

CITY OF NEWARK
Newark, Delaware

TRAFFIC SUBCOMMITTEE
CLEVELAND AVENUE ROADWAY IMPROVEMENT
PUBLIC WORKSHOP

JUNE 6, 2016
7:00 p.m.

1. INTRODUCTION

Lt. Nelson thanked everyone for attending the public workshop. Lt. Nelson said his title is Traffic Enforcement Division Commander. Lt. Nelson said one of his duties consists of attending monthly Traffic Committee meetings that discuss traffic issues and provide solutions within the City of Newark. Lt. Nelson said the Cleveland Avenue Task Force is an AD HOC committee to the Traffic Committee. Lt. Nelson said the city is aware DeIDOT is planning a repaving project on Cleveland Avenue and the goal of the committee is to resolve issues that currently exist on Cleveland Avenue. Lt. Nelson said one of his interests is to address the high collision rate on Cleveland Avenue.

Lt. Nelson said a survey has been provided and encouraged everyone to fill one out before they leave for the evening. Lt. Nelson invited anyone that would be interested in being part of the Cleveland Avenue Task Force is welcome. Lt. Nelson anyone that would like to be part of the committee would need to attend every meeting and provide input.

2. PRESENTATION – HAZARD ELIMINATION PLAN

Mr. Matt Buckley said he is a consultant for DeIDOT's traffic section. Mr. Buckley said he reports directly to DeIDOT's Chief Traffic Engineer that is part of the Cleveland Avenue Task Force. Mr. Buckley said Mr. Mark Luszcz (Chief Traffic Engineer) apologized he would be unable to attend this evenings meeting due to a scheduling conflict.

Mr. Buckley said DeIDOT understands that the community is an integral part of the process and DeIDOT is here to get the job done. Mr. Buckley said DeIDOT has jurisdiction from curb to curb on state maintained roadways and the city's responsibility are the sidewalks. Mr. Buckley said DeIDOT's role is help everyone move throughout the city whether it's on foot, bicycle or car and is collectively open to suggestions from the city.

Mr. Buckley said the following presentation was given to a panel that reviews traffic safety. Mr. Buckley said DelDOT has a highway safety program that is consistent with all federal guidelines. Mr. Buckley said in 2015 in Delaware the program was called the Hazard Elimination Program.

Mr. Buckley said there were two sites reviewed in the City of Newark. Mr. Buckley said one site is N. College Avenue and the other is Cleveland Avenue. Mr. Buckley said the last time N. College Avenue was part of the Hazard Elimination Program was back in 2005.

N. College Avenue from Main Street to the White Clay Bridge

- The signal was rebuilt at N. College Avenue and Cleveland Avenue to include new accessible or audible pedestrian signals.
- Issues continue at CSX rail crossing
- There is a conventional traffic signal at N. College and Cleveland Avenue which means presently northbound and southbound traffic go at the same time. A head start of 7 seconds is provided for pedestrian movement.
- The signal at College Avenue and Main Street is considered unconventional with a scramble phase allowing pedestrians to move diagonally at the intersection.

January 2011-January 2014

- 14 crashes at Cleveland Avenue/Main Street
- 9 bicyclist related crashes from Main Street to the White Clay Bridge

Recommendations to address some of crashes are as follows:

- Side swipe crashes making a double lefts from College Avenue onto Main Street. DelDOT is looking to delineate by striping and providing clear overhead signs. This will need to be coordinated with University of Delaware.
- Cleveland Avenue/N. College Avenue – DelDOT will review a pedestrian only phase where pedestrians can move exclusively in all directions. This would function similar to the Delaware Avenue intersection.
- Cleveland Avenue (north side) - split phase would stagger northbound and southbound in order to separate the movements. This would use up green timing. DelDOT will provide the pros and cons of implementing this traffic pattern for consideration.
- Another suggestion was discussed to add a north bound right turn lane for a long term improvement.

Cleveland Avenue – Capital Trail to New London Road

- This section surfaced in the Hazard Elimination Plan in 2005, 2012, 2015
- Improvements have been considered at the park on Paper Mill Road to provide potential movements at Margaret Street
- A total of 32 t-bone northbound left turn crashes have been reported within a four year period. This is the worst intersection in the State of Delaware In 2014, there were a total of 12 t-bone crashes

- Cleveland Avenue at N. Chapel Street is a signalized intersection, 5 legs consisting of mostly rear-end crashes. A total of 5 crashes were reported
- Cleveland Avenue mid-block between 5 points, N. Chapel & Capital Trail – 29 eastbound and westbound left turn crashes
- A total of 10 pedestrian crashes and a total of 3 bicyclist crashes
- Area has been congested for quite some time.
- Road diet for Cleveland Avenue would provide space for pedestrians and bicyclists.

Cleveland Avenue at Wilbur Street

- Un-signalized intersection, many rear-end crashes, 5 involved left hand turns, 2 crashes involved pedestrians that were hit at the crosswalk within the 4 year period.
- Consider a refuge island in the middle of the road.
- Installing a rectangular rapid flash beacon. The first one in Delaware was installed at Polly Drummond Hill Road at Judge Morris Estate.

Capital Trail at Woodlawn Avenue

Mr. Buckley said DelDOT is still continuing to review the Capital Trail intersection. Mr. Buckley said leaving Woodlawn Avenue onto Capital Trail DelDOT is considering a double left turn movement that they would like to complete by the Fall of 2016. Mr. Buckley said DelDOT would like to consider making this a t-intersection and how it would move traffic by eliminating fourth leg and make it a right in and right out.

McKees Lane near Capital Trail

- Signalize to allow pedestrians to cross
- Install a HAWK signal (Same as installed on Rt. 72 at Farm Lane)

5-points intersection

- One-way on Margaret Street
- Diagonal pedestrian and bicycle phase
- Protected intersections (Installed at street corners providing a protected store space for bicyclists)
- Round-a-bout

New London Road

- Adding bike lanes and narrower lanes to slow traffic
- Considering adding sharrow markings.

N. College Avenue to Paper Mill Road

- Potentially restricting parking on the south side of the road. This will provide space to install bike lanes in both directions. The downside is removing parking may increase speeds. Most homes have parking in the rear, however a few do not.
- Narrow lanes and add bike lane on one way with sharrows in the other directions with keeping the parking on the south side.

- Adding a center pedestrian refuge island at Wilbur Street. Some parking on the south side would be lost. This would free up space for a left turn lane and would have minimal impact to the south side of the road.

Mr. Coleman said additionally, routes will be reviewed for an off road trail from Capital Trail to Paper Mill Road. A few possible routes are being considered. One route located on the south side of the creek will require participation from the dealerships. One route on the north side of the creek would require an additional bridge and could run through parkland. Mr. Coleman said they hope to have routes to be reviewed and considered at the next Cleveland Avenue Task Force meeting.

A resident said there used to be alternative route from N. College to N. Chapel Street by crossing the sports building. He mentioned it was a scenic route with no cars until the University of Delaware decided to close it off. Mr. Coleman said this option could be reviewed and discussed at a task force meeting with Skip Homiak.

A resident asked what parkland is being considered. Mr. Coleman said the thought would be to cross at the end of McKees Lane at Karpinski Park and down the north side of the creek, soon to be Curtis Park and come out at Old Paper Mill Road. Mr. Coleman clarified the track would only be for bicyclists and pedestrians, not vehicles.

A resident suggested a installing a sign with lights in the hopes to make the crosswalk at Wilbur Street more visible than the current sign with an arrow pointing to a person in a crosswalk. Mr. Buckley said he agrees and the next logical enhancement with signs and pavement markings is the Rectangular Rapid Flash Beacon (RRFB). It is an intense strobe that provides a fast pulse. Mr. Buckley said one option could be to bump out the curb line to provide more space to install large sign with the rapid flash beacon.

A resident said the parking behind the homes on Cleveland Avenue need 64 spaces and there are only 50. All the parking spaces are maxed out. In front of the 16 houses there are only 10 spaces.

Mr. Buckley said he realizes some improvements will cost a substantial amount of money to implement. Mr. Buckley said DeIDOT will be repaving many roads in Newark within the next couple of years. Mr. Coleman said the ADA upgrades must occur during the resurfacing project. Mr. Coleman said the goal is to stripe in an improved reconfiguration. Mr. Buckley said the ADA improvements would also include where it ties into driveways.

Ms. Herman said regarding the corner of Cleveland Avenue and Wilbur Street her concern with removing parking would be the pedestrian that hide behind the vehicles late at night and is concerned if parking is removed for their safety. Ms. Herman said one house across the street has 6 bedrooms and are only provided 5 parking spaces. She receives numerous calls with requests for residents to utilize her parking spaces. She said this area lacks parking. Ms. Herman said

she is concerned with removing some of the curb line on the corner to install a pedestrian bump out. Ms. Herman said there are many black tire marks on the curb where vehicles are traveling too closely or have driven up on the curb. She is concerned if her deliveries will be effected as a result of the refuge island.

Ms. Herman said she is surprised a traffic signal (ie: HAWK signal) aren't warranted based upon all the statistics that have been presented. Mr. Buckley said generally speaking there are several traffic warrants to be considered including vehicular volume, pedestrian volume and crash history. Mr. Buckley said he believes this location is nearly warranted but not quite. Mr. Buckley said they will add this to the list of suggestions and prove it to the committee.

A resident raised a concern that vehicles don't stop on Cleveland Avenue touring right onto Capital Trail. A resident would like to know what can be done to get vehicles to stop. Mr. Buckley said the first step would be to review the impacts of limiting right turns on red. Mr. Buckley said the last option would be a red arrow. Mr. Buckley said there are options that can be considered. Mr. Buckley said in terms of traffic volume the right turn lane on Cleveland Avenue there are 600-700 an hour making a right turn. There are 200-300 making a left on Capital Trail. Lt. Nelson said enforcement could be stepped up at this location. Mr. Coleman said a sign has been ordered and will be installed on Cleveland Avenue to read, "Right Turn on Red After Stop".

3. OPEN DISCUSSION

A resident is concerned regarding the pedestrians take advantage and disregard the "Don't Walk" pedestrian signal at N. College Avenue intersection. The resident is recommending a green arrow at this location. Mr. Buckley said one option on the presentation is split phasing or DeIDOT could consider northbound and southbound traffic and move at the same time and conclude with a green arrow.

A resident said on N. College Avenue past Prospect Avenue heading toward North Street on the other side there is a steep rock with a warning sign. The resident recommended installing a guard rail at this location. Mr. Buckley said DeIDOT would add this to the list, and will look into whose responsibility it is.

A resident said on N. College Avenue at Cleveland Avenue heading southbound suggested prohibiting right turn on red from 7:00 a.m. until 9:00 a.m. Mr. Buckley said it would favor both directions face green northbound shut down and go to red ball, southbound would receive a green arrow to turn at the end of the signal cycle. Mr. Buckley said time restrictions could be implemented for the "No Right Turn on Red". Mr. Buckley said they could make the arrow only could be trip activated.

A resident asked what Newark will look like 25 or 50 years from now from a traffic standpoint. Mr. Buckley said in 25 years he compares the traffic to a massive sponge. Mr. Buckley said rush hour will begin at 6:00 a.m. until 11:00 p.m.

A resident feels that the Florida T intersection isn't a good idea with the already congested Kirkwood Highway. Mr. Buckley said they will model the pros and cons. Mr. Buckley said in reviewing crash history and traffic volume Anna's Way doesn't meet the traffic warrants and could remove the traffic signal to keep traffic moving faster.

A resident is concerned with the congestion on New London Road and the additional congestion with new student housing development. Mr. Buckley said on New London Road there was discussion on whether a double left could be accommodated, however the issue was if this was implemented a lane would need to be removed. The wide lanes also would not be suitable for cyclists. Mr. Buckley said DeIDOT welcomes any suggestions.

Mr. Morehead said occasionally he walks Cleveland Avenue late at night westbound and there is no buffer on the north sidewalk. Mr. Coleman said the proposal is to provide a bike lane heading westbound and sharrows heading eastbound. Mr. Coleman said this would provide a buffer for pedestrians.

A resident is concerned that if bike lanes are added they will be used as a through lane. The resident agrees that pedestrians will also use the bike lanes to walk in with essentially no buffer.

A resident asked what will the construction project look like and how will it impact the town from the community. Mr. Buckley said this will have to be considered. Mr. Buckley said the construction will be slow and hurdles to be addressed. Mr. Buckley said the ADA items will take the longest.

Lt. Nelson said the surveys may be left before leave. Lt. Nelson said for anyone that would like to be a part of the task force may sign up by providing an email address.