

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

**Traffic Committee Meeting**  
**October 18, 2016**  
**3:30 p.m.**

**Members Present:** D.C. Kevin Feeney, Andrew Haines, Lt. Fred Nelson, Tom Coleman, Marvin Howard, Dave Gula, Tom Parkins

DC Feeney called the meeting to order at 3:40 p.m. on Tuesday, October 18, 2016.

Motion by Mr. Gula, seconded by Mr. Howard, to approve the meeting minutes dated September 20, 2016.

**1. Request for a “No Parking Anytime, Special Residential Parking District” designation on the West side of Indian Road.**

DC Feeney said this request was received by Councilmember Hadden. Councilmember Hadden provided a petition signed by all of the residents on Indian Road. The residents are concerned that vehicles are parked on the street on Friday and left throughout the weekend.

Mr. Parkins asked if any restrictions currently exist on Indian Road. DC Feeney confirmed there are no restrictions that currently exist.

Mr. Coleman asked if there are any restrictions that currently exist along the east side of the road. DC Feeney said he is unaware if there are any restrictions on the east side. Mr. Haines asked if it would make sense for the Traffic Unit to conduct a more holistic review of the area rather than reviewing request on an individual basis. DC Feeney said historically requests have been reviewed on an individual basis.

DC Feeney asked public comment regarding this request. Mr. Morehead said agrees with Mr. Haines and supports a more global review of area and surrounding neighborhoods.

Mr. Saunders said he is employed by the University of Delaware and would like for the committee to consider as little restriction as possible on the public in regard to parking.

**Motion by Mr. Coleman, seconded by Mr. Nelson, to restrict parking on the west side of Indian Road to “No Parking Anytime, Special Residential Parking District”.**

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Mr. Haines asked Mr. Coleman where we stand with the parking on the GIS overlay. Mr. Coleman said he believes this project is currently underway. Mr. Haines said if there is no objection he will follow up with IT on the timeline.

DC Feeney turned the floor over to Lt. Nelson to provide an overview of the Cleveland Avenue Task Force recommendations.

## **2. Presentation by Lt. Nelson on the Cleveland Avenue Task Force Recommendations**

Lt. Nelson said approximately six months ago the Traffic Committee met and decided to create an AD-HOC committee called the Cleveland Avenue Task Force. Lt. Nelson said the reasoning is Delaware Department of Transportation has an upcoming paving and rehabilitation project scheduled for 2017/2018. Lt. Nelson said this committee was derived by members and stakeholders to discuss and provide recommendations on suggested improvements to the Cleveland Avenue corridor. Lt. Nelson said no option was off limits, many recommendations were brought to the table and DelDOT modeled every recommendation. Lt. Nelson said these recommendations were to go to the Traffic Committee and then to city council for approval.

### Cleveland Avenue Task Force Recommendations

#### I. W. Cleveland Avenue

- A. Add striping for eastbound and westbound bicycle lanes between N. College Avenue and Ray Street.

#### II. Cleveland Avenue at N. College Avenue

- A. Option 1 – Exclusive Pedestrian Scramble Phase – Pedestrian have an exclusive phase and can move in all directions. (similar to Delaware Avenue at S. College Avenue)
- B. Option 2 – Northbound and Southbound Split Phasing – Each direction has its own green cycle. Large intersection delay.
- C. Option 3 – Left turn phase for southbound – Requires no right turn on red for northbound N. College Avenue. Large intersection delay.

III. E. Cleveland Avenue – N. College Avenue to Paper Mill Road

- A. Option 1 – Remove residential parking on the south side of E. Cleveland Avenue.
  - 1. Remove residential parking on the south side of East Cleveland Avenue to allow for the installation of eastbound and westbound bicycle lanes.
  - 2. Alternative parking will be explored to relocate two existing handicap spaces. The existing handicap spaces will remain if no viable option is agreed upon.
  - 3. The removal of parking will not go into effect any earlier than June 1, 2017 to not effect current tenants.
- B. Option 2 – Create a pedestrian refuge island at E. Cleveland Avenue and Wilbur Street.
- C. Option 3 – Remove the crosswalk at E. Cleveland Avenue/Wilbur Street

IV. N. Chapel Street/Paper Mill Road/Margaret Street

- A. Option 1 – Convert Margaret Street to one-way northbound from E. Cleveland Avenue to Annabelle Street.
  - 1. Caveat would be to install a traffic signal at Paper Mill Road and Creek View Drive.

V. E. Cleveland Avenue – N. Chapel Street to Capitol Trail

- A. Option 1 – “Road Diet” - E. Cleveland Avenue to Paper Mill Road would be reduced to a one lane in each direction with a center turn lane. The turn lanes at Paper Mill Road/S. Chapel Street/Margaret Street and Capitol Trail would remain as currently configured.
  - 1. DeIDOT will investigate if trucks could unload in the center turn lane.

VI. Woodlawn Avenue/Capitol Trail

- A. Option 1 – “Florida T” intersection – Woodlawn Avenue would become a right in/right out only intersection and the traffic signal for Woodlawn Avenue would be removed.
  - 1. By eliminating the Woodlawn Avenue traffic signal would reduce the intersection delay by over 100 seconds.
  - 2. It will allow the installation of a pedestrian refuge island directly at the intersection of Cleveland Avenue at McKees Lane. If the “Florida T” option is not implemented, the pedestrian refuge island would need to be placed further down Cleveland Avenue making it inconvenient for the residents and will include the installation of a HAWK signal.

Mr. Buckley said Woodlawn Avenue would be right in/right out and in order to keep free flowing traffic leaving the city most likely there would be a constant green light that would only stop traffic to accommodate pedestrians crossing the street.

A resident asked what the options would be for bicyclists coming from Anna's Way. Mr. Buckley said the most logical solution would be to dismount and use the pedestrian signal phase to cross the street.

Mr. Parkins asked how residents that live on the west side of Capitol Trail would travel east on Capitol Trail. Mr. Buckley said you would lose the ability to make a U-turn. Mr. Buckley said there is enough space to add an un-signalized median crossover at this location. Mr. Buckley said the U-turn traffic is approximately on turn every couple of hours. Mr. Parkins said this is a major concern for the residents that live there. Mr. Buckley said this would require redoing the median area to install an un-signalized U-turn.

Lt. Nelson said in order for a pedestrian refuge island to be installed at the intersection (ideal location) at McKees Lane and Cleveland Avenue both the "Florida T" and the "road diet" must be approved. Lt. Nelson said if only the "Florida T" or only the "road diet" are approved the pedestrian refuge island would have to be installed further west of the McKees Lane and Cleveland Avenue intersection and would require a HAWK signal.

Mr. Parkins asked if this is a package deal or if the committee could vote on each option separately. Lt. Nelson said he would recommend the committee vote on each option separately.

### **3. Public Comment**

Mr. Osienski said is the State Representative of the 24<sup>th</sup> district. Mr. Osienski said he represents the residents in the Stafford I, Stafford II and the Windy Hills neighborhoods. Mr. Osienski said he is worried about "Florida T" that it will create considerable traffic delays in many of his other districts as well. Mr. Osienski said he understands something needs to be done and is hopeful that DelDOT will provide answers to his concerns prior to implementation. Mr. Osienski said he is concerned for residents living on the west side of Capitol Trail and that the implementation of an un-signalized U-turn will create significant delays during rush hour at the Woodlawn Avenue intersection due to the constant flow of traffic. Mr. Osienski said with the "Florida T" proposal this will cause significant amount of traffic to be diverted from Stafford to Anna's Way. Mr. Osienski said the light timing at Route 2 and Anna's Way will need to be adjusted to allow for the extra volume of traffic being diverted to this intersection. Mr. Osienski is not convinced that if the timing is adjusted that it would actually increase 100 seconds at the intersection. Mr. Osienski said he is asking the committee to take all of this into consideration.

Ms. Ireland said she formerly commuted through Newark on bicycle for up to five years and found her way through Newark with difficulty. Ms. Ireland said she is excited about the possibilities for Cleveland Avenue. Ms. Ireland said when it becomes easier for bicyclists to navigate Cleveland Avenue there is the potential to attract more bicyclists and fewer cars.

Ms. Ireland said one intersection that is extremely difficult for bicyclists to navigate safely is the Cleveland Avenue and Paper Mill Road intersection. Ms. Ireland said she realizes that the traffic circle is not feasible but would encourage Newark to continue to seek other options to make this intersection safer and friendlier for bicyclists. Ms. Ireland suggested the consideration of a bicycle scramble at this intersection.

Mr. Deshon said the Cleveland Avenue Task Force has done a tremendous job over the past seven months to review and provide very good solutions and compromises. Mr. Deshon said he would like to report that the Newark Bicycle Committee fully supports the list of recommendations provided by the task force. Mr. Deshon said the Newark Bicycle Committee envisions a more comprehensive bicycle network within the City of Newark. Mr. Deshon said Capitol Trail is a problem area for bicyclists, however they are aware of other projects that may come to fruition within the next five years specifically the Newark to Wilmington Trail and a DeIDOT project to bring new life into a multi-use trail up Library Avenue from Old Baltimore Pike. Mr. Deshon said McKees Lane is also a nice connector if the city approves the bridge over the White Clay Creek from McKees Lane. Mr. Deshon said this will be an additional conduit to city parks from the downtown area.

Mr. Parkins is concerned if the public has been notified of the potential recommendations. Mr. Coleman said every meeting was publicized in the Newark Post and on the city website. Mr. Coleman said a mass mailing was sent to residents requesting their input and attendance to the public workshop. Mr. Buckley said in the future DeIDOT will also perform a public workshop.

Mayor Sierer said at the last task force meeting many Cleveland Avenue residents and business owners along Cleveland Avenue were in attendance. Mayor Sierer said as we continue to move forward the public will play an integral part of the process.

Mr. Osienski said it's not his wish to delay the process. Mr. Osienski is requesting that DeIDOT review his concerns so that residents aren't inconvenienced by any of the recommendations implemented.

Mr. Deshon said if the committee will be voting option by option it would be anathema for members to vote on implementing improvements on certain blocks of a street. For example, only approving bicycle lanes on certain portions of a street. He would encourage the committee to vote on recommendations as a whole.

Mr. Gula said making changes to Cleveland Avenue have been previously discussed and have been part of Newark's Transportation Plan with WILMAPCO. Mr. Gula said at this point the task force is asking the public to walk through the process.

A representative of the NAACP said they have been asking for a crosswalk at McKees Lane in the past when the neighborhood was Cleveland Heights. Mr. Coleman said when the task force performed their site visit, they witnessed three families with young children attempting to cross the street at McKees Lane. Mr. Coleman said it was clear that this is a real safety concern.

Motion by Lt. Nelson, seconded by Mr. Coleman, to add bicycle lane striping for eastbound and westbound W. Cleveland Avenue.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Howard, to change the timing of the pedestrian signal at N. College Avenue at Cleveland Avenue intersection making an exclusive pedestrian phase scramble.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Gula, to recommend DelDOT investigate options regarding the construction of a northbound right turn lane on N. College Avenue at Cleveland Avenue.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Howard, to remove residential parking on the south side of E. Cleveland Avenue. Additionally, alternative parking options will be explored in order to relocate two handicap parking spaces that are currently in place. However, the handicap spaces will remain if no viable alternative options can be determined. The removal of the parking will not go into effect any earlier than June 1, 2017.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Haines, to construct a pedestrian refuge island at the crosswalk on E. Cleveland Avenue just east of Wilbur Street. Bicycle lanes will be restricted to sharrow markings due to road width.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Gula, to change Margaret Street to a one-way street northbound from E. Cleveland Avenue to Annabelle Street under the condition that a traffic signal be installed at Paper Mill Road and Creek View Road.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Howard, to reduce E. Cleveland Avenue between Paper Mill Road and Capitol Trail to a three lane roadway also known as "road diet", eastbound and westbound bicycle lanes will be created with sharrow markings in the areas of the intersections of Paper Mill Road and Cleveland Avenue and Capitol Trail and Cleveland Avenue. Additionally, DeIDOT will investigate if truck unloading can be performed in the center lane.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Coleman, to create a "Florida T" intersection at Woodlawn Avenue and Capitol Trail. Woodlawn Avenue would become un-signalized with a right turn in and right turn out only. Capitol Trail eastbound would have a constant green light.

Discussion: Mr. Gula asked if the motion should be amended to include DeIDOT reviewing the recommendation to create an un-signalized U-turn as part of this proposal. Mr. Buckley said he doesn't believe an amendment is necessary for DeIDOT to continue engineering and project development on this recommendation.

**Motion Passed:**

**Vote: 6 to 1.**

Motion by Mr. Parkins to table the "Florida T" option. There was no second to this motion.

**Motion Failed:**

**Vote: 1 to 6.**

Motion by Lt. Nelson, seconded by Mr. Haines, if approval of the "Florida T" and "road diet" are approved install a crosswalk on E. Cleveland Avenue just west of McKees Lane with a central pedestrian refuge island and a HAWK signal that will stop traffic on E. Cleveland Avenue when activated by a pedestrian.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

Motion by Lt. Nelson, seconded by Mr. Coleman, if the "Florida T" option is not approved and the "road diet" is approved install a crosswalk on E. Cleveland Avenue west of McKees Lane as close as possible to the intersection with a central pedestrian refuge island.

**Motion Passed: Unanimous**

**Vote: 7 to 0.**

DC Feeney thanked everyone for attending the Traffic Committee meeting.

There being no further business, the meeting was adjourned.



Kevin Feeney, Chairman

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