

City of New Castle Transportation Plan Update Study
Community Workshop #2
September 13, 2021
Workshop Summary Report

The second Public Workshop for the City of New Castle Transportation Plan Update Study was held on September 13, 2021, via Zoom. The Workshop included a live presentation and was followed by a Question-and-Answer period.

The following provides a summary of the Workshop and corresponding feedback.

The Workshop hosted 37 attendees. The Workshop presentation included a review of the Study Area, Goals and Objectives, Public Comments, Study Approach, Improvement Options Developed, and Next Steps of the study.

Specific topics covered during the Workshop encompassed Speed Limit Reductions, Strategic Projects, Improvements to Make Intuitive Travel Decisions (Cut-Through Traffic, Trucks, Bicycle Boulevards/Focus on Bicycle Movements, and Gateways), Bicycle/Pedestrian Improvements (Focused/Improved Bicycle Network and Primary & Recreational Bicycle Routes), and Parking/Roadway Modifications for Greater Circulation.

Sixteen polling questions were asked throughout the presentation to gather information and to encourage participation from the attendees. The following information was gathered through the polls:

City of New Castle Transportation Plan Update Study			
Community Workshop #2			
13-Sep-21			
Poll Results			
Workshop Summary Report			
	Answer	Tally	Percentage
Did You Attend the First Public Workshop on February 10, 2021?			
	Yes	14	56%
	No	11	44%
	Total:	25	100%
Did You Attend the Pop-Up Workshop on July 28, 2021?			
	Yes	7	28%
	No	18	72%
	Total:	25	100%
Do You Support Speed Reductions Throughout the City?			
	Yes	18	67%
	No	7	26%
	Unsure	2	7%
	Total:	27	100%
Which Concept at the SR 273 / SR 141 Intersection Do You Support?			
	Concept 1: Free Right Turn	9	33%
	Concept 2: Signal Controlled Right Turn	9	33%
	Both	2	7%
	Neither	6	22%
	Unsure	1	4%
	Total:	27	100%

	Answer	Tally	Percentage
Which Concept at the Delaware Street / Ferry Cut Off Street Intersection Do You Support?			
	Concept 1: Existing Condition with Multi Use Path	3	10%
	Concept 2: Gateway Addition	16	55%
	Both	7	24%
	Neither	3	10%
	Unsure	0	0%
	Total:	29	100%
Which Concept at the Ferry Cut Off Street / E. 6th Street / Chestnut Street Intersection Do You Support?			
	Concept 1: Separated Roads	7	25%
	Concept 2: Dutch Left	15	54%
	Both	4	14%
	Neither	1	4%
	Unsure	1	4%
	Total:	28	100%
Which Concept at the W. 7th Street / Washington Street Intersection Do You Support?			
	Concept 1: Signing	4	14%
	Concept 2: Washington Street Sweep	13	46%
	Both	8	29%
	Neither	1	4%
	Unsure	2	7%
	Total:	28	100%
Do You Support a Revised Bicycle Network Which Identifies On-Road and Off-Road Paths?			
	Yes	28	93%
	No	1	3%
	Unsure	1	3%
	Total:	30	100%

	Answer	Tally	Percentage
Do You Support a Continuous Multi Use Path from the SR 273 / SR 141 Intersection to Landers Lane and Along Basin Road?			
	Yes	24	89%
	No	2	7%
	Unsure	1	4%
	Total:	27	100%
Do You Support a Separated Bicycle Path Along Washington Street?			
	Yes	25	86%
	No	4	14%
	Unsure	0	0%
	Total:	29	100%
Do You Support the Dobbinsville Multi Use Path Connector?			
	Yes	17	94%
	No	1	6%
	Unsure	0	0%
	Total:	18	100%
Do You Support the Proposed Improvements Along South Street?			
	Yes	18	72%
	No	3	12%
	Unsure	4	16%
	Total:	25	100%
Do You Support the Proposed Improvements Along Cherry Street?			
	Yes	11	61%
	No	3	17%
	Unsure	4	22%
	Total:	18	100%
Do You Support the Proposed Expansion of the Chestnut Street Parking Lot?			
	Yes	7	39%
	No	7	39%
	Unsure	4	22%
	Total:	18	100%

	Answer	Tally	Percentage
Do You Support the Proposed Locations for Gateway and Other Aesthetic Enhancements?			
	Yes	19	90%
	No	1	5%
	Unsure	1	5%
	Total:	21	100%
Do You Support the Proposed Flood Improvements?			
	Yes	14	82%
	No	0	0%
	Unsure	3	18%
	Total:	17	100%

Following the presentation, which included the sixteen poll questions summarized above, a Question-and-Answer session was held. The following questions were asked:

1. Will the slides be able to be emailed out after the presentation?

Yes, the PowerPoint presentation is posted at <http://www.wilmapco.org/cityofnewcastle/>. We'll have the recording available there later this week.

2. What is a "bicycle boulevard" and how does it differ from a bike path?

Bicycle boulevards are shared streets with low traffic volumes and slow speeds to give bicycle travel priority. They use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

3. I would suggest in the next poll when it comes to limiting the speed that it read: "Yes, No, Unsure, or Some Streets."

Thanks, great point. We'd love to hear where/where not speed reductions are supported.

4. Speed limits must consider that residents need to come and go, too. 15 MPH is "Sunday driver" speed, not useful getting around speed.

5. I own and have just revamped the property at the corner of Frenchtown Road (604 Frenchtown Road). A business cannot survive there if there is no access due to a cul-de-sac. Please do not do this!!

6. Free turns should all be allowed at SR 141 and SR 273. It will back up!

7. Crossing SR 141 is the worst part of the Penn Farm Trail. A design solution is needed for that.
8. This would be a big, missed opportunity to improve the Penn Family Trail crossing of SR 141, which is the worst part of the trail.
9. Why was a roundabout not looked at for the SR 273 / SR 141 intersection?
10. I would love to get the slides so that I could mark up the where and where not speeds should be changed.
11. Do they plan on putting flashing lights at the intersection in front of the shopping center (Ferry Cut Off Street / Delaware Street intersection)? People fly through there when the light is green and there's no traffic.
12. With Concept 2 at the Ferry Cut Off Street / Delaware Street intersection, is there a proposed sidewalk behind the grassy area where an existing sidewalk is currently?
13. The area at the Ferry Cut Off Street / Delaware Street intersection just before the curve to SR 273 floods. This will cause major issues if the road is flooded.
14. Will there be stop signs or lights for those accessing the turn into the city (Ferry Cut Off Street / E. 6th Street / Chestnut Street Intersection)?
15. Has adding a light been considered at the existing Ferry Cut Off Street / E. 6th Street / Chestnut St. location?
16. Will the Dutch Left circle be small enough to reduce 18 wheelers? Hopefully so.
17. FYI - Once people figure it out, they will most likely make a left off of SR 9 onto Wilmington Rd. to Chestnut and then go through the city.
18. As Ted stated, I wanted to make sure that any changes made to roads would include improved drainage for that area. Is this correct?
19. Speed should be reduced on W. 7th Street. This is a residential street now, and there is potential for additional residential use in the future. Large trucks should be routed on to US 13 and SR 273. With growth at the Port, not reducing truck traffic now would be a great mistake.
20. So, drivers won't be able to make a left onto W. 7th Street from Washington Street anymore?
21. I support low stress routes for people using bicycles (whether "on" or "off" road).
22. The proposed improvements along Wilmington Road probably aren't needed.
23. No one calls the "Markell Trail" the "New Castle Industrial Track Trail."
24. FYI - DeIDOT has plans to install a traffic light at the W. 9th Street and Delaware Street intersection.

25. It would be good to show proposed pathways extending across driveways.
26. The side paths seem to end abruptly. How do you propose to transition bicycle traffic into mixed traffic when these paths end?
27. Would the city or the state foot the bill for each of these improvements?
28. For a separated bike path on Washington Street, would it connect down to SR 9?
29. Was making South Street a one-way between 6th Street and 7th Street evaluated? (This was funded by the Delaware Bicycle Council and requested by the city).
30. There is almost no use of the parking lane on South Street between 4th Street and 5th Street.
31. I strongly support the pathway extension of the Markell Trail, but there are some design details that should be looked at more carefully.
32. The side paths on Washington Street and South Street seem to have many street crossings and some driveway crossings. How will you mitigate these conflicts?
33. Is this parcel on Chestnut Street buildable (for housing)?
34. The residents by the proposed Chestnut Street parking lot will not agree to this.
35. It is not obvious how to get to the main part of town. Some design is needed for pedestrians/bicycles to get to Delaware St, Battery Park.
36. Yes, I support proposed flooding repair work. A few areas that are now flooding where I never noticed a year ago are by the train tracks, Municipal Drive by the police station, and the industrial park. This is important to take notice of.
37. Maybe turn the area where the old city garage used to be into a parking lot, instead of the area near the river. Chestnut and 4th (across the road).
38. You already have a sign by W. 7th Street and Wilmington Road.
39. We already have plans in hand for the Gateway Locations.
40. In terms of aesthetic enhancements, I support better signage with lighting.
41. There are big plans for a dense apartment unit on the triangle at Ferry Cut Off Street and E. 6th Street. Please factor in this project with your road improvement plans/projects in that area.
42. Does DART bus service have any role in these improvements?

43. Are there any plans at the intersection of Wilmington Road and Moore as far as bicycle/pedestrian improvements?
44. We've recently seen more stop signs pop up in an attempt to slow and control traffic flow through town. Wouldn't speed bumps/humps accomplish this without all the signs, stops, stops, revving, etc.?
45. Will this study interface with the SR 9 Corridor Master Plan, which ended at Buttonwood Avenue? Will the recommendations and priorities (road diet, streetscape, etc.) be extended into the City of New Castle portion of SR 9?
46. I don't like the idea of the tobacco shop being at the dead end. It would bring more traffic through Washington Park and promote on-street parking in that area. (SR 141, SR 273, and 14th Street).
47. The Dutch left can't work with the triangle apartment project at E. 6th Street and Ferry Cut Off Street.
48. Anything that reduces through traffic in this entire area is ideal. Traffic has been horrible lately, more so than previous years.
49. The Washington Street Sweep is a very clever design.
50. Pathways should be continuous across driveways.
51. FYI – For the South Street improvements, cyclists will most like stay on the road and not use the sidewalks.
52. Does your plan include the land, installing streets and vacant building lots off Buttonwood Avenue and New Castle Avenue?

The Q&A Session, as well as the entire presentation, was recorded and the responses to the questions above can be found on that recording which is posted on the Dover/Kent County MPO Website at doverkentmpo.delaware.gov.

At the completion of the Workshop and Q&A Session, attendees were asked to complete a Post Workshop Survey. The results of that survey are as follows:

1. **Do you support the proposed vision for transportation improvements developed as part of this study?**

Scale: 1 Strongly Disagree – 10 Strongly Agree

Reply: 10 (3)

Reply: 9 (2)

Reply: 8 (3)

Reply: 7

Reply: 5

2. **How well do you feel that tonight's Workshop provided you the opportunity to share your ideas, thoughts, and concerns related to transportation and traffic circulation in the study area?**

Scale: 1 Strongly Disagree – 10 Strongly Agree

Reply: 10 (3)

Reply: 9

Reply: 8 (3)

Reply: 7

Reply: 5

Reply: 2

3. **Are there other improvements you would like evaluated as part of this study?**

Reply: More consideration for the residents, please! Many of us don't want prominent "gateways" and endless signs. Managing traffic around the perimeter of town is necessary but remember that people live here and don't necessarily want to move around in our own city in order to accommodate visiting cyclists and tourists. It's nice being a little hidden gem. Please remember that this is, for many of us, our home first, not a destination.

Reply: The crossing of SR 141 is by far the worst part of the Penn Farm Trail. Failing to improve this crossing would be a big, missed opportunity.

Reply: No, I believe all the traffic congestion was touched. Specifically, traffic through the city (north on 7th Street), down Washington Street and Delaware Street. As a resident of W. 12th Street, it lately has been hard getting on/off my street onto Washington Street specifically around rush hour and weekends. Also closing off 14th Street at Washington Street may bring more through traffic into Washington Park, especially since the incoming tobacco shop (which many of us residents are not happy about) only has 3 parking spaces and opens onto 14th Street.

Reply: The study must interrelate to intended access into the Port of Wilmington--SR 9 to continue as a relief for coastal traffic; there is a need of a major loop at Chestnut Street and a Gateway entrance to Old New Castle and overpass at US 13. Deny any intrusion upon private properties at the waterfront --- New Castle Commons does have prerogative over the East side of US 13 (and a major (overpass) will be required over US 13 to SR 273 to alternate tie-in to I-95). Optimum use for bike and pedestrian traffic is being denied at the New Castle Industrial Track Trail. Do not permit bikes along major routing such as US 9. The Waterfront Path system exists adjacent sailboat landings - maximize such. Elevating roads creates major flooding elsewhere.

Reply: Quality of existing sidewalks. Bike parking locations.

Reply: Increased DART bus service.

4. **Are there any other thoughts, or topics regarding the content or format of tonight's Workshop you would like addressed?**

Reply: Great job. A little more upfront explanation of exactly what your assignment is and from whom would help. Not everyone has been with you all along the way, so it'd help to contextualize the project.

Reply: I would like to understand the evaluation of making South Street between 6th Street and 7th Street a one-way in order to make room for the extension of the Markell Trail. I am also confused by the retention of parking lanes in the rest of the corridor.

Reply: Not sure at this time.

Reply: The side paths had few design details when compared to the other proposed improvements. The street and driveway crossings where there are the most conflicts are left blank. The Washington Street and Ferry Cut Off Street paths need to be flushed out better to address this. If the speed limit on South Street is reduced to 15 MPH, it should function as a shared street.

Reply: No.

5. **How was the video quality of the workshop?**

Scale: *1 Strongly Disagree – 10 Strongly Agree*

Reply: 10 (4)

Reply: 8 (5)

Reply: 3

6. **How was the audio quality of the workshop?**

Scale: *1 Strongly Disagree – 10 Strongly Agree*

Reply: 10 (5)

Reply: 9

Reply: 8 (3)

Reply: 2

Following the Workshop, attendees were provided with contact information where they could reach out to the presenters, should they have any further comments or questions at a later date. The following messages were received by attendees:

1. First off, many thanks again for tracing down, as best you were able, my continued engagements with WILMAPCO, the County, etc., particularly with regard to Land Use — extending over forty years.

Several evenings back, attending the Zoom meeting with subject New Castle regard (and unable to click properly the Chat button), I wish to reinforce earlier comment and that, subsequently, herein, added:

As earlier stated, Old New Castle is a National Icon and any even attempt at further commercialization should find rebuke. (Yes, "Jessups", etc. must be preserved—The Tea House & Arsenal, sadly, long gone. The Kalmar-Nyckel cruise landing at the Army Pier is lovely in concept.) Of a minority of such small jurisdictions within Delaware able to be self-supporting (separate but contributing New Castle Commons being income generating) --- the Commons, apparently, in recent make up is now prejudiced toward commercial growth and such endeavor should draw strong criticism. New Castle's jurisdiction included what became the Army Air Corps airfield, the farmlands bordering Rt. 273/Rt. 13 de facto commercialized by Bellanca, thence a generation later, Amazon, etc., etc. --- continues handsome incomes to the Town. Maximizing trans-shipment between rail, air, the I-95, Rt.141/273 and the expanded Port of Wilmington and required inter connections, must bear upon the State/WILMAPCO with a priority to be so set. Further, Residential accommodation for expanded demographics--" connectivity to communities", opportunities for varied mobility, availability of the Town as a tourist attraction should be left vacant. Such interests have earlier been addressed and excessively. The experience of Collins Park is but one example of "accommodation." Old New Castle MUST remain as is. Not to leave out needed discussion with regard to Bike ways. Preserving individual mobility, mini cars might become an option.

For the above trans-shipment priorities, WILMAPCO/Century Engineering should be commended for the current effort-Rt. 9 recommended improvements for such Town bi pass. Herein, is recommended a full round-about/prime announced "gateway" at Rt. 9/ Delaware Street and, yet denial of separate "Dutch Loop" --- this latter plainly dangerous. That intersection of Rt. 273/Rt.13, the earlier notorious Bear Intersection, may, alas, require a fly- over if the widened 273 becomes a prime access to I-95 at Churchman's. Rt. 273 tie backed into Rt. 9 South is not evident. Think the big picture.

Back to the old Town: Kalmar-Nyckel's permanent dockage, probably, should stay in Wilmington but New Castle would be ideal during the cruising season-- moored along the Army dock/ice break. And the crew/guests coming aboard require minimal parking. But the parking today is a mess. Should a new locale be at the former location of the Wilson Ferry landing? ---- separate access from the present Rt. 9 access? Such entities, inevitably, bring the cry for commercial hucksters ---- a plea constantly heard at most Parks.

Back to the Pedestrians/Bikes: Stay clear of even mention of running a pedestrian way in back of the Strand private properties----such would be an insurmountable attractive nuisance (green vaguely indicated on Century/WILMAPCO map --- albeit at the Zoom not mentioned.) Historic pavements should remain as is. Continuous "French well"-typar wrapped stone ballast set under the same material/re configuration could give some relief. And with regard to flooding (thank the Dutch for the Dyke), retain/even expand all marsh areas and proper enlarged "weeps" under elevated streets (Rt. 9). Indicated pedestrian walks are excessive in scope/number. Is there an

insider on concrete sidewalk paving? Those newly placed apartments should have each required open green space. Further, bulk heading simply diverts flooding onto adjacent properties. (There is more than a little head scratching occurring at the Army Corps of Engineers.)

Bike ways: Such bicyclists are currently on their way ELSEWHERE and don't need the enticement of a flattened pavement to get there. Sounding out, but again, the dysfunction of Land Use and Transportation, little in the presentation dealt with the criticality in separating the bike from high speed thru vehicular traffic (The Netherlands employs smaller cars/viable bike commerce) nor the required safe interconnection of the multiple bike paths at the continuum of the Markel bikeway. Let the biker simply bike off the round a bout to visit our heritage.

Noting the encouragement of residential Growth to be around existent residential cores, such a New Castle, the probable derailment of County Government Land Use with the County's intended 2050 Comprehensive menage ----- the latter being absent any indicated infrastructure, particularly with regard to future road alignment, begs such as WILMAPCO, if accorded a Governor, to overview and coordinate. New Castle, financially independent, should retain its own mandate ----- particularly, of Honoring its Past.

Many thanks for Reading this --- Charlie Weymouth, AIA

2. My name is George Velitskakis, and I am on the Transportation Advisory Board for the city of New Castle. I have been a business and property owner, investor, and resident of the city of New Castle for over 37 years. I wanted to reach out to you to voice my concern about a proposal that was made at the transportation meeting on Monday Sept. 13th, 2021. A property that I own at 604 Frenchtown Road would be directly impacted in a negative manner. Over the past two years, I have spent a great amount of time, energy, and resources on turning around what was once the worst looking property in New Castle, to one of the best. A new business has recently signed a lease there and has spent a lot of money to get it off the ground. A proposal was made to close off access to the property from that intersection by closing off 14th street with cul-de-sac. This would be severely detrimental to the survival of ANY business there. I understand that they are looking for ways to help traffic flow better at that intersection, but there isn't an issue with the way that corner is setup right now. Some years ago, they had installed a "NO TURN ON RED" sign at the light and it has been working as intended. Closing 14th street is absolutely unnecessary. If this were to happen, there would be no visible access in plain sight for the passersby and many would continue driving on and not patronize the business. There needs to be easy, visible, access to all commercial buildings in town to help their tenants survive because the community depends on them. Please reconsider this proposal. Thank you for your time and consideration and I look forward to working with you.

Best Regards,
George Velitskakis

3. Randi,

Thanks to the project team for coming up with some very creative ideas to address transportation problems in New Castle.

I think the combination of the Dutch left at Ferry Cut-Off/6th Street/ Chestnut and the Washington Street Sweep combined with enhanced gateways/better pedestrian and bicycle multimodal amenities/streetscaping—at all locations--plus lowered speed limits can greatly improve traffic calming and reduce cut-through and errant truck traffic throughout the city. I think most residents would get behind these concepts. Reduced traffic also provides an opportunity to make the South Street area more amenable to pedestrians and bicyclers by preventing the problem instead of trying to fix it. Start with these intersection changes and any related small changes and then decide what else needs to be done—if anything—before redesigning South Street.

We have been studying these issues for years. Your designs are real game changers to enhance quality of life. Right now, travel through the center of New Castle is an appealing traffic shortcut—make it less obvious and more inconvenient for the “Waz” crowd and more appealing for the residents and visitors.

Street level views would be helpful for all the gateways. Delaware Street/Ferry Cut-off area has a lot of foot traffic and better views of 2 options would facilitate making choices between two similar options.

The Fort Casimir area is Trustee property and already has some preliminary outdoor space/historic recreation designs. I don’t think we need a parking lot there.

Regards,
Linda Ratchford

4. Ms. Heather Dunigan, I agree with you as far as public involvement is essential for change. I direct Green Drinks Delaware, which is a group to bring together people that have strong commonality to recycling, repurposing, pushing for legislation on environmental issues and helped with the banning of plastic bags. I have a commitment to community and realize the need for a more responsible transportation plan especially for the City of New Castle area as we have LONG past the ability to handle the traffic load that we're experiencing.

I am asking you if you would bring me on board the community work group that has been established. I think that I would bring a unique and fresh perspective to this group. I would welcome hearing from you and discussing this matter further. I can be reached any time that's convenient for you at, 302-562-7636.

Thank you for your consideration and have a great weekend,
Phil Gross

5. Thanks for letting me share my suggestions! The top priority should be to address the road flooding issues on Route 9 south of Dobbinsville between Aster Boulevard and Carroll Drive. Additionally, the flooding issue in front of 202 East 6th Street continues to get worse and should be corrected. This is just north of the intersection of 6th and Chestnut and effects the southbound lane and shoulder.

Sidewalks should be added on Wilmington Road from Chestnut Street to Glebe Lane and continue down Glebe Lane. The old city garage area on Chestnut Street should have minor enhancements like striping/curbing and have vehicle charging stations installed. Install streetscaping and traffic calming measure on Ferry Cutoff. Connect Penn Acres/Stockton/Wilmington Manor Gardens to the JAM trail. Sidewalks should be installed on East 6th Street and a cross walk should be provided at 6th and Chestnut, so it is safe to walk/bike out to Three Country's restaurant.

Provide a sidewalk on Chestnut Street between Fourth and Sixth Streets. Install electric vehicle charging stations at the new 3rd Street parking lot and at the 5th Street parking lot behind the Post Office. Improve Penn Street. Install sidewalks on the northbound side of 7th Street from Dobbinsville to Washington Street. Install a walking/bike path from Washington Park to the New Castle Little League fields. Provide traffic calming features on Washington Street. Install bike racks in the area of 3rd And South Streets. Provide a safe bike path that connects New Castle to Delaware City.

6. Rt. 273 from Basin Rd to Rt 13 needs more lanes. Traffic backs up constantly. The flooding on Rt. 9 south of Dobbinsville needs to be addressed. Bicycle safety needs to be a priority will the increased bicycle traffic into New Castle. Increased bicycle activity needs to be encouraged. Traffic needs to be diverted from going through town on 6th St. It can't handle the volume and is dangerous.
7. Heavy truck traffic has increased noticeably and dramatically on Route 9 since the opening of Twin Spans Industrial Park. As I have suggested previously, why not build a bridge and road connecting Lukens and Twin Span industrial parks, and require truck traffic to enter both industrial parks using Cherry Lane into Lukens? This would remove most of the large truck traffic from Route 9 (Wilmington Road). These trucks literally vibrate my house on Wilmington Road.
8. All of the new bicycle trails are wonderful, however, it would be nice to see a bicycle rental shop somewhere along the trail.
9. Generally, pedestrian and bicycle traffic should be privileged over cars. There are increasing numbers of innovative ways to accomplish this, and I hope the City of New Castle will seek them out. There are also well-established ways (e.g., metered parking, residential parking permits or seasonal residential parking permits, and tickets for parking and traffic infractions) which the City has not yet utilized and should.
10. Status on building streets/roads for vacant lots off Buttonwood Avenue and New Castle Avenue.
11. I am adamantly opposed to a 68-car parking lot at the end of Chestnut Street/The Strand. The destruction and paving of this green space are a detriment to wildlife, residents, and visitors alike who seek peace and quiet in the greenspace this area provides. Not to mention the paving of an historic area, negating the preservation, celebration, and studying of this town's history!
12. Paul Moser suggested reaching out to Mike DuRoss to ask if he would be willing to do a quick (travel demand) analysis of the impact of the proposed Washington Street Sweep and Dutch Left intersection redesigns in New Castle. Do you have any thoughts, pro or con, on that?

I cc'd Scott Hoffman above because of the Delaware Bicycle Council's grant for South Street (Markell Trail extension). We are wondering whether the two 'gateway' intersection redesigns - if they actually happen - might suggest different approaches to South Street than we have all been talking about for the last 8 years.

We are wondering whether the Washington Street Sweep and the Dutch Left, together, might actually mean that vehicle traffic volumes on South Street become low enough that there is no longer a need to tie ourselves into knots trying to squeeze in separate infrastructure in the right-of-way? And perhaps we could pursue a "bicycle boulevard" strategy instead?

The most extensive system of bicycle boulevards in the U.S. is in Portland. The city's website:

<https://www.portlandoregon.gov/transportation/article/554110>

identifies 1,000 cars per day as the upper limit for a bicycle boulevard. (Although the program manager has told me personally that < 500 cars a day is a better number.)

13. During the presentations, Southbridge Neighborhood plan included charging stations but City of New Castle didn't. Since New Castle is a tourist destination and a recreation area for walking and different activities, is there any plan to include charging stations around the City of New Castle?

Thank you.

14. I'm not even sure what this is all about, but I have some thoughts on the congestion in Historic New Castle. Forgive me if this is complete already and I am late to the party. However, I noticed and have been stuck in the back up of traffic going through Historic New Castle and around the Ferry Cut Off where both areas turn into one lane. I believe the only solution is an overpass to hook up from the Twin Spans Business Park area of Route 9. This overpass should include an exit to Route 9 after Dobbinsville and at least an exit to hook up to Route 13 above and after the Quigley Boulevard complexes. It should pass over the Historical New Castle area and avoid destroying any wetlands and migration areas as we already have enough destruction of these areas.

Any Route 9 exit via this overpass should exit onto a two-lane highway up to at least Hamburg Road and have a light at that intersection for those vehicles that want to get to Route 13 via that way. Hamburg Road needs to expand and have two turning lanes also at the end to enter onto Route 13. These are my thoughts of the congestion that has struck the Historical New Castle district.

Thank you for allowing input. Have a great day.

15. I thought there were some exciting ideas in the workshop.

Heather, do you know if a traffic analysis of making South Street one way for vehicle traffic between 6th and 7th Streets is on Century's radar? (That work is being funded separately by the Delaware Bicycle Council.) I had been hoping that might have gotten a mention (if not a poll question) in Monday's presentation.

16. The bone-headed idea of putting a 68-space parking lot on the last along the river is the most egregious example of their failures. If they had done any research at all, they would have found that City doesn't own the land. If they had talked to us, we could have told them that residents would be up in arms if they thought City Council supported such a proposal. This has caused us problems already.

Who told them we were desperate for a parking lot? We have repeatedly told them that we recently went through a very painful process getting that 40-car lot that the Trustees built for us, and that parking is a very sensitive issue.

17. After some discussion w/ Councilman Smith and the President of Council Michael Platt, who viewed the presentation you sent, we wanted to pass on some observations we have concerning the project.

In general, it was surprising that there was not more awareness of the issue concerning overall traffic volume and congestion. As I mentioned at the meeting, we had asked DelDOT years ago about widening Route 273 to help with traffic, we received a new sidewalk and were told not to expect the road to be widened, and since then the issue has only gotten worse.

As I also pointed out, I was surprised that they suggested a new configuration at Washington St. and 273, considering that what is there is a relatively new configuration. Not saying what they are suggesting may not result in a positive change, but you would think they would look at why the change was made to begin with and if that change has been a positive one.

In general, we're not sure that narrowing anything with a bike path is going to reduce traffic congestion, and on Delaware St. we are concerned that the recommendation they made could create a safety problem.

We think the reduction in speed limits is a good idea, but defer back to the congestion issues.

This is not meant to be critical of the efforts and ideas presented, but to voice the concerns we have that at the end of the day, we will have the same issues we have now regarding truck traffic and overall congestion; we are just moving the proverbial chairs on the deck of the Titanic, if you will.

It would be great if we could actually consider road widening as part of this project, a true solution at 273 and 13 – I know DelDOT has said that "something" is in the works, but what and when? A way to re-direct truck traffic to 13 and around the City, and a way to do all of this in the time frame DelDOT has indicated they are considering for addressing the Dobbinsville issues.

Thanks for your time and hard work, we truly appreciate it, and thanks for listening.