

An aerial photograph of a suburban street intersection. A two-lane road runs vertically, intersecting with a two-lane road running horizontally. The area is heavily wooded with trees showing autumn foliage in shades of green, yellow, and orange. A brick house with a dark roof is visible on the left side of the vertical road. Several cars are visible on the roads. A large, semi-transparent number '2' is overlaid on the right side of the image.

Appendix Twelve

Public Comments on Public Review Draft & Plan Edits

Summary of Public Comments Received & Plan Edits

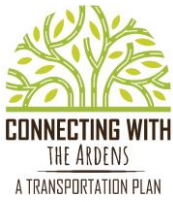
Key Points from Public Comments:

Concern / Comment	Response
Roundabouts	Considered, but not locally preferred
Automated speed enforcement	Pending state legislation
Veale Road - blend of support and concern; 13 explicitly supported, while 3 explicitly voice concern	Added paragraph to minimize path widths where feasible, permissible
Widening of paved cartway (desire to minimize/avoid)	Unique process in the Ardens; DelDOT would cover survey expenses in preliminary engineering. Generally, traffic calming improvements propose only modest widening (1-2' feet). Recognition that widening would potentially change assessments - anticipated to be very minor/modest.
Concern for maintenance (esp. bioswales and bus shelters)	Noted in the Plan; would need to be addressed village by village (i.e. specific committee)
Concern for the proposed widths of paths	Added paragraph to minimize path widths where feasible, permissible
Is this the last opportunity for input?	No. Any designs that advance will include additional community involvement.
Aesthetics - maintain the "Ardenesque" character	Context sensitivity noted in the Plan; also, need for continued community input as any plan would advance further into engineering.
Desire to make the Ardens more ADA accessible / stroller friendly	Achieved if proposed multimodal network would be implemented
Importance of maintaining shoulder on Harvey Road (between Veale Rd and Sconset Rd) for resident parking needs	Noted in the Plan
Interest in investigating the feasibility of replacing the geo-grid (shoulder) of Harvey Road to a surface that would be more accommodating of pedestrians/bicyclists	Noted in the Plan

Summary of Public Comments Received & Plan Edits

Summary of Plan Edits since Public Review Draft (6/6/23):

Plan Edits	Report Section	Page #
Expanded detail on traffic calming features, provided links to literature on traffic calming effectiveness	Alternatives	34-35
Provided excerpts on recommended traffic calming features from Delaware Traffic Calming manual - to provide further detail/specifics	Alternatives	36-42
Added further details on proposed gateways (proposed elements)	Figure 23	49
Added details on proposed gateways (proposed details)	Figure 32 (Sheet 1)	59
Shifted proposed bioswale at Improvement P to address resident concerns	Figure 32 (Sheet 2)	63
Added recommendation to evaluate shoulder geo-grid on Harvey Road between Veale Road and Sconset to accommodate walkers/bicyclists - while still providing parking for residents	Figure 32 (Sheet 3)	64
Added recommendation to upgrade Montessori school zone to active flashers	Figure 32 (Sheet 3)	64
Added path link from Evergreen Road to pedestrian crossings (Y, Z)	Figure 32 (Veale Road)	65
Added/expanded sections on Maintenance, Enforcement, and Education	Success within the Ardens	66
Add further emphasis that DelDOT should continue to engage the Ardens in selecting context sensitive aesthetic treatments	Success within the Ardens	66
Removed path between Veale Road and The Mall from being paved due to resident (privacy) concerns; adjusted recommendation to just address grade issue at Veale/Harvey intersection	Multimodal Network - Figure 34	67
Added section about minimizing path widths	Multimodal Network - Figure 34	67
Added recommendation to replace chain with bike-friendly gate at Hillside / Sherwood Forest Path	Multimodal Network - Figure 34	67
Clarified RTP status within WILMAPCO's RTP	Implementation Plan	70



Summary of Public Comments Received & Plan Edits

From: Don Lipari [REDACTED] >
Sent: Monday, May 29, 2023 7:27 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Comment for Connecting the Ardens

To the WILMAPCO Planners:

I know past discussions considered the various options for slowing traffic down on Harvey Rd between I95 and Marsh Road.

The roundabouts that are proposed are meant to slow the traffic down to the posted 25 MPH speed limit.

I am wondering the feasibility of installing photo-enforced speed detectors along Harvey Rd. I have seen photo-enforced red light enforcement in other roads in Wilmington. So there is a precedent for an automated system.

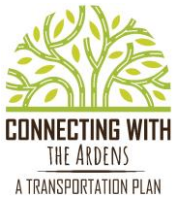
Thank you,
Don Lipari
1505 Upper Greenbriar Rd.

From: James Schwaber [REDACTED]
Sent: Saturday, June 3, 2023 2:12 PM
To: ArdensComments <ArdensComments@bowman.com>
Cc: Mary Brent Whipple <marybrent.whipple@gmail.com>; Patrick Toman <patrick.toman@ardencroftassociation.org>; Wyn Achenbaum <wyn@achenbaum.com>; Evelyn Knotts <evelyn.knotts@ardencroftassociation.org>; Scott Kushner <skush06@gmail.com>; Neil Kantner <nkchef@gmail.com>
Subject: [EXTERNAL] Wilmapco Plans for Ardens and Improvements

Look forward to the meeting with Wilmapco Tuesday, but wanted to also make a comment in advance.

There have been suggestions that the plan might install ADA compliant sidewalks along the “state roads” of Harvey and Veale. My reaction is negative and cautious. Periodically there are similar initiatives to install “at least roadside pathways” and “street lights” to our Village roads. But these “improvements” have consistently been rejected as they would harm the essential historical and aesthetic nature of the communities - which is what makes them attractive and unique (and protected as Historical). ADA sidewalks would further turn these roads into even higher speed “highways”, not local roads.

Any improvements might better be focused on slowing traffic down and raising a sense of community context inappropriate to speed through.



Summary of Public Comments Received & Plan Edits

From: Jeffrey Stein
Address: 2311 Walnut Lane
Phone: [REDACTED]
Submitted: Tuesday, June 6, 2023 (at Public Meeting)

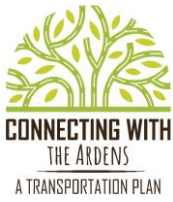
No widening of Harvey Road.

Planting in roadways will fail. Avoid.

From: Stevie French
Address: 2123 The Hwy
Phone: 610-880-4171
Email: [REDACTED]
Submitted: Tuesday, June 6, 2023 (at Public Meeting)

The overall project looks great, thanks! Two comments –

1. Do the bike/footpaths really need to be six feet wide? They aren't that busy, seems like overkill.
2. Can we put more safety/calming measures at the Little Lane crosswalk that's proposed? As stated at meeting #2, it has the best line of sight in that area. So why not make it a main ped x-ing (vs. Orleans Rd).



Summary of Public Comments Received & Plan Edits

From: Polly Brown
Address: 1600 Harvey Road, Ardencroft, DE 19810
Phone: [REDACTED]
Email: [REDACTED]
Sent: Tuesday, June 6, 2023
Submitted: Tuesday, June 6, 2023 (at Public Meeting)

I have lived at my address since 1986. I was there when the last "Traffic Calming" processes were done. At the "T" intersection of Veale & Harvey, the calming on Veale turned out not to be as effective as hoped and the plantings were not kept up.

Also, I believe on the elevated portion of Veale on Harvey, the calming may not have been good, safety-wise during precipitation in winter months.

Tonight I learned from your easel posters & presentation that not only do you wish to put a bioswale, but also a bus shelter, both of which require local upkeep, on my leasehold. I do not embrace either of these proposals on my leasehold. Mr. Ben Gruswitz (sp?) stated, "Some people use it as their front yard but it is in reality State property". Casting a very impersonal light on what is being proposed.

Please contact me if you have any questions.

Polly Brown

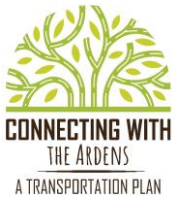
From: Linda Toman
Address: 8 West Greenbriar Road
Phone: 302-354-1951
Email: [REDACTED]
Submitted: Tuesday, June 6, 2023 (at Public Meeting)

I am very happy about all the plans. Especially along Veale Road. I live in Ardencroft and walk & ride my bike over to Arden many times a week, a little unsafely at times. I look forward to a safer future.

Also I would welcome more transit to Claymont Train Station .

Thanks you for all your hard work!

Linda Toman



6/23/2023

Summary of Public Comments Received & Plan Edits

From: Ronni Yaskin [REDACTED]
Sent: Tuesday, June 6, 2023 2:45 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Plan ideas

Hi. I can't make the meeting tonight. I did have an idea to keep the walkways/sidewalks on Veale more "Ardenesque". On Veale Rd going over the creek near Harvey is a strip of grass with a wooden "rail" by the road. It provides a safe walkway and looks nice. Having it be grass is nicer than concrete, but if concrete is a must, the wooden rail looks more natural and soothing to the eye, yet still safe.
Ronni Yaskin

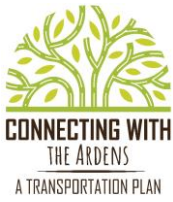
From: James Schwaber [REDACTED]
Sent: Tuesday, June 6, 2023 9:11 PM
To: ArdensComments <ArdensComments@bowman.com>
Cc: Jeffrey Politis <ardenchair@arden.delaware.gov>; PATRICK TOMAN <attom@comcast.net>
Subject: [EXTERNAL] Post presentation

Good job Randy,

So I understand you propose 6' wide sidewalks on Veale Rd to create an internal bikeway. NOT desirable at all.

I ride a bike and do not use Veale. From Arden take the Curtis wooden bridge to Willow Way and go up the hill, turn right onto Sunset Ct which dead ends at an opening in the fence leading to Bellemeade Pl and there you are across from St. Eds and next to Marinis. Internal "pathways".

No Veale sidewalk required. To get an internal bikeway.



6/23/2023

Summary of Public Comments Received & Plan Edits

From: Deborah Ricard [REDACTED]
Sent: Wednesday, June 7, 2023 10:47 AM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Ardens Plans Comments

Hi Randy,

Thanks for reviewing your Ardens plan and answering questions at the 6/06 meeting at the Buzz Ware Village Center.

My first comment is to remove the gateway at Harvey and Marsh. The gateway addition will greatly impact the 2 leaseholds in Arden located at that intersection and will likely require appropriating square footage from those Arden neighbors. Who will bear the cost of the required survey? I do not understand how announcing a community by name will slow traffic; those drivers are interested in getting from point A to Point B and could care less that they are going through a neighborhood. Work has recently been completed at that intersection which has improved traffic flow; let's not disrupt what has just been fixed.

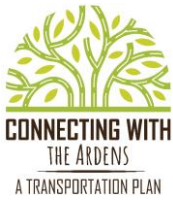
Another comment is to advance legislation that will allow speed cameras that issue tickets to offenders on roads in residential locations such as the Ardens. This intervention, when legalized, would slow traffic significantly. Most drivers who become aware of this intervention slow down to avoid a ticket or find another route thus reducing traffic. Regrettably a small group of drivers would continue as before travelling over your mountable curbs.

Next, how are New Castle County residents outside the Ardens being made aware of meetings such as you had on June 6 and the upcoming meeting on June 26? As Ardens' residents are voting on a grand plan that affects these NCC neighbors I want to know their comments as well as those in the Ardens. After all I am being asked to vote on a plan that affects them.

Finally, how are steering group meetings announced to the public? Residents such as myself may wish to more closely follow the progress of your plan moving forward by attending one or more of these meetings.

Many thanks to you and the steering committee for your consideration of my comments.

Sincerely,
Deborah Ricard
Village of Arden Resident
Sent from my iPhone



6/23/2023

Summary of Public Comments Received & Plan Edits

From: Vicki Scott [REDACTED]
Sent: Wednesday, June 7, 2023 11:52 AM
To: ArdensComments <ardenscomments@bowman.com>
Cc: Jeffrey Politis <ardenchair@arden.delaware.gov>
Subject: [EXTERNAL] Ardens Project

Thank you for investing time to evaluate possible changes that could reduce speed and make our roads safer for pedestrians.

As I understand it we have identified an immediate need to reduce speeds and improve safety, however, the plan options presented are long term. I heard questions at last night's meeting asking for data showing the expected result but didn't hear any definitive answer. This leads me to believe the answer is we really don't know if these changes will produce the desired result.

I believe the villages need to reevaluate potential solutions that will address the issues in a more timely fashion without negatively impacting the landscape.

I would be in favor of automated speed cameras once they are approved for use in our area or a police presence on a routine basis to deter speeding on Harvey Rd.

Just my opinion. We are a democracy and I will support the majority decision.

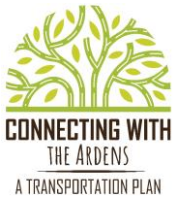
Vicki Scott
Sent from my iPhone

From: Hunter Clarke-Fields <[REDACTED]>
Sent: Wednesday, June 7, 2023 5:23 PM
To: ArdensComments <ardenscomments@bowman.com>
Cc: clarke-fieldsGERMANY, bill [REDACTED]
Subject: [EXTERNAL] Veale Road bike & pedestrian lane

Hello!

I want to write in support of a Veale bike & pedestrian lane. It's desperately needed! We have many resources and facilities located on Veale (Marini's) and nearby (Branmar, etc.) but Veale road is *horrible* to walk on. There's no sidewalk. Pedestrian's risk injury and death. It's dangerous for bikers too. A bike and pedestrian lane would help people of all ages get more exercise and encourage children's exploration and independence. We NEED this! Please keep this in the transportation plan.

Regards
Hunter Clarke-Fields
1505 Beech Lane, Ardencroft



6/23/2023

Summary of Public Comments Received & Plan Edits

From: William Fields [REDACTED]
Sent: Thursday, June 8, 2023 10:52 AM
To: ArdensComments <ardenscomments@bowman.com>
Subject: [EXTERNAL] Veale Road

Hello,

I am writing in support of a sidewalk and/or bike path along Veale road. It is currently very dangerous to travel to Marini's or Branmar plaza along Veale road. There is no shoulder or sidewalk at all, and people drive very fast along that road.

Also, it is currently not possible for wheelchair-bound people or people with strollers to get from Beech Ln, Lower Greenbrier, or West Greenbrier to the rest of Arden. **It means they are totally cut off** from the Gild Hall, the pool, etc. So, at a minimum there should be a path along Veale from West Greenbrier to Sunset.

Thank you,
-William Clarke-Fields

[REDACTED]

From: Scott Bowers [REDACTED]
Sent: Thursday, June 8, 2023 11:27 AM
To: ArdensComments <ardenscomments@bowman.com>
Subject: [EXTERNAL] Connecting with the Ardens project

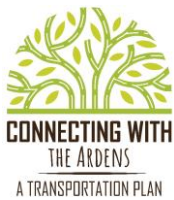
I'm writing in support for bike and pedestrian pathways along Veale Road, Ardencroft.

I live on Beech Lane and walk my dog several times a day. Many times attempting to either cross or walk along Veale Road in an effort to go further West/North into Arden. It's very treacherous.

Appreciate whatever you can do.

Thanks,

Scott Bowers
1503 Beech Lane
Ardencroft DE 19810



6/23/2023

Summary of Public Comments Received & Plan Edits

From: Tiffany Stigler [REDACTED]
Sent: Thursday, June 8, 2023 3:03 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Connecting with The Ardens

Hello!

I'm writing to you regarding my excitement and support for the WILMAPCO Connecting with The Ardens project.

I am in full support of making changes to better The Ardens.

As a resident of Ardencroft, I am very concerned with the safety issues on Veale Rd. I would LOVE to see a sidewalk and/or bike path along Veale Rd to increase safety for pedestrians and bicyclists. Unfortunately, the streets of Lower Greenbriar/Beech Lane, Upper Green Briar/Upsan Downs, and Evergreen do not have safe access points for connecting with the other Ardens via Veale Rd or Harvey Rd. There is currently no safe route for individuals using wheelchair or stroller devices.

I am a very active person who enjoys walking The Arden's on a daily basis year-round. Unfortunately, since having a baby in March, my walking routes have been limited due to safety concerns on Veale Rd. There is not a shoulder or sidewalk that is safe for me to walk my baby via stroller. I am unable to safely push the stroller along the side of Veale Rd. Due to the bumpy, grassy hill along the side of the road, I have to take the infant car seat attachment off of the stroller and carry the baby while concurrently pushing the stroller base. If I leave my baby in the stroller to push her along the side of the road in the grass, her head bounces around to an extreme amount which is not healthy for her. I have attached a video of her head bouncing while pushing the stroller through the grass alongside of Veale Rd from Sunset to W. Greenbriar. The video doesn't depict how much worse the bouncing is while going uphill from W. Greenbriar to Sunset.

I have attempted to "beat the traffic" and push the stroller on the street twice. Both times I had to run quickly into the grassy area due to traffic in both directions. There is a small bridge on Veale Rd that has barriers in place and I was unable to dodge the cars onto the grass while I was in the middle of the bridge. I had to pray the drivers would pass me and my 3 month old daughter as I ran. During one of the recent attempts to use the road and not the grass, my daughter and I were almost hit by an Uber driver reversing down the road!

There are multiple residents in Ardencroft that use wheelchair devices. They are limited as to where they can travel in the neighborhood without the use of a motor vehicle due to lack of sidewalks.

I also have concerns regarding residents from Ardencroft crossing Harvey Rd to get to the bigger side of The Ardens. I typically use the crosswalk at the Montessori school but recently learned that cutting through the parking lot between the hours of 7am-7pm is illegal. The speeding traffic down Harvey Rd makes it extremely unsafe to cross at the Veale/Harvey crosswalk "to nowhere" or to walk along Harvey Rd to cross at Sconset if coming from Upper Greenbriar/Upsan Downs. Once across onto Sconset, there is very poor visibility of pedestrians walking along the street. A sidewalk would be very beneficial at this location along Harvey and Sconset to increase safety and visibility of pedestrians.

I am in full support of adding increased safety measures along Veale and Harvey roads. As I watch my baby grow faster and faster each day, I know in the blink of an eye she will be old enough to venture out into the world and the Ardens on her own. I am hopeful that other residents of the Ardens will consider not only the safety of my daughter, but the safety of all the other youth in the neighborhood. They are the future of the community and we need to protect them!

Thank you for your hard work, time, and patience (I know some people get a little heated during the meetings)!

Tiffany Stigler



6/23/2023

Summary of Public Comments Received & Plan Edits

From: Rachelle Zazzu [REDACTED]
Sent: Friday, June 9, 2023 7:43 AM
To: ArdensComments <ardenscomments@bowman.com>
Subject: [EXTERNAL] Plans to slow down traffic

Thank you for researching, gathering and presenting so much information about the traffic speeds and safety on Harvey Road. You were generous and patient and kind. Thank you.

I have many many concerns about what was presented. To wit: Why do we have only 3 days between final presentation and voting? Seriously..why? Is there some impetus that requires us to have so little time? This is a real question, not simply a challenge. It makes sense to have the vote at the next meeting.

I asked several times....several different ways...what the expected and realistic result would be...definitively. I received no response. Is it reasonable to expect a 20% decrease in traffic speeds? Greater? Less? This is a massive undertaking (needlessly in my opinion but we'll get to that). I worked for the 2nd largest employer in the state of New York and I promise you that no project of this magnitude was attempted without an expected outcome GOING INTO THE PROJECT. "Better" is not an outcome..it's a hope. That's not acceptable to me.

We are being asked for vote for wisps of smoke.... We are voting for a plan that can be vetoed before it gets off the ground by engineers who have NOT YET MADE ANY ASSESSMENT. This is nonsensical to me. Plans like this are voted on AFTER critical assessments are made.

We are voting for a plan that requires Perpetual funding and care by the residents in conjunction with agencies that have NO AGREEMENT to adhere to the findings in the residents surveys. So, yes...they probably will take into account that we don't want concrete, but if ultimately they decide that's best, that's what they will do. And in a village like Arden...that is meaningful and unwanted. If the bump outs are more in alignment with the Arden esthetic then we are required to maintain it in perpetuity. Same with the bus stops. No cost estimates have been provided, no committee or task force has been assigned to this but we are voting on it? Again..premature for me.

We are voting for a plan with the caveat that we are not voting for THIS plan. Again....nonsensical to me. Every person I have spoken to (I have spoken to many people...both yea and nay...in my quest for information gathering and an informed point of view)...and when I say EVERY person..I mean it....explains to me that we are voting for this because we can also vote against it in the future. Makes no sense.. It is explained to me that we are voting on this completely imperfect plan because if we don't then we are back at the unacceptable status quo. So what I understand is NOT ONE SINGLE PERSON I HAVE SPOKEN TO thinks this is a good plan, let alone a great plan. They think it is the plan they HAVE to vote for in order to affect any positive change. I think we can do better. I think it's possible to have a great plan and vote for it in a timely and informed manner.

Why are we being rushed to vote on a plan that has such disparate dissent? It's not like there are two camps. The people who are for this plan see this extraordinarily imperfect plan as their best hope to slow down traffic. When I point out that that has not been actually showed or proved to be true, I am dismissed because they feel something is better than nothing. I think we can hope for and achieve more. There are a myriad of reasons people DON'T like the plan..including the intrusion of this plan on their own lease holds....I notice that of all the people who are enthusiastic about this plan, not a single one of them will have a leasehold that is personally affected. Those residents matter also....right?

I have spoken with several engineers (granted..they are friends and they are not in this state....this is a salient caveat and I grant you that) since we had our meeting this past week and they are agreed that the number of bump outs proposed will ultimately have very little impact on speed. This is based on their supposition that the majority of traffic on Harvey Rd that goes through the Ardens are regulars...that is to say that driving on Harvey Rd is part of their daily routine and that they will learn soon enough that one bump out is coming and they will momentarily adjust. It has been suggested to me that 4 bump outs between Veale and Marsh would have a much better success rate. This makes sense to me and I would vote for that....and only that.

Lastly...I would be much more likely to vote for a plan that is much more singular. The inclusion of paths and bike lanes and trails, etc. is vital in keeping our residents safe. And this is important to me...The first step is slowing down the traffic on Harvey Rd and seeing where we are after that.

Thank you for this opportunity to voice my opinion.

Lastly, I want to say...and stress this...that when I tell people I am not in favor of the plan as-is that there has been a lot of push back. As if I don't share the same deep level of concern and care for the safety of our residents. This is patently untrue, unkind and unnecessary. The truer statement is that I am in favor of a BETTER plan and hold dear the residents of this community.

Best regards
Rev. Dr. Rachelle Zazzu ([REDACTED])
2316 Walnut Lane, 19810

Summary of Public Comments Received & Plan Edits

From: Janet Williams <[REDACTED]>
Date: June 10, 2023 at 12:48:42 PM EDT
To: ardenscomments@bowman.com
Subject: crossing Harvey and Marsh on a bike

Hi,

I've been having trouble crossing Marsh road with my bike ever since the improvements were made on Marsh and Harvey roads. I cross there almost every day on my bike and often almost get hit. I come up Sherwood road and as soon as you ride off the curb at the light I am in the right lane where cars are directed to go straight. There are trees in the way so I can't see them coming and they can't see me until they are right in front of me. Even if I press the walk sign they don't see me when because they are taking a right hand turn after stop.

The other day I road my bike down Sherwood Fire Trail to the water tower and went under the chain to come out on Hillside Road. Then I crossed Marsh road away from the intersection.

This was much safer so it would be nice if there was a bike trail without a chain, so I could avoid having to cross the Harvey and Marsh intersection.

Thank You,
Janet Williams

[REDACTED]

Summary of Public Comments Received & Plan Edits

From: Terri Hansen [REDACTED]
Sent: Friday, June 16, 2023 9:30 AM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Harvey Road Traffic Calming

My name is Terri Hansen and I have lived at 1507 Harvey Road since 1980, when I was 14 years old. Prior to that I was a frequent visitor to my grandmother, Senta Booze, who moved to this leasehold with my grandfather, Herbert Booze in 1929, when they were a young married couple. My family has had a deep connection to Harvey Road going back nearly 100 years and we have seen it transform from a narrow dirt track, to what it is today. In fact, you used some of my family films at one of your presentations.

I want to comment on the plans for the stretch of Harvey from Veale to Sconset, the stretch I live on. This is the only section of Harvey to have shoulders, which were installed when the I95 interchange was built. My grandparents were involved in the fight to keep Harvey Road a half interchange to keep traffic down, and while they won that fight, a large part of the front yard was taken for the shoulders, and a steep bank was created along the front property line. As traffic increased, those shoulders provided a fairly safe place to bike, walk, and gave residents on this section of Harvey a safe place to pull out of our driveways.

In a prior effort at traffic calming on Harvey Road, sections of the shoulders were removed and replaced with concrete grids in an attempt to "visually narrow the road" and slow traffic. I fought against these grids, fearing they would do nothing to slow traffic, make walking difficult, and be dangerous for bikes to ride on. Additionally, in artist renderings they are seen as lovely, grassy shoulders, which doesn't happen in real life because of heat, poor soil quality, and salt content from winter road treatments. Additionally, once those grids went in suddenly we were seeing a street sweeper once a year, just in time to kill what green was growing. As someone who has delivered our community newsletter on Harvey Road, let me tell you how truly terrible those grids are to walk on, and they do nothing to slow traffic down.

These bioswales you are proposing will make our section of Harvey MORE dangerous for pedestrians, bikers, the postal service, Amazon deliveries, and residents. Every time I leave my driveway, I back out entirely on the shoulder and THEN pull out into traffic. If there is a bioswale, I won't be able to do that and will be forced to pull out into traffic, a far more dangerous prospect. Additionally, bioswale involves plantings. Who will plant them? Who chooses what will be in them? Who will care for them? When they become miserable and weedy messes we will have to live with them lowering the curb appeal and value of our homes as they gather trash from cars still speeding by.

Finally, you propose a "gateway" at Sconset Rd and the pictures I see are of a barren concrete barrier. We already have a "gateway" at Sconset, which is covered in Brandywine granite, and far more attractive, even if it does need some TLC right now. When that median and pork chop were put in place it helped stop people from speeding past in the turn lane, but as to slowing traffic down, not so much.

I would love to see Harvey reduced to one lane in the I95 overpass area, but if you don't make it physically impossible for people to use two lanes, plenty of people will treat it like it is two lanes anyway.

I have been living with Harvey my entire life, I learned to drive on it, my child has lived with it his entire life, learned to drive on it. We want to see speed reduced, but what you propose I have seen before, and have lived with for the last couple of decades and speed has only gotten worse. We need enforcement, which we never get. If we gained a reputation for strict enforcement, speed would go down, all you have to do is drive through Newport to see that.

One final request. PLEASE do not take the shoulders away from our section of Harvey Rd. Doing so will only make a bad situation worse and make getting in and out of our driveways even more difficult and dangerous.

Summary of Public Comments Received & Plan Edits

From: Jeannie Stith <[REDACTED]>
Sent: Saturday, June 17, 2023 10:11 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Ardens improvements

The thing I'm most excited about is the pedestrian path along Veale Rd between Sunset Ln and Lower Greenbriar. This is badly needed and I really hope it happens! Thanks so much for your work on this.

Warmly,
Jeannie Stith
1605 Sunset Ln
Ardencroft

From: Denise Nordheimer <denisenordheimer@icloud.com>
Sent: Monday, June 19, 2023 6:09 AM
To: ArdensComments <ArdensComments@bowman.com>
Cc: Dave <nordheimer@yahoo.com>
Subject: [EXTERNAL] Ardens Community Plan

Good morning. We wanted to voice our support for better connections between the Ardens for pedestrians, even if that means sidewalks. We frequently walk through all 3 Ardens and the connection between Ardencroft and the rest of the community could especially benefit. Thank you.

Denise and David Nordheimer
1807 Green Lane
Arden

From: Andrea Zatarain <[REDACTED]>
Sent: Monday, June 19, 2023 3:38 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Making the Ardens safer for pedestrians and bicycles

Dear Ardens Transportation Committee,

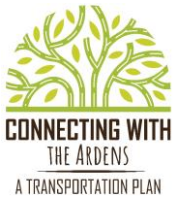
We have lived in the Ardens for 10 years and we love to bike as a family. We currently do not feel safe biking on Veale or Harvey roads and have seen too many close calls there. We also have witnessed speeding cars and cars passing on the parking lane.

Walking around the Ardens is a pleasure except when we need to cross Harvey or Veale. Pedestrians are not very visible and cars often speed on both of these roads.

We would love to be able bike safely around and between the Ardens and trust the our kids will not get killed when walking or biking over to their friends homes on the other side of Harvey.

Sincerely,

Andrea and Chris, parents of Stefan (13) and May (16) [REDACTED]



6/23/2023

Summary of Public Comments Received & Plan Edits

From: ramencat7 [REDACTED]
Sent: Monday, June 19, 2023 3:46 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] changes to Veale and Harvey

Dear Ardens Transportation Committee,

We have lived in the Ardens for 10 years and I like to bike around town. Me and my friends currently do not feel safe biking or walking on Veale or Harvey roads and have seen too many close calls there. I have also witnessed speeding cars and cars passing on the parking lane.

Walking around the Ardens is a pleasure except when we need to cross Harvey or Veale. Pedestrians are not very visible and cars often speed on both of these roads.

We would love to be able bike safely around and between the Ardens and trust the our kids will not get killed when walking or biking over to their friends homes on the other side of Harvey.

Sincerely,

Stefan Raia (13)

From: May Raia <[REDACTED]>
Sent: Monday, June 19, 2023 3:50 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] Veale and Harvey Safety

Dear Ardens Transportation Committee,

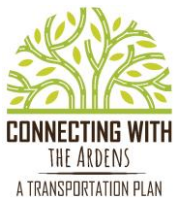
I've lived in Arden for around 10 years and over the course of living here I have had many close calls when trying to cross Harvey and Veale, especially since to get to my piano teacher's house every sunday i have to cross that street. There are many speeding cars on those two roads and it is very unsafe since pedestrians are often not visible. I would love to be able to bike safely to my friends houses without fear of being killed in an accident that isn't even my fault.

Sincerely,
May Raia, age 16



Public Comments Received & Plan Edits

[illegible]



6/23/2023

Summary of Public Comments Received & Plan Edits

From: L.H. <[REDACTED]>
Sent: Monday, June 19, 2023 11:39 PM
To: ArdensComments <ArdensComments@bowman.com>
Subject: [EXTERNAL] signs you can see

Good evening

Just ready the current Arden Transportation update and want you all to know you are doing a great job!

What I'd like to see happen most in the short term is lots of trimming so people can see all the road signs. Most particularly, I have been checking out the speed limit signs and most of them are hidden, covered, or impossible to see until the last second.

Thanks for all your work!

Lee Hoover
Arden

From: Joe Berg [REDACTED]
Sent: Monday, June 19, 2023 11:54 PM
To: ArdensComments <ardenscomments@bowman.com>
Subject: [EXTERNAL] The Arden's Transportation Plan

Today was the first day I looked over the plan since I commented on the interactive map before the first meeting was held. I didn't expect that this plan would be so involved. My wife has been in a wheelchair since she was 44 years old due to a brainstem stroke. She will be in the wheelchair for the rest of her life. This Plan proposed will change her life through being able to get around our villages independently. We all take that for granite it's hard to put yourself in another person's shoes especially when they don't walk in them. One can't explain how important independence is very easy. My wife currently only uses her electric wheelchair on the street we live on Evergreen Lane. To go past the street that we live on would be life threatening and dangerous for her. One time I took my wife's Wheelchair up Veal Road to Harvy Road and made a left and went all the way up to Marsh Road and turned around and headed home. I was honked at more times than I could count, passed without regards to oncoming traffic and cursed at. This trip didn't take long. On the way back I was asked by a passing by police officer if I wanted him to fallow me. I assured him that I was fine, thanked him and waved him pass, However, another police officer came along Harvey Road and insisted that he fallow me back to the start of Evergreen Lane. Yeah, it was that unsafe for a person who has perfect vision and all of his physical attributes to drive a wheelchair on the 2 roads.

The plan being suggested would fix a lot of the access issues people with physical disabilities and our elderly have with our Village's. It cannot be understated how much being able to be independently involved and being a part of a community is needed. Also, how great will it be that she can also get to Richardsons Produce stand! She loves their cookies.

I really hope all plans get adopted by the Villages it would totally change my wife's life in so many ways you can't even begin to understand.

Thank You,
Joseph S. Berg and JoD Berg
[REDACTED]



6/23/2023

Summary of Public Comments Received & Plan Edits

From: Don Lipari <[REDACTED]>
Sent: Tuesday, June 20, 2023 10:37 AM
To: ArdensComments <ardenscomments@bowman.com>
Subject: [EXTERNAL] Comment for Connecting the Ardens

I'm not sure this falls within the scope of the Comment for Connecting the Ardens plan, however, I would like to request a street light at the intersection of Upper Greenbriar Rd and Harvey. It is overgrown with vegetation and making the turn onto Upper Greenbriar from Harvey requires a leap of faith at night. It is very hard to see the road.

Thank you,
Don Lipari
1505 Upper Greenbriar Rd

From: James Schwaber [REDACTED]
Sent: Friday, June 23, 2023 9:22 AM
To: Randy Waltermeyer <rwaltermeyer@bowman.com>
Cc: Mary Brent Whipple [REDACTED]
Subject: [EXTERNAL] Re: Post presentation

Dear Mr. Waltermeyer,

My name is Mary-Brent Whipple and I live in Ardencroft, Delaware along Veale Rd. I was unable to attend the last presentation due to being out of state and have had not been able to use the commentary site post presentation, but did attend the first two. I plan to be at Monday's meeting and wanted to contact you via my husband's computer to ask questions and express concerns.

I do feel that the traffic calming ideas presented are both creative and will hopefully work, especially placement of 25 mph notices at the beginning of entrances to the Ardens and the visual bump outs and crossings. You should know that most people I've talked to and at the meetings seemed positively disposed to the proposals. I do wish this aspect of the plan could be separated and voted on separately from the "paths" and sidewalk issue.

I have lived in both Arden and Ardencroft for 43 years and feel the proposal regarding Harvey and Veale roads is a solution looking for a problem especially considering expense (I pay federal taxes), disruption, appearance and traditions. When I said to Ben Gruswitz that I would be and have been happy for a foot path to be used in front of our yard I meant a ground "path", not the permeable asphalted photo I was sent with a five foot greenspace before the road. There are a number of questions which I expect may be asked which people are not clear about including myself as follows:

1. What are the ADA requirements for paths
2. Are paths meant to be "multiuse" or truly foot paths
3. Who is responsible for maintenance of sidewalks and paths
4. What are the requirements for keeping snow and leaves off sidewalks and paths and who is responsible for doing this
5. What legal liabilities come with a path or sidewalk on State land on your property

You may or may not know that in the Ardens paths mean a very different thing than an asphalted surface. While attempts are being made to slow traffic using visual means, cutting down trees which would be required for paths/sidewalks on Veale and Harvey roads open up the vista and create the opposite effect.

Please understand that these are not concerns expressed by someone who may be directly affected, but that I would still have them about any area in the Ardens. Residents have a very strong feeling about maintaining what makes us different and unique from the developments around us and would like to maintain this. I hope you are able to take these comments under serious consideration and will be seeing you Monday night.

Sincerely,

Mary-Brent Whipple