

SR 141 20-YEAR LAND USE AND TRANSPORTATION PLAN  
JUNE 17 INFORMATIONAL SESSION  
PUBLIC COMMENT SUMMARY  
September 11, 2015

The Wilmington Area Planning Council (WILMAPCO), Delaware Department of Transportation (DelDOT) and New Castle County Department of Land Use held an Informational Session as part of the SR 141 Corridor 20-Year Land Use and Transportation Plan project on June 17, 2015. The purpose of the Informational Session was to introduce the project to the public, inform the public and enable the public to express their views, at an early stage, to influence the preparation of a Vision and Guiding Principles for the SR 141 Corridor. Public input was obtained in four ways (1) completion of a Public Comment Form, (2) making notes on large maps of the SR 141 Corridor and (3) asking questions, discussing display boards with members of the project staff and (4) via the WILMAPCO project website through July 17. Following is a summary of the information that was provided.

As attendees arrived they were requested to indicate on a large map where they live and work within the SR 141 Corridor Plan study area. Nearly half of the attendees did so. Only a few people indicated that they work in the area. Most of the attendees live between SR 48 & 52 north and south of SR 141, closer to SR 52. A small group of attendees live south of SR 48 near the intersection of SR 48 and SR 141. Other attendees live scattered throughout the study area and a few attendees live outside but near the study area.

**Public Comment Form:** Workshop attendees were encouraged to complete an eleven question Public Comment Form as a means of expressing their views. Comment Forms were provided by 25 of the 58 attendees who signed-in, slightly over 40% of the attendees. Twelve additional Comment Forms were provided through the website. Following is a summary of the information provided via the Comment Forms:

1. *Do you live within the SR 141 Corridor?* – 28 Yes and 6 No  
*How long have you lived within the Corridor?* –  
Eight months; 3½, 4, 8, 15 (5), 18 (2), 20 (3), 26, 27, 28, 31, 35 (2), 40, 44, 47 and 60 years
2. *Do you work within the SR 141 Corridor?* – 4 Yes and 26 No
3. *Do you shop along the SR 141 Corridor?* – 31 Yes and 2 No  
*Where do you do most of your shopping?*
  - a. Greenville (18)
  - b. US 202, Concord Pike (11)
  - c. SR 2, Kirkwood Highway (5)
  - d. Pathmark (3)
  - e. Price's Corner (7)
  - f. SR 48, Lancaster Pike (3)
  - g. Christiana Mall (1)
  - h. Hockessin (1)
  - i. Wilmington (1)
  - j. Chestnut Run Shopping Center (2)
  - k. Shopping Center at Faulkland Road & SR 141 (1)

- l. Delaware Running Co. & Wooden Wheels (1)
- m. One respondent indicated that there is little shopping available along the Corridor

4. *What three things do you like most about the SR 141 Corridor?*

LAND USE

- a. Beauty, scenic quality, views (11)
- b. Open Country (7)
- c. Appearance, in sections, not the south
- d. Cultural, historic natural resources, especially the Brandywine (10)
- e. Gateway to Brandywine Valley
- f. Village concept (2)
- g. Absence of overdevelopment
- h. No big-box stores, no tall buildings
- i. Limited commercial
- j. Mostly residential
- k. Mix of residential and companies with jobs
- l. Convenience (could be Transportation) (5)

TRANSPORTATION

- a. Access to the region, to I-95 (14)
- b. Intra-state corridor
- c. Very scenic road that compliments the area
- d. Plantings along the roadway, landscaping, medians, crosswalks (3)
- e. Highway speed is well controlled (2)
- f. Not many lights (2)
- g. When lights are timed well traffic flows well, except for rush hour
- h. Road has shoulders in case of emergency
- i. Well lit at night
- j. Wide enough for safe left turns, moves traffic well
- k. Lack of traffic, less congestion (4)
- l. Tyler McConnell Bridge & SR 141
- m. Most of the area can be biked
- n. Expansion between Kirkwood Highway and Faulkland Road

5. *What are the three biggest challenges facing the SR 141 Corridor?*

LAND USE

- a. Development (17)
  - i. Increasing population that results in more traffic
  - ii. Impact of new development (bottle-necking)at bridge (2)
  - iii. Development plans inconsistent with residential neighborhoods (4)
  - iv. Planning for growth of large undeveloped parcels
  - v. Accommodating good mixed use development and changing transportation modes
  - vi. Ease with which developers get exceptions, no guidelines
  - vii. Keeping high-density development under control
  - viii. Development (force development closer to the Wilmington Core)

- ix. Overdevelopment
- x. Major commercial development expected on SR 41 & 48
- xi. Keeping out major commercial uses
- xii. Unwanted retail development
- xiii. Press of commercial development, like Stoltz Barley Mill and Greenville properties
- xiv. Any consideration of commercial rezoning
- xv. Bad/ugly/too much development
- xvi. A built-out area with maxed out infrastructure with questionable zoning allowing inappropriate development
- b. Open Space, Character, Resource Protection (7)
  - i. Losing the character/beauty of the area (5)
  - ii. Maintaining a landscape that compliments Scenic Byway on SR 52 and Red Clay Creek
  - iii. Retaining open space at entrance of National Scenic Byway

#### TRANSPORTATION

- a. Traffic (28) – respondents cited traffic generally and often included examples and details as listed below:
  - i. Traffic is the major issue between SR 48 & 52, which is the prime area for redevelopment, from SR 48
  - ii. Traffic through Newport (I take SR 7 south to go north)
  - iii. Left turn SR 100 NB to SR 141 SB, Monchanin/Ponds entrances are dangerous
  - iv. Cut-through traffic
  - v. Manage traffic flow to minimize congestion (2)
  - vi. Getting out of my Limerick development
  - vii. Heavy truck traffic from SR 141 up to SR 48 north to 41 (2)
  - viii. Not making a freeway/beltway (2)
  - ix. Merge lane off I-95 is dangerous
  - x. Massive rush hour congestion south on 131
  - xi. Failed traffic lights (Barley Mill Road & SR 141)
  - xii. Potholes (2)
  - xiii. Sound barrier wall
  - xiv. Median berms and along curbs, landscaping
  - xv. Put overhead utilities underground
  - xvi. Tyler McConnell Bridge, DuPont rush hour congestion at Bridge (3)
  - xvii. Brandywine Creek, expand bridges at Rt 34, 48 and 100, traffic over the Brandywine (2)
  - xviii. Maintenance, shrubbery along roads (2)
  - xix. No bike/walking lanes (2)
  - xx. Shared use paths are poorly designed and maintained and not well connected
- b. Public transportation (5)
  - i. Enabling intermodal/multimodal connectivity (2)
  - ii. Provision of public transportation
  - iii. Pedestrian and cyclists safety, aesthetics, especially at bridge (2)
- c. Integrate land use and transportation

#### OTHER

- a. Noise (3)
- b. Distance to public elementary school
- c. Reading Stoltz's mind
- d. Lack of good restaurants

6. *What changes have you seen in the SR 141 Corridor in the past ten years?*

#### LAND USE

- a. Barley Mill Plaza and Astra Zeneca closing, these properties would be great for businesses (offices) not shopping
- b. Many new houses built on SR 48 with loss of open land and natural beauty
- c. Huge fight over Stoltz's Barley Mill Plaza plan because there were no guiding principles/plans in place
- d. Encouraging business to move into Wilmington with good tax incentives, etc.
- e. Additional development
- f. Change in the way people work, shop and commute
- g. Not a lot of change, appropriate development is maxed out
- h. Careful thought needs to be given to development and infrastructure
- i. Lack of community infrastructure

#### TRANSPORTATION

- a. More traffic (10)
- b. Less traffic
- c. Roadway Improvements (7)
  - i. Improvement of SR 141 between Faulkland Road and SR 2 (3)
  - ii. Better flow through Newport neighborhood
  - iii. Improvements at SR 141 & 100 (2)
  - iv. More functional intersections
  - v. Blue Ball Project near US 202
  - vi. Transportation Enhancement Project near Elsmere
- d. More noise (3)
- e. Truck traffic has become worse
- f. Roads are in bad shape, poorly maintained (2)
- g. Failed traffic lights, Barley Mill Road and SR 141
- h. Greater number of single occupant vehicles during rush hours
- i. Roadway landscaping, very nice
- j. Delaware Greenways involvement with SR 52 & 100
- k. As DuPont sheds employees need for this project disappears
- l. Development in Pike Creek and Chester PA areas has increased congestion

7. *What Changes do you expect to see in the SR 141 Corridor in the next ten years?*

#### LAND USE

- a. More development (7)
- b. Better quality development, landscaping, architectural quality (5)

- c. Changes that would keep the character of the area consistent with its historic design and its stance as the Gateway to the Brandywine Valley
- d. Condominiums and office space
- e. Compact "Village" development
- f. Redevelopment enabling residents to walk to shopping, recreation, work; sensible adaptive reuse of current buildings (2)
- g. Limited development of existing commercial and office space and added residential
- h. Barley Mill redeveloped with low rise buildings as an education location not commercial
- i. On-going threat of high-density commercial development (3)
- j. More commercial land use around SR 48 intersections
- k. Loss of DuPont Country Club to commercial/residential development
- l. Lack of open space
- m. A pro high-density, traffic, anti-environment policy
- n. Seriously foolish development, county is in the pockets of developers
- o. Need deed restrictions
- p. More tree planting
- q. Period street and traffic lights

#### TRANSPORTATION

- a. More traffic/congestion (9)
- b. Impact of Barley Mill site
- c. Better use of off-peak capacity
- d. More noise
- e. Get truck traffic off SR 41, danger to new elementary school
- f. Good, efficient traffic design
- g. Make 141 an expressway, no traffic lights
- h. Congestion at Rt 141 & 48 intersection
- i. Addressing Brandywine River area congestion
- j. Four lane bridge crossing the Brandywine
- k. Improved well designed multi-modal - bike/pedestrian/transit facilities (2)
- l. Period street and traffic lights
- m. More pollution

8. *What type of transportation improvement(s) on the SR 141 Corridor would provide a benefit to you or your community?*

- a. Road (13)
- b. Public transportation (20)
- c. Bike (19)
- d. Pedestrian (17)
- e. Additional Suggestions

#### LAND USE

- I. Viewshed protection
- II. No more new retail, redevelop existing shopping in existing centers (2)
- III. Stop green space loss
- IV. No more density in this corridor
- V. Fight back vs. sprawl
- VI. More mixed use redevelopment and better planning and zoning

- VII. Leave it the way it is, or downsize it to push traffic out of the area
- Growth will continue as will consideration of alternative travel methods. TRANSPORTATION
- I. Be sure signals coincide with traffic flow (3.)
  - II. Widen Tyler McConnell Bridge
  - III. Lower speed limit on SR 41
  - IV. More consistent posted speed limits
  - V. Post signs diverting trucks to SR 141 & 7
  - VI. Biggest congestion “hot-spot” is near the SR 141 & 48 intersection, third turn lanes are needed
  - VII. Do not want a beltway, want a boulevard
  - VIII. Expressway
  - IX. Cross-county public transit
  - X. Public transportation routes need to change so they are more accessible in suburban areas, hours of operation need to increase, deploy mini-buses
  - XI. Direct public transit between SR 2 & US 202
  - XII. There should be bike lanes, or at least the shoulders should be well maintained, MUP’s are poorly designed and maintained
  - VIII. Safe walk to bus
  - IX. Facilitating all alternatives to automobile travel is recommended

9. *Assume the year is 2035. What is your vision for the SR 141 Corridor? What will it look like?*

LAND USE

- a. Even more attractive, with well-placed, well-designed employer’s buildings as needed. (3)
- b. Much as it does today with moderate development consistent with current character of neighborhoods.
- c. Much like it is today (if lucky). If good planning and design is done, something classy and upscale that is unique, not another mall full of chain stores and franchise operations. (2)
- d. Mixed use village nodes with open space preserved between the villages.
- e. Too crowded with DuPont leaving.
- f. Green corridor along the Brandywine and SR 141 Corridor. This will make us unique. If thoughtfully done, the corridor has great potential for efficiency and beauty. If thoughtlessly developed, it will be a paved, concrete, cinderblock passageway just like US 202 and Kirkwood Highway. (2)
- g. SR 141 Corridor has continued to grow as a place of innovation and strong economic development in a way that honors and protects the natural/scenic/historic values of the area. (2)
- h. Hopefully, very much like today, with restrictions on building heights. setbacks from 141, less signage and no digital changing signs.
- i. Low density development to maintain character of surrounding area.
- j. The same or less development, more green than now (3)
- k. Wilmington revitalized

TRANSPORTATION

- a. Unless some form of public transportation is in place, or HOV lanes are added (and enforced!), it will still be bumper-to-bumper at peak times (Look at Kennett Pike as an example.).
- b. Widening of the Tyler McConnell Bridge completed, HOV lanes are created, additional bus and train routes added; tax incentives for individuals who carpool, work remotely or take public transportation.
- c. Tyler McConnell Bridge widened to 3 lanes, reversible flow middle lane.
- d. DuPont Exp. Sta. entrance moved to Alapocas side decongesting Tyler McConnell Bridge
- e. Another span for the Tyler McConnell Bridge with dedicated bicycle/pedestrian facilities. Doing so will connect existing bike/pedestrian facilities north and south of the bridge.
- f. Not too much more traffic, more public transportation, more bike paths and walkways. (3)
- g. Hopefully, public transportation by then. (2)
- h. Faulkland Road Intersection is a park with highway under-passing Faulkland Road.
- i. Proper cloverleaf at SR 141 and SR 2.
- j. SR 141 is a complete expressway.
- k. I hope it looks much the same, traffic better managed through technology. Traffic/ safety issues are caused by human error; for example, if a car blocks an intersection at a light no one gets through in the other direction. Hard to drive in the area – requires defensive driving.
- l. Well maintained road surfaces and landscaping.

#### LAND USE AND TRANSPORTATION

- a. A nightmare!
- b. Space vacated by Astra Zeneca and Barley Mill Plaza used for business/office/condominium/ low-density housing/hotel –no major shopping. Good connectivity to I-95 on both ends of Corridor with moderate speed maintained.
- c. SR 141 still four lanes. More extensive commercial development on both sides. Eventually Tyler McConnell Bridge replaced. DuPont Experimental Station downsized.
- d. A boulevard that is pedestrian and bike friendly with easily accessible public transportation. Retail development and office space that is focused on locations that are fed by public transportation/bikeways/walkways. Significant preservation of open space, architectural development that compliments the historic character. Give builders incentive to do this. (2)
- e. More development in the open space and more traffic.
- f. Essentially the same. (2)

#### 10. Do you have any other questions or comments?

- a. Create walking paths in and around our beautiful parks and historic housing areas.
- b. Build noise barriers, put a traffic light at Limerick entrance and SR 48.
- c. Remove the stop light at the Experimental Station. Keep all traffic moving. Eliminate traffic crossing the Rising Sun Bridge from SR 141 north.
- d. All of our 4-6 lane roads need above ground crossovers! Safety will get more people to use mass transit.
- e. New Tyler McConnell Bridge is needed to complete the corridor.

- f. I am concerned about anything that will impact my Limerick community housing values as well as ingress and egress.
- g. There are plenty of shopping opportunities on SR 2 and US 202. We do not need more shopping especially in places like the /Barley Mill space.
- h. Please change the zoning classification for Barley Mill Plaza to “Office Regional.” The change to “Commercial Regional” was denied by Chancery and Supreme Courts.
- i. Our experience with the Barley Mill redevelopment and lawsuit against county government should never be necessary again.
- j. Any rezoning/redevelopment must proceed according to existing regulations and codes. Citizens’ property rights must prevail over developers.
- k. Fairthorne and Barley Mill Courts are shown on the zoning map as High-Density when it is actually Medium to Low-Density Residential, please check the map for accuracy.
- l. Go back and count the residential units in Limerick and Sedgely Farms – they appear to be widely off the mark! Little Falls as well.
- m. As an artist I appreciate and value the importance of “Negative Space.” That is the blank or open areas that we all need to live, breathe and thrive. As Joni Mitchell’s song says “They paved paradise and put up a parking lot” let’s not do that please.
- n. Great discussion, but manage people’s expectations, don’t over-promise, work closely with Brandywine Valley Scenic Conservancy.
- o. I really hope you take community comments seriously. (2) Your presentation focused on traffic, safety issues – over emphasized them actually. How about a board that really examines the open spaces and environmental impacts.
- p. Thank you for allowing our input. I am the neighborhood association president. Many neighbors could not attend tonight. The greatest concern they asked me to share is to keep the area green even with development.
- q. Why is this survey assuming growth??? Leave it as is.
- r. Stop destruction of open space, stop development and start Redevelopment. You want to solve workers moving around by car? More downtown/close in NICE medium density housing Redevelopment.
- s. Hope project speeds up and all hurdles eliminated sooner.
- t. In what way will these plans and design standards have teeth? What will make them more than weak guidelines?
- u. Improve traffic on SR 141 between SR 100 and the Tyler McConnell Bridge via line (maybe lane) changes,
- v. On-road bike facilities are still necessary along this corridor with or without MUP’s.
- w. Consider in this plan expansion of the port. Trucks going to and from the port use SR 141 and get off on 41 or 48 to get to Rt 1, it has gotten progressively worse over the years.
- x. I look forward to the next public event and appreciate the staff’s efforts.
- y. Should have included the question “How did you hear about this workshop?” on the Comment Form.

11. *Was tonight’s Information Workshop useful to you?* - 27 Yes and 2 No  
*If not, why not?*

- a. I agree there should be a plan for future development – I just hope it preserves the unique qualities of the region.
- b. Somewhat useful. I am familiar, however, with most of what is in the presentation.



- c. Somewhat, but face-to-face discussions with members of DeIDOT and WILMAPCO are quite important too.
- d. You do a terrible job defining what you are talking about. One needs to download 100MB of PDF and digest it in order to get the defined items.

**Comments Provided on Maps of the SR 141 Corridor:** Large maps of the SR 141 Corridor Study Area were placed on tables in the center of the larger display area and attendees were encouraged to make comments directly on the maps. Several attendees took advantage of the opportunity to record the following geographically specific information:

- a. Please help us get the tractor trailers off this road (SR 41 from north of Faulkland Road to SR 2):
  - I. Dangerous
  - II. Historic Area
  - III. New Elementary School
  - IV. Trucks overweight and going too fast
- b. Dangerous intersections:
  - I. SR 41 & Breckenridge Drive
  - II. SR 41 & SR 2
- c. SR 41 near Cooper Farms and The Cedars – Road E & F failed.
- d. Include SR 41 Corridor between SR 2 and Breckenridge Road (Fairway Estates) in the Plan Study Area.
- e. Road east of Centerville Road at Little Falls north of Agilent Technologies - “Road in bad shape.”
- f. Truck traffic affects SR 141 Corridor.
- g. SR 141 (Woodland Heights) increase truck traffic today – concern with future growth.
- h. SR 141 has different speeds posted every mile or so – fix it!
- i. Better policing of traffic/safety rules is needed. Cars do not keep to the speed limit, obey no U-Turn signs, stop for red lights, etc. in the whole study area.
- j. SR 100 near Christ Church – concern about blind entrance at new development, add a no U-Turn sign near Ponds of Greenville.
- k. Bigger sign to St. Joseph on the Brandywine Church needed on SR 100, SR 52 better direction from Breck Lane to SR 141 ramp.
- l. What is the status of the redevelopment of Barley Mill Plaza property?
- m. Barley Mill property should only support local uses consistent with neighborhood character.
- n. Brandywine Creek State Park – “Look at all the open space! Marvelous! Leave it that way!

**Conversations with Project Staff Members:** Project Team members were stationed near the display boards and available to answer questions and provide added information. Following is a summary of input they received from attendees:

- a. What happened to the concept (30-40 years ago) whereby SR 141 was to become a beltway between New Castle and Naaman’s Road?
- b. Would like to see Barley Mill Plaza developed as a series of Charter Schools, performing arts cluster.
- c. Concern was expressed that SB 130 may be a fast-tracked bill for “Complete Community Enterprise Districts” providing a way for developers to end-run traffic studies.

- d. It was pointed out that it is important to think about maintenance costs in addition to construction costs.
- e. Concerned was offered regarding the closure/demolition of the old Wilmington Golf Course/Ed Oliver clubhouse. The community needs places like that.
- f. There were questions regarding the accuracy of some of the designations on the land use maps – Fairthorne/ Barley Mill Courts subdivisions on the Comprehensive Plan map and Barley Mill Plaza on the Zoning map.
- g. Development coming on SR 41 in New Garden could draw traffic to/from the SR 141 study area, particularly between SR 48 & 52 where SR 141 could turn into a parking lot of traffic.
- h. Take note of the new Charter School starting in the fall at Barley Mill Plaza, look at the traffic impacts.
- i. On the Transit Board add ridership numbers for Route 20/Park & Ride Lot at DuPont Road.
- j. Pleased with new signal timing, don't have to wait as long on side streets.