

Appendix F:

Public Involvement/Coordination Comments and Questions

SUMMARY OF PUBLIC MEETING ISSUES AND CONCERNS

During the preliminary design process, the residents and general public were invited to several of the coordination and community involvement meetings, as well as general Public Meetings. Additionally, the public was kept involved and informed using other methods, including newsletters and news articles. Residents were encouraged to voice their opinions and concerns during the public meetings, on comment forms or questionnaires, or by writing letters. Notices for these meetings were provided in the form of published announcements and other advertising.

Each of the comments received from the public were considered and addressed throughout development of the Build Alternative. Attention was specifically focused on those areas where recurring concern was expressed.

Following is a summary of the issues and concerns most commonly expressed up by the Public broken down into the project components and other areas of concern for easier reference.

Alapocas Drive

- Residents of Alapocas stated that Alapocas Drive is already heavily traveled due to construction on Concord pike. They were concerned that any traffic from downtown would continue to use their neighborhood as a thoroughfare to reach Rt. 141.
- Some residents requested that a new design be developed to eliminate traffic from using Alapocas Drive as connector to Rt. 141.
- The Alapocas residents were interested in where the Greenway Trail would be located on the Alapocas Tract.

AstraZeneca

- Some residents were interested in whether non-AstraZeneca employees would have access to their shuttle system.
- Some were interested in having a contact at AstraZeneca where potential sellers of homes could contact them directly for sale of homes to the employee work force.
- A concern was raised on whether all the traffic numbers modeled for year 2010 would take into consideration any future growth or improvements at AstraZeneca.

Augustine Cut-Off

- Residents were concerned about safely exiting from Edgewood Road onto the realigned Augustine Cut-Off.
- The Augustine Cut-Off extension (Parkland Road) should not tie into the intersection with the new Rt. 141 Spur. Local traffic should be separated from the regional traffic as agreed to earlier. Eliminate the right turn from the new Rt. 141 Spur and the Cutoff and vice versa.
- Concerns were raised about visual and noise pollution for Alapocas II. It was requested that a berm be built on the rear of the property lines between the new/realigned Augustine Cutoff (three comments).

- Need to close Augustine Cut-Off—too dangerous.
- There appears to be a potential problem area at Augustine Cut-Off with the partial signal option for the right-out backs up and does not allow the northbound movement to make the left-turn onto the relocated portion. The left-turn movement from Route 202 Northbound to Augustine Cut-Off could also create a problem if the stacking length is not sufficient.
- One resident questioned how can the signal can remain at the Augustine Cut-Off and Rt. 202 when there have been 114 rear-end collisions at this site.
- There was a question on the number of fatalities included in the accident figures for the Augustine Cut-Off intersection.
- There was questions on how the Augustine Cut-Off fits into the design and what problem or need is trying to be addressed with the Augustine Cut-Off options.

Foulk Road

- A resident suggested keeping Foulk Road as two lanes all the way to its intersection with Rt. 202. The plan necks down to one lane, then expands to two lanes at the light at Rt. 202. Morning traffic up Foulk is heavy turning left from Foulk onto Rt. 202 south down to I-95.
- The intersection of Foulk Road and Rt. 202 should be grade separated.
- Whether the Husbands House at Foulk Road would be moved.
- A recommendation was made to extend the Foulk Road double left to Weldin Road signal.
- Positive feedback was received on being able to get from Foulk Road to Rt. 141 directly through underpass instead of waiting at the current stop light.

Independence Mall

- A concern was expressed by a representative for tenants in the mall that Independence Mall would be isolated. Building a two-way access road in front of the Mall was suggested.
- Concern over whether the traffic signal at the Independence Mall would remain.

I-95-202 Northbound/Southbound

- Comments expresses satisfaction with the temporary solution for the southbound ramp as it allows a safe right-hand turn to get to Miller Road, slows the traffic down coming south in the city, and allows for cars to safely make a right hand turn to go northbound on Rt. 202.
- A concern was raised that there are I-95 improvements that still need to be addressed, specifically the I-95 South to Route 202 North exit ramp. This is still bottlenecked and needs to be added to the program.

Parklands

- Concerns were expressed over whether impacts to the Blue Ball Barn and the proposed parkland had been looked at if the intersection is shifted north.

Public Workshop

- Two comments thanked the agencies for all the excellent presentations—verbal and pictorial and are looking forward to the new project.
- An underpass vs. an overpass is more pleasing visually for the area.
- Minimize property acquisitions (especially homes).
- Continued information sessions/continued response to concerns would be welcome.
- They would like to see appropriate planning for “construction phase” alternate routes, stop light timing etc. (anything that may minimize congestion).
- Attendee prefers that DelDOT takes his house as opposed to living along an 11-lane highway (three comments).
- Show the traffic lights on the model.

Rockland Road

- There was a question regarding what the model does to the east end of Rockland Road.
- Some residents preferred cul-de-sacing Rockland Road. One stated that DuPont Country Club, Ronald McDonald House and A.I. DuPont Hospital all agree on cul-de-sacing Rockland Road. They requested consideration of another plan showing this cul-de-sac.

Route 141/Powder Mill Road/Murphy Road

- One questioned the difference between "Relocated Rt. 141" and "old" Rt. 141.
- If Route 141 can operate as a two-way road, what is the advantage of making it a one-way road.
- There was question whether the relocated Route 141 could connect to U.S. 202 further north, opposite the existing signal at Independence Mall.
- If the Route 141 couldn't be aligned as described, there was a suggestion to move the AstraZeneca access point.
- Concern over the transportation or access problems that are trying to be solved with all the 141 options.
- A cloverleaf is needed at the intersection of Rt. 141 with Powder Mill Road. If this is not possible left-turn lanes must be longer on Rt. 141. The traffic signal at that point must have left-turn arrows. The left turn must be a long period (two comments).
- Interest was expressed whether there are plans to remove houses from Murphy Road.
- Some asked for solutions to heavy traffic on Murphy Road between Foulk Road and Rt. 202 (four comments)—they stated 35 mph speed limit is ignored. They want police presence to enforce, the road should be returned to two lanes with a shoulder and parking allowed in off-peak hours (two comments).
- The proposed four-leg intersection at Rt. 141 and Childrens Drive requires a new left turn. Try to reconfigure to a “Y” design (two comments).
- Murphy Road needs a dedicated right-turn lane onto northbound Route 202 (six comments). This request is for today, and not as part of the AZ improvements.
- Wants Murphy Road turned back to E lane with peak hour restriction times on parking.
- Maintain existing left turn access from Murphy Road to Cellular One property.

- Proposed left-turn lane is too short at Murphy Road/U.S. 202.
- Questioned whether the signal at relocated Route 141 and the Augustine Cut-Off would be relocated and Route 141 park connector be a two-phase signal.
- Name designation for existing Route 141 and the Relocated Route 141.

Route 202

- Suggested that the intersection kept the "T" on the west side of Rt. 202 from Foulk Rd. and the loop on the east.
- In Option 6 there are two left turn lanes onto Rt. 202.
- Questioned the need for an extra through lane on Rt. 202 at Murphy Road.
- Questioned why cars would go north on Rt. 202 from Rt. 141.
- A question was asked if there was concern from the project team regarding an increase of speed on Rt. 202 without a stoplight.
- There were questions on whether the greenway would go over or under U.S. 202 and if it is definitely going to cross in some grade-separated fashion.
- What will the jughandle look like that carries U.S. 202 northbound to relocated Route 141.
- Twelve lanes for U.S. 202 seems enormous.
- Traveling U.S. 202 south, if you miss ramp C, you miss your chance to go to Augustine Cut-Off.
- Right-turn lane on Rt. 202 north shares the diamond lane. How do you enforce this, and does this make sense (two comments).
- Eliminate left turns from the Rt. 141 Spur to Rt. 202 north. The movement does not exist today.
- Deerhurst requested noise analysis from 12 a.m. to 6 a.m. Asked that DelDOT reconsider acquisition of home facing Route 202.

Miscellaneous Transportation Comments

- Requests for information on how the traffic numbers were obtained and if there any summary/percentage of what numbers were used to calculate the numbers available.
- Whether the Safety Improvement Project that is currently underway will actually increase safety if there are no definite numbers available for how many accidents will be reduced.
- Whether the Origin and Destination completed in August considered the impacts of the school traffic.
- If there are no lights on Concord Pike, whether there will there be an increase in accidents due to the increased speed especially near the City.
- Design speed of the new roads.
- Completed date of the intersection level of service analysis.
- Future traffic generated by Anderson Consulting and the Friends School.
- There should be more cloverleafs and fewer traffic signals at major intersections.
- Request for a copy of a safety risk assessment, completed of accidents now and for estimated accidents with the new arrangement.

- Status of Tyler McConnell Bridge.
- The signal on the bridge seems dangerous. Fly-overs are needed.
- Purchase the first row at Deerhurst (two comments).
- There should be a link between the Blue Ball and DeIDOT web page.
- A concern was noted about introducing traffic onto the local road system and whether transit options, or Smart Growth options were included in the model.
- The Safety Improvements that are being implemented currently do not include closing off the Augustine Cut-Off and why it is being included in these options.
- The modeled design speed for Rt. 202, and if it is a lower speed, whether that changes the traffic projections.
- Source of the figures that are being used for the "background growth".

Miscellaneous Environmental and Aesthetics

- Would like to see stormwater management considered with wetland mitigation.
- Potential impacts to the house near the Ice Pavillion—what about noise, access.
- Put in generous indigenous plantings.
- Attractive shoulders, stone wherever possible. Use Corten steel instead of typical DeIDOT steel barriers.
- Install attractive and substantial lighting in overpasses.
- Stormwater regions should be multi purpose for aesthetic views and boardwalks, and to attract wildlife.
- Use high standards for highway construction.
- Saturation point for growth in an area.
- I-95 sits right next to Weldin Ridge and should have barriers erected and would like to see it done now when I-95 work is being done.
- Concerned about how the plan will be phased in, especially with regards to safety and commuting access over the next five plus years.
- Avoid removal of fine trees next to the Rt. 141-Childrens Drive corner.
- Affects to neighborhood developments, such as Forest Hills Park.
- Helicopter access to the AstraZeneca complex should not be allowed.
- 300 Country Club Drive allowed an easement to allow water from AstraZeneca to enter storm drain on Country Club Drive. The drain is unable to take additional water (the drain is open) 18 +/- . The water goes into an open area and eventually goes to the drain at 300 Country Club. This was reported to ICI (now AstraZeneca) in 1985.
- Multi-modal transportation is a great improvement, also the parks and landscaping.
- Use local Blue Rock stone for all vertical surfaces at the overpass and bridges.

Miscellaneous Transit

- Consider Smart Growth Options such as Mass Transit or Employee Commuting Options.

- Send buses to the recreation area.
- Would like to see AZ share their shuttle with non-employees.
- Concern regarding reverse trip from the project area to Pennsylvania for workers.
- Weldin Ridge should be connected to AZ and the DuPont Experimental Station.

Blue Ball Properties
May 21, 2001

Public Workshop

A public workshop for the Blue Ball Properties Master Plan was held on May 21, 2001. The purpose of the meeting was to give the public a chance to see the latest information on the Transportation Planning Process and the Master Plan, which has been finalized, and comment accordingly. Informational handouts summarizing the Master Plan information displayed at the meeting were available for all those who attended. The room was properly staffed with the project team to address questions and concerns. Over 115 people signed in at the reception table, although nearly 150 people were in attendance. There were a total of 49 comment forms submitted by the public and are summarized as follows:

Comment Summary

Topic	Comment
Recreation/Landscape/ Preservation	5 – Support the preservation of all 3 sport fields 1 – Request of copies to see landscape designs for this area, including number of trees to be added/taken down 1 – Are there records being kept of the plant species being destroyed by the AZ construction? 1 – Do not support the construction of the Route 141 spur. Support more parkland 1 – Eliminate excess investment in greenways, paths, etc. 1 – Placement of a continuous sidewalk and bikeway along the East Park Road is essential. It must connect features of the park, residential neighborhoods, the golf course, the Independence Mall and Foulk Road pedestrian traffic! Why was this not part of the Master Plan? 1 – Keep and reuse the wall along the Blue Ball farm 2 – Do not save or restore the old farmhouse ruins 2 – Do not destroy the Dairy Barn Milk House 1 – Concern for adequate natural areas for wildlife
Murphy Road	1 – The proposed extra turn lane off Murphy Road on to 202 should help to take care of rush hour traffic. Until recently, Murphy Road, was essentially a 2-single lane road. Without consulting with or informing our civic organization, the hour signs (7:30 – 9:30 west and 4:30 – 6:30 east) were removed and the otherwise 2-lane road was converted to four lanes! I would appreciate DelDOT looking into the needs we have and addressing its efforts to alleviate the situation. 1 – Accidents are a serious problem where Murphy Road and the Alley (behind the Shopping Center) intersect. Can this access be changed? Murphy Road was safer as a two-lane road with shoulders.
Weldin/Foulk	1 – There could be potential affects of re-routing traffic to Foulk Road off of Weldin Road/Weldin Park Drive 1 – Interested in copies of plans of the intersection of Weldin-Foulk & 202 to Augustine Cut Off. Traffic flow to north 202 off of Weldin Road. 1 – Can the stormwater runoff from the cemetery be accommodated by the proposed stormwater design on the eastern or Weldin

	<p>Tract? Can the existing trees between the cemetery and Capano property be replaced? How will cemetery traffic (turning left) be handled during funerals/burials?</p> <p>1 – Put in sidewalks on Weldin Road.</p>
Noise	<p>1 – Requesting copies of noise studies at the 4 intersections to the space east of 202 and below Foulk Road (Weldin Road area).</p> <p>1 – Request of noise monitoring/modeling for Weldin Ridge</p>
Alternatives	<p>5 – Prefer Original Master Plan Alternatives</p> <p>1 – Favor Master Plan Alternatives #9 and #5</p> <p>1 – J.R. Weldin Archaeological Site – Favor Master Plan Figure #9</p> <p>6 – Demolish or Remove the Weldin Husbands House</p> <p>1 – Save the Weldin Husbands House – 17b1</p> <p>1 – Save the stone wall at Weldin Husbands House</p> <p>1 – Use Minimization Figure 19 for the Analysis of Nemours District</p> <p>9 – Eliminate the planned design of traffic lights at the 202/Foulk Road intersection completely. Favor the proposal by CCOBH and/or cloverleaf configuration.</p>
Augustine Cut Off	<p>1 – East and West Park Roads will allow traffic from Augustine Cut-Off (major access to city) to flow east to Shipley Road via Weldin Road with no traffic lights – vice versa. They will not remain park roads.</p> <p>2 – The proposed left turn from Concord Pike north onto Augustine Cut Off should be eliminated.</p> <p>1 – It is a bad move to modify the Augustine Cut Off especially since the Alapocas residents will still have basically the same access to US 202 and Augustine Cut Off the way it is now or eliminating the intersection entirely.</p>
Miscellaneous	<p>1 – Appreciate the time and effort needed to make the public workshop possible.</p> <p>1 – Is daycare open to public not just AZ since on state property?</p> <p>1 – The plan is very confusing and will take a lot of getting used to.</p> <p>1 – There should be a ramp put on Namaans Road to 495 so traffic can bypass the city.</p> <p>1 – We need to include Red Light enforcement as part of this project on 202.</p> <p>1 – A permanent cut-through road and a water retention pond is a concern for children and others who will be active in the area.</p> <p>1 – Impressed with the clarity of the maps.</p>
Transit / ITMS	<p>1 – Please consider taking the homes on Concord Pike for a bus lane and turn lane.</p> <p>1 – It seems parking garages in designated areas with shuttle buses taking people to various areas would alleviate the amount of cars on the roads.</p> <p>1 – Building more & wider roads beckon more traffic and is not the ultimate solution.</p> <p>1 – Park and Rides along Concord Pike should be located at places readily accessible by bicycle.</p>