

APPENDIX A

PUBLIC INVOLVEMENT SUMMARIES

- I. Listening Tour Report**
- II. Public Workshop Meeting Summaries**
- III. Working Group Meeting Summaries**

A - I: LISTENING TOUR REPORT

West Dover Connector Listening Tour Report Community Comments & Concerns

Between December, 2003 and March, 2004, Kramer & Associates conducted an extensive Listening Tour. During the Listening Tour, nearly 100 interviews were conducted with:

- A broad cross-section of civic, business, historic, and environmental organizations;
- Many citizens from throughout the study area; and
- Elected and appointed officials of the State of Delaware, Kent County, the City of Dover, and the Towns of Camden and Wyoming.

An initial list of community leaders and individuals was provided by DeIDOT and additional names were gathered as the Listening Tour progressed.

The listening tour was in furtherance of DeIDOT's strong commitment to public participation and was conducted during the earliest stage of the project in order to accomplish the following goals:

- Provide information about the project;
- Learn about key issues, concerns, fears, rumors and potential pitfalls;
- Discover points of agreement and disagreement;
- Obtain information about Environmental Justice groups and leaders; and
- Identify additional stakeholders and influential organizations and leaders.

A standard list of questions was used to guide the interviews and assure similar information was obtained from each interviewee. The questions were designed to learn about traffic patterns and problems, anticipated impact of future development on traffic and views on whether Saulsbury Road should be extended or not. The interviews were conducted by staff from Kramer & Associates without other representatives of the project team or DeIDOT present. Interviewees were assured that their input would be shared with others only when summarized with the views of other persons and without attribution.

Wide-ranging and often strongly held views about the future of the West Dover area were discovered during the Listening Tour. These views have been combined into a series of key Community Comments and Concerns and are summarized on the following pages in terms of Need/Purpose, Location and Timing of a possible West Dover Connector, as well as a series of Neighborhood/Community Concerns.

Need/Purpose of the Road

- Congestion is the most often cited traffic problem.
- Many people agree that Saulsbury Road needs to be extended.
- Extensive development is coming, which will worsen traffic problems.
- Dover needs additional roads, especially on the west side.
- Some people believe that a western by-pass is needed.

Location of the Road

- Where will an extended Saulsbury Road connect at the southern end?
- Many people think that any connector road should go under or over the railroad.
- Norfolk Southern Railroad expects its operations on the line (tracks) adjacent to New Burton Road to continue well into the future at current and maybe increased levels of activity.
- Any over or underpass of the rail line must comply with Norfolk Southern's standards and be approved by Norfolk Southern.
- Some people suggest that the road should connect to US 13 and the Puncheon Run Connector via Webbs Lane.
- There is a formal agreement between local businesses and DeIDOT regarding future improvements to US 13 between Webbs Lane and SR 10.
- Any connector that uses Webbs Lane raises significant safety concerns for school children and residents.
- Many people believe the connector road should go south of Webbs Lane where there is open land.

Timing of the Road

- If we don't act now, this badly needed road will never be built.
- The community needs to be involved in this decision – DeIDOT cannot just tell us what it is going to do.
- Do it right the first time – don't build a road that is too small or in the wrong location.

Neighborhood/Community Concerns

- Traffic cutting through neighborhoods is a frequently mentioned problem.
- Will this road add to traffic problems on US 13? Can US 13 handle more traffic?
- What is the purpose of this road – what traffic will it serve?
- How will this road impact the surrounding communities?
- Any solution needs to decrease, not increase, truck traffic through neighborhoods.
- We need improved pedestrian access to schools, parks and neighborhoods – specifically, we want to be able to walk or bike safely between Brecknock Park and Schutte Park.
- Whatever you do, don't add traffic to Route 10!
- Many residents are concerned about current and future flooding and the impact of a new road on farmland, wetlands, streams and other environmental and cultural resources.
- New Burton Road needs to be improved with shoulders, crosswalks, etc.
- "A Livable Delaware initiative should not make our neighborhoods unlivable."
- There is concern about inadequate coordination of land use and transportation planning.
- There is concern regarding the increased level of traffic on SR 10, particularly the increased use of SR 10 by trucks.

West Dover Connector List of Interviewees

STATE ELECTED OFFICIALS

Senator

John Still

Representatives

Gerald Buckworth
Donna Stone
Nancy Wagner

STATE STAFF & APPOINTED OFFICIALS

Office of State Planning Coordination

Connie Holland
David Edgell

Department of Agriculture

Marc Davis

KENT COUNTY ELECTED OFFICIALS

County Commissioners

Donald Blakey
David Burris
Ronald Smith

KENT COUNTY STAFF & APPOINTED OFFICIALS

Department of Planning Services

Michael Petit de Mange, Director

Dover/Kent County Metropolitan Planning Organization

Juanita Wiczoreck, Executive Director

Parks and Recreation

Carl Solberg, Director

Emergency Medical Services

Colin Faulkner, Director

SCHOOL DISTRICT OFFICIALS & STAFF

Caesar Rodney School District

David Robinson, Superintendent
Constance Welde, President, School Board
Penelope Barkley, Transportation Supervisor

W.B. Simpson Elementary School

Joseph Birch, Principal

W. Reilly Brown Elementary School

Craig Wearden, Assistant Principal
Larry Mallery, Crossing Guard

Capital School District

Michael Thomas, Superintendent

MUNICIPAL ELECTED OFFICIALS, APPOINTED OFFICIALS and CITIZENS

Dover

Mayor

Steve Speed
James Hutchison (Former)

City Council

William McGlumphy (Former)
Eugene Ruane
Reuben Salters
Robert Sadusky

City Administration

Anthony DiPrima, City Manager
James Galvin, Director of Planning and Inspections
Dawn Melson, Planner
Scott Koenig, Public Works Director
Zachary Carter, Parks and Recreation Director
Jeffrey Horvath, Dover Police Chief
Ray Taraila, Captain, Dover Police Department
Jason Osika, Robbins Hose Co.

Planning Commission

John Friedman, Chairman

Citizens

Rod Acetta
Al Barnes
Brian Belcher
Robert "Dick" Bewick
Steve Cain

Gloria Chappell
Robin Christiansen
Leon Cromer
Bill Daisey
Bill Edwards
Jane Kesselring Edwards
Carlton Fifer
Tony Kaczka
David Kesselring
Frank Kesselring
Larry Kesselring
Frank King
Sandra Kinkus
Janet Myers
Jack Papen
Jeff Papen
Jeffrey Reed
Ann Rider
Don Rider
Dan Scheller
Deb Scheller
Janice Sibbald
Sammy Smith
Donald Sylvester
Ali Stark
Doris Kesselring Taylor
Bob Walls

Camden

Mayor

Robert Mooney
Charles Stewart (Former)

Vice Mayor

Jim Plumley

Town Manager

George Dickerson

Wyoming

Mayor

James Brown

INTEREST GROUPS

Business

Central Delaware Chamber of Commerce

Charlie Mattox

George Bailey

Downtown Dover Development Corp.

Gary Patterson, Chairman

Bayhealth Medical Center

Terry Feinour, Senior Vice President

Jerry Peters, Facilities Director

Norfolk Southern Railroad

Scott Muir

Others

Tom Burns, Burns & Ellis Realtors

Darren Harmon, Plant Manager, Kraft Foods

Steve Kitchen, Kraft Foods

Phillip Burns, Plant Manager, Proctor & Gamble

Jerry Wiegand, Co-Generation Plant

Tammy Brittingham, Delaware State News

Jim Flood, Jr., Dover Post

Greg Moore, Becker Morgan Group, Inc.

Brent Miller, Rodney Village Shopping Center, Benbrook Partners, LLC –
Miller Property Management

David Wilkens

Mike Harrington, Harrington Realty

Jack Whitby, South Route 13 Business Coalition

Churches

Dover First Seventh-Day Adventist Church

Claudio Consuegra

Randi Pawlowski

Richard Clark

Bob Penney

Capital Baptist Church

Eldon Fowler

Interdenominational Ministerial Alliance

Richard Avant

West Dover Connector

Listening Tour Questions

1. I would like to ask you about traffic flow and traffic patterns in this area:
 - a. Who uses Saulsbury Road and for what purposes?
 - b. Who uses North Street and for what purposes?
 - c. Who uses New Burton Road and for what purposes?
 - d. Who uses Camden/Wyoming Road (SR15) and for what purposes?
 - e. Who uses _____ and for what purposes?
 1. Wyoming Mill Road
 2. Railroad Ave in Wyoming
 3. Westville Road
 4. Dover Street – this one tends to be a major cut through.
2. What do you see as the most pressing transportation problems related to these traffic patterns, e.g.,?
 - a. Traffic going West/East seeking shortcuts through neighborhoods.
 - b. Traffic going North/South seeking an alternate route to US 13
 - c. Development pressures leading to increased traffic.
 - d. Problems related to having to cross the railroad tracks.
3. With what you know about future development plans in the West Dover area, how do you think it will affect:
 - a. Traffic volume?
 - b. Traffic patterns?
 - c. Type of traffic?
4. Do you feel it is a good idea to extend Saulsbury Road?
 - a. If so, where and under what circumstances (explore different options for where Saulsbury road would tie in)?
 - b. If not, why not?
5. If Saulsbury Road is not extended:
 - a. What is going to happen to the traffic?
 - b. Are there alternatives that should be pursued?
6. How important is it to have additional railroad crossings? How important is it to have a grade separated crossing?
7. Who else should we talk to/involve in this project?
8. What suggestions do you have for communicating with the community about this project?

A - II: PUBLIC WORKSHOP MEETING SUMMARIES

West Dover Connector

Public Workshop 1

Thursday, January 22, 2004

4:00 PM to 8:00 PM

SUMMARY OF COMMENTS

Number of Written Responses Received: 64
Number of Meeting Attendees: 122

Response Summary:

1. What do you believe are the most pressing traffic concerns in this area?

- Using the roads (Fiddlers Green and Kesselring Avenue) as high-speed connectors to the Puncheon Run Connector. I suggest the entrance to these streets be closed to traffic traveling on New Burton Road. An alarming increase of traffic volume is taking place already – another connector would be just too much. Bottom line – eliminate the use of these roads as exits/entrances to cross-town traveling.
- Increased traffic on New Burton, Blue Beach and Webbs Lane.
- Race traffic on 13 disturbing the normal work and school routes of the community. I believe a connector through Camden will only further this problem; allowing more traffic to build up around the homes of a quiet community. More traffic, especially through a rural area will cause more safety issues for the families who live near it.
- It was North Street, behind the police station; however, I really do not see the need now that this was remedied.
- Better timing of the traffic lights. Better management of new development.
- The connection through from Camden and Dover.
- Ok IF you connect Salisbury Road to Webbs Lane. The school will have to have a pedestrian overpass for everybody.
- Wyoming Mill Road – getting through Dover to Route 13.
- Preventing congestion.
- Traffic congestion moving from West Dover to Route 13 south of Dover and vice versa.
- Truck traffic in residential neighborhoods and heavy auto traffic.
- North to south on Division Street. East to west on Governors.
- The growth on west side of Dover and southward.
- Truck traffic in Dover area. Growth west side of Dover – need to have road to take you around Dover to Route 13/Route 1.
- There are continuously increasing numbers of people commuting into and out of Dover. The increase on New Burton Road is an increasing hazard for the residents of the developments where New Burton is the primary access to Dover. Also the use of Webbs Lane as the connector between the Puncheon Run bypass and south and west of Dover is disturbing.

- Route 13 South of Camden! The proposed road will NOT reduce that unless it runs a very long, expensive way.
- Traffic heading east/west on Route 8 on North Street.
- US 13, 113, Court Street, Lookerman Street intersections downtown Dover streets signalization.
- Traffic flow north and south on the west side of Dover truck route.
- Lack of comprehensive land use and traffic planning. City needs to adopt regulations that link proposed development to ability of infrastructure to handle traffic, water, sewer, schools, etc.
- Volume on Route 13 coming off the Puncheon Run connector.
- Truck traffic through Camden and Wyoming which is increasing daily, as development continues in this area, must be given attention and a route provided to the west, other than the use of this route through Camden and Wyoming.
- Safety – especially school children along Webbs Lane. Congestion at West Street by railroad.
- South State Street extended south. Division Street – west and east. Dover- Kenton Road and Fire School Road.
- As an administrator at W. Reily Brown Elementary, I am very concerned about the volume of traffic on Webbs Lane. I need to insure safe passage for my students, staff and parents, to and from Brown and home. 90% of the students at Brown walk to school using Webbs Lane.
- School on Webbs Lane.
- Relief from west Dover to the Puncheon Run.
- The traffic will grow with the development of the west Dover area. At this time a main concern is the area around Water Street and North Street at the railroad tracks. How does this matter ease the situation coming from Dover to outlying areas west?
- Congestion on the west side. 400% increase on Mifflin Road with a 39% projected increase.
- Presently, we can deal with traffic patterns – it’s a matter of time before we need more options. Neighborhood traffic has become a concern, as numerous drivers use these neighborhood roads as a drive thru, accidents waiting to happen.
- Extending Saulsbury Road.
- Traffic back-ups; safety issues.
- For me, the traffic that people “shortcut” through our neighborhood.
- Through traffic navigating the west side of Dover on “improved” routes. Maintaining bicycle and pedestrian access and compatibility; especially New Burton and Wyoming Mill Road.
- Volumes on West Street. Travel between US Route 13 and SR1 and origins/destinations in West Dover.
- Increased commercial use, workers and less police presence in the area.
- Local traffic on New Burton Road; Governors Avenue at rush hour.
- Improving the ways people can walk or use bicycles to get from place to place. This will decrease auto traffic and ozone pollution, and will improve the health of the people. We need connection routes for pedestrians and bikes where such movement is blocked by railroad tracks, busy streets, water courses and property fences.
- Congestion during rush hours – how to get around it; safe crossing for pedestrians and bicyclists, especially school children; truck through routes in town (hard to avoid, given industrial sites – good to designate, like Saulsbury vs. Division Street); finding sufficient parking downtown and all around town; lack of sidewalks along feeder roads – Walter Road;

lack of alternate modes of travel e.g. commuter shuttle for employees?; preserving New Burton Road for safe bicycle passage.

- Not sure. Traffic doesn't seem that bad.
- Traffic on Route 13 near businesses. Lights for side streets, too long.
- The shopping center at Route 8 and Saulsbury is now hard to get out of at certain times of day. Not sure how the connector helps with this.
- Route 8 and Mifflin Road.
- I live on Blue Beach and I get around fine. When the Puncheon Run Connector was put in we were told traffic would not increase on Webbs Lane or surrounding areas.
- Webbs Lane and Governors and 13.
- A traffic light is needed at the Saulsbury Road entrance to Gateway West Shopping Center. With the increase in business in the shopping center as well as the increase in neighborhoods around Saulsbury Road, it is very congested entering and exiting this shopping center. Many times drivers often become frustrated at the wait to leave and proceed onto Saulsbury Road when they shouldn't, which is very dangerous.
- Lack of a connection from the end of Saulsbury Road creates a backup every morning and evening. Further traffic is forced to go east of North Street and go thru town streets to get south and east. The existing city streets are not adequate.
- With more developments on the horizon, the roads between Saulsbury's abrupt end and a method to head south must be improved. The widening of West North Street was a great improvement for access on West Street but it still doesn't address the stop sign issue at Dover Rent All. This could only become more of a problem over the next years.
- Currently the two worst traffic areas are the roads around Water Street and Governors Avenue and between North Street and Dover Rent All. This is due to the fact that everybody who needs to get to South Dover or Camden need to travel through one of these two areas. The Saulsbury Road Extension would give people the opportunity to drive past these areas.
- Access from the South. Too much traffic is forced through Camden/Wyoming.
- Lack of access to west Dover from the south or southeast of Dover. Increase in traffic through Camden-Wyoming; Need for traffic light at Saulsbury Road and Gateway West Shopping Center.

2. Is there a need for a West Dover Connector roadway to meet current and future traffic demands?

Yes = 41

No = 7

Not sure = 9

No Answer = 7

a. If yes, what route should this connector roadway follow?

- Route 15 – city is spreading out this way.
- People that live in the Mayfair neighborhoods and area around them do not want this connector near the schools or anywhere near Webbs Lane.
- South of Rodney Village and connect to Route 13 at light just south of the shopping center.
- Ideally for me (and everyone else) one that doesn't go by my house.

- Due to projected growth, need to plan connection farther to the west – Saulsbury Road connection will be inadequate, possibly by the time of its completion. Need possible loop/bypass?
- The road should run and connect from 13 to 13. Not connecting to any of the existing roads in the Dover system.
- Saulsbury Road to Route 13. I don't think it needs to connect to New Burton Road.
- Unsure where connector comes in contact with New Burton Road. To get to US 13 – build a road from New Burton, across open field north of Wyoming Mills development.
- It is important that no more traffic is dumped onto the roads in Camden & Wyoming. Don't see how you can do that considering the size of Camden Wyoming Avenue and the school that is there. If you need to build this, build the connector from New Burton Road to 13 through the land just past Angersteins (Delaware State News building).
- Extend Saulsbury to Webbs Lane.
- Two phases – Phase 1: bridge over to Webbs Lane. Phase 2: (if wetlands permit) connect to Route 13 at Brecknock Park area.
- Webbs Lane.
- Depart US 13 on the south side of the Rodney Village Shopping Center (north of Brecknock Park) to New Burton Road. Over New Burton and the rail line and north as needed to the current Saulsbury Road. I see an interchange with New Burton Road as a major problem with the level of traffic on New Burton Road, to be avoided. This would diminish the increasing traffic on Webbs Lane.
- The shortest distance to Route 13 (cheapest) and that means either 1) Webbs Lane – which is already wide and can be widened more without much cost or dislocation or 2) Southeastward (across school district boundary at stream) then southeastward above Mayfair to Route 13.
- Saulsbury Road south through Eden Hill property exiting onto Webbs Lane/Wyoming Avenue area.
- Connect into Webbs Lane with partial interchange to serve New Burton Road. Extension needs to connect/serve New Burton Road, S. Governors Avenue, US 13, South State Street Ext. and utilize Puncheon Run Connector.
- South over New Burton and connect to Hwy. 13 south of Rodney Village with a loop back to New Burton or connect farther north onto 13.
- Farther to the west to include a west bypass of Camden/Wyoming.
- If the purpose is to send traffic south the road should come in below Camden. Route 13 and Camden residents can't take any more traffic.
- Truck traffic through Camden and Wyoming must be alleviated, due to congestion and the sharp turn at Caesar Rodney Avenue which now exists. Extension of Saulsbury Road makes sense. However, the RR spur and the main RR line and New Burton Road should be crossed. There should be no connection with New Burton Road. The route should proceed to the extreme north side of the Kesselring tract and Brecknock Park to reach Route 13. At the same time they already have very heavy traffic. On Route 13 south from past the Puncheon Run Connector, existing Route 13 south must be addressed. This could be accomplished by a widening of Route 13 north and south from four lanes to six lanes.
- North-south stretch should be west of New Burton Road and cross over it to continue along Webbs Lane.
- Cut across Eden Hill Farm area to the intersection of the railroad and Puncheon Run near Webbs Lane. Consider an elevated bridge over the whole area past Eden Hill and drop down on New Burton Road to move traffic toward Route 13 south.

- I feel a route just south of Webbs Lane and north of Brecknock Park.
 - Sar Road to Charles Poke Road to 13.
 - Straight through from Saulsbury Road to Webbs Lane from New Burton Road.
 - The roadway should stay away from nearby schools and residential neighborhoods. It should be taken into account the alternative routes to be taken in case of needed detours. How will traffic be diverted to keep residential areas safe and school kids safe?
 - Eden Hill to New Burton – from there we need to see and evaluate top three alternatives.
 - West Dover Connector will NOT solve future problems if it empties into Webbs Lane – it will only create another congested traffic pattern.
 - Parallel with New Burton Road from Eden Hill Farm. Purchase Kesselring property to Webbs Lane with bridge across New Burton Road. Road would be elevated across Puncheon Run out of flood area.
 - In the next 15-20 years west Dover will need a beltway (west) 10-15 miles from Route 13 and 1. Homebuilding and industry will demand this. The West Dover Connector will not solve future problems as it empties on Webbs Lane.
 - Saulsbury Road to Webbs Lane or just south of Webbs Lane on the vacant land.
 - Extend Saulsbury Road to complete an inner-Dover Ring Road (this is the missing section) to work with Scarborough Road, Puncheon Run Connector and SR1.
 - While I have little expertise in the matter, I am somewhat relieved that it will be south of my development (Crossgates) but yet I have concerns for the Webbs Lane connection because of the school, etc.
 - Does not matter.
 - I believe that this new road should tie into Charles Polk Road south of Rodney Village Shopping Center.
 - Project limits? (As proposed for Saulsbury Road – North Street – New Burton) You show us! Need to see alternates.
 - If a connector is made, it should not be a highway, but maybe just a road similar to New Burton (one lane each direction).
 - South and connect at Wyoming Avenue or Webbs Lane. **It makes good sense to at least acquire right of way now. The sale of Eden Hill makes this possible.
 - If you connect, go south thru Kesselring property – not thru established neighborhoods. Why not make a beltway for west and south and avoid all neighborhoods and city.
 - The connector should be from Webb's Lane to Saulsbury Road. This would alleviate the traffic from around Kent General Hospital.
 - The roadway should go thru Eden Hill Farm and extend to Webbs Lane providing for a reasonable connection to Route 13 and the new Puncheon Run Connector.
 - Whatever makes the most sense approaching the railroad tracks.
 - It should follow Saulsbury Road (Extended) and connect somewhere on New Burton/Webbs Lane.
 - From Saulsbury Road to Rt. 13. New Burton Road can be used partially but there needs to be a major road from New Burton Road to 13 without going through Camden.
 - Saulsbury Road to Rt. 13 via Webbs Lane.
- b. If no, how should we address current and future traffic problems in this area?
- Be very receptive to citizen concerns and especially home development concerns. The thought of large volumes of traffic on a “school road” is out of line. Webbs Lane should not even be considered. Too many youngsters use this road. It is already a “high volume” road.

- Connector south of Webbs Lane and north of Camden would have the least impact on existing neighborhoods. Beltway south of Wyoming would provide best access from West Dover to US 13.
 - Widen, or extend roads already running through the city. If a connector is necessary in the long run, make it end farther down on New Burton Road, away from the homes and schools.
 - The connector needs to follow a route where it does not change the livable communities surrounding this route.
 - The only viable solution is a bypass around Dover and Camden to enter south of Wal-Mart. (Rose Valley School Road to south of Camden to highway.)
 - Add capacity to North Street? Add multi-modal options (bike, pedestrian, transit).
 - Stick with what was decided 10 years ago and don't increase the traffic in my backyard.
 - Not possible to address the "dead end" of Saulsbury Road without an extension!
- c. What additional information do you think is needed before any decisions can be made on this project?
- Time lines, acceptable alternatives (if any).
 - Have more workshops and input from the people.
 - The traffic on New Burton Road south of Wyoming Avenue is minimal. The only site for future possible development is on the south side of Webbs Lane. New Burton Road could handle this development without a connector. Most traffic currently traveling North Street to South West Street to Queen Street turns left on Dover Street or Wyoming Avenue.
 - If New Burton is to be considered as the "spill off" spot for the connector – make sure plans are in place to accommodate the additional cars and trucks from West Dover and eventually 1200+ cars generated from the proposed Eden Hill development...not to mention the new homes coming farther south toward Wyoming (widening road, lights, etc.).
 - Who specifically will be affected by loss of property?
 - Larger sample of public opinions/comments/concerns – especially from residents in areas most impacted.
 - Really consider the communities at large not just the new ones.
 - Potential options.
 - Where road crosses the open field from New Burton Road to US 13 – environmental issues present themselves.
 - Restrict development down the extension.
 - What existing conditions (wetlands, endangered species, government regulations) will inhibit the road installation?
 - Potential water run-off problems.
 - How much of the present traffic on Webbs Lane would be diverted to a new road south of there if that were its location; i.e. would it be worth it to put a new road farther south?
 - Find out where people are going when traveling east/west.
 - Start putting alternate alignments on aerials so you can obtain more definitive comments about impact of project.
 - Track % and distribution – where do most of the trucks travel to access the west Dover industrial area? Would the extension of Saulsbury to wherever allow for greater traffic generation from land uses at Eden Hill and other adjacent lands than under existing conditions? What controls on land use/zoning should be in place before the road is

- extended? Research on what the purpose of the connector would be 1) to get people to town, 2) to get people to Route 1 or to get people to the south.
- One alternative route to be considered would be behind Wyoming and to remove the 3B's vacant store building and make a connector just in front of the Wyoming Mill Complex and use the wetlands in front of Wyoming Park. With the availability of Brecknock Park, there is limited use of Wyoming Park. Wetlands would have to be replaced, in kind, in the nearby area.
 - Environmental protection – make sure connector does not mean destruction of limited parklands such as Brecknock Park. Also need information on where people are coming from who contribute to traffic in this area.
 - Traffic study and traffic flow from north to south. Impact study on Wyoming area and Rodney Village.
 - Evaluate the open farmland and get ahead of the development process of new homes in that area.
 - Detoured traffic spillways.
 - How are people going to access major highways from all the recent development plans shown on the map, development in the pipe land?
 - Have plenty of funding. Take money from New Castle County.
 - Impact on future population of families, children if routed on Webbs Lane, who will be responsible if or when a child dies due to heavy or careless drivers not familiar with the area that a school is present.
 - Cost; impact to neighborhoods; impact on flooding – Puncheon Run.
 - I am not yet well informed enough to state what additional information is needed. As an individual homeowner I need to study this issue for several weeks.
 - The need is not yet demonstrated. Heavy traffic on North Street to West Street may not be alleviated by such a “connector” if most destinations are in the area of Kent General Hospital. An origin – destination study.
 - Citizen survey – alternates analysis – show different ways; travel demand forecast data – where is traffic growth going to occur?; review the many previous studies of the area, of the West Dover Bypass history.
 - Who/how many running north-south on New Burton Road?
 - More service roads especially in commercial areas to help keep traffic moving.
 - Possible expansion to Brecknock Park.
 - How this will impact Crossgates and other areas.
 - Seems like adequate information is available. This extension has been studied for 10 years by DeIDOT and the city of Dover.
 - I think there is enough information available to make the decision now.
- 3. Are there any other comments/suggestions that you would like to give to the Project Team?**
- I personally challenge Mr. Hayward to “Ask not what he can do for the citizens of Eden-Roc but ask what he can do for the folks on the other side of the tracks.” I feel his mindset is too one-sided in development's favor. People's homes and families must be “top priority.”
 - Better management (timing) of traffic lights. Blinking lights after business hours in downtown Dover (Post Office, Reed Street, Water Street, North Street, Loockerman Street, Division Street, Wyoming Avenue.)

- I'd like to see the western bypass connect Route 1 north of town, the exit that feeds into Saulsbury Road at present, feed into Route 1 and US 13 south of Dover or even Camden-Wyoming.
- I suggest you consider positioning the bypass west of the current Saulsbury Road bypass to accommodate increased traffic west of Dover and Camden-Wyoming. I also suggest we use Webbs Lane for connector. It would lead back traffic from West Dover to Route 1 ramp with minimal disturbance of land and threat to county parkland.
- Okay IF you connect Salisbury Road to Webbs Lane. I think it will be a logical idea to put an overpass for the youths to walk back and forth to school.
- Easing of traffic from the west is commendable – just keep in mind the impact on homeowners living in the proposed connector target area. Keep in mind the safety of the school children on Webbs Lane when making final decisions.
- When you add this connector, restrict number of ingress/egress spots, i.e. more service roads and fewer traffic lights.
- I would like to be kept informed of progress as it occurs – and maybe most importantly, to be kept aware of the timetable of events.
- Need to address future public health concerns due to increased mosquito populations resulting from retention ponds involved in project – already a problem in residential areas along New Burton Road (which is not controlled well by spraying, etc. by city).
- None except protect neighborhoods north of W. Reilly Brown School from heavy traffic.
- Purchase the right-of-way through Eden Hill property now – while we still can.
- A merge lane off of Kesselring onto New Burton north bound. A left hand turn lane south bound off of New Burton onto Blue Beach Drive.
- Keep it simple! Keep it short!
- If Webbs Lane is selected as route, need to place barrier curbs to protect pedestrians with pedestrian overpass for students to the school.
- Acquire right-of-way now for the entire project.
- How does the Camden/Wyoming Bypass figure into this study? If extend road to connect somewhere on New Burton, can trucks be prohibited from using this route since they can go north on Saulsbury/McKee to access US 13 and SR1?
- I felt that the community input accurately reflected my concerns with going through Webbs Lane and affecting our school and the need for the connector to go south. Interesting enough I see no one here from the west of Dover calling for a way to get south. Just those who are worried about the intrusion on existing neighborhoods.
- An alternate route to the south, continuing on around lower Wyoming to reach Route 10 for access to MD and the west (Eastern Shore and beyond) and continuing on to reconnect with Route 13 south below Wal-Mart (Camden Town Center) would certainly be forward-thinking. Passage over or connecting with Southern Blvd. would be sensible. Vacant land in the Southern Blvd. area is available. Also, there is open land to the south of Camden and Wyoming which is available now but may not be in the future. Alternate Route 13A could also be used for egress to the south. The connector route would be both south and back to the connector, with the option of going south and connecting with Route 10.
- Work with Kent County Parks and Recreation to make sure that their parks/trails/greenways are allowed to continue to serve the public without any diminishing of benefits to the public or impact on the safety of users of these facilities. Make it a REAL bypass and take Camden and Wyoming growth into account. Come south to the west of Wyoming and go out to Route 13 south of Camden.
- “Good luck” finding the money to fund all this! \$\$\$?

- My only concern is the affect that this project will have on W. Reilly Brown Elementary School.
- I live on Kesselring Avenue and this road is already becoming a congested thoroughfare for thru traffic. The proposed project should run well out of these proximities. Remember our children!
- Willing to participate on Steering Committee. Currently, 1st District City Councilman.
- It is only a matter of time before property taxes will compare to neighboring states. Then how attractive will Delaware look to prospective property sales in those states? Also, no one has mentioned property that will have to be taken in order to build more highways. Let's get it right or forget about it. Delaware has a reputation for "woulda, coulda, shoulda."
- Consider a traffic loop around city.
- Continue to work closely with the community.
- Include bike/pedestrian linkages and amenities with this project. Linkage between Schutte Park and Brecknock Park should be included.
- At this point I have no suggestions or comments. I have seen my street (Fiddlers Green) develop into a thoroughfare for speeders and commercial traffic with drivers cutting thru from New Burton Road to Governors Avenue. While it will be great to have the end I hesitate to comment at this point.
- The Crossgates – Schutte Park pedestrian and bike “connector” project appears to be on hold because of this West Dover Connector study. Most of the proposed routes for the WDC will not replace the functionality of the Crossgates-Schutte pedestrian/bikeway.
- Keep the City of Dover and Kent County involved with the process, as well as the State of Delaware.
- Rumors are circulating about an overpass in field behind Blue Beach Drive. Do not feel this is a good idea as field is small, and an overpass there would be undesirable for the residential neighborhood.
- Keeping rumors from giving false information to people near by.
- You should care as much about the needs of established neighborhoods such as Crossgates and Mayfair as new ones. You should not make traffic worse in the neighborhoods that are already established.
- The opposition to the road will come from the neighborhoods along New Burton Road. Those people are the main users of a new roadway! They will benefit the most. But they will be NIMBY.
- Please do not let a few neighborhoods dictate how the rest of the population deals with growth. If we listen to the minority we would never have any growth.
- Significant new growth south of Dover below Rt. 10.

West Dover Connector

Public Workshop 2

Wednesday, November 10, 2004
4:00 PM to 7:00 PM

SUMMARY OF COMMENTS

The second public workshop for the West Dover Connector was very well attended; 202 members of the public and 23 Working Group members participated. The spreadsheet used to organize the comments documents 213 suggestions – some are extensive and others a simple “yes” or “no.”

Concept 5c received the most support from those people who filled out comment forms. Many people commented that it meets the objective of the project – a connection to Rt 13 – while minimizing neighborhood disruption and impacts to the W. Reilly Brown Elementary School, where many children walk. The greatest concerns were safety for the children and the possible taking of houses, especially on Webbs Lane, Charles Polk Road, and New Burton Road. Most attendees recognized the need to do something to relieve traffic now and accommodate future demand.

The comments below are organized according to one of the two comment forms available. Comments from both forms have been incorporated. The comments are verbatim and are repeated when they apply to more than one concept. A full spreadsheet with names and addresses (where they were provided) is also available and will be used to enhance the project mailing list.

How did this workshop help you to understand the following aspects of this study?

1. Goals and objectives

- 5c seems the one with the least impact on the Reilly Brown School.
- Thorough
- Everyone was very helpful in answering questions & clarifying ambiguities.
- It made me realize you people are going to do what you're going to do & you really don't care how the taxpayer feels about it but I'll give you my opinion anyway.
- Excellent--those who organized the workshop should be congratulated. Staff in attendance was most helpful.
- The goals & objectives were well described.
- Well stated
- I understand the goals & objectives
- Good that goals and objectives are again presented to public to help ease people's minds that whatever has to be done will be done with all factors considered.
- Good diagrams-show existing roads well.
- I appreciated seeing the thought process.
- We need to do something to curtail growth--or at least control it more. Delaware has done a very poor job in developing the area--often little or no planning.
- The reasoning for the new roadway is definitely needed.
- Good

- To get from Hazletville/Saulsbury Roads to US 13 & DE 1 with minimal--or no--impact on urban Dover (see comments).
- To protect my neighborhood (Crossgates) and Reilly Brown.
- Giving me a clearer idea of what is being proposed.
- 1-very intrusive to our existing residents. 2-very expensive overall. 3-I am completely against concepts 5, 7, 9.
- Need to emphasize truck needs
- Proposals & impact on various locations; after seeing all the proposals, feel 5c is the best concept.
- Enlightened me on what was happening in my specific community. I appreciated the opportunity to see concepts that will perhaps directly impact me and my family.
- Explained them well as did the previous workshop.
- Clearer by seeing maps
- I appreciate you notifying the public on these proposals. Each will affect different neighborhoods and cause more traffic in the area.
- Showed some issues.
- Reasonable explanations.
- Preserve environment--least disruption to neighborhoods--smooth flow of traffic
- The presentation provided an understandable insight in the work group's goals and objectives.
- No!
- The relief of current and future traffic burdens must be addressed. Planning needs to take into consideration the needs and desires of current residents and neighborhoods as well as future development.

2. Existing Traffic Conditions

- Webbs Lane has heavy traffic RIGHT now. Most every month at Webbs Lane & Gov. Ave or Webbs Lane at Rt 13 accidents.
- Thorough
- Rt 13 has too much traffic now.
- I live with traffic conditions--so I already understood them.
- So many parents drive their children to school--how many walking students actually are impacted--Webbs Lane is developed--go with it.
- A no-brainer would be to improve Division Street intersection at State St. & Governors Ave. by installing left-turn signals for north & south bound traffic that wants to turn east or west. They already exist on State & Gov. Ave.
- Webbs Lane is too small to handle more traffic--you'd have to widen it to at least 4 lanes to accommodate the pattern--that means eminent domain purchases housing belonging to poor people--but you don't care about poor people do you!
- On Webbs Lane are atrocious--it's a speedway
- Very well
- I live in these designated areas and know far too well the existing traffic conditions. The area on Webbs Lane is just going to be compounded by some of these concepts. We already have problems with traffic not abiding by regular traffic standards. Adding more traffic to this road will only make matters worse.
- Good to see projected traffic problems--especially since we already see current problems. We generally don't want to stop growth, so problems can only get worse if we do nothing.
- Presently all bad
- I think that there needs to be some changes but not the kind that you are proposing

- Conditions are bad now & everything says they are going to get worse. The way from my house to Saulsbury Road and west to Dover is too roundabout.
- Good
- Bad to deplorable and certainly will worsen in time
- Existing roads should stay the same but with improvements.
- 1-suggest expand Webbs Lane. 2-Builds it thru farms thru Camden.
- Complete program was good
- I have lived in this area for over 30 years and the traffic does not interfere with my life or existence.
- Explained them well.
- Getting on to Rt 13 is difficult now--additional traffic would only add to the frustration.
- Webbs Lane includes R. Brown school. Children walk to school in this neighborhood. Heavy traffic flows would be a concern for our children's safety.
- Webbs Lane is congested at times of the day & is a problem at Governors Avenue. Having the bypass come on Webbs Lane would further the problem & increase hazards for Reilly Brown school.
- I like it.
- New Burton Rd. is bad, but do not dump traffic off it into residential areas. This would be a bigger problem than doing nothing at all.
- Traffic on Webbs Lane is already sometimes too fast in school zone.
- New Burton Rd. is extensively traveled--esp. by trucks--dangerous at times
- As statistics go they sound reasonable and understandable.
- Bad enough without additional traffic on New Burton Road
- New Burton Rd and South Governors Ave are increasingly difficult to access from Mayfair-Crossgates, Rodney Village and Wyoming Ave.

3. Potential future traffic conditions

- Difficult to anticipate with limited info provided but certain it will get worse.
- I saw that certain proposals would be very dangerous to our children commuting to & from school.
- Children being hit by speeding cars & trucks utilizes the road speeding to US 1.
- I am worried that all the proposals will have a large impact on Webbs Lane traffic and safety.
- I'm not sure I agree with traffic projections. The drive though traffic you cite may be people going through their neighborhoods and since those are not growing traffic should not grow as you think.
- Not sure if the projects are accurate.
- I don't see the traffic lessening as long as we keep adding homes to Dover.
- With West Dover development planned, it can only get worse.
- Fair
- Overcrowding and terrible traffic. My son's safety will be affected.
- With improvements to existing roads and a slow down or halt of future growth we should be ok!!
- 1-suggestion above is less intrusive thru residents. 2-does not impact on traffic & EPA
- Continued traffic problems may occur especially potential accidents that may be caused by fast moving traffic in a residential area.
- Explained them well.
- Children need to be considered--there are more "latch key" children who have too much time to be on the street esp. Rodney Village.
- Having traffic exit New Burton into housing areas is not something any residents would want--when you buy a home in a development you expect to be isolated from such problems.

- Have big concern about dumping traffic on Webbs Lane or Wyoming Ave. and do not think this is a good idea this is housing developments.
- Anything on Webbs Lane is BAD. This would be extremely dangerous for school children & neighborhoods.
- For New Burton Road it would be (illegible).
- Again, statistics are the conclusion from the known projected housing developments being completed within the next few years. With the abundance of the available farm land surrounding these locations, it would be expected that the area would continue to develop as West Dover has in the past.
- That depends upon who and what political powers get their way (choices) and how things are resolved in court, if necessary
- Access during rush hour must be facilitated. Dumping traffic into already congested southwest Dover is not a solution. It needs to be routed around the currently developed areas east of the railroad

4. The presence of environmental or cultural resources within the study area

- Well covered
- The thought of keeping open land--non-developed--we are over developed now, adding a highway will cause more congestion
- Brecknock Park is going to be the next Silver Lake park with skid row bums.
- Well done
- OK
- I'm not as concerned over environmental issues as I am over people issues. People's needs beat squirrels' needs.
- Keep the wetlands and do not allow destruction of the house at Brecknock.
- Brecknock Park
- Good
- Always a problem and someone--or something--is bound to be hurt--and to scream bloody murder. Progress costs--but reluctance to progress will eventually cost more.
- The residents who may have to move will be devastated and the destruction of the creek and possible infringement on the state park.
- Explained them well.
- Low area behind Webbs Lane now.
- Capitol Baptist Church is at 2c. Another church and day care at 2b.
- Will Puncheon Run be destroyed? Or eliminated--what of park--Brecknock?
- Certainly, a quality increase to the transportation infrastructure allows better access for those in the West Dover area to cultural events downtown and educational centers in the Dover area.
- If present farm land has been or been agreed to be sold, then the position of the connector would not have an adverse effect upon farming and the environment.
- Using Webbs Lane as a higher volume traffic artery will introduce significant economic justice issues. Rodney Village should not be isolated.

5. Potential impacts to environmental and cultural resources

- Well covered
- The wetland that Wyoming Lake drains into--which ends up behind Brecknock Park--where does all that water end up
- Well there goes the swans, herons, Canada geese BUT I GUESS THEY AIN'T GOT NO CULTURE.
- Not very well explained concerning cutting through or near Brecknock Park.

- #4-no because of school, #8 no Webbs Lane, #10-no, #7-no
- Brecknock Park is untouchable due to conditions that were set down by the previous owner of the land when she donated it to the city.
- Fair
- Stay out of Dover & off of North Street, Water Street & Wyoming Avenue. Keep road & bridge (illegible) west of New Burton Rd.
- Most talk was of convenience to drivers rather than impact on environment.
- Resources will be particularly impacted both residents and cultural. Home destruction and Brecknock Park by me affected.
- Explained them well.
- Hard to determine--but it won't be an improvement
- We know that there will be a great increase in Dover's population west of town with an increase in traffic. I would hope that decisions made for the location of the connector doesn't trash my future here in Dover, forcing me to live elsewhere.
- A bypass will have impact. There needs to be a balance between currently existing neighborhoods and potential development. But shouldn't a Livable Delaware pertain to those already living here.

4. Which concepts DO you like and why?

Concept 1

- I like #1
- Leave things alone, at this time it does not impact existing traffic. spend the money to expand the existing road.
- Because criss-crossing Dover with highways & overpasses diminishes the quality of life and charm of our city.
- Most of the plans impact dense communities with children & I believe that is not being taken into consideration.
- I like #1
- I believe additional traffic on Webbs Lane or any other developed area will be detrimental to the quality of life in the area.
- This concept makes sense. Get out of the box. Why not build the West Dover bypass with improvements to Rt. 8 and with a cloverleaf. This will funnel traffic to the west and then north or south. We don't need to funnel increased traffic through existing residential areas. That is very expensive and disruptive to existing neighborhoods. I hope this is done right. Too many times the state is not receptive to the bigger picture, but for the cost, this concept must be approved.
- This does not address the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park.
- I agree that doing nothing is not a good option.
- Does not serve any useful purpose. No need to do this.
- No
- This is the best concept as of now and is my choice.
- This is the plan I favor most. However, I realize that something must be done.
- Don't go any further.
- The best one!

Concept 2

- Concept 2d does not address the #1 goal of Dover's bike-ped plan: connection for bikes & peds from South Dover neighborhoods to Schutte Park. Concepts 2a, b, & c may address this goal if special facilities are added along Puncheon Run to the south end of Schutte Park.

- I particularly like concept 2c or 2a. The impact is less on the environment, farmland, businesses, and residents. It seems more direct with less possibilities of accidents and congestion.

Concept 3

- Answers question of cut-through without impact on Webbs Lane & children commuting to & from school!!
- I like it
- I like it
- I like it
- This concept seems the best. Wyoming Avenue seems the most direct and best route. Expenditures will be down and improvement on this road will help traffic. There seems to be low impact on the residents, environment, and culture.

Concept 4

- I like it
- 1-less expensive for the state economy. 2-does not impact on traffic & EPA
- I like it
- Webbs Lane most direct route to Rt 13. Before coming I had tried to envision what you would be proposing and this concept is what I was thinking.
- This concept seems to solve most traffic problems. Except for the school problem, this would seem the way to go. I feel sorry for the people who live along this route. It will probably destroy the value of the neighborhood.
- We would like this concept because it provides for widening of Webbs Lane which leads to a major intersection and traffic can flow freely without a street backup as would happen at Charles Polk Road. No intersection at Charles Polk Rd. We do not want to lose our home!!!
- I like this concept in that it includes needed connections to Wyoming Mill Rd. Ideas for school: put the main entrance on the opposite side of the building. Make a very nice looking and safe walkway over Webbs Lane--it could be a work of functional art. Biggest problem using Webbs Lane--Governors light and Rt 13 light--already major traffic jam sites. Biggest benefit: connection to Rt 1 (Puncheon Run). Sorry about Kesselring Farm.
- The impact is straight to Route 13. Nice simple route.
- We like Plan 4 because it provides a more direct vehicle flow to many delivery points when combined with present routing. These include Salisbury Road, Webbs Lane, North and South DuPont Highway, Puncheon Run (Route 1), South Governors Ave. (shopping center and south), South State Street Extension, and Wyoming Mill Road. At the intersection of Webbs Lane and New Burton Road vehicle flow would be south on New Burton Road, southwest on Wyoming Mill Road, and east on Webbs Lane with connections to the other roadways listed above. Concern has been expressed about the impact on Reilly Brown School. The school has had a vehicle movement problem for many years. The entrance to the school can be blocked by any vehicle stopping in the drive. Widening the drive to allow for bus traffic and car traffic in an elongated circular drive in front of the school would eliminate this problem, and if well designed, would also allow for parking in front of the school. Cost associated with Plan 4 seems to be less than most other plans since it uses currently constructed roadways with a minimum of new construction. It also does not necessitate the removal of currently standing buildings and the cost associated with obtaining said right of way.
- The best arrangement of all the concepts. Will lend itself to many changes or additions as time goes on.

Concept 5 (primarily 5C)

- Fact that most of the land will be undisturbed--parks, etc.

- Most direct route to and from Rt 13.
- Least impact on school--makes no sense to increase traffic in front or near school (W. R. Brown).
- 5c has the least impact on developed neighborhoods.
- Answers question of cut-through without impact on Webbs Lane & children commuting to & from school!!
- Less impact. 4 would affect school--already been a death on Webbs Lane about 20 yrs. ago--how about building a bypass around DE altogether. We are already crowded. I've been in neighborhood since 1974 & there's through traffic when it shouldn't be.
- Least impact on existing homes/businesses. Retains New Burton Road & Queen St. as "local" roads.
- 5c least residential impact, does solve problem of connection to Rt 13, bridge over/under RR has plenty of open space to be built, makes some provision for further improvement to south/west bypass of Camden-Wyoming.
- 5c seems most direct--least impact to homes & schools.
- Least intrusive
- The best
- It is the most feasible of all the concepts due to the use of overpasses connection New Burton to Charles Polk.
- Takes traffic to Rt 13
- Takes traffic around existing developments
- Provides limited access through southwest Dover. Takes traffic away from neighborhoods.
- Most efficient & logical
- 5c seems the least problematic.
- Like 5c because it offers least impact on residential & business property. Gives direct access to Rt 13; cuts down on cut-thru traffic from New Burton Road.
- I like 5c.
- Avoids Webbs Lane and Reilly Brown School. I am President of the Caesar Rodney School District.
- Does not impact housing areas
- Does not impact housing developments. 5c is good idea.
- I live on New Burton--directly across from Kesselring Farm & the traffic is terrible & very dangerous especially for young & older drivers. Many people can only get to Dover thru New Burton Rd and it has created a monster.
- Less impact on homes, traffic and whole area.
- This is the most viable alternative for these improvements. Traffic is diverted from the neighborhoods, it addresses the intersections in the city, and provides sufficient volume for future growth.
- I don't want more traffic on Webbs Lane! It is a residential community!
- Pros: 1-uses fields for the most part less impact on housing and the school. 2-connector to Wyoming Mill Rd.
- The best alternative for the problem. Connects Rt 13 and Rt 1 to West Dover fairly efficiently without too much damage to farmland & environmental areas. Does not really affect too many homes. It keeps traffic away from the population & school, and doesn't affect too many businesses.
- Best selection. Parallel road would relieve local traffic on New Burton Rd. Problems exist on New Burton Rd. during morning, noon, and evening rush hours.
- This is the only option I see as practical, safe, and viable. 5b & 5c are outstanding ideas, as they provide primary, uninterrupted access to Rt 13 but also provide easy access to New Burton Rd area.

- Concept 5c destroys less farmland and affects less housing. Concepts 5b and a affect more homes and destroys (splits) more of the farmland.
- I really like Concept 5c and/or 5b! I think it is very important to keep as much of the "bypass" traffic off New Burton Rd & Webbs Lane. Both of these roads are very congested, especially during the morning and afternoon/evening rush hours. This concept would accomplish the need to get the traffic to Rt 13 without negatively impacting the residential areas.
- Don't really like this idea but it may be the least offensive and/or dangerous.
- Good--take the traffic as far as possible around existing neighborhoods.
- #5 seems to be most sensible to use. Using open land to reach Rt 13.
- Approve of version 5b or 5c seems to be the most logical and cost value of options.
- Preferable to other concepts
- New Burton Road is a local road for the developments east of New Burton. There is no need for a connection to New Burton at the south end. 5c the bridge does not have to be perpendicular to the RR tracks and New Burton Rd.
- This concept is my favorite. It doesn't affect my neighborhood. It seems to solve the problem further out into the future. I don't believe the road will go under the tracks--too expensive to build a railroad bridge and the underpass will have to be pumped. Seems to be sufficient reasonably priced land to build the cloverleaves required.
- Concept 5a--which will be more construction--offers the needed relief.
- Concept 5b is the best proposal of all. It keeps traffic off Webbs Lane and has minimal impact elsewhere. Takes traffic off New Burton. 5a-no. 5c-no.
- Concept 5b appeals to me most, as it would not add to an already congested road, i.e., Webbs Lane. Also, when this proposed future traffic gets to Rt 13 just (s) of Rodney Village--some will go s to Rt 10 and some n to Rt 1. By far, this is the most attractive choice.
- Minimal damage or loss of houses (11 in Rodney Village about 50 years old). Revitalizing Rodney Village Shopping Center. Minimum traffic increase for existing streets. Extra spur to Wyoming Mill Rd. creates another north-south route viability.
- I find this concept to be the most acceptable of any.
- OK the logical thing to do is definitely over the railroad tracks twice. Then also go south of the house south of Webbs Lane and across the field and connect to Charles Polk Rd. and the Rt 13 traffic light.
- Definitely 5c but possibly some thought to concept 2.
- This is the best route as--least impact to wetlands, homes on C. Polk--at least 2 are rental units--fastest route to US 13
- I believe that 5c encompasses what the people desire: would take less valuable land, keep developments intact; and will move traffic away from crowded developments
- Seems to be the best choice for safety of our children, period. Also--it won't develop the kind of traffic onto Governors Avenue that some of the other proposals would.
- Clearly 5c will have the least impact on existing neighborhoods and schools. New Burton Road is already a high traffic road. Does not need more. Webbs Lane and Wyoming Ave. should not be considered under any circumstances.
- 5c is the best choice--least impact on neighborhoods & avoids Webbs Lane & Brecknock Park.
- I prefer 5c--it appears to be the most practical and avoids many of the problems expressed strongly in prior meetings.
- This sees to be 5c to be the least invasive of any you have shown.
- No at grade crossing RR. Go over RR. Keep north of wetlands. Keep north of historic area. Keep north of county park. Concept 5c = BEST.
- I highly recommend 5c.
- I like concept 5c as it keeps the traffic off already congested local streets. The only thing I don't like about this plan is that it displaces the residents in the homes between Charles Polk Road

and Rodney Village Shopping Center. The flyover at US 13 is a good idea along with the connector over to Wyoming Mill Road.

- Of the concepts presented, in my opinion, this one provides the best overall "solution." Specifically I suggest concept 5c including the "Auxiliary Connection" on your illustration. If there was also a multilane link/connector to Wyoming Ave. I think it would be helpful.
- Connector #5c (none other)
- I would like 5c to be the new route. Do not run past Reilly Brown school.
- Concept 5c is the most desirable concept for the West Dover Connector. It avoids Webbs Lane and the W. R. Brown Elem. School. This concept seems to coincide with Senator Still's belief as well as Mayor Speed's commentaries. Prior to the November election, Sen. Still noted to the Mayfair-Crossgates Civic Association that he would withhold funding if the connector exited on Webbs Lane. Two other candidates did likewise-Brian D---- & John McNeal. I would hope that these gentlemen's word would be taken seriously.
- We feel the 5c concept is the most beneficial route of improvement for addressing present and future concerns. We also think US 13 needs an upgrade of service before Saulsbury Rd. is improved.
- I feel strongly that 5c would be the best connector & cause less impact on existing neighborhoods & school. It would relieve much of the traffic on New Burton Road since it is already a high traffic road. Definitely I'm opposed to adding to New Burton & Webbs Lane. No Wyoming Ave. No New Burton Rd. No Webbs Lane. Not near the school
- Concept 5c opens the most land for development (increasing the tax base), while having the least impact to residents, schools, etc.
- Use 5c--secure right of way for western bypass west of Mifflin St. --over Rt 8, reconnect to Rt 15 north of Saulsbury St. (north access to Rt 1)
- 5c is the one I feel would be the best. Does not impact a school and dumps out onto Rt 13.
- With 90% of the students walking to school at Reilly Brown any concept that puts additional traffic on Webbs Lane is unacceptable!!
- Webbs Lane already has a lot of residential traffic if you add commercial traffic on top of residential traffic somebody will get hit by a vehicle. Let's go with 5c & connect so. of Webbs Lane & the residences so. of Webbs Lane.
- Puts traffic west of the railroad--should not have an adverse effect upon our right to live in Mayfair-Crossgates area.
- 5 b and 5c--Relief from current rush hour traffic. No division between Rodney Village/Crossgates/Mayfair. The obvious connector with west of Dover to the south of US 13 without disrupting current businesses and neighborhoods. 5a offers none of these benefits.
- These options do the best job of moving traffic from Saulsbury Rd. to New Burton and/or Rt 13, while minimizing impacts to existing neighborhoods and roads. Do not like Brecknock Park through route option. 1--Leaving roads somewhat congested is a practical way to control growth.
- We feel that this concept offers the most favorable solutions. It has the smallest impact on existing neighborhoods and offers quick, easy access to Rte 13 and US Rt. 1. 5b or 5c would seem to have the least impact on existing streets and neighborhoods. We thank you very much for the workshop and for all the effort put into it. It was very informative and very well presented.
- Thank you for the opportunity to say something about your proposed road. 5c seems to me to be the best choice for the following reasons: 1--With the Connector is west of the railroad additional traffic is not added to New Burton Road. 2--New Burton Road is often difficult to enter during the early morning rush and somewhat frightening to exit in the evening at Blue Beach Road because of the bridge over Puncheon Run when people are going home from work. 3--Additional traffic would not threaten our children crossing Webbs Lane going to and from W. Reilly Brown Elementary School. 4--Parents driving and school buses would be able to enter

and exit the school without the additional danger from increased traffic. 5--We who live in this area would not be subjected to a greater risk of personal injury from an influx of traffic making driving more hazardous than it already is. 6--The increase in traffic on New Burton Road would tend to lower property values in the affected areas encouraging people to move to a more hospitable, safer, quieter, and less threatening environment. 7--As it is now, those of us living in the Mayfair-Crossgates area usually have to wait a long time at the intersection of Governors Avenue and Kesselring to enter the northbound lane of Governors Avenue during the morning rush, therefore I use New Burton Road. 8--New Burton Road would be more difficult to enter in both directions at rush times with a greater flow of traffic even if road were widened and used as the West Dover Connector.

- Options 5b and 5c offer the most to currently existing problems and future situations. They offer the obvious and best solution to a connector west and south of Dover with both US 13 and the Puncheon Run Connector. These options offer the least disruption to businesses south of the intersection of the connector and US 13. These options will divert traffic from the neighborhoods adjacent to S. Governors Avenue, Webbs Lane, New Burton Rd and Wyoming Ave. It should diminish the current rush hour saturation in the southwest quadrant of Dover. Options 5a will dump increased traffic in the Webbs Lane, New Burton Road area to the detriment of Rodney Village, Crossgates-Mayfair, and Sherwood. Any increase of traffic on Webbs Lane brings up obvious "economic justice" issues.
- I believe option 5b or 5c is by far the best choice for a West Dover Connector. Although probably more expensive than the others, it provides the best long term benefits. This option makes good use of available open space which may not be available in years to come and gives us a "new" connector from West Dover to Route 13. This additional road will be essential as new developments are built to the west. This option also protects existing neighborhoods and adds no new traffic to Wyoming Ave, Webbs Lane and New Burton Road. These roads are already dangerous during certain times of the day and will become worse even with the new connector. As for the fourteen or so homes on Charles Polk Road, I believe these homeowners should be compensated or given the option to relocate because of the negative impact this connector would have on their property.
- 5c is a good idea. Does not impact school zone, people's homes and no traffic increase in Webbs Lane area. Long term solution would be concept 5c. Has open land. Quick fix would be Webbs Lane but not really good. Concept 5a, 5b does not make sense because you splitting land in half. Why not keep it as whole piece of land as possible. That's why 5c is a good option. I think bridges over tracks and New Burton is good also and will also need auxiliary connection is also feasible with Concept 5c. Sooner or later we will need this auxiliary connection with Concept 5c. Hoping sooner than later. Going through Brecknock Park is no good. Kids/adults use the facilities there. Also make sure to make it limited access road. No driveways or entrances and exits onto the road making it US 13 all over again. Complete the western loop. Go with concept 5c. You already have Scourborough Road from Rt 1 to Sausbury Rd down to North Street from North Street to US 13. I would pick Concept 5c straight out to Charles Polk Rd and 13 light not Brecknock Park.
- I like 5a - won't overstress Webbs Lane because it connects to B-Park area - keeps the bulk of the traffic out of residential streets.
- I support Concept 5c for it seems to make the most sense. It will affect the least amount of people while providing the greatest benefit.
- The most logical choice is the 5d proposal. It would affect the least amount of people in a negative way, and best serve the surrounding community.
- I believe the only worthwhile option is the concept 5c. It affects the least amount of people, takes people where they need to go quickly, doesn't increase traffic in problem areas and does not affect Reilly Brown Elementary School.

- I support the 5c proposal. It's the only way to go.

Concept 6

- TAKE IT OUT OF TOWN
- This concept or one similar to it would allow traffic access to Rt 13 without pulling it into existing streets and traffic patterns. If growing traffic is a concern pulling it through existing roads doesn't make sense.
- I like it
- May be not enough info
- I would like to avoid bringing additional traffic thru either Webbs Lane or Charles Polk Rd.
- I like it
- I love this one--a little humor here. Seriously--is this the start of a West Dover bypass??
- If you must construct any roads, this is my second recommendation. It should continue on around Wyoming and connect to Rt 13 south of Woodside.
- This is the only concept that makes sense for the long haul (20-50 years). I feel that an eventual endpoint between Wal-Mart and Woodside on Rt 1 ---- the most beneficial choice. A new road connect to Rt 13 near Brecknock Park would also be beneficial. This would maintain the residential character of Webbs Lane and Wyoming Avenue.
- Residents in this concept would be impacted very little. This concept offers future development. Seems cost effective and simple.

Concept 7

- I like it
- 1-less expensive for the state economy. 2-does not impact on traffic & EPA
- I like it but not through park!
- This concept may address with additional facilities the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run. The southern part of this concept may create a barrier for bikes & peds between Rodney Village neighborhoods & Brecknock Park.
- Prefer 7c
- The use of overpasses as shown in Concept #5. These two are the same except for the possible traffic backup if lights are used.

Concept 8

- This concept seems reasonable. The impact would be nominal and less detrimental to the residents and community.

Concept 9

- Because it is most direct & affects the smallest area of land
- If you have to build it, this is probably the best.

Concept 10

- I like it
- I like this concept because it is far away from Crossgates/Mayfair. I'd prefer to have this concept away from Webbs Lane. I have children that attend Brown Elementary.
- I like it
- 1-less expensive for the state economy. 2-does not impact on traffic & EPA
- This concept is very direct and would tie into the existing Puncheon Run by DELTECH.

Concept 11

- I like it
- Least intrusive
- #11 is the best we can be offered.
- I like Concept 11 because I think all we need are improvements to existing road conditions. I very much disagree with concepts 2, 4, 5, 6, 7, 8, 9 due to the fact that there is a school in that area and many (90%) of children at that school (including mine) walk. They are absolutely unacceptable.
- Why not improve existing roads, especially New Burton Rd.

5. Which concepts DON'T you like and why?**Concept 1**

- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.

Concept 2

- Not developed enough in terms of where this road will go once it's over RR.
- This takes traffic onto New Burton Road with no real plan on where they go from there.
- Would just dump traffic into slow residential speed zones & increase cut-throughs. Also infringes most on property owners & churches.
- Doesn't solve problem of connector to 13.
- #2 just increases traffic on New Burton.
- This concept only adds additional traffic to New Burton.
- Dumps traffic too close to my house & local street--we bought a house in a quiet neighborhood and would like it to stay that way!
- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- 2c would put the road through Capitol Baptist Church property--their athletic field and take property that could be used to build a gym.
- I don't like it
- 2a really would be bad, people would come thru Sherwood & that is not good!!!
- Impact on too many homes
- More traffic on New Burton Road which is difficult to enter and safely exit at Blue Beach Road as it is.
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- We feel that 2a, b, & c would do little to improve things. There would be more traffic cutting through Wyoming Ave, Crossgates and Webbs Lane. 2d is a possibility, but is better addressed by Concept #5.
- I think New Burton Road is not an adequate end goal for this project (short-sighted). We really need to connect to the major north/south routes.
- Absolutely not! We do not need traffic dumped near Webbs Lane. School children's safety is more important.
- We are strongly opposed to a connector running through Charles Polk Road. This road ends in a T street and cannot serve any viable purpose for incoming or outgoing traffic because it will be backed up at the light. We'd rather you consider widening Webbs Lane which is an intersection.

- No
- Not good! Just dumps traffic without connecting to 13--just asking for more problems.
- Don't cross New Burton Road, where there is existing housing.
- Any of these would infringe too much on the proposed owners, especially churches. It also leads the traffic into low-speed zones & residential neighborhoods. Unacceptable!

Concept 3

- Traffic near school or dumps too much onto Governors Ave.--not acceptable
- Impact on Webbs Lane
- Problem with Webbs Lane --or trying to go through town. #2 just increases traffic on New Burton.
- I don't like it
- I don't like it
- Impact on too many homes
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- We are strongly opposed to Concept #3. It would result in a large increase in the volume of traffic on Wyoming Ave., including the intersections at Governors Ave and South State St.
- I am very opposed to concept #3. Wyoming Ave already has high traffic volume and backs up about 10 cars at rush hour. At times you can't even get across Governors Ave even after waiting a whole light cycle. The road from Governors to State is short and will back up worse with additional traffic also. Wyoming Ave is a residential avenue. Children walk along it and cross it to go to friends' houses. Even now people speed along it making it less safe so they have to have regular police speed checks & ticketing of drivers. Having more traffic along there would be dangerous. The proposed way of crossing the railroad to Wyoming looks awkward and would cause severe disruption to the existing neighborhoods. I do not think any options along Wyoming Ave would be viable or safe.
- Concept 3 has the advantage of using existing roads and minimizing impacts to neighborhoods and the environment, but as proposed I do not think it works very well, so do not support it. If modified as follows I think it would be a good options: 1--cross railroad & New Burton at grade, with traffic light at New Burton-Wyoming-Connector intersection. 2--Eliminate "new access" road shown on inset map. 3--Upgrade Wyoming Road to 35 mph and improve traffic light timing and intersections at Wyoming and Governors and State streets. This would protect maximum farmland and natural resources, improve Wyoming and help move people from Saulsbury to New Burton &/or Rt 13 via State St.
- As a resident of "Woodbrook" this is my least favorite. In spite of that (illegible). I don't think this concept solves the access to Route 1. An elaborate interchange will be required at the Rt 13 connection. I don't think there is a possible connection to Rt 1 via Roosevelt Ave. At the heart of my concern is that I find it hard to believe that going under the tracks is a real possibility. Water table problems.
- This concept may address (with additional facilities along Puncheon Run) the #1 goals of Dover's Bike-Pedestrian Plan: a bike-ped connection from South Dover neighborhoods to Schutte Park. But it lands too much traffic on Wyoming Avenue which currently is just a neighborhood street.
- OK, I live on Wyoming Avenue but that's not the only reason I am opposed to Concept #3. It does not connect to any major highway! There is a need for an easement connector but Webbs Lane seems the more logical since it would access both Rt. 13 north & south and Puncheon Run to Rt. 1 north & south.
- Serves very little purpose. No need for this.

- Affects too many housing areas.
- No
- This takes traffic straight onto Wyoming which is only 25 mph. The potential for congestion is great, and many of the homes on Wyoming have a hard time getting out of their driveways now. Not good!
- No
- Sends traffic thru residential areas

Concept 4

- I am deeply concerned about the impact of proposals involving Webbs Lane on the neighborhood school W. Reilly Brown. Students from all surrounding neighborhoods walk to school. Their safety, along with the impact of high level traffic noise on the learning environment, are being traded for "opportunities" to please other interest groups.
- Detrimental to children walking to & from school
- Safety of school kids & kids playing on streets in neighborhoods we have enough fools speeding through our neighborhoods trying to beat traffic through Dover. I DON'T WANT THIS AT ALL IN MY BACK YARD!!!
- Impact on Webbs Lane
- Problem with Webbs Lane -- or trying to go through town.
- I don't like it
- Any option utilizing Webbs Lane must be avoided because of the Reilly Brown School. That is our only neighborhood school & using Webbs Lane will totally change the character of the school & community.
- I don't like it
- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- Too much traffic in school & residential area.
- Takes traffic down Webbs Lane and would affect the school.
- I don't like it
- Impact on too many homes
- Please stay away from the elementary school!
- I don't think Webbs Lane or New Burton Rd. should be considered as alternate routes.
- More traffic on New Burton Road which is difficult to enter and safely exit at Blue Beach Road as it is. (8,4) Webbs Lane has W. Reilly Brown Elementary with children at risk with traffic added.
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- I believe Concept #4 is the worst choice for a West Dover Connector. Directing all the traffic from the projected growth in West Dover to a road with an elementary school, two large apartment complexes, and existing problems at the intersections of South Governors Ave and Route 13 makes no sense. We already have problems with cars cutting through our neighborhoods to avoid congestion on Webbs Lane and South Governors Ave. What we need is a new road, a new connector like Concept 5b or 5c. It may cost a little more but we need to build this road now while open land is still available.
- I don't want traffic on Webbs Lane! It's a residential community!
- You have to stay away from this concept old homes, school not safe. This state needs overpasses to stop congestion, cloverleaves etc.

- This concept would not address the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run. The crossing of the railroad is too far south.
- This will be dangerous for W. Reilly Brown School and the neighboring community. We do not want a road, bridge, walkway, bypass, etc., near our children.
- Absolutely not! No more traffic dumped directly onto Webbs Lane. School children's safety is more important.
- Brown Elementary has too many students who walk or are on their own after school to have more traffic than is there now.
- Not in favor--with an existing elementary school, two large apartment complexes and existing private homes I can visualize many safety factors, e.g. children walking to school, residents trying to access Webbs Lane, congestion at the corner of Governors Ave. & US 13. It would create many traffic jams.
- Too much traffic in front of the school.
- Absolutely ridiculous--Jeopardizes the safety of many school children walking to & from school. School buses from other schools pick up and drop off children early in the morning & afternoon to all the apartment complexes on Webbs Lane.
- Absolutely not! Already too much traffic & waiting time from Gov. Ave. to Rt 13--definitely not near W. R. Brown Elementary.
- NO NO NO! too many children too many residences
- This is the least pragmatic of the concepts. At rush hours, already there is not enough space on the last leg of Webbs Lane between Governors and Rt 13 between light changes. Any additional traffic to an already congested road will be a losing concept.
- No
- I do not approve of this concept.
- I do not approve of the impact this will have on Webbs Lane and Governors Ave.
- Sends traffic thru residential areas

Concept 5

- 5a--too close to school with crossover of Webbs Lane.
- Safety of school kids & kids playing on streets in neighborhoods we have enough fools speeding through our neighborhoods trying to beat traffic through Dover. I DON'T WANT THIS AT ALL IN MY BACK YARD!!!
- I don't like it
- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- 1-intrusive to our residences. 2-expensive and traffic headache. 3-just not state friendly idea & is not to the best of the neighborhood.
- Destruction of wetlands & farmland
- It or rather they would take my family's house. The impact of moving would highly bother my mother's health condition--she is elderly and may potentially suffer permanent problems or cause her to succumb to this imposition.
- Please stay away from the elementary school!
- 5 with path through Brecknock Park. Too much impact to forested stream corridor adjacent to Brecknock Park.
- None of these concepts (a, b, or c) addresses the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run. All proposed RR crossings (except perhaps 5a) are too far south to address this need. Also these concepts may create a barrier for bikes & peds between Rodney Village neighborhoods & Brecknock Park.

- Cons: 5a and 5b take out residences. All take out homes on Charles Polk. Kesselring Farm gone. #1 con: it leads to a very congested intersection @ Rt 13 at Rodney Village Shopping Center--(what a mess that would be!) and only connects to Rt 13 north and south. Leave Brecknock untouched, please!
- I oppose this because it will be dangerous for the students at W. Reilly Brown elementary and neighborhoods close by.
- I am a resident at 77 Charles Polk Road and I would be directly affected by the future development of this concept. I don't feel as though me and my family should be forced to move. I understand making progress in our community is essential, but at what cost to our community of young and elderly. Please take into consideration the lives that may be impacted.
- 5a is very bad. If you create a signalized intersection, it will create difficulties for cars turning east onto Webbs Lane from New Burton Road.
- These plans all involve additional new construction and culminate with a new roadway along the current south side of Charles Polk Road, ending in a T-stop at the southern end of Rodney Village Shopping Center, and dumping traffic on to Route 13 either north or south. This is already an extremely dangerous intersection based on the frequency of traffic accidents at that location. No clear plan for handling traffic flow from the shopping center has been provided. In addition, tractor-trailer trucks make deliveries to the south end of the shopping center, currently on Charles Polk Road. They often block traffic flow. The main natural gas line follows Charles Polk Road on the south side of the current street. Also, on the south side of Charles Polk Road near the intersection with Route 13 is a sewerage pumping station and Dover water supply well. The current properties on the south side of Charles Polk Road are considered to be in a flood zone necessitating the purchase of flood insurance. Should the new road follow either of these plans, the challenge of shoring up the new construction next to Isaac Branch would escalate the cost. In addition the consideration of environmental impact on these wetlands is far from minimal. Finally, these plans require the purchase of the 14 properties on the south side of Charles Polk Road. This represents a major cost to the project
- 5 a or b would split farm in half!

Concept 6

- Incomplete
- Doesn't answer problems about cut-through traffic.
- Impact on Webbs Lane
- Problem with Webbs Lane -- or trying to go through town. I don't like it
- #6 is doing WHAT TO WHAT!!
- I don't like it
- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- This does not address the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run.
- What is the point of this? No connection to 13 or 1.
- Serves no useful purpose.
- I'm absolutely against this plan. Destroys too much farmland, wetlands & homes. The idea is to connect West Dover to Rt 13 and Rt 1. This cannot be done without considerable expense. The exit for Rt 1 is at Webbs Lane--not south of Camden.
- Doesn't offer solutions
- Not enough information given for this concept.

Concept 7

- Too many residential homes will be impacted with additional traffic on New Burton Road.

- Leave the open land open
- Impact on Webbs Lane
- I don't like it
- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- 1-intrusive to our residences. 2-expensive and traffic headache. 3-just not state friendly idea & is not to the best of the neighborhood.
- Destruction of wetlands & farmland
- It or rather they would take my family's house. The impact of moving would highly bother my mother's health condition--she is elderly and may potentially suffer permanent problems or cause her to succumb to this imposition.
- Concept 7 would go right thru all of our properties on New Burton Rd. from Garton to Dover--too many properties to buy from owners
- Impact on too many homes
- I don't think Webbs Lane or New Burton Rd. should be considered as alternate routes.
- More traffic on New Burton Road which is difficult to enter and safely exit at Blue Beach Road as it is.
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- I do not approve of this concept.
- I really hate the idea of breaking through Brecknock Park. Anything near the school (Reilly Brown) and tearing across farm land stinks--Could we not bypass using some sort of cloverleaf effect that won't impact too much farmland or decimate housing, agricultural or add to noise pollution?
- This will be dangerous for W. Reilly Brown students and children in the neighborhoods close by.
- I don't want more traffic on Webbs Lane! It is a residential community!
- Con: The concept of connecting to and congestion New Burton Rd is very short-sighted. What's the point of this? To save Kesselring Farm? Not a good enough reason--especially if you are still going to take out the homes at Charles Polk. Again -- the biggest con is the Rt 13 intersection.
- No, puts too much traffic on New Burton Road.
- I am a resident at 77 Charles Polk Road. I do not feel comfortable about taking the residents home on Charles Polk. There are approximately 14 homes that have a history in this close-knit community and would be devastated by the impact.
- Do not approve of this concept at all in any form.
- No
- A crossover at the railroad tracks here would be more of an obstruction to traffic needing to enter or leave the neighborhoods in that area. It would be an eyesore & probably cause more accidents. It also would cause a loss of property (backyards) to the people backing onto New Burton Rd. Not really fair to them.
- No
- I do not approve of the impact this will have on Webbs Lane and Governors Ave.
- These plans all involve additional new construction and culminate with a new roadway along the current south side of Charles Polk Road, ending in a T-stop at the southern end of Rodney Village Shopping Center, and dumping traffic on to Route 13 either north or south. This is already an extremely dangerous intersection based on the frequency of traffic accidents at that location. No clear plan for handling traffic flow from the shopping center has been provided. In addition, tractor-trailer trucks make deliveries to the south end of the shopping center, currently on Charles Polk Road. They often block traffic flow. The main natural gas line follows Charles

Polk Road on the south side of the current street. Also, on the south side of Charles Polk Road near the intersection with Route 13 is a sewerage pumping station and Dover water supply well. The current properties on the south side of Charles Polk Road are considered to be in a flood zone necessitating the purchase of flood insurance. Should the new road follow either of these plans, the challenge of shoring up the new construction next to Isaac Branch would escalate the cost. In addition the consideration of environmental impact on these wetlands is far from minimal. Finally, these plans require the purchase of the 14 properties on the south side of Charles Polk Road. This represents a major cost to the project

Concept 8

- Traffic near school or dumps too much onto Governors Ave.--not acceptable
- Webbs Lane already has too much traffic and joins Rt 13 at an already dangerous intersection.
- Impact on Webbs Lane
- Would create major impact on residential areas adds problem of school.
- Because my children attend Reilly Brown. We walk to school every day. This would have a terrible impact on my neighborhood (Crossgates) as well as the safety of the children at that school.
- I don't like it
- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- Too much traffic in school & residential area.
- Takes traffic down Webbs Lane and would affect the school.
- Impact on too many homes
- Please stay away from the elementary school!
- Takes traffic down Webbs Lane and would affect the school.
- More traffic on New Burton Road which is difficult to enter and safely exit at Blue Beach Road as it is. (8,4) Webbs Lane has W. Reilly Brown Elementary with children at risk with traffic added.
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- This concept would not solve traffic flow from west to east. It would make the most noise pollution. And congest an already crowded area plus the schools.
- Any plan which involves Webbs Lane & Garton Rd will be dangerous for the children attending W. Reilly Brown Elem. A crossover bridge, traffic light, guards, etc., will not work. Those children need to be kept SAFE!
- I don't want more traffic on Webbs Lane! It is a residential community!
- This does not address the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run.
- This concept fails to address the major goal for this project which is to actually connect Rt 15 (Saulsbury Rd) and West Dover to the major highways east and south.
- No--do not want traffic on Webbs Lane.
- No
- Again, this leads through a low speed zone street past a school & residences. Not good.
- No

Concept 9

- Doesn't address cut-through traffic or use Sausbury Road extension.
- Impact on Webbs Lane
- I don't like it

- With all the walkers at W. R. Brown--anything that will bring more traffic to the area is unacceptable!!
- 1-intrusive to our residences. 2-expensive and traffic headache. 3-just not state friendly idea & is not to the best of the neighborhood.
- Destruction of wetlands & farmland
- It or rather they would take my family's house. The impact of moving would highly bother my mother's health condition--she is elderly and may potentially suffer permanent problems or cause her to succumb to this imposition.
- Impact on too many homes
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- This does not address the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run. This concept may also create a barrier for bikes & peds between Rodney Village neighborhoods & Brecknock Park.
- Again, this concept falls short of meeting the need for connection to Rt 8 & Rt 15.
- Serves very little useful purpose.
- I am a current resident of Charles Polk Rd and do not want my house taken. I do not want to be forced to change my home. Please take my comments seriously, and think about the people who will be impacted the most.
- No. This is just another Webbs Lane except farther south.
- These plans all involve additional new construction and culminate with a new roadway along the current south side of Charles Polk Road, ending in a T-stop at the southern end of Rodney Village Shopping Center, and dumping traffic on to Route 13 either north or south. This is already an extremely dangerous intersection based on the frequency of traffic accidents at that location. No clear plan for handling traffic flow from the shopping center has been provided. In addition, tractor-trailer trucks make deliveries to the south end of the shopping center, currently on Charles Polk Road. They often block traffic flow. The main natural gas line follows Charles Polk Road on the south side of the current street. Also, on the south side of Charles Polk Road near the intersection with Route 13 is a sewerage pumping station and Dover water supply well. The current properties on the south side of Charles Polk Road are considered to be in a flood zone necessitating the purchase of flood insurance. Should the new road follow either of these plans, the challenge of shoring up the new construction next to Isaac Branch would escalate the cost. In addition the consideration of environmental impact on these wetlands is far from minimal. Finally, these plans require the purchase of the 14 properties on the south side of Charles Polk Road. This represents a major cost to the project

Concept 10

- Doesn't address cut-through traffic or use Sausbury Road extension.
- Impact on Webbs Lane
- Problem with Webbs Lane - or trying to go through town.
- Impact on too many homes
- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.
- The worst of the concepts. Underpasses in Delaware flood every time it rains. Overpasses yes.
- This does not address the #1 bicycle & pedestrian goal of Dover's bike-ped plan: A bike-ped connection from South Dover neighborhoods to Schutte Park along Puncheon Run.
- FORGET THIS!

- Serves little useful purpose.
- This would cause horrible congestion downtown. No.
- No

Concept 11

- This will not resolve the current rush hour traffic saturation and will exacerbate existing neighborhood access to primary traffic arteries - S. Governors Ave., Webbs Lane, New Burton Rd. and Wyoming Rd.

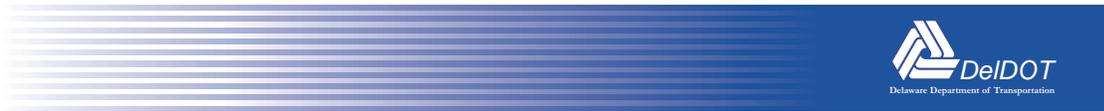
6. What additional ideas not presented tonight should be considered?

- The right-of-way corridor for future development must serve to alleviate traffic in both directions. The entire route needs to be at least 4 lanes from 13 to Saulsbury Road with plenty of access from New Burton Road and other adjoining roads to allow traffic to move from south to north.
- Saulsbury Road is Rt 15. Improve Rt 15 and build a bypass to the west and south of Camden/Wyoming to connect to Rt. 13. This would reduce traffic through Camden/Wyoming and South Dover trying to get to Rt 13 south.
- What speed limits--semi-down shifting noise--what do we get
- If homes in Rodney Village have to be sacrificed for this, the owners should be compensated sufficiently well so that they can purchase a comparable home elsewhere at today's prices. Note--I do not live in Rodney Village!
- Don't do anything to any existing roads
- A possible bypass road, similar to Rt 1 on the east side of town, that would pull traffic west on North St., then south on North to Rt 13 but going around the city itself, thereby possibly even reducing cross through traffic, definitely keep up with protections
- 14 south via North Street, perhaps Hazletville Rd? to south of Camden-Wyoming - a truer West Dover/West Camden bypass which may well be necessary 30 years from now.
- The possible time lines that will be used from start to finish of construction. So people will have some kind of idea of when it will impact them if any of the concepts are done.
- Concept overpass
- Any--or all--of the "concepts" presented are basically feasible. Cost and impacts on Dover must be considered, as well as what effect running traffic thru Dover would have on what quality of life is left in Dover.
- I like concept 10 because it keeps it away from Webbs Lane & Crossgates.
- #11 is the best idea!!
- Would like to see some concepts weeded out and discarded and narrow the choices to a more reasonable amount of information to make a reasonable & effective decision for property owners and traffic.
- Is there going to be any undeveloped areas? I heard nothing about potential "strip malls."
- Make an assessment of traffic over time and how added traffic will affect the safety and value of property in the areas affected.
- To facilitate access to and from New Burton Road for Crossgates-Mayfair-Wedgwood, let's propose a merge lane from Kesselring Avenue onto New Burton Rd., northbound. In conjunction, let's propose a left-turn lane off New Burton Rd. southbound at Blue Beach Drive.

7. General comments

- The future always holds both pros and cons. Change must come but let's try and do the best for all people.
- No. 1--all impact on existing housing areas except No. 1. No. 10 would be the second choice.

- Some of the items under "Here's what we've heard" seem questionable--where did you hear these comments and how many times did you hear each comment? This isn't detailed enough--seems conjectural.
- Very informative and helpful in showing different concepts.
- You don't care about me and my neighbors. I think you're all pawns of developers & my (illegible) will be by moving because the whole area is going to be SLUM when you're done with it.
- Completed by a future Reilly Brown student who will walk to school; this writing reflects his concern and that of his parents for his safety and quality of education!
- Thanks for this opportunity
- If this idea of a connecting road from the west side of town to Rt 13 has been thought of for so long, Rt 1 should have been built on the west side instead of the east side. Planning ahead does work.
- Nothing presented gave estimated costs of the various proposals. Probably a good idea at this point as it would further complicate public opinion. I think public should be willing to pay the price for whatever option we ultimately decide on.
- Good presentation. For me - too much information to digest.
- Great displays
- I believe the gas line shown behind the homes on Charles Polk Road is incorrect. I just had gas run to my home and they connected in the front of my home. The work crew said the rear line (old one) was shut off a while ago.
- What eventually will be done will depend on what costs can be absorbed by the Levy Court & the Legislature and what political repercussions can be tolerated. My personal opinion is that this is eyewash and the decision is already pretty well made.
- It will be an disaster if my neighborhood is affected as well as Reilly Brown. The safety of our children comes first.
- The traffic lights at both ends of Rodney Village are bad enough without more traffic. Our neighborhoods don't need to deal with more traffic!!!
- I am completely upset that we never knew about the proposal, not a mail, no official notification whatsoever. We feel we are being blindsided by this proposal.
- Our district will firmly oppose any effort to run the extension down Webbs Lane. I have had previous discussions about this issue and my views are pretty well known.
- I appreciate the workshop for info.
- Thank you for this information for the area communities.
- A very good visual presentation. Appreciate all those folks that have given their time to this.
- Good presentation--a lot to absorb
- If road does go through farm, would prefer road next to woods.
- Option 9 could be improved to come off of Electric Avenue and curve onto the approach to a railroad bridge over both New Burton Road the railroad having no access at that point.
- The facilitators were helpful and well informed. The graphic displays were clear. The simulated traffic flow model showed the current problems needing resolution, i.e., rush hour at West St., Salisbury Rd., North St., Wyoming Ave. Thank you for this opportunity.



West Dover Connector

Public Workshop No. 3

Wednesday, January 11, 2006
4:00 PM to 7:00 PM

SUMMARY OF COMMENTS

The third public workshop for the West Dover Connector was very well attended; 174 members of the public and 18 Working Group members participated. The spreadsheet used to organize the comments documents 297 comments – some are extensive and others a simple “yes” or “no.”

Of the alternatives retained for detailed study, Alternative 5C received the most support from those people who filled out comment forms. Opinions on Alternative 4 were nearly evenly divided. Alternatives 1, 7C and 7D received more negative than supporting responses. Generally, supporters of alternatives other than 1 cited the need to address traffic problems, recognized that some impacts would be unavoidable and expressed hope that DeIDOT would strive to find ways to avoid or minimize those impacts. Concerns often cited included:

- the potential for impacts on: property including the possible relocation of residents and businesses and the preservation of property values;
- school children attending W. Reily Brown Elementary School;
- addressing traffic issues at the connector’s intersection with US 13;
- bicycle and pedestrian accommodation;
- park access;
- traffic; and,
- traffic noise.

Some proponents of Alternative 1 expressed their belief that no new connector is necessary. Some suggested that localized improvements to existing intersections and roadways would be sufficient to address traffic concerns.

The comments below are organized according to alternative. General comments are listed at the end of this Summary. The comments are verbatim (unless noted at the start of the individual comment) and are repeated when they apply to more than one concept. Comment forms provided an option to list “Likes” and “Dislikes” by alternative; when appropriate the “Likes” and “Dislikes” designations have been preserved. A full spreadsheet with names and addresses (where they were provided) is also available and will be used to enhance the project mailing list.

Alternative 1 (No Build)

- Improve existing roadways-New Burton Road
- Likes: Cheap, Dislikes: Nothing Solved
- Likes: This is the only one that helps, Dislikes: Homeowners

- I'm not really sure we have been "educated" enough on how this choice would impact our area over the next 10, 20, 30 years.
- Likes: Seems OK too Dislikes: the real problem is coming out of Food Lion onto Saulsbury Road
- Likes: The big savings and no hassle
- I wish we could just stick with this one- however with the growth of Dover and no moratorium on building I'm afraid we have to have changes to accommodate traffic patterns in the future.
- Likes: Giant savings and no aggravation Dislikes: None
- Really no option
- Likes: nothing but the lack of construction over time Dislikes: obviously this task force was put together because of a need. Must move forward with something. No action is not an alternative.
- Dislikes: This is not an option. Something needs to be done.
- Likes: This approach serves established neighborhoods
- Likes: Nothing happens Dislikes: Won't work! Future traffic projections
- Need to at least connect over to New Burton Road
- Dislikes: we feel we do need something done- we can hardly get out of our driveway on New Burton Road
- Likes: none total dislikes
- Dislikes: A build to improve the transportation system is a must
- Given the convenient financial state of DeIDOT this alternative becomes more likely every day
- No build is unrealistic with current growth in the area.
- Dislikes: will be outdated before upgrade completed
- Likes: no disruption of any land, Dislikes: need a connector road
- Likes: Nothing
- You have to do something so #1 is not an option
- Not practical
- Likes: lack of environmental impact Dislikes: traffic potential but it is not bad now. Improvement of North Street and road along RR (with light) would be big improvement
- Dislikes: something needs to be done
- Likes: no intersection on any highway Dislikes: traffic continuing to be (illegible) into North Road
- Wish this were an option-but know it isn't
- Not applicable to show any new routes or like [illegible] There will be more problems-heavier traffic in the future.
- Likes: yes
- Likes: Harms the least
- Dislikes: this does not seem like it will help much
- Likes: nothing Dislikes: does not solve current problems and lays the foundation for continued escalation on traffic problems in the future
- Likes: This option makes the most sense if the object is to provide access to South 13. There are other options for North 13 and Rt 1 Scarborough Road
- Not an alternative-we need the roadway
- Likes: none Dislikes: does not solve traffic problem. Must build new roadway
- Likes: none Dislikes: obviously something has to be done
- None of these alternatives solve the problem
- Likes: limited impact to neighborhood
- Likes: leave things as they are

- Likes: the ability to remain as is Dislikes: inability to accommodate growth
- Something needs to be done but what?
- Likes: less impacts to landscape
- Likes: Saves money no impact on neighborhood
- I understand why this is not a viable option
- No build/no progress speaks for itself
- Dislikes: lacks vision and foresight into growth of area- worst of all 5 alternatives (unless the plan is to turn this area into a ghost town)
- A good Idea
- [the only mark on the comment sheet is a circle around No Build]
- (paraphrased) Money would be better spent on improving the appearance of the buildings on Division Street for approximately 6 blocks east of the railroad tracks, and installing a traffic light at the intersection of North and West Streets
- Dislikes: there is no question some action must be taken given the large expansion west of the train tracks
- Likes: it is preferable to using Webbs Lane

Alternative 4 (Kesselring Farm West/Webbs Lane)

- Likes: Nothing, Dislikes: Overloaded Webbs Lane-Gov. Ave & US 13 Signal=LOS FF
- Can't build over RR On going down Webbs Lane have you thought about the children at school Reilly Brown-who walk- Buses cost a lot of money the children also cross the Lane what will you do with them, you can't move the school, there are not enough of them as it is
- Dislikes: Intersection at Webbs + S. Gov Webb +13
- Likes: None Dislikes: Proximity to school, dumping traffic onto one of the deadliest intersections in the state, impact on Webbs Lane properties, & making the street more urban. (Pulling additional traffic from Route 15, West Dover, & new developments)
- Likes: Seems less disruptive to existing families and businesses
- Likes: Keeps through traffic off New Burton Dislikes: High noise traffic, puts community between high noise Route 13 and high noise new traffic pattern generates heavy traffic on Webbs Lane and in front of W. Reilly Brown Traffic problems between Governors Ave and 13 on Webbs Lane, generates more traffic
- Dislikes: will overload school zone
- Likes: addresses the traffic concerns. Looks like it gets you from the north Saulsbury intersection to 13 quicker Dislikes: Intersects too far north on US 13
- Likes: This option takes south-bound traffic to a good cross over intersection on Rt 13. Dislikes: Webbs Lane/So. Gov Ave intersection is already too busy.
- Likes: preserves houses on Charles Polk Road doesn't require removal of Church on New Burton Road Dislikes: Impact on environment
- Appears to work well even though it causes the loop
- Likes: Good option- this would stay away from my front yard and divert traffic off of very busy Garton also Dislikes: please be careful with Garton road-it is very very dangerous right now. Motorists do not stop at the present stop sign, loading north on New Burton Road and create a dangerous driving experience now
- Dislikes: too much traffic for a road with a school on it.
- Dislikes: Traffic would be too much for the grade school on Webbs Lane
- Concern: If Webbs Lane is used-consideration to improve the connector between Gov. Ave and US 13 needs addressed. The AM peak hours show deficiencies in the capacity at both intersections. Perhaps 2 full length left turn lanes going eastbound could be considered.

- Dislikes: School children's safety [illegible] traffic still cuts through neighborhoods
- Likes: Alternative 4 makes the best sense to me, shortest way connecting to Route 1. Too bad we can't have an overpass from West of New Burton Road to Route 1. Dislikes: Route 13 is over burdened as is, we don't need any traffic pouring into Rt 13.
- [Marked as choice #2] Likes: We like that this alternative is to the west of New Burton Road minimizing disruption of traffic with road work.
- Too much disruption of residential area
- Likes: does not involve to many properties to pay
- Dislikes: Use Webb Lane
- Likes: Better than nothing
- Likes: None Dislikes: puts too much Traffic on Webbs Lane
- Dislikes: impacts negatively too many residents
- Likes: best connection to Puncheon Run Connector; less environmental impact on Kesselring farm and Brecknock Park Dislikes: school affected; however pedestrian overpass could be built along with improved sidewalk.
- Likes: seems to be lowest cost Dislikes: doesn't address rapid pass traffic
- Dislikes: using Webbs Lane Corridor because of existing interchanges at Governor's Ave and Rt. 13
- Dislikes: You're too close to hitting grade school children going to the Brown Elementary school. Overpasses are dangerous with history of collapses.
- Likes: Nothing but it is better than 7D Dislikes: Impact on Brown School
- Dislikes: too close to my home Post Blvd.
- Dislikes: Church Property, School property house on both sides not safe for students and residents
- Likes: none Dislikes: school, traffic and 13 bad at Webbs also
- Likes: This is a busy road (Webbs) make this a bigger road. Dislikes: The school-can a new entrance be made
- Dislikes: I don't like traffic so close to Reilly Brown School
- Likes: Makes good use of wide road (Webbs Lane) Originally put into carry traffic to Hwy 13 Cheapest Dislikes: empties too far north
- Likes: this is the best. Uses existing roads Dislikes: displaces homeowners
- Likes: This is the best one of the group. People do not have to lose their homes. This area has Rodney V and some of the homes in this area are middle income. That have the least amount of \$ income
- Likes: addresses the current problem of getting the traffic through SW Dover to Rt 13 and acts as a collector road easily accessed by local residents along Webbs Lane Dislikes: puts too much traffic past school and residential areas. Presents problems for North bound traffic on New Burton Road to access Webbs Lane.
- Dislikes: goes by Reilly Brown
- Dislikes: Webbs Lane US 13 intersection is one of the most dangerous in the State. We cannot allow additional traffic particularly trucks through the school zone.
- Likes: very few Dislikes: a great deal of property would be disturbed or would have to be acquired to make this viable
- Likes #4
- Likes: this is the one that looks the best for improved traffic
- Dislikes: Impact high density neighborhoods, schools, etc.
- Likes: easier to widen road and get access to Hwy 13 Dislikes; concern re children can do an overpass for kids to walk across street

- Dislikes: the school and children
- Likes: nothing Dislikes: impact on neighborhood, in particular Brown School
- Likes: overall looks the best to me.
- Likes: would have to be more fully defined Dislikes: don't like the concept of using an existing roadway that is already committed to use.
- Likes: Needed for growth of area; gives (some) thought to future growth needs after this connector is built Dislikes: short distance between Govs Ave and DuPont Hwy at Webbs Lane- congested already at rush hour
- Dislikes: this land would be better preserved. Maybe a park for the community and kids of neighborhoods
- Likes: I feel option 4 would be the least disruptive to the population of Dover. Traffic problems will be alleviated with the least amount of disruption. The City owns most of the proposed property which would reduce the cost to DeIDOT
- Dislikes: unacceptable; no impact study on Reily Brown Elementary; 50+ families and their properties affected; numerous families with young children live along this route; will not be able to handle real increased traffic flow
- Dislikes: Webbs Lane is a poor choice for the amount of traffic to be carried

Alternative 5C (Kesselring Farm West/ Kesselring Farm East/Charles Polk Road)

- Likes: Because it is not on Webbs Lane, Dislikes: Nothing
- No over RR Charles Polk is too close to Park you don't preserve one by building roads and bridges next to it. The cost of moving all these houses and people.
- Likes: Super
- Likes: My preferred choice if the connector is determined to be built Dislikes: The number of homes impacted-especially the 14 that would have to be acquired by the start
- Likes: nothing Dislikes: Loss of existing homes could cause bottleneck entering Brecknock Park
- Likes: Keeps through traffic off New Burton Dislikes: Puts community between high noise Route 13 and high noise new traffic pattern, generates more traffic, destroys houses
- Likes: This is really the best to address transportation issues... period. Dislikes: upsets a lot of folks in the communities, but in my opinion, we all may need to make some sacrifices for progress.
- This is the best way to handle all existing traffic for the future.
- Likes: Makes the most sense to me. Gets traffic to and from Route 13 with the least disruption to existing roads
- Likes: New Burton Road remains unchanged Dislikes: removes houses on Charles Polk Road. Most impact on environment
- Seems to be the best, even though it takes open land-minimize the amount of land taken for new road. Give a very good price to current owners.
- Likes: a good option for those of us that live on New Burton, would reduce traffic and would not lose any of our front yards for widening of New Burton Road. This we would like the best!
- Likes: This seems good because it will handle a lot of traffic now and in the future. Dislikes: it's not good that it has to go through the farm.
- Likes: This is by far the best option. It would disturb the least properties and traffic flow on busy adjacent streets would not be [illegible]
- [Included city council endorsement of 5C] My reasons for supporting are included in the City Council's resolution.
- [Marked as choice #1] Likes: disrupts existing neighborhoods the least. This alternative stays primarily to the west of New Burton and will not cause traffic congestion during construction.

- 5C is my choice seems most sensible plan
- Likes: Probably best for pending growth Dislikes: the residents of Charles Polk Road will probably not receive a monetary amount to buy equivalent home in same area with out substantial [illegible]
- Likes: should [illegible] lane traffic on S. State St. No more traffic on New Burton Rd.
- Likes: Leave Webbs Lane as a Local Road
- Likes: Would alleviate the worst traffic- New Burton Road is busy enough now
- This is the only alternative that makes sense
- Likes: after looking at alternatives this is [illegible] the most logical solution and provides best support to residential neighborhoods already in place.
- Dislikes: impact on Brecknock Park-noise to Camden neighborhoods adjacent to woods
- Likes: meets most goals Dislikes: not practical for folks in Camden Wyoming
- This would be best
- Likes: the alternative use of existing empty land with little impact on existing roads Dislikes: the loss of homes in the route
- Dislikes: you're too close to wetlands supporting endangered species (i.e. swans) you're too close to a children's park, you're channeling city traffic on to a county road
- Likes: seems to have the least impact on established neighborhoods-like it best
- Dislikes: From Post Road (my home) I would have to go southwest to go north on New Burton
- Likes: It is time to improve new route to reduce heavy traffic. Less eliminating houses. Dislikes: I don't want Webbs Lane to become a heavier route because of growing population.
- Likes: None Dislikes: road too close, ruin Brecknock Park, also traffic on US 13 bad enough at Charles Polk
- Like 5C simply because it seems to have more free land to use which is better, for you to build through roads without have to tear down houses, church etc.
- Dislikes: On/off ramp creates more traffic for Webbs Lane or into Town of Wyoming
- Dislikes: will [illegible] on parkland no matter what the original plans are Empties too far north on Rte 13
- Dislikes: Hopefully the area going through Kesselring fields will have some natural sound barriers for people like me who reside in Wyoming Mills Housing Development
- Likes: Appears to be the least confusion to traffic flow
- I like the fact that not a lot of properties and homes are impacted. I like this one the best.
- Likes: Best one, directly addresses problem of connecting Saulsbury Road to Rt 13 with minimum of intersections or stops. Dislikes: none
- Likes: Least impact on Webbs Lane and School seems like the best way since traffic will reach 13 below Rt 1
- Likes: Better auto traffic flow to connect Saulsbury Road to 13 Dislikes: does nothing to help connect neighborhoods west of RR tracks to Schutte Park-a major goal of Dover Bike Plan
- Likes: This seems to be the most viable option. It keeps additional traffic from New Burton and Webbs Lane.
- Likes: this is the best route for new road
- Likes: It appears this alternative would be the least disruptive.
- Likes: Would probably be the quickest and easiest access to US 13 with some property displacement and likely heavy land acquisition and construction costs
- Dislikes: concerned about environmental impact-wetlands-don't think this alternative solves the problem
- Dislikes #5C

- Likes: This looks like the most feasible alternative. As long as C. Polk road owners are treated fairly, this has the least negatives.
- This works
- Our Number 1 choice Likes: would not take the 10 feet from homes and not affect as many homes that's already there
- Dislikes: impacts high density neighborhoods, access to shopping, access to county park, take large toll on modest income neighborhood
- Likes: less impact to housing, more open area Dislikes: wetlands
- Dislikes: displaces too many families
- Likes: none Dislikes: will have to relocate
- Likes: Eliminates traffic going through the developments east of New Burton Rd
- Likes: best of all the bad options
- Likes: if it has to be built this will have the least impact on existing neighborhoods.
- Dislikes: cuts into farmland, still #2 as far as I am concerned
- Likes: I believe 5C has the best chance/ alternative of moving some of the evil intersection traffic for future.
- Likes: none worthy of note Dislikes: It could be conjectured that there are other routes which would not take out as many houses. Seems to be based on a simplified approach leading to a more cost effective build approach.
- Likes: best option (in my opinion) looks at solving an immediate problem and starts planning for the next growth phase
- Likes: Keeps new road limited access to move traffic faster Dislikes: needs easy access points from current New Burton Rd to new road to allow traffic access from south of Dover access to West Dover
- Dislikes: this land would be better preserved. Maybe a park for the community and kids of neighborhoods
- The re-entry to Route 13 south of Rodney Village Shopping Center is too congested now. How can you logically add more traffic to that portion of Road? You add to an already overloaded area.
- If #1 is not an alternative, and a parallel road to the RR tracks is to be built that 5C appears to be the lesser of the evils.
- Prefer 5C
- recommend alternative 5C
- *[Paraphrased Comments]* DeIDOT should not select a Rodney Village connection option for the following reasons: Charles Polk Road anchors the development; loss of high value homes will negatively impact the community; loss of a high percentage of homeowners would be contrary to the work of other state agencies; homeowners may be unable to find comparable homes with comparable prices in Kent County; impacts will occur to families, veterans, and the elderly; environmental impacts will occur to Isaac Branch, wetlands at Brecknock Park, and existing farmland; a Rodney Village option appears to violate the Livable Delaware Smart Growth Initiative; traffic would enter Route 13 too far north and would impact Route 10; negative impacts would occur to amenities in Brecknock Park; a western bypass around Dover would be a solution, not just a band-aid fix; the connector will add to DeIDOT's financial woes; potential negative impacts have pitted the neighborhoods against each other; consider an option using Webb's Lane
- Likes: less interference with traffic flow; less impacts on private property; no homes currently on this side; prospective property owners will make purchases with full knowledge of impacts

- Dislikes: still affects existing homes; favoritism; these appear to have less value than proposed new housing
- Likes: the only reasonable way to handle the traffic in a safe manner

Alternative 7C (New Burton Road/ Kesselring Farm East/Charles Polk Road)

- Likes: Nothing, Dislikes: New Burton Road too busy at Blue Beach Oak, Bar, etc.
- No over RR
- Likes: This is the one
- Likes: none Dislikes: amount of traffic on New Burton and number of homes impacted
- Likes: nothing Dislikes: Loss of existing homes could cause bottleneck entering Brecknock Park
- Likes: none
- Likes: None Dislikes: puts heavy traffic on New Burton. New Burton is a local road difficult now to get on.
- Likes: pretty much the same as 5C except may get you there a little quicker
- Dislikes: the north end of New Burton is already too busy.
- Dislikes: eliminates church on New Burton Road, increases traffic on New Burton Road, removes houses on Charles Polk Road.
- Likes: only alternative that makes sense Dislikes: ending on Rt. 13 without direct connection to Rt 1 and Wyoming Mills Connector- rather than connector, improve Hazletville east of Mill Road thereby encouraging Wyoming Mill residents to go north to intersection of Hazletville and West Dover Connection, that has benefit of avoiding intersection of auto and farm equipment.
- Dislikes: take out existing homes
- Likes: If you take and pay a fair price for property on New Burton Road would be the only case where we would like this option. Dislikes: If you take our front yard (not much now 10-15') would ruin our home- we would not like to have a new road closer to our front door.
- Dislikes: I don't think that New Burton Road can handle it
- Likes: This is by far the best option. It would disturb the least properties and traffic flow on busy adjacent streets would not be [illegible]
- No
- Dislikes: the residents of Chas Polk Road will probably not receive a monetary amount to buy equivalent home in same area with out substantial [illegible]
- Likes: New outlet to Rt 13-i.e. not use Webb lane Webb Lane as a local road-good
- Likes: no
- Likes: none Dislikes: puts too much traffic on New Burton Road
- Dislikes: Impact on Brecknock Park and noise to neighborhoods adjacent to woods.
- Likes: definitely prefer this option. Meets most needs of both near and far commuters; suggest yes on Wyoming Mill Connector
- Dislikes: use of New Burton Corridor
- Dislikes: leave the old people living on Charles Polk alone. These are county residents who have no desire to live with your city traffic. This is a residential community. How dare you.
- Likes: no Dislikes: New Burton Road impact
- Most Favorable
- Dislikes: I think there is enough traffic on Alt 13 and 13 now. We live in Chapel Croft and trying to cross to 13 without a traffic light. It will be worse.
- Not a good sense future problems
- Likes: None Dislikes: road too close, ruin Brecknock Park, also traffic on US 13 bad enough at Charles Polk
- I also liked 7C in some instance but you have a lot of house school etc.

- Dislikes: Again traffic is dumped on New Burton or can exit onto New Burton- noise and making road busy-creating new traffic into Wyoming
- Dislikes: Looks like road on New Burton takes land off present properties on land across from Rail Road. My property sits next to Dover Building Supply and will take off our frontage. They have a house (built c. 1896), 2 out buildings would prefer not to lose frontage and would prefer not to have additional traffic on New Burton which is currently heavy as it is.
- Likes: If drawings are accurate, may not impact park area Dislikes: empties out too far north on Rt 13
- Too many home impacted
- Dislikes: use of New Burton road leaves option to 'cut through' too tempting. Poor idea for moving traffic efficiently Don't like anything about this one
- Likes: Least impact on Webbs Lane and School seems like the best way since traffic will reach 13 below Rt 1
- Dislikes: increase usage of New Burton Road
- Likes: direct and possibly quick to build Dislikes: high acquisition costs and considerable increase traffic on New Burton Road
- Dislikes: Environmental and wetlands concern-Charles Polk Connection
- Dislikes: impacts high density neighborhoods, access to shopping, access to county park, take large toll on modest income neighborhood
- Likes: none Dislikes: no way to stop people from using existing access to Alt 13 and 13 via established surface streets. Home values on Wyoming Ave, Kenshal and [illegible] area to ramp increased congestion. Will probably take church and its land as well as some homes in Sherwood
- Dislikes: too many homes and families displaced
- Likes: none Dislikes: will have to relocate
- Dislikes: too many people will have to move that were here in early Rodney Village
- [Noted as a ranking value] #3
- Like: If the road were to pass behind existing Delaware State News Building, a shorter route and one which would seem to have less on the existing Kesselring Farm (west) buildings could be fathomed. May not be the best place for the overpass of the RR tracks to be made.
- Likes: Sets up blueprint for growth Dislikes: making New Burton Road a "major" part of the connector-lots of improvements needed before New Burton could handle traffic
- Dislikes: this land would be better preserved. Maybe a park for the community and kids of neighborhoods
- Likes: It stays away from Webbs Lane. Dislikes: too much additional traffic on New Burton
- The re-entry to Route 13 south of Rodney Village Shopping Center is too congested now. How can you logically add more traffic to that portion of Road? You add to an already overloaded area.
- *[Paraphrased Comments]* DeIDOT should not select a Rodney Village connection option for the following reasons: Charles Polk Road anchors the development; loss of high value homes will negatively impact the community; loss of a high percentage of homeowners would be contrary to the work of other state agencies; homeowners may be unable to find comparable homes with comparable prices in Kent County; impacts will occur to families, veterans, and the elderly; environmental impacts will occur to Isaac Branch, wetlands at Brecknock Park, and existing farmland; a Rodney Village option appears to violate the Livable Delaware Smart Growth Initiative; traffic would enter Route 13 too far north and would impact Route 10; negative impacts would occur to amenities in Brecknock Park; a western bypass around Dover would be a solution, not just a band-aid fix; the connector will add to DeIDOT's financial woes; potential

negative impacts have pitted the neighborhoods against each other; consider an option using Webb's Lane

- Dislikes: impact on homes along New Burton Road too great

Alternative 7D (New Burton Road/Webbs Lane)

- No RR This road is highly walked road with school
- Likes: none Dislikes: amount of traffic on New Burton and number of homes impacted and proximity to school and dumping onto one of the most deadly intersections in the state
- Likes: nothing Dislikes: disruptions to existing residents houses, lose front yards and put houses right on the road
- Likes: none
- The fact that the impact on wetlands and streams not affected. I opted for this bad boy.
- Likes: None Dislikes: puts heavy traffic on New Burton. New Burton is a local road difficult now to get on. High noise traffic, puts community between high noise Route 13 and high noise new traffic pattern generates heavy traffic on Webbs Lane and in Front of W. Reilly Brown Traffic problems between Governors Ave and 13 on Webbs Lane, generates more traffic
- Likes: minimal displacement
- [Crossed out]
- Dislikes: the north end of New Burton is already too busy.
- Dislikes: We already have train noise we don't need traffic noise.
- Likes: Using Webbs Lane instead of Charles Polk Road Dislikes: eliminating church on New Burton Lane.
- Dislikes: take out existing homes
- Likes: Same as 7C-after taking to officials it would not seem likely that property on New Burton would be bought after taking approximately 10' of our front yard. Our homes would be ruined if New Burton is widened-stretching into my front yard- we are limited in relevant space at this time and it would be horrible We also could not get a fair price for our home in the future.
- Dislikes: Traffic would be too much for the grade school on Webbs Lane
- Dislikes: School Children
- No Dislikes: will disrupt the area neighborhoods.
- Likes: New Alt Rt 13 i.e. not use Webb Lane-leave Webb Lane as a local road good
- Likes: none Dislikes: Too much traffic on New Burton and Webbs
- Likes: Connection to Puncheon Run better traffic flow overall and lower impact on Brecknock Park area
- Likes: meets most goals Dislikes: not practical for folks in Camden Wyoming
- Dislikes: use of New Burton Corridor and Webbs Lane
- Leave the school children alone and allow them to walk to school safely.
- Likes: No Dislikes: Dislike it more than 4
- I picked 7C [Note-7C comments were negative]
- Dislike: Will be heavy traffic on New Burton and Webbs
- Likes: none Dislikes: school on Webbs and traffic on 13 bad enough
- Likes: best use of existing roads Dislikes: empties too far north on Rte 13
- Likes: none Dislikes: use of New Burton Road leaves option to 'cut through' too tempting. Poor idea for moving traffic efficiently Don't like anything about this one plus use of Webb's Lane bad idea too much traffic past school residential.
- Likes: no Webbs Lane affects school
- Dislikes: Too much additional traffic on Webbs Lane
- Dislikes: increase usage of New Burton Road

- Likes: very few if any Dislikes: a great deal of property would be disturbed or would have to be acquired to make this viable
- Dislikes: because we will not have enough room to park off of New Burton Road. It is very hard to get in our drive way and out on Road.
- Likes: none Dislikes: increased traffic in residential area, church and homes lost in Sherwood. No way to stop people from [illegible] on already established surface streets in family neighborhood, Webbs Lane, Wyoming Ave Etc.
- Okay
- Dislikes: not as good as "4" because it impacts both New Burton and Webbs Lane
- [Noted as a ranking value] #4
- Dislikes: I would not favor using Webbs Lane because it is already in full use for committed purposes which could be disrupted by its use
- Likes: doing something not just accepting the steady state Dislikes: use of New Burton and Webbs Lane as major connectors; short distance on Webbs Lane between Governor's Ave and Dupont Hwy
- Dislikes: this land would be better preserved. Maybe a park for the community and kids of neighborhoods
- Dislikes: impact on homes along New Burton Road too great; unacceptable; no impact study on Reily Brown Elementary; 50+ families and their properties affected; numerous families with young children live along this route; will not be able to handle real increased traffic flow; Webbs Lane is a poor choice
- Dislikes: Webbs Lane is a poor choice

General Comments

- I think you are looking to target RV in this pick I strongly suggest to look at smaller improvements with less moneys spent maybe just widen some of the major road to 2 lanes on 1 side or the other with less homes removals Widen Wyoming Mills A road is needed west of Dover make double lanes on Route 10 going out to MD widen New Burton Road Widen North Street to alleviate traffic problems Businesses don't need the extra land Bridges cost too much Widen West Street before houses are built Why not widen 13 itself to release traffic lots of directions
- As the state relieves traffic from the west towards the south please keep in mind the impact your decision will have on "our" corner of the world. (PS pulling additional traffic from Rt 15 to the connector that adds "insult to injury" on the amount of cars, trucks, etc use those roads in alternatives 4 & 5C.
- If there has to be a parallel road to the railroad and New Burton Road it should be on the Farm side.
- Too early to make any comments
- Firm believer that we have to sacrifice a little history (Past) for the future. Certainly won't satisfy everyone. We need to go forward with traffic safety and efficiency as the first priority then try to minimize impact on people (wetlands etc. aren't a big concern to me)
- Too early to tell-data insufficient or study too long term to make good decisions 15 years too long to make important informed decisions with effective data sets. Past performance in predicting growth and resulting issues not a good foundation. You left out a critical consideration of the impact on existing problems on Saulsbury Road
- Make sure that traffic from Wyoming on New Burton Road has easy access to the connector. When the Connector is finished, traffic from Rt 10 through Wyoming to the connector will increase a great deal.
- Look further west-west of Wyoming- this present project does not serve the residents of Dover.

- Even though 5C and 7C runs through that lovely farmland-try to take the least amount away from the farmland and open areas
- Please take into consideration the dangerous conditions at the Burton Road stop sign-north at the present time. I really do not like any widening of New Burton Road. We are very close to the road at the present. If it were widened and our property was not purchased- we could never sell our property for its value nor live there comfortably in the future
- DELTrac devices need to be included in this build out. Cameras and detection devices will enhance the monitoring and operation of this new corridor.
- If 5C is the final choice special attention needs to be given to providing the area near Brecknock Park accessible to Rodney Village and align the road to support connectivity of B. Park to Schutte Park. Pedestrian and bike friendly.
- Build a Beltway
- Hurry Up
- Do not shift environmental impact of Dover's development needs to residents of Camden
- Go around Camden-coming out below Rt 15
- [commenter would like to learn the comments provided by others attending the workshop, including community, historic, and environmental information] Would like to listen to your interpreter for the deaf. I really appreciate how hard the project team have worked so hard to get it started
- Historic: Our property has 1896 farmhouse on it [1605 New Burton Road]
- Need to concentrate on smooth flow through intersections that the new road intersects. i.e. merging into Rt 13, if you put a traffic light in you'll get massive traffic jams
- These plans seem to reflect a primary concern for auto traffic flow and little concern for human beings-foot traffic, getting children to parks, bike transport. Try to connect Rodney Village neighborhoods with Brecknock Park using crosswalks and a ped. bridge at the old dam.
- As prior civic association office, I sent letters to DeIDOT expressing concerns of additional traffic on New Burton/Webbs Lane. I hope Puncheon Run drainage is given a high priority.
- Since Dover is growing, suggest future plans consider a beltway to provide less disruption later
- None are ideal but some action needs to be takes reasonably soon.
- Should have formal public hearings inviting formal comments
- I believe all options have more dislikes than likes, but I understand that something needs to be done.
- I support any project that decreases traffic on Camden Wyoming Ave. Please build bikeways for those of us who commute
- Very favorable impressed by DeIDOT's effort to involve the community and please accept my sympathy. You know that no choice will please all.
- It has to be said that the Kesselring Farm (not fully defined to my knowledge) is on the National Trust for Preservation list. A statement could be made that the other approaches (routes) would cause fewer homes to be taken.
- What are the land zoning considerations for the new/improved road? Residential Business Industrial What is the long term (30-50 year) planning for major roads in the Dover area? When Rodney Village was first zoned were there long term considerations?
- I feel this land could be better used to preserve for a park, add it to Brecknock Park Tell Mayor Speed and city council-so much for being [illegible] and being park of the working group
- If you go down Charles Polk Road you will be endangering a wetlands habitat. Don't build this rotten, badly designed road here or within 1/8th mile of the City of Dover worst intersections for accidents i.e. Webbs and 13. I have been fighting this for 3 years-what makes you think you'll ever live down putting this road in my backyard?

- South end of road should end south of Super Wal-Mart to fix US 13 Traffic
- *[Paraphrased Comments]* Consideration should be given to the use of the connector to improve the efficacy of the mission of the Dover Air Force Base. Rt 10 would be the most viable highway for this purpose. The scale of the base and importance to the community should make it a primary consideration. Highway traffic from Rt 8 does go to the DAFB. Therefore regardless of the preemptory route to the base and which specific route is chosen, the terminus should include the enhancement of traffic flow to the base.
- *[Paraphrased Comments]* Route 10 is receiving an extra burden from growth in the area. Enhancement of Route 10 traffic East and West through Camden Wyoming should also be given attention.
- Likes: great idea, stick it further south near Wal-Mart where you need it anyway
- Likes: Finally, I don't approve of any of your alternatives. How about routing connector to Route 15 to the south of Super Wal-Mart?
- This project is a waste of money; it would only affect my travel time by about 2 minutes. The price is too high.
- An increase in traffic will have a devastating effect on safety to Reily Brown Elementary and surrounding neighborhoods, especially those opposite the school (Mayfair).
- Public safety is a critical factor – on that basis along Webbs Lane is a poor choice.
- An increase in traffic on Webbs Lane will have a devastating effect on Reily Brown Elementary School traffic
- Public safety is a large factor to be considered – the that basis alone Webbs Lane is a poor choice

West Dover Connector

Public Workshop No. 4

Tuesday, September 28, 2010
4:00 PM to 7:00 PM

SUMMARY OF COMMENTS

The fourth public workshop for the West Dover Connector was very well attended; 190 members of the public and Working Group participated. A total of 42 people completed comment cards about DeIDOT preferred alternative 5C Modified. The spreadsheet was used to organize and document the comments about the 5C Modified alternative. There are 94 comments many of which are detailed responses to questions about public opinions on the alternative.

Attendees who completed the comment cards are divided in terms of their support for 5C Modified. Approximately half of the people who completed the comment cards support 5C Modified or are neutral about the proposed roadway. Supporters tend to like the increased access that the West Dover Connector will bring to the area and believe that it will solve some local traffic problems. In addition, people who support the preferred alternative like the fact that the project incorporates sidewalks and bike lanes. Even people who support the alternative, however, regret that residents will need to be relocated in order to build the Connector. Compared to other alternatives, they acknowledge that 5C Modified minimizes the number of people who will be relocated.

The other half of the people who completed comment cards are opposed to the preferred alternative that was presented. Understandably, neither residents who will be displaced support 5C Modified, nor do people who feel that their property values will be negatively affected. Some people do not believe that traffic congestion will be relieved; on the contrary, they think that congestion will worsen in locations that are already problematic. Some residents fear that people who live along Charles Polk Road will be negatively impacted by traffic on the proposed adjacent roadway. Finally, people are concerned about the impacts to environmental resources in the area such as wetlands and wildlife.

The comments below follow the questions that were asked regarding the DeIDOT preferred alternative 5C Modified. General comments are listed at the end of this Summary. The comments are verbatim (unless noted at the start of the individual comment). A full spreadsheet with names and addresses (where they were provided) is also available and will be used to enhance the project mailing list.

I like the following about Alternative 5C Modified:

- Nothing.
- I believe it could make some of the traffic patterns better.
- The big savings and no hassle.
- Reduces traffic flow on New Burton.
- There is nothing about this plan I like. The people in the community weren't even considered.

- I don't like or dislike the connector but all that traffic meets in that congested area.
- It does not impact my back yard.
- It's the only one of the plans that seems to make sense with regard to flow of traffic, natural preservation and historic preservation.
- 5C is agreeable.
- All okay.
- Least amount of impact to long-term residents within the study area.
- NONE.
- Relief of traffic through residential areas to include John Clark Road.
- I live in West Dover and deal with the congestion often. This alternative will be a welcome addition. Like access to 15 and New Burton Road as well.
- Relief of traffic on North Street to Camden-Wyoming and South Dover supports future growth. Connects areas near Route 8 to Route 13. Increase emergency access travel.
- None, none, none.
- It will free traffic from other directions.
- I continue to support this very important project. The modifications made the choice even better.
- Far and away the best option. Least disturbance, less property acquisition.
- Bring it on. We like it. It will make traffic run smoother.
- Pleased that it is not going up Webbs Lane. 5C seems to disturb the least amount of occupied houses.
- None.
- Bring it on. We like it. Traffic will be better.
- That it may finally be done.
- The bike lane and how it would benefit drivers.
- Bike path to connect kids, bikes, pets to unlimited access to the amenities so we are not penalized by being isolated in Rodney Village when any sound barriers to prevent our enjoyment or safe passage to Brecknock.
- I like that it does not involve Wyoming Avenue.
- Allows a large flow of traffic that would otherwise go through South Dover neighborhoods to be channeled out to Route 13.
- Seems to be the least intrusive of all the alternatives.
- The route (5C Modified) would have the least negative impact for the neighborhood. I am pleased with this plan and am happy with all the effort that has gone into this. It is much better than the other plans.
- Appears to be the best alternative.
- The Saulsbury Road connection might relieve some of the North Street congestion to West Street.
- We have a once in a lifetime opportunity to create Dover's version of Central Park. We must take the Kesselring Farm and make it a park. It will connect the new parkland to the North and South. It will fill the gap and create a single park.
- First I would like to thank all involved for all the hard work and planning that has gone into this project to date. You have done an outstanding job of keeping the public updated and informed. I most liked seeing the sidewalks on both sides of the roadway and sub-entrance and exits. How enjoyable this will be for the public walkers and bicyclists.

I dislike the following about Alternative 5C Modified:

- This plan makes no sense. You should connect to bypass north of Wendy's. Route 13 is already too congested and pouring more traffic onto that road will only cause more problems.
- It will also cause back-ups on Route 13 and the end of the connector that runs into it.
- Doesn't reduce the time it will take me to drive to/from SuperWalmart in Camden.
- Rodney Village residents will have the negative impact of the mess in the end. The safety of our children wasn't a thought in ANYONE'S mind! Making people move, leaving their homes and memories for the sake of a road is very unfair and sad.
- The fact that no other alternative was ever seriously considered.
- We lose our house. The project has kept people on Charles Polk Road in limbo for a very long time. After all, we couldn't sell our houses once they were identified as likely to become a road.
- I live at 1526 John Clark Road and my concerns are the poor drainage and water ponds that form in the field behind my house. It has gotten so large it has flowed through my yard down the driveway to the street in front of my house.
- I notice you were not planning to address the huge water damage problem behind John Clark Road. We've addressed the problem with DNREC. We were told something would be done about the drainage problem when this road is built. You should be aware that adding impervious surface in tandem with the lay of the land is going to add to the problem. Please address this matter now for the sake of the people on John Clark Road. The water is so bad at times it flows over my back yard and out into the street. HELP.
- Traffic mitigation allowing easy and convenient ingress and egress for Rodney Village residents via Charles Polk Road.
- You disrupt wetlands, historic sites, displace people who can't afford to move, inconvenience the rest who can't afford to move. Camden FD said that it would take longer to serve homes in Rodney Village if the connector was built, causing homeowners insurance costs to rise, and lives to be in danger. Too close to elementary school.
- The removal of the homes on Charles Polk Road especially with a poor real estate economy. Will they be paid for what they owe on a mortgage or what today's market considers a 'fair market' value? Also, the close proximity to the homes that back up to the Kesselring Farm from John Clark Road.
- The removal of the homes on Charles Polk Road especially with a poor real estate economy. Will they be paid for what they owe on a mortgage or what today's market considers a 'fair market' value? Also, the close proximity to the homes that back up to the Kesselring Farm from John Clark Road.
- Unfortunate that homes will have to be eliminated. Sounds like it was minimized.
- Impact on preserved agricultural lands, stream and watershed impacts, tree removal and more acres of new pavement.
- Does not provide a shortcut from west side to homes along New Burton Road. Takes away easy access of Rodney Village residents to south side of RV Shopping Center and Route 13. Brings more congestion to intersection of Route 13 and Charles Polk Road which is already bad. It takes away RV residents homes. Displaces others. More destruction of historical Eden Hill property. Time and money wasted.
- None.
- Going to take too damn long for completion.
- Proximity to school, dumping traffic onto one of the deadliest intersections in the state, impact on Webbs Lane properties, and making the street more urban. (Pulling additional traffic from Route 15, West Dover, and new developments.
- That is dumps on an already congested area on Route 13 making Webb's Lane almost impassable. A direct route to Route 1 should have been included.

- Does not solve the problem west of Dover on Route 8 and Mifflin Road. Bypass needs to be west of the new high school. What is going to happen when the high school is built?
- Harm to safe crossing into Brecknock by red bridge.
- Do not like that it limits access to Rodney Village shops and Charles Polk Road. The only other access to Rodney Village shops is off Governor's Avenue. Does not give access to Route 13 North. Shops will fail due to restricted access.
- Displacing people from their homes.
- Coming from Charles Polk Road to connector we have to wait for traffic going east and west to try to cross over. No safety measures being taken at cross over.
- Traffic will back up waiting to get on to Route 13 and people will continue to take my road, John Clark Road, to Webbs Lane to get on Route 13 to avoid the traffic. I have two small children and don't want their chances of getting hit by a car to increase.
- I don't see much needed relief for Wyoming Mill Road to Mifflin Road and the entire North Street from Mifflin to State Street primarily to West Street. No light included for Wyoming Mill and Hazzelville/North Street. Option 7D may improve this more.

I have the following concerns about Alternative 5C Modified:

- Lack of proposed stoplight controls where connector road intersection is to/from New Burton Road. Control/prevent public access off proposed 5C Modified to/from Kesselring Farm parcels.
- All the traffic that will connect with Route 13. Morning traffic is backed up Webbs Lane to Charles Polk Road and further night traffic 4 pm - 6 pm traffic is backed up from Route (illegible) to and at times past Charles Polk Road. How is anyone going to get through that area?
- Let's get moving!
- All bridges go over railroad tracks.
- Keep bridges over all the railroad tracks. This avoids train whistles. Very good!
- Tieman's Salvage Yard (1965 South Dual Highway) Dover, DE is for sale!!
- I feel as though DeIDOT cares more about rich people who have more alternatives such as Scarborough Road. I feel like I've been railroaded by the state into accepting something that is not needed in this area. We already have enough traffic. I guess it really doesn't matter what the resident (READ taxpayer) wants.
- All the traffic that will connect with Route 13. Morning traffic is backed up Webbs Lane to Charles Polk Road and further night traffic 4 pm - 6 pm traffic is backed up from Route (illegible) to and at times past Charles Polk Road. How is anyone going to get through that area?
- The intersection of Saulsbury Road - there are two lanes in front of Kraft. People use the right lane to pass those in the left lane after the light. They barge in front of others and push traffic back so they can get in front. It's dangerous before 8 am. Get rid of the 2nd lane to the right after that light.
- I don't see where this connector would be of any use in getting people to the hospital. Noise level increasing. If it's supposed to relieve so much traffic, why design it with only two lanes? If it needs expansion, then what? If the studies were designed poorly, and don't address the problems as expected, there's a 'bridge to nowhere' that wasted a lot of taxpayer money.
- At 1584 John Clark Road my concern is the standing water from runoff of farm property. How will the drainage system take care of the problem?
- It will be a long time getting underway.
- Noise levels - tractor trailers, cars getting off New Burton Road - Speed - most cars will want to go faster than 35 mph - people trying to pass even though there is no passing - Disturbing the wildlife.
- More traffic, harder to get in Rodney Village and the housing development.

- Put pedestrian bridge over Charles Polk Road by Ollie's for safety. Keep red bridge bike path so my kids can get from home to Charles Polk High and Brecknock on bikes and the Boy Scout property.
- There should be bike lanes in both directions along the entire length of the road (even along Charles Polk Road) and the bike lanes should be separated from the 40+mph auto/truck traffic by a buffer as is the sidewalk.
- Why is traffic being directed to Route 13 instead of Puncheon Run? Traffic already backs up from State Street light to Webbs Lane and Rodney Village light in the evening.
- I live in Crossgates. Rush hour traffic makes exiting the development difficult. The option is to exit the proposed extension onto New Burton Road. Could dump a major increase of traffic on to New Burton Road. Exiting Wedgewood, Rodney Village, Mayfair, Crossgates and Sherwood would then approach impossibility during rush hour. Will this influx of traffic require retrofitting traffic lights along New Burton Road? Would decreasing the speed limit provide relief to local residents?
- What will it do to my property value?
- You are creating another way for East Dover traffic to use (illegible)/North Street to Saulsbury just moving the backups out of sight to the city by moving it west.

I would like to share the following community, environmental or historic information:

- Isaacs Branch is a diverse wetland with a diverse ecosystem. Animals and other inhabitants will be endangered during construction. There is a historical mill near Rodney Village on Brecknock property. Rodney Village is populated by minorities, elderly and others who make, on average, under \$75,000 per year.
- Children play along side Charles Polk Road. Safety for them with the new road must be considered.
- Before the current and original line of Route 13, what route did people use to travel north/south through Dover?
- Why can't they open the old bridge access or create new Charles Polk Road access to Brecknock?

Additional comments/suggestions for the Project Team:

- Webbs Lane is much wider, the houses on the right hand are very cheap, connection to the bypass is closer. A large wall could protect the school property.
- Before you tell a person what you think they need, you should ask them what they really need.
- I spoke with Stephen Sisson on this matter at the 28 September 2010 public meeting. I will contact him again but he is free to contact me or my husband should he need additional information about the water problem.
- There is more open land to go out from Route 15 and to the west. These people do not want to pay tolls - so remove them to encourage bypass use just like you do in New Castle County.
- Does anyone who worked on this project live in any of the communities along New Burton Road? (Mayfair, Crossgates, Rodney Village)? Why not do a Survey Monkey to ask people, not just residents of the impacted area, to ask them what they think.
- Keep access to Brecknock over red bridge by Ollie's for bikes, pets. Keep access to proposed Boy Scout area, reestablish old mill bridge inside Brecknock. Create Charles Polk access ways to safely cross with bikes to Brecknock. Unlimited access from Charles Polk to bike path at Brecknock and even at Boy Scouts public access sections by school.
- Take North Street and make it no left turns on West to State Street Monday-Friday 7 am to 7 pm and enforce it. Not being enforced (illegible). Or make North Street one-way westbound and Lockerman one-way westbound.

A - III: WORKING GROUP MEETING SUMMARIES

Memorandum of Meeting
Working Group

Meeting Date: May 26, 2004
Time: 5:30 PM
Location: Camden Wyoming Fire Hall

NEXT Working Group Meeting
Wednesday, July 14, 2004
5:30 PM
Modern Maturity Center
East Longwood Room
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

Robert Bewick	Crossgates/Mayfair Resident
James Brown	Mayor, Town of Wyoming
Gerald Buckworth	34 th Representative District
Steve Cain	President, Crossgates/Mayfair Homeowner's Association
Zachary Carter	Director, Dover Parks and Recreation
Gloria Chappell	Lincoln Park Resident
Milton Melendez (for Mark Davis)	Department of Agriculture
Jane Kesselring Edwards	Kesselring Property (east of New Burton Road)
Colin Faulkner	Director, Kent County Department of Public Safety
James Galvin	Director, Dover Planning and Inspections
Steve Kitchen (for Darren Harmon)	Kraft Foods
Constance Holland	Director, Office of State Planning Coordination
Claude Marks (for Frank King)	Wyoming Mills Homeowner's Association
Rob McCleary	DeIDOT
Robert Mooney	Mayor, Town of Camden
Jack Papen	Farmer, Major Property Owner
Michael Petit de Mange	Director of Planning Services, Kent County
Ann Rider	Crossgates/Mayfair Resident
Dan Scheller (for Deb Scheller)	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Carl Solberg	Director, Kent County Parks and Recreation
Stephen Speed	Mayor, City of Dover
Ali Stark	Holly Drive Resident
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Craig Wearden	Assistant Principal, W. Reilly Brown Elementary School
John Whitby	Kent County Motor Sales Company
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Tom Miner	Dilsheimer Communities, Inc.
Drew Volturo	Delaware State News

Others in Attendance (Project Team):

Jay Kelley	DeIDOT
Gary Laing	DeIDOT
Ralph Reeb	DeIDOT
Mike Simmons	DeIDOT

Andrew Bing	Kramer & Associates
Chris Fronheiser	DMJM+HARRIS
Erich Hizer	DMJM+HARRIS
Gary Hullfish	DMJM+HARRIS
Mayuresh Khare	DMJM+HARRIS
Robert Kramer	Kramer & Associates
Evio Panichi	DMJM+HARRIS
Marge Quinn	DMJM+HARRIS
Leslie Roche	DMJM+HARRIS
Ed Thomas	Kramer & Associates

The purpose of the meeting was to introduce the West Dover Connector project to the Working Group and hear about new development, demographic projections and existing and future traffic conditions within the study area. The following is a summary of the discussions:

Introductions and Welcome

- Bob Kramer, Meeting Facilitator, called the meeting to order and asked each of the Working Group members to introduce themselves and state the organization, agency, or community they represented. Bob drew Working Group members’ attention to member contact information sheets. One sheet contains information on name, address, affiliation, and contact information for each Working Group member that the project team has on file to date. The other sheet is blank and Working Group members were requested to provide information for a designee to attend in their place, if the need arises. Persons who were attending the meeting as a designee were also requested to complete the second form.
- Mike Simmons, DeIDOT’s Assistant Director, Project Development (South Region), thanked everyone for agreeing to serve on the Working Group. He explained the Working Group’s purpose and role:
 - To provide advice to DeIDOT regarding potential transportation improvements that would connect Saulsbury Road to New Burton Road and possibly Route 13,
 - To assist DeIDOT by providing input, making suggestions, reviewing alternatives, narrowing the range of alternatives, recommending alternatives for detailed study, and recommending preferred alternatives, and
 - To help develop consensus, gain public comment and acceptance.

The Working Group will serve as one element of an extensive public and inter-agency involvement process.

- Mike stressed as representatives of the community, Working Group members understand the area and its transportation needs. This first-hand knowledge is important to the project.
- Mike further explained that when consensus is developed for a transportation improvement, it helps to bring an improvement project to fruition.

Project History

- Ralph Reeb, DeIDOT’s Director of Planning, provided an overview of the state and city involvement in the Eden Hill Farm development and a brief description of the history surrounding the West Dover Connector project.

- Ralph indicated that Eden Hill Farm development and the West Dover Connector are two distinct but related projects, with different goals and processes and that each can proceed without the other.
- Ralph explained that the State and City's involvement in the Eden Hill Farm development was precipitated by the family's decision to sell the farm. The family is allowing them to help shape the future of this important part of Dover. The City and State are working together as partners in the rezoning process, historic preservation, and master planning process.
- Ralph stated that the goals of the Eden Hill Farm development are to preserve open space, the historic buildings, setting and views, to provide additional recreational facilities for area residents, ensure that any development reflects the character of Old Dover, and to preserve the character and quality of life of surrounding communities.
- Ralph explained that a property survey has been completed and for an old parcel this is quite an effort. Currently the State and the City are writing a proposed zoning ordinance to allow for a mixed use neo-traditional development. A more definitive land use plan is being developed in conjunction with this new zoning. This effort will be accomplished during the summer.
- Ralph showed a slide that contained a graphic depicting a very general land use concept plan and indicated that right now, the plan is a "crayon" plan, with a more definitive plan currently under development. The intent is to develop the farm as a mixed-use development containing office, commercial and residential with recreational and open-space areas. The roadway entering the site will extend from Saulsbury Road at North Street, as this is what the Department will require as part of site access. Where and if this roadway connects to adjacent lands and other roadways, is the mission of the West Dover Connector study.
- Ralph explained that ideas for a West Dover Connector have been part of comprehensive and master plans of the City of Dover, Kent County and the Dover/Kent County MPO for a number of years. The state legislature has appropriated funds for the study effort and the planning work has begun, as represented by the formation of the Working Group and the assembly of the project team.

Getting Organized

- Bob Kramer then introduced Jay Kelley, the DeIDOT Project Manager for the West Dover Connector Study. Additionally, Bob drew Working Group members' attention to the project contact card that was on the table in front of each member. The contact card contains the project website address: <http://www.deldot.net/static/projects/wdc/index.html>. Additionally the card contains Jay Kelley's direct phone number and e-mail address. The card also contains the address, e-mail address and telephone numbers for DeIDOT Public Relations.
- Jay Kelley explained that the consulting team is headed by DMJM+HARRIS, a transportation planning and engineering firm. DMJM+HARRIS is supported by Kramer & Associates, as meeting facilitators and for the public involvement aspects of the study. A.D. Marble provides the team with specialized cultural resource and environmental planning expertise. Remline is on the team as the firm responsible for graphic design and production of community outreach materials. Additionally, A-Tech Engineering is on the team providing surveying and mapping capabilities.
- Jay then drew Working Group members' attention to their project binders. For this meeting, the project binder contains today's meeting agenda, the slides of the PowerPoint presentation, and nine different tabs. At each working group meeting, members will receive material to be placed in their binders. Jay urged Working Group members to remember to bring their binders to each meeting.
- Jay explained that Tab 1 contains information on the Working Group. Tab 2 contains information about the project team. Tab 3 provides the study schedule. Tab 4 contains information gathered in the Listening Tour and comments received at the January 22, 2004 Public Workshop. Tab 5 contains the Draft Project Statement that provides background on the purpose of the West Dover

Connector study and the need for the connector roadway. Tab 6 provides information on land use in the study area and vicinity. Tab 7 contains information about the alternatives development and evaluation process. Tab 8 contains draft goals and objectives and Tab 9 contains an “environmental screening” homework assignment for members of the Working Group.

- Jay then turned to a slide that provided a graphic showing the various mechanisms available for the public to provide input to the study and to provide feedback to the project team. The four predominant mechanisms are: contacting Jay, visiting the project website, attending public workshops and contacting DeIDOT Public Relations.
- Jay provided Working Group members with an overview of the study schedule. Jay indicated that Working Group meetings and Public Workshops occur at critical milestones during the technical activities of the project team. The schedule shows that Working Group meetings are expected to occur about every 6 to 8 weeks. The schedule is less definitive after November 2004 and will become more defined as study efforts continue to move forward, agency coordination continues, and public involvement activities occur.
- Jay indicated to Working Group members some important upcoming dates: July 14, 2004 is the next meeting of the Working Group followed by another meeting of the Working Group on September 16, 2004. Presently, the team is looking to hold a Public Workshop in October of 2004.
- Bob Kramer alerted the Working Group members that data collection in the form of field work would begin soon, and that survey crews may be observed in the study area. Bob urged the Working Group to alert their community and colleagues that this work would be occurring.
- Bob Kramer introduced the Working Group guidelines, contained in Tab 1 of the binder, including “How We Treat Each Other”, “How We Make Recommendations”, and “How We Communicate with Those Outside the Group”. Bob requested that members review the guidelines and come to the next meeting with comments.
- Bob then summarized the comments of those interviewed during the Listening Tour, which in addition to all members of the Working Group, included other elected officials, County and municipal staff, members of local interest groups, business owners, and local residents, as well as the comments received at the January 22, 2004 Public Workshop. The comments were organized by issue area to include: the need for and purpose of the road, the location of the road, timing of the road, and neighborhood and community concerns. Bob drew the attention of the Working Group to Tab 4 which contains a list of all persons interviewed in the Listening Tour, a summary of feedback received from the Listening Tour and the Public Workshop and a compilation of all comments received at the Public Workshop.

Development Plans and Proposals for the Project Area

- Bob then indicated to Working Group members that they would be hearing about area development plans from: Jim Galvin, Director, City of Dover Planning and Inspections; Michael Petit de Mange, Director, Kent County Planning Services; Jim Brown, Mayor of Wyoming; and Bob Mooney, Mayor of Camden.
- Jim Galvin explained that there are over 3,000 development parcels on the books in the City of Dover. 2,000 of them are approved and 1,000 are in the approval process. Nottingham Meadows recently received approval at 213 single family units, Enterprise Business Park is growing, and the City is planning a mixture of uses at Eden Hill Farm. Presently, the corporate boundaries of the City of Dover place limitation on the development potential of Dover but there still remain many vacant parcels, underutilized land and redevelopment opportunities. Future growth will generally occur in the north and west regions of the City.
- Michael Petit de Mange indicated that Kent County is looking to provide greater incentives for development to occur within the Kent County growth area. Presently, the greatest incentive is the benefit of public sewer. These development incentives are triggering more development within the

growth area than outside of it. Growth in Kent County is happening at a rapid pace. In 2003, about 6,000 lots were approved compared to 1,600 lots in 1996. Michael wondered how the connector roadway would impact land use and development trends. He indicated that most of the growth in Kent County is occurring north of Dover and south in Magnolia and points west. Kent County is also looking to develop a transfer of development rights ordinance in response to concerns about development occurring outside of the growth area.

- Jim Brown explained that Wyoming recently updated its Comprehensive Plan in January 2004. The town is anticipating growth to the west and annexation of land north along New Burton Road including the Methodist Church property. Currently, there are lands in the western part of the town that are in the agricultural preservation district through 2008. Jim stated that truck traffic volumes are an issue in Wyoming.
- Bob Mooney explained that Camden was the fastest growing town in Kent County south of Dover. The development planned in their seven year master plan was realized within three years. There are 1,045 new homes planned with the current population being 783 persons. Bob relayed the concern that Camden does not want to be subservient to the needs of the City of Dover. The town is concerned about connector traffic coming into the Route 10 and Route 13 intersection.

Purpose and Need for the West Dover Connector

- Bob Kramer thanked the members of the working group for sharing their development plans. Bob then indicated that the meeting would turn to a discussion of data that helps document the need for the connector roadway. He introduced Evio Panichi, DMJM+HARRIS's Project Manager, to talk about the Project Statement and introduce Project Team members.
- Evio Panichi explained that the purpose of the project is to identify traffic problems in the study area and determine the best way for a West Dover Connector concept to address some of those problems. Evio drew the Working Group's attention to the Project Statement contained in Tab 5 of the binder, as well as the Project Team information in Tab 2. Evio introduced Erich Hizer of DMJM+HARRIS to talk about existing traffic conditions.
- Erich Hizer explained the results of a license plate survey conducted in the study area which confirms that cut-through traffic is using many east-west routes in the study area to get to destinations north and south of the study area. He further pointed out that existing heavy vehicle traffic percentages on roads in the study area are higher than the ranges that would typically be expected. Erich also explained that under existing conditions failing levels of service occur at numerous intersections in the study area and some movements at other intersections are also experiencing poor levels of service.
- Bob Kramer introduced Marge Quinn of DMJM+HARRIS to talk about estimates of future growth and traffic.
- Marge Quinn presented adopted forecasts for population, households, and employment which show rapid growth in the area in the next decade. She presented future "pipeline" development (i.e., approved land development, land development under review, and land development under construction). She explained that this development will lead to an estimated 5,040 new PM peak hour vehicle trips in the study area. This estimate of PM peak hour trips is equivalent to the number of PM peak hour trips that would be generated if six discount department stores such as Wal-Mart were located in the study area.
- Marge explained that the estimated new trip data from development as well as estimates for background traffic growth was input into the traffic simulation model for the study to forecast the effect at intersections in the study area. In 2015, the modeling results show level of service failures at key intersections and lengthy queues. She demonstrated these findings at the intersections of West Street and North Street, Wyoming Mill Avenue and North Street, and US 13 and Camden-

Wyoming Avenue. Marge directed the Working Group to the development map in Tab 6 as the basis for the trip generation data.

- Marge explained the modeling results for intersections in the study area in 2030. Twenty-four out of the twenty-five intersections studied would fail in 2030 and queues would be extensive.
- Bob Kramer summarized the presentation data by reiterating that future household and population growth would be primarily focused to the west of Dover, while future employment growth would be primarily focused within Dover as well as to the north and east of the study area. These conditions cause traffic to have to pass through the study area. Bob then opened the question and comment period.

Questions and Comments

- Bob Mooney, Mayor of Camden, asked whether the employment forecasts included the full range of white and blue collar workers the income levels expected? Marge Quinn and Mayuresh Khare of DMJM+HARRIS replied that the model inputs include a full range of employment types (office employment, retail/commercial employment, industrial employment, etc.) as well as income.
- Connie Holland, Director of the Office of State Planning Coordination, gave her opinion that this project is starting on the right foot in terms of having the stakeholders work together.
- Jack Papen, Farmer and Property Owner, asked how the project will solve all of the traffic problems in the study area? Bob Kramer explained that while there are many traffic concerns in the study area, the focus of this project is to determine whether and how a West Dover Connector can begin to address some of the traffic issues in the study area.
- Steve Cain, President of the Crossgates/Mayfair Homeowner's Association, stated his opinion that most of the new population is likely to come from outside the project area. He indicated that the benefits and quality of life which draw people to the area may be affected by the increased population.
- Juanita Wieczorek, Executive Director of the Dover/Kent County MPO, asked why the Queen and North Street intersection is not in the list of studied intersections. Erich Hizer responded that the nearby West Street intersection was included and serves as a reference point for the local area.
- Juanita asked whether the study would examine traffic along US 13. Erich responded that the study would account for traffic on US 13 as appropriate.
- Juanita asked whether the technical data behind the findings could be made available. Erich responded that it would be provided to Juanita and others who may request it.
- Jim Galvin explained that few roads cross the river, and cited on-going development pressure on Division Street. He suggested that these issues may warrant expansion of the study area. Bob Kramer responded that these issues would be examined and a determination would be made as to the need to expand the study area.
- Steve Cain asked whether it would be possible to learn which properties might become available for development during the project study. Bob Kramer responded that it would be up to individual property owners to make known their intentions. At present, Eden Hill Farm and potentially the Kesselring properties may be considered "at play."
- Steve Cain asked if there is a need for a West Dover bypass. Mike Simmons responded that a bypass has been considered by DeIDOT for many years. There may be a regional need for a bypass road at some point in the future. The goal of the West Dover Connector project, and the current opportunity, is to focus on immediate local needs, by examining the need for an extension of Saulsbury Road.
- John Whitby, Kent County Motor Sales Company, stated that if this study doesn't result in an extension of Saulsbury Road to US 13, greater traffic problems will result.

- Carl Solberg, Director of Kent County Parks and Recreation, asked about the communication process for consultants seeking private property access. Rob McCleary responded that property owners will be notified in advance by DeIDOT. Field personnel will have identification.
- Juanita Wiczoreck asked how Norfolk-Southern is involved in this study. Bob Kramer responded that DeIDOT has met with Norfolk-Southern and provided some initial input. Although they indicated no interest in being a member of the Working Group, they will continue to be involved as a stakeholder.

Study Process

- Bob Kramer asked Jay Kelley to explain the study process.
- Jay Kelley explained that the project is presently at the very beginning of the process. The public process and Working Group have been established early and will be on-going. The resource agencies are being brought into the study. The study will develop and evaluate alternatives in the context of public, Working Group, and resource agency involvement. DeIDOT will consider all the information developed in the study and, ultimately, will make the decision as to a preferred alternative.
- Bob Kramer summarized Jay's presentation by stating that the resource agencies are required by law to protect the resources under their charge. The agencies must be satisfied that reasonable effort has been taken to avoid or minimize and mitigate adverse impacts. The No-Build condition is a required alternative that will be carried through the process.

Next Meeting Date and Agenda

- Bob Kramer reminded the Working Group of their homework assignments: review the Working Group Guidelines and Procedures, review the Draft Goals and Objectives, review and provide input on the environmental study area map, and review the Problem Statement.

The next Working Group meeting will be held on **July 14th from 5:30 PM to 8:30 PM at the Modern Maturity Center**, in the **East Longwood Room**. A light dinner will be provided at the meeting. The objectives of the meeting are to: discuss the homework assignments, present natural and built environment information, and work in small groups to begin to formulate conceptual connector road alternatives.

Memorandum of Meeting
Working Group

Meeting Date: July 14, 2004
Time: 5:30 PM
Location: Modern Maturity Center

NEXT Working Group Meeting
Wednesday, September 22, 2004
4:00PM Field Trip; 5:30PM Meeting
Modern Maturity Center
Dupont Ballroom
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

Robert Bewick	Woodbrook Resident
Brian Belcher	Crossgates/Mayfair Resident
James Brown	Mayor, Town of Wyoming
Lori Rigby (for Gerald Buckworth)	34 th Representative District
Steve Cain	President, Crossgates/Mayfair Homeowner's Association
Zachary Carter	Director, Dover Parks and Recreation
Gloria Chappell	Lincoln Park Resident
Randi Pawlowski (for Claudio Consuerga)	Dover First Seventh-Day Adventist Church
Colin Faulkner	Director, Kent County Department of Public Safety
James Galvin	Director, Dover Planning and Inspections
Darren Harmon	Kraft Foods
Constance Holland	Director, Office of State Planning Coordination
James Hutchison	Executive Director, Central Delaware Chamber of Commerce
Frank King	President, Wyoming Mills Homeowner's Association
Milton Melendez	Department of Agriculture
Rob McCleary	DeIDOT Representative
Robert Mooney	Mayor, Town of Camden
Sarah Keifer (for Michael Petit de Mange)	Director of Planning Services, Kent County
Ann Rider	Crossgates/Mayfair Resident
Eugene Ruane	Dover City Councilman - 2 nd District
Robert Sadusky, Sr.	Dover City Councilman- 2 nd District
Deb Scheller	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Sammy Smith	Rodney Village Resident
Carl Solberg	Director, Kent County Parks and Recreation
Stephen Speed	Mayor, City of Dover
Ali Stark	Holly Drive Resident
Douglas Greig (for John Still)	17 th Senatorial District
Donna Stone	32 nd Representative District
Donald Sylvester	President, Rodney Village Homeowner's Association
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Nancy Wagner	31 st Representative District
Craig Wearden	Principal, W. Reilly Brown Elementary School
John Whitby	Kent County Motor Sales Company
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Mary Homes
James Houlett
Claude Marks
Mollie Pritchett
Paula Tawes
Jerry Winchell

Crossgates Resident
New Burton Road Resident
Wyoming Mills Resident
Dover First Seventh-Day Adventist Church
Wyoming Mills Resident
Charles Polk Road Resident

Others in Attendance (Project Team):

Jay Kelley
Gary Laing
Andrew Bing
Joe DiCarlo
Chris Fronheiser
Erich Hizer
Gary Hullfish
Mayuresh Khare
Robert Kramer
Evio Panichi
Marge Quinn
Leslie Roche
Ed Thomas
LeAnn Waletzko

DeIDOT Project Manager
DeIDOT
Kramer & Associates
DMJM+HARRIS
DMJM+HARRIS
DMJM+HARRIS
DMJM+HARRIS
DMJM+HARRIS
Kramer & Associates
DMJM+HARRIS Project Manger
DMJM+HARRIS
DMJM+HARRIS
Kramer & Associates
DMJM+HARRIS

The purpose of the meeting was to provide information about natural and built environmental features in the study area, to review civil engineering features that will be collected in the study and to generate possible ideas for an extension of Saulsbury Road in breakout groups.

Introduction and Welcome

- Robert Kramer, of Kramer & Associates, the meeting facilitator, called the meeting to order at 5:50PM and asked for brief self-introductions of working group members, project team members and members of the public.
- Jay Kelley, the DeIDOT Project Manger, then welcomed all working group members and public observers to the meeting. He stated that Carolann Wicks could not attend the meeting due to other commitments but sends her regards to the working group and is grateful for their participation in the study process. Jay then went on to review the agenda for the meeting.
- As a first item, a follow up of issues raised from the 1st Working Group Meeting was conducted. The first issue discussed was the study area limits. Jay said that the community concerns about cut-through traffic were heard in the Listening Tour and as a result of these community concerns, information on travel patterns was collected in license plate surveys by the project team. The license plate surveys affirmed the cut-through traffic problem. He added that the effort to study and evaluate alternatives for a West Dover Connector (extension of Saulsbury Road) is not anticipated to solve all of Dover’s traffic problems. However, there is a problem with the cut-through traffic and this problem may be addressed if an alternative is advanced. Jay stated that the limits for the study area will be refined, if needed, when alternatives are identified.
- Jay went on to state that data requests can be made and he should be contacted. Additionally, slides, agendas and meeting summaries for working group meetings are posted on the project website and are available for downloading.

- Jay then explained that information regarding DeIDOT's Capital Transportation Program (CTP) for Kent County is available in today's meeting material in front of each working group member in Tab 3. He explained that the CTP has many projects for Kent County and encompasses a period of 6 years from Fiscal Year 2005 to Fiscal Year 2010. The CTP has an allocation of \$165 million for Kent County transportation projects. He noted that Tab 3 contains both a list of projects as well as a map showing the general location of each project and that the West Dover Connector (Saulsbury Road extension) was included in the project listing and map. Bob Kramer asked whether the other projects in the CTP speak to the issues under consideration by the West Dover Connector (Saulsbury Road extension) study. Jay Kelley answered that the other projects in the list do not address the same problems but address different ones and that more specific information on each project in the CTP is available on DeIDOT's website.
- Bob Kramer reviewed the agenda for the meeting and reminded working group members that the agenda items for review of working group guidelines and for the review of the draft goals and objectives were homework for working group members from the first working group meeting. Bob indicated that environmental conditions in the study area would be reviewed by Leslie Roche, of DMJM+HARRIS and that civil engineering features in the study area would be reviewed by Chris Fronheiser from DMJM+HARRIS. He explained that working group members will then convene in small break-out groups and be asked to draw ideas for possible extensions of Saulsbury Road. Bob called the working group's attention to the main question of the study, "Should Saulsbury Road be extended and if so, where should it go?" He further emphasized that the results of this effort will not solve all of the area's transportation problems but an opportunity is present now and if nothing is done, pending development will preclude any extension of Saulsbury Road beyond what is needed for access to the Eden Hill farm development.

Working Group Guidelines

- Bob Kramer provided an overview of the guidelines to establish the framework and control of working group business.
- The first major area covered dealt with how to treat each other in these meetings. Bob stressed the need to be courteous and respectful of each other. He continued by saying that it was his job to take care that all views get heard and considered by the working group. He also requested everyone to come forward to express their opinions, as silence will be interpreted to mean acceptance.
- Next Bob addressed the issue of how recommendations should be made in the meetings. He stated that the Working Group should operate by consensus, if possible and not by constant voting on issues. But when there is no consensus, especially if on a recommendation, the guidelines state that 75% of the members present, a super majority, will be needed for approval. He said that this is a commonly used practice for DeIDOT's community working groups. He also stated that designees can vote for a member except on the final full set of recommendations that the working group makes to DeIDOT. He further explained that these meetings are always open to public but that the meetings are geared to members of the working group. DeIDOT conducts public workshops that are geared to members of the public such as the one held in January and others are planned. Councilman Eugene Ruane asked Bob whether a quorum "of the members present" should be established. Bob Kramer explained that typically a majority of the members needs to be present to constitute a quorum. He further explained that for all but final recommendations, 75% of the members present at a meeting would qualify as super majority for an action item. For final recommendations only, 75% of the entire working group would qualify as super majority. For final recommendations, working group members should either be physically present or can vote through written absentee ballots.

- The last major section of guidelines consists of how the working group should communicate with those outside the working group. Bob explained that DeIDOT makes every attempt to place all the material presented in the working group meetings on the project website within 48 hours. Ann Rider asked whether notices of the meetings are published in newspapers. Bob replied that they were not advertised but information about the time and location of each working group meeting is made be available in advance on the project website. Bob again noted that the working group meetings are structured for the working group process and are not a forum for general public input into the study process. The general public is provided opportunities for input at public workshops and by contacting DeIDOT's Project Manager and DeIDOT's Public Relations office, as listed on the project website.
- Bob explained that there may be time at a working group meeting where we say, we've gone far enough and now the study needs input from the general public and a workshop will be convened. He said that the project team also plans to have meetings with the affected communities.

Draft Project Goals and Objectives

- Bob Kramer stressed the importance of defining goals and objectives of the project as they will be important in developing and evaluating alternatives. He continued by saying that they feed into measures of effectiveness, the parameters that are used to evaluate how well an alternative meets the objectives. He urged the working group members to speak up if there is an issue that is not already covered by one of the objectives.
- Bob indicated that the first goal deals with the development and evaluation of alternatives to connect Saulsbury Road to New Burton Road and possibly to US 13. Douglas Greig asked whether the goal as stated currently, allows room for an alternative that does not necessarily connect to New Burton Road? Eugene Ruane added that a Route 13 connection may be more intrusive in his opinion. Bob Kramer replied that based on what the project team heard from interviews conducted during the Listening Tour, there are some contrasting viewpoints about a US Route 13 connection. Rob McCleary indicated that the team showed problems with cut-through traffic and any connections made will determine what problems get solved. Donna Stone said she believes that the word "possibly" in the goal leaves the question of a connection to US Route 13 open ended and that it may be ultimately answered by the study. Bob replied saying that tradeoffs will have to be made as cut-through problems will still exist if a connection is not made to US Route 13, since so much traffic is trying to get to US Route 13. If the connection is terminated at New Burton Road, the cut-through traffic problem will continue. Janice Sibbald wanted to know why only connections east towards New Burton are being considered and why not west, over to Wyoming Mill Road? Bob answered that traffic patterns show that there is a need to get into Dover and onto US Route 13. Additionally, the history of project has spoken to making a connection to New Burton Road. Rob McCleary added that at this point the team is not ruling out any alternatives in terms of which roads to include a connection to.
- Janice Sibbald also asked whether a "no-build" is an alternative, meaning that any Saulsbury Road extension could end in the Eden Hill farm development? To this Bob Kramer replied that the no-build is always an alternative that must be considered and can even be the preferred alternative of the working group. However, the working group's charge is not a discussion of the layout and design of the internal road system of Eden Hill Farm but instead is, "Should Saulsbury Road be extended and if so, where should it go?" Eugene Ruane asked whether the goal should be changed by leaving off the "connect Saulsbury Road with New Burton Road and possibly US 13" part. Bob Kramer indicated the group should take a vote as to whether or not to amend the goal. The vote resulted in 12 members opposing the amendment and 17 favoring it. Thus the vote was in favor of changing the language of Goal #1 to state: "Improve the transportation system on the west

side of the City of Dover to better accommodate north-south travel movements by developing and evaluating alternatives to extend Saulsbury Road”. Bob Kramer explained that the focus of the project was at the end of Saulsbury Road and the project does not aim to solve all the north-south travel problems in West Dover area. Steve Cain expressed the view that any extension will bring traffic into neighborhoods.

- There were no comments on Goal #2
- Next a list of objectives was discussed by Bob. The objectives address issues pertaining to mobility, congestion and access, safety, land use planning, economic growth and development, environment, aesthetics and public outreach.
- Regarding the objectives for mobility/congestion/access, Janice Sibbald asked why there is only a reference to the west side of Dover – is there not a similar concern about the south side? Rob McLeary suggested that the objectives be modified to add the south side. Juanita Wieczoreck stated that the first objective under mobility/access/congestion should be changed from “providing improved travel options on the west side of the City of Dover” to “providing improved travel options between the south and west sides of the City of Dover.” Given consensus from the working group, Bob Kramer noted that all these changes will be made. Steve Cain asked whether the local streets should be listed in the last objective. Bob responded that it would not be a good idea as it could offend someone if one or more local street names were not listed. Carl Solberg wondered if “recreational” travel should be specifically mentioned in the access/mobility/congestion objectives but the group felt that the references to parks and neighborhoods was adequate enough and the references to “travel” in these objectives readily encompass recreational travel as well as non-recreational travel. Connie Holland stated that the working group should attempt to move ahead with the objectives, because adding overly specific language may put the group into a box and that it is more important to think of the larger picture at play here.
- The first draft objective under safety issues was to “maintain safety of all travelers.” Eugene Ruane suggested “improve” to be added, such that the objective becomes “maintain and improve safety of all travelers.” The group was not in favor of this change.
- One of the draft objectives under land use planning, economic growth and development is “maximize the compatibility of proposed transportation improvements with the comprehensive plans of Dover, Wyoming, Camden and Kent County.” Eugene Ruane asked whether this objective should allude to consulting the transportation plans and policies of the MPO as well? Bob Kramer indicated this change would be made to the objective.
- Under the objectives for the environment, Eugene Ruane wondered if noise should be specifically mentioned. The response from the project team was that noise is included in the assessment of adverse impacts.
- There were no comments on the objectives that pertain to aesthetics
- There were no comments on the objectives that pertain to public outreach. However, Bob indicated that the last bullet referencing consistency with plans be modified to reflect previously agreed upon edits.
- Bob Kramer indicated that the project team will make these changes to the goals and objectives and bring them back to working group members at their next meeting.

Environmental Consultation and Environmental Features

- Leslie Roche from DMJM+HARRIS provided an overview of the effort already undertaken for environmental screening analysis and requested inputs from the Working Group members and public to help continue with this effort. She continued by explaining the goals of the environmental screening task, followed by information about the environmental study area and finally explained in

detail the tasks involved in the environmental screening process including data collection, environmental inventory mapping and alternatives screening.

- Leslie presented the Environmental Study Area Map and explained that the geographic area was identified to encompass all potential environmental areas of concern and was somewhat larger than the traffic study area. She explained that this was done to take into consideration the headwaters of the Puncheon Run at the request of the Army Corps of Engineers who maintain jurisdiction over waterways in the study area.
- Leslie next explained the data collection effort. She said that environmental data such as waterways, wetlands, floodplains, rare, threatened and endangered species and soils were collected from a full range of federal, state and local agencies and the effort will continue. She also requested information and inputs from the working group members as well as the public about environmental features and issues.
- Maps representing the environmental data collected were briefly presented by Leslie. She explained that Puncheon Run and Isaac Branch were two waterways in the study area and that they drain into St. Jones River. She also explained that knowing the location and extent of wetlands and floodplains as seen in the map was important in accessing the permitability of an alternative.
- Leslie explained that there are two rare fishes that are known to occur in the St. Jones River and may also occur in Puncheon Run and/or Isaac Branch. Additionally, the red-headed woodpecker and black vultures have been sighted in Brecknock Park.
- Based on the soil data collected, Leslie explained that virtually all soils in the study area are designated either as Prime Farmland soils or soils of Statewide Importance, indicating soils ideal for food production.
- A Community Facilities Map was also presented showing locations of public schools, fire and police stations, Kent General Hospital and libraries.
- Leslie explained that as seen in the Planning Information Map based on Delaware's Strategies for Policy and Spending document, the majority of the study area is encompassed by either community or secondary strategy areas. She further explained that overall, the state strategies in the study area are geared toward meeting existing community needs and managing growth.
- Leslie explained that the Land Use Map showed that residential and developed areas are located primarily to the east of New Burton Road and rural areas are primarily located west of New Burton Road.
- Leslie next discussed demographic characteristics of the study area including minority populations and low income households. She explained that based on 2000 Census data the minority population in the study area is primarily African American. The share of minority population in the study area is greater than that of Kent County but less than that of the City of Dover. Also based on 2000 Census data, the share of low income households in the study area is approximately equal to that of Kent County and the City of Dover. Based on the statistical information from the Census, Leslie stated that the study area is a diverse community and that the project team will be seeking meaningful involvement of all neighborhoods so that no group bears a disproportionate share of the negative consequences of any transportation improvement project. She asserted that the study effort will seek out and facilitate involvement throughout the community, provide opportunity for participation and consider the concerns of all participants.
- Next, maps showing information about agricultural easements and districts and water supply wells, well-head protection areas, and recharge areas were presented. Based on the maps, Leslie said that most of the study area has fair to excellent ability to absorb water and ultimately replenish the groundwater.
- A map showing historic and archeological sites was presented in order to draw awareness to such sites so that any alternatives developed could strive to avoid impacting such sites.

- Next Leslie presented a map showing sites of potential contamination concerns. She emphasized the fact that these sites are not necessarily sites where contamination exists. She explained that most of these sites are places where material that is hazardous or has the potential to be contaminated is used, stored, handled and disposed of as part of the normal course of business. She stated that when alternatives are developed, additional research will be preformed to determine if any sites of concern have known contamination.
- Discussing air quality issues in the study area, Leslie stated that Kent County as a whole is classified by the USEPA as “nonattainment for ozone”. This means that the county does not meet the National Ambient Air Quality Standards for ozone. She explained that roadway projects can advance if they are examined in aggregate on a regional basis to ensure that the region will meet state air quality goals. This process is undertaken by the Dover/Kent Metropolitan Planning Organization, culminating in their Transportation Improvement Program (TIP). Leslie stated that the currently adopted TIP includes the West Dover Connector as a concept planning project.
- Leslie explained that the array of environmental data that was presented will be used in developing and shaping alternatives, identifying flaws, assessing permitability and refining alternatives to avoid or minimize environmental impacts. She then presented a map depicting key environmental and engineering constraints based on work to date that would be available in a very large scale for use in the breakout session.
- Leslie concluded her presentation by requesting working group members to provide their input on environmental issues that they know of in the study area.
- Discussion on the presentation followed. Ann Rider wanted to know whether private schools were included in the schools data shown. Chris Fronheizer replied that the project team is continuing its efforts in identifying school locations and the breakout session map has the location of the Capitol Baptist Christian School. Connie Holland stated that in regard to air quality, that during the land development process, we do have the opportunity to address issues associated with walkability. This process is the best way to address these types of concerns. Eugene Ruane commented on the issue of run-off and flooding by Puncheon Run as many homes currently get inundated and others are threatened with inundation. He asked whether the team is studying aggregate run-off from other improvements and what would be the strategy to address this? Leslie Roche replied that there is awareness that flooding is an issue in the area and currently information is being collected about it. She added that DNREC will not allow DeIDOT or developers to make an existing flooding issue worse. Leslie explained that the project is in the planning phase and the issue of drainage would be addressed in the design phase. Jay Kelley stated that a 1986 study on flooding was pulled from DeIDOT records and is available. He further stated that any project must address run-off from its own facility. Further, a transportation project can not add to an existing problem. On the development side, Jay indicated that site planners for developers must address run-off and flooding in the site planning process and the development can not add to a flooding problem. Jay Kelley indicated that in addition to the issue of the quantity of run-off, run-off quality is another issue that must also be addressed. Treatment options must be identified and addressed. Rob McLeary stated that ample data are available for analysis purposes when the design process is initiated.

Engineering Features

- Leslie Roche introduced Chris Fronheiser from DMJM+HARRIS to discuss the engineering features of the study area. Chris said that the initial step in this effort was documenting the characteristics of primary roadways in the area including number of lanes, presence of shoulders and/or sidewalks, etc. Also, larger existing structures such as bridges, underpasses and culverts in the study area were inventoried.

- Next Chris briefly discussed the issue of Norfolk- Southern Railroad (NSRR) in the study area. He said that this railroad was one of the most important physical features within the study area and an initial assessment through identification of physical and operational features such as location of spurs and sidings and active at-grade crossings has commenced. He stated that the NSRR will become a very active partner as alternatives are developed.
- Chris also explained that an inventory of utilities in the study area through visual field study was conducted. The utilities inventoried include overhead utilities such as transmission lines along NSRR/New Burton Road and North Street and underground utilities such as natural gas mains, water and sewer lines and fiber optics lines. He concluded his presentation by explaining that the utilities locations could pose challenges in determining the schedule and cost of the project and thus, ways to minimize impacts to such facilities would be considered.

Break-Out Groups: Existing Traffic Problems

- In preparation for the break-out groups, Bob Kramer reviewed with working group members the pertinent findings regarding the current traffic problems identified in the study area: significant cut-through traffic that is seeking ways to access US Route 13 and problematic performance of selected intersections in the study area. Working group members were urged to keep these problems in mind when brainstorming ideas for alternatives. Additionally, Bob reminded the group of the particular question at hand: “Should Saulsbury Road be extended and if so, where should it go?”

Ideas for Alternatives – Break-Out Groups

- Bob Kramer introduced the purpose of break-out groups: to brainstorm ideas for West Dover Connector alternatives. Bob indicated that first half of the break-out group session will be devoted to bringing out ideas from each group member individually and those ideas will be marked on a large study area base map using color markers. The second half of the break-out group session would be used to have a collective discussion within each group about the pros and cons related to each idea put forward on the base map. Additionally, Bob asked the group members to provide input regarding questions that need to be answered or information that needs to be gathered relative to the ideas put forth. Bob also conveyed that the last 5 minutes of the break-out group sessions will be used to summarize the discussion related to each suggested idea.
- Bob Kramer introduced Andrew Bing who announced the group members assigned to each of the six break-out groups, and the facilitator and recorder for each group.

The following matrix shows the information discussed in each breakout group.

Group	Ideas Generated by Breakout Group	Pros/Advantages Discussed by Breakout Group	Cons/Disadvantages Discussed by Breakout Group	Info. Required Related to the Idea
<p>Group # 1</p> <p>Members: Sarah Keifer (designee for Michael Petit de Mange) Rob McCleary Eugene Ruane Donald Sylvester Frank King</p> <p>Facilitator: Evio Panichi</p> <p>Recorder: Leslie Roche</p>	Idea # 1: No extension (No Build)	- No new impacts	- Does not address traffic problems	-
	Idea # 2: Connect only to New Burton Road	- Lowest cost - Gets traffic onto New Burton Road; could address north /west intersection problems - Access to New Burton Road with a grade separated crossing - Improves response time for emergency vehicles	- Close to residential developments (visual, noise impacts) - Direct impact to school - Does not address cut-through problem	-
	Idea # 3: Extension to Wyoming Avenue	- Low cost - Shortest connection - Gets to US 13 via State Street	- Residential impacts - Proximity to church - May or may not have connection to New Burton Road	-
	Idea # 4: Parallel to New Burton Road on west side of the track; cross New Burton Road at Webbs Lane plus connection to Wyoming Mill Road	- Connection to US 13 and Puncheon Run Connector - Connection to Rt. 15	- Proximity to school; walking school children safety - Residential community impacts	- How many lanes on Webbs? - How to grade separate pedestrian crossing at school?
	Idea # 5: Parallel to New Burton road on west side of tracks; tie into Wyoming Mill Road	- No neighborhood impacts - Bypass North Street and Wyoming Mill intersection - Existing SR15	- Extra traffic through Wyoming and Camden	-
	Idea # 6: Parallel to New Burton Road on west side of the track; cross Kesselring property to tie in with Charles Polk Road plus connection to Wyoming Mill Road	- Least community impacts (except Charles Polk Road) - Connection to New Burton Road - Connection to SR15	- Impact to Charles Polk Road neighborhood	-
	Idea # 7: Cross New Burton Road at Garton Road; T-junction stop at Webbs Lane	-	- T-stop; not a free flowing movement at Webbs Ln. - Long bridge over railroad and New Burton Road	-

Group	Ideas Generated by Breakout Group	Pros/Advantages Discussed by Breakout Group	Cons/Disadvantages Discussed by Breakout Group	Info. Required Related to the Idea
<p>Group # 2</p> <p>Members: Gloria Chappell Milton Melendez Ali Stark Doris Kesselring Taylor Craig Wearden</p> <p>Facilitator: Marge Quinn</p> <p>Recorder: Joe DiCarlo</p>	Idea # 1: Connection to Wyoming Avenue	<ul style="list-style-type: none"> - Wyoming Avenue is a wide street - Short and direct connection - Does not cross Puncheon Run - Minimizes flooding - Eliminates congestion at North Street and West Street intersection 	<ul style="list-style-type: none"> - Negative impacts to Wyoming Avenue residents 	-
	Idea # 2: West of New Burton Road and tracks; come out on Webbs Ln.	<ul style="list-style-type: none"> - Scenic - Takes through traffic away from neighborhoods and goes directly to US13 - Provide direct access to SR1 via Puncheon Run Connector 	<ul style="list-style-type: none"> - Needs long bridge crossing Puncheon Run and railroad - Chops up development area 	-
	Idea # 3: Widening of North Street east of Saulsbury Road intersection or provide a road parallel to North street within this section.	<ul style="list-style-type: none"> - It's clean; no existing development on one side - Minimizes impacts to existing residential developments 	<ul style="list-style-type: none"> - Would need an overpass at West Street - May be an at-grade crossing - Would impact planned community 	- What is designated for parks, housing and industrial development?
	Idea # 4: Parallel to New Burton Road on west side of the track; cross Kesselring property to tie in with Charles Polk Road	<ul style="list-style-type: none"> - Less impact to residential development - Does not bisect park - Could work in a greenway option; would increase park area - Keeps traffic away from school 	<ul style="list-style-type: none"> - Impacts farms - Crosses Puncheon Run - Charles Polk Road is not wide - Charles Polk is a part of existing subdivision; impacts some residential development 	-
	Idea # 5: Extend only up to New Burton Road	<ul style="list-style-type: none"> - Travelers will use the grid of streets available between New Burton Road and US 13 as they are doing now 	<ul style="list-style-type: none"> - Traffic would need to sort through neighborhoods; does not address cut-through traffic - People need to get to US 13 - Connection would be above access to Rt.1 (Puncheon Run Connector) 	-

Group	Ideas Generated by Breakout Group	Pros/Advantages Discussed by Breakout Group	Cons/Disadvantages Discussed by Breakout Group	Info. Required Related to the Idea
<p>Group # 3</p> <p>Members: Robert "Dick" Bewick James Brown Lori Rigby (designee for Gerald Buckworth) Steve Cain Robert Mooney</p> <p>Facilitator: Erich Hizer</p> <p>Recorder: Gary Laing</p>	Idea # 1: No extension (No Build)	-	-	-
	Idea # 2: Parallel to New Burton Road on west side of the track, connect with Wyoming Mill Road and cross railroad to tie into Webbs Lane	<ul style="list-style-type: none"> - Take advantage of open land - Keeps traffic out of build-up areas - Keeps connection north of Camden and Wyoming - Gives better access to New Burton Road 	<ul style="list-style-type: none"> - Community does not want increased traffic, especially trucks, on Webbs Lane 	-
	Idea # 3: Parallel to New Burton Road on west side of the track, connect with Wyoming Mill Road and cross railroad to tie into Charles Polk Road	<ul style="list-style-type: none"> - Take advantage of open land - Keeps traffic out of build-up areas - Keeps connection north of Camden and Wyoming - Gives better access to New Burton Road 	-	-
Group	Ideas Generated by Breakout Group	Pros/Advantages Discussed by Breakout Group	Cons/Disadvantages Discussed by Breakout Group	Info. Required Related to the Idea
<p>Group # 4</p> <p>Members: Brian Belcher Connie Holland Deb Scheller Steve Speed Doug Greig (designee for John Still)</p> <p>Facilitator: Ed Thomas</p> <p>Recorder: Gary Hullfish</p>	<p>Idea # 1: Parallel to New Burton road on the west side of the track and over railroad/New Burton to tie in with Charles Polk Road</p> <p>Option 1: Through Kesselring Property Option 2: Via Garton Lane and then through Kesselring Property</p> <p>Must have a "free flowing connection from new road south to New Burton and from north on New Burton to new road"</p>	<ul style="list-style-type: none"> - Reduces congestion at Wyoming Mill and North Street intersections - Minimizes impacts to farmlands depending on the option 	<ul style="list-style-type: none"> - Uses more agricultural land depending on the option - Impacts to Charles Polk Road Residents - Impacts school bus lanes on Webbs Lane - Impacts Ace Hardware Store 	<ul style="list-style-type: none"> - Investigate impacts to US 13 - Investigate impacts to Kesselring Farm - Investigate impacts to agricultural land and trees - Ease of movement
	Idea # 2 : Realignment of Wyoming Mill Road at Hazletville Road / North Street	-	-	-

Group	Ideas Generated by Breakout Group	Pros/Advantages Discussed by Breakout Group	Cons/Disadvantages Discussed by Breakout Group	Info. Required Related to the Idea
<p>Group # 5</p> <p>Members: Zachary Carter Ann Rider Sammy Smith Donna Stone John Whitby</p> <p>Facilitator: Andrew Bing</p> <p>Recorder: Mayuresh Khare</p>	<p>Idea # 1: Under or overpass connection to New Burton Road. Continue on New Burton road and then provide connection to US13 through Kesselring property and Brecknock Park</p> <p>Idea # 2: Like Idea # 1 except connection to US 13 via Charles Polk Road</p>	<ul style="list-style-type: none"> - Existing communities can access the connector - Option uses existing roadway (New Burton Road) - Provides connection to US13 - Minimizes impacts on existing developments 	<ul style="list-style-type: none"> - New Burton Road is a local access road. Option adds more traffic. - Changes nature of local road traffic along New Burton Road - Impacts environmental features like wetlands and farmlands 	<ul style="list-style-type: none"> - How the connector road would be connected to New Burton Road
	<p>Idea # 3: Parallel to New Burton Road on west side of the track; cross Kesselring property to tie in with Charles Polk Road</p>	<ul style="list-style-type: none"> - Less intrusive alternative - Remaining pros same as Idea 1 	<ul style="list-style-type: none"> - More impacts to wetlands and farmlands - Restrict the access for local communities - Brings more traffic to US 13 	<ul style="list-style-type: none"> - Traffic impact information for study area roadways
	<p>Idea # 4: Accessing US 13 around Camden and Wyoming Towns</p>	<ul style="list-style-type: none"> - Minimizes impacts on existing developments 	<ul style="list-style-type: none"> - More impacts to wetlands and farmlands - Not useful to existing communities - Cut through traffic will still remain for northeast destinations 	<p>-</p>
	<p>Idea # 5: Wyoming Mill Road to US 13 connection through Kesselring properties</p>	<ul style="list-style-type: none"> - Avoids/minimizes congestion on Camden-Wyoming Avenue 	<ul style="list-style-type: none"> - Would not eliminate cut through traffic between New Burton Road and US 13 north of Webbs Lane - Traffic problems will remain at the intersections along North Street - Impacts environmental features like wetlands and farmland - Impacts Charles Polk Road residents 	<p>-</p>

Group	Ideas Generated by Breakout Group	Pros/Advantages Discussed by Breakout Group	Cons/Disadvantages Discussed by Breakout Group	Info. Required Related to the Idea
<p>Group # 6</p> <p>Members: Randi Pawlowski (designee for Claudio Consuegra) Colin Faulkner Darren Harmon Robert Sadusky Janice Sibbald Carl Solberg</p> <p>Facilitator: Chris Fronheiser</p> <p>Recorder: LeAnn Waletzko</p>	Idea # 1: Multiple connections to Wyoming Avenue, Wyoming Mill Road and Charles Polk Road	<ul style="list-style-type: none"> - Avoids cutting farm fields - Avoids more wetland and upland forest areas - Landowner currently selling property (where alignment crosses building site by Webbs Lane) - Safety – Hospital connection - Puts through traffic on road; not local traffic 	<ul style="list-style-type: none"> - Traffic on Wyoming – traffic signal backups 	<ul style="list-style-type: none"> - Will Wyoming connection facilitate traffic movements?
	Idea # 2: Multiple connections to Wyoming Mill Road and Charles Polk Road	<ul style="list-style-type: none"> - Less local/residential impacts - Protects forests 	<ul style="list-style-type: none"> - Route 13 Camden traffic signal bottleneck - Does not improve access to hospitals - Reduces local traffic and adds through traffic in residential areas 	<ul style="list-style-type: none"> - Origin-Destination Data - County Sewer Data - Upland Forest Data (2000 Legislation for impacts)
	Idea # 3: Parallel to New Burton Road on west side of the track; cross Kesselring property to tie in with Charles Polk Road	<ul style="list-style-type: none"> - Shorter than Idea 2 - Less travel time 	-	-

Break-Out Team Reports

- Ed Thomas, facilitator for the Group 4, reported the summary of the group discussion with the help of the study area map marked by his group. Ed reported that his group discussed several options connecting to Charles Polk Road. With all of the options, the group stressed the importance of connecting the new road with New Burton Road to allow easy north and south movements. He then briefly discussed pros and cons similar to the ones reported in the above table. Ed also reported that the group considered but rejected an option to extend Saulsburry Road parallel to New Burton Road on west side of track and connecting it to Wyoming Mill Road where Wyoming Mill Road becomes Railroad Avenue and discussed its impacts on Camden-Wyoming Avenue. Apart from the connector options, Ed reported that the group discussed a possible straightening of the intersection of Wyoming Mill Road at Hazletville Road.
- At the end of Group 4 team report, Ed asked for inputs from his group members to bring up any missing points. There were no additional inputs from the group.
- Andrew Bing, facilitator for the Group 5, followed Ed Thomas with the summary of discussion in Group 5. Andrew indicated that his group discussed several options including connection to Charles Polk Road and connector going around Towns of Camden and Wyoming. He also reported that the group unanimously agreed to extend the connector to US 13 and agreed on an under or over-pass at New Burton Road rather than an at-grade intersection.
- With the help of the marked study area map, Andrew summarized pros and cons for options discussed by his group similar to that reported in the above table.
- Andrew reported that his group considered minimizing impacts to the existing developments, and the pros and cons of providing access from local communities to the connector.
- At the end of his summary, Andrew asked for inputs from his group members to bring up any missing points. Mayuresh Khare, recorder for the Group 5, brought to attention one additional idea, connection from Wyoming Mill Road to Charles Polk Road, that was discussed in the group and Andrew reported the summary for that idea. Ms. Ann Rider, one of the members in the Group

5, also shared concerns about possible impacts on the Capitol Baptist Church and Christian School parcel due to potential West Dover Connector connection with New Burton Road.

- Chris Fronheiser, facilitator for the Group 6, reported the summary of discussion in Group 6. Chris reported that his group considered safety, improved access and minimization of impacts on environmental features while coming up with options for the West Dover Connector.
- With the help of the study area map marked by his group, Chris summarized options discussed by his group including multiple connections to Wyoming Avenue, Charles Polk Road and Wyoming Mill Road. Chris briefly discussed the pros and cons related to each of the options similar to that reported in the foregoing table.
- At the end of the Group 6 team report, Chris asked for inputs from his group members to bring up any missing points. There were no additional inputs from the group.
- Erich Hizer, facilitator for the Group 3, then reported the summary of discussion in Group 3. Erich reported that his group discussed existing travel patterns within the study area.
- With the help of the study area map marked by his group, Erich discussed options considered by his group including no build option, connection to Charles Polk Road, and connection to Webbs Lane with an auxiliary connection to Wyoming Mill Road. He summarized pros and cons for the options discussed by his group similar to that reported in the foregoing table.
- At the end of the Group 3 team report, Erich asked for inputs from his group members to bring up any missing points. There were no additional inputs from the group.
- Marge Quinn, facilitator for Group 2, reported the summary of discussion in Group 2. With the help of the study area map marked by her group members, Marge reported that her group considered 5 diverse options including connection to Wyoming Avenue, connection to Webbs Lane, widening of North Street, connection to Charles Polk Road and extending Saulsbury Street only up to New Burton Road. Marge also briefly summarized the pros and cons for each of these options similar to that reported in the foregoing table.
- At the end of the Group 2 team report, Marge asked for inputs from her group members to bring up any missing points. There were no additional inputs from the group.
- Evio Panichi, facilitator for Group 1, followed Marge Quinn to report the summary of discussion in Group 1. Evio reported that his group discussed 7 various alignments for the connector road along with potential bridge and ramp locations. Evio also indicated that his group considered the no-build option and discussed pros and cons of doing nothing.
- With the help of the study area map marked by his group members, Evio discussed several options including no-build, connection to New Burton Road only, connection to Wyoming Avenue, connection to Webbs Lane and Wyoming Mill Road, connection to Charles Polk Road via Garton Road as well as via the Kesselring property, and a connection to Wyoming Mill road only. Evio briefly summarized pros and cons for each of these options similar to that reported in the foregoing table.
- At the end of the Group 1 team report, Evio asked for inputs from his group members to bring up any missing points. There were no additional inputs from the group.
- Bob Kramer thanked the presenters and the working group members for their participation in the brainstorming exercise. Bob asked the group if they felt they had enough time to generate ideas and the consensus of the group was that it was sufficient. Bob indicated that before the next working group meeting, the project team will develop the ideas generated by the breakout groups into conceptual or possible alternatives for discussion at the next meeting. The working group will also have the benefit of the bus field tour at the start of the next working group meeting in terms of considering possibilities for alternatives. Bob urged members to be at the Modern Maturity Center no later than 3:45PM on Wednesday, September 22, as the bus will leave promptly at 4PM.
- Bob Mooney asked if the travel modeling and analysis that will be conducted on the alternatives will be able to identify improvements needed to US Route 13. Marge Quinn replied that yes, the alternatives analysis process will be able to identify improvements needed to US Route 13.

Next Steps

- Jay Kelley, DeIDOT Project Manager, identified the steps that the project team would take after this meeting. He said that the team will use the ideas for alternatives based on the working group meeting tonight. The team would refine these into a range of possible alternatives. He also stated that the working group would meet at 4PM on Wednesday, September 22, 2004 for a field trip by bus of the study area, followed by discussions about possible alternatives. He added that a public workshop would be held later in the fall, as well.

Next Meeting

The next Working Group meeting will be held on **Wednesday, September 22, 2004**. **The Working Group will participate in a field tour that leaves the Modern Maturity Center at 4:00PM. Working Group members are urged to arrive at the Modern Maturity Center at 3:45PM. Following the field tour, the Working Group will meet from 5:30 PM to 8:30 PM at the Modern Maturity Center, in the DuPont Ballroom.** A light dinner will be provided at the meeting. The objectives of this meeting will be to discuss what was viewed during the field trip, discuss potential alternatives, and discuss next steps and a possible public workshop.

Memorandum of Meeting
Working Group

Meeting Date: September 22, 2004
Time: 4:00 PM
Location: Modern Maturity Center

NEXT Working Group Meeting
Wednesday, October 20, 2004
5:30 PM Meeting
Modern Maturity Center
Dupont Ballroom
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

James Brown	Mayor, Town of Wyoming
Gerald Buckworth	34 th Representative District
Sandra Kinkus (for Steve Cain)	President, Crossgates/Mayfair Homeowner's Association
Zachary Carter	Director, Dover Parks and Recreation
Jane Edwards	Kesselring Property (East of New Burton Road)
Colin Faulkner	Director, Kent County Department of Public Safety
James Galvin	Director, Dover Planning and Inspections
James Hutchison	Executive Director, Central Delaware Chamber of Commerce
Frank King	President, Wyoming Mills Homeowner's Association
Rob McCleary	DeIDOT Representative
Milton Melendez	Department of Agriculture
Robert Mooney	Mayor, Town of Camden
Jack Papen	Farmer, Major Property Owner
Randi Pawlowski	Dover First Seventh-Day Adventist Church
Michael Petit de Mange	Director of Planning Services, Kent County
Ann Rider	Crossgates/Mayfair Resident
Eugene Ruane	Dover City Councilman - 2 nd District
Robert Sadusky, Sr.	Dover City Councilman- 2 nd District
Deb Scheller	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Carl Solberg	Director, Kent County Parks and Recreation
Stephen Speed	Mayor, City of Dover
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Nancy Wagner	31 st Representative District
Jeff Davis (for Craig Wearden)	Principal, W. Reilly Brown Elementary School
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Alvin Barnes	Rodney Village Civic Association
Mary E. Betts	Resident
Bill Edwards	Resident
Mollie Pritchett	Dover First Seventh-Day Adventist Church
Delores Rossetti	Rodney Village Civic Association Secretary
Karen Papen Walker	Papen Farms
Jerry Winchell	Charles Polk Road Resident

Others in Attendance (Project Team):

Jay Kelley	DeIDOT Project Manager
Gary Laing	DeIDOT
Andrew Bing	Kramer & Associates

Joe DiCarlo	DMJM+HARRIS
Chris Fronheiser	DMJM+HARRIS
Erich Hizer	DMJM+HARRIS
Gary Hullfish	DMJM+HARRIS
Ed Janda	DMJM+HARRIS
Mayuresh Khare	DMJM+HARRIS
Robert Kramer	Kramer & Associates
Preethi Narayanan	DMJM+HARRIS
Evio Panichi	DMJM+HARRIS Project Manger
Marge Quinn	DMJM+HARRIS
Leslie Roche	DMJM+HARRIS
Ed Thomas	Kramer & Associates

The purpose of the project field tour was to provide an overview of the study area by explaining various social, engineering and environmental features as well as constraints. The purpose of the meeting was to provide information about various connector concepts developed by the project team based on the Working Group ideas, help the group become conversant with the pros and cons matrix and to obtain feedback from the Working Group about the connector concepts.

Project Field Tour

- Bob Kramer of Kramer & Associates, the meeting facilitator, and Jay Kelley, the DeIDOT Project Manager, welcomed Working Group members at 4:05PM.
- Evio Panichi, the DMJM+HARRIS Project Manager, used display boards to provide a brief overview of various Working Group ideas for the West Dover Connector and essential civil engineering features to orient the Working Group before leaving for the project field tour.
- Working Group members were then taken on a bus tour of the study area. Chris Fronheiser of DMJM+HARRIS and Robert Kramer of Kramer & Associates explained various study area features and answered Working Group questions. The group stopped at five locations (at four locations remained on the bus while at one location disembarked from the bus) and reviewed feasibility of various options for the West Dover Connector alignment.
- Working Group members returned to Modern Maturity Center at 5:40PM.

Call to Order

- Bob Kramer called the meeting to order at 6:00PM and asked for brief self-introductions of Working Group members.
- Bob explained the purpose of the meeting – to review connector concepts, to confirm that no ideas have been missed, to identify additional ideas, and to try to narrow down to a list of concepts that the Working Group would like to further analyze. Bob mentioned that No-Build concept will also be analyzed.

Opening Remarks/Update on Resource Agency Meeting

- Jay Kelley, the DeIDOT Project Manager, welcomed all Working Group members and public observers to the meeting. He oriented the Working Group members to the meeting material organized under several tabs in the project binder.
- Jay then presented a brief overview of resource agency meeting and field tour conducted on August 31, 2004. He reported that several resource agencies attended the meeting including

Environmental Protection Agency (EPA), Delaware State Historic Preservation Office (DE SHPO), Federal Highway Administration (FHWA), National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), and Department of Natural Resources and Environmental Control (DNREC).

- He indicated that the resource agency meeting and field tour were helpful to familiarize agency representatives with various natural and built environment features within the study area, traffic and engineering issues, and connector ideas generated by the Working Group as well as to obtain feedback from the agencies.

Update on City of Dover Zoning Ordinance Amendment

- Bob Kramer introduced James Galvin, Director of Dover Planning and Inspections.
- Jim explained that the City of Dover's zoning ordinance amendment is based on concepts of traditional neighborhood design and effective mixed use development principles.
- Jim also indicated that the ordinance is not designed for any specific land parcel but it is general and has city-wide application.
- Bob asked Jim if the ordinance is still in the public comment period. Jim replied that it is still in the public comment period and indicated that it is scheduled for a review on Tuesday, September 28, 2004 at 6:00PM in front of the City Parks and Recreation Committee.
- Bob then asked about the general purpose of the ordinance to which Jim replied that the ordinance will establish the visual and aesthetic feel of the community. Different developers intending to develop land parcels will have choices but the ordinance will provide guidelines to ensure that the visual and aesthetic character of the community will be preserved.
- Bob then summarized Jim's presentation indicating that it is an ordinance for city-wide application.

Revised Goals and Objectives

- Bob Kramer presented the revised goals and objectives.
- Bob displayed slides showing original language used in the project goals and objectives and revisions made based on comments received from the Working Group during the second Working Group meeting (July 14, 2004), as well as comments received from the resource agencies during the resource agency meeting (August 31, 2004).
- Bob specifically mentioned the resource agencies comment that the phrase "north-south travel movements" in the project goals should be replaced by "local travel movements" since population and employment projections estimate significant east-west travel movements in relation to the study area. Bob defined "local" travel as trips with at least one end in the general Dover area vicinity.
- Bob then asked the Working Group if they agree with the revisions and there was a general consensus in the Working Group to accept all the revisions.

Key Observations from the Field Tour

- Bob Kramer summarized key observations from the field tour. He mentioned that the field tour emphasized the fact that there is no simple solution to the traffic issues.
- He added that any connector alternative will have some kind of impact on someone, which makes it difficult and the Working Group needs to be sensitive about this fact.
- Bob also specified that the field tour may have helped the Working Group realize that "doing nothing" is not going to help the community as there are and will be even more community-wide impacts.
- Bob listed some of the key concerns heard during the field tour which included concerns about impacts on Webbs Lane, impacts on school kids walking to schools, impacts on Charles Polk Road

homes and impacts on environmental features. He indicated that the project team will work with W. Reilly Brown school authorities regarding the pedestrian count.

- Bob then urged the Working Group members to share with the project team any other questions and data needs they might have which will help the group to assess various connector concepts.

Preliminary Concepts

- Chris Fronheiser of DMJM+HARRIS indicated that there were a total of 25 ideas for the West Dover Connector from the 6 break-out groups during the previous Working Group meeting.
- Chris summarized how many of the 25 ideas suggested extension of Saulsbury Road, how many ideas suggested a connector extending up to US 13, and how many ideas suggested a connection to US 13 by tying the connector road with a specific existing roadway.
- He displayed summary tables showing similar ideas grouped together. The summary tables were categorized as ideas for the extension of Saulsbury Road, ideas for the extension of Saulsbury Road with multiple connections, and ideas that does not involve extending Saulsbury Road.
- Chris then mentioned that the project team developed 10 preliminary connector concepts based on the Working Group ideas. He directed the Working Group members to concept maps in Tab 3 of their binders.
- He explained how these maps were laid out. He clarified that the symbols and lines which display these concepts on the maps are used for defining generalized locations for connector alignments. They do not exactly represent the locations or widths of the rights-of-way required for a connector roadway.
- Chris drew attention to the insets showing how connections with New Burton Road could be made wherever applicable. The insets indicated what portions of connector road would be on structure, where elevations would likely change, and how traffic movements would occur.
- After Chris explained the first map showing No-Build concept, Bob indicated that a cul-de-sac would be provided at developer's expense to provide access to the proposed Eden Hill Farm development under this concept.
- When Chris explained various options of extending Saulsbury Road only to New Burton Road using the Concept 2 map, Rob McCleary pointed out that elevating New Burton Road under Option 2A was the project team's idea. It was not suggested by the Working Group. The Working Group suggested an at-grade intersection, but based on engineering constraints and Norfolk-Southern Railroad's policy regarding at-grade rail crossings, the project team suggested an elevated intersection of the connector road and New Burton Road.
- Regarding the concepts with a connection to US 13 via Charles Polk Road, Juanita Wieczoreck asked about the length of ramp required to potentially provide a free-flow connection between an eastbound connector and US 13 northbound. Chris responded that such a ramp may have to be approximately 600 feet long to return to grade after crossing over US 13. Juanita then asked about performance of the US13/Charles Polk Road intersection. Mayuresh Khare of DMJM+HARRIS replied that the intersection currently operates at a B or C level of service. It would have failing movements in 2015 and the intersection would fail in 2030.
- After Chris explained all the preliminary concepts, he indicated that the Working Group will have an opportunity to look at the maps closely during the break-out group session that evening as well as to ask questions. He then introduced Marge Quinn of DMJM+HARRIS.
- Marge indicated that to help start a discussion of impacts, the project team put together a pros and cons matrix associated with each of the 10 preliminary concepts. Marge directed the Working Group to take a look at the 15-page pros and cons matrix included in Tab 4 of their binders.
- Marge stated that reviewing this matrix is one of the homework assignments for the group members. She presented two slides which displayed how the pros and cons matrix was put together based on study objectives.

- Marge finally pointed out that the pros and cons associated with each concept are not quantifiable at this stage as detailed technical analysis is yet to be performed.
- Bob Kramer summarized the information that Marge presented by stating that the pros and cons matrix is a first step towards assessing different concepts. He stated that Working Group members should review the pros and cons listed for each concept and give feedback to the project team if something is missing or if their opinion differs from the project team's representation.

Breakout Teams – Work Session – Preliminary Concepts

- Bob Kramer introduced the purpose and tasks of break-out group session: review the concepts generated by the project team in detail, confirm whether the Working Group's ideas were reflected in the concepts, suggest if there are other ideas, convey likes and dislikes about each concept to the project team, and point out what questions need to be answered and/or what information is needed to evaluate the concepts.
- Andrew Bing of Kramer & Associates announced the group members assigned to each of the six break-out groups, and the facilitator and recorder for each group.
- The following matrix shows the information discussed in each breakout group based on the recorder's notes.

Concept Index

- Concept 1 – No Build
- Concept 2 – Stop at New Burton Road via
 - A. Straight line
 - B. Wyoming Avenue vicinity
 - C. Blue Beach vicinity
 - D. Kesselring Farm vicinity
- Concept 3 – Tie in to Wyoming Avenue to US13
- Concept 4 – Tie in to Webbs Lane to US13; auxiliary connection to Wyoming Mill Road
- Concept 5 – Tie in to Charles Polk Road to US13; auxiliary connection to Wyoming Mill Road
 - Option A: Via Garton Road through Kesselring Farm
 - Option B: Bisecting Kesselring Farm
 - Option C: Along southern boundary of Kesselring Farm near the parkland
- Concept 6 – Bypass west of Camden and Wyoming to connect to US13
- Concept 7 – Connect to New Burton Road north of Wyoming Avenue; widen New Burton Road; connect to Charles Polk Road
 - Option A: Via Garton Road through Kesselring Farm
 - Option B: Bisecting Kesselring Farm
 - Option C: Along southern boundary of Kesselring Farm near the parkland
- Concept 8 – Connect Wyoming Mill Road to Webbs Lane to US13
- Concept 9 – Connect Wyoming Mill Road to Charles Polk Road to US13
- Concept 10 – Other ideas* - Widen North Street to Governors Avenue

* Realignment of Wyoming Mill Road at North Street is not a connector concept but rather a stand-alone localized intersection improvement. It would not have any impacts on local travel patterns.

Group	Concept	Likes	Dislikes	Questions/ Additional Information	Advance to Further Analysis
Group # 1 Members: Jeff Davis (for Craig Weardon) Jane Edwards Milton Melendez Doris Kesselring Taylor Facilitator: Marge Quinn Recorder: Ed Janda	1	-	- Does not address problems	-	No
	2	- 2B & 2C may work	- 2A & 2D doesn't solve problem	- Is 2A viable? - Information on impacts to homes	2B & 2C - Yes 2A & 2D - No
	3	- Away from school	- Elevating Wyoming Avenue		Yes
	4	-	- Auxiliary connector - Impacts to school - Bad traffic on Webbs Lane intersections with US13 and Alt. US13	-	No
	5	-	- Elevated structure - Affects Charles Polk Road Homes - Auxiliary connector	-	No
	6	-	-	-	No
	7	- Option 7C preferred over 7A & 7B	- 7A & 7B split property	-	7C – Yes 7A & 7B - No
	8	-	- Doesn't solve problem	-	No
	9	-	- Doesn't solve problem	-	No
	10	-	- Impacts to properties	-	No

Group	Concept	Likes	Dislikes	Questions/ Additional Information	Advance to Further Analysis
<p>Group #2</p> <p>Members: Frank King Rob McCleary Mike Petit de Mange Gene Ruane</p> <p>Facilitator: Evio Panichi</p> <p>Recorder: Leslie Roche</p>	1	<ul style="list-style-type: none"> - Eliminates the concerns about potential impacts of a West Dover Connector build concept - Avoids adverse impacts to natural and built environment conditions that could happen with build concepts - Will not attract traffic to the area the way adding roadway capacity would 	<ul style="list-style-type: none"> - Traffic condition will worsen in the future, especially with Eden Hill Farm development - Will have to make other improvements to address traffic conditions 	<ul style="list-style-type: none"> - Costs for traffic improvements 	Yes
	2	<ul style="list-style-type: none"> - 2D has the least impact on the built environment of the #2 concepts 	<ul style="list-style-type: none"> - 2B & 2C are disruptive in terms of land acquisition and visual impact east of New Burton Road - Doesn't address cut through traffic 	-	No
	3	-	<ul style="list-style-type: none"> - Impacts to homes on Wyoming Avenue where road is elevated 	-	No
	4	<ul style="list-style-type: none"> - Direct access to Puncheon Run - Desirable for truck travel because there is little stop-and-go in this concept - Auxiliary connection makes sense because it's a straight shot across the study area to Wyoming Mill Road 	<ul style="list-style-type: none"> - Directing traffic along Webbs Lane is an impact to school children walking to school - Congestion at Webbs Lane and US13 intersection will be exacerbated - Auxiliary connector would encourage traffic on Wyoming Mill Road requiring improvements 	<ul style="list-style-type: none"> - How much north-south traffic is headed south on US13 versus north on US13 at the Webbs Lane intersection 	Yes
	5	<ul style="list-style-type: none"> - Option 5C preserves Kesselring land for future development. Allows for development of complementary pedestrian corridor 	<ul style="list-style-type: none"> - Options 5A and 5B bisect Kesselring land, possibly limiting future development - Concept through Brecknock Park is not feasible. Too many natural and built environment impacts 	-	Yes
	6	-	<ul style="list-style-type: none"> - Does not address cut through traffic conditions - This is a different project 	-	No
	7	<ul style="list-style-type: none"> - Widening New Burton Road allows possibility of addressing other mode issues, including pedestrians - Avoids elevated structures; possibility of depressing New Burton Road near Wyoming Avenue 	<ul style="list-style-type: none"> - Impacts Eden Hill Farm property 	<ul style="list-style-type: none"> - How is drainage handled in a depressed section? - How much right-of-way is needed? - Can southern connector locations have railroad underpass for connection to New Burton Road? 	7C – Yes 7A, 7B - No
	8	-	<ul style="list-style-type: none"> - Doesn't solve cut through traffic issues (project goal) 	<ul style="list-style-type: none"> - More traffic information is needed to assess the utility of this concept 	No
	9	-	<ul style="list-style-type: none"> - Doesn't solve cut through traffic issues (project goal) 	<ul style="list-style-type: none"> - More traffic information is needed to assess the utility of this concept 	No
	10	-	-	<ul style="list-style-type: none"> - Realignment of North Street /Wyoming Mill Road intersection is a separate project already in works 	No

Group	Concept	Likes	Dislikes	Questions/ Additional Information	Advance to Further Analysis
<p>Group # 3</p> <p>Members: James Brown Gerald Buckworth George Dickerson (for Robert Mooney) Juanita Wieczoreck</p> <p>Facilitator: Erich Hizer</p> <p>Recorder: Joe DiCarlo</p>	1	-	- Something has to be done	-	No
	2	-	- 2D will run traffic into Wyoming - Needs to connect to US13 somewhere to avoid traffic inundation in Wyoming	- Could we go under New Burton Road for 2D?	Yes
	3	-	- Connection to US13 is too far north - Too residential	-	Yes
	4	- Other than school issue, connector to US13 is ideal - Spur is away from church property - Like the through movement to Webbs Lane - Group's favorite	- Cuts across environmental area	-	Yes
	5	- 5C least bad - Spur is good - One member liked 5B as well	- Bad connection to US 13 - Disturbs high quality houses at Charles Polk Road - Should cross New Burton Road farther north - Cuts off community from park - Could impact future development	-	Yes
	6	-	- Heads to prime farmland - Doesn't address issues	-	No
	7	- Uses less farmland - 7A preferred - Connector to US13 is good	- Wouldn't stop traffic from going to Wyoming	-	Yes
	8	-	- Won't help heavy truck traffic	-	No
	9	-	- Cuts into church property - Lacks connection to Saulsbury Road	-	No
	10	-	- Doesn't help anything - Too many historic properties	-	No

Group	Concept	Likes	Dislikes	Questions/ Additional Information	Advance to Further Analysis
<p>Group # 4</p> <p>Members: Jim Galvin Jack Papen Deb Scheller Steve Speed</p> <p>Facilitator: Ed Thomas</p> <p>Recorder: Gary Hullfish</p>	1	-	- Does not solve any current / future problems	-	No
	2	- Could be used with another concept - Relieves problem at North Street	- Does not solve problem / moves problem to south - Does not relieve truck traffic - Large costs for flyover to New Burton Road but no connection to US13	-	No
	3	-	- Wyoming Avenue can not handle traffic - Wyoming Avenue splits two developments	-	No
	4	- Auxiliary connection to Wyoming Mill Road is good - Auxiliary connector should be built in future if not with this project	- Passes through agricultural land preservation - Increased traffic on Wyoming Mill Road could increase traffic in Towns of Camden and Wyoming - Residential street and school can not accommodate additional traffic	- Wyoming Mill Road will need to be improved regardless of selected option	No, except for auxiliary connector
	5	- 5C better. Avoids impacts to Webbs Lane - 5A ok if passes over Webbs Lane - 5C Railroad close to road grade would minimize structure size - 5C would provide potential scenic overview of park - Like connection to US13 w/flyover - Easiest connection to US13 at Charles Polk Road - Auxiliary connector should be built in future if not with this project	- 5A cuts Kesselring Farm in half - All options have impacts to farmland	- Should add connection from New Burton Road to connector road to improve access to US13 - Any alignment through Rodney Village should go on South side - Connection to US13 should have good connection to SR1 - Wyoming Mill Road will need to be improved regardless of selected option	Yes
	6	-	- Do not like this concept - Major impacts to Camden and Wyoming	-	No
	7	- Improves North Street but moves problem south	- Does not address future traffic on New Burton Road - Many impacts to developments / homes along New Burton Road - Does not eliminate cut through traffic	-	No
	8	- Connector to Wyoming Mill Road is good	- Do not like Webbs Lane connection	-	No
	9	- Solve traffic issues in south	- Doesn't solve traffic issues in the northern portion of the study area - Impacts to church	-	No
	10	- Widen North Street - Realign Wyoming Mill at North Street; separate project	- North Street can not handle traffic - Will correct local problem	-	No

General Questions from Group 4 for all Alternatives:

1. What is DeIDOT's Right-of-Way acquisition process?
2. How do affected property owners get compensated and do they get paid relocation costs?
3. Are the Charles Polk Road properties within floodplain?
4. How does DeIDOT determines design speed?

Group	Concept	Likes	Dislikes	Questions/ Additional Information	Advance to Further Analysis
<p>Group #5</p> <p>Members: Zachary Carter Sandra Kinkus (for Steve Cain) Ann Rider Nancy Wagner</p> <p>Facilitator: Andrew Bing</p> <p>Recorder: Mayuresh Khare</p>	1	-	- Does not address problems - Not an option to consider	-	No
	2	- 2D gets some traffic off the New Burton Road	- Does not address cut through traffic - Performance of New Burton Road would be impacted	-	No
	3	- Reduced traffic on other local roads - Away from school - Worth considering	- Dumps all traffic on Wyoming Avenue - Side street performance on Wyoming Avenue will be affected	-	Yes
	4	-	- Impacts on school and school children walking to school	-	No
	5	- 5C less impacts to Kesselring property - Less impacts to developments - Auxiliary connection required	- Impacts to Charles Polk Road homes - Impacts to Brecknock Park - Impacts to environmental features	-	Yes
	6	-	- Does not solve problem	-	No
	7	-	- Cut through traffic not addressed - New Burton Road will be overloaded	-	No
	8	-	- Impacts on school and school children walking to school - Doesn't solve problem	-	No
	9	-	- Doesn't solve problem	-	No
	10	-	- Doesn't solve problem	-	No

Group	Concept	Likes	Dislikes	Questions/ Additional Information	Advance to Further Analysis
<p>Group # 6</p> <p>Members: Randi Pawlowski Robert Sandusky Janice Sibbald Carl Solberg</p> <p>Facilitator: Chris Fronheiser</p> <p>Recorder: Preethi Narayanan</p>	1	-	- Does not address the issue of cut-through traffic	- What are the improvements that could help the system without extending Saulsbury Road?	No
	2	-	- Does not address the issue of cut-through traffic	- Would concept 2B take up a large portion of the church property? - Could an underpass be provided at all connection points on New Burton Road? - Is the average elevation lower in south as compared to north New Burton road? - Plan for a pedestrian loop trail through Brecknock Park	Yes
	3	-	- Does not address the issue of cut-through traffic - would be a fatal flaw to divert anyone going west to access 1 North, as they would first have to travel on the already congested 1 South and then make a turn to go North.	- Have improvements to Governors Ave. and 13 been considered? - Currently congestion is experienced around the funeral home at the intersection of State St. & Wyoming Ave.	Yes
	4	- This would be the best connector intuitively - Direct route	- safety issues for school children - Access roads along Webbs Lane would be blocked and become unsafe - Concept would require the acquisition of all the homes to the south of Webbs Lane	-	Yes
	5	-	- The concept of cutting through Brecknock Park.	- Will the capacity on US13 be sufficient to accommodate additional traffic from Charles Polk Road? - Is there sufficient right-of-way available on US13 to provide additional capacity?	Yes
	6	-	- Does not address any of the problems in the area	-	No
	7	-	-	- Is it quieter to have underpasses built? - How much area would be required for an underpass at New Burton Road connection?	Yes
	8	-	Does not solve the problem of cut-through traffic and thus can be eliminated	-	No
	9	-	Does not solve the problem of cut-through traffic and thus can be eliminated	-	No
	10	-	Does not solve the problem of cut-through traffic and thus can be eliminated	-	No

Brief Breakout Team Reports

- Each of the six facilitators reported a brief summary of the discussion in his/her group to the entire Working Group. Each group’s summary reflected key likes and dislikes about each concept and general consensus in the group about whether to advance each concept to further analysis or not.
- At the end of summary, each facilitator asked his/her group members whether the summary reflected their discussion properly. For Group 2, group member Eugene Ruane pointed out a question that did not get reported in the team report about whether southern connector locations can have a railroad underpass for connection to New Burton Road. The group facilitator Evio Panichi reiterated the question to the entire Working Group.
- There was a general consensus in all the groups that team reports properly reflected their discussions during the breakout session.
- Based on the breakout team reports the following table shows a summary about which concepts were supported by the breakout groups.

Concept →	1	2	3	4	5	6	7	8	9	10
Group ↓										
Marge	x	√	√	x	x	x	√	x	x	x
Evio	√	x	x	√	√	x	√	x	x	x
Ed	x	x	x	x	√	x	x	x	x	x
Andrew	x	x	√	x	√	x	x	x	x	x
Chris	x	√	√	√	√	x	√	x	x	x
Erich	x	√	√	√	√	x	√	x	x	x
Some or Full Support (√)	1	3	4	3	5	0	4	0	0	0
No Support (x)	5	3	2	3	1	6	2	6	6	6

Next Steps

- Bob Kramer reminded the Working Group to work on the homework assignments. Homework assignments included review of the pros and cons matrix and filling out likes and dislikes forms. Bob pointed out that a pre-labeled and prepaid envelope was provided to each Working Group member and each member should mail the completed forms back to the project team before October 1, 2004.
- Eugene Ruane asked Bob whether the likes and dislikes form envelopes are tagged to each Working Group member purposely. Bob replied that this has been done only to make sure that the responses from all Working Group members have been collected. Marge Quinn added that the project team will not differentiate which member provided what input. The purpose is to collect all the likes and dislikes associated with each concept from the Working Group.
- Bob indicated that the team will use this feedback to refine the conceptual ideas and pros/cons.
- Bob mentioned that there will be more discussion on these concepts during the next Working Group meeting on October 20th, 2004. He indicated that all concepts cannot be carried forward to detailed

study as computerized traffic modeling requires substantial work and resources. The Working Group is expected to recommend concepts that the group desires to be advanced to further study.

- Bob then indicated that there will likely be a public workshop in November during which all the concepts will be presented to general public.
- Eugene Ruane indicated he was confused that whereas Bob indicated some concepts will not be selected by the Working Group for further study he also stated that all the concepts will be presented to general public. Bob clarified that all the concepts will be shared with general public to display all the possibilities considered by the Working Group and it will be indicated to the general public which of the concepts have been recommended by the Working Group.

Next Meeting

The next Working Group meeting will be held on **Wednesday, October 20, 2004 at 5:30PM**. It will be held in the **DuPont Ballroom at Modern Maturity Center at 5:30PM**. A light dinner will be provided at the meeting. The objectives of this meeting will be to review homework assignment results, provide answers to Working Group questions raised during the breakout group session and further discuss the conceptual alternatives.

Memorandum of Meeting
Working Group

Meeting Date: October 20, 2004
Time: 5:30 PM
Location: Modern Maturity Center

NEXT Working Group Meeting
Wednesday, March 23, 2005
5:30 PM Meeting
Modern Maturity Center
DuPont Ballroom
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

Brian Belcher	Crossgates/Mayfair Resident
James Brown	Mayor, Town of Wyoming
Gerald Buckworth	34 th Representative District
Steve Cain	President, Crossgates/Mayfair Homeowner's Association
Zachary Carter	Director, Dover Parks and Recreation
Gloria Chappell	Lincoln Park Representative
Jane Edwards	Kesselring Property (East of New Burton Road)
James Galvin	Director, Dover Planning and Inspections
Steve Kitchen (for Darren Harmon)	Kraft Foods
Constance Holland	Director, Office of State Planning Coordination
James Hutchison	Executive Director, Central Delaware Chamber of Commerce
Frank King	President, Wyoming Mills Homeowner's Association
Rob McCleary	DeIDOT Representative
Milton Melendez	Department of Agriculture
Robert Mooney	Mayor, Town of Camden
Karen Walters (for Jack Papen)	Farmer, Major Property Owner
Randi Pawlowski	Dover First Seventh-Day Adventist Church
Michael Petit de Mange	Director of Planning Services, Kent County
Ann Rider	Crossgates/Mayfair Resident
Eugene Ruane	Dover City Councilman - 2 nd District
Robert Sadusky, Sr.	Dover City Councilman- 2 nd District
Deb Scheller	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Stephen Speed	Mayor, City of Dover
Ali Stark	Holly Drive Resident
Donna Stone	32 nd Representative District
Donald Sylvester	President, Rodney Village Homeowner's Association
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Jeff Davis (for Craig Wearden)	Principal, W. Reilly Brown Elementary School
John Whitby	Kent County Motor Sales

Others in Attendance (Public):

John C. Andrade	Wyoming Resident
Chris Asaz	Carol Street Resident
Bill Edwards	Kennett Square, PA Resident
Claude Marks	Wyoming Mills Resident
Theresa Winchell	Charles Polk Road Resident

Others in Attendance (Project Team):

Jay Kelley	DeIDOT Project Manager
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Gary Laing
 Andrew Bing
 Chris Fronheiser
 Gary Hullfish
 Mayuresh Khare
 Robert Kramer
 Evio Panichi
 Marge Quinn
 Leslie Roche
 Ed Thomas

DeIDOT
 Kramer & Associates
 DMJM+HARRIS
 DMJM+HARRIS
 DMJM+HARRIS
 Kramer & Associates
 DMJM+HARRIS Project Manger
 DMJM+HARRIS
 DMJM+HARRIS
 Kramer & Associates

The purpose of the meeting was to update Working Group members about a recent meeting with resource agencies, report to the Working Group about the feedback the team received on the conceptual alternatives from members of the Working Group, and provide the Working Group an opportunity to discuss the conceptual alternatives. Additionally, Working Group members were provided with information about DeIDOT's Travel Demand Model and how it will be used in the study, an overview of what the detailed studies will encompass, and next steps.

Bob Kramer of Kramer & Associates, the meeting facilitator, called the meeting to order at 5:50PM and welcomed those attending. Bob provided an overview of the agenda. Bob reminded Working Group members that they are one element of the study process and highlighted some of the resource agencies that DeIDOT must coordinate with and respond to as well, such as Delaware Department of Natural Resources and Environmental Control, the United States Army Corps of Engineers and the Delaware State Historic Preservation Office, among others.

Resource Agency Meeting

- Jay Kelley, the DeIDOT Project Manager, welcomed Working Group members and noted that the Project Team recently met informally with the resource agencies and briefed them on the concepts and the pros and cons of each. Jay indicated that the study is making great progress with the Working Group and at this point in the project development process, the Project Team must begin formal coordination with the resource agencies. Jay noted that initiating the process with the agencies requires time and at this point the team can only tentatively schedule the next Working Group meeting.
- Leslie Roche, of DMJM+HARRIS, indicated that the agencies provided both general as well as specific comments to the Project Team. Leslie indicated that the agencies will be looking for connector ideas that avoid resources and if avoidance is not possible, then they will be looking for connector options that minimize impacts to natural resources. If this is not possible, mitigation measures must be identified.
- Leslie continued with information on the National Register listing of the Eden Hill Farm. The farmhouse was listed on the National Register of Historic Places in 1973. In addition to the Eden Hill farmhouse, there are other historic properties and buildings in the study area. The process to evaluate impacts to historic properties involves not only looking at direct impacts but also indirect impacts. The indirect assessment provides information on the impact to a property in a contextual way.
- Bob Kramer asked if the resource agencies were aware of the concerns of the Working Group. Leslie Roche responded that the Working Group process can come into play because of community concerns. The federal process, which DeIDOT must follow, allows communities a voice too. It does not mean they have a priority, but instead it requires the balancing of impacts and effects with the benefits that would be expected to happen if a transportation investment were made.

- Bob Kramer noted to the Working Group that the environmental process does not trump other issues but that these issues need to be balanced among the full range of issues facing a project.

Feedback from Working Group

- Bob Kramer noted that seventeen out of thirty-eight members of the Working Group provided feedback through the homework assignment on the likes and dislikes Working Group members had on the concepts. The Crossgates/Mayfair communities were well-represented in the response to the homework assignment.
- Bob Kramer noted that the feedback from the homework confirms the results of the break-out group exercise at the September 22nd meeting – that there is little or no support from the Working Group for Concepts 6, 8, 9 and 10.
- Chris Fronheiser of DMJM+HARRIS provided additional information about the feedback received from the homework assignment. Chris indicated that a Working Group member suggested overlaying the ideas contained in Concepts 3, 7C and the auxiliary connection in Concept 5. Chris noted that elements of this idea are in the other concepts.
- Chris also indicated that Working Group members offered ideas for other approaches to addressing study area transportation problems such as transit, ridesharing, and improved land use planning. Chris indicated that these ideas can be combined into a complementary strategy that can be pursued by the Delaware Transit Corporation, DeIDOT, Kent County, and the City of Dover, the Town of Camden and the Town of Wyoming under all concepts to include the No-Build.
- Chris indicated that based on the feedback received from Working Group members, there was a need to clarify the definition of the No-Build concept as some misconceptions were noted on the forms. The No-Build means no building of transportation improvements in the study area beyond committed transportation projects. It does not include intersection widening or widening of existing roadways as these are “build” improvements. The No-Build serves as a baseline against which other alternatives are compared and is required by law to be examined.
- As a result of the feedback received on the No-Build, Chris stated that the Project Team recommends a Transportation Systems Management (TSM) concept to be included in the analysis. Chris said the TSM concept would be minor improvements to poorly performing intersections (adding turn lanes, etc.), safety improvements and possible signalization. In the TSM concept, no new roadway is constructed.
- Chris then indicated that the team responded to all questions that were asked on the homework form and that the questions and responses can be found in Tab 3 of the notebook. Chris indicated there were a few common questions asked by many members and Chris wanted to highlight the answers now. Regarding an underpass, technically an underpass of the railroad can be provided at any location along New Burton Road, except in close proximity to Puncheon Run. Chris provided an overview of the advantages and disadvantages offered by an overpass and an underpass.
- Eugene Ruane asked if any of the concepts include an underpass, for example Concept 7?
- Chris responded that the structure can go over or under on this concept or any others. Eugene Ruane commented that the team may not have gotten correct feedback then. He noted that the team needs to take the advantages and disadvantages of under and overpasses to the public.
- Chris indicated that there were questions regarding the impact of the various Concepts on US 13. Chris indicated that the impacts to US 13 need to be examined and will be, once data are received from DeIDOT’s travel demand model.
- Chris indicated that there were questions about the number of homes that would need to be acquired under each concept. Chris noted that the concepts need to be refined into preliminary alternatives before this estimate can be made. The concepts will have impacts on residences and businesses in the study area.

- Chris said that the homework forms asked about DeIDOT's process to acquire right-of-way. Chris reminded Working Group members that detailed information on this process is in Tab 3 of the notebook.
- Eugene Ruane asked if DeIDOT had initiated right-of-way acquisition. Chris indicated that DeIDOT has not as part of the West Dover Connector effort.
- Bob Kramer clarified that yes, the Department will possibly be purchasing lands immediately around the Eden Hill farmstead but that this would be for protection of the historic structure, not for a road. There are also discussions occurring about the possible purchase of the tree-lined allees on the farm.
- Evio Panichi, the DMJM+HARRIS Project Manager, then joined Chris to walk the Working Group through the likes and dislikes comments received on the homework forms from Working Group members. Bob Kramer urged the group to keep its focus on major omissions or issues that cause great concern with members.
- Evio presented the likes and dislikes about the No-Build (Concept 1) and Concept 2.
- Chris Fronheiser noted that there was a question regarding Concept 2C and its environmental impacts. Chris indicated that the environmental impact would be loss of vegetation, shading of the waterway and wetlands. Chris noted that all concepts that involve a new crossing of Puncheon Run would have this type of impact.
- Evio Panichi then presented an overview of the likes and dislikes received on Concepts 3 and 4. Chris Fronheiser indicated that there was a question regarding the travel volumes on US 13 and how they vary by time of day. Chris indicated that 70% of the traffic on US 13 moves northbound in the morning peak and it is simply reversed in the evening peak. Traffic flows are about 50% northbound and 50% southbound for the rest of the day.
- Gloria Chappell asked if the TSM Concept would address poor levels of service at intersections. Marge Quinn of DMJM+HARRIS responded that this concept would include intersection improvements that could help level of service at some intersections; however not all intersection performance in the study area can be addressed through the type of minimal improvements that are incorporated in a TSM approach.
- Eugene Ruane remarked about the positive feedback received on Concept 4. He asked if Concept 4 includes an enclosed pedestrian overpass? He noted the concept map did not note this treatment if it does. Gloria Chappell remarked that she thought it did or at least it could. Bob Kramer indicated that perhaps this issue should be struck from the likes and dislikes. Representative Stone reminded the Working Group of their ground rules which require respect for other's opinions. She indicated the comment should not be struck because a member had put it forth, so it should be considered in some fashion. Bob Kramer offered that perhaps the comment should be left in but countered with the negative – that there is a concern for student safety in crossing Webbs Lane. Eugene Ruane remarked that if this is the course taken, then these issues should be included on all Webbs Lane concepts. Bob Kramer closed the discussion on this issue noting that the project team would note the concerns on display boards used at the Public Workshop.
- Evio Panichi then presented an overview of the likes and dislikes received on Concept 5.
- Chris Fronheiser indicated that a question was received about whether or not this concept would improve traffic flow. Chris indicated that Concept 5 is expected to improve flow in the northern part of the study area. Mike Petit de Mange indicated that the spur through Brecknock Park should be considered a negative. Bob Kramer remarked that the agencies would be adamantly opposed to using parkland. Eugene Ruane noted that environmental justice issues should also extend to the apartment complexes on Webbs Lane in addition to Charles Polk Road. Bob Kramer indicated that this will be noted. Steve Cain noted that any option that includes Webbs Lane adds traffic to a poorly operating intersection under existing conditions and that this should be noted as a negative. Gloria Chappell responded that in that case the Webbs Lane concept is positive as it will provide an opportunity for intersection improvements along Webbs Lane. Brian Belcher asked why no

connection to Wyoming Avenue was indicated as a negative. Bob Kramer indicated that some Working Group members thought this is where the majority of traffic wants to go (more northern destinations on US 13).

- Evio Panichi then presented an overview of the likes and dislikes received on Concept 6. Chris Fronheiser noted that very few comments were received on Concept 6.
- Evio Panichi then presented an overview of the likes and dislikes received on Concept 7. Bob Kramer indicated that he heard questions about whether or not this was what the community wanted for the character of New Burton Road during the last Working Group meeting.
- Chris Fronheiser indicated that Concept 7 will enable the team and Working Group to compare the merits and disadvantages of improving New Burton Road to other concepts. James Galvin inquired as to whether or not comments like “relatively less residential impact” are correct? Bob Kramer suggested changing “relative” to “potential” in order to develop a range of impact issues. Bob also indicated that options can not be dropped until the team has more detailed information.
- Eugene Ruane asked relative to pedestrian and bicycle access, has the team determined which concepts would provide opportunities for connections? Bob Kramer responded that every alternative will have this review conducted and opportunities examined but that we do not have that information yet. Evio Panichi said that some treatments may not necessarily be along a roadway alignment but on a separate facility or pathway. Mike Petit de Mange indicated that this concept should also have the negative on the spur concept from the earlier discussion (across Brecknock Park). Ann Rider noted that she did not see a connection to Wyoming Mill Road and this could be a negative. Bob responded that it can be perceived to be a negative, and as we proceed, there is an ability to develop a new concept that includes favored elements of other concepts.
- Evio Panichi then presented an overview of the likes and dislikes received on Concept 8. Steve Cain indicated in his opinion it is not a positive to add traffic to Webbs Lane, so opportunities to address safety problems are not a benefit if a new road is proposed. Bob Kramer noted that the safety issues refer to a specific location in the concept. James Galvin noted that sensitivities are everywhere—all the concepts affect someone or something. Doris Kesselring noted that many concepts impact her farmland. She realizes that some impacts may be inevitable, but it is still an impact to her. Jane Edwards noted that if a concept allows for an improvement of an existing problem area, it is an opportunity, and thus a benefit. Bob Kramer summarized the discussion with an explanation of what the word consensus means, “I can live with it” –this does not mean you favor something or embrace an idea---only that you can accept it. He further went on to say that we have differing views on the Working Group. Everyone’s vested interests get discussed and there is a need to step down from predetermined viewpoints and negotiate. If the community can not agree, then that is fine, but then an opportunity to make an improvement may be missed. Working Group members must realize that the team and other Working Group members will present factual challenges to their own beliefs. This process necessitates that Working Group members listen to one another and be willing to seek and develop a balanced solution together. In the final result, it is a trade-off between impacts and benefits.
- Evio Panichi then presented an overview of the likes and dislikes received on Concept 9. Chris Fronheiser indicated that a question was asked on the homework form about how traffic on southbound New Burton Road would be encouraged to go past Wyoming Avenue and Webbs Lane to use this new connection to US 13. Chris indicated that traffic calming treatments could be added to Wyoming and Webbs Lane to discourage the amount of through traffic using these streets. The new connector road would not have direct driveway access and could have a higher speed limit than the other streets which could make it an attractive path to take. Jack Papen’s representative asked if the connection to Wyoming Mill Road follows a property line? Chris indicated that the lines are conceptual only and not an actual alignment at this point. Donald Sylvester asked how is traffic benefited at Charles Polk Road and US 13 in this concept and others that connect there? Bob Kramer said without the travel demand modeling results it is not possible to say. The intersection-level traffic analysis results will indicate the needed improvements at intersections on US13.

- Evio Panichi then presented an overview of the likes and dislikes received on Concept 10. Zachery Carter stated that Concepts 8, 9 and 10 should say that no access to Schutte Park is a negative.
- Janice Sibbald made the point that the likes and dislikes and pros and cons did not show some sort of impact to the elementary school on Webbs Lane for Concepts 4 and 8.
- Bob Kramer reminded Working Group members that Tab 3 contains the question and answer results. If additional questions are raised, please forward them to the team and they can be addressed at the next meeting. Bob also reminded Working Group members that Tab 2 contains meeting minutes from the September Working Group meeting.

Discussion on Conceptual Alternatives

- Bob Kramer reminded the Working Group that the Public Workshop and agency consultation process may produce additional concepts. The Working Group has already indicated that Concepts 6, 8, 9 and 10 do not have a lot of merit for further study. The concepts supported by the Working Group include ideas using existing roadways like in Concept 7 as well as ideas that use a new roadway, like in Concept 5, and the pool of concepts includes those that are combinations of new and existing roadways.
- Bob asked the Working Group if they are comfortable with presenting the public a TSM Concept. Representative Stone asked if a formal motion was required. Bob indicated that no, he was only looking for a general agreement. There was a sense of general agreement to present the TSM Concept at the Public Workshop.
- Bob also asked for general agreement about the overlay concept – that it should not be a separate concept at this point, as elements of it are contained in other concepts. Eugene Ruane asked who suggested the overlay concept and Bob responded that a Working Group member did. Eugene Ruane asked if an auxiliary connection to Wyoming Mill Road was part of this study and Bob indicated it was. There was a sense of general agreement that the overlay concept did not have to proceed independently now.

Travel Demand Modeling

- Bob Kramer indicated that using DeIDOT's travel demand model to understand how traffic would work under the various concepts is an appropriate, initial degree of analysis and the results will be available at the next Working Group meeting. Subsequently, for the alternatives retained for detailed study, the team will do a very detailed, intersection level analysis of the alternatives.
- Mayuresh Khare, of DMJM+HARRIS, then explained the modeling process. Travel Demand Models are predictive tools that allow the team to compare concepts. The first step is to calibrate the model using existing traffic counts and then validate the model so that it can predict realistically, existing conditions in the study area. Using a flow chart, Mayuresh showed that the modeling process to be used in the West Dover Connector study is two-staged. The first stage is to screen all the concepts using the Travel Demand Model. For those alternatives retained for detailed study, the team will use an operational simulation model, called Synchro, to generate level of service information and information on delays.
- Mayuresh then showed a series of maps depicting travel flow patterns under existing conditions at Saulsbury Road (southbound), New Burton Road (southbound) and US 13 (southbound). Asked by Eugene Ruane what time of day is illustrated, Mayuresh responded that it is for a 24-hour period under existing conditions. Bob Kramer indicated that this section of Mayuresh's presentation was for the Working Group to obtain an illustrative view of what the Travel Demand Model can tell the team and the Working Group about how the concepts will function.

Overview of Detailed Studies

- Marge Quinn then provided an overview of what the detailed study process entails. Conceptual alternatives will be refined into alternatives, traffic studies will commence as well as environmental and cultural resource studies. The conceptual alternatives that are retained for detailed study will be refined in terms of intersection needs, bicycle and pedestrian treatments, typical sections, and refined order-of-magnitude costs. For the traffic study portion, DeIDOT's Travel Demand Model has been calibrated and validated for our study area. Using the volumes generated by the model and linking the output to our Synchro models, we can compare alternatives on measures of effectiveness.
- Leslie Roche then provided an overview of the environmental studies needed, using a flow chart and the cultural resource process, using another flow chart.

Next Steps

- Bob Kramer reminded the Working Group that the upcoming Public Workshop will be held on November 10, 2004 from 4 to 7 PM, here at the Modern Maturity Center. The team plans to share all the concepts, get the public's comments about the concepts and any new ones they might have. We also plan to show the public the traffic and environmental data we have now on the study area. Bob asked Working Group members to please attend and listen to the public at least for one hour during the workshop.
- Bob indicated that the team will be initiating formal consultation with the resource agencies as another next step.

Next Meeting

The next Working Group meeting will be held on **Wednesday, March 23, 2005 at 5:30PM**. It will be held in the **DuPont Ballroom at Modern Maturity Center at 5:30PM**. A light dinner will be provided at the meeting. The objectives of this meeting will be to review the results of the traffic analysis of the preliminary alternatives and the screening results.

Memorandum of Meeting
Working Group

Meeting Date: March 23, 2005
Time: 5:30 PM
Location: Modern Maturity Center

NEXT Working Group Meeting
Wednesday, April 6, 2005
5:30 PM Meeting
Modern Maturity Center
DuPont Ballroom
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

Brian Belcher	Crossgates/Mayfair Resident
Robert "Dick" Bewick	Woodbrook Resident
Steve Cain	President, Crossgates/Mayfair Homeowner's Association
Zachary Carter	Director, Dover Parks and Recreation
Gloria Chappell	Lincoln Park Representative
Jane Edwards	Kesselring Property (East of New Burton Road)
Colin Faulkner	Director, Kent County Department of Public Safety
Douglas Greig (for John Still)	17 th Senatorial District
Patricia Gauani	President, Rodney Village Civic Association
Kenneth Hogan	Dover City Councilman – 1 st District
Steve Kitchen (for Darren Harmon)	Kraft Foods
Rob McCleary	DeIDOT Representative
Milton Melendez	Department of Agriculture
Dawn Melson (for James Galvin)	Director, Dover Planning and Inspections
Robert Mooney	Mayor, Town of Camden
Jack Papen	Farmer, Major Property Owner
Hans Reigle	Mayor, Town of Wyoming
Ann Rider	Crossgates/Mayfair Resident
Eugene Ruane	Dover City Councilman - 2 nd District
Deb Scheller	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Sammy Smith	Rodney Village Resident
Stephen Speed	Mayor, City of Dover
Ali Stark	Holly Drive Resident
Donna Stone	32 nd Representative District
Donald Sylvester	President, Rodney Village Homeowner's Association
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Jeff Davis (for Craig Wearden)	Principal, W. Reilly Brown Elementary School
John Whitby	Kent County Motor Sales
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Ben Anderson	Willis Road Resident
Lottie Arthur	Nathaniel Mitchell Road Resident
Gladys Bishop	David Hall Road Resident
Leon Cromer	Willow Grove Road Resident
Bill Edwards	Kennett Square, PA Resident
Renate Fields	John Clark Road Resident
Anee Floyd	Charles Polk Road Resident
Nathaniel Floyd	Charles Polk Road Resident
Phyllis Garhartt	David Hall Road Resident

Aeneas Gauani
 Shirley Gauani
 Douglas Guida Jr.
 Nellie Houston
 Dave Kesselring
 Yvonne King
 Daniel Krup
 Ron Leet
 Billy Lewis
 Claude Marks
 John Marlmann
 Claude Marn
 Anthony Matone
 Elizabeth Matone
 Charles Mattox
 Laura Mazzeo
 Carol Mosemann
 James Sharp
 Sean Shaver
 Connie Stultz
 Wayne Stultz
 Karen Walter
 Tom and Greta Whittendale
 Theresa Winchell
 Lettie Yalacus

Charles Polk Road Resident
 Charles Polk Road Resident
 Charles Polk Road Resident
 David Hall Road Resident
 Webbs Lane Resident
 David Hall Road Resident
 Delaware State News
 David Hall Road Resident
 John Clark Road Resident
 Wyoming Mills Resident
 Richard Bassett Road Resident
 Barley Drive Resident
 Charles Polk Road Resident
 Charles Polk Road Resident
 Lynn Haven Drive Resident
 WBUC
 Richard Bassett Road Resident
 Alder Road Resident
 Charles Polk Road Resident
 New Burton Road Resident
 New Burton Road Resident

 Governors Avenue Resident
 Charles Polk Road Resident
 Charles Polk Road Resident

Others in Attendance (Project Team):

Darrell Cole
 Jay Kelley
 Gary Laing
 Andrew Bing
 Chris Fronheiser
 Mike Girman
 Gary Hullfish
 Mayuresh Khare
 Robert Kramer
 Marge Quinn
 Leslie Roche
 Ed Thomas

DeIDOT
 DeIDOT Project Manager
 DeIDOT
 Kramer & Associates
 DMJM Harris
 DMJM Harris
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 Kramer & Associates
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 Kramer & Associates

The purpose of the meeting was to update Working Group members about the results of the preliminary alternatives screening in terms of traffic and the natural and built environments. Other meeting objectives included introducing new Working Group members, introducing the new DMJM Harris Project Manager, reviewing Working Group progress to date, and updating Working Group members on the Rodney Village Civic Association meetings, the status of the Eden Hill Farm development, the project development process and the project schedule.

Introductions and Updates

Bob Kramer of Kramer & Associates, the meeting facilitator, called the meeting to order at 5:50PM and welcomed those attending. Bob provided an overview of the agenda.

Jay Kelley, the DeIDOT Project Manager, welcomed Working Group members and welcomed the Rodney Village community to the meeting. Jay introduced himself as the DeIDOT Project Manager for the West Dover Connector study. Jay introduced Mike Girman, the DMJM Harris Project Manager, DeIDOT's consultant for the West Dover Connector study.

Jay Kelley introduced Mayor Reigle of the Town of Wyoming and Patricia Gauani representing the Rodney Village Civic Association. The Working Group members introduced themselves at Jay's request.

Jay Kelley indicated the new inserts to the project notebook, including tonight's presentation and several tabs of related information.

Bob Kramer reviewed the progress of the previous four Working Group meetings by summarizing the activities undertaken at each meeting. Bob also reviewed the activities undertaken during the previous two Public Workshops.

Bob Kramer reviewed each of the 11 concepts developed with input from the Working Group; he indicated that these concepts were presented at the last Public Workshop in November.

Bob Kramer indicated that since the last Working Group meeting and Public Workshop, the Rodney Village Civic Association invited DeIDOT to attend their meetings and answer questions informally. Bob indicated that Tab 3 of tonight's notebook inserts contains a concept submitted to DeIDOT by the Association's Planning Committee. Further he indicated that DMJM Harris has a new concept that will be presented at the next Working Group meeting.

Bob Kramer stressed that the next step in the process, occurring over the next Working Group meetings, Public Workshop and Resource Agency meetings, will focus on identifying those concepts that do not have sufficient merit to be carried forward for detailed study.

Bob Kramer recognized the input received from the Working Group homework assignments. He summarized the input, indicating a general lack of support for Concepts 6, 8, 9 and 10.

Bob Kramer stated that the November Public Workshop was well attended. He stated that there is public recognition through statements made at the Workshop and submitted written comments that growth in traffic and its local consequences are issues of concern. He noted that Public Workshop comments were previously mailed to Working Group members. He indicated that some ideas for solutions were submitted by the public. Bob summarized by saying that much diversity of opinion and concern was received from the public regarding concepts other than 6, 8, 9 and 10.

Bob Kramer acknowledged that the Rodney Village Civic Association invited DeIDOT to attend two of their meetings for the purposes of answering questions and listening to concerns. Bob asked Working Group members to take the time to familiarize themselves with the information about this interaction that is contained in Tab 3 of tonight's inserts for the project notebook.

Bob Kramer emphasized that all concepts developed or received to date are still under consideration; DeIDOT is still accepting ideas. Input on these concepts is still to come from the public, the Working Group and the resource agencies. Once all input is received, DeIDOT will consider all the information.

Jay Kelley described the involvement of the resource agencies in the West Dover Connector study process. Concurrent with Working Group activity, federal and state agency representatives provide guidance on natural and built environment issues. He cited the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the Delaware Historic Preservation Office as three examples of agencies

participating in the process. Jay stressed that the Working Group and resource agency processes are parallel. He stated that DeIDOT had provided the resource agencies with the project Purpose and Need statement in January; the statement had received review and concurrence by the FHWA. At the upcoming April meeting with the resource agencies, DeIDOT will present the concepts to the agencies and invite the agencies to submit their comments or additional alternatives.

Jay Kelley stated that DeIDOT met with Kraft Foods, a major area employer and truck traffic generator, to discuss access issues.

Jay Kelley introduced Dawn Melson, who sat on the Working Group tonight on behalf of Jim Galvin, the Director of the City Planning and Inspections Office. Dawn provided an update on the status of the Eden Hill Farm development. In November, the City adopted a new zoning classification entitled "Traditional Neighborhood Design/TND." This classification allows mixed use development. She explained that the Conceptual Development Plan for Eden Hill Farm was reviewed by the Preliminary Land Use Service (PLUS) at a meeting held on December 22, 2004. She indicated that Eden Hill Farm would have to be rezoned from "Industrial Park" and "Agriculture" to the new "Traditional Neighborhood Design" classification to enable the Conceptual Development Plan to go forward. A zoning change application would have to be filed with the City; this action is expected to occur over the next several months.

Mike Girman introduced himself and spoke about the project development process. He indicated that as of our last working Group Meeting the study was at the Purpose and Need step. Since that meeting, the Purpose and Need for the West Dover Connector has been submitted and approved by the FHWA. Now the study process has progressed to the point where environmental agencies are being formally brought into the process. Among the environmental issues is historic resources; the Section 106 process is a parallel process with its own Consulting Parties and public involvement requirements. At this step, the survey and determination of eligibility phase of Section 106 is beginning.

Mike Girman used the general project schedule to show that the West Dover Connector study is an ongoing process with Working Group meetings, Public Workshops and Resource Agency meetings occurring throughout. All ideas received to date have been developed into concepts. Typical corridor bandwidths of 150 feet have been established to enable the evaluation and comparison of the concepts from the perspectives of traffic as well as the natural and built environment. He explained that as a first step (Step 1) the concepts are examined against the Purpose and Need; does the concept meet the Purpose and Need? Does it solve the traffic problems? For those concepts that meet the Purpose and Need, the concepts proceed to Step 2 and are evaluated in terms of potential effects on the natural and built environments.¹

Mike Girman explained that the traffic factors used in Step 1 were derived from the Purpose and Need Statement: traffic circulation, North Street intersection performance improvement, traffic reduction on Camden-Wyoming Avenue, reduction in through traffic, and improved access and mobility across the Norfolk Southern railroad within the study area.

Mike Girman explained the natural and built environment factors used in Step 2. The following factors were used to initially screen the concepts: number of displacements, acreage of right-of-way required and impacts to streams, wetlands, floodplains, and agricultural preservation districts. Mike summarized by saying that the desired outcome of Steps 1 and 2 is a balance between traffic benefit and environmental effects. In this process, an alternative can be identified that everyone (DeIDOT, the Working Group, the public and the resource agencies) can live with.

¹In the presentation to the Working Group at tonight's meeting and in this memorandum, all concepts were termed "preliminary alternatives" in discussing the results of the traffic analysis (Step 1) and natural and built environment analysis (Step 2). As a point of clarification, only concepts that were determined to meet the Purpose and Need in Step 1 could proceed to Step 2 and be considered preliminary alternatives. Thus, because Concepts 6, 8, 9 and 10 did not meet the Purpose and Need, they remain concepts.

Bob Kramer reminded the Working Group that clarifying questions from the Working Group would be welcomed at any time. Bob introduced Marge Quinn who spoke about the traffic analysis studies.

Screening Results Presentation

Marge Quinn presented the results of the traffic analysis studies. She explained that a traffic flow analysis was undertaken for all preliminary alternatives except the Transportation System Management (TSM) alternative. Analysis of the TSM alternative was also undertaken and included comparison with the No-Build alternative. She emphasized that all preliminary alternatives were compared with the No-Build alternative based on Purpose and Need.

Marge Quinn explained that the traffic demand model provided traffic forecasts for each preliminary alternative for the years 2015 and 2030. The traffic patterns provided by the travel demand model provide for an understanding of traffic flow for each preliminary alternative. The model outputs were assessed against the Purpose and Need to determine the potential benefits of each preliminary alternative.

Referring to Tab 5 in tonight's inserts to the project notebook, Marge Quinn explained that the potential benefits relating to the five traffic factors were evaluated and reported using measures of performance on a scale ranging from "Most Improvement" to "Negative Impact." She explained the following findings:

- Traffic Circulation – The preliminary alternatives with the highest traffic circulation benefits are 2A, 2B, 3, 4 and 7.
- Potential North Street Intersection Performance Improvements - The preliminary alternatives with the highest North Street intersection performance benefits are 2, 3, 4, 5 and 7.
- Traffic Reduction on Camden-Wyoming Avenue – Traffic reduction on Camden-Wyoming Avenue and potential for diversion of truck traffic from Camden-Wyoming Avenue would occur with preliminary alternatives 4, 5 and 7.
- Reduction in Through Traffic – The preliminary alternatives with the highest reduction in through traffic benefit on streets between New Burton Road and Governors Avenue are 3, 4 and 5.
- Improved Access and Mobility Across the Norfolk Southern Railroad – Improved access and mobility across the railroad within the study area would be achieved with an underpass or overpass crossing the railroad. Such a crossing would improve access and mobility for heavy vehicles and emergency response vehicles.

Marge Quinn summarized the traffic analysis study results by saying that the results support the perception of the Working Group members and the general public. Preliminary alternatives 6, 8, 9, and 10 had little support from the Working Group and general public. The traffic analysis results show no significant traffic benefits to the study area with preliminary alternatives 6, 8, 9 and 10. Preliminary alternatives 2, 3, 4, 5 and 7 have more support from the Working Group and general public. The traffic analysis shows moderate to significant traffic benefits to the study area with preliminary alternatives 2, 3, 4, 5 and 7.

Marge Quinn reported the analysis results for the TSM alternative. She explained that the analysis included comparison between existing condition (2003) intersection performance, 2015 and 2030 No-Build condition intersection performance, and 2015 and 2030 intersection performance with the TSM improvements. She defined TSM improvements as including committed (already planned by DeIDOT

and funded) improvements as well as signalization where warranted, modified signal phasing and/or timing, and minor intersection approach widening. Marge summarized the analysis findings by saying that significant improvements beyond TSM improvements would be required to improve overall study area traffic operations. The TSM alternative would not achieve study objectives that include improving circulation on the west side of Dover, improving mobility and access across the railroad, discouraging through traffic movements on “cut-through” streets, or improving connections between neighborhoods, parks, and businesses. She noted that the TSM analysis does not specifically include proposed Eden Hill Farm development traffic.

Gene Ruane called attention to the objective contained in the TSM analysis pertaining to improving connections between neighborhoods, parks and businesses. He stated that he is glad to see the issue in the TSM evaluation and he would like to see that same issue evaluated in all of the alternatives. He also stated that he would like to see the issues of failing levels of service (LOS) at intersections with New Burton Road and the extent to which alternatives would relieve traffic on New Burton Road in the evaluation.

Mayuresh Khare responded that level of service information would be generated in detailed analysis of the alternatives retained for detailed study. Mike Girman further reiterated that each of the issues Gene Ruane raised would be examined in the forthcoming detailed analysis of alternatives retained for detailed study. Mike explained that the traffic analysis study completed to date was a first level (Step 1) analysis that focused on the issues contained in the Purpose and Need. Tonight the facts from the analyses to date on how the traffic would be processed on all roads in the network have been presented. Regarding New Burton Road, Mike explained that New Burton Road is a collector road while the intersecting roads are local streets and it is the use of local streets by cut-through traffic that is most problematic. In the forthcoming detailed analysis, intersection LOS will be examined.

Rob McCleary added to Mike Girman’s response regarding the issue of examining connections between neighborhoods, parks and businesses by reminding the Working Group that the Purpose and Need Statement specifically includes the phrase “all modes of travel.”

Steve Cain indicated his concern that the study look at what happens at the termini of each alternative, such as LOS at US 13.

Mike Girman responded by stating that the issue of traffic effects at alternative termini would be examined during the detailed study phase. At that time, the alternatives retained for detailed study will be examined for this and many other detailed traffic and environmental issues.

Mayor Reigle asked whether park connectivity will be part of the West Dover Connector project or whether it might be the subject of another study. Mike Girman responded that park connectivity will be examined as part of the West Dover Connector project. He noted that park connectivity solutions could be implemented as part of the West Dover Connector project or as part of another project. Mike Girman also mentioned that a reason for implementing such solutions in another project may be if there are significant environmental impacts with building a connection.

Chris Fronheiser presented a summary of the preliminary alternatives comparison in terms of the natural and built environment factors. Referring to Tab 5 in tonight’s inserts to the project notebook, Chris explained that all preliminary alternatives except 6, 8, 9, and 10 were compared with the No-Build alternative. Chris explained that the bandwidths used were preliminary and do not represent actual roadway widths. He pointed out that a 150 foot bandwidth was used in most areas, although 80 feet was used in physically constrained areas. The bandwidths have been conceptually engineered. The preliminary alignments were based on a 40 mph design speed for main roadways and a 30 mph design

speed for smaller roads and ramps. Mike Girman added that design speed affects the size and shape of roadway curves; it affects the type and extent of physical impacts and speed is a consideration at roadway connecting points.

Chris Fronheiser explained that preliminary alternatives 2, 3, 4, 5, 7 and 11 were evaluated for environmental impacts (Step 2) for two reasons: the traffic analysis (Step 1) determined that preliminary alternatives 2, 3, 4, 5, 7 and 11 meet the Purpose and Need and they have some support from the Working Group and general public. Chris explained that preliminary alternatives 6, 8, 9, and 10 were not evaluated for environmental impacts for two reasons: the traffic analysis (Step 1) determined that preliminary alternatives 6, 8, 9, and 10 do not meet the Purpose and Need and they have little support from the Working Group and general public.

Referring to Tab 5 in tonight's inserts to the project notebook, Chris Fronheiser explained that the potential benefits relating to the natural and built environment factors were evaluated and reported using measures of performance on a scale ranging from "No Impact" to "Most Impact." He explained the following findings:

- Displacements – Preliminary alternatives 5A and 7, followed by 5B, 5C and 3, would have the most impact in terms of displacements.
- Right-of-way Acquisition – Preliminary alternatives 2D, 4 and 5 would require the most right-of-way.
- Wetlands and Floodplains – Preliminary alternatives 2D, 4, 5, and 7 would have the most impact on wetlands and floodplains.
- Agricultural Districts – Only the extensions to Wyoming Mill Road in preliminary alternatives 4 and 5 would impact agricultural districts.

Bob Kramer asked for questions from the Working Group.

Gene Ruane asked whether wetlands and floodplains occur in other places besides Puncheon Run? Chris Fronheiser responded that the Puncheon Run area is the only area where wetlands and floodplains would be impacted by the current concepts. Bob Kramer explained that detailed field verification will be undertaken during detailed study phase. Jane Edwards asked if Isaac Branch would be evaluated at that time. Chris Fronheiser responded affirmatively; the Isaac Branch area would be field evaluated.

Gene Ruane asked about the elimination of the alternative that crosses Isaac Branch and enters Brecknock Park. Mike Girman responded by explaining that an alternative with such a crossing would be considered fatally flawed from the perspective of the Army Corps of Engineers whose mission is to protect waterways and wetlands.

Rob McCleary asked DMJM Harris to quantify the environmental impacts of preliminary alternatives that cross Isaac Branch and enter Brecknock Park."

Ann Rider asked why preliminary alternative 2A was not identified in the summary slide. Chris Fronheiser indicated that preliminary alternative 2A was quantified as shown in the table in Tab 5. The data in the slide includes only the preliminary alternatives having the highest level of impacts. Preliminary alternative has comparatively moderate impacts.

Dawn Melson commented that cultural resources would be an issue examined during detailed study. Mike Girman concurred by saying that the full range of natural and built environment issues would be evaluated during the forthcoming detailed analysis of alternatives retained for detailed study.

Next Steps

Bob Kramer summarized tonight's presentations by acknowledging that a great deal of data was provided. He asked the Working Group members to please take a close look at the data at their leisure. He asked them to remember that they do not have all the information needed to make recommendations as to which alternatives should be dropped from further consideration. Over the next Working Group meetings, additional data will be presented to the Working Group that will enable them to make such a recommendation.

Bob Kramer stated that at the next Working Group meeting, the study team hopes to provide data on the ideas provided by the Rodney Village Civic Association as well as a new concept being developed by DMJM Harris. Bob encouraged everyone to submit any ideas, stating that the sooner the ideas are provided, the sooner data can be developed and presented for them. Bob reinforced the point that it is the study team's intention to neither hold up the process nor allow it to proceed too quickly. Detailed analysis of the alternatives retained for detailed study will take time and will not happen within the time frame of the next 2 meetings.

Questions and Answers

Bob Mooney, Mayor of Camden, asked whether DeIDOT could keep individual communities updated on the project status? Bob Kramer stated that DeIDOT would welcome the opportunity to do that. They should contact Jay Kelley to set up such a meeting. Bob Kramer also indicated DeIDOT's hope that the Working Group members, as representatives, are sharing the information they have about the project with their constituencies.

Gene Ruane indicated interest in the new DMJM Harris concept. Bob Kramer stated that DMJM Harris is still developing the concept. Mike Girman responded that the concept would involve moving a portion of the railroad and would use the existing roadway network. Mike stated that the concept has less environmental impacts than other concepts but has other issues.

Steve Speed, Mayor of Dover, asked what is stopping the Working Group from eliminating preliminary alternatives 6, 8, 9, and 10. Bob Kramer responded that the goal at the moment is to develop a full range of alternatives before eliminating any, and that DeIDOT had made a public commitment that no action would be taken by the Working Group tonight with regard to dropping alternatives from further consideration.

Janice Sibbald asked about neutrality in considering the DMJM Harris concept. Bob Kramer responded that in collecting ideas, DMJM Harris provided their idea for consideration. However, the study team position on that concept is neutral.

Ann Rider asked whether new ideas can still be submitted? Bob Kramer responded affirmatively and recommended that any idea that is submitted should look like it meets the Purpose and Need.

Mayor Mooney emphasized that new ideas should be truly new ideas and not restatements or modifications of existing ideas and concepts.

Bob Kramer asked for questions from the public.

Leon Cromer asked whether the impact of the alternatives on the historic properties would be evaluated. Mike Girman responded affirmatively.

Next Meeting

With no further questions from the public, Bob Kramer reminded the Working Group members that the next Working Group meeting will be held on **Wednesday, April 6, 2005 at 5:30PM**. It will be held in the **DuPont Ballroom at Modern Maturity Center at 5:30PM**. A light dinner will be provided at the meeting. The objectives of this meeting will be to provide data on the ideas provided by the Rodney Village Civic Association as well as the new idea being developed by DMJM Harris.

Bob Kramer adjourned the meeting.

Memorandum of Meeting
Working Group

Meeting Date: April 6, 2005
Time: 5:30 PM
Location: Modern Maturity Center

NEXT Working Group Meeting

Wednesday, May 25, 2005
5:30 PM Meeting
Modern Maturity Center
DuPont Ballroom
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

Robert "Dick" Bewick	Woodbrook Resident
James Brown	Resident, Town of Wyoming
Zachary Carter	Director, Dover Parks and Recreation
Judy Diogo	President, Central Delaware Chamber of Commerce
Jane Edwards	Kesselring Property (East of New Burton Road)
Colin Faulkner	Director, Kent County Department of Public Safety
Patricia Gauani	President, Rodney Village Civic Association
Darren Harmon	Kraft Foods
James Hutchison	Commerce Bank
Rob McCleary	DeIDOT Representative
Milton Melendez	Department of Agriculture
James Galvin	Director, Dover Planning and Inspections
Frank King	President, Wyoming Mills Homeowner's Association
Robert Mooney	Mayor, Town of Camden
Jack Papen	Farmer, Major Property Owner
Randi Pawlowski	Dover First Seventh-Day Adventist Church
Michael Petit de Mange	Director of Planning Services, Kent County
Hans Reigle	Mayor, Town of Wyoming
Ann Rider	Crossgates/Mayfair Resident
Eugene Ruane	Dover City Councilman - 2 nd District
Robert Sadusky, Sr.	Dover City Councilman - 2 nd District
Deb Scheller	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Stephen Speed	Mayor, City of Dover
Ali Stark	Holly Drive Resident
Donna Stone	32 nd Representative District
Donald Sylvester	President, Rodney Village Homeowner's Association
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Nancy Wagner	31 st Representative District
Jeff Davis (for Craig Wearden)	Principal, W. Reilly Brown Elementary School
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Gladys Bishop	David Hall Road Resident
Robert Day	Colony Drive Resident
Wynell Ebaugh	Richard Bassett Road Resident
Bill Edwards	Kennett Square, PA Resident
John Gaines	Artis Drive Resident
Phyllis Garhartt	David Hall Road Resident
Aeneas Gauani	Charles Polk Road Resident
Shirley Gauani	Charles Polk Road Resident

Angelo Giudici, Jr.
Carol Hotte
Nellie Houston
Paula King
Lorraine Lynch
Anthony Matone
Elizabeth Matone
Carol Mosemann
Steve Sax
Sean Shaver
William Towner
Drew Volturo
Ryan Walsh
Karen Papen Watts
Theresa Winchell

Charles Polk Road Resident
John Clark Road Resident
David Hall Road Resident
Oats Lane Resident
Shadow Court Resident
Charles Polk Road Resident
Charles Polk Road Resident
Richard Bassett Road Resident
Dover Resident
Charles Polk Road Resident
Charles Drive Resident
Delaware State News
Shadow Court Resident
Hazletville Road Resident
Charles Polk Road Resident

Others in Attendance (Project Team):

Darrell Cole
Andrew Bing
Mike Girman
Erich Hizer
Gary Hullfish
Ed Janda
Mayuresh Khare
Robert Kramer
Gary Laing
Marge Quinn
Leslie Roche
Ed Thomas

DeIDOT
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The purpose of the meeting was to update Working Group members about the results of screening Concepts 12 and 13 in terms of traffic and the natural and built environments, and to obtain input from the Working Group on which concepts and/or preliminary alternatives may not merit further consideration.

Introductions and Updates

Bob Kramer began the meeting by welcoming the Working Group members and the public to the meeting. Bob reviewed the agenda for the meeting. He explained that information on Concepts 12 and 13 would be presented but that no action would be taken on those concepts this evening.

Bob Kramer explained that tonight's meeting would include a breakout session that would enable Working Group members to discuss the concepts they feel do not merit further study and why. He explained that four breakout groups would be created with the Working Group members and a fifth breakout group would be provided for the public.

Bob Kramer explained the contents of the tabs in tonight's notebook materials.

Review Screening Process and Purpose and Need

Mike Girman began the presentation portion of the meeting by thanking everyone for attending. He reviewed the 2 step screening process:

- Step 1 examined the traffic benefits of each concept compared with the No Build alternative to identify the concepts that have little to no benefit to the study area based on the Purpose and Need.
- Step 2 examined the potential impacts to the natural and built environments for each concept that was determined to meet the Step 1 criteria. Mike explained that concepts meeting the Purpose and Need in Step 1 were refined into preliminary alternatives based on engineering criteria.

Mike Girman reviewed the traffic factors used in Step 1 of the screening process:

- Traffic circulation;
- North Street intersection performance improvement;
- Traffic reduction on Camden-Wyoming Avenue;
- Reduction in through traffic (cut through traffic on streets between New Burton Road and Governors Avenue); and,
- Improved access and mobility across the Norfolk Southern railroad within the study area.

Mike Girman reviewed the natural and built environment factors used in the Step 2 screening process:

- Number of displacements/acreage of right of way required;
- Impacts to streams;
- Impacts to wetlands;
- Impacts to floodplains;
- Impacts to agricultural land; and,
- Impacts to cultural resources (to be determined in detailed study).

Mike Girman summarized the project purpose:

- Improve mobility across the Norfolk Southern railroad for all modes of travel to and from the west side of Dover;
- Reduce congestion at key intersections in the study area; and,
- Improve connectivity of the roadway network for localized travel.

Mike Girman summarized the 4 major areas of need:

- Existing and future traffic congestion;
- System linkage and continuity;
- Emergency service accessibility; and,
- Safety.

Mike Girman explained that all elements of the Purpose and Need were examined by comparing the concepts to the No Build option.

Concepts 12 and 13 Introduction

Mike Girman introduced and described Concept 12, referring the Working Group to the map provided in Tab 3 of tonight's notebook materials. He explained that Concept 12 would extend Saulsbury Road from its existing terminus at North Street southwest crossing the Norfolk Southern Railroad near Puncheon Run and connect to New Burton Road. Concept 12 would include relocating the portion of the railroad between Puncheon Run and Isaac Branch to the west of its current location. Two railroad alignments are under consideration: a corridor immediately west of the current alignment in front of the Kesselring farmstead, and a corridor behind the Kesselring farmstead. Mike explained that relocating the railroad from the existing alignment would provide the land area needed to widen New Burton Road to the west as opposed to the east as shown in Preliminary Alternative 7, and would result in less impact to the built environment.

Mike Girman explained the traffic pattern that would be allowed by Concept 12. He stated that through movements on New Burton Road would be provided where the new alignment joins New Burton Road. Normal operation of New Burton Road as under existing conditions would continue. In addition, northbound traffic on New Burton Road can use a flyover (bridge) to continue northbound on the new roadway. Similarly southbound traffic on the new alignment would use a flyover to connect to southbound New Burton Road. The connection of the two roads would be by means of ramps; no intersection would be created. Mike explained that it would not be possible to travel southbound on the new alignment and then northbound on New Burton Road, or travel southbound on New Burton Road and then northbound on new alignment. Concept 12 would include alignment options to US 13 along either Webbs Lane (Concept 12A) or Charles Polk Road (Concept 12B).

Mike introduced and described Concept 13, explaining that it was developed from a proposal provided by the Planning Committee of the Rodney Village Civic Association. Concept 13 would extend Saulsbury Road from the existing terminus at North Street and head southwesterly, crossing Puncheon Run and connecting to and proceeding south on Wyoming Mill Road. Concept 13 would turn west at Isaac Branch and parallel the waterway before crossing it and continuing south along the west side of Wyoming and then turning east at the Norfolk Southern railroad crossing. Concept 13 would continue in a southeasterly direction to US 13 in the vicinity of Briar Park.

Mike Girman explained that as with all other concepts, Concepts 12 and 13 were screened to determine the travel benefits to the study area based on Purpose and Need.

Mike Girman explained that the team will be meeting with the resource agencies on April 14, 2005, and that all concepts and preliminary alternatives including Concepts 12 and 13 would be presented to the agencies at that time. Mike explained to the Working Group that another concept was developed by the team, which is a sub-alternative of Preliminary Alternative 7. Rather than the alignment being in the vicinity of Charles Polk Road, this additional concept would use Webbs Lane. Mike explained that as the purpose of the meeting with the resource agencies is to present the full range of alternatives, this additional concept would also be presented. Mike indicated that this concept would be known as 7D and the team will report on it at the next Working Group meeting. Additionally, Mike noted that the outcome of the resource agency meeting including input from the resource agencies will be reported to the Working Group at the next Working Group meeting.

Concepts 12 and 13 Screening Results

Marge Quinn reviewed the concept screening process and scoring methodology for Concepts 12 and 13. She indicated to the Working Group that traffic modeling had been performed for Concepts 12 and 13 and the results are presented on updated Scoring Sheets and Data Matrices provided in Tab 4 of tonight's notebook materials.

Marge Quinn explained that the traffic modeling results for Concepts 12A and 12B show improved continuity for traffic movements around Schutte Park and Eden Hill Farm. Traffic volumes were reduced in movements around Eden Hill Farm and Schutte Park. Trip length reduction would also occur. Marge indicated that, overall, high traffic circulation benefits would occur from Concepts 12A and 12B under 2030 conditions.

Marge Quinn explained that the traffic modeling results for Concepts 12A and 12B show a reduction in turning movements at the North Street intersections as a significant number of turning movements would become through movements at the intersection of North Street and Saulsbury Road. Reducing turning movements would improve intersection performance and safety. Marge summarized by saying that high performance improvement benefits would occur at the North Street intersections from Concepts 12A and 12B under 2030 conditions.

Marge Quinn stated that under 2030 conditions the traffic reduction on Camden-Wyoming Avenue would be moderate for Concept 12A and high for Concept 12B. By comparison, Concept 12B would have a higher benefit since it is in closer proximity to Camden-Wyoming Avenue.

Marge Quinn explained that based on 2030 conditions Concepts 12A and 12B would have a moderate benefit in reducing through traffic (cut through) on streets between New Burton Road and Governors Avenue.

In terms of access and mobility across the Norfolk Southern railroad, Marge Quinn stated that Concepts 12A and 12B would have a moderate benefit. Improved access and mobility across the Norfolk Southern railroad within the study area could be achieved with an underpass or overpass crossing the railroad. Access and mobility for emergency response vehicles and heavy vehicles would also be improved.

Referring to the Scoring Sheet, Marge Quinn explained that Concept 13 would provide a low benefit for traffic circulation. Concept 13 would provide some improvement in continuity for traffic movements around Schutte Park and Eden Hill Farm, but the benefits in terms of reducing traffic volume and trip lengths in those movements would be low.

Marge Quinn stated that performance improvements provided by Concept 13, like Concept 6, would be moderate in terms of reducing turning movements at North Street and reducing traffic volumes on Camden-Wyoming Avenue. Concept 13 would provide a low benefit in reducing through trips on streets between New Burton Road and Governors Avenue, and low benefit in terms of improving access and mobility across the Norfolk Southern railroad.

Marge Quinn summarized her presentation by saying that the traffic analysis determined that Concept 12 meets the Purpose and Need. With respect to Concept 13, she explained that the traffic analysis determined that traffic patterns forecasted to occur would be very similar to the results predicted for Concept 6. Concept 13, like Concept 6, does not improve study area traffic conditions and does not meet the project Purpose and Need.

Gene Ruane asked what the key intersections are in the study area. He stated his opinion that any concept that includes Webbs Lane should be scored as a negative. Marge Quinn responded that the traffic counts included 25 key study area intersections and that the detailed study phase will analyze every study area intersection. She elaborated that the Purpose and Need statement specifically mentions the three North Street intersections and Queen Street at West Street as key. Bob Kramer added that the intersections along US 13 are an issue to be examined in detailed analysis.

Mike Girman reminded the Working Group that the focus beginning tonight is eliminating concepts that do not meet the Purpose and Need. He explained that a preliminary alternative using Webbs Lane would require improving Webbs Lane. If the required improvements to Webbs Lane could not be made, then the viability of the alternative would have to be re-considered.

Gene Ruane asked why the Working Group is only looking at key intersections instead of all intersections in the study area. Bob Kramer responded by explaining the layered screening process. The study begins with a large number of concepts. Concepts meeting the Purpose and Need are then developed into Preliminary Alternatives. Those Preliminary Alternatives are then whittled down to a group of alternatives retained for detailed study. The detailed study phase involves determining what improvements would have to be made to make an alternative work from engineering, traffic, and environmental perspectives, and involves evaluating the feasibility and reasonableness of making those improvements. After the detailed study phase, a preferred alternative will eventually be selected.

Patricia Gauani stated that she concurs with Gene Ruane. She doesn't think she has enough information to make decisions. Bob Kramer reiterated his previous statement that the current focus is on identifying and eliminating concepts that do not meet the Purpose and Need. Bob indicated that the traffic modeling work completed to date is sufficient detail to make those decisions. Bob commented that just because a concept appears to satisfy Purpose and Need at this preliminary level of analysis does not mean it is a "good" or "attractive" option or even that it will be evaluated as performing well in terms of traffic impacts under more detailed analysis. Andrew Bing added that the DeIDOT travel demand model is used statewide in Delaware for traffic analysis and is the accepted analytical tool for this decision-making process. Mike Girman reiterated that the focus of the Working Group should be on eliminating concepts tonight that do not meet the Purpose and Need. He stated that enough information is available to make those decisions.

Jan Sibbald asked whether DeIDOT had spoken with Norfolk Southern about relocating the railroad since the last Working Group meeting. Mike Girman responded that a preliminary discussion was had with Norfolk Southern which yielded a preliminary agreement on a railroad design speed in the potential relocated area. Mike Girman stated that the cost to relocate the railroad would be borne by DeIDOT. Mike Girman referred to the map in Tab 3 of tonight's notebook materials and explained that the railroad relocation would occur south of Puncheon Run, enabling the railroad to continue using the existing bridge structure at Puncheon Run. The railroad would tie back in to the existing alignment north of the Isaac Branch railroad bridge. Mike Girman stated that the red and orange lines on the map are possible new railroad alignments. Bob Kramer explained that moving the railroad to the west would provide additional room for making improvements to New Burton Road with less community impact.

Ann Rider stated that she agrees with Gene Ruane and Patricia Gauani. She is frustrated because there is no data to show that any of the intersections in the study area other than the key intersections would be improved by any of the preliminary alternatives. Bob Kramer repeated his previous statement that the current focus is on identifying and eliminating concepts that do not meet the Purpose and Need even at this preliminary level of analysis. He agreed that intersection analysis data is vital and that will be provided to the Working Group prior to the time when the Group is asked to make a recommendation of a preferred alternative.

Gene Ruane asked whether Webbs Lane is one of the roads people drive to get to US 13. Mike Girman responded that, yes, Webbs Lane is one of several roads. If a Webbs Lane route were part of the preferred alternative, Webbs Lane would have to be designed to accommodate the traffic that it would handle. Gene Ruane responded that the volume of cut through traffic is highest on Webbs Lane. Marge responded that the highest cut through traffic volume is on Wyoming Avenue and not Webbs Lane. She indicated that this information was presented to the Group at Working Group Meeting 1 by Erich Hizer and is contained in the notebook materials.

The Working Group agreed that they would like additional information on intersection levels of service. Bob Kramer responded that this information would be provided at the detailed level of study phase.

Leslie Roche presented the findings of the natural and built environment screening of Concept 12. She explained that the scoring and data sheets (Tab 4 of tonight's notebook materials) have been updated since the last Working Group meeting to include access to parks. In addition, she stated that in response to a question at the last Working Group meeting, Concepts 5C Spur and 7C Spur (concepts with an Isaac Branch crossing and connection to US 13 through Brecknock Park) were added to the scoring and data sheets and the impacts to the natural and built environments have been provided.

Leslie Roche reiterated Marge Quinn's statement that Concept 12 meets the Purpose and Need at this preliminary level of analysis and was developed into a preliminary alternative. The screening of potential natural and built environment impacts determined that Preliminary Alternative 12 would have relatively fewer wetlands and floodplain impacts compared to other alternatives with Puncheon Run crossings. This is because the alignment can more closely follow that of New Burton Road in the vicinity of Puncheon Run than the other alternatives. Preliminary Alternative 12 would have no impacts to Agricultural Districts. A similar number of displacements to Preliminary Alternative 7C would occur depending on the connection point to US 13. A moderate amount of right of way would be required depending on the connection point to US 13.

Questions and Answers

Bob Kramer asked if the Working Group had any questions. Ann Rider asked whether Preliminary Alternative 12 would have impacts to agricultural lands. Leslie Roche responded that the analysis examined potential impacts to Agricultural Districts, those lands that have been set aside for agricultural preservation. Leslie explained that the Agricultural Districts are located along Wyoming Mill Road and would not be impacted by Preliminary Alternative 12. Leslie commented that the property in the Agricultural District is in preservation for another five years. Only spurs connecting to Wyoming Mill Road would impact Agricultural Districts. Mike Girman noted to the Working Group that impacts to Agricultural Lands as a result of relocating the railroad would be added to the scoring and data sheets.

Bob Kramer explained that Tab 4 includes scoring sheets as well as the supporting data tables and encouraged the Working Group to take some time on their own to look at the information provided. He explained that the data sheets show the actual numbers and help to explain why the symbols are noted as they are on the scoring sheets.

Milton Melendez suggested that Concept 12A and 12B Agricultural District Land Impacts associated with relocating the railroad should be added to the scoring and data sheets. Mike Girman responded that the scoring and data sheets would be updated and included in the memorandum of the meeting (see Action Item 1 at the end of this memorandum).

Mike Petit De Mange asked why the scoring for Concepts 5C Spur and 7C Spur show different results for impacts to streams, floodplains, and wetlands. Mike Girman responded that the data would be re

examined and the scoring updated if needed (see Action Item 2 at the end of this memorandum). Bob Kramer noted that the Resource Agencies will most likely view the 5C Spur and 7C Spur as having fatal flaws because of environmental and parkland impacts. Bob noted that without the spur, the Resource Agencies would find Preliminary Alternative 7 more acceptable than Preliminary Alternative 5 as it would use existing New Burton Road.

Steve Speed made a motion that the Working Group should drop Concepts 6, 8, 9 and 10 as they have insufficient merit and should not be carried forward for further study. Before asking the Working Group for a second to Steve Speed's motion, Bob Kramer asked the Working Group whether they had any new ideas to present tonight. The Working Group provided no new ideas.

Bob Mooney offered to second Steve Speed's motion. James Galvin offered an amended motion that all concepts and Preliminary Alternatives be retained until the Working Group has an opportunity to look at all ideas including Concepts 12 and 13. Jim Galvin's amendment did not receive a second.

Gene Ruane asked who the voters would be. Bob Kramer responded that the Working Group members would be the voters. He introduced Judy Diogo, President of the Central Delaware Chamber of Commerce, as the new Chamber representative. The Working Group includes 41 members with 31 in attendance at tonight's meeting. Bob Kramer clarified the changes in the Working Group membership. Gene Ruane stated that the number of members is large and asked if all defeated elected officials would be allowed to remain on the Working Group as the Group would continue to grow. He asked whether neighborhoods like Sherwood should be more represented. Bob Kramer responded that there is no pretense that the Working Group is a completely representative group, but that an effort has been made to be as inclusive as possible. He reminded the Group that the Working Group is only one element of the process. Bob Mooney concurred that Gene Ruane has a valid point in terms of the size of the group and future growth. Rob McCleary indicated he shares the concern that if the Working Group gets larger, it may be unwieldy. Bob Kramer stated that in view of these concerns, Working Group growth beyond its current size would be brought to the Working Group prior to increasing membership.

Nancy Wagner stated her opinion that the Working Group is part of the public process but the work would still need to be done by the project team. In the end, DeIDOT will do what it wants. Bob Kramer responded that the Working Group is important and it has input, but DeIDOT can not cede its authority to make decisions.

Jim Galvin stated his opinion that the Working Group is a mechanism that provides community value in the project development process, which is part of the equation in coming up with a preferred alternative. DeIDOT does not know the community values, which is why they need the Working Group.

Donna Stone commended the effort of the Working Group. She said this is time well spent. The project is an emotional issue for many in the study area and on the Working Group. She reminded the Group that impacts will occur somewhere. As a result, time on the Working Group is well spent; DeIDOT does listen.

Patty Gauani agreed that the Working Group is important and we are not wasting our time.

Bob Kramer reminded the Group that Steve Speed's motion remains on the floor. He asked whether members were in favor of dropping Concepts 6, 8 9 and 10. The "ayes" were unanimous; no nays were heard.

Ann Rider asked whether the directional ramps in Concepts 12A and 12B are merges. Mike Girman responded affirmatively.

Gene Ruane asked whether the electrical substation along New Burton Road would be impacted or moved. Ed Janda preliminarily responded that the substation would not be impacted or moved. Bob Kramer asked DMJM Harris to make a determination and provide a response (see Action Item 3 at the end of this memorandum).

Breakout Sessions

Bob Kramer introduced the purpose and tasks of the break-out group session: using the Scoring Sheets and Data Matrices, discuss the preliminary alternatives and determine whether each may not merit further study and why. The preliminary alternatives discussed in the break-out sessions should include the 2's, 3, 4, 5's, 7's, and 11.

Andrew Bing announced the members of each break-out session group, and the facilitator and recorder for each group.

The following matrix presents the information discussed in each break-out group based on the recorder's notes.

Preliminary Alternative Index

- Preliminary Alternative 2 – Stop at New Burton Road via
 - E. Straight line
 - F. Wyoming Avenue vicinity
 - G. Blue Beach vicinity
 - H. Kesselring Farm vicinity
- Preliminary Alternative 3 – Tie in to Wyoming Avenue to US13
- Preliminary Alternative 4 – Tie in to Webbs Lane to US13; auxiliary connection to Wyoming Mill Road
- Preliminary Alternative 5 – Tie in to Charles Polk Road to US13; auxiliary connection to Wyoming Mill Road
 - Option A: Via Garton Road through Kesselring Farm
 - Option B: Bisecting Kesselring Farm
 - Option C: Along the southern boundary of Kesselring Farm near the parkland
 - Option C Spur: Across Isaac Branch and Brecknock Park
- Preliminary Alternative 7 – Connect to New Burton Road north of Wyoming Avenue; widen New Burton Road; Connect to Charles Polk Road
 - Option A: Via Garton Road through Kesselring Farm
 - Option B: Bisecting Kesselring Farm
 - Option C: Along the southern boundary of Kesselring Farm near the parkland
 - Option C Spur: Across Isaac Branch and Brecknock Park
- Preliminary Alternative 11 – Transportation System Management (TSM)

Group	Preliminary Alternative	Opinions on Traffic	Opinions Natural and Built Environment	Opinions Working Goals Objectives	on Group and	Drop Further Study?	From
Group # 1 Members: James Galvin Milton Melendez Ali Stark Jane Edwards Jeff Davis Doris Kesselring Taylor Ann Rider Robert Mooney Facilitator: Marge Quinn Recorder: Ed Janda	2	- 2A access restriction to local streets where retaining wall would occur - 2A, 2B, 2C, 2D would put additional traffic on New Burton Road	- 2C impacts due to length of bridge	-		2A – Yes 2B – Yes 2C – Yes 2D - Yes	
	3	- Enough benefits to traffic to keep in study	-	-		No	
	4	-	-	-		No	
	5	-	- 5C Spur, unacceptable impacts to Brecknock Park	-		5A – Yes 5B – No 5C – No 5C Spur - Yes	
	7	- 7A would put more traffic on Webbs Lane	- 5C Spur, unacceptable impacts to Brecknock Park	-		7A – Yes 7B – Yes 7C – No 7C Spur – Yes	
	11	-	-	-	- Idea: consider network capacity improvements as well as intersection improvements - Idea: consider capacity improvements to Wyoming Avenue, Webbs Lane and New Burton Road		No

Group	Preliminary Alternative	Opinions on Traffic	Opinions Natural and Built Environment	Opinions Working Goals Objectives on Group and	Drop From Further Study?
<p>Group #2</p> <p>Members: Nancy Wagner Eugene Ruane Michael Petit de Mange Rob McCleary Donald Sylvester Colin Faulkner Steve Speed Robert "Dick" Bewick</p> <p>Facilitator: Ed Thomas</p> <p>Recorder: Mike Girman</p>	2	- 2A, 2B, 2C, 2D have insufficient traffic benefits; would not get traffic to US 13	-	- 2A, 2B, 2C, 2D are not consistent with goals and objectives	2A – Yes 2B – Yes 2C – Yes 2D – Yes
	3	- Some believe traffic benefits are insufficient; will not reduce cut through traffic; would not get traffic to US 13 -Some believe there would be traffic benefits to North Street	- Some believe community impacts are unacceptably high	- Some opinion that some goals and objectives would be met	3 - Yes
	4	- Some believe traffic benefits are insufficient; doesn't get traffic to US 13 - Some believe there are traffic benefits; does get traffic to US 13; would help North Street intersections - Some support for spur to Wyoming Mill Road	- Some concerned for negative impacts	- Some concerned about cost - Some concerned about safety at school and in residential areas	4 - Yes
	5	- 5A, 5B, 5C, 5C Spur would benefit traffic	- 5C Spur would have unacceptable impacts on Brecknock Park - 5A, 5B, 5C would have few negative impacts - Would like to see the Kesselring House preserved	- 5A, 5B, 5C would meet goals and objectives	5A – Yes 5B – Yes 5C – No 5C Spur - Yes
	7	-7A, 7B, 7C traffic benefits are insufficient; no reduction in cut through traffic - There would be some traffic benefit at the North Street intersections; would get traffic to US 13	-	-	7A – Yes 7B – Yes 7C – Yes 7C Spur - Yes
	11	- Some believe traffic benefits are insufficient - Some believe it will provide benefits for several years	-	- Some believe concept does not meet goals and objectives	11 – No (the group was evenly split)

Group	Preliminary Alternative	Opinions on Traffic	Opinions Natural and Built Environment	Opinions Working Goals Objectives	on Group and	Drop From Further Study?
<p>Group # 3</p> <p>Members: Donna Stone James Hutchison Zachary Carter Patty Gauani Hans Reigle Judy Diogo Randi Pawlowski</p> <p>Facilitator: Andrew Bing</p> <p>Recorder: Mayuresh Khare</p>	2	- 2A, 2B, 2C, 2D traffic benefits are insufficient; would not address cut through traffic	-	- Does not meet the goals and objectives of the study		2A – Yes 2B – Yes 2C – Yes 2D - Yes
	3	- Access to US13; worth looking at in detail - Improvements would be needed on Wyoming Avenue	- Concerns about homes, but worth studying in detail	-		3 - No
	4	- Access to 13 makes this worth looking at in detail - Convenient connection to Puncheon Run Connector	- Impact to school and safety of school children is an important consideration	-		4 - No
	5	-	- Would have significant displacement impacts on the Charles Polk Rd neighborhood; would rather impact natural resources than impact Charles Polk Rd homes - 5C Spur should be studied further as it eliminates direct impacts on Charles Polk Rd. homes	-		5A – No 5B – No 5C - No 5C Spur - No
	7	-	- Would have significant displacement impacts on the Charles Polk Rd neighborhood; would rather impact natural resources than impact Charles Polk Rd homes - 7C Spur should be studied further as it eliminates direct impacts on Charles Polk Rd. homes	-		7A – No 7B – No 7C - No 7C Spur - No
	11	-Intersection improvements would be required under each of the alternatives -Stand-alone intersection improvements would not help solve traffic problems significantly	-	-	- Feel TSM becomes a viable option if the no build is selected, but only in that scenario	

Group	Preliminary Alternative	Opinions on Traffic	Opinions Natural and Built Environment	Opinions Working Goals Objectives	on Group and	Drop Further Study?	From
<p>Group # 4</p> <p>Members: Robert Sadusky James Brown Deb Scheller Janice Sibbald Jack Papen Juanita Wieczoreck Frank King</p> <p>Facilitator: Leslie Roche</p> <p>Recorder: Gary Hullfish</p>	2	- The 2's do not have acceptable traffic benefits; do not reduce through traffic	-	- The 2's do not connect to US 13		2A – Yes 2B – Yes 2C – Yes 2D - Yes	
	3	- Truck traffic on Wyoming Avenue is a concern - Needs to address traffic filtering onto State Street prior to connection to US 13 - Does not significantly reduce cut through traffic - Partial solution	-	- Large impact on community surrounding Wyoming Avenue		3 - No	
	4	- Heavy traffic at Webbs Lane and US 13 at 2:30 pm; must address significant traffic at US 13 connection.	- Impact on Agricultural Preservation land; connection to Wyoming Mill Road does not add value - There is a distinction between the potential number of walking students and the actual number of walking students - What is the capacity of the existing school? If expansion is imminent, may want to consider moving the school if a Webbs Lane alternative moves forward	- Location of Reilly Brown Elementary School is a negative		4 - No	
	5	- 5A Garton Road is not a viable route	- 5A - The connection to Wyoming Mill Road is a better alignment as impacts to preserved agricultural land are reduced compared with 4 and 5C - Significant impact to Charles Polk Road community - 5C Spur – unacceptable impact on Brecknock Park	-	5A – Yes 5B – Yes 5C – No 5C Spur – Yes		
	7	- 7A, 7B, 7C Does not significantly reduce cut through traffic - 7A, 7B, 7C Reduce traffic on Webbs Lane	- 7A, 7B, 7C Widening New Burton Road to the east would have significant community impacts; Preliminary Alternatives 4, 5C, and 12 would achieve the same traffic benefit without these impacts - 7A, 7B, 7C would have significant impacts on Charles Polk Road neighborhood - 7C Spur would have an unacceptable impact on Brecknock Park	-	7A – Yes 7B – Yes 7C – Yes 7C Spur – Yes		
	11	- Does not provide a connection to US 13 - TSM improvements alone will not address all traffic factors - TSM improvement will	-	-		11 - Yes	

Group	Preliminary Alternative	Opinions on Traffic	Opinions Natural and Built Environment	Opinions Working Goals Objectives	on Group and	Drop From Further Study?
		not address many existing intersection problems				

Group	Preliminary Alternative	Opinions on Traffic	Opinions Natural and Built Environment	Opinions Working Goals Objectives	on Group and	Drop From Further Study?
Group # 5 Members: Public Facilitator: Bob Kramer Recorder: Erich Hizer	2	- 2A, 2B, 2C, 2D do not go far enough to address traffic factors	-	-		2A – Yes 2B – Yes 2C – Yes 2D - Yes
	3	<ul style="list-style-type: none"> - Would cause more congestion on US13 and Governors Avenue - Improvements would be needed on Wyoming Avenue - Does not address southern part of the study area 	- Would use Wyoming Avenue	-		3 - Yes
	4	<ul style="list-style-type: none"> - Addresses traffic needs - Intersections will have to be improved 	<ul style="list-style-type: none"> - Improvements would be needed to mitigate impacts to the Reilly Brown Elementary School 	-		4 - No
	5	-	<ul style="list-style-type: none"> - 5A, 5B, 5C would split Kesselring Farm in half - 5A, 5B, 5C would displace residents on the south side of Charles Polk Road - 5A, 5B, 5C could have a negative impact on shopping centers - 5C Spur through Brecknock Park and US 13 intersection would be difficult 	-		5A – Yes 5B – Yes 5C – Yes 5C Spur - Yes
	7	- 7A, 7B, 7C, 7C Spur would not link Wyoming Mill Road and would not help Camden or Wyoming; recommend adding connection to Wyoming Mill Road	-	-		7A – No 7B – Yes 7C – No 7C Spur - Yes
	11	- Would not improve operations enough; little merit on its own	-	-		11 - Yes

Brief Breakout Team Reports

- Each of the five facilitators reported a brief summary of the discussion in his/her group to the entire Working Group. Each group's summary reflected the general consensus in the group about which Preliminary Alternatives did not merit further study and why.
- At the end of summary, each facilitator asked his/her group members whether the summary reflected their discussion properly.
- There was a general consensus in all the groups that the team reports properly reflected their discussions during the breakout session.
- Based on the breakout team reports the following table shows a summary of the breakout group's views about which preliminary alternatives should (√) or should not (x) be retained for further study.

Group → Preliminary Alternative ↓	Marge Quinn	Ed Thomas	Andrew Bing	Leslie Roche	Does Merit Further Study (x)	Not Merit Further Study (√)
2A	x	x	x	x	4	0
2B	x	x	x	x	4	0
2C	x	x	x	x	4	0
2D	x	x	x	x	4	0
3	√	x	√	√	1	3
4	√	x	√	√	1	3
5A	x	x	√	x	3	1
5B	√	x	√	x	2	2
5C	√	√	√	√	0	4
5C Spur	x	x	√	x	3	1
7A	x	x	√	x	3	1
7B	x	x	√	x	3	1
7C	√	x	√	x	2	2
7C Spur	x	x	√	x	3	1
11	√	√	x	x	2	2

Gene Ruane asked whether Preliminary Alternative 11 would include adding lanes and capacity. Marge Quinn responded that capacity issues at intersections would not be addressed by Preliminary Alternative 11 which focuses on system management improvements not capacity improvements. Marge mentioned that this idea was raised in her breakout group but there was not time to discuss it.

Gene Ruane asked why TSM analysis was conducted at only a few intersections. Mayuresh Khare of DMJM Harris replied that the TSM analysis was conducted for all 25 studied intersections and the intersections included in the TSM alternative are the only intersections where TSM strategies can improve intersection performance. At the remaining intersections, the analysis showed that TSM strategies can not improve intersection performance. Hence, TSM improvements are not proposed for those intersections. Gene Ruane expressed interest in looking at the TSM analysis. Bob Kramer indicated that the TSM analysis would be provided to Gene Ruane.

Bob Kramer summarized the breakout session reports by saying that he heard unanimous support for eliminating Preliminary Alternative 2. He heard a mixed response to Preliminary Alternative 3 and 4. Differing views were heard on the four versions of Preliminary Alternative 5. In general, there is less

support for 5A, 5B and 5C Spur. Preliminary Alternative 7 got mixed reviews. Preliminary Alternative 11 had no support from two breakout groups, but some support from two other groups.

Next Steps

Bob Kramer explained to the Working Group that all remaining Preliminary Alternatives will be discussed at the next Working Group meeting which is on **Wednesday, May 25, 2005 at Modern Maturity Center at 5:30** in the **DuPont Ballroom**. A light dinner will be provided at the meeting. The meeting will include further discussion of the Preliminary Alternatives. We will discuss and will entertain motions regarding Concepts 12 and 13, along with the remaining Preliminary Alternatives. We will report the results of the April 14, 2005 Resource Agency meeting. We will not choose a Preferred Alternative at the next Working Group meeting.

Steve Speed made a motion to eliminate all versions of Concept 2. His motion was seconded by Donna Stone. "Ayes" were unanimous; no nays were heard.

Donna Stone asked when the next public workshop would be. Bob Kramer responded that the next public workshop would be in mid to late July. Bob Kramer said there would be another meeting with the Resource Agencies in July.

Bob Kramer reminded the Working Group to encourage other members to attend the next meeting. Bob Kramer adjourned the meeting.

Action Items

Several questions were raised at the Working Group meeting. These questions have been investigated and the responses are provided below.

1. Milton Melendez suggested that Concept 12A and 12B Agricultural District Land Impacts associated with relocating the railroad should be added to the scoring and data sheets. The scoring and data sheets would be updated and the impact acreage would be included in the memorandum of the meeting. Accordingly, Agricultural District Land impacts for either Concepts 12A or 12B would be 1.82 acres. These totals include impact acreage for relocating the railroad.
2. Mike Petit De Mange asked why the scoring for Concepts 5C Spur and 7C Spur show different results for impacts to streams, floodplains, and wetlands. Mike Girman responded that the data would be re-examined and the scoring will be updated if needed. Accordingly, the DMJM Harris team has reviewed the data and has found it to be accurate. Although impacts to the natural environment in the vicinity of Isaac Branch would be equivalent for each concept, overall natural environment impacts of Concept 5C Spur at Puncheon Run would be much greater than those of Concept 7C Spur. Concept 5C Spur would involve constructing a new crossing of Puncheon Run whereas Concept 7C Spur would use New Burton Road with some widening.
3. Gene Ruane asked whether the electrical substation along New Burton Road would be impacted or moved. Ed Janda preliminarily responded that the substation would not be impacted or moved. The DMJM Harris team has reviewed this issue and determined that a partial impact to the grounds of the substation could occur in Preliminary Alternative 7 if widening is required on the east side of New Burton Road. If such an impact were to occur, substation operations would not be affected and relocation of the substation would not be required.

Draft Memorandum of Meeting
Working Group

Meeting Date: May 25, 2005
Time: 5:30 PM
Location: Modern Maturity Center

**NEXT Working Group Meeting
(IF NEEDED)**
Wednesday, August 17, 2005
5:30 PM Meeting
Modern Maturity Center
DuPont Ballroom
1121 Forrest Avenue, Dover DE

Community Working Group Members in Attendance:

James Brown	Resident, Town of Wyoming
Gerald Buckworth	34 th Representative District
Steve Cain	President, Crossgates/Mayfair Homeowner's Association
Zachary Carter	Director, Dover Parks and Recreation
Gloria Chappell	Lincoln Park Resident
Jane Edwards	Kesselring Property (East of New Burton Road)
James Galvin	Director, Dover Planning and Inspections
Patricia Gauani	President, Rodney Village Civic Association
Steve Kitchen (for Darren Harmon)	Kraft Foods
Ken Hogan	Dover City Councilman – 1 st District
James Hutchison	Commerce Bank
Frank King	President, Wyoming Mills Homeowner's Association
Rob McCleary	DeIDOT Representative
Milton Melendez	Department of Agriculture
Robert Mooney	Mayor, Town of Camden
Jack Papen	Farmer, Major Property Owner
Randi Pawlowski	Dover First Seventh-Day Adventist Church
Michael Petit de Mange	Director of Planning Services, Kent County
Hans Reigle	Mayor, Town of Wyoming
Ann Rider	Crossgates/Mayfair Resident
Eugene Ruane	Dover City Councilman - 2 nd District
Robert Sadusky, Sr.	Dover City Councilman – 2 nd District
Deb Scheller	Eden Hill Farm
Janice Sibbald	Crossgates/Mayfair Resident
Carl Solberg	Director, Kent County Parks and Recreation
Stephen Speed	Mayor, City of Dover
Donna Stone	32 nd Representative District
Donald Sylvester	Resident, Rodney Village
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Nancy Wagner	31 st Representative District
Jeff Davis (for Craig Wearden)	Asst. Principal, W. Reilly Brown Elementary School
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Joe Abbate	John Clark Road Resident
Ben Andersen	Willis Road Resident
Jean Bauer	Vining Road, Camden Resident
Donald Bauschbach	Oakrest Drive Resident

Gladys Bishop	David Hall Road Resident
Mary Beth Cannon	Charles Polk Road Resident
Sheila and Charles Cooper	Alder Road Residents
Jill Cravens	Wyoming Avenue Resident
Christina Deatley	Kesselring Avenue Resident
Cindy Drew	Wyoming Avenue Resident
Wynell Ebaugh	Richard Bassett Road Resident
Bill Edwards	Kennett Square, PA Resident
Carleton Fifer	Allabands Mill Road Resident
Phyllis Garhartt	David Hall Road Resident
Aeneas Gauani	Charles Polk Road Resident
Shirley Gauani	Charles Polk Road Resident
T. K. Gellis	South Bradford Resident
Angelo Giudici, Jr.	Charles Polk Road Resident
Richard and Jackie Goriup	Mockingbird Avenue Residents
Irene Harding	
Leon Hart	South Taylor Drive Resident
Adrienne Hirt	
Mary Horres (designee for Ann Rider)	Blue Beach Drive Resident
Nellie Houston	David Hall Road Resident
Beatrice Kemp	South Governors Avenue Resident
Frank and Alice Kesselring	Chapel Drive, Camden Residents
Sandra Kinkus (designee for Janice Sibbald)	Fiddlers Green Resident
Tom Kinkus	Fiddlers Green Resident
Rhae Kenschak	Wyoming Avenue Resident
Perna and Olga Ledoenka	Wyoming Avenue Residents
Jackie Lee	Charles Polk Road Resident
Billy Lewis	John Clark Road Resident
Claude Marks	Wyoming Mills Resident
Anthony Matone	Charles Polk Road Resident
Elizabeth Matone	Charles Polk Road Resident
Davona McCurley	Kesslering Avenue Resident
Edwin Meredith, Jr.	Wyoming Avenue Resident
Lee Morgan	David Hall Road Resident
John and Carol Mosemann	Richard Bassett Road Residents
Fred and Gene Mott	Holly Drive Residents
Adele Nagle	Fiddlers Green Resident
Jack Olenik	Wyoming Avenue Resident
Cheryl Precourt	Kesselring Avenue Resident
Ruby Proudford	Mockingbird Avenue Resident
J.A. Sharp	Alder Road Resident
William Spence	Shadow Court Resident
Susan Staucil	Charles Polk Road Resident
Kristina Stephens	Dover Resident
Charles Thompson	Woodsedge Road Resident
Drew Volturo	Delaware State News
Karen Papen Watts	Hazletville Road Resident
Phyllis Wernfare	South Governors Avenue Resident
Theresa Winchell	Charles Polk Road Resident
Lettie Yadacus	Charles Polk Road Resident
Linda Zacovic	Pennsylvania Avenue Resident

Van and Barb Zandhuis

Wyoming Avenue Residents

Others in Attendance (Project Team):

Andrew Bing	Kramer & Associates
Chris Fronheiser	DMJM Harris
Mike Girman	DMJM Harris
Ed Janda	DMJM Harris
Jay Kelley	DeIDOT
Mayuresh Khare	DMJM Harris
Robert Kramer	Kramer & Associates
Gary Laing	DeIDOT
Marge Quinn	DMJM Harris
Leslie Roche	DMJM Harris
Ed Thomas	Kramer & Associates

The purpose of the meeting was to update Working Group members about the results of screening Concepts 7D and 14 in terms of traffic and the natural and built environments, and to obtain input from the Working Group on which concepts and/or preliminary alternatives may not merit further consideration.

Introductions and Updates

Bob Kramer began the meeting by welcoming the Working Group members and the public to the meeting. Bob reviewed the agenda for the meeting. Bob Kramer explained that tonight’s meeting would include a breakout session that would enable Working Group members to discuss the concepts and Preliminary Alternatives they feel do not merit further study and why. He explained that four breakout groups would be created with the Working Group members and a fifth breakout group would be provided for the public.

Jay Kelley thanked the Working Group and public for coming to the meeting. Jay stated that there is a new binder for the Working Group members. He explained the contents of the binder including the tabs that were mailed to Working Group members ahead of time. He explained that because a great deal of material would be discussed at tonight’s meeting, material was made available ahead of the meeting for the Group’s review and consideration.

Jim Galvin asked whether the material the Working Group receives could be provided on a CD. Jay Kelley responded that, yes, electronic information will be made available. Bob Kramer stated for the benefit of the public that the information from tonight’s meeting will be on the project website.

Bob Kramer reviewed the Working Group Guidelines. Bob explained the need to review the guidelines in light of the tough issues that are being discussed at the current and on-going meetings. He highlighted the key guidelines:

- How We Treat Each Other. Bob Kramer reminded the Working Group members of the importance of showing respect for other Working Group members and their views throughout the process.
- How We Make Recommendations. Only members of the Working Group can make recommendations. The word “consensus” means Working Group members can live with a

decision. A supermajority (75%) of the members present is required to approve a Working Group action.

- How We Communicate With Others Outside the Working Group. It is very important that the members of the Working Group uphold the commitment to accurately reflect the work and positions of the Working Group. Working Group members need to reach out to their respective communities to quell rumors and incorrect or misleading information.

Bob Kramer mentioned a petition that challenged the position of a member of the Working Group. Bob reminded the Group that each member was appointed to the Working Group at the pleasure of the Secretary of Transportation. Each appointment decision is the prerogative of the Secretary and the Department of Transportation.

Bob Mooney acknowledged that DeIDOT made a presentation on the West Dover Connector study to a combined meeting of the Towns of Camden and Wyoming on May 2, 2005. Bob Mooney complimented DeIDOT and thanked them. Hans Reigle seconded the compliment. Bob Kramer reminded the Working Group of DeIDOT's desire to be invited to any community desiring such a presentation.

As a follow-up to the April 6, 2005 Working Group meeting, Mike Girman presented additional information regarding the potential for impact to the City of Dover substation. Mike stated that a partial impact to the grounds of the substation could occur in Preliminary Alternatives 7 and 12 if widening is required on the east side of New Burton Road. However, if such an impact were to occur, substation operations would not be affected and relocation of the substation would not be required. Eugene Ruane asked whether Mike Girman's statement about substation impacts reflects discussions with the electric company and City. Mike Girman responded that those discussions would occur in design of the alternatives during the detailed study phase.

Mike Girman explained that the impact of Preliminary Alternatives 12A or 12B on preserved Agricultural District land would be 1.82 acres. This total includes impacts due to relocating the railroad. Mike Girman explained that the data matrix has been updated to show this information (Tab 7).

Mike Girman clarified the impact data for Preliminary Alternatives 5C and 7C Spurs by saying that although impacts to the natural environment in the vicinity of Isaac Branch would be equivalent for each alternative, overall natural environment impacts of the 5C Spur at Puncheon Run would be much greater than those of the 7C Spur. The 5C Spur would involve constructing a new crossing of Puncheon Run whereas the 7C Spur would use New Burton Road with some widening.

Mike Girman explained why the symbols for Preliminary Alternative 4 impacts on floodplains and preserved Agricultural District lands are the same as those for Preliminary Alternatives 5A through 5C. Mike explained that the impacts of each alternative fall within the same ranges established for the symbols. The symbols do not represent rank order.

Mike Girman explained the additional information on Preliminary Alternative 11 contained in Tab 8. He explained that intersection analysis was performed for all 25 intersections in the study area. Intersection levels of service (LOS) were determined for years 2015 with DeIDOT committed improvements. Potential improvements were then identified and applied to intersections where possible and the LOS analysis was recalculated. Then a similar exercise was conducted using 2030 traffic volumes and the full range of possible TSM improvements were identified. Bob Kramer pointed out that when DeIDOT makes an investment they look at a design year, which in this case is 2030. Bob Kramer explained that the LOS scale is from A to F with A being the best operation and F being the worst operation.

Bob Kramer indicated to the Working Group that DeIDOT had received correspondence from Steve Cain (Tab 3) and Jane Edwards (Tab 4) of the Working Group. Bob Kramer indicated that DeIDOT's responses to each are included in Tabs 3 and 4, respectively. Bob noted that Jane suggested an additional idea. The project team developed a Concept 14 for presentation tonight. However, due to a misunderstanding on the part of the team, Concept 14 does not fully convey Jane's idea. Concept 14 as developed by the team assumed there would be no connector extending Saulsbury Road or a grade separated crossing of the railroad. The team will develop a concept that does accurately reflect Jane's idea.

Regarding stakeholder meetings, Bob Kramer noted that DeIDOT made a presentation on May 2, 2005 at a joint meeting of the Towns of Camden and Wyoming. He mentioned that the team has had question and answer sessions at Rodney Village, but no presentation to date. Bob Kramer stated that the team has been seeking to make a full presentation to Rodney Village. He offered that if any member of the public would like a presentation to their community, please contact Jay Kelley at DeIDOT.

Bob Kramer noted that tonight's notebook materials include a DeIDOT press release regarding the continuation of field work to map wetlands in the study area. He reminded the Working Group and the public that field work is to be expected and that the team had indicated early on in this study that field work would occur. During the detailed study phase, more field work will occur. Bob Kramer asked that anyone with questions about the field work should call Jay Kelley.

Bob Kramer noted that the Working Group is not the only source of recommendations to the Department; the public is another source.

Deb Scheller remarked that she was disturbed by Working Group member Patty Gauani leading demonstrations outside the Working Group meeting and leaving the meeting to give an interview to the media. Deb's concern was echoed by Ken Hogan. Ken stated that in the interest of the Group, the issues Patty is talking to the media about should be shared with the Working Group.

Leslie Roche summarized a meeting with the environmental resource agencies on April 14, 2005. She stated that the team met with federal and state environmental resource agencies that are charged to protect certain resources. She stated that the purpose of the meeting was to provide the agencies with information about the study and obtain their input. Leslie explained that the information presented to the agencies was the same that the Working Group has seen: study background, an overview of the concepts and preliminary alternatives, and a summary of the screening process and matrices. In turn, the resource agencies provided the following input:

- Preliminary alternatives with the least impact on Puncheon Run are favored in terms of minimizing environmental impact. Leslie stated that although the agencies were focused on Puncheon Run, this same opinion applies to Isaac Branch.
- The Working Group should be informed of all the environmental factors that will be evaluated during the detailed study phase. Leslie presented a slide showing 20 broad topics to be evaluated during the detailed study phase and explained that the screening work performed to date had looked at five of those topics.
- The use of lands of Brecknock Park for the 5C and 7C Spur alternatives is viewed as a fatal flaw due to protections afforded to public parklands in general by Section 4(f), and specifically by Kent County as a result of the terms under which the land was donated to the County. Leslie

noted that federal law presumes that there is a feasible and prudent alternative to impacting public parklands and natural resources. In this study, there are feasible and prudent alternatives to the 5C and 7C Spur alternatives.

Jeff Davis asked whether just the spur is fatally flawed. Leslie responded that, yes, only the small section of Preliminary Alternatives 5C and 7C that crosses Isaac Branch and enters Brecknock Park is considered fatally flawed by the agencies.

Mike Girman explained Preliminary Alternative 7D by stating that it is similar to 7B but would use Webbs Lane. A map of Preliminary Alternative 7D is included in Tab 5 of tonight's notebook materials. The data and scoring matrices have been updated to include 7D.

Mike Girman explained Concept 14 as interpreted by the team. Concept 14 would improve capacity along Webbs Lane, Wyoming Avenue and New Burton Road.

Steve Cain asked for a reminder of the distance required for a flyover at the railroad to return to existing grade. Chris Fronheiser indicated that with a 40 mph speed limit, a distance of about 800 feet would be required to return to existing grade in a straight line. Jane Edwards asked if Preliminary Alternative 7D is a flyover. Mike Girman responded yes.

Jeff Davis asked for verification of what alternatives make up Concept 14B. Mayuresh Khare responded that Concept 14B is a combination of Preliminary Alternatives 3 and 7D. Mayuresh stated his belief that the results of modeling Concept 14B would be slightly better than the results for 7D included in Tab 5. Jeff stated that we're starting to talk about combining alternatives and pieces of alternatives. He asked whether that is appropriate at this point? Jeff suggested combining Preliminary Alternatives 3 and 5C. Bob Kramer responded that two railroad crossings would add significant and possibly prohibitive costs. Jeff asked about combining Preliminary Alternatives 3 and 7C. Bob Kramer responded that it's something we can look at.

Steve Cain stated that the two-dimensional maps don't show the elevation changes of a roadway proposal. He thinks Concept 14 is similar to Preliminary Alternative 2. Mayuresh Khare responded that the two are dissimilar because improvements on New Burton Road and Webbs Lane would not happen in Alternative 2.

Steve Cain asked when the next public workshop would occur. Mike Girman responded that the next workshop would occur in the fall. Steve Cain asked that elevational information and impact data for structures be presented to the public as well as the impact data. Steve Cain asked that the matrices be put on the website. Bob responded that, yes, the scoring sheets and data matrices would be put on the website.

Gene Ruane asked what the overall height of the flyover would be. Mike Girman responded that the height depends on the type of structure, but the structure depth would be about 10 feet on top of the required 24 feet of clearance. The total structure height would be about 34 feet.

Gene Ruane asked for verification of the distance required for the road to return to existing grade from the highest point of the flyover. Chris Fronheiser responded that at a 50 mph speed, the distance needed would be 800 to 1000 feet. At a 40 mph speed, the distance required would be 600 to 800 feet.

Gene Ruane asked how access would work at the Wyoming Avenue/New Burton Road intersection portion of Preliminary Alternative 7D. Mayuresh Khare responded that full access would be provided. Gene Ruane stated his opinion that Eden Hill Farm traffic would be attracted to Preliminary Alternative

7D and Wyoming Avenue. Mayuresh stated that the modeling results show that no significant additional traffic impact would occur on Wyoming Avenue although cumulative cut-through traffic would increase on all the streets under 7D. The southern connection via Webbs Lane would be used. Bob Kramer stated that cut through traffic would persist at some level on Wyoming Avenue with Preliminary Alternative 7D.

Jim Galvin asked for clarification as to how traffic in Preliminary Alternative 7D would not be attracted to Wyoming Avenue. Mayuresh Khare stated that cut through traffic on Wyoming Avenue will persist in the future under 7D. Bob Kramer stated 7D would not reduce cut through traffic. Growth in cut through traffic will be proportional on all roads. Mike Girman reminded the Working Group that the projected traffic volumes are for year 2030, not the day the road opens.

Jim Galvin asked how the impacts of a bridge will be assessed, particularly long-term economical effects on neighborhoods. Bob Kramer responded that the detailed study phase will include the development of means to analyze and evaluate those kinds of impacts. Jim Galvin asked whether the study will include an examination of other areas that have had impacts from similar projects. Bob Kramer responded that the team would welcome suggested locations from Jim Galvin and the Working Group. Mike Girman stated that the Environmental Assessment process will include land use and socioeconomic analysis.

Bob Mooney suggested that the meeting move on so that the project team can provide the information the Group needs to make decisions during the breakout sessions.

Marge Quinn explained the screening processes for Preliminary Alternative 7D and Concept 14. She stated that the modeling results for 7D show high benefits in terms of traffic circulation around Schutte Park and Eden Hill Farm, traffic volume reductions in those movements, and reduction in trip lengths.

Marge Quinn stated that in terms of performance improvements at the North Street intersections, 7D would have high benefits by reducing turning movements at North Street, changing a significant number of turning movements to through movements at the Saulsbury Road/North Street intersections, and improving intersection performance and safety.

Marge Quinn stated that the modeling results showed moderate reduction in traffic volume on Camden-Wyoming Avenue. In terms of cut through traffic, Preliminary Alternative 7D would bring more traffic to New Burton Road which could then cut through using existing east-west roads.

In terms of improved access and mobility across the Norfolk Southern railroad, Marge Quinn stated that a high benefit would be provided by 7D as a grade-separated crossing of the railroad would be provided. Overall, the traffic analysis determined that Preliminary Alternative 7D meets the project purpose and need.

Marge Quinn summarized the modeling findings for Concept 14 as interpreted by the team. In terms of traffic circulation, Concept 14 would draw more traffic to Saulsbury Road and North Street, resulting in an increase in circulatory trips. Concept 14 would result in a deterioration of performance at the intersections of North Street with Saulsbury Road and West Street as Concept 14 would encourage more traffic to use those intersections. Along Camden-Wyoming Avenue, traffic reduction would be moderate. No reduction in through traffic would be provided by Concept 14 on east-west roads as Concept 14 would bring more traffic to New Burton Road which could then cut through on east-west streets. Finally, Concept 14 would not address the need for improved access and mobility across the railroad as no grade-separated crossing would be provided. Overall, Concept 14 would not improve study area traffic conditions and does not meet the project purpose and need.

Bob Kramer explained for the benefit of the public that meeting purpose and need is not the final solution. Meeting the purpose and need is a first step that looks only at transportation criteria. Subsequent steps will look at other factors.

Chris Fronheiser explained the results of the environmental screening of Preliminary Alternative 7D. He stated that based on the environmental screening data in hand, 7D would have no wetlands impacts, minimal floodplain impacts like 7A through 7C and no impacts to preserved Agricultural District lands. Preliminary Alternative 7D would result in a similar number of displacements as 2B, and a modest amount of right-of-way would be required.

Bob Kramer asked whether New Burton Road would be widened in Preliminary Alternative 7D. Chris Fronheiser responded yes. The minimal floodplain impacts would result from widening New Burton Road across Puncheon Run.

Jane Edwards asked which side of New Burton Road would be widened. Chris Fronheiser responded that an 80 foot wide bandwidth was used, and the widening would be to the east. The western right-of-way line abuts the railroad property line, thereby prohibiting widening to the west in 7D.

Bob Kramer reminded the Working Group that Preliminary Alternative 12 would provide widening on the west side of New Burton Road because the railroad would be relocated.

Steve Cain asked for a review of the displacements and partial impacts of Preliminary Alternative 7D. Chris Fronheiser stated that “displacement” means a full purchase of the property requiring relocation of the owner; a “partial impact” is purchase of a portion of the property allowing the owner to remain. Bob stated that DeIDOT is obligated to pay fair market value for property acquisitions. Chris Fronheiser responded by referring the Working Group to the data matrix in Tab 7 of tonight’s notebook materials. In 7D, displacements would occur on the east side of New Burton Road near Wyoming Avenue while partial impacts would occur along the east side of New Burton Road and along Webbs Lane.

Steve Cain asked what an 80 foot bandwidth means. Chris Fronheiser explained that 80 feet is the maximum right-of-way width that DeIDOT may require (a worst case). Typical travel lanes are 12 feet wide. The number of lanes will depend on other amenities like medians, turning lanes, sidewalks, and etc. Webbs Lane is now a 60 foot wide corridor which means that widening to 80 feet would require new right-of-way. Bob Kramer explained that until detailed analysis is undertaken, the number of travel lanes and other amenities needed and whether properties can be avoided is not known.

Steve Cain stated that the residential displacements look similar for many alternatives. Chris Fronheiser agreed.

Gene Ruane asked whether park connectivity was a factor in evaluating 7D. Chris Fronheiser responded that the matrix shows that 7D would provide fair park connectivity. Gene asked what parks would be connected. Mike Girman responded that the parks include Schutte, Eden Hill and Brecknock. He stated that it is possible to build park connectivity features into any alternative. 7D has an overpass which could be used to facilitate park connectivity. Chris Fronheiser explained that 7D was scored based on its ability to get over the railroad and the provision for other routes that can be improved to provide multimodal connections. The connectivity rating for 7D is somewhat lower because the connectivity to Brecknock Park is not as easily facilitated as with other alternatives.

Breakout Sessions

Bob Kramer turned the Working Group's attention to tonight's breakout session. He explained that the purpose of the breakout session is to identify alternatives and concepts that the members of the Working Group feel should not be studied any further. At its April 6, 2005 meeting, the Working Group voted to drop Preliminary Alternatives 2A through D as well as Concepts 6, 8, 9, and 10 from further consideration. In the report outs some support was shown for dropping 5A, 7A and 7B. Mixed support was reported for dropping 11. The Working Group has not yet reported on 7D, 12A, 12B, 13, and 14. Bob Kramer encouraged Working Group members to use the matrices in the breakout sessions, and indicated that an engineer and a scribe would be provided with each group.

Jane Edwards asked about her version of Concept 14. Bob Kramer responded that the project team believes the traffic modeling for Jane's alternative, Concept 14B, would perform somewhat better than 7D. Bob indicated to the Working Group that if members don't like 14B and/or Concept 14 that the team presented, the Working Group can make a recommendation on either. The project team, however, is ready to develop Concept 14B as requested.

Patty Gauani read two letters submitted to the Rodney Village Civic Association by the Fire Chief and Ambulance Captain of the Camden Wyoming Fire Company.

In response to a one of the letters Patty read, Ken Hogan asked where the "closing of Charles Polk Road" and "dead end" roads in Rodney Village would be. Mike Girman responded that Charles Polk Road would not be closed under any of the alternatives being considered by the Working Group and that no dead end roads would be created by any alternative.

Patty Gauani stated that she despises the West Dover Connector study process and thinks the Working Group is a scapegoat for DeIDOT. She stated that she thinks the Working Group is going to be blamed for the decision that DeIDOT makes.

Donna Stone asked whether it is appropriate that the Working Group continue to consider the 5C and 7C Spurs that the agencies feel are fatally flawed. She asked whether the Working Group can introduce a motion to eliminate the 5C and 7C Spurs. Bob Kramer asked whether any Working Group members would like to continue to discuss the 5C and 7C Spurs. Donna Stone introduced a motion to drop the 5C and 7C Spurs from further study; the motion was seconded, and the Working Group agreed unanimously; no nays were heard.

Jim Galvin asked whether the breakout groups should be Working Group members only. Bob Kramer responded that the public should get together with him and asked the public not to interact with the Working Group breakout sessions.

Andrew Bing announced the members of each break-out session group, and the facilitator and recorder for each group.

The following matrix presents the information discussed in each break-out group based on the recorder's notes.

Preliminary Alternative Index

- Preliminary Alternative 3 – Tie in to Wyoming Avenue to US13
- Preliminary Alternative 4 – Tie in to Webbs Lane to US13; auxiliary connection to Wyoming Mill Road
- Preliminary Alternative 5 – Tie in to Charles Polk Road to US13; auxiliary connection to Wyoming Mill Road
 - Option A: Via Garton Road through Kesselring Farm
 - Option B: Bisecting Kesselring Farm
 - Option C: Along the southern boundary of Kesselring Farm near the parkland
- Preliminary Alternative 7 – Connect to New Burton Road north of Wyoming Avenue; widen New Burton Road; Connect to Charles Polk Road
 - Option A: Via Garton Road through Kesselring Farm
 - Option B: Bisecting Kesselring Farm
 - Option C: Along the southern boundary of Kesselring Farm near the parkland
 - Option D: Along Webbs Lane
- Preliminary Alternative 11 – Transportation System Management (TSM)
- Preliminary Alternative 12A – Tie into Webbs lane to US 13; relocate railroad
- Preliminary Alternative 12B – Tie into Charles Polk Road to US 13; relocate railroad
 - Concept 13 – Tie to US 13 via a route west and south of Wyoming and Camden
 - Concept 14 – Widen Wyoming Avenue and Webbs Lane and improve New Burton Road
- Preliminary Alternative 14B – Tie into New Burton Road near Wyoming Avenue; widen Wyoming Avenue and Webbs Lane and improve New Burton Road

Group	Concept/ Preliminary Alternative	Comments	Drop From Further Study?
Group # 1 Members: Gloria Chappell James Galvin Milton Melendez Jane Edwards Jeff Davis Doris Kesselring Taylor Mary Harris (for Ann Rider) Robert Mooney Facilitator: Marge Quinn Recorder: Ed Janda	3	Bridge height too high	3 - No
	4	Impacts agricultural property; high partial impacts	4 - Yes
	5	5A – High impacts to agricultural property; dislike Webbs Lane connection 5B - High impacts to agricultural property; splits farmland 5C – Revise connector alignment	5A – Yes 5B – Yes 5C - No
	7	7A – Dislike Garton Road alignment; high number of displacements	7A – Yes 7B – Yes 7C – Yes 7D - No
	11	Inadequate	11 - Yes
	12	12A – Dislike railroad behind house; like Charles Polk Road alignment	12A – Yes 12B - Yes
	13	High agricultural property impacts	13 - Yes
	14	-	14B - No

Group	Concept/ Preliminary Alternative	Comments	Drop From Further Study?
Group # 2 Members: Eugene Ruane Michael Petit de Mange Rob McCleary Donald Sylvester Steve Speed Steve Kitchen Carl Solberg Frank King Facilitator: Ed Thomas Recorder: Mike Girman	3	Few overall negative environmental impacts; community impacts (displacements) may be great; few traffic benefits	3 – mixed: 3 yes, 5 no
	4	Would not address cut-through traffic, would increase it; would widen New Burton Road, worsen conditions; negative environmental impacts; negative impacts on school; would reduce congestion on some intersections; trip reduction benefits	4 – mixed: 4 yes, 4 no
	5	5C - fewer environmental impacts; would not split Kesselring property; concern regarding noise impacts (Wyoming Mills); few agriculture land impacts; need to examine the connection between New Burton Road and Wyoming Mills Road	5A – Yes 5B – Yes 5C - No
	7	7A, 7B, 7C, 7D - Connection at New Burton Road and Wyoming Avenue will create a major problem; several residential displacements	7A – Yes 7B – Yes 7C – Yes 7D - Yes
	11	Would not meet purpose and need	11 – mixed: yes 7, no 1
	12	12A - Negative residential impacts; would keep traffic on New Burton Road; no help with cut-through traffic 12B - Greater trip reduction; would get away from sub-station	12A – Yes 12B – mixed: yes 5, no 3)
		13	Would not meet purpose and need
	14	Would not meet purpose and need	14 - Yes

Group	Concept/ Preliminary Alternative	Comments	Drop From Further Study?
Group # 3 Members: Zachary Carter Patty Gauani Hans Reigle Randi Pawlowski Ken Hogan Steve Cain Facilitator: Andrew Bing Recorder: Mayuresh Khare	3	Would not reduce cut through traffic; connector along Wyoming Avenue would split neighborhoods; traffic benefits may be insufficient; would not connect to US 13; concerned about height of flyover near existing residences	3 - Yes
	4	Webbs Lane route would split neighborhoods; concerned about children and the Reilly Brown school (possible to relocate and upgrade school?); large neighborhood between New Burton Road and US13; logical connection to Puncheon Run Connector	4 – mixed: No 4, Yes 2
	5	5A - Some think this provides an option to use Webbs Lane or the new connector depending on the final destination, others think traffic would mainly head along the new connector; impacts to Charles Polk homes 5B and 5C - Connector along Charles Polk Road would not split the neighborhood; would provide a better connection to US13 for southbound travelers; concerned about impacts to Charles Polk homes; would reduce traffic from Camden-Wyoming Avenue	5A – mixed: No 3, Yes 3 5B and 5C – mixed: No 5, Yes 1
	7	Would not address cut-through traffic; New Burton Road would change from a neighborhood access road to higher classification road; connection to New Burton Road north of Wyoming Avenue is not appealing and would impact church property	7A, 7B, 7C, 7D - Yes
	11	Intersection improvements would be required whether or not there is a new connector road	11 – mixed: No 4, Yes 2
	12	Would not address cut-through traffic; New Burton Road would change from a neighborhood access road to higher classification road; feasibility of moving railroad, will NS Railroad agree to relocation?; concerned about height of flyover near residences; a better choice <u>only if</u> DeIDOT is required to study an on-alignment alternative	12A and 12B - Yes
	13	Would not solve local traffic issues; possible candidate for a western bypass project but not a suitable West Dover Connector alternative	13 -Yes
	14	14 - Would not solve the traffic problem; may increase cut-through traffic 14B - Improvements along both Wyoming Avenue and Webbs Lane would impact more properties while traffic benefits would not be significantly higher; would not solve the cut-through traffic issue	14 - Yes 14B – mixed: No 1, Yes 5

Group	Concepts/ Preliminary Alternative	Comments	Drop Further Study?	From
Group # 4 Members: Robert Sadusky James Brown Deb Scheller Sandy Kinkus (for Janice Sibbald) Jack Papen Juanita Wieczorek Gerald Buckworth Facilitator: Chris Fronheiser Recorder: Leslie Roche	3	No direct connection to US 13	3 - Yes	
	4	A new road west of New Burton Road would do a better job of removing cut through traffic than a New Burton Road route May be a good comparison to Preliminary Alternative 12	4 - No	
	5	5A – Best location for a Wyoming Mill Rd auxiliary connector 5B – Shift Wyoming Mill Connector to north as in 5A 5C - Shift Wyoming Mill Connector to north as in 5A; best of the 5's	5A - mixed 5B – No 5C - No	
	7	7C – Dislike connection north of Puncheon Run 7D – Wouldn't do enough to reduce cut through traffic; many more displacements than other Webbs Lane alternatives, although Webbs is most direct route to US 13; no value in having direct access to Puncheon Run	7A – Yes 7B – Yes 7C – Yes 7D - Yes	
	11	Should be included with another alternative; not a sole solution	11 - No	
	12	12A – Impacts on residential properties are not desirable; not sure alternative would address cut through traffic; farmland impacts due to moving the railroad are not desirable; mixed opinion on whether a Charles Polk Road connection should be considered 12B – A complete buyout of properties on Charles Polk Road (14 homes) may be a better result for the property owners than partial impacts (50 homes) along Charles Polk Road; mixed opinion on whether a Charles Polk Road connection should be considered	12A – No 12B - No	
	13	-	13 - Yes	
	14	-	14 – Yes 14B - Yes	

Brief Breakout Team Reports

- Each of the facilitators reported a brief summary of the discussion in his/her group to the entire Working Group. Each group's summary reflected the general consensus in the group about which Preliminary Alternatives and Concepts did not merit further study and why.
- At the end of summary, each facilitator asked his/her group members whether the summary reflected their discussion properly.
- There was a general consensus in all the groups that team reports properly reflected their discussions during the breakout session.
- Based on the breakout team reports the following table shows a summary of the breakout group's views about which preliminary alternatives should (√) or should not (x) be retained for further study. The symbol (m) denotes a mixed vote. The symbol (-) denotes no consideration of the Concept or Preliminary Alternative by the group.

Group → Concept/ Preliminary Alternative ↓	Marge Quinn	Ed Thomas	Andrew Bing	Leslie Roche	Does Merit Study (x)	Not Further Study (√)	Merits Further Study (√)
3	√	m	x	m	1		1
4	x	m	m	√	1		1
5A	x	x	m	m	2		0
5B	x	x	m	√	2		1
5C	√	√	m	√	0		3
7A	x	x	x	x	4		0
7B	x	x	x	x	4		0
7C	x	x	x	x	4		0
7D	√	x	x	x	3		1
11	x	m	m	√	1		1
12A	x	x	x	√	3		1
12B	x	m	x	√	2		1
13	x	x	x	x	4		0
14	x	x	x	x	4		0
14B	√	-	m	x	1		1

Public comments:

- Public concerns were received during the breakout session on many of the same issues under consideration by the Working Group: cut through traffic; safety of children near Reilly Brown School on Webbs Lane; safety at the railroad; truck volumes; existing traffic congestion on US 13; uncontrolled development; local flooding due to old development in floodplains; and property values.

Discussion and Motions

Bob Kramer stated that based on the results of the breakout session, there was consensus among Working Group members to eliminate Preliminary Alternatives 7A, 7B, 7C and Concepts 13 and 14 (team version). Bob Kramer asked for a motion from the Working Group to formally eliminate these Preliminary Alternatives and Concepts. Zach Carter introduced a motion that was seconded. The Working Group unanimously agreed, no nays were heard.

Bob Kramer asked for other motions. Steve Cain introduced a motion to eliminate Preliminary Alternative 7D that was seconded. The Working Group unanimously agreed to drop 7D; no nays were heard.

Ken Hogan introduced a motion to eliminate Preliminary Alternative 3 that was seconded. The Working Group unanimously agreed to eliminate 3; no nays were heard.

Steve Speed introduced a motion to eliminate Preliminary Alternative 5A that was seconded.

Steve Cain stated he likes the opportunity provided in Preliminary Alternative 5A for traffic to head north and south using Webbs Lane and the new connector, respectively. He commented that in the last breakout session discussion it was stated that 60% of traffic moves north. Mayuresh Khare corrected

Steve's statement by saying that the north-south traffic split depends on the time of day and is different during the morning and evening peak periods due to predominant traffic directions. As 5A provides an opportunity for vehicles to choose separate routes based on whether they are heading north or south, Steve would like to see 5A stay on the table for further study.

Bob Kramer stated that the following concepts and Preliminary Alternatives remain: 4, 5A, 5B, 5C, 11, 12A, 12B, and 14B.

Bob Kramer asked for a show of hands from Working Group members as to whether Preliminary Alternative 5A should be eliminated from further study. In favor of elimination were 21 Working Group members; 8 members were opposed. The motion did not meet the 75% supermajority requirement; the motion failed.

Steve Speed introduced a motion to eliminate Preliminary Alternative 12A that was seconded.

Steve Cain stated that 12A includes accepting widening of New Burton Road.

Bob Kramer asked for a show of hands from Working Group members as to whether Preliminary Alternative 12A should be eliminated from further study. In favor of elimination were 27 Working Group members; 2 members were opposed. The motion met the 75% supermajority requirement; the motion passed.

Steve Cain introduced a motion to eliminate Preliminary Alternative 12B as he felt it would result in unacceptable impacts to a church. The motion was seconded.

Bob Kramer reminded the Working Group that if all alternatives using New Burton Road were eliminated, DeIDOT may decide to pursue one or more despite the recommendation of the Working Group.

Steve Speed commented that in the presentations there was never any discussion of imposing restrictions as to traffic movements onto and off of Webbs Lane or other roads.

Bob Sadusky recommended keeping Preliminary Alternative 12B because of its relatively high level of performance in addressing the purpose and need.

James Galvin stated that the flyover is less intrusive and should be retained.

Bob Kramer asked for a show of hands from Working Group members as to whether Preliminary Alternative 12B should be eliminated from further study. In favor of elimination were 12 Working Group members; 15 members were opposed. The motion did not meet the 75% supermajority requirement; the motion failed.

Bob Kramer stated that the Concepts and Preliminary Alternatives remaining included: 4, 5A, 5B, 5C, 11, 12B, and 14B.

Ken Hogan introduced a motion to drop Concept 14B that was seconded. Jim Galvin stated that support was shown for 14B but that it would provide a large flyover. Jane Edwards stated that her group wanted to consider 14B as a way of crossing the railroad with less impact. Rob McCleary stated his group felt they didn't have enough information and that the team should bring information back to the Working Group prior to considering dropping it.

Janice Sibbald asked whether an at-grade crossing could be provided. Bob Kramer responded that the railroad does not have an interest in allowing another at-grade crossing. DeIDOT is concerned for traffic and safety issues. Steve Cain asked whether the railroad may consider a tradeoff of one at-grade crossing for another. Bob Kramer responded that such an exchange is unlikely. Chris Fronheiser added that the presence of multiple sidings at the 14B crossing would prohibit an at-grade crossing. Milton Melendez stated that the Working Group would be short-changing itself by not waiting for the detailed information on 14B.

Jeff Davis introduced a motion to consider an idea known as Concept 14K. 14K would be similar to 14B except that it would use Wyoming Avenue and Charles Polk Road rather than Wyoming Avenue and Webbs Lane. Bob Kramer explained that initial screening of 14K (using Steps 1 and 2) would be done if the motion passed. Jeff Davis's motion was seconded.

Bob Kramer asked for a show of hands from Working Group members as to whether Preliminary Alternative 14K should be considered along with 14B as concepts for the project team to develop more information. In favor of adding 14K were 13 Working Group members; 15 members were opposed. The motion did not meet the 75% supermajority requirement; the motion failed.

Gene Ruane questioned why new alignments are being considered. Bob Kramer responded that at the last meeting new ideas were requested.

Bob Kramer asked for a show of hands from Working Group members as to whether Preliminary Alternative 14B should be eliminated from further study. In favor of elimination were 8 Working Group members; 19 members were opposed. The motion did not meet the 75% supermajority requirement; the motion failed.

James Brown introduced a motion that future Breakout Group sessions be started by 7 pm to allow more time to deliberate. The motion was seconded and passed unanimously; no nays were heard.

Next Meetings and Adjournment

Bob Kramer thanked the Working Group for staying to the end of a longer meeting than expected. He reminded the Working Group that the team would present the progress of the Working Group at the July 14th resource agency meeting. He stated that August 17 is next Working Group meeting date during which more information will be provided about Concept 14B as well as a report on the resource agency meeting. Bob Kramer explained that no issues will be re-opened that were decided at tonight's meeting. The Public workshop will be held on Sept 20, 2005.

Bob Kramer adjourned the meeting.

Action Items

Several questions were raised at the Working Group meeting. Responses will be provided.

1. Jim Galvin asked whether the material the Working Group receives could be provided on a CD. Jay Kelley responded that, yes, electronic information will be made available at the specific request of Working Group members.
2. Jeff Davis asked whether the team could analyze the combination of Preliminary Alternatives 3 and 7C. This concept was labeled 14K during this meeting. During the latter part of the meeting, the Working Group voted to eliminate Concept 14K. As a result, Concept 14K will not be analyzed by the team.
3. Steve Cain asked that dimensional information be presented to the public as well as the impact data. The team will use visualization tools such as artist's renderings at the public workshops to illustrate the grade-separated crossings in the context of the surrounding area.
4. Steve Cain asked that the matrices be put on the website. Bob responded that, yes, the scoring sheets and data matrices would be put on the website.
5. Jim Galvin asked whether the study will include an examination of other areas that have had impacts from similar projects. The environmental assessment will include an analysis of socioeconomic impacts. The team would welcome data from other similar locations from the Working Group.

The project team will develop and analyze a Concept 14B as presented by Jane Edwards.

Memorandum of Meeting
Working Group

Meeting Date: November 2, 2005
Time: 7:00 PM
Location: W. Reily Brown Elementary School

Community Working Group Members in Attendance:

Robert "Dick" Bewick	Resident, Woodbrook
James Brown	Resident, Town of Wyoming
Gerald Buckworth	34 th District Representative
Steve Cain	President, Crossgates/Mayfair Homeowner's Association
Zachery Carter	Director, Dover Parks and Recreation
Tony De Prima	City Manager, City of Dover
Jane Edwards	Kesselring Property (East of New Burton Road)
Colin Faulkner	Kent County Emergency Services
Patricia Gauani	President, Rodney Village Civic Association
Steve Kitchen (for Darren Harmon)	Kraft Foods
Ken Hogan	Dover City Councilman – 1 st District
James Hutchison	Commerce Bank
Frank King	President, Wyoming Mills Homeowner's Association
Rob McCleary	DeIDOT Representative
Milton Melendez	Department of Agriculture
Jack Papen	Farmer, Major Property Owner
Randi Pawlowski	Dover First Seventh-Day Adventist Church
Michael Petit de Mange	Director of Planning Services, Kent County
Eugene Ruane	Dover City Councilman - 2 nd District
Robert Sadusky, Sr.	Dover City Councilman – 2 nd District
Janice Sibbald	Crossgates/Mayfair Resident
Stephen Speed	Mayor, City of Dover
Ali Stark	Resident, Holly Drive
Donna Stone	32 nd District Representative
Donald Sylvester	Resident, Rodney Village
Doris Kesselring Taylor	Kesselring Property (West of New Burton Road)
Jeff Davis (for Craig Wearden)	Asst. Principal, W. Reilly Brown Elementary School
John Whitby	Kent County Motor Sales Company
Juanita Wieczoreck	Executive Director, Dover/Kent County MPO

Others in Attendance (Public):

Joe Abbate	John Clark Road Resident
Ben Andersen	Willis Road Resident
Don Dryden	Sherwood Court Resident
Bill Edwards	Kennett Square, PA Resident
Lisa Gardner	City of Dover Electric
Shirley Gauani	Charles Polk Road Resident
Angelo Giudici, Jr.	Charles Polk Road Resident
Jay Hauch	Frankford Resident
Ken Hoffmann	Blue Beach Drive Resident
Ward Kelly	Woodsedge Road Resident
Mike Matone	Charles Polk Road Resident
Drew Volturo	Delaware State News

Theresa Winchell
Ben Anderson

Charles Polk Road Resident
Dover Post

Others in Attendance (Project Team):

Andrew Bing
Chris Fronheiser
John Gaines
Mike Girman
Robert Kramer
Gary Laing
Marge Quinn
Leslie Roche
Mike Simmons

Kramer & Associates
DMJM Harris
DeIDOT Project Manager
DMJM Harris Project Manager
Kramer & Associates
DeIDOT
DMJM Harris
DMJM Harris
DeIDOT, Assistant Director of Transportation Solutions

The purpose of the meeting was to present DeIDOT's decision as to the alternatives to be retained for detailed study, to explain the work and products of the detailed study phase, and to identify the next steps of the project.

Introduction

Bob Kramer welcomed the Working Group. He stated his expectation that the Working Group members had received the packet of information identifying DeIDOT's decision as to the alternatives to be retained for detailed study. He introduced Rob McCleary to introduce John Gaines, DeIDOT's new Project Manager.

Rob McCleary thanked the Working Group members for attending the meeting. He stated his expectation that the Working Group members had received the letter from Carol Ann Wicks introducing DeIDOT's new Project Manager for the West Dover Connector study, John Gaines. Rob explained that in his new position, John is responsible for Kent County road projects. Rob explained that the previous West Dover Connector Project Manager, Jay Kelley, had moved to a new position within DeIDOT. Rob stated that DeIDOT and the West Dover Connector project are fortunate to have John Gaines as the new Project Manager. In his new role, John has supervisory authority over the consultant project team: DMJM Harris, Kramer & Associates and the several subcontractors. Prior to coming to DeIDOT, John was employed at Century Engineering. Rob encouraged Working Group members to seek out John as he is knowledgeable and approachable.

John Gaines introduced himself and stated that he looks forward to working with the Working Group on this project. John presented the agenda for the evening which included a review of the alternatives retained for detailed study, a discussion of the detailed study phase and a presentation of the project's next steps.

DeIDOT presents alternatives retained for Detailed Study

Rob McCleary referred the Working Group to the package of information that was mailed to them prior to this meeting. He explained how DeIDOT made their decision on which alternatives to retain for detailed study. Rob explained that, as the Working Group has heard before, DeIDOT makes the final decision. The Working Group was convened to provide guidance and advice using its combined local knowledge. Referring to Slide 5, Rob explained that the deliberations of the Working Group had resulted in recommendations that 4, 5A, 5B, 5C, 11 and 12B merited further study. The project team, through its analysis of the engineering and environmental data, and input from the resource agencies, Working Group and the public, had recommended that 3, 4, 5C, 7C, 7D, 12A, 12B, and 14B merited

further study. Rob explained that the project team recommended a greater number of alternatives than the Working Group to ensure that the study considered all issues.

Ultimately, DeIDOT met internally and discussed each of the alternatives. DeIDOT believes that its decision to retain Alternatives 4, 5C, 7C, 7D and No-Build represents the full range of alternatives. He explained that the Preliminary Alternatives break down into essentially three route options: via Wyoming Avenue, via Webbs Lane or via Charles Polk Road. The common element in the alternatives is the origin at Saulsbury Road and North Street. Moreover, the footprint of the many alternatives is similar, particularly in terms of the travel demand model results.

Rob explained the issues considered by DeIDOT by alternative:

- Alternative 3 and all options using Wyoming Avenue were determined to have large impacts on the built environment: circulation patterns, access, right-of-way impacts and a potential historic district boundary. Very little transportation benefit was seen in this alternative, particularly as extending this alternative to Route 13 would be difficult. For these reasons, DeIDOT did not consider the Wyoming Avenue alternatives to merit further study.
- Each of the Alternative 5's is essentially the same alternative with slightly different alignments through the Kesselring Farm east of New Burton Road. The same issues would be involved. For this reason, only 5C was retained for detailed study.
- Each of the Alternative 7's was a concern to the Working Group. The resource agencies favor the 7's because they would use existing roads and widen the existing structure over Puncheon Run rather than create a new crossing. An on-alignment alternative is required to be included in the study. For these reasons, 7C and 7D were retained for detailed study.
- Alternative 11, the TSM alternative, was determined not to meet the project Purpose and Need as a stand-alone alternative. The improvements in Alternative 11 could still happen as spin-off projects, but not as a stand-alone alternative.
- Each of the Alternative 12's was rejected from further study due to the uncertainty of dealing with the railroad. DeIDOT cannot advance the 12's without a guarantee that the railroad will agree to relocating their tracks. The 7's would operate similarly from a traffic perspective and are viewed as more feasible.
- Alternative 14B would widen existing roads, but would have substantial built environment impacts. Alternative 7D would perform similarly with fewer total impacts. For this reason, 14B was not retained for detailed study.
- The No-Build Alternative will be carried forward as a requirement and as a possible alternative. As during the screening phase, the No-Build Alternative will continue to be used as a baseline comparison.

Rob indicated that during the detailed study phase, the alternatives would be more closely studied and refined.

Mayor Speed asked whether Alternative 12 would also be studied by implication since it would operate in the same way as Alternative 7? He also asked whether Alternative 12 might be reconsidered at a later time if the uncertainties with the railroad can be resolved? Rob McCleary responded that, yes, reconsideration of Alternative 12 could occur. Mike Girman responded that, yes, the traffic performance

and environmental impacts of 7 and 12 are largely similar. Chris Fronheiser explained that Alternative 7 would not involve relocating the railroad.

Mayor Speed asked that the project team re-word the manner in which the input from the Working Group is being represented. Whereas DeIDOT's recent package of information to the Working Group indicates the Group made specific recommendations as to what merits detailed study, the Working Group has not done so. All alternatives have not been completely vetted by the Group to reduce the alternatives to a set of recommendations. He asked the project team to recognize the difference between the Group voting to eliminate alternatives and the Group recommending to retain alternatives.

Rob McCleary reminded the Working Group that at the last Working Group meeting, the Group did make a number of recommendations, though he agreed that a complete list had not been developed. Rob stated that next project step is a public workshop. The project team will address future wording regarding Working Group activities by saying that the Group recommended alternatives to be dropped rather than recommended alternatives to be retained.

Juanita Wieczoreck asked whether DeIDOT spoke with the railroad about Alternative 12? Mike Girman responded yes. The railroad was willing to have DeIDOT study Alternative 12, but they did not see a benefit for them as it would add track curves and require more maintenance. The railroad would not make a commitment to the idea of relocating the tracks.

Juanita asked whether DeIDOT's financial situation has affected the West Dover Connector study process and the decision on retained alternatives? Rob McCleary responded that, no, the financial situation has had no effect on the process. He acknowledge that some changes to cosmetic elements, such as no longer providing dinner to the Working Group and using black and white handouts were determined to make economic sense, however these decisions in no way change the process being followed. DeIDOT is committed to advancing the West Dover Connector project, provided that a preferred alternative can be identified and funding for design and construction can be secured. Bob Kramer noted that the budget is in place to get to a preferred alternative in this study; there is no funding committed currently for final design, right-of-way acquisition or construction.

Randi Pawlowski asked whether it is known how much of the Seventh Day Adventist Church property would have to be taken to implement Alternatives 7C or 7D? Rob McCleary responded that the information is not known now but will be determined during detailed study. The detailed study phase will also be a time for examining ways to avoid or minimize impacts; community coordination will be part of that process. Mike Girman reminded the Working Group that the screening phase examined impacts of uniform bandwidths for proposed roads. The detailed study phase will refine those bandwidths.

Randi Pawlowski asked whether it is known that whole or partial property impacts will occur at the church? Mike Girman responded that the information is not known now but would be developed as part of the detailed study phase, with the involvement of the church.

Steve Cain asked whether the U.S. Army Corps has raised any concerns about flooding along the Puncheon Run. Rob McCleary responded that, no the Corps had not raised concerns. However, the project team has made the Corps aware of the issue.

Steve Cain stated that a complete hydrological study of the Puncheon Run down to Route 13 is needed. Rob McCleary responded that such a study would be beyond the scope of any one project. He suggested that it could be a DNREC study with contributions from the West Dover Connector and other projects. Rob stated that the West Dover Connector project would be required to identify and address

its own potential impacts on the Puncheon Run and Isaac Branch to make sure that the project does not add to existing flooding problems. He explained that the West Dover Connector project is unlikely to fix past problems, however it will not add to the problems. The Puncheon Run flooding problem involves a first peak of runoff from the downstream Crossgates/Mayfair communities, and then a second runoff peak from the upstream fields. The West Dover Connector cannot fix the first peak problem because the affected area is downstream and fully developed.

Steve Cain asked whether a watershed study is a requirement of the West Dover Connector project? Rob McCleary responded that such a study is not. The project would be obligated to address the impacts of the project. He explained that if an opportunity exists to provide a level of stormwater management beyond its obligation in order to address some additional runoff issues (i.e., to over manage), consideration will be given to doing that.

Gene Ruane stated that the Kesselring property west of the railroad is in the planning stages as is Eden Hill Farm. He sees an opportunity for the Working Group to go on record by sending a letter signed by the Working Group supporting a complete watershed study by the City, County, state and developers. He believes the second peak is the flooding problem along Puncheon Run.

Steve Cain introduced a motion that the action suggested by Gene Ruane be taken by the Working Group; Janice Sibbald seconded the motion.

Bob Kramer stated that Gene's idea is a good one, but cautioned that it is beyond the purpose of this Working Group and the West Dover Connector project.

Mike Simmons stated that the flooding problems along Puncheon Run are largely a result of prior development before stormwater management requirements existed. Now, all projects have to manage runoff. He explained that drainage studies for any type of project have to prove that the project will have a net release of stormwater that is less than the condition before the project. In theory, this means that a drainage study for West Dover Connector can assume that other projects yet to be built in the area will have a net release of water that is less than the existing condition. The West Dover Connector project will do that.

Bob Kramer suggested that Gene Ruane's watershed study idea should be directed to appropriate parties, not solely to DeIDOT. Gene Ruane agreed, stating he recognizes it's not just a DeIDOT problem. What needs to happen is coordinated planning to share local knowledge. Gene would like to take advantage of the opportunity of having the key people in the Working Group convened to address the issue as its own initiative.

Jim Hutchison stated his belief that the Working Group needs to stay focused on the West Dover Connector project. However, he agreed that a letter to the appropriate parties is a good idea. Steve Cain agreed.

Bob Sadusky stated his sense that the problem may be insufficient capacity downstream that is causing water to back up and flood.

Bob Kramer proposed that the Working Group develop a brief letter to the city, county, state and federal agencies, and the MPO. The letter should identify the Working Group; identify the broader issue of flooding along Puncheon Run; state the sense of the Working Group regarding the issue; state that the issue is larger than the West Dover Connector project; state that addressing the problem requires a coordinated effort; and ask that all responsible parties consider a coordinated study and response. Bob asked for a Working Group vote to authorize such a letter. The Working Group vote was unanimous.

Bob Kramer introduced and welcomed Tony DePrima to the Working Group. Tony is the Dover City Manager; he replaces Jim Galvin on the Working Group.

Rob McCleary reiterated that the West Dover Connector project has the budget to get to a preferred alternative. The preferred alternative may be built as one project or in pieces by DeIDOT and/or by others. The project schedule provides for a year of detailed study and evaluation before a preferred alternative is selected. Beyond that point, the final design phase would require 18 months to 2 years to complete. Construction would happen after final design, perhaps in 2010. During the coming year, coordination will continue with the Working Group and the public.

Gene Ruane asked how much money is allocated to the detailed study phase? Rob McCleary responded that the project has \$660,000 to get to a preferred alternative.

Detailed Study Phase

Mike Girman stated that the detailed study phase would examine and refine the four retained alternatives and the No-Build Alternative. The detailed study phase will include more engineering, traffic and environmental analysis.

Bob Kramer stated that the detailed study phase is not final design.

Marge Quinn explained that the traffic screening performed date and reported at Working Group meetings for all the concepts was generated from DeIDOT's travel demand model. The information from the model was summary information such as the change in traffic volumes on area roadways and the general travel patterns that would be expected to occur under a specific concept. This is in contrast to the detailed study phase which will determine performance of all 25 study area intersections (turning movement volumes and levels of service, for example) in order to understand existing intersection performance for each alternative under existing intersection configurations. The analysis will also identify the types of improvements needed at each intersection under each alternative to achieve safe and efficient intersection operations. The project team will be able to demonstrate how traffic will flow through intersections and on study roadways using computerized traffic models and visualization tools.

Tony DePrima asked whether both Kesselring Farms would be considered in the trip generation part of the analysis? Marge Quinn responded that the Farm west of the railroad will be included in the trip generation analysis because a land use plan has been identified for that land, but that the Farm east of the railroad will not be included in the additional trip generation analysis as there is no land use plan in place. Marge explained that DeIDOT's travel demand model includes demographic forecasts (population, employment, etc.) for 2030 for all traffic analysis zones. The demographic forecasts contained in the model for the zone that encompasses the Farm to the east of the railroad will be used, but no additional trip generation analysis will be done because there is no land development plan in place for that Farm.

Bob Kramer stated that the Kesselring Farm west of the railroad is actively going through the development process. The family has an agreement with a developer and a concept plan. The developer has met with DeIDOT and the project team to understand each alternative. The Kesselring Farm east of the railroad is not in a development process. No concept for development has been proposed. The family would like to preserve as much open space as possible. At this time, making an assumption about development-related traffic volumes for this property is not appropriate.

Gene Ruane asked what project information DeIDOT is providing to developers. Bob Kramer responded that DeIDOT's statement is that no preferred alternative has been selected; several alternatives are being considered.

Gene Ruane asked whether park interconnectivity will be addressed during detailed study? Mike Girman responded that during detailed study, the project team will examine how parks can be interconnected with connections made to the communities. Interconnectivity is a project goal. Marge Quinn stated that park interconnectivity was one of the screening variables already used to screen concepts and it will continue to be one of the elements examined in detailed study and included in the refined scoring and data sheets that will be an outcome of the detailed study phase.

Chris Fronheiser explained that the engineering tasks during detailed study will include replacing the yellow bandwidths used during the screening phase with conceptual horizontal and vertical alignments for each alternative; determining exactly where the alignments and bridges would go; establishing the typical section of roadways: footprint, number of lanes, sidewalks, shoulders, and bicycle/pedestrian allowances; looking at a boulevard-like roadway section; preparing renderings to show what bridges and elevated sections would look like; determining right-of-way impacts; and developing cost estimates.

Steve Cain asked why the connection to New Burton Road in Alternative 7C appears to be toward the north rather than toward the south? Are smoother alignments envisioned? Chris Fronheiser responded that in our screening analysis the project team assumed a 40 MPH design speed to conceptually design the ramp curve and orientation. In detailed study, the project team will determine what this intersection would actually look like using an iterative conceptual design process. Mike Girman stated that the manner in which the intersection is configured will be examined and may result in several alternative conceptual designs that we would present to the Working Group for input.

Leslie Roche explained that whereas during the screening phase the project team gave the Working Group a sense for impacts based on the yellow bandwidths, we will be recalculating impacts based on the engineering geometry developed during detailed study. During detailed study we will look at the same issues as during the screening phase, but will also add historical and archeological resources; these studies are currently underway. We will be working closely as a project team to refine the alternatives to avoid or minimize impacts to the greatest extent possible. Leslie advised the Working Group to expect to see people doing field work in the study area, primarily associated with collecting historical and archaeological resources data. A product of the detailed study phase will be refined environmental data and scoring sheets.

Mike Girman explained that both partial impacts and displacements would be identified during detailed study. He reminded the Working Group that a partial impact is purchasing land from a part of a property. A displacement would be the purchase of an entire parcel and relocation of the resident or business.

Bob Kramer explained that the detailed study process would continue the open process of sharing project information and Working Group input with the public and with the resource agencies. Likewise the project team will continue to share feedback we receive from those entities with the Working Group.

Tony DePrima asked whether the project is following the National Environmental Policy Act (NEPA) process? Mike Girman responded that, the project is following the NEPA process; it is integral to how the project is being undertaken.

Bob Kramer summarized the detailed study phase by saying that the project team would be generating a large amount of information in the coming months. The Working Group should not expect to meet

every month. It is likely that there will not be a meeting for a number of months as the project team is just starting detailed study and a lot of work needs to be done. Updates will be sent by mail as needed; Working Group members are encouraged to review them as they arrive and contact John Gaines if there are questions. The project team would be happy to meet with Working Group members or community groups during detailed study. The next meeting of the entire Working Group will occur when the project team has enough information to warrant a meeting. Working Group meeting notices will state whether the Group will be asked to make a decision at the meeting. It is likely that the project team will schedule information briefing meetings and not just decision making meetings.

Next Steps and Adjournment

Donna Stone asked that every Working Group member receive the letter suggesting the watershed study. She also asked that material distributed to the Working Group by mail be 3-hole punched for insertion into the project binders.

Bob Kramer stated that the project team would advise the Working Group when the Public Workshop would occur and urged members to attend for at least an hour. The project team indicated that a date sometime in January 2006 is most likely for the next Public Workshop.

Ali Stark asked if another, more comfortable location could be found for the next meeting of the Working Group? Bob Kramer responded that members should contact John Gaines if they have meeting location suggestions. The change in venue is a means to reduce project costs. Mike Petit de Mange offered the possibility of using the new county facility.

Bob Kramer closed the meeting by thanking everyone for attending.

The meeting adjourned early: 8:40PM.

Action Items

Several issues or action items were raised at the Working Group meeting. Responses will be provided.

1. During the engineering portion of the presentation on the detailed study phase, the project team mistakenly reported the cross section of Saulsbury Road north of North Street as a 4-lane section in the existing condition. However, the actual current condition is 2 lanes.
2. The project team will address future wording regarding Working Group activities by saying that the Group recommended alternatives to be dropped rather than recommended alternatives to be retained.
3. Kramer & Associates will develop the letter from the Working Group suggesting a watershed study of Puncheon Run.

