

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

**Traffic Committee Minutes**  
**February 21, 2023**  
**3:30 p.m.**

**Members Present:** Chief Mark Farrall, Lt. Truman Bolden, Tim Filasky, Marvin Howard, Dave Gula, Tom Parkins

**Guests (In-person):** Peter Haag, DeIDOT  
Josh Shannon, Newark Post

**Meeting Convened:** 3:30 p.m. Council Chambers (In-person)/Microsoft Teams (Virtual)

**1. Request to convert the intersection of W. Park Place and Apple Road from a traffic signal to an all-way stop.**

Chief Farrall said a DeIDOT site inspection led to structural deficiencies of at least one of the utility poles at the intersection of W. Park Place and Apple Road, which the Electric Department has temporarily repaired. This inspection then led to a further discussion of a recommendation from DeIDOT to convert the intersection from a traffic signal to an all-way stop.

Mr. Peter Haag introduced himself as DeIDOT's Chief of Traffic Engineering. Mr. Haag said the intersection of West Park Place and Apple Road has been a topic of discussion within the last few years from an intersection operational standpoint to determine the best possible treatment for the intersection. Mr. Haag said typically, an intersection is evaluated to determine if it meets certain thresholds (ie: volume, crashes etc.). If an intersection doesn't meet the threshold to warrant a traffic signal, a step-down treatment is recommended. The step-down treatment recommended for this intersection is an all-way stop. Mr. Haag said an all-way stop would provide acceptable levels of delay and queuing. Mr. Haag said DeIDOT compared data from October 2015 and February 2023. Based on the data, it is anticipated both delay and operation would be better from an overall intersection control compared to the signal option.

Mr. Haag said DelDOT has seen a downward trend in total crashes, injuries, and angle crash type patterns with all way stop applications, where compared to traffic signals that are resulting in an increasing number of personal injury crashes.

Mr. Haag said from February 2020 to February 2023 there have been four (4) documented crashes at this intersection. Mr. Haag said from an intersection control treatment, a traffic signal isn't justified at this intersection. Mr. Haag confirmed of the four (4) crashes, two (2) were angle collisions, one (1) rear-end collision and one (1) side swipe collision.

Mr. Haag said regarding the traffic signal removal, signs would be installed, then DelDOT would work with the city to schedule the conversion to an all way stop. Mr. Haag said that on the day of the conversion the entire signal would be placed on flash and stop signs would be installed. Additionally, field observations before and after would be conducted and there would be a data evaluation.

Chief Farrall asked if arrival or dismissal of West Park Place Elementary School would impede the traffic flow. Mr. Haag said from an operational standpoint they don't expect any disruption to the corridor at the intersection. Mr. Haag said after conversion, is when implementation before and after observation points could be utilized in these types of scenarios.

Chief Farrall asked if there is any data to indicate an all-way stop would prove to be safer for pedestrian travel. Mr. Haag said the functionality of an all way stop provides the safety component due to all approaches being required to stop. From a signal perspective, it provides a green condition where if there aren't any pedestrian signals at the intersection it could cause a conflict.

Mr. Filasky asked if an intersection was converted from a traffic signal to an all way stop in the area at a similar location. Mr. Haag said in the City of New Castle at Delaware and 6<sup>th</sup> Street, a similar process was implemented and has proven to provide a better operation as an all way stop compared to a traffic signal.

Mr. Filasky asked what the "intersection under-study" signs would be. Mr. Haag said they would be static signs.

Mr. Gula said he is most concerned regarding pedestrian safety and doesn't want to solely approve on a cost savings measurement. Mr. Gula asked if any safety issues did arise and it was determined we needed the traffic signal back, would it be possible to get it back. Mr. Haag said this is where the signal under study for removal would come into play. Mr. Haag said If there is an observation or pedestrian concern while under the all-way stop treatment, DelDOT would discuss what could be done to fix the issue (ie: better signage, striping options, etc.) before just automatically reverting to a traffic signal. Mr. Filasky said the pole is ours and if we want to keep it the city would cover it.

Mr. Parkins said he agrees with the pedestrian safety concern. Mr. Parkins said as a pedestrian he is more comfortable with a traffic signal. Mr. Parkins suggested talking to the crossing guards at this location for their opinion as it relates to converting the intersection to an all way stop. Mr. Parkins suggested also looking into removing the traffic signal at West Park and Orchard Road that he believes would suggest lower traffic counts than West Park and Apple Road. Mr. Filasky said this has also been discussed, however this location has a more difficult angle with sight distance. Mr. Filasky said we want to see how successful this location is before we look at the additional intersection.

Lt. Bolden said he has no comments at this time.

Mr. Howard said he also agrees with concerns related to the pedestrian crossing and understands DelDOT will work with the city on any issues.

Chief Farrall asked if Mr. Haag has any information on any other intersections that were converted to a four way stop or in general how crossing guards handle these type of intersections as opposed to a traffic signal. Mr. Haag said he doesn't have any information; however, the New Castle County crossing guards would be a stakeholder and involved in the discussion.

**Motion by Dave Gula, seconded by Tim Filasky, to support the request to convert the intersection of W. Park Place and Apple Road from a traffic signal to an all-way stop.**

Prior to the vote, Mr. Gula asked if citations have been issued of motorists running the traffic light. Lt. Bolden said there is no data available of citation issued at the traffic signal, however the Traffic Division does have speed data for W. Park Place.

Chief Farrall asked if any comment was received from the public regarding this item. Mrs. Cash confirmed she has not received any comments from the public.

**Vote: 5 to 0, Unanimous**

There being no further business, the meeting adjourned at 3:55 p.m.



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Chief Mark Farrall, Chairman