

CITY OF NEWARK
Newark, Delaware

Traffic Committee Meeting
September 17, 2019
3:30 p.m.

Members Present: Lt. Dennis Aniunas, Mark Farrall, Tim Filasky, Marvin Howard, Dave Gula, Tom Parkins

Guests: Peter Haag, Delaware Department of Transportation (DelDOT)
Mir Wahed, Johnson, Mirmiran and Thompson (JMT)
Nate Rahaim, Johnson, Mirmiran and Thompson (JMT)

1. Presentation on the signal warrant analysis for E. Delaware Avenue and Haines Street.

Mr. Peter Haag said he is the Traffic Studies Manager with the Delaware Department of Transportation. Mr. Haag said he would provide the history of the intersection and JMT would provide the statistics.

Mr. Haag said historically E. Delaware Avenue and Haines Street has been a topic of discussion relating to pedestrian safety. During the project design phase of the cycle track, concerns were raised to improve and control pedestrians and bicycles on Delaware Avenue. As a result, DelDOT performed a signal warrant analysis.

Mr. Wahed said he is a consultant with JMT. Mr. Wahed said pedestrians have a difficult time crossing the intersection especially during the p.m. peak. Another concern is that vehicles don't stop at the stop signs.

Mr. Wahed said the traffic analysis and signal warrant analysis were reviewed. Currently, the intersection meets an acceptable level of service. The signal warrant analysis was performed, in most cases, it doesn't require a traffic signal. However, based on the National Cooperative Highway Research Program (NCHRP) either a traffic signal or HAWK signal is recommended.

Mr. Wahed said a large project is being performed to add a cycle track, that would include adding bicycle signals, special phasing and with that in mind would include a special treatment at this intersection.

Mr. Wahed said with installing a HAWK signal issues would be expected based on the bicycle treatments. Mr. Wahed said both DelDOT and JMT recommend a traffic signal to alleviate the congestion along the corridor, help manage bicycle traffic once the bicycle phase and track are installed, and safety manage the pedestrians crossing at the intersection.

Mr. Rahaim said currently the existing condition with a 2-way stop control the intersection operates at a level of service of C or better along the side street. The queuing is minimal with approximately 100 feet (4-5 vehicles) of queue. Upon implementation of a traffic signal at the intersection, it continues to perform at a level of service of C during a.m. and p.m. peak hours. The queue would extend a little longer on the side street with approximately 150 feet of queue.

Mr. Farrall asked if the entire queue would clear if a traffic signal was installed. Mr. Rahaim said the intersection operates well under capacity, and the queue would clear.

Mr. Farrall said he isn't in favor of the HAWK signal for this location and wouldn't be consistent with other intersections along the downtown corridor. Mr. Farrall said another concern is motorists and pedestrians don't know what to do at a HAWK signal.

Mr. Filasky asked if a bicycle signal would exist without a full signal. Mr. Wahed said you must have a bicycle signal with a full signal or safety would be jeopardized. Mr. Wahed said all bicycle signals would need to be consistent or it would disrupt the flow and cause a safety concern.

Mr. Filasky asked if pedestrian issues weren't a concern would a traffic signal still be considered for this location. Mr. Wahed said if the pedestrian issues weren't a concern, they wouldn't recommend a traffic signal at this intersection.

Mr. Filasky asked if pedestrian counts were obtained. Mr. Wahed confirmed pedestrian counts were performed. Mr. Rahaim said during the p.m. peak, 200 pedestrians crossed at Delaware Avenue.

Lt. Aniunas inquired as to the estimated timeframe of the project. Mr. Wahed said Delaware Avenue anticipated project completion is within two to two and a half years. This project would begin after the Main Street project is completed. Mr. Haag said the plan is to incorporate this project with the Delaware Avenue project and would make sense to perform both projects simultaneously.

Mr. Filasky said if this was approved, and became a stand-alone project, when would this project be completed. Mr. Haag said the design process alone could take from six to twelve months to complete. If the process started today, it would line up to begin when the Main Street construction is complete.

Lt. Aniunas asked for the cost of the project. Mr. Haag said he doesn't have the total cost of this specific project today, however a traffic signal costs approximately \$275,000.

Mr. Parkins asked if there are plans to redesign or reconfigure the intersection. Mr. Wahed said the lane configuration would remain the same, however the lane would be reduced to accommodate the bicycle track.

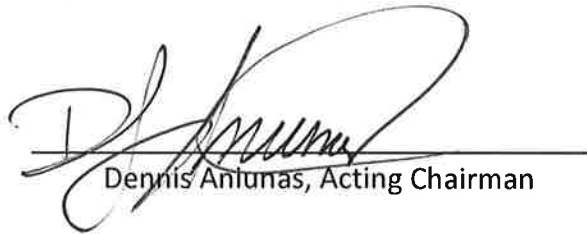
Mr. Farrall asked pedestrian crash data at this intersection. Mr. Rahaim said there were no crashes involving pedestrians and 21 crashes involving vehicles within a 3-year period. Mr. Haag added some crashes may go unreported and reminded the committee to keep this in mind.

Mr. Farrall recommended immediate action to move forward with this recommendation to ensure it is incorporated in DelDOT's project for Delaware Avenue. Mr. Filasky said city council would like to see a presentation on the final plan for the cycle track with an unsignalized intersection becoming signalized intersection. Mr. Filasky said city council wouldn't require a recommendation from the Traffic Committee.

Mr. Gula said his assumption is it would cost more if the traffic signal was installed in advance of the bicycle track and may be something to consider. Mr. Wahed agreed.

Mr. Filasky said he would anticipate there may be signage upgrades that are necessary and is willing to work with DelDOT on this.

There being no further business, the meeting was adjourned.



Dennis Aniunas, Acting Chairman

Any supporting documents pertaining to this meeting will be held on file at the police department.