

**Marshallton Village Streetscape Enhancements
Public Workshop No. 2**

Date: July 9, 2009
Time: 7 p.m.
Location: Mill Creek Fire Company – Chambers Memorial Hall
3900 Kirkwood Highway
Wilmington, DE 19808

<u>Name</u>	<u>Organization</u>
Janie Santak	Resident
Carole Wright Grabowski	Resident
Cora Boys	Resident
Arlene Jacobson	Resident
Charles Butts	Resident
David Leacer	Resident
Scot T. Sawyer	Resident
Gail Franklin	Resident
Ron Fleischint	Resident
Dominic Rholetter	Resident
Murphy Bush	Resident
Robert Ashley	Resident
Laura DiPersio	Resident
Fran DiPersio	Resident
Steve Phillippi	Resident
Joseph M. Reda	New Castle County Councilman
Deborah Hudson	Delaware State Representative
Andria Viola	Legislative aide for Senator Sokola
Jeff Seemans	Marshallton Civic Association
Denis Hehman	Marshallton Civic Association
Bob Grabowski	Marshallton Civic Association
Betty Tull	Marshallton Civic Association
Misty Seemans	DeIDOT
James McCloskey	DeIDOT
Bill Dougherty	McCormick Taylor, Inc.
John Mullen	McCormick Taylor, Inc.

Agenda

1. Welcome and Introductions
 - Review Previous Activities
2. Marshallton Village TE Plan Overview
 - Sidewalks
 - Lighting

- Landscaping
 - Signage / Wayfinding
 - Pavement Markings
3. Discussion & Next Steps

Displays / Handouts

- Aerial map of Marshallton Village TE improvements
- Photo renderings of Marshallton Village TE improvements
- Comment form

Discussion

- Betty Tull opened the meeting and thanked everyone for attending. After initial business on the Civic Association agenda, Misty Seemans was invited to provide an overview of current DeIDOT projects to attendees. Misty then introduced Bill Dougherty and John Mullen.
- John provided an overview of the Marshallton Transportation Enhancement (TE) program and recent coordination with the Marshallton Civic Association. He then asked Bill to provide an overview of the proposed designs for Marshallton Village.
- Bill stated the Marshallton TE project includes sidewalk and crosswalk improvements, the addition of street trees and pedestrian scale lighting, and pavement markings. Specifics of the plan are listed below.
- The current plan included a five-foot sidewalk along the east side of Duncan Road from Greenbank Road to the Panera Bread parking lot. Bill explained that terminating the sidewalk at the parking lot entrance would be necessary due to constraints near the intersection (topography, utilities, right-of-way). In addition, street trees and pedestrian-scale lighting would be placed adjacent to the sidewalk between the sidewalk and apartment complex.
- Bill explained the intersection of Duncan Road and Greenbank Road will also include three new crosswalk areas delineated with textured pavement. Additional lighting would also be placed near the intersection, but not on the bridge structure itself.
- Bill stated that enhancements in the area around the historic marker would include a crosswalk across Old Capitol Trail and sidewalk through the cul-de-sac.
- Bill stated the photo renderings show a new parapet at the intersection of Duncan Road and Greenbank Road (opposite the existing parapet). He stated this feature would be included as part of a separate improvement for the Ham Run stream restoration.
- Bill stated that the landscaping plans are being developed in concert with the Marshallton Civic Association. The plans currently include: flowering trees along Duncan Road; mixed vegetation near the Ham Run restoration site at the corner of Greenbank Road and Duncan Road; and mixed and flowering shrubs at the historical marker.
- Bill indicated the plans are entering the final design phase. He added that design is expected to be completed by fall of 2009, with DeIDOT approval anticipated December

2009/January 2010. He added that once the plans are approved, the project can be opened for bid, with construction expected to begin in spring 2010.

- Bill stated that TE projects in Delaware have a \$1 million limit. He added the Marshallton TE project initially was estimated to cost over \$500,000, but the team was able to reduce the overall cost to around \$400,000.
- Betty Tull stated that these gateway-type projects are important for the Village of Marshallton. Jeff Seemans added that the Marshallton TE project is part of an overall long-term vision for the Village, which entails more contiguous sidewalk connections and other pedestrian and traffic safety enhancements. He thanked Representative Deborah Hudson, Representative Robert F. Gilligan, Senator David P. Sokola and Senator Patricia M. Blevins for their help in securing funding for the project.
- A resident inquired if the project will be open to bid to Delaware contractors only, or if contractors from other states will be able to bid on the project. Jim McCloskey stated the bid is an open process available to any approved contractor.
- A resident inquired if improvements could be made to the intersection of Old Capital Trail and Newport Road to better delineate travel lanes and improve timing of the signal. He suggested that since the Marshallton TE project will cost \$400,000 of the \$1 million maximum, the difference in funds could be used for this intersection. Bill stated this type of improvement would not fit under the current project due to the scale and cost of this type of improvement. He explained that the cost of such an improvement would be in excess of \$1 million, and local parking constraints and proximity of buildings at this intersection (street level parking and no curbs) would require acquisition of property which is not possible as part of a TE project.
- A resident inquired if the timing of the existing traffic signal at Old Capital Trail and Newport Road could be improved. He added that traffic control measures should be introduced to prevent cars from utilizing pavement on adjacent properties to cut around motorists who are making a left turn at this intersection. Another resident stated that the signal should be retimed so the left-turn signal appears at the beginning of the green cycle. Bill stated the stoplight timing was assessed and is functioning as best as it can under the current intersection configuration. He added that the intersection as a whole was recommended to be looked at by DeIDOT as a separate road project.
- A resident stated the DeIDOT should employ bridge painting contractors for graffiti removal and paint maintenance instead of providing paint to local governments for day-to-day maintenance. Bob Grabowski explained that graffiti removal is occasionally handled by local government volunteers for small areas only, and that major repainting efforts are contracted out by DeIDOT for state-owned facilities.
- A resident inquired if the sidewalk that terminates at the Panera Bread parking lot could be extended further up Duncan Road and wrap around the corner at Kirkwood Highway. Bill explained that this area was evaluated for a sidewalk, but it was determined that the slope of the road at the intersection and the proximity of utility poles would require acquisition of property and extensive regarding that is beyond the scope of a TE project.

Meeting Summary

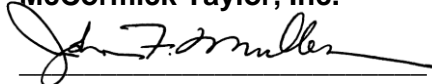
July 9, 2009

Page 4

- A resident stated that pedestrians often cross Duncan Road mid-block from the manufactured home community to the apartment complex or corner stores at Duncan Road and Kirkwood Highway. She suggested signs be placed at the top of the hill near the intersection to warn motorists about the potential for crossing pedestrians in this area. Misty Seemans stated the DeIDOT will look at the potential for placing signs in this area, as well as engaging in an education program with local residents to warn them of the dangers of mid-block crossings and proper street-crossing techniques.
- A resident inquired how long the project will be open to the public for comments. John stated that the project team would like to have everything wrapped up by fall 2009, therefore all comments should be in by end of summer (August 31), or about six weeks from now.
- John stated the handouts and displays could be left with the civic association after the presentation for residents to view the material. He added that copies of the comment forms would be left for residents to provide all comments or suggestions on the project.

Reported prepared by:

McCormick Taylor, Inc.



John F. Mullen, AICP, NJPP
Project Manager

CC: All attendees
Jeff Niezgoda