

**Glasgow Avenue Planning Study  
Public Workshop #1: March 4, 2015  
Meeting Summary**

***Overview***

The first public meeting for the Glasgow Avenue Planning Study took place on March 4, 2015, from 6:00-8:00 PM at the Executive Banquet Hall (205 Executive Drive, Newark). There were approximately 30 attendees from the general public.

The meeting began with an open house, during which community members browsed boards that displayed project information and precedent images. They also provided some information about themselves, including how long they have lived in the area, where they live and visit often, and their thoughts about Glasgow Avenue as it is today.

Following the open house, representatives from the partner agencies for this project (WILMAPCO, New Castle County, and DeIDOT) introduced themselves and discussed their goals for the study. Speakers included Dave Gula (WILMAPCO), Eileen Fogarty (New Castle County), and Mark Tudor (DeIDOT). Councilman David Tackett also spoke in support of the project. Meredith Judy from the consultant team then gave a short presentation that summarized the project goals, elements of a typical “Main Street,” and initial observations about Glasgow Avenue today.

The presentation was followed by a question and answer period, and break-out discussion groups. The break-out groups consisted of six tables of four to six participants, facilitated by at least two members of the project team or consultant team. The groups discussed their perceptions about the current state of Glasgow Avenue and shared their vision for the corridor’s future. Following the small group discussions, a representative from each group reported back to the larger audience. Participants were also asked to complete a survey.

All of the materials from the workshop, including the survey, are posted on the WILMAPCO website.

Notes from the Q&A, notes from the discussion groups, and preliminary survey results are summarized below. The survey results will be updated to reflect additional responses received online.



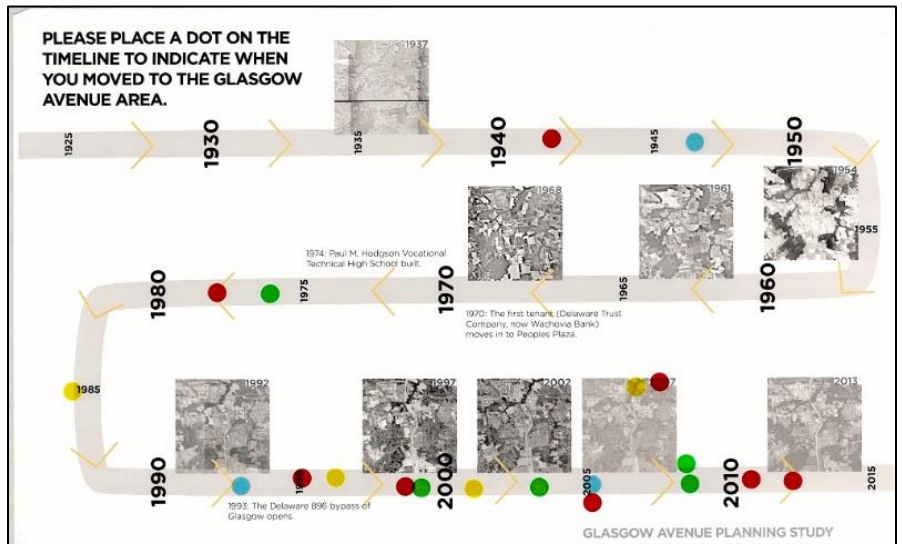
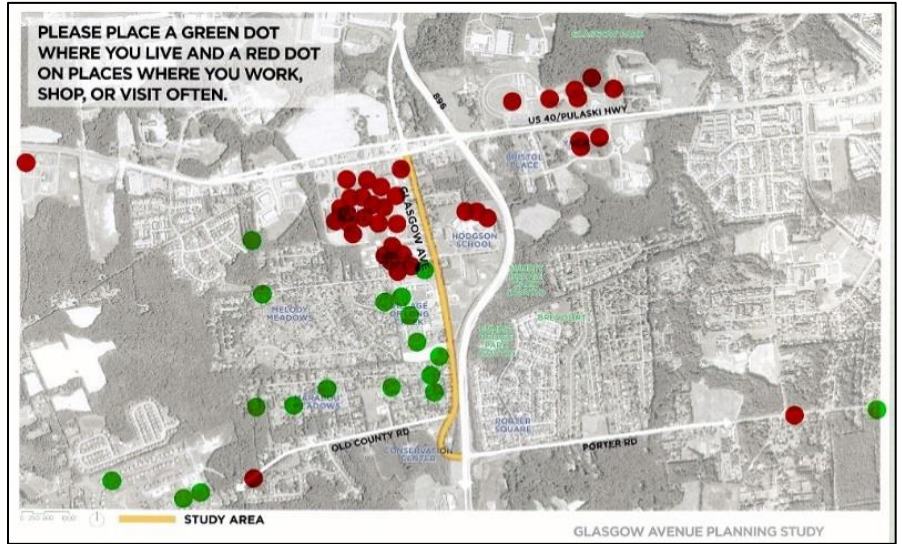
**What We Learned and Heard**

Who Participated

Residents who attended the meeting live mainly in the neighborhoods to the west of Glasgow Ave, including Long Creek and Marabou Meadows. There were also some residents from Melody Meadows and neighborhoods further out on Old County Road and Porter Road.

Most of the residents at the meeting moved to the Glasgow area within the past 20 years. However, there were some community members who have lived there since the 1940s.

When asked to write one word that they would use to describe Glasgow Avenue today, most people said “busy.” This was a sentiment reflected throughout the evening.



The words below represent the words that meeting attendees used to describe Glasgow Avenue today. The larger the word, the more it was used.



**Q1: I would like to know where all of the meeting participants live.**

A1: We've asked all meeting attendees to place a dot on the map where they live. [Shown display board.]

**Q2: Is there anybody here representing the Reybold Property redevelopment?**

A2: Jerry Heisler will be here after another event he is attending.

**Q3: When was the decision made that this was actually going to happen?**

A3: The Route 40 Transportation Planning efforts began in the early 2000s. The advisory committee determined that residents wanted a place that could be defined as a "Glasgow" center. As a result, the Main Street concept for Glasgow Avenue was recommended in the Route 40 20-Year Plan.

**Q4: Who's paying for this? Is it our tax dollars? Will it increase property assessment values?**

A4: WILMAPCO received federal funding to conduct the study. The Glasgow area is starting to see an increase in developer interest. The interest extends beyond Mr. Heisler, who has a definite plan to move forward. Other developers are also looking and have expressed interest in the area.

There's not one pot of funding for Glasgow improvements at this time. Once we have created an overall vision for transportation improvements on the corridor we will identify selected projects for DeIDOT to fund over time. Also, as development occurs, developers may pay for certain elements of the vision. However, we need the plan in place in order to request DeIDOT funding and developer participation toward a consistent vision for the corridor. We don't know yet how much funding the projects will require. The area has changed and will continue to change, and this plan is a way of shaping how that change happens.

**General Comment from Community Member:** There's a need for planning for what's going to happen, in terms of new development, as well as what might happen if a bridge passes over 896. People zoom through Glasgow Avenue because they just see an open area.

Small Group Discussion Summary

**1. How would you describe the Glasgow Avenue area to someone who has never been here?**

- Historic district
- Lots of businesses
- Close to Peoples Plaza
- Congested, esp. during AM & PM peaks
- Frustrating to access
- Congestion controls access to side roads and entrances
- Getting busier
- Needs better traffic control
- Not an appealing-looking road
- Feels like it has been forgotten
- No identity or “sense of place”
- Dark
- No connectivity – people (esp. kids) must make their own paths
- Dangerous (esp. intersections, lack of pedestrian crossings)
- Loud (on Glasgow and from 896)
- Commercially overdeveloped – “franchised out”
- “Kirkwood #2”
- Over-paved, leading to runoff issues
- Heritage is overrun
- Where people come from MD for tax-free shopping
- Cut-through

**2. What aspects of the area do you like?**

- Great shopping and restaurants (Peoples Plaza)
- Movie theater
- Amenities to build from – Peoples Plaza, Canal Little League, Medical Center
- Two-lane road
- Proximity to 95
- Convenience
- Recreation / Glasgow Park
- Owning property
- Not living in the city



**3. What aspects of Glasgow Avenue would you like to see improved?**

Vehicle Movement & Roadway

- Too fast, particularly for people on bicycles
- Need a lower design speed
- Turn lanes into neighborhoods
- North entrance to Peoples Plaza is dangerous
- Gaps in traffic flow
- Problem with sight distance at Old County Road
- Fix illegal turns into bank and Peoples Plaza
- Quicker snow removal
- Blind turn at Porter Rd
- One-way as a potential solution to traffic concerns
- Intersection improvements needed
  - Old County Rd & Glasgow
  - Paxson Dr & Glasgow
  - 40 & 896 (interchange/overpass)
  - Roundabouts as potential solution? (mixed reactions)

Amenities

- More restaurants (Independent, Chipotle)
- Library and other places for kids
- Outdoor features – e.g., fountain

Pedestrian & Bicycle Accommodations

- More sidewalks
- Connectivity between residential developments and shops/parks
- Fewer curb cuts
- Separate bikes/peds from vehicles
- Street trees and median for calming traffic and pedestrian comfort

Placemaking & Aesthetics

- Create a sense of community
- Lighting on Glasgow Avenue
- Better signage for retail entrances
- More attractive streetscape – incl. underground wires
- Unify appearance of street/buildings
- Main Street feel



#### 4. In thinking about Glasgow Avenue in ten years, what would you like to see here?

##### Vehicle Movement & Roadway

- Reduced traffic growth
- Slower traffic
- Improved intersections
  - Signal at Old County Rd & Glasgow
  - 40 & Glasgow
- Improved light timing
- Median
- Improvements that take into account traffic studies that are conducted at the right time of day (rush hour) and year (when school is in session)
- Improvements that include Old County Rd and other feeder roads
- Improvements that involved the fire house on Old County Rd and the other medical professionals (e.g., Medical Center) who need to maintain access
- Noise control

##### Amenities

- Library
- Community meeting areas
- Park area for relaxing and eating
- More retail variety, including boutique shopping
- Better dining (more attractive and context-sensitive)
- A “Glasgow Center”
- Ball fields – soccer/baseball

##### Land use

- Housing above commercial (if done right)

##### Pedestrian & Bicycle Accommodations

- Sidewalks (shared cost w/developers)
- Better pedestrian and bike connectivity (including to/from Lums Pond, Glasgow Park, Canal)
- Benches
- Connection through Heisler property to 40 from the school
- Enhanced safety, particularly for kids

##### Placemaking & Aesthetics

- Peoples Plaza expansion – build to Glasgow Avenue for “Main Street” environment
- Landmarks to slow people down and give something to look at
- Identity – unified appearance
- Spruce it up

##### Environmental Conditions

- Drainage in front of Arby’s
- Vegetation – trees/median
- The return of agriculture

##### Other

- More family-friendly
- Golf carts
- Easier transit access
- Improvements that take into account the 55+ communities, who largely don’t walk around except within the development

**5. What would you *not* want to see here?**

Vehicle Movement & Roadway

- Wider lanes
- New developments that make side road access more difficult and bring more congestion
- More traffic
- Faster traffic
- Old County intersection left as-is
- A one-way (no Newark)
- Not like Harmony Rd/Tanglewood
- Speed bumps, zig-zags, roundabouts
- Cut through from 896 to Glasgow through Reybold property

Land Use

- Industrial uses
- Heavy commercial (big box stores)
- High-density housing and development– particularly because of bigger traffic volumes
- More housing
- Section 8 housing/low-income housing

Amenities

- Loss of good shopping

Environmental Conditions

- Difficult to maintain landscape

Pedestrian & Bicycle Accommodations

- Crossings from the school – shouldn't encourage kids to leave the campus during school

Other

- What we have now



Survey Summary

ZIP Code	Count
19702	13
19709	1
19713	1
<b>Grand Total</b>	<b>15</b>

Which transportation condition needs the most improvement on Glasgow Ave	Count
Pedestrian facilities (sidewalk connections, trails, crosswalks, etc.)	6
Roadway conditions (travel lanes, intersections, driveways, etc.)	5
No response	3
Bicycle facilities (bike lanes, bike connections to the larger region, bike parking, etc.) & Roadway conditions	1
<b>Grand Total</b>	<b>15</b>

Which land use is most needed on Glasgow Ave?	Count
A mix of uses within a single area	5
No land use improvements are needed	4
More places to shop	3
No response	2
Other: "Moderate development"	1
<b>Grand Total</b>	<b>15</b>

Where do you do most of your shopping?	% of 15 responses (some wrote more than one)
Peoples Plaza	93%
Four Seasons /ShopRite	33%
Safeway	13%
Kohl's	13%
Walmart	13%
Home Depot	7%
Christiana Mall	7%
Town Hair	7%
ALDI	7%



**Glasgow Avenue Planning Study  
Public Workshop #2: June 10, 2015  
Meeting Summary**

**Overview**

The second public meeting for the Glasgow Avenue Planning Study took place on June 10, 2015, from 5:30-8:00 PM at the Hodgson Vocational-Technical High School (2575 Glasgow Ave, Newark). There were 36 attendees from the general public.

The meeting began with an open house, during which community members browsed display boards that displayed project information, including:

- Goals and objectives developed from prior public input
- Existing conditions analysis maps
- Proposed character districts and vicinity pedestrian/bicycle connectivity concepts
- Elements of a Main Street displays
- Development scenarios for creating a community Main Street
- Three complete streets alternatives
- Next steps, including ideas for Village Design Guidelines and Street Design Guidelines

Attendees received a survey when they checked in, and wrote their responses to questions as they visited the boards. They were also encouraged to write their comments and questions on large sheets hanging by the boards. Staff members were located at each display board “station” to answer questions and record comments.

There were two identical presentations given during the evening (once at 6pm and once at 7pm). A representative from the partner agencies (Dave Gula from WILMAPCO) introduced the project and invited Councilman David Tackett to share some thoughts (prior to the first presentation). Meredith Judy from the consultant team then gave a short presentation that summarized the goals of the project, work to date, Main Street elements, and complete street alternatives. Each presentation was followed by time for the attendees to visit or re-visit the display boards and speak with members of the consultant team.

All of the materials from the meeting, including the PowerPoint, display boards, and comment sheet, are posted on the WILMAPCO website. Notes from the comment sheets and large wall sheets are summarized below. The survey results will be updated to reflect additional responses received online.



### ***What We Learned and Heard***

There were 13 survey responses. Overall, the responses were very positive. Below, we show both survey responses and comments written on the large wall sheets.

#### **STATION 1: GOALS AND OBJECTIVES**

##### Survey

##### **Do these goals and objectives cover all of the issues you want to see addressed in this study?**

- 8 of the 13 respondents said the goals and objectives cover all of the issues.
- The other 5 respondents (who said the goals/objectives were not adequate) mentioned specific issues: traffic leaving Long Creek, easing traffic access to residential communities, addressing left turns from Cann Road to Glasgow, creating access to open recreation spaces, and adding more paths. It is worth noting that the team is in fact looking at these issues as part of the study.

#### **STATION 2: CHARACTER DISTRICTS & BICYCLE/PEDESTRIAN CONNECTIVITY**

##### Wall Comments

- Left out of Cann Rd is difficult.
- Install signs on Glasgow to reduce speeds approaching Cann Road.
- Install signal/light at Old County because of the sight distance problem.

#### **STATION 3: PROPOSED CORRIDOR CHARACTER DISTRICTS AND PEDESTRIAN/BICYCLE CONNECTIVITY**

##### Survey

##### **Does the proposal for pedestrian and bicycle connectivity provide the non-motorized travel options you would like to see in the area?**

- Only two respondents said that the proposed pedestrian and bike connectivity does not meet their non-motorized travel needs. These individuals would like to see pathways to the Estates at Farmington, and sidewalks on Old County as part of this study.

##### **Do you agree with the depiction of the character districts shown?**

- Everyone agrees with the depiction of the character districts.

##### Wall Comments

- Improve safety/reduce crashes at Old County Road.
- Reduce speed on Glasgow Ave (goes from 30-45); keep at 35 mph - no greater.
- Concern about potential DeIDOT takings for adequate right-of-way.
- Would like to see pedestrian and bicycle facilities connected onto Old County Road.

## STATION 4: CREATING A MAIN STREET

### Survey

#### **Assuming that new development will occur in the area, would you like to see a “Main Street” development pattern on the north end of Glasgow Avenue?**

- Only one person said they would not like to see a “Main Street” on the north end of Glasgow. This person is concerned about residents who are leaving the Long Creek community by car.

### Wall Comments

- Love the Main Street idea.
- Access to businesses on the west side of Glasgow Avenue is important.
- Continuity of streetscape design north of US 40 is important.
- What tenants will be at the Reybold Property?
- Make it look like Hunt Valley, MD.
- Parking with no conditions or restrictions.
- No roundabouts.
- No 3-level garage - too tall - safety concerns.
- Not too many residential units.

## STATION 5: COMPLETE STREETS ALTERNATIVES

### Survey

#### **What do you like and dislike about each of the alternatives presented today? Which do you prefer?**

- 4 prefer Alternative 1 (buffered bike lanes on the north end, multiuse path both sides in the south)
- 5 prefer Alternative 2 (multiuse paths on both sides of the street throughout)
- 3 prefer Alternative 3 (multiuse path on one side of the street throughout, sidewalk on the other side)
- See matrix below for additional comments

Alternative	Like	Dislike	Preferred
<b>Alternative '1'</b> Buffered Bike Lanes, Sidewalks, and Multi-Use Path	<ul style="list-style-type: none"> <li>• It's safer for both pedestrians and bicyclists of all ages</li> <li>• Separation of bikers and pedestrians</li> <li>• Fewer curbs for bikers</li> <li>• Bike lanes separated by curbing for safety</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance nightmare when bollards are hit or knocked down (snowplowing, etc.)</li> <li>• Parallel parking</li> </ul>	4
<b>Alternative '2'</b> Multi-Use Paths (both sides)	<ul style="list-style-type: none"> <li>• Separation from the roadway will help provide a greater perception of safety</li> <li>• Opportunity for natural landscape and buffers to pretty it up</li> <li>• Greater flexibility for cyclists</li> <li>• Must have bike lanes on both sides of the street. Visible separation of bikers and pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Parallel parking</li> </ul>	5
<b>Alternative '3'</b> Multi-Use Path (one side) and Sidewalk (one side)	<ul style="list-style-type: none"> <li>• Prefer not to have a cyclist behind me when I am walking. Don't like looking over my shoulder</li> </ul>	<ul style="list-style-type: none"> <li>• Parallel parking</li> <li>• Having a pathway on one side for both directions is counterintuitive to biking with traffic</li> <li>• Total chaos! Reminds me of the path within Glasgow Park. Bikes plow down pedestrians, weave within walkers, strollers, pets, etc. I don't walk there for this reason</li> <li>• Bikers will have to go out of their way to get to destination if bike trail is only on one side</li> </ul>	3

Wall Comments

- Difficult to exit Paxson to head north on Glasgow.
- Concern that there will be more congestion and this will slow people trying to get to Route 40.
- Concern about on-street parking slowing north bound traffic.
- Possibility to formalize parallel path around fields to Peoples Plaza (Connor Ln)?
- Make improvements on street with buildings set back.
- Proposal looks great. Would love to walk and bike.
- Prefer multi-use path on both sides of the street, and bike direction consistent with traffic flow. Bikes would ride on either side of the street anyway. (+1)
- Separated/buffered bike lanes are safer.

## STATION 6: NEXT STEPS

### Survey

#### **Are there any other elements that we should consider for the village design and street design guidelines?**

- Prefer two stories rather than three. Like parking behind buildings with building frontage/entrances off of Glasgow Avenue.
- Traffic speed/congestion.
- Could we look for more space for public recreation and environmental elements - gardens, farmers markets, land preservation?
- Would some traffic go through Old County Road to Glasgow Avenue southbound to avoid this area?
- See Hunt Valley, MD shopping.
- Nice awnings and signage.

### Wall Comments

- Want to make sure that the changes/improvements will be implemented!
- Time frame for implementation?

## GENERAL COMMENTS

### Survey

#### **Do you have any additional ideas or comments for the team to consider as this project moves forward?**

- Please continue to keep the greater bicycle and pedestrian activity/circulation in mind moving forward - especially connections from Glasgow Avenue to the east side of 301/896 to Glasgow Park and other areas. Please do not limit bike/ped improvements to just the village area and not extend them down Glasgow Avenue to Old County Road. I would like to have safe and well-designed bike/ped facilities to get to shopping areas - old and new. For what it's worth, I'd prefer scenario #2 for the proposed development at the north end of Glasgow. I like the idea of open/green community space within the village. (I know it's the developer's decision.)
- Maintain active communication efforts.
- Will Peoples Plaza buy in? It is a 50s center that needs serious rehab.
- Traffic congestion on the north end with Main Street. Redesign loop Old County Road connection directly with Porter Road.
- Yes, please consider working with Bike Delaware, Delaware Greenways, and Delaware HEAL Environment & Policy Committee.
- It looks very nice, but would traffic increase on Glasgow Avenue?
- No fast food places. No arcades. Family friendly atmosphere.

**Glasgow Avenue Planning Study  
Public Workshop #3: May 22, 2017  
Meeting Summary**

**OVERVIEW**

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The third and final public meeting for the Glasgow Avenue Planning Study took place on May 22, 2017, from 4:30-7:00 PM at the Hodgson Vocational-Technical High School (2575 Glasgow Ave, Newark). There were about 65 attendees from the general public.

The meeting began with an open house, during which community members browsed display boards that provided project information, including:

- Project background
- Elements of a Main Street
- Project goals and objectives developed from prior public input
- Existing conditions analysis maps
- Elements of the recommended concept
- Next steps

Attendees received a survey when they checked in. Staff members were available near display boards to answer questions and record comments.

There was one presentation given during the evening (at 6pm). A representative from the partner agencies (Dave Gula from WILMAPCO) introduced the project and invited Councilman David Tackett to share some thoughts. Jennifer Koch from the consultant team then gave a short presentation that summarized the goals of the project, work to date, and recommendations. A short Q&A followed. After the Q&A, there was additional time for the attendees to fill out comment sheets, visit or re-visit the display boards, and speak with members of the consultant team and representatives from partner agencies.

All of the materials from the meeting, including the PowerPoint, display boards, and comment sheet, are posted on the WILMAPCO website. Notes from the Q&A session and surveys/comment sheets are summarized below.

## WHAT WE LEARNED AND HEARD

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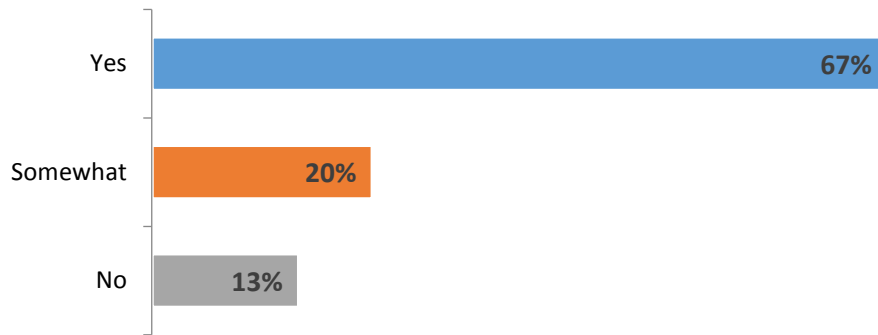
### 1. Questions and Answers Following the Presentation

- **Question:** What more can be done to mitigate 12,000 more cars from the new development (as identified in the Traffic Impact Study). Cars now drive over 50 mph.
  - **Response:** The Traffic Impact Study (TIS) includes mitigation measures that Reybold will need to implement in order to address additional traffic and operational impacts. For example, the proposed signal at the proposed Abbey Road should help to mitigate some impacts of traffic. Regarding speed, the recommended concept includes traffic calming measures (such as narrowing travel lanes and adding street trees and a median) which should help to slow traffic.
  
- **Question:** Will the Reybold development be held to the guidelines shown in these recommendations?
  - **Response:** The TIS indicates that the Reybold development should include the bicycle and pedestrian recommendations from this study. Because the Reybold development plans were submitted before this plan was finalized, they will not be held to all guidelines. However, the Reybold team has spoken with this planning team, and has voluntarily made some adjustments to align with the plan recommendations.
  
- **Question:** Will there be apartments in the Reybold development?
  - **Response:** No, the current Reybold development plans do not include additional housing.
  
- **Question:** Where has this main street concept worked in other high traffic areas?
  - **Response:** Main Streets are generally activity hubs that experience moderate to high traffic volumes. Glasgow Avenue is already functioning as an activity hub, and is poised to see an increase in activity. The purpose of this plan is to ensure that as activity increases on Glasgow Avenue, it takes on a walkable, livable character – the Main Street vision – instead of becoming an area that is even more dangerous for people driving, walking, and riding bicycles. The final report will include examples of Main Streets that experience similar traffic volumes.
  
- **Statement:** This plan will bring people walking and riding bicycles into a high traffic area. It will just get worse.
  - **Response:** The concepts proposed for this plan will help to ensure that there are safe facilities for all road users – people driving, walking, and riding bicycles --- whether there is additional development on Glasgow Avenue or not.

2. Survey / Comment Sheet Responses

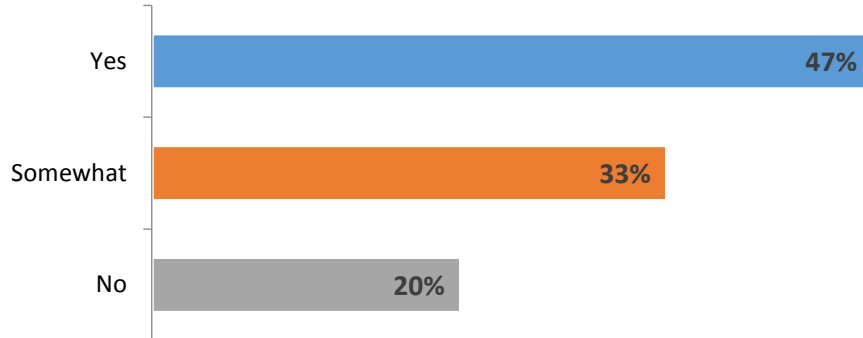
There were 17 survey responses as of June 30. The survey was distributed in paper form at the meeting, and was available in web form. Below, we summarize survey responses by category.

**QUESTION: Do you agree with the depiction of the character districts shown?** [15 responded, 2 skipped]

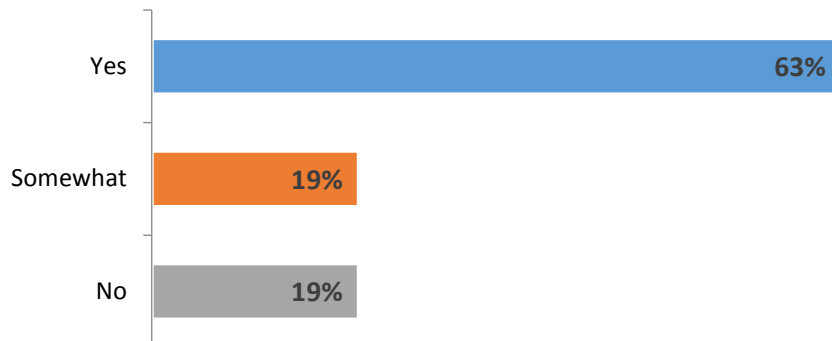


**QUESTION: Do you think the proposed concept adequately addresses the goals and objectives?** [15 responded, 2 skipped]

*Many responses of "somewhat" were accompanied by concerns about traffic and congestion issues.*

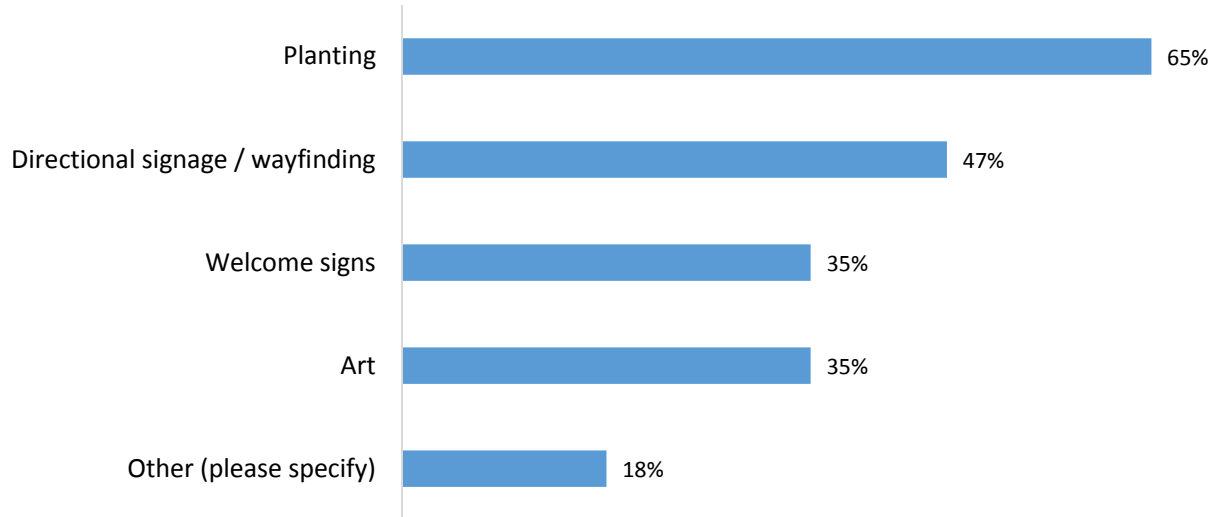


**QUESTION: Does the proposed concept for pedestrian and bicycle connectivity provide the non-motorized travel options you would like to see in the area?** [16 responded, 1 skipped]





**QUESTION: Which type of gateways would you most like to see? (Please check all that you believe are appropriate for Glasgow Avenue.) Which other elements would help to define the character of Glasgow Avenue? [Percentage shows proportion of the 17 responses.]**

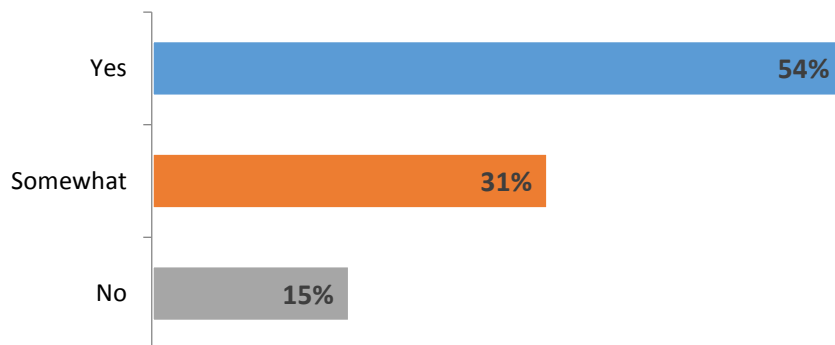


*“Other” suggestions included smart phone QCR on signage for walkers/bikers, and unique lighting fixtures with historic dates on flags.*

**QUESTION: Do you think the proposed guidelines will adequately achieve the Main Street vision for the corridor? [13 responded, 4 skipped]**

*Responses accompanying “somewhat” included:*

- *Maybe - doing it ad hoc as property is developed will make it more difficult to maintain the integrity of the project.*
- *Needs middle island all along road - don't just stop at Hodgson Vo-tech. Otherwise, the area past Glasgow Medical Center will be just as fast for traffic, especially from Old County to medical center & vice versa.*
- *Traffic impact needs to be explained better to ensure it will flow smoothly.*



**QUESTION: Do you have any additional ideas or comments for the team to consider?**

*From those who answered “Yes” to the question “Do you think the proposed concept adequately addresses the goals and objectives?”*

- Do not think that the concept of a rotary at Old County Road is a good idea - traffic backs up at the light at Rt 896 already at rush hour in the afternoon, particularly for people traveling across Rt 896 to Porter Rd. Consider using native plants and trees in landscaping, sized appropriately for the future when mature.
- Please reach out to NCC about including a public library. Roundabout at Old County - YES!
- Find a way to put in the bike and walkways and set the framework for the rest.
- Most important is bike/walking connections to developments down 896 and to Glasgow Park (for me, personally). I love the idea!
- I live further down 896 - where the current construction is happening. I would love to see safe walking/biking all the way to People's Plaza. I thought the presentation was great. Thanks.
- Traffic concerns with only one way in to Shopping District and one way out. It is definitely going to bring more traffic to Glasgow Ave. I do like idea, but do have traffic concerns.

*From those who answered “Somewhat” to the question “Do you think the proposed concept adequately addresses the goals and objectives?”*

- Speed limit - and police presence.
- Put a trip light on Paxson. Traffic impact study indicates that Paxson doesn't count for the study. We are a group of 100 homes (actually 98) and we have a hard time getting out of Paxson right now. Maybe put dividers and trees in the middle throughout the whole street, with place to pull out and remain in the middle waiting for traffic to go through.
- One concern that needs to be addressed to enhance this concept would be the school bus traffic. The buses need to be diverted away from the shopping district. Perhaps a rear exit from Hodgson to Rt 896 could be proposed. Would love an attractive shopping district I could bike to, but when I need to drive to this area, I don't want it double or triple the time required to get in and out.

*From those who answered “No” to the question “Do you think the proposed concept adequately addresses the goals and objectives?”*

- Against the proposed Abbey Road. It would just give another way for traffic to get into People's Plaza but will not alleviate any traffic on Glasgow Avenue since the people leaving will most likely not use this unless they live in the townhomes on the other side of 896 or are going to the YMCA, to which the majority of people are not going. Also, concerned with the intersection being so close to an existing home and Little League / Grange entrance.
- Except for improving Glasgow Ave with sidewalks and bike routes, all the rest seems unnecessary. Traffic needs to be slowed down - speed bumps, roundabouts, more lights? You are just increasing traffic - already too much congestion!
- Al am unsure of why we need to make Glasgow a town center or the proposed Main Street. I moved to Glasgow to be in the country, not a city. While development has increased this is still not a city. I hear some people claim speed is a problem on Glasgow Ave. I beg to differ. The accidents on Glasgow Ave. in my opinion are caused by inattentiveness (cell phones), illegal

turns, and poor visibility from side entrances/exits. While there is signage for some of the issues it is next to impossible to regulate "stupidity and impatience". Just last week I was stopped at the light at Glasgow Ave. and Rt. 40. Just in front of me on Rt. 40 was an accident either because the lady was going the wrong way or switching lanes improperly. I did not see the actual impact due to the car next to me blocking my vision. There needs to be large overhead signs at the intersection by the church. I have almost been sideswiped countless times by people switching lanes. Over the years I have met many drivers going the wrong way on Rt. 40, even with all the signage, and in one case with a state police officer just behind him when he made the turn. That intersection can be confusing to someone not familiar with the area. The turn lane added on Glasgow Ave. at Brewsters was a big improvement. I question the statistics used for the car, pedestrian, and bicycle traffic. Ages 35-38 with 30% making \$100,000 annually? I guess you can extend Glasgow to include many developments that I might not consider Glasgow so as to get these figures off the Census. The true Glasgow area would not be reflective of those figures. I would call this creative calculations. Regarding sidewalks and bike lanes. First, you already have bike lanes. I do not see an abundance of people using them. Sidewalks...the argument that they are needed to keep the students safe when they go to McDonalds was made by someone who obviously is unfamiliar with school policies. Unless it has changed students are not to leave campus unless with parental permission, and many drive. Many of the students I see on the road are actually crossing Glasgow Ave., not at a cross walk or crossing guard. So we will support the theory that even though they violate policy (and they will) we will try to keep them safe. Using sidewalks to go shop at businesses? If I buy something I then have to carry it home while walking...human nature will not allow that to happen by most. If your calculations are accurate that age group will not normally spend time walking. They are in too much of a hurry. Regarding the use of roundabouts, why is Delaware building them when other states and locations are getting rid of them? I can see this as a problem for emergency vehicles that need to use speed to get to an emergency. I pity the patient in back of an ambulance rocked back and forth or the fire truck trying to get to a fire with water shifting...unless they all slow down to get to an emergency later. The one thing that needs correcting on Glasgow Ave. is the exits and entrances. Visibility is a problem plus the people who ignore signage. As I stated I see absolutely no value in this proposal to make Glasgow Ave a Town Center or Main Street. I grew up in a small town and the visions proposed here are "pie in the sky". I find it hard to believe it got this far and of course where will the money come from. The state cannot even keep up with the roads and bridges they currently have in the system. Why not spend the money on fixing roads and bridges we currently have.

*From those who did not respond to the question "Do you think the proposed concept adequately addresses the goals and objectives?"*

- Concerned about the plan to include a roundabout at Old County Road and Glasgow Ave & potential traffic delays.
- Consider the traffic that is coming with the development in the area. Consider traffic in areas beyond the traffic study that was done. It didn't go as far as the road into Village of Long Creek.