

# **City of Newark/DeIDOT Workshop**

December 12, 2006



## DeIDOT in Brief

---

### Facing Challenges

- Bare bones budget.
- Revenue is not keeping up with growth, cost of doing business.
- Problem is simple: Not enough revenues to meet the long list of transportation needs.

### Path Forward

- 2008-2013 Capital Transportation Program.
- Working with our partners.
- Focus on:
  - Core business
  - Maximizing federal funds
  - Prioritizing state-funded projects


## Previous Newark Projects

---

- Main Street Improvement Project.
- Elkton Road: Short-term fix of concrete patching between state line and Delaware Ave.
- Red Light Camera Installation at Route 896 and Route 4, and Elkton Road and Route 4.
- Adopt-A-Bike Path: Christiana Parkway was the first path adopted in the state by Daimler-Chrysler and others.
- Paper Mill Road Sidewalks/Bicycle lanes: 4.3 miles from Cleveland Ave. to Ebenezer Church Rd.
- Establishment of detour routes in emergencies.

## Newark's Wish List for DeIDOT

**ITEM #1:** Reduction in the amount of truck and out-of-state traffic traversing through Newark ... possible reconsideration of extending Christina Parkway to route 273 in Maryland.



- Currently, DeIDOT contracts with State Police and other law enforcement agencies on toll diversion, targeting tractor trailers who go through Newark to avoid the Newark Toll Plaza.
- In the past, Cecil County did not want Christiana Parkway extended into Maryland. If this is a priority, the City should indicate this with WILMAPCO, as it is a major project.

\* DeIDOT contracts with the Delaware State Police and other law enforcement agencies for purposes of creating safe environments at our toll facilities. This is done primarily in two ways, speed enforcement, and toll diversion enforcement. Until recently, the Department spent approximately \$120,000 per year on these efforts. Due to the toll increase on the Delaware Turnpike in October 2005, the Delaware Legislature asked that the Department conduct enhanced toll diversion enforcement efforts, and approximately \$300,000 was spent on those efforts last year.

**ITEM #2: Status of Elkton Road reconstruction project ... to include traffic calming measures between Delaware Ave. and Apple Road.**

- 1<sup>st</sup> Phase, State Line to Casho Mill Rd., construction 2009-2012.
- 2<sup>nd</sup> Phase, Casho Mill to Delaware Ave., construction 2012-2014.
- Next workshop for 1<sup>st</sup> Phase fall of 2007.
- Cost estimated at \$73 million.



The project involves roadway widening, intersection improvements, and new/improved safety, pedestrian, and bicycle facilities.


•Elkton Road Working Group contributed to plan concept. Last workshop with Working Group was Oct. 2005. The working group provided input, which resulted in a conceptual design for both projects. We're currently working on refining the design to develop plans that can be used to construct both projects.

•City to help coordinate development along the corridor. Specifically, making sure land is reserved for project needs and that access is consistent with the concept plan. Project staff expected to contact City Planning soon in hopes of meeting in early 2007.

•Plan specifics include roadway reconstruction and intersection improvements within the city limits of Newark; safety, pedestrian, and bicycle improvements from West Park Place to Delaware Avenue; and pedestrian and bicycle improvements at Route 4, Christina Parkway/ SR 2, Elkton Road intersection.

•In October, a separate project completed approximately \$220,000 of concrete patching on Elkton Rd. between MD Line and Delaware Ave. The patch locations were determined based on the need for immediate maintenance attention.

**ITEM #3: State maintenance of DeIDOT roads from back of curb to back of curb.**

- 
- Roadway maintenance agreements vary greatly.
  - Maintenance responsibility determined by specific agreement.
    - Agreements from 1950s to 1970s state "face of curb to face of curb." In mid-1970s a change to "back of curb to back of curb." Some others actually say "curb to curb."
  - Further discussion with City as to specific areas would help us determine next steps.

**ITEM #4: Resurfacing of Christina Parkway.**



- Project from Elktion Road to Route 896.
  - Concrete rehabilitation of current roadway, cost app. \$6 million.
  - Construction scheduled 2009-2010.
- Elktion/Christiana intersection part of the Elktion Road Project.

•Right of Way to begin in 2008.

**ITEM #5: Status of the rail train stations in Newark.**

- New site has been purchased; tenant may remain until construction.
- Next steps: purchase 4 new rail cars, and add additional track by 2010.
- Followed by, construction of station, including pedestrian bridge, after 2010.
- Cost estimate for rail cars, new track and station: \$85 million.

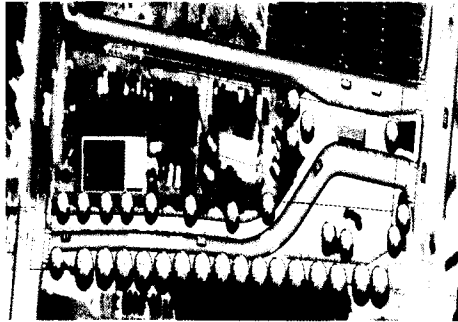


Current Newark Station

- Rail cars to be purchased each year to 2010.
- Final Design of new station will begin in early 2007, last at least 12 months.
- New station parking lot for 456 spaces.
- Widening of Route 72.
- Relocation of high voltage lines

**ITEM #6: Status/development of the transit hub on Delaware Avenue, including related bus shuttle service.**

---

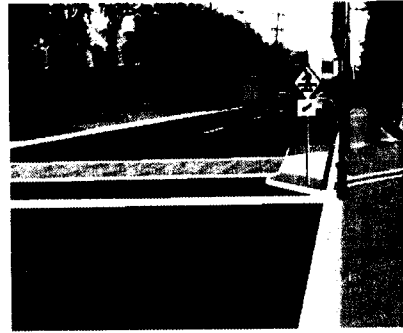


- All property has been purchased.
- Final plans to be reviewed by City for approval by January.
- Construction begins July 2007; service begins December 2007.
- New Newark Loop route served by 28-foot and 30-foot trolley buses.

- Need to have a quick turnaround by the City to keep on schedule for your planned City Anniversary.
- Cost of Hub is \$1.7 million.
- DeIDOT Storm Water section is reviewing final plans.
- Routes 6 and 34 will serve the hub (large buses). Route 65 and the Newark Circulator will serve the hub (28' & 30' trolley bus).

**ITEM #7: Pedestrian crosswalk improvements on Main Street.**

- Recent Main Street repaving included installation of crosswalks and repair of curbing.
- Continuation of work on Main St. from Washington St. to S. College Ave. will include brick-patterned crosswalks, bulb outs, upgraded/new signs, pedestrian signals, and lighting.
- Currently working with City on remaining work, costs and schedule.

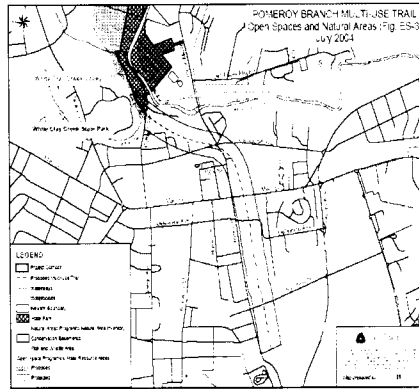


Rendering of proposed crosswalk

- Transportation Enhancements (TE) Project.
- Advanced some of the work through the recent repaving of Main Street. Work included the replacement of some deteriorated curb, utility box adjustments, curb ramp improvements, and the installation of two bulb-outs.

## **ITEM #8: Status of the Pomeroy Bike Trail project.**

- City received \$4.7 million federal earmark.
- Notice to Proceed issued to the City to advertise design services.
- Schedule to be determined by the City.
- All property has been purchased through DeIDOT.



- Connects the James F. Hall Trail to the White Clay Creek State Park, to provide north-south connection.
- The agreement is between the City, DeIDOT, and the University of Delaware and DNREC as co-sponsors.
- SAFETEA-LU funded the design and construction of the project.

**ITEM #9: Update on the traffic signaling system on major roadways in Newark and specifically, existing lights at West Park Place and Orchard Road ...**



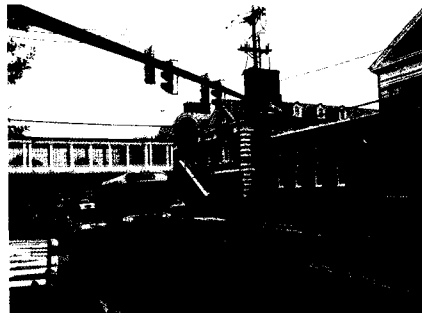
West Park Place/Orchard Rd.

- Changes made to reduce side-street delays in evening.
- Green times allow pedestrians to utilize crosswalks safely; yellow and red are set per national standards.

- Years ago, the signal once went to flash at night but nationally jurisdictions have gone away from that type of operation.
- Concerns with speeding on Orchard Rd. should be lodged with law enforcement, and we would not miss-time a signal to accommodate speeders trying to make the signal.

**ITEM #10: Update on the traffic signaling system on major roadways in Newark and specifically, existing lights at ... South College Avenue and Amstel Avenue...**

- Traffic and ped signal synchronized to provide safest crossing.
- Northbound left-turn at S. College at Amstel would negatively impact traffic flow on S. College and increase conflicts between pedestrians and vehicles. City Traffic Committee also opposed.



South College Ave./Amstel

- Multiple studies, much history and many modifications over the years.
- City, UD and DeIDOT worked together to install the signal to address concern of students crossing.
- Initially the signal was installed with an “all pedestrian phase.” Sept. 2003, again working with the City and UD, we modified to allow the pedestrian movement crossing Amstel Avenue to go concurrent with the north south movements of College Avenue and the crossing of College Avenue to go with the movements from Amstel.
- Our initial observations found that students were not using the ped push buttons to activate the signals (so we put the ped signals in recall to force the cycling and periods for them to cross). This did result in some motorist dissatisfaction.
- We since have installed positive feedback push buttons which appear to be resulting in higher usage by the students.

**ITEM #11: Update on the traffic signaling system on major roadways in Newark and specifically, existing lights at ... Cleveland Avenue and North Chapel Street.**



- A request to study this intersection has not been made previously.
- Willing to discuss further with the City.



**ITEM #12: Review of the possibility of right turn lanes at Apple Road eastbound onto Elkton Road ...**

- Included in the Elkton Road project, 2<sup>nd</sup> phase.



- A 2001 report to the City recommended improvements be delayed to ensure that they are consistent with the Elkton Road Project.
- Right-turn lane would not impact the police loading area or CSX railroad overpass.

**ITEM #13: Review of the possibility of right turn lanes at ... North College Avenue northbound onto Cleveland Avenue.**



North College Ave./Cleveland Ave.

- Intersection was one of 8 studied in 2002.
- Improvement would require a major capital project, involving real estate, drainage, utility relocations and historic impacts.

\* This should be nominated as a project through WILMAPCO.

**ITEM #14: Update on Capitol Trail/Cleveland Avenue/Woodlawn Avenue intersection improvements, including consideration of changes requested by city traffic committee.**

- Presented several alternatives to City Traffic Committee in February. All rejected due to significant property, historic and rail overpass impacts.
- Currently looking at additional signing and striping.



\* A February presentation on several alternatives was made to the City's Traffic

Committee, and all rejected in an 8-0 vote.

\* A second issue here was a request to install upgraded pedestrian facilities. This will also involve a small capital project again due to the drainage, right of way, utilities and rail issues.


\* A final request here was for us to consider removing a yield sign from southbound Kirkwood Highway to westbound Cleveland Avenue. Given the

weave condition that exists with this right turn and opposing northbound left turn,

combined with the commercial driveways etc. along this segment of roadway, we


believe in the interest of safety that this should not be done.

**ITEM #15: Old Paper Mill Road drainage improvements, sidewalk installations, addition of shoulders or a bike path, and bridge retrofit to eliminate periodic road flooding.**



- Recently completed a sidewalk and shared bicycle lane project along 4.3 miles of Paper Mill Road.
- A project to accommodate all the above issues would be significant, and result in major impacts to property owners.
- Welcome follow-up to review specific areas of concern.

**ITEM #16: Guard rail or alternative protective implementation on the west side of Paper Mill Road at Bank of America to protect three critical electrical polls shared by the City of Newark and Delmarva Power.**

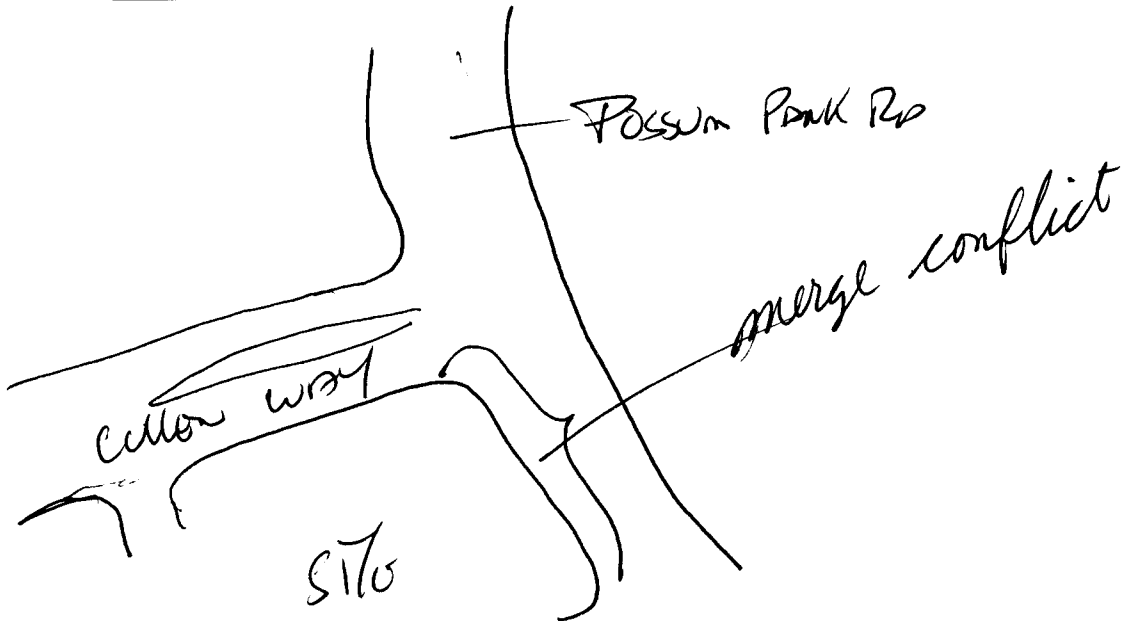


- The poles appear to be in the State Right of Way, and already behind a barrier curb.
- In general, guardrails are not installed to protect another obstacle in the Right of Way. The guardrail could pose more of a driving hazard than the pole.
- As there are other poles in that area as close or closer to the roadway, we welcome an on-site visit with the City.

\* Kevin Canning, DeIDOT's guardrail guru will follow up with the City on this.

**ITEM #17:** Permit the continued use of a construction entrance off the south side of Possum Park Road for the construction of the Stonevale development.

- We will be glad to discuss this further with the City.



**ITEM #18: Separate the bike lanes on Paper Mill Road from traffic lanes.**

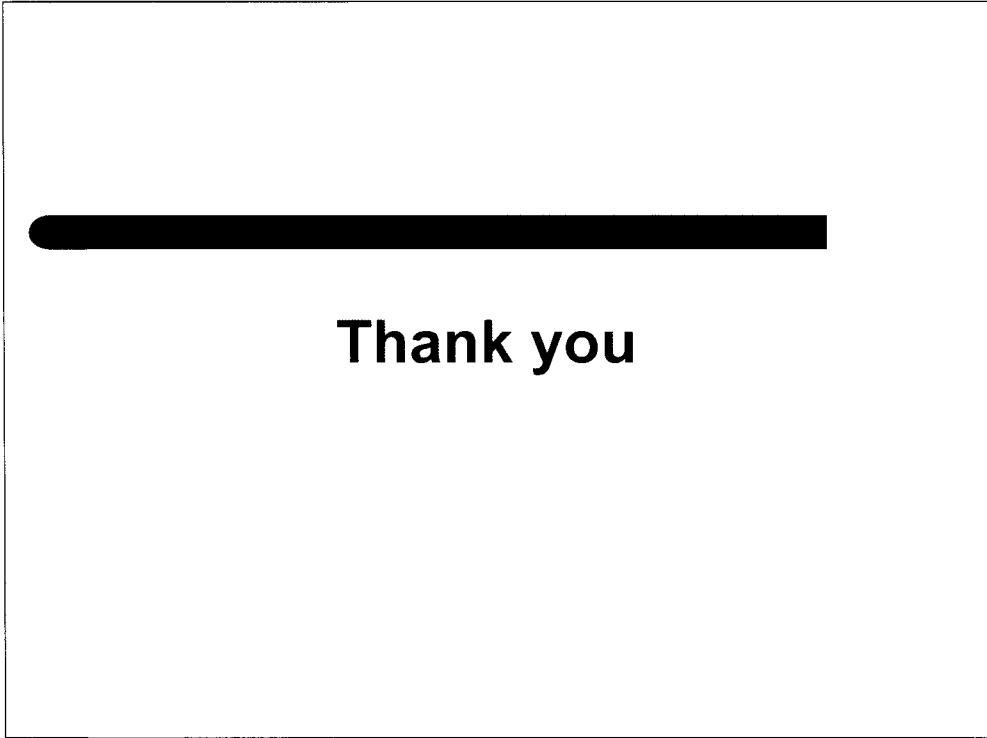
**2004 project included:**

- Sidewalks and shared bike lanes along 4.3 miles.
- Pedestrian signals and crosswalks.
- New signs and pavement markings.
- Road surface work improved rideability.

**Issues:**

- Limited Right of Way.
- Steep grades.

- The 2004 project limits are from Cleveland Ave. to Ebenezer Church Road.
- The project also connected missing links in the existing sidewalk system.
- The bike facility utilizes the shoulder and is in accordance with all the latest safety and geometric features as outlined in the current design standards.
- To separate the bike lanes from the travel lanes would require the installation of a multi-use path, that must be 20 feet from the edge of the road, and be 8-10 feet wide.
- Much of this corridor would preclude the installation of such a facility due to the steep grades and close proximity of several of the homes in the area.



**Of the items from the City “Wish List”:**

Those that are in some phase of work total more than \$200 million.