

**CITY OF NEWARK**  
**Newark, Delaware**

**TRAFFIC COMMITTEE MEETING**  
**June 15, 2010**  
**5:00 p.m.**

**Members Present:** Chief Paul Tiernan, Carol Houck, M/Cpl. Curtis Davis  
(for Lt. George Stanko), Marvin Howard, Dave Gula

**Absent:** Rich Lapointe  
Tom Parkins  
George Stanko

**Guests:** Marilyn Gleber, Newark Resident  
Charles Zusag, Newark Resident

**1. REVIEW AND DISCUSS THE SPEED STUDY FOR APPLE ROAD AND RITTER LANE.**

M/Cpl. Curtis Davis said at the request of Lt. Stanko two radar speed signs were installed during the period of May 4<sup>th</sup> through May 11<sup>th</sup> at two locations on Apple Road; one was installed on Grantham Place and the other was installed on Ritter Lane.

Chief Tiernan inquired as to the reason traffic studies were conducted at these locations. Alicia Cash said a resident that lives on Apple Road requested a three-way stop intersection at Apple Road and Ritter Lane. The resident was concerned in regard to the excessive speeding on Apple Road and also mentioned difficulty pulling out of her driveway due to poor visibility in both directions. Dave Gula said that she was also concerned with the speeds taken around the corner from Park Place turning onto Ritter Lane.

M/Cpl. Davis said on Grantham Place, a total of 12,349 vehicles were recorded with an average speed was 26 m.p.h., the 50<sup>th</sup> percentile speed was 27 m.p.h. and 85<sup>th</sup> percentile speed was 31 m.p.h. The results recorded were that the majority of the speeds were within 1-30 m.p.h., 31-40 m.p.h. at 15%, and 41 m.p.h. and above were less than 1%. Carol Houck said according to the results of the speed study, the majority of the motorists were not excessively speeding. M/Cpl. Davis said tickets would not have been issued for these speeds.

M/Cpl. Davis said on Apple Road a total of 5,500 vehicles were recorded with an average speed of 23 m.p.h., the 50<sup>th</sup> percentile speed 24 m.p.h. and 85<sup>th</sup> percentile speed was 29 m.p.h. The results recorded were 1-30 m.p.h. at 92%, 31-40 m.p.h. at 7%, 41 m.p.h. and above were less than 1%. M/Cpl. Davis said the speeds and volume to not meet the criteria.

**MOTION BY CAROL HOUCK, SECONDED BY MARVIN HOWARD, TO DENY THE REQUEST FOR A THREE-WAY STOP AT APPLE ROAD & RITTER LANE AND SEND A FOLLOW-UP LETTER TO THE RESIDENT THE RESULTS OF THE SPEED STUDY AND RE-EDUCATE THAT STOP SIGNS ARE NOT INTENDED FOR SPEED CONTROL.**

**MOTION PASSED.**

**AYE: 5**

**NAY: 0**

Dave Gula suggested relocating the stop sign on Apple Road closer to the intersection. M/Cpl. Davis said he would contact Public Works.

**2. REVIEW AND DISCUSS DELDOT DRAFT RECOMMENDATIONS FOR ELKTON ROAD/W. MAIN STREET/NEW LONDON ROAD.**

Dave Gula said he agreed with Rich Lapointe's email prior to the meeting that on Main Street the sign for S. College Avenue should also be labeled as 896 Business. Dave Gula said the proposed Elkton Road 896 South sign would route motorists around the block for no apparent reason. Dave Gula felt also from a traffic standpoint it would make more sense to route traffic from Main Street directly to S. College, to avoid adding more traffic to Delaware Avenue. Dave Gula recommended removing South 896 from the proposed Elkton Road sign and adding 896 Business to the S. College Avenue sign. M/Cpl. Davis said in the past he believes this was done for the Old Newark Civic Association for purposes of routing truck traffic to Elkton Road, Route 4 and out to S. College Avenue. Dave Gula said he does not feel there is enough truck traffic volume to warrant sending traffic that direction.

Carol Houck agreed that the South 896 should be removed from proposed Elkton Road sign and 896 Business should be added to the proposed S. College Avenue sign. Dave Gula said before making a motion he would request that research be conducted to find out if 896 ever existed on the S. College Avenue and if it did what the reason was. Dave Gula said the letter should ask for clarification in regard to 896 in order to clarify if 896 is in fact the Business designation and if it is the sign should specify "Business 896".

Carol Houck suggested that a phone call be made to Matt Buckley with the Delaware Department of Transportation (DelDOT). Dave Gula said he would contact Matt Buckley.

The item was tabled and will be reviewed at the next Traffic Committee meeting.

**3. REQUEST TO REMOVE THE YIELD SIGN AT CAPITOL TRAIL AND CLEVELAND AVENUE.**

Chief Tiernan said this item was requested by Charles Zusag.

Charles Zusag said making a right turn from Capitol Trail onto Cleveland Avenue a yield sign exists at the corner of the island as well as a solid white line that proceeds down Cleveland Avenue indicating that the right lane has a protected lane of travel.

Charles Zusag compared this intersection to the intersection of Elkton Road and Delaware Avenue in similarity that two lanes of traffic are merging. The only difference at Elkton Road and Delaware Avenue is the island extends farther than the island at the intersection of Capitol Trail and Cleveland Avenue.

Charles Zusag said in the past, the curb cut used to be closer to the intersection of Capitol Trail and Cleveland Avenue, however when Porter Chevrolet expanded their showroom the curb cut was moved farther down on Cleveland Avenue.

Chief Tiernan said the concern is that motorists treat the yield sign as a stop sign which causes driver uncertainty. Charles Zusag said the yield sign and the solid white line are two traffic mechanisms that are inconsistent at this location. Carol Houck recommended installing a sign to read, "Stay in Lane". Charles Zusag said he did not feel that would be necessary as the solid white line that currently exists serves the same purpose.

Charles Zusag said the solid white line extends a distance of approximately 40' on Cleveland Avenue. Charles Zusag suggested leaving the yield sign and removing the solid white line or remove the yield sign leave the solid white line and add bollards. Dave Gula agreed that bollards were a good idea, even if they were only installed temporarily.

**MOTION BY DAVE GULA, SECONDED BY CAROL HOUCK, TO SEND A LETTER TO DELDOT REQUESTING THE REMOVAL OF THE YIELD SIGN AT CAPITOL TRAIL AND CLEVELAND AVENUE AND TO PLACE TEMPOARY BOLLARDS AFTER THE ISLAND TO ALERT MOTORISTS TURNING ON CLEVELAND AVENUE TO STAY IN LANE.**

**MOTION PASSED.**

**AYE: 5**

**NAY: 0**

M/Cpl. Davis said it is an improper location on the roadway for a turn. Charlie Zusag said if you yield you are expecting motorists to make an improper turn and fade over into the wrong lane.

**4. REQUEST TO ELIMINATE THE RIGHT TURN ON RED ON WESTBOUND OGLETOWN ROAD TURNING ONTO LIBRARY AVENUE.**

Chief Tiernan said this was requested by Charles Zusag.

Charles Zusag said if you are at the light on Library Avenue facing the viaduct at the light, traffic turns double file from westbound Ogletown Road onto Library Avenue backing up traffic so when the light turns green on Library Avenue traffic is halted at the intersection.

Charles Zusag said he does not understand why a right turn on red is prohibited on Library Avenue turning onto Ogletown Road near the post office but not on Ogletown Road turning onto Library Avenue.

Charles Zusag said by allowing a right turn on red at Ogletown Road turning onto Library Avenue this causes a major backup during rush hour. Dave Gula said not only is the left turn lane full with vehicles waiting in queue for the light to turn green to make the left onto Cleveland Avenue, it also blocks the middle travel lane for traffic heading straight on Capitol Trail. Dave Gula pointed out that this creates a traffic weave pattern as motorists are forced to merge into the right lane to avoid the middle lane that is blocked and then merge back into the middle lane. Charles Zusag said this creates a potential for rear-end collisions.

M/Cpl. Davis said he has a problem with prohibiting a no right turn on red at a yield design intersection. M/Cpl. Davis said his concern is where is the point at which cars are going to need to stop. Charles Zusag feels that by allowing cars to move through double file needs to be corrected. M/Cpl. Davis said DelDOT would need to install a signal head. At a yield design intersection motorists are looking for oncoming traffic, pedestrians, etc. and are not paying attention to the traffic light.

Carol Houck suggested combining agenda items no. 3 and 4 in the letter to the Delaware Department of Transportation.

**MOTION BY DAVE GULA, SECONDED BY CAROL HOUCK, A THREE PART MOTION. 1) TO PROHIBIT RIGHT TURNS ON RED ON WESTBOUND OGLETOWN ROAD TURNING ONTO LIBRARY AVENUE, 2) CONSIDER NARROWING CHANNEL SO IT CAN'T BE TREATED AS TWO SEPARATE LANES AND 3) REQUEST A SIGNALHEAD ON THE RED LIGHT TO ALERT MOTORISTS THAT A RIGHT TURN ON RED IS NOT PERMITTED.**

**NEW BUSINESS:**

Ms. Marilyn Gleber said she has been a resident of Newark since 1940. She said a fortune has been spent on studies, commissions, etc. on how to eliminate the traffic problem in Newark. Ms. Gleber said the only traffic relief in Newark has been the Christina Parkway.

Ms. Gleber said she would like to know where Newark will be in regard to traffic in ten years. Dave Gula invited Ms. Gleber to attend the Newark Transportation Plan to review a few things that were done in regard to traffic and how traffic has improved in the last ten years. The study will also include a comprehensive look at the problems and how they can be resolved.

Ms. Gleber recommended an overpass over Cleveland Avenue to take Pennsylvania and Maryland traffic and send them to Kirkwood Highway to help relieve the traffic situation in Newark. Dave Gula said would contact Ms. Marilyn Gleber with the date and time of the next Newark Transportation meeting as soon it has been confirmed.

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

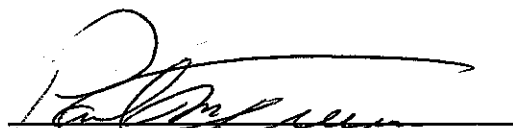
**MOTION BY CAROL HOUCK, SECONDED BY MARVIN HOWARD, TO ADJOURN.**

**MOTION PASSED. VOTE: 5 TO 0.**

**AYE: 5**

**NAY: 0**

After the meeting adjourned, Dave Gula said as information becomes available in regard to the Newark Transportation Study he would forward to the Traffic Committee members for review and comment.



Paul M. Tiernan, Chairman