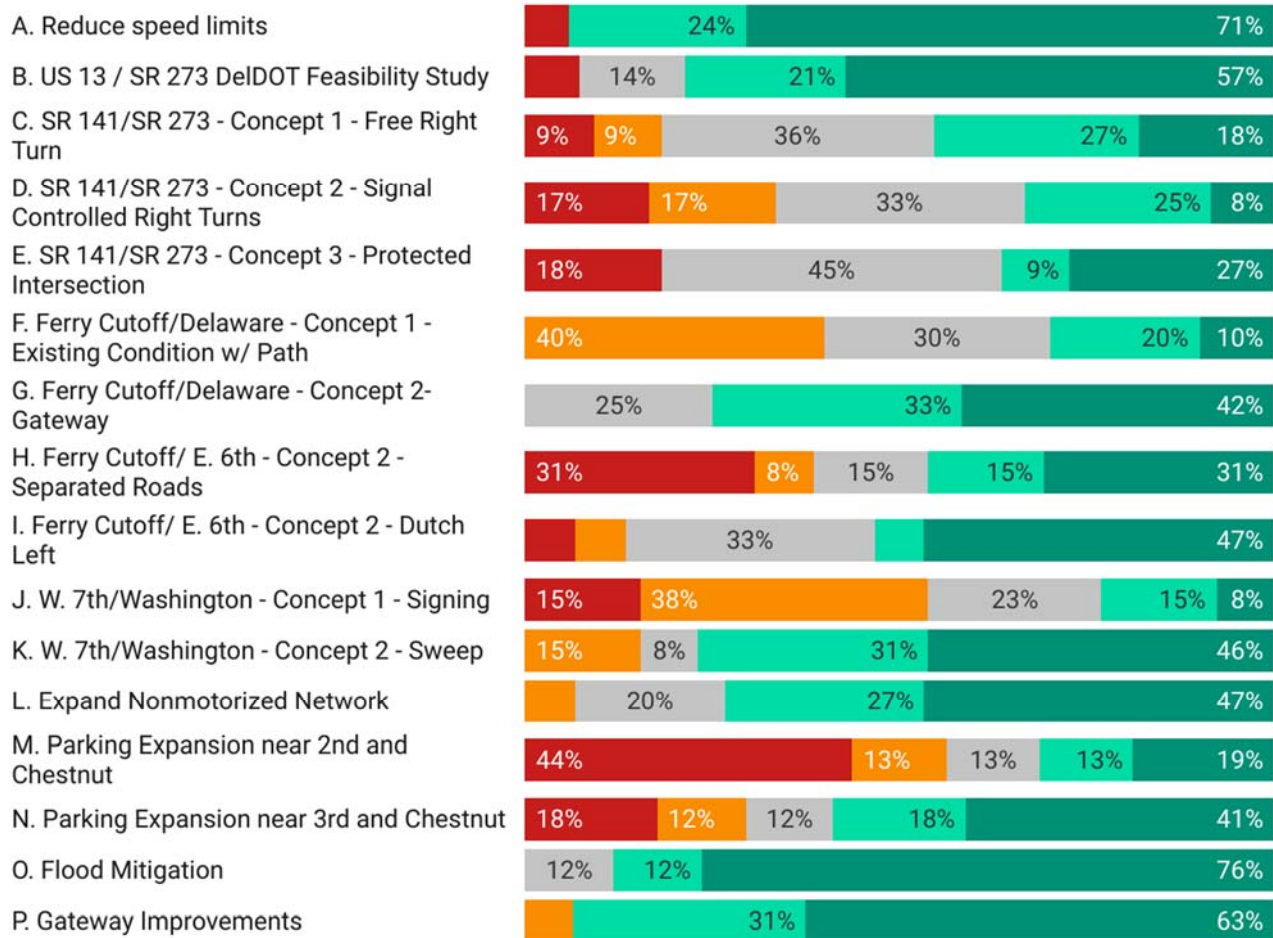


City of New Castle Transportation Plan Survey

1. On a scale from 1 to 5, how would you rate the draft concepts with 1 being most disliked and 5 being most favored?

■ Strongly oppose
 ■ Slightly oppose
 ■ Neutral
 ■ Slightly support
 ■ Strongly support



2. Which of the draft concepts do you like the best and why?

Number selected for each option :

A. Reduce speed limits	1
B. US 13 / SR 273 DeIDOT Feasibility Study	1
E. SR 141/SR 273 - Concept 3 - Protected Intersection	1
F. Ferry Cutoff/Delaware - Concept 1 - Existing Condition w/ Path	2
G. Ferry Cutoff/Delaware - Concept 2- Gateway	3
H. Ferry Cutoff/ E. 6th - Concept 2 - Separated Roads	2
I. Ferry Cutoff/ E. 6th - Concept 2 - Dutch Left	4
K. W. 7th/Washington - Concept 2 - Sweep	3
L. Expand Nonmotorized Network	1
N. Parking Expansion near 3rd and Chestnut	1
O. Flood Mitigation	1
P. Gateway Improvements	1

Comments:

- Dutch left – can still access other sides of roads
- K. Sweep – help with flow of traffic
- Ferry Cutoff: on the fence about concepts presented. Most likely cheaper project will get done faster, Can't be soon enough.
- Ferry Cutoff Gateway = beautiful.
- Ferry Cutoff and E. 6th Dutch Left – Changing the bus route would be a great help as several cars have suffered damage from the bus dodging trucks, parked and moving.
- I and K are the most important ideas in this draft plan.
- Ferry Cutoff / E. 6th Street (Both concepts). One note – either of these concepts can't be done unless the triangle area just north of this intersection is incorporated into it.
- Gateway – more welcoming
- A – reduce speed limits
- N- the ideal place for parking and for an attractive entrance to New Castle.
- – Vital for the town. It has been woefully ignored for the past decades.
- Anything that stops traffic from coming through town unless they are trying to get into town.
- H. Separated Roads
- Nonmotorized network concept – this concept combined with Battery Park concepts will make New Castle an ideal biking and walking community.
- E, I, and K are all dutch designs, and their cities are the best designed in the world (in my opinion). Also E. Especially when I bike to the farmers market, that intersection is scary to get across with all the tuning lanes.
- B. needs to be completed during peak beach and Christmas.
- Ferry Cutoff concept 2: Gateway addition. I feel this will help with traffic and give people better direction of where they want to go.

3. Which of the draft concepts do you like the least and why?

Number selected for each option:

B. US 13 / SR 273 DeIDOT Feasibility Study	2
H. Ferry Cutoff/ E. 6th - Concept 2 - Separated Roads	1
I. Ferry Cutoff/ E. 6th - Concept 2 - Dutch Left	2
M. Parking Expansion near 2nd and Chestnut	4
N. Parking Expansion near 3rd and Chestnut	2

Comments:

- H. Separated Road – Don't like cutting areas off and forcing traffic further down
- B. DeIDOT needs to do a count of cars going west on 273 when Route 9 marsh is flooded. The flooding isn't to be fixed until 2028.
- Parking at 2nd and Chestnut – over historical site.
- US/13 Study is questionable – a lot of traffic! And if this is corrected it will solve many of the issues
- The huge, proposed lot at 3rd and Chestnut -too big, out of place – just maximize existing lot.
- I haven't commented on a number because unfortunately I was unable to attend the earlier meetings and so am not sufficiently knowledgeable about them.
- I am opposed to M – parking at 2nd and Chestnut.
- There is nothing to stop people from coming in from Wilmington Road
- All good ideas so don't have any least favorite.
- M,N might mean more people coming in and parking. What will this do?
- Dutch left at Ferry Cutoff/E. 6th – does not address the traffic coming from opposite direction. crossing over Ferry Cutoff is difficult due to oncoming traffic.
- I do not like the Dutch left. My concern is the heavy traffic going away from the city and people not able to turn. I also believe people will utilize the Chestnut St. and 3rd option.

4. What is the City of New Castle’s single greatest transportation need?

- Traffic flow through 273
- Traffic congestion.
- Less traffic on the narrow one-way streets and better speed enforcement.
- The cut-through traffic is really destructive to the city’s quality of life.
- Cut through traffic. Truck traffic.
- No one thing. Most proposed ideas are good.
- A bypass road around New Castel. Some years ago, I served on the Planning Commission. At that time the city was told that because Council gave up a possible bypass road when River Bend was first proposed that we had lost any chance of a bypass road for the town. I hope that is not true.
- Cut through for mc on E. 3rd Street
- Reduce speeding.
- Stop cut-through traffic in New Castle.
- Traffic monitoring – speed, etc.
- Keeping cars and people separate.
- Removing cut through traffic and large truck traffic. This is exacerbated by beach traffic and Amazon vehicles – seasonally. Amazon gets worse during holidays, December-time.
- 273 needs to be fixed.

5. Please provide us with any comments that will assist us in developing the City of New Castle Transportation Plan.

- Consider realignment of Rt 9 from the intersection of Rt 9 and Heron Cir. North-North West over the railroad to connect with 273 near the little league fields. This would help divert traffic/trucks around as opposed to through town.
- Consider extending the green light timing on 273 at Centerpoint Blvd.
- Can’t please everyone.
- For the most part, the plans look good – especially the 6th/Ferry Cutoff and the Del St. entrance.
- You address reducing speed limit, how are you going to enforce it?
- Look at changing direction of E. 3rd, once we do this it would stop people from coming in Wilmington Rd to cut through.
- E. 6th St. is too narrow for tractor trailers. They drive in the middle of the road. 2 tractor trailers cannot pass going opposite directions with one coming to a complete stop. This is not efficient.
- I think any residential roads that are 2-way should be converted into one-way streets with car-protected bike paths.
- Speed limit reductions are not effective without enforcement. Adding a parking lot near 3rd and Chestnut will increase traffic on 3rd Street.
- 273 is a nightmare between school traffic, beach traffic, holiday traffic and Amazon.
- I also think DelDOT’s feasibility studies are not an accurate representation of traffic or city needs during peak seasons.

6. Which of the following bests describes you? (check all that apply):

17 I LIVE in the City of New Castle

4 I WORK in the City of New Castle

12 I SHOP in the City of New Castle

14 I SPEND LEISURE TIME in the City of New Castle (visit parks, events, places of worship, etc.)

Other Comments:

Email #1:

My name is David Majewski, Jr. and I am the Fire Chief of Good Will Fire Company in the City of New Castle. I was in attendance yesterday evening for your presentation of WILMAPCO's Transportation Plan for New Castle. Overall, I think that the plan has a lot of merit. Parking, multiuse trails, and overall traffic flows are all topics that will help define the lifestyle of the residents in New Castle as well as what will make it a desirable destination for tourism and outdoor life. In full transparency, I have CC'ed Council President Michael Platt and Good Will Fire Company Captain Tim Moore, who was in attendance at last night's meeting as well, so that everyone is on the same page.

As I reviewed some of the proposed changes, I do have a few clarification questions as well as one major concern. The question I have is in reference to the "Washington Street Sweep: Concept 2." In this design, would traffic be able to turn left from Washington Street onto West Seventh Street and head towards South Street? If not, that is an area of concern to me. Reason being is that we have several members of our department whom live in the Washington Park Community, including myself. When those members are trying to get to the fire station, they will now be forced to travel down 9th Street and through Shawtown, an area that is much more residentially populated than West 7th Street. During this trip, they would encounter an additional stop sign as well as a narrow roadway on 9th Street between Gray Street and Young Street. Finally, they would be put on the wrong side of the intersection at 7th and South Streets where their passage onto South Street is not favored strictly due to the traffic flow. As a disclaimer, we are not a huge "respond from home" department anymore. We rely heavily on in station staffing. However, we still do rely on "home response" for additional emergencies and additional apparatus responses.

My major concern, however, lies with the 6th Street and Ferry Cut Off intersection. I am happy to see that "Concept 1: Separated Roads" was not well received. In "Concept 2: Dutch Left", I foresee multiple issues with this. While I understand that the intention is to reduce the amount of "cut through" traffic, this design cripples both traffic flow of residents and emergency vehicles into and out of the City on this essentially arterial road. Additionally, this design, coupled with the 7th and Washington Street designs, significantly constrict any ability to allow vehicles to exit the City with any ease. Add on any of the numerous major events (Separation Day, Day in Old New Castle, Art on the Green, Christmas in New Castle, etc.) and getting traffic to exit the City, or "flush" from the event will take a long time. For the Fire Company, 6th Street is our primary and truly only means of egress from Downtown New Castle to the rest of our service area to the North. In 2020 alone, 34% of our fire call volume and almost all of our in district working fires occurred in the communities North of the City. Medical incidents in the service area North of the City accounted for 47%, or over 800 responses. Additionally, 6th Street through Ferry Cut Off is the route needed to respond to, at minimum, approximately 25% of our mutual aid incidents. In summary, the Fire Company uses this route to respond to over 1,000 incidents annually.

While I heard and understood your comment last night that the roadway would be built to accommodate large vehicles, does this include emergency vehicles acting in an emergency fashion? Would the turn and merge areas truly be designed to allow our engine that is 30' in length or our new tower ladder which is 42' in length to navigate through this traffic pattern? The hard left off of East 6th Street and immediate hard right hand turn around stopped or yielding traffic will be difficult for apparatus and cause increased wear and tear on the suspensions of the vehicles. I know a huge goal of this project is to make it difficult for truck traffic to enter into the city itself. With this idea in mind, it will also hamper the emergency vehicle access and egress, ultimately causing a delayed response to emergencies.

Moving forward, a recommendation I would like to see explored is recreating "Concept 2: Dutch Left" with a merge from Northbound East 6th Street onto Northbound Ferry Cut Off. This would still allow for egress to the North while still calming traffic and diverting around the City. I would like to continue this conversation as needed and would be available to talk on the phone, Zoom, or meet in person to further discuss and work together towards a plan in which everyone wins.

Email #2

A. Reduce speed limits: 5

Note: Speeders like to speed no matter how little room they have to do so. My wife and I live at 416 Delaware Street. Although there are stop signs at the intersections of 5th and 4th, many folks step on it when traversing this one-block stretch that runs past our home. A lot of people live here, including many renters, and more than a few little kids. I fear a future tragedy. It's an issue in many parts of the city, most notably on E. 6th Street. I'd be more than happy to drive 10 mph here and on other city streets where a slower speed might be posted in the future. We do strongly support the use of moveable traffic cameras to catch speeders - and not just on Delaware Street and E. 6th Street. The City of New Castle Police

Department could probably fund another officer or two with the proceeds. There is no excuse for any non-emergency vehicle to drive fast in this town.

B. US 13/SR 273 Feasibility: 5

C. 5. With a caveat: This would work better with a widened 273.

D. 3. Would support keeping the No Turn on Red sign at eastbound 173 at the turn for Washington Street rather than turning the end of 14th St. into a cul-de-sac. The new business there would be negatively affected. Don't see where No Turn on Red is a necessity at the other points.

E. 1.

Note: We're lived here about 10 years and have not had issues with the SR 141/SR273 intersection. Doubling the number of lanes from Ferry Cut-Off to near US 13 as well as, of course, this intersection, would certainly ease the backup issue and make for smoother traffic flow. We think this intersection is the least of our Areas of Concern/traffic problems.

F. 2 The path would be nice but pedestrian crossing remains an issue. Since there's no crossing on the west side of the RR tracks, that's a long way around for folks who live on 8th and 9th Streets, etc., to safely get to the single crossing leading from Delaware Street to the shopping center. The current crossing light buttons aren't very user-friendly. They'd be quite difficult for someone in a wheelchair to access.

G. 4 This would somewhat alleviate the issue for the folks mentioned in F. The Wilmington Road Multi-Modal Concept: 5.

H. 1

I. 5

Note: This intersection is a fatal head-on or "T-bone" collision waiting to happen. We like the Dutch Left. I do agree with the lady's concern expressed last night regarding emergency vehicle access. That is critical. Semi-tractor trailers should not be allowed to even attempt this turn - there should be signs that tell truckers that vehicles over a certain number of axles are prohibited (and would get stuck, if that's the plan). The through lanes are also prime locations for speed cameras, because folks will learn to fly through there even faster once the turns for E. 6th and Chestnut are regulated. We are also STRONGLY in favor of blocking left-hand turns southbound on Rt. 9 onto Wilmington Road. It would be much less convenient for 3rd Street residents, but I think the trade-off for blocking most through traffic would be worth having to come into town from the north via the Dutch Left. They do not deserve this sort of through-traffic abuse. Less drastically, signage saying TRUCKS PROHIBITED - although this would probably be abused once a Dutch Left was built. If the turn was eliminated, the current Wilmington Road access to Rt. 9 northbound should be maintained.

J. 1 Signing is pretty much useless in the face of human nature.

K. 2 How are NC residents supposed to keep going south on Rt. 9? It doesn't look as though we'd be able to do so. If that's the case, it just increases congestion on 273.

L. 5

M. 5

N. 5

O. 5 The flooding problem south of Dobbinsville will obviously continue to worsen.

P. 5

New Castle's greatest transportation need? The need to widen 273/Frenchtown Road from Delaware Street to just west of Traders Lane. Traffic counts don't take surges from I-95 backups into account. Whether due to volume, weather or traffic mishaps, they are a GIVEN - a way of life. Yes, all secondary roads become clogged when drivers try to find shortcuts. New Castle, however, is uniquely situated to suffer the consequences more than most, sitting between the Wilmington Road access to the Delaware Memorial Bridge and the 273 access to 95. I agree with the gentleman who spoke on this last night. Put aside the lockstep adherence to numbers and requirements, as well as the expectation that some sort of improvements to the US 13/273 intersection will alleviate these backups. Hope is not a strategy. Common sense says that you can't squeeze traffic on four lanes (on 273 coming east from 13, and Wilmington Road coming south into New Castle) into two without expecting backups. It's ridiculous, really. This is an obvious and urgent need.

You didn't ask, but the No. 2 issue is fixing the Ferry Cut-Off/6th intersection and ending semi-trailer truck through town.