

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

**TRAFFIC COMMITTEE MEETING**

**July 19, 2011**

**5:00 p.m.**

**Members Present:** Chief Paul Tiernan, Lt. George Stanko, Carol Houck, Marvin Howard, Dave Gula

**Members Absent:** Rich Lapointe, Tom Parkins

**Guests:** Rick Armitage, University of Delaware  
David Athey, Councilmember District 4  
Heather Dunigan, WILMAPCO  
James Magee, Newark resident

**1. REQUEST FOR A CROSSWALK ON S. COLLEGE AVENUE AT WINSLOW ROAD.**

Mr. Armitage said this was brought to University administration as a request through their professional advisory council. Mr. Armitage said as the university continues to add more satellite parking for employees the need for a crosswalk at this location has increased. In addition, the University of Delaware visitor center is located at the corner of Winslow Road and S. College Avenue. Therefore, the need for a crosswalk has increased due to the volume of pedestrians. Mr. Armitage said the university realizes this is mid block and may not be the best location for a crosswalk, however feels it would tie into traffic calming that has been discussed in the past.

Ms. Houck said DeIDOT has denied mid block crosswalks requests from the committee in the past for the reason that it provides a false sense of security. Mr. Gula feels this would be a prime location for a HAWK signal and that it would not interrupt the flow of traffic. Ms. Dunigan agreed and said this would be consistent with the Newark Transportation Draft Plan, and in addition has also recommended a pedestrian refuge island similar to Amstel Avenue at Elkton Road.

Lt. Stanko said the Manual of Uniform Traffic Control Devices (MUTCD) is against installing a non signalized crosswalk within a block from a signalized crosswalk. Lt. Stanko suggested a short term option would be to relocate the University of Delaware bus stop to Kent Way. This would be a short walk to the visitor center as well as allow pedestrians to safely cross the street.

Ms. Houck asked Mr. Armitage to forward a letter to the committee outlining the University of Delaware's comments relating to their request.

Mr. Athey said he contacted DeIDOT regarding Winslow Road and their response was the centerline of Winslow Road to centerline of the driveway is 95' and is at a severe angle. Mr. Athey questioned why it couldn't be done from the south side of Winslow Road to the north side of the driveway which may only be a slight offset. DeIDOT also said by simply adding crosswalk markings does not make it safer for pedestrians especially at midblock where drivers do not expect pedestrians to cross. Mr. Athey said pedestrians are going to cross anyway and does not understand why they wouldn't want to make it as safe as possible.

Mr. Magee said in the evening parking opens up on Winslow Road at 8:00 p.m. and in poor weather, students walk to the library and cross the road especially during these hazardous conditions which is very unsafe. Mr. Magee said the crosswalk north on Kent Way is a 3-way intersection and recommended the University of Delaware cut an opening in the brick wall to make an entrance to the library that would line up better with the intersection. The current walkway from S. College Avenue at the current opening in the wall forces pedestrians to walk through the library parking lot making this unsafe as well.

Lt. Stanko said we have the exact same problem at W. Main and Corbit Streets where a request for a crosswalk was turned down by DeIDOT.

Mr. Gula recommended a HAWK signal be requested for S. College Avenue and Winslow Road and said it would be helpful to obtain cost information.

Ms. Dunigan said a lower cost option would be to install a "Yield to Pedestrians" sign that would be bolted in the ground and combined with a crosswalk. Ms. Houck asked if the committee decided to request a HAWK signal if DeIDOT would respond with this option as an alternative solution. Ms. Dunigan said more than likely they would not.

Mr. Armitage asked if it would be appropriate to request funding for a HAWK signal through the legislators Community Transportation funds. Ms. Dunigan responded that this would be an appropriate request.

**MOTION BY DAVE GULA, SECONDED BY GEORGE STANKO, TO PETITION DELDOT FOR A HAWK SIGNAL OR OTHER CROSSWALK TREATMENT FOR S. COLLEGE AVENUE AT WINSLOW ROAD.**

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

**2. NEWARK TRANSPORTATION DRAFT PLAN (PRESENTATION BY HEATHER DUNIGAN – WILMAPCO).**

Ms. Dunigan provided the committee with copies of the Newark Transportation Draft Plan dated May 24, 2011. Ms. Dunigan referred the committee to Page *ii*, Executive Summary, Table I – Summary of Recommendations. Ms. Dunigan said the draft plan has not changed since the public workshop back in May where few comments were received surrounding Cleveland Avenue recommendations.

Ms. Dunigan focused on the following items that have changed since the Traffic Committee previously reviewed the draft plan.

1. Signal Coordination Recommendation

- a. Elkton Road will include improved coordinated signals when it reopens.
- b. Cleveland Avenue and Library Avenue - Worked with the University of Delaware to obtain improved traffic counts on these roads and should be updating the signal timing.

2. Cleveland Avenue at North College Avenue

- a. DeIDOT is working on signal improvements and is having problems getting the right of way due to lack of cooperation by the property owners. (There is a possibility this may turn into a long-term recommendation)

Ms. Dunigan said when the Bicycle Committee reviewed the draft plan they had hoped it would just be a matter of narrowing the travel lanes, however DeIDOT is also requiring pavement bump outs. As a result, Ms. Dunigan anticipates this will require additional analysis.

Ms. Dunigan said a follow up meeting was held with the car dealerships on Cleveland Avenue that offered the possibility of installing an easement behind their properties on the north side of Cleveland Avenue to provide an extension of the bicycle path that would tie into the Pomeroy Trail off of Curtis Paper Mill.

Ms. Dunigan said the recommendation that Cleveland Avenue is brought up to ADA standards would be kept in the plan.

Ms. Dunigan said the most popular recommendation has been the separation of bicycle traffic on Delaware Avenue. DeIDOT has had strong reservations regarding this request as a result of having to redo every intersection.

Ms. Dunigan said it is anticipated to present the draft plan to Council in August for their approval so that it may be brought to WILMAPCO's council in December.

**MOTION BY GEORGE STANKO, SECONDED BY CAROL HOUCK, RECOMMENDING THAT THE NEWARK TRANSPORTATION DRAFT PLAN DATED MAY 24, 2011 IS FORWARDED TO COUNCIL FOR THEIR APPROVAL.**

**MOTION PASSED. VOTE: 4 TO 0, 1 - ABSTAIN**

2. **NEWARK BICYCLE COMMITTEE SHORT TERM RECOMMENDATIONS (PRESENTATION BY HEATHER DUNIGAN – WILMAPCO).**

Ms. Dunigan said she is representing the Newark Bicycle Committee. The next step would be for the Newark Traffic Committee put in their request to DeIDOT for the following improvements.

### Short Term Facility Recommendations

1. Pavement markings and signage
2. Delaware Avenue from Tyre Avenue to Orchard Avenue – Two way cycle track
  - a. Ms. Dunigan recommended waiting until Delaware Avenue comes up for reconstruction to implement. However, DeIDOT could begin design of the project.
3. Shared use path along the northwest side of Elkton Road between Suburban Plaza Shopping Center and Casho Mill Road
  - a. Transportation Enhancement or CMAQ (Congestion Mitigation and Air Quality) money could be used. Mr. Gula said there is also grant funding that could be used as well.

Ms. Dunigan said members of the Bicycle Committee measured all roads in the City to find out which roads had enough room for narrowing travel lanes to allow 5' bicycle lanes. For roads that are too narrow, the plan recommends installing sharrows (shared lane markings).

Ms. Dunigan said the first recommendation is to install "Wrong Way" and "Ride with Traffic" signs on Delaware Avenue. DeIDOT said the City may install the signs at any time and they may be able to share the cost of the improvement.

Ms. Dunigan said the second recommendation is to install shared lane markings in the right lane between Pomeroy Trail and New London Road on East Main Street. DeIDOT said they may be able to share the cost of the improvement. Ms. Dunigan said the estimated cost would be approximately \$16-17,000.

Ms. Dunigan said the third recommendation is to provide 5' bike lanes in both directions on S. College Avenue.

**MOTION BY DAVE GULA, SECONDED BY CAROL HOUCK, SUPPORTING THE NEWARK BICYCLE COMMITTEE SHORT TERM RECOMMENDATIONS TO BE FORWARDED TO COUNCIL FOR THEIR APPROVAL PRIOR TO REQUESTING RECOMMENDATIONS TO DELDOT.**

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

### **OLD BUSINESS:**

#### Chapel Street – Request for a Bridge Height Sign

Chief Tiernan said previously we sent a letter to DeIDOT requesting a bridge height sign on Chapel Street. Lt. Stanko said yesterday one sign was installed in the middle of the bridge. Lt. Stanko said additional signs still need to be ordered. The trees have been trimmed around the flashing light for more visibility.

Lt. Stanko said the problem seems to be that the GPS is directing truck drivers onto Chapel Street and Creek Road.. Dave Gula said in the past has dealt with a similar concern and suggested contacting the map database provider that would add a warning to appear on the screen. Dave Gula said they would provide Lt. Stanko with this information.

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

**MOTION BY CAROL HOUCK, SECONDED BY DAVE GULA, TO ADJOURN.**

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

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Chief Paul Tiernan, Chairman