

CITY OF NEWARK
Newark, Delaware

TRAFFIC SUBCOMMITTEE
CLEVELAND AVENUE ROADWAY IMPROVEMENT MEETING

OCTOBER 5, 2016
6:00 p.m.

ATTENDEES: Polly Sierer, Mayor
A. Stuart Markham, Councilmember District 6
Maureen Feeney-Roser, Director of Planning & Development
Tom Coleman, Director of Public Works and Wastewater
Fred Nelson, Lieutenant of Newark Police Department
Skip Homiak, University of Delaware Department of Public Safety
Mark Luszcz, Delaware Department of Transportation
Matt Buckley, Delaware Department of Transportation
Joe Hofstee,
Dave Gula, WILMAPCO
Chris Locke, Mill at White Clay
Amy Roe, NAACP/Newark resident
Eve Slap, Matt Slap Subaru
Susan Grasso, BikeNewark
Mark Deshon, BikeNewark
Christine Herman, Herman's Quality Meat Shoppe
Albert Porach, Newark resident
Anne Goodman, Newark resident
Sandy Figard, Newark resident
Joel Schwaber, Newark resident
Barb Hughes, Newark resident
Steven Hudson, Newark resident
Mr. & Mrs. Hagma, Newark residents
Helga Huntley, Newark resident
Vince D'Anna, Newark resident
Jim McKelvey, Newark resident

I. INTRODUCTION

A site visit of Cleveland Avenue was conducted at 4:30 p.m. with the public meeting held at 6:00 p.m.

II. LIST OF VOTING MEMBERS

Fred Nelson, Newark Police Department/Traffic Committee
Tom Coleman, Public Works and Wastewater Department/Traffic Committee
Maureen Roser, Planning and Development Department
Dave Gula, WILMAPCO
Chris Locke, Mill at White Clay
Susan Grasso, BikeNewark
Mark Luszczyk, Delaware Department of Transportation
Tom Parkins, Traffic Committee
Skip Homiak, University of Delaware Public Safety
Eve Slap, Matt Slap Subaru
Amy Roe, NAACP
Meghan George, Newark Housing Authority
Christine Herman, Herman's Quality Meat Shop
Kaylee Olnee, Newark resident

III. RECOMMENDATIONS

A. W. Cleveland Avenue (between New London Road and N. College Avenue)

1. Option 1 - Add striping for eastbound and westbound bike lanes.

Public comment:

Mr. Porach said if funding is provided by DeIDOT would the City of Newark absorb some of the cost for improvements. Mr. Luszczyk said the taxpayers are paying for this, however there is no additional funding needed from the City of Newark.

Vote (Option 1):

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luszczyk	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slap	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed: Unanimous
Yay – 12
Nay – 0
Absent - 2

B. Cleveland Avenue at N. College Avenue

1. Option 1 –Exclusive pedestrian scramble phase (all signals red)
 - a. Pedestrians take over intersection. Decreases intersection delay by 10 seconds. No change in delay for pedestrians.
2. Option 2 – Northbound and southbound split phasing
 - a. Southbound traffic green signal while northbound receives red signal. Increase intersection delay (average of 90 seconds to 150 seconds). Adding a pedestrian scramble would increase the intersection delay (average of 90 seconds to 215 seconds).
3. Option 3 – (Short term solution) Dedicated left turn phase for southbound N. College Avenue onto eastbound Cleveland Avenue. Add a right turn on red restriction for northbound N. College Avenue.
 - a. In the morning heading southbound the intersection delay will decrease from 50 seconds to 35 seconds and the overall intersection delay will increase from 75 seconds to 170 seconds.
 - b. In the afternoon heading southbound the intersection delay will decrease from 85 seconds to 40 seconds and the overall intersection delay will increase from 90 seconds to 130 seconds.
4. Option 4 – (Long term solution) Add a dedicated right hand turn lane heading northbound to turn onto eastbound Cleveland Avenue. State doesn't own the property.
 - a. Decreases the overall intersection delay by 15 seconds.

Public Comment:

Mr. Markham asked if option 1 would be an improvement for people heading southbound on College Avenue. Mr. Buckley said when the additional conflicts of the pedestrians are eliminated you would expect northbound and southbound lefts and rights likely decreasing delay at the intersection.

Ms. Grasso asked if options 2 and 3 assume option 1. Mr. Buckley said option 2 or option 3 could be implemented with the scramble.

A resident asked if the timing could be changed when the students aren't in session. Mr. Buckley said the pedestrian scramble phase at Cleveland Avenue and College Avenue will be push button activation only.

Mr. Deshon said with the scramble you may have bicyclists trying to cut diagonally across the intersection from the north and south. Mr. Deshon said if the scramble is implemented he recommended targeted enforcement to keep bicyclists on the proper side of the street. Mr. Buckley said the scramble phase doesn't prohibit bicyclists from moving with vehicular phases. Mr. Buckley said the intent for pedestrians and bicyclists to share the time.

Vote: (Option 1)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slap	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed: Unanimous
Yay – 12
Nay – 0
Absent - 2

Vote: (Option 2)

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slap	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0

Nay – 12

Absent - 2

Vote: (Option 3)

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slap	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0

Nay – 12

Absent – 2

Vote: (Option 4)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slap	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed

Yay – 9

Nay – 3

Absent - 2

C. E. Cleveland Avenue (between N. College Avenue to Paper Mill Road

1. Option 1 – Remove residential parking on the south side of the roadway allowing for the installation of eastbound and westbound bike lanes no sooner than June 1, 2017 and provide alternative accommodations for residents with current handicap parking spaces.
 - a. Move travel portion of roadway away from the sidewalks on the north side and closer to the sidewalks on the south side. Would remove parking spaces from residents. May have negative impact on speed with removal of on street parking. Work out accommodations for the two residents that currently have handicap parking spaces on Cleveland Avenue.
2. Option 2 – Install a pedestrian refuge Island and pedestrian activated rectangular rapid flash beacon at Cleveland Avenue and Wilbur Street.
 - a. Add a left turn on eastbound E. Cleveland Avenue turning onto Wilbur Street. Allow for safer crossing at the location. Would restrict ability to install bike lanes and would need to shift into travel lane with sharrows. Doesn't address conflict with left turns from Wilbur Street onto eastbound Cleveland Avenue.
3. Option 3 – Remove the crosswalk on Cleveland Avenue at Wilbur Street.

Public comment:

Ms. Figard said there are 16 row houses on Cleveland Avenue that could rent out to 4 or 5 tenants per house which requires 64 parking spaces needed on Cleveland Avenue. Ms. Figard said there were 40 cars parked on Cleveland Avenue today. She is concerned with removing parking with the need for parking on Cleveland Avenue. Ms. Figard asked what the plan is for the trash cans on trash day. Mr. Coleman said they would be placed on the sidewalk as they are now. Ms. Figard said by removing parking will remove a safety barrier that currently exists.

Ms. Slap asked how much notice would be provided to residents if parking were to be removed. Mr. Coleman said it would have to go through city council for a 1st and 2nd reading.

Mr. Porach suggested during the repaving project painting sharrows in the travel lane rather than installing bike lanes.

Ms. Goodman asked if the increased bike infrastructure on Cleveland Avenue accounted for a decreased need for parking. Ms. Goodman said as a bicyclist she would purposely avoid Cleveland Avenue from a safety standpoint. Ms. Goodman said if parking was removed has there been any consideration to new and future development on Cleveland Avenue. Mr. Coleman said any new development has to meet specific zoning code requirements for parking.

Ms. Grasso said she agrees with Ms. Goodman and rides a bike around the community and agrees it is difficult to ride on Cleveland Avenue. Ms. Grasso said she doesn't agree that by bicyclists not using Cleveland Avenue today would be a reason not to improve bicycle facilities along Cleveland Avenue corridor. Ms. Grasso reviewed the goals of the project and found a common goal shared by almost everyone was to make the road safe for all users.

Ms. Roe said the one issue she has is the handicap parking spaces and asked if it would be possible to remove parking everywhere except the handicap spaces until a solution has been determined. Mr. Coleman said one option would be to drop the bike lane where the handicap spaces are located if necessary. However, the sidewalk would need to be widened and would depend on the road width.

Ms. Roe asked if the intent of option 1 is to remove all the parking spaces or remove all the spaces minus the handicap spaces. Mr. Coleman said he believes the intent of option 1 was to remove all the spaces and provide alternative accommodations for handicap spaces.

A resident said he is concerned with removing parking on Cleveland Avenue and how it will affect the speeds. He said he agrees with the safety of the cyclists and likes the bike lane on Herman's Meat Shoppe side of the road to create a buffer. He is concerned that removing parking may cause an economic harm for the rental units.

A resident said he would like to make an amendment to option 2 that if parking was removed on Cleveland Avenue it doesn't go into effect until June 1, 2017 so parking restrictions are not changed on existing leases.

Amendment to Option 1:

Mr. Coleman called for an amendment to option 1 that removing handicap parking on the south side of Cleveland Avenue no sooner than June 1, 2017 as long as alternative accommodations are made for residents with handicap parking spaces.

Vote: (Amendment only - Option 1)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slapp	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed: Unanimous
Yay – 12
Nay – 0
Absent - 2

Vote: (Option 1)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Abstain
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slapp	Nay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Nay
Kaylee Olnee	Absent

Passed:

Yay – 9

Nay – 2

Abstain - 1

Absent - 2

Public comment: Options 2 and 3

Mr. Gula asked if options 2 and 3 isn't voted for favorably wants to be sure the crosswalk at Wilbur Street would stay as it currently is. Mr. Coleman confirmed the crosswalk would remain as is.

Ms. Roe asked how option 2 changes left turns from Wilbur Street. Mr. Hofstee said coming out of Wilbur Street based on road width it shouldn't affect left turns from Wilbur Street onto Cleveland Avenue.

Mr. Coleman said adding the pedestrian island would allow for a left turn lane eastbound on E. Cleveland Avenue turning onto Wilbur Street. It would improve traffic flow by eliminating left turn "sitting ducks".

Ms. Herman said with Cleveland Avenue being a main thoroughfare she isn't sure how a pedestrian island will help pedestrian crossings with buses, delivery trucks, etc. being able to make the turn safely and in all weather conditions. Ms. Herman is concerned for pedestrian safety.

Ms. Herman would like to see a traffic light at this intersection. Mr. Coleman said another option would be to ask DeIDOT to install a rapid flash beacon with the existing crosswalk. Mr. Buckley said from an ADA standpoint it would be difficult with a tight confined area to add a rapid flash beacon with the existing crosswalk. It would be much more conducive due to the tight confines from an ADA standpoint to install a rapid flash beacon in the middle of the pedestrian refuge island.

Ms. Goodman said an issue with removing the crosswalk there is a potential that more pedestrians may jaywalk.

Vote: (Option 3)

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slapp	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous
Yay – 0
Nay – 12
Absent - 2

Vote: (Option 2)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Nay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slapp	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed:
Yay – 11
Nay – 1
Absent - 2

D. N. Chapel Street at Paper Mill Road and Margaret Street

1. Option 1 – Convert Margaret Street to one-way northbound contingent on the installation of a traffic signal on Creek View Road to allow left turns onto Paper Mill Road.
 - a. Reduces the fifth leg of the intersection. Decreases intersection delay from 85 seconds to 65 seconds.

Public comment:

Mr. Markham said currently at Old Paper Mill Road trucks are prohibited from turning left and asked if that would stay as it currently is or would they be allowed to use the u-turn. Mr. Coleman said this was due to the size of the turn so adding a signalized exit at Creek View Drive would allow trucks heading to the Mill at White Clay and various destinations to exit or could exit at Christopher Lane (near Dominos) to Cleveland Avenue.

A landlord said they own the Mill at White Clay Apartments and own all buildings on Creek View Road which is approximately 200,000 s.f. of commercial space. He said Christopher Lane isn't a street it is an alleyway. The trucks have an impossible turn to get on Creek View Road. He likes the idea of the traffic light at Creek View Road, however this will put more traffic on Paper Mill Road and the turn lane isn't long enough for everyone turning onto E. Cleveland Avenue. He feels this will create a greater issue on Paper Mill Road.

Ms. Grasso asked if the impact of Paper Mill Road was modeled. Mr. Buckley said it wasn't modeled.

2. Option 2 – Install an exclusive pedestrian scramble phase.
 - a. Increase intersection delay from 85 seconds to 245 seconds. In making Margaret Street one-way the intersection delay would increase from 85 seconds to 155 seconds.
3. Option 3 – Install an exclusive bike phase scramble.
 - a. Separate from current pedestrian phases. Require bike specific signals and would allow bicyclists to cross diagonally in any given direction. Increase intersection delay from 85 seconds to 125 seconds. In making Margaret Street one-way it would increase intersection delay from 85 seconds to 100 seconds.

4. Option 4 – Install a roundabout.

- a. A single lane roundabout is all that will fit that could be signaled for ADA compliance. The pm peak hour volumes are 50-80% over capacity. The average delay for a vehicle goes up to 420 seconds. The delay would start at 6:30 a.m. and end 9:30 p.m.

Amendment to Option 1:

Mr. Coleman called for an amendment to option 1 to only convert Margaret Street to a one-way street if a traffic signal is installed on Creek View Drive to allow left turns on Paper Mill Road.

Vote: (Amendment only - Option 1)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slapp	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed: Unanimous

Yay – 12

Nay – 0

Absent - 2

Vote: (Option 1)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slapp	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed: Unanimous

Yay – 12

Nay – 0

Absent - 2

Vote: (Option 2)

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slapp	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0

Nay – 12

Absent - 2

Vote: (Option 3)

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slapp	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0

Nay – 12

Absent - 2

Mr. Coleman said this vote would be to review an exclusive pedestrian only phase in the future after evaluating the impact of Margaret Street one-way with the traffic signal at Creek View Road.

Vote: (Option 3 – Evaluate Impact)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slapp	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed: Unanimous

Yay – 12

Nay – 0

Absent - 2

Vote: (Option 4)

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slapp	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0

Nay – 12

Absent – 2

E. E. Cleveland Avenue between Capitol Trail and Woodlawn Avenue

1. Option 1 – Road Diet Option

- a. This would reduce travel lanes from four lanes to two lanes heading eastbound at the end of the right turn lane westbound. Mr. Buckley said the turn pockets at Chapel Street and Paper Mill will stay the same with one lane entering. The double left from Capitol Trail onto Cleveland Avenue would remain a double left would become a merge lane to a single lane to Paper Mill Road. There will be one lane in each direction with a center turn lane/median. Mr. Buckley said pedestrian refuge islands will be installed in specific locations where necessary for pedestrians to cross mid-block (ie: McKees Lane). Install a 5' bike lane in each direction. The overall travel time remains unchanged. Mr. Coleman said at Winner Boulevard the 95th percentile queue length would increase from 160 feet to 175 feet, however all cars would clear at every signal cycle. This option would eliminate “sitting duck” left turns.

Public Comment:

Ms. Herman asked where delivery drivers will park. Mr. Buckley said there is a possibility that the drivers could occur in the center median. Lt. Nelson said the police department is working on a new ordinance to increase fines for delivery drivers blocking the travel lanes when making deliveries.

Mr. Deshon said the road diet will benefit bicyclists by providing bike lanes in both directions, reduce speeds and provide a level of safety for bicyclists. Mr. Coleman said it will also provide a 5' buffer between the pedestrians on the sidewalk and the travel lane. Mr. Luszczyk said there will be bike lanes for 80% of the corridor.

Ms. Slap asked if there could be a caveat for delivery trucks to permit the ability for trucks to unload in the center lane. Lt. Nelson said they would need to investigate allowing parking in the center lane the impacts to traffic and safety. Mr. Buckley said it would be possible stripe out the portion of the two-way left turn lane as a striped median.

Mr. Markham said he recalls the dealerships stating the delivery drivers are independent and they have a liability to not be far from the dealership and the closer the better.

Mr. Coleman requested an amendment to investigate the ability to load/unload in the center left turn lane.

Vote: (Amendment only - Investigate loading/unloading in central left turn lane)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Nay
Susan Grasso	Yay
Mark Luszczyk	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slap	Yay
Amy Roe	Nay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed
Yay – 10
Nay – 2
Absent - 2

Vote: (Option 1 – Road diet with included amendment to investigate loading/unloading in central left turn lane)

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Nay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slap	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed
Yay – 11
Nay – 1
Absent - 2

F. McKees Lane – Add a crosswalk at McKees Lane

1. Option 1 – Install a HAWK signal. Pedestrian activated. Severe traffic impact on traffic expected especially during peak times.
2. Option 2 – Install a traditional traffic signal. A red light on Cleveland Avenue when activated by vehicle/pedestrian. More consistent impact expected.
3. Option 3 – Install a pedestrian refuge island in the area of McKees Lane. May include a rectangular rapid flash beacon. Not a regulatory stop, some impact expected.

Public comment:

A resident asked if the HAWK or rapid flash signal could be tied into the light at Capitol Trail. Mr. Buckley said options 1 and 2 were modeled and would effectively operate in coordination with other signals along the corridor. However, option 3 are pedestrian activated and will need to wait their turn in signal cycle.

Ms. George said there are 110 children living at Alder Creek. Ms. George said last week there was a mom and two children that were hit. Mr. Buckley said they are aware of the desire to cross at McKees Lane. Mr. Buckley said if the road diet is approved they will need to maintain the turn pockets heading eastbound and the two through lanes to merge the double lefts. Mr. Buckley said if there are no changes at Capitol Trail with the road diet they would explore the sidewalk and relocate a connection more midblock, add a refuge island with rapid flash beacons.

Ms. Roe said from a safety standpoint she feels the best place for the central refuge island would be to install directly across McKees Lane where pedestrians are more likely to cross. Mr. Homiak said he feels this location creates an unsafe situation at this location versus not installing a 150' from the intersection.

Mr. Coleman asked if it the amendment to the vote could be they will install the central refuge island as close to McKees Lane as possible that would be the safest location for pedestrians. Ms. Slap said her concern with the road diet is whether it will be realistic and would like to know if it will be effective or not.

Ms. Grasso said if the committee was reviewing the "Florida T" option her understanding is this would resolve the issue and the crosswalk at the corner of McKees Lane would work.

Mr. Gula asked if they would consider moving the pedestrian refuge island a little further west of the intersection at McKees Lane and Cleveland Avenue and install a HAWK signal. Mr. Buckley said it agrees this would be a step in the right direction.

G. "Florida T"

Public comment:

Ms. Roe said the "Florida T" would change the queue length and will alter the McKees Lane discussion. Mr. Buckley said if the "Florida T" goes into effect there would be drastic improvements from a queuing standpoint.

Mr. Buckley said a "Florida T" would take Woodlawn Avenue to a right in and right out only. There would be no signal phase at Woodlawn Avenue and would utilize the traffic signal at Anna's Way. The left turn lane would be removed and eastbound Capitol Trail traffic would be free flow with one or two through lanes with a single turn lane onto Cleveland Avenue.

Mr. Coleman said the "Florida T" option would reduce the intersection delay from 100 seconds to 20 seconds. Mr. Buckley said it would reduce the intersection delay by over 100 seconds. Mr. Coleman said it takes the level of service from an "F" to an "A". Mr. Buckley said the "Florida T" option is conducive and compatible with the road diet option.

Ms. Roe asked if the HAWK signal could be remodeled with the “Florida T” option. Mr. Buckley said they could remodel this to the best of their abilities. Ms. Roe said they want the safest pedestrian crossing that is possible without harming the safety of pedestrians. Mr. Buckley said he is confident without modeling all options that the best option is the pedestrian refuge island, HAWK signal with the “Florida T”.

Mr. Coleman made a motion to amend option 1 to include option 3 with the “Florida T”.

Vote (assuming “Florida T” is approved; Combine option 1 and option 3 – Midblock pedestrian refuge island with HAWK signal):

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slap	Yay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed:
Yay – 10
Nay – 2
Absent - 2

Vote (assuming “Florida T” is not approved; Option 3 – Midblock pedestrian refuge island with rectangular rapid flash beacon):

Fred Nelson	Yay
Tom Coleman	Yay
Maureen Roser	Yay
Dave Gula	Yay
Chris Locke	Yay
Susan Grasso	Yay
Mark Luscsz	Yay
Tom Parkins	Absent
Skip Homiak	Yay
Eve Slap	Nay
Amy Roe	Yay
Meghan George	Yay
Christine Herman	Yay
Kaylee Olnee	Absent

Passed:

Yay – 11

Nay – 1

Absent - 2

H. Library Avenue – Eastbound E. Cleveland Avenue at Capitol Trail

1. Option 1 – Change signal to “No Turn on Red”

- a. Increases the traffic queue by 75 feet which will impact the improvements for McKees Lane.

Vote (Option 1):

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slap	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0
Nay – 12
Absent - 2

I. Library Avenue – Southbound Capitol Trail at E. Cleveland Avenue

1. Option 1 – Change signal to “No Turn on Red”

- a. Increases southbound queue by 90 feet. Increases southbound right turn delay from 5 seconds to 20 seconds.

Mr. Buckley said DeIDOT will move the stop line further forward and see if motorists behavior improves. Mr. Buckley said if you go to a no turn on red traffic must stop.

Vote (Option 1):

Fred Nelson	Nay
Tom Coleman	Nay
Maureen Roser	Nay
Dave Gula	Nay
Chris Locke	Nay
Susan Grasso	Nay
Mark Luscsz	Nay
Tom Parkins	Absent
Skip Homiak	Nay
Eve Slap	Nay
Amy Roe	Nay
Meghan George	Nay
Christine Herman	Nay
Kaylee Olnee	Absent

Failed: Unanimous

Yay – 0
Nay – 12
Absent - 2