survey revealed challenges exist in the region with 24% that the needs are not being met and a 76 % "Travel Needs are Met Well or Very Well".

Dave Gula said the following will occur from now until the year 2040: Vehicle Miles Traveled (VMT) will increase 32%, Freight Tonnage will increase, there will be an increase of freight on rails, Employment (projections from Delaware Population Consortium) to increase only 4%, Households to increase 26% with Population only increasing to 13%, Population 65+ to increase 75%. The challenge is where the 65+ age group will go. Tom Coleman inquired as to the 9% gap between employment and population. Dave said they are projections based upon the trends they have seen. It is anticipated the projections will adjust in the years to come.

Chief Tiernan said he has read in suburban areas developers are building self-contained areas where they build rentals, condos, restaurants and banks. Dave said WILMAPCO will work with anyone that wants to work with them, however they are not mandated to.

Dave Gula said the regional challenges that exist are drivable only development, redeveloping exiting communities, climate change, meeting new performance requirements and financial shortfalls. Dave Gula said 71% of people feel where development should occur is in existing towns and growth areas.

Dave Gula said the funding forecast for capital improvements for New Castle County 2014 budget was \$160,000 and by 2039 will be down to \$80,000. The result is no there is no dedicated source of funding other than the Transportation Trust Fund and has not had an influx of new fees.

Dave Gula said the draft list of constrained projects under 15 million dollars that will be funded over the next four years. These are SR4, SR2 to SR 896 (westbound) and SR 896 and Old Chestnut Hill Road intersection. Over 15 million is Newark Regional Transportation Center Phases I & II, SR2 Elkton Road MD line to Casho Mill Road, SR 4 SR2 to SR 896 (eastbound), I-95 and SR 896 interchange. Some unfunded "aspirations" projects are I- 5 MD Line to SR1 expansion, I-95 Chapman Road ramp, I-95/DE-72 partial interchange, Newport Rail Station, Rail – Newark to Elkton (Septa extension), Elkton Train Station, Newark Bicycle Plan Improvements, Cooch's Bridge/Old Baltimore Pike Greenway, SR 896 Corridor Pathway, Newark Transportation Plan Implementation, DE 896 Old Baltimore Pike and I-95 widen to 6 lanes.

Dave Gula said the land use scenarios tested are as follows, Scenario 1. Current Land Use Projections, Scenario 2. Accelerate Southern Development, Scenario 3. Centralized Southern Growth, Scenario 4. Northern Redevelopment, Scenario 5. Slower Growth. The scenarios are then put through DelDOT's peninsula model.

Andrew Haines said Pennsylvania uses a "Turnback Program". State roads that are considered more local such as (ex: Casho Mill, Barksdale) in Newark are rebuilt by DelDOT and then the road is deeded back over to the local jurisdiction. This would allow the state to concentrate on conventional state roads. Dave Gula said in his opinion it works best in bureaus versus townships because the townships don't put money into the roadways. He feels it could be an option for Newark and value if both parties could come to an agreement.

2. DISCUSS A "DON'T BLOCK THE BOX" CAMPAIGN FOR NEWARK.

Sean Dwyer introduced himself as Rep. Baumbach's Legislative Aid. Mr. Dwyer said they have received numerous complaints from constituents from the 23rd and 24th districts.

They feel if the city could identify four to six intersections install signs and conduct enforcement it would ease congestion and improve the quality of life for merchants on Main Street.

Andrew Haines inquired as to whether this could be enforced. Lt. Hargrove said the state said they did not object to the city painting the road and installing the signs. Tom Coleman said the city could install the signs, however doesn't have the capability of performing the painting in house effectively and would have to be contracted out. Tom said they would need to sort out if the City or DelDOT would maintain the paint in the long term.

Lt. Hargrove said he has not heard any complaints. Lt. Hargrove said it becomes difficult to enforce as it happens only during the busiest times of day. Also, for example at Main Street/Chapel Street there is no safe place for a police officer to sit and monitor the intersection or finding a place to pull vehicles over. Lt. Hargrove said one option would be to put officers on foot take up meters and create a space for officers to pull vehicles over. Lt. Hargrove said enforcement would require resources and take away parking revenue.

Tom Coleman asked if there were specific intersections Rep. Baumbach suggested. Tom said any additional signage on Main Street more than likely wouldn't be noticed. However, overhead signage would be ideal and would require DelDOT approval.

Sean Dwyer said the cities he researched that utilize a "Don't Block the Box" in San Francisco, Philadelphia and New York realize that enforcement is always an issue. San Francisco enforces in waves and then will ease enforcement until it occurs again. New York has been successful for installing signs that read, "Ticket Plus 2 points". Mr. Dwyer said in all three cities, it has proven to reduce gridlock in intersections. Marvin Howard asked if the problem occurred around the clock or only during rush hour times. Mr. Dwyer said in Philadelphia it was seen more during peak times and at the Vine Street Expressway, in New York it was an issue around the clock. Marvin said it would be beneficial to know the specific intersections where there is an issue. Mr. Dwyer said some real problem areas are rush hour at Chapel Street and Main Street and Tyre Avenue and Main Street.

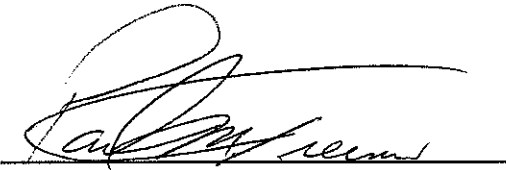
Tom Coleman said he recommends an overhead sign at Chapel Street and realizes it would take cooperation by DelDOT. Mr. Dwyer also suggested Academy and Main Street. Tom Coleman said he would reach out to DelDOT to discuss.

Lt. Hargrove asked if the "x" is painted in any intersections in the State of Delaware. Sean Dwyer said he doesn't believe there are any in the state.

Andrew Haines suggested the staff follow up at the January Traffic Committee meeting. Andrew Haines asked Lt. Hargrove to bring the statistics of the intersections to the meeting in January.

MOTION BY ANDREW HAINES, SECONDED BY TOM COLEMAN TO
RESEARCH AND FOLLOW-UP AT THE TRAFFIC COMMITTEE MEETING
SCHEDULED IN JANUARY 2015.

Mr. Porach asked what the status is on the rail station. Dave Gula said is in negotiations between Norfolk Southern and DelDOT. Property would be needed by Norfolk Southern and they refuse to enter into an agreement at this time.



Paul M. Tiernan, Chairman