

**CITY OF NEWARK
Newark, Delaware**

**TRAFFIC COMMITTEE MEETING
October 17, 2006
3:30 p.m.**

Members Present: Chief William Nefosky, Tom Sciulli, Susan Lamblack, Rich Lapointe, Tom Parkins, Maureen Roser (for Roy Lopata), Rick Vitelli, Lt. Susan Poley, Carol Houck, Dave Gula (late).

Guests: Jane McFann, 111 Manns Avenue, Newark
Charles Jackson, 121 Manns Avenue, Newark

MOTION BY TOM SCIULLI, SECONDED BY RICK VITELLI, TO ACCEPT THE MINUTES OF THE SEPTEMBER 19, 2006 MEETING AS SUBMITTED.

MOTION PASSED. VOTE: 9 TO 0. (Note: Dave Gula absent for the vote.)

1. REQUEST TO REMOVE SPECIAL RESIDENTIAL PARKING DESIGNATION FROM MANNS AVENUE BETWEEN APPLE ROAD AND BEVERLY ROAD.

Chief Nefosky said this issue was discussed at the September meeting at which time there was a motion to notify the homeowners that a resident had asked to have the special residential parking designation removed from Manns Avenue, between Beverly Road and Apple Road. Since no homes front on Manns Avenue in this block, letters were sent to the owners of the four corner properties. Mrs. Betty Hutchinson resides at 311 Apple Road and made the initial request, and she responded in favor of removing the parking restriction. Ms. Evelyn Roberts of 401 Apple Road responded saying that she sold this property in August. There was no response from the two remaining properties on the corners of Beverly Road.

Chief Nefosky said that since no homes front on Manns Avenue, he feels the parking restriction should be removed.

MOTION BY CHIEF NEFOSKY, SECONDED BY CAROL HOUCK, TO REMOVE THE "NO PARKING ANYTIME – SPECIAL RESIDENTIAL PARKING DISTRICT" DESIGNATION FROM MANNS AVENUE, BETWEEN APPLE ROAD AND BEVERLY ROAD.

MOTION PASSED. VOTE: 9 TO 0. (Note: Dave Gula absent for the vote)

2. REQUEST TO DESIGNATE MANNS AVENUE BETWEEN ORCHARD ROAD AND BEVERLY ROAD AS A SPECIAL RESIDENTIAL PARKING DISTRICT.

Ms. Jane McFann of 111 Manns Avenue contacted Chief Nefosky in September and asked to present a petition to restrict parking on Manns Avenue, between Beverly and Orchard Roads, and designate this area as a special residential parking district. She presented the Traffic Committee with the signatures of 10 of the 15 property owners who are in favor of the proposal. Four residents did not respond, and one opposed the action. Ms. McFann said she feels very strongly that this restriction is needed on Manns Avenue. The entire street is utilized by students who park there all day, and Ms. McFann said that cars will park over top of leaves that she rakes into the street, and the cars often park so close to her driveway that backing into the street is difficult. Snow removal cannot be efficiently accomplished because of cars parked bumper-to-bumper along the street.

Susan Lamblack asked why the residents of 116 Manns Avenue are opposed to the proposal, and Ms. McFann said that the property owners feel that anyone should be allowed to park on the street.

Charles Jackson of 121 Manns Avenue said that he supports the restriction not only because of the volume of cars parking on the street, which has increased, but also because he feels it creates a traffic hazard. Manns Avenue is a narrow street, and cars park on both sides. Vehicles park very close to the corner of Orchard and Manns, which creates a line of sight problem, and cars turning onto Manns Avenue from Orchard often meet another car head-on.

Carol Houck asked if the residents are aware of that permits are needed to park on the street if Manns Avenue is designated as a special residential parking district. Mr. Jackson said that Ms. McFann wrote to all of the residents and provided a very thorough explanation of the process.

MOTION BY CAROL HOUCK, SECONDED BY MAUREEN ROSER, TO RECOMMEND TO THE CITY MANAGER THAT MANNS AVENUE BETWEEN ORCHARD ROAD AND BEVERLY ROAD BE DESIGNATED AS “NO PARKING ANYTIME – SPECIAL RESIDENTIAL PARKING DISTRICT.”

Mr. Lapointe said he would have to abstain because he lives on the corner of Orchard Road and Manns Avenue.

MOTION PASSED. VOTE: 9 TO 0

Ms. McFann asked what the next step would be, and Ms. Lamblack advised that an ordinance would have to go before City Council for two readings. It should be approved at the second Council meeting in November if there is no problem with the request. Once that occurs, the City Manager would have to approve the

request, and then signs could be erected. Ms. McFann and Mr. Jackson thanked the Traffic Committee and left the meeting.

3. DISCUSS FEASIBILITY OF INSTALLING PLASTIC PYLONS AT ONE OR TWO MAIN STREET CROSSWALKS.

Chief Nefosky said the City Manager sent this request to him after it was discussed at a meeting of the Downtown Newark Partnership (DNP). He asked Lt. Poley to research the request, and she sent him a memo indicating that pylons can be placed in the street. However, the Department of Public Works said that the pylons could be a problem for snowplows. She also contacted DeIDOT and was advised that pylons can be tripping hazards for pedestrians and are often damaged by cars or vandalized. There are other options for improving crosswalk visibility, but Lt. Poley indicated they are costly. One system that she researched has lights installed in the pavement, but the cost is approximately \$20,000 to \$30,000.

Mr. Lapointe asked where the request originated, and Ms. Roser responded that it was discussed by the Design Committee of the DNP and then brought up at the DNP board meeting. Mr. Lapointe said he looked into pylons last year, and DeIDOT sent a four or five page form that had to be completed prior to installation. Mr. Parkins asked what crosswalks were mentioned, and Ms. Roser said the mid-block crosswalks at Center Street and the Galleria. She said that DeIDOT has indicated they are going to complete the streetscape next summer, which includes pedestrian enhancements such as ornamental lighting on the bump-outs and decorative treatment to the crosswalks. Ms. Roser also mentioned that the flashing lights at the Galleria crosswalk are being removed in order to make all crosswalks uniform in appearance.

Ms. Lamblack asked if the City has any pylons that could be installed on a trial basis, and Lt. Poley said this had already been done on Elkton Road at the University garage, and the pylons lasted approximately two or three days before being damaged. Another pylon on Casho Mill Road disappeared after a short period of time.

On another note, Mr. Parkins wanted to mention that the surface of the crosswalk on Library Avenue at College Square is worn away, and it is no longer evident that this is a crosswalk. Ms. Houck said that she has contacted DeIDOT on a number of occasions, and they have no plans to schedule maintenance. Mr. Parkins said the crosswalk is a school crossing and should be maintained. Mr. Gula said that DeIDOT might be willing to stripe white along the sides of the stamped asphalt, but thinks DeIDOT is no longer supporting that particular application. Ms. Roser said that the process DeIDOT used is stamped asphalt with a sprayed application over top and that is what has worn away. The application in other parts of the state is different in that the color is mixed into the

asphalt. Ms. Lamblack suggested adding this to the list of items being discussed at a Council workshop with DelDOT next month, and the members agreed.

Chief Nefosky said that it seems as though there is not much support for installing the pylons on Main Street, and he suggested waiting to see what DelDOT does next year to complete the streetscape. The members agreed.

There being no further business, Chief Nefosky called for a motion to adjourn.

MOTION BY TOM SCIULLI, SECONDED BY SUSAN LAMBLACK, TO ADJOURN.

MOTION PASSED. VOTE: 10 TO 0.

William F. Nefosky, Chairman