

# West Dover Connector

(Saulsbury Road Extension)

## Working Group

Meeting No. 4

Modern Maturity Center

October 20, 2004



# Working Group Members

Robert “Dick” Bewick  
*Woodbrook Resident*

Brian Belcher  
*Crossgates/Mayfair Resident*

James Brown  
*Mayor, Wyoming*

Gerald Buckworth  
*34th Representative District*

Steven Cain  
*President, Crossgates/Mayfair  
Homeowner’s Association*

Zachery Carter  
*Director, Dover Parks and  
Recreation*

Gloria Chappell  
*Lincoln Park Resident*

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*

Darren Harmon  
*Kraft Foods*

Connie 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*

Jack Papan  
*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<sup>nd</sup> District*

Robert Sadiusky, Sr.  
*Dover City Councilman – 2<sup>nd</sup> District*

Reuben Salters  
*Dover City Councilman – 4<sup>th</sup> District*

# Working Group Members

Deb Scheller  
*Eden Hill Farm*

Ali Stark  
*Sherwood Resident*

Nancy Wagner  
*31st Representative District*

Janice Sibbald  
*Crossgates/Mayfair Resident*

John Still  
*17th Senatorial District*

Craig Wearden  
*Principal,  
W. Reiley Brown Elementary School*

Sammy Smith  
*Rodney Village Resident*

Donna Stone  
*32nd Representative District*

John Whitby  
*Kent County Motor Sales Company*

Carl Solberg  
*Director, Kent County  
Parks and Recreation*

Donald Sylvester  
*President, Rodney Village  
Homeowner's Association*

Juanita Wieczoreck  
*Executive Director,  
Dover/Kent County MPO*

Steve Speed  
*Mayor, City of Dover*

Doris Kesselring Taylor  
*Kesselring Property  
(West of New Burton Road)*

# Agenda

Call to Order	Bob Kramer
Update on Resource Agency Meeting	Jay Kelley Leslie Roche
Feedback from Working Group on Conceptual Alternatives & Responses to Questions	Bob Kramer Chris Fronheiser Evio Panichi
Discussion on Conceptual Alternatives	Bob Kramer
Study Area Travel Demand Modeling & Travel Patterns	Mayuresh Khare
Overview of Detailed Studies	Marge Quinn Leslie Roche
Next Steps	Bob Kramer
Next Meeting Date and Agenda	Jay Kelley
Adjourn	Bob Kramer

# Project Notebook

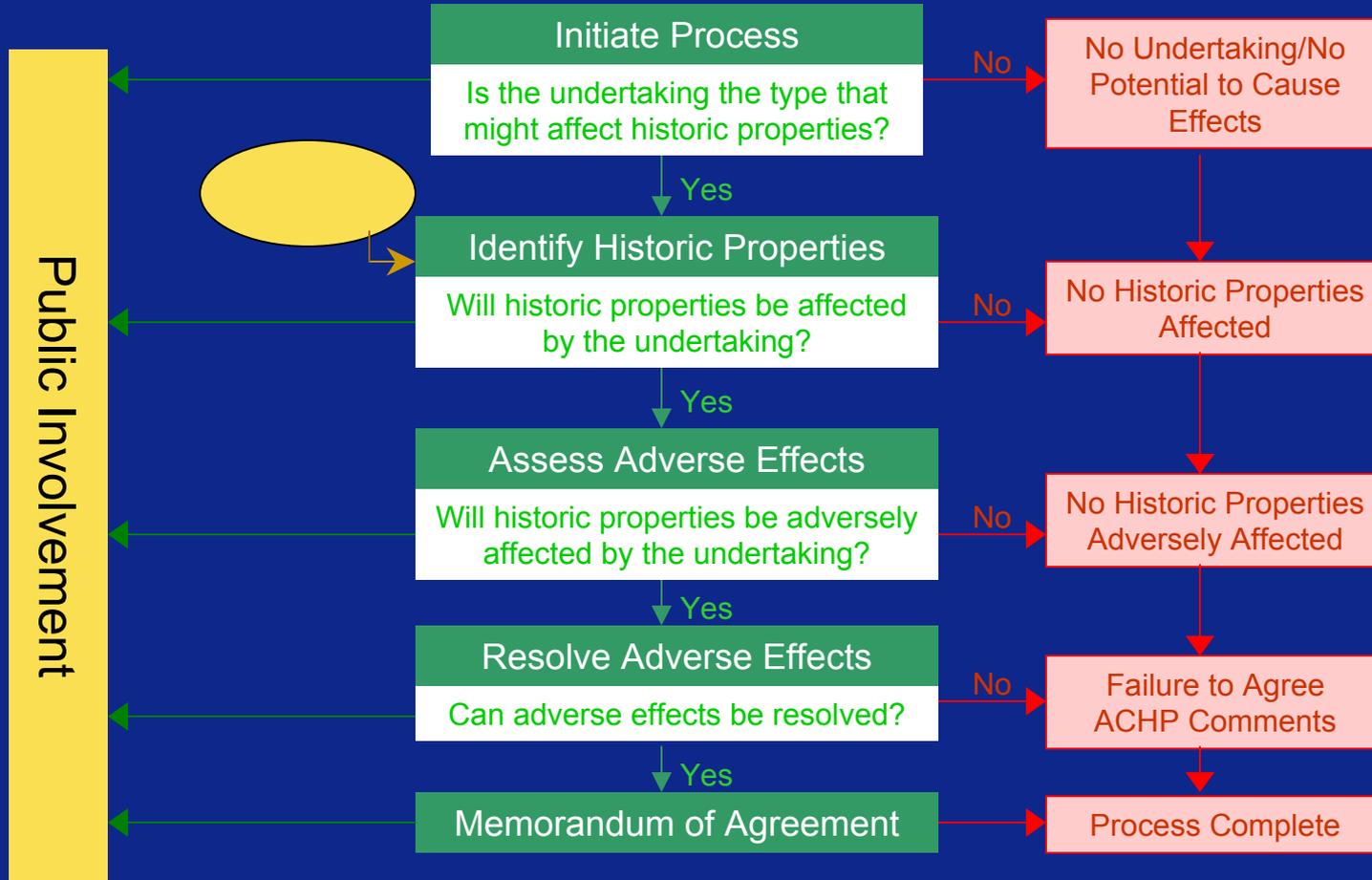
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- Tab 1 – Meeting Slides
- Tab 2 – Meeting Minutes from September 22<sup>nd</sup>
- Tab 3 – Responses to Questions

# Update on Resource Agency Meeting

- Met with Resource Agencies on October 14, 2004
- Reviewed Conceptual Alternatives:
  - Maps
  - Working Group Feedback
- Received Feedback from Agencies:
  - Eden Hill Farm National Register of Historic Places
    - Potential for direct **and/or indirect** adverse effects
    - Areas of potential effect may not be limited to the historic site boundaries
  - Other Archaeological or Historic Resources may be within study area
  - Natural Environmental Resources
    - Indicated general preference for concepts that did not cross Puncheon Run with a new structure and for concepts that did not cross or approach the wetlands or floodplains of Isaac Branch

# Cultural Resource Studies (Section 106 Process)



# Homework Response

- Working Group Member Response
  - 17 out of 38 members (45% response rate)
  - Crossgates/Mayfair well-represented
- Feedback from Homework **Confirms** September 22<sup>nd</sup> Meeting Results

# Breakout Group Support Summary – September 22<sup>nd</sup> Meeting

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
<b>Some or Full Support (√)</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>No Support (x)</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>6</b>

# Homework Assignment – New Ideas for Concepts

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- Overlay Concepts 3, 7C and the auxiliary connection in 5
  - *Elements of this idea are in other concepts*

# Homework Assignment – Other Feedback

- Other Approaches
  - *Expand transit services; ridesharing*
  - *Improve and expand pedestrian and bicycle facilities*
  - *Improve land use planning (transit-oriented development, strengthened growth management, etc.)*
- Can be combined into a Complementary Strategy
- Strategy can be pursued under all alternatives including no-build

# Homework Assignment – Misconceptions

- Definition of “No Build”
  - No building of transportation improvements in study area beyond committed transportation projects
  - The no-build does NOT include intersection improvements in study area or the widening of existing roadways---these are “build” improvements
  - No-build serves as a baseline against which the other alternatives can be compared
  - Must always be included in alternatives analysis

# Homework Assignment – New Ideas for Concepts

- *Project Team Recommends:*
  - Transportation Systems Management Concept
    - Minor widening improvements to poorly performing intersections, safety improvements and signalization based on warrant analysis; *no new roadway facility constructed*

# Draft Concept 1

No Build



# Concept 1

## Positive Feedback

- Low cost; money not invested in new roadway could be spent improving existing roadways and intersections
- Avoids adverse impacts to existing homes, businesses, community facilities and environmental resources
- Bike paths and pedestrian connections can still be built

## Negative Feedback

- Doesn't solve connectivity problems from west Dover to US 13
- Does not address cut-through traffic issues
- Need to improve road network to address current future traffic problems
- Need to prepare for the "infill development" that is in the pipeline which will increase the need for east-west connections
- Intersection performance will further deteriorate



# Concept 2

## Positive Feedback

- Provides access to New Burton Road
- Provides some level of connectivity
- Flyovers may improve traffic flow
- Wyoming Avenue provides centrally located access to US 13
- Provides for two-way access to Eden Hill
- Some options in this concept appear to have less adverse natural and built environmental impact than other concepts
- 2A and B will alleviate congestion at North and West Streets
- 2D is the least intrusive to existing communities along New Burton Road

## Negative Feedback

- Requires costly fly-over
- Fails to relieve congestion on New Burton, on Webbs Lane or in towns of Camden and Wyoming
- Dumps through traffic into the Eden Hill farm development
- None of these options help direct traffic or funnel it to US 13
- Does not address needs for alleviating cut-through traffic
- Additional traffic may flow to Wyoming & Camden without a connection to US 13
- At grade crossing will not be allowed by Norfolk Southern and an at-grade crossing may create for more traffic issues

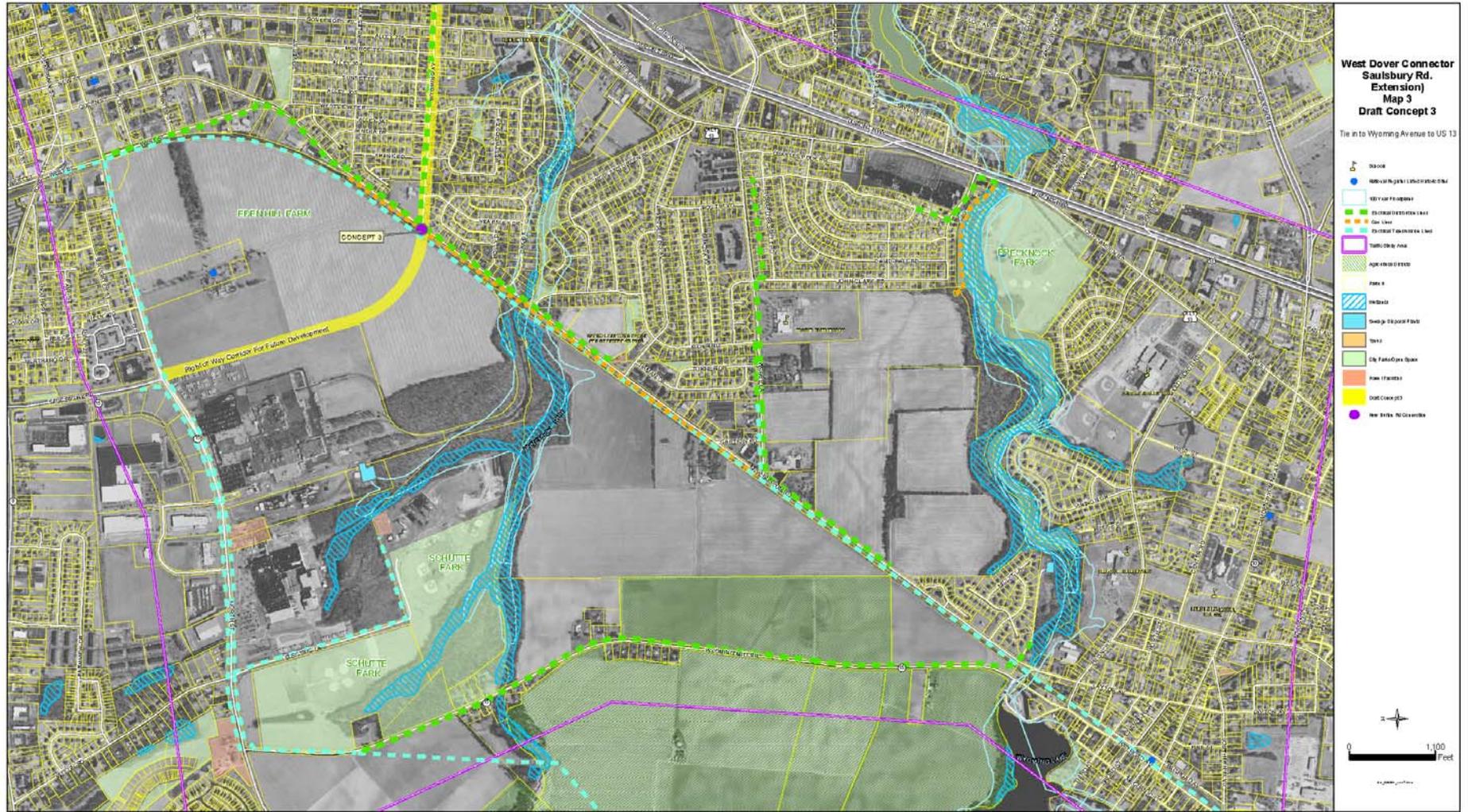
# Concept 2 (cont.)

## Negative Feedback

- By 2015 most unsignalized intersections on New Burton Road will fail, so using New Burton Road will require signals which restrict traffic flow
- Heavy vehicle counts showed higher than expected heavy vehicles on New Burton Road; if West Dover traffic is funneled to this road increases in heavy vehicles can be expected
- Significant impacts on social/built environment: 2A, B, C and D impact depending on option private property, church property and school, existing homes/neighborhoods, and farmland
- Elevated flyovers and ramps have no place near or abutting residential areas
- Creates a “nightmare” scenario for increased cut-through traffic and hazardous pedestrian travel on New Burton and Webbs Lane
- No access to Wyoming Mill Road

# Draft Concept 3

## Tie into Wyoming Avenue to US 13



# Concept 3

## Positive Feedback

- Requires very little new right of way
- Minimal natural environmental impacts
- Avoids impact to Puncheon Run and Isaac Branch waterways, wetlands and floodplains
- Opportunity to provide pedestrian/bicycle access to Eden Hill and Schutte Park
- Short and direct connection to US 13
- Improves what is already a major cut-through route
- Removes traffic from the West Street/North Street intersection
- Does not affect farm properties in the Agricultural Preservation Program
- Would keep a large amount of traffic out of Wyoming-Camden area

## Negative Feedback

- Wyoming Avenue should remain residential. Impacts are high.
- Elevated structures in this area seem out of place.
- Impacts to the church property would be severe.
- Would cause safety problems along Wyoming and New Burton.
- Does not help traffic going south. Need connections further south in conjunction with this concept.
- Takes up a lot of Eden Hill development area.
- Need to know how Wyoming Avenue would be affected

# Draft Concept 4

## Tie into Webbs Lane to US 13



# Concept 4

## Positive Feedback

- Addresses most cut-through issues
- Direct route; short distance to US 13 and SR 1
- Uses an existing road for the connection to US 13
- Improvements that would have to happen at US 13 and Webbs Lane intersection to facilitate the development of this alternative which could address current safety problems at this intersection
- Alternative could promote safety by incorporating an enclosed student overpass
- Auxiliary connection reduces current burden on Camden-Wyoming Avenue as connector to US 13
- Ties into Wyoming Mill Road; helps traffic flow

## Negative Feedback

- Would result in high traffic volumes & increased heavy vehicles in a residential and school area
- Would necessitate improvements to Webbs Lane, US 13 and SR 1 to accommodate additional traffic
- Flyover & ramps not in scale with established community and pedestrian travel on Webbs Lane
- Currently poor LOS at Webbs Lane/Gov Ave and Webbs/US 13; more traffic would worsen conditions
- Skips Wyoming Avenue; an avenue already used to access US 13
- The auxiliary connection to Rt 15 cuts in half a productive farm in the Farmland Preservation program
- Environmental justice issues may be raised due to negative impacts to populations residing in apartments along Webbs Lane and populations residing in Rodney Village



# Concept 5

## Positive Feedback

- Short and direct connection to US 13; improved connections to US 13 for travel to north & east
- Directs traffic south to US 13
- More west and northwest bound traffic can be diverted from Webbs Lane and other cut-through streets
- Should improve poor performance of Webbs Lane/US 13 and Webbs Lane/Gov. Ave. intersections
- Connection to Wyoming Mill Road may help alleviate traffic in Camden and Wyoming;
- Improves traffic circulation in study area
- Opportunity to provide pedestrian/bicycle access to Eden Hill and Schutte Park
- Less intrusive/less impact to existing neighborhoods; relatively less impact to residential areas
- Option 5C leaves Kesselring lands whole
- Option 5C with auxiliary connection allows the auxiliary connection to be on the southern end of Wyoming Mill Road, allowing for a greater area of farmland available for future development

# Concept 5 (cont.)

## Negative Feedback

- Very close to environmentally sensitive areas
- Impacts to Isaac Branch wetlands and floodplains if option 5B pursued
- Would rather see underpass rather than flyover of railroad because of visual, noise and other community impacts
- Impacts to Rodney Village neighborhood & homes
- No connection to Wyoming Avenue and this is the preferred route now to access US 13
- May add traffic to congested US 13/Rt 10 intersection
- Requires more new ROW than 7C
- Option 5A would have negative effects on neighborhoods along both sides of Webbs Lane; could impact traffic at school; flyover out of scale with community; more traffic on Webbs Lane
- Proposal to use Garton Road (Option 5A) will create additional intersections that will cause congestion and safety issues
- Option 5A may increase traffic at poor LOS intersections of US 13 and Webbs and Gov. Ave. and Webbs Lane
- Impacts future Eden Hill farm recreation/open space lands
- 5A and 5B negatively impact Kesselring farm property
- Auxiliary connection negatively effects preserved agricultural farmland
- Environmental justice concerns raised regarding populations residing in Rodney Village

# Draft Concept 6

## Bypass Camden and Wyoming and Connect to US 13



# Concept 6

## Positive Feedback

- Does not impact New Burton Road neighborhoods

## Negative Feedback

- Doesn't solve connectivity problems from west Dover to US 13
- Does not address cut-through traffic issues
- Does not improve road network in the study area
- Does not address the current and future increase in the need for east-west connections in the study area
- Intersection performance within the study area will further deteriorate
- Will impact prime farmland
- Would worsen traffic congestion in Camden and Wyoming

# Draft Concept 7

# Connect to New Burton Road North of Wyoming Avenue, Widen New Burton Road and Connect to Charles Polk Road to US 13



# Concept 7

## Positive Feedback

- Is similar to 5C, but requires less new right of way
- Relatively less residential impact
- Maximum connectivity for least dollars and disruption
- Avoids creating a parallel road to New Burton Road
- Minimizes the numbers of elevated structures
- Opportunity to provide pedestrian access to future Eden Hill development
- Avoids impacts to wetlands by not crossing Puncheon Run

## Negative Feedback

- Options A and B cut the Kesselring farm in half
- Impact to homes along Charles Polk Road
- Impact to wetlands and park are unacceptable
- How do we know this cut-through to US 13 would be used?
- Won't stop the cut-through traffic
- Impacts the future development of Eden Hill
- Creating a high volume roadway on New Burton is not a good idea
- New Burton Road is already congested during peak periods

# Draft Concept 8

## Connect Wyoming Mill Road to Webbs Lane to US 13



# Concept 8

## Positive Feedback

- Provides direct connection to US 13 via an existing road
- Would provide opportunity to address safety problems at Webbs and US 13

## Negative Feedback

- Does not solve traffic congestion or safety issues like cut-through traffic on Webbs or Wyoming
- Goes past Reilly Brown Elementary School with a lot of walking children
- Webbs Lane can't handle the traffic it has and is too narrow for improvements
- Impacts to residential community
- Cuts the Kesselring farm in half
- Does not connect to Saulsbury Road
- It diverts traffic from Camden and Wyoming onto Webbs Lane

# Draft Concept 9

## Connect Wyoming Mill Road to Charles Polk Road to US 13



# Concept 9

## Positive Feedback

- Relatively less intrusive to existing neighborhoods
- Minimizes road length and costs
- Provides good east-west connection in the area with minimal disruption
- Does not affect protected farmland
- Provides direct connection to US 13

## Negative Feedback

- Does not solve traffic congestion or safety issues like cut-through traffic on Webbs or Wyoming
- No direct access to key west Dover areas
- Connection to US 13 too far south
- Needs to be part of a larger plan that includes other concepts that connect to Saulsbury Road
- No bicycle access to Schutte Park
- Takes out homes along Charles Polk
- How would traffic be encouraged to go past Wyoming and Webbs Lane to get to US 13?



# Concept 10

## Positive Feedback

- Realignment of Wyoming Mill is great
- Improving this road by adding a traffic signal at peak hours may help the failing intersection (North and West Sts.) for traffic heading downtown

## Negative Feedback

- Has no positive impact on local traffic patterns
- Not feasible to widen due to historical and physical constraints, including utilities
- Required investment would yield limited value
- Doesn't help to redirect the cut-through traffic
- Not a connector option but a stand alone idea
- Would increase congestion in town

# Response to Questions

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- Detailed Question-Response - Tab 3
- Selected Highlights

# Discussion on Conceptual Alternatives

- Affirmation of last meeting's results
  - Concepts 6, 8, 9 and 10 lack support of Working Group
- Concepts supported by the Working Group include:
  - “off alignment concepts” – new roadways as in Concept 5
  - “on alignment concepts” – improvements to existing roadways as in Concept 7
  - combination “on and off alignment concepts” as in Concept 4

# Discussion on Conceptual Alternatives

- Two New Ideas:
  - Project Team recommends Transportation System Management Concept
  - Overlay Concepts 3, 7C and the auxiliary connection in 5
    - Not considered as a separate concept as elements of this idea are in other concepts

# Travel Demand Modeling

## GOAL:

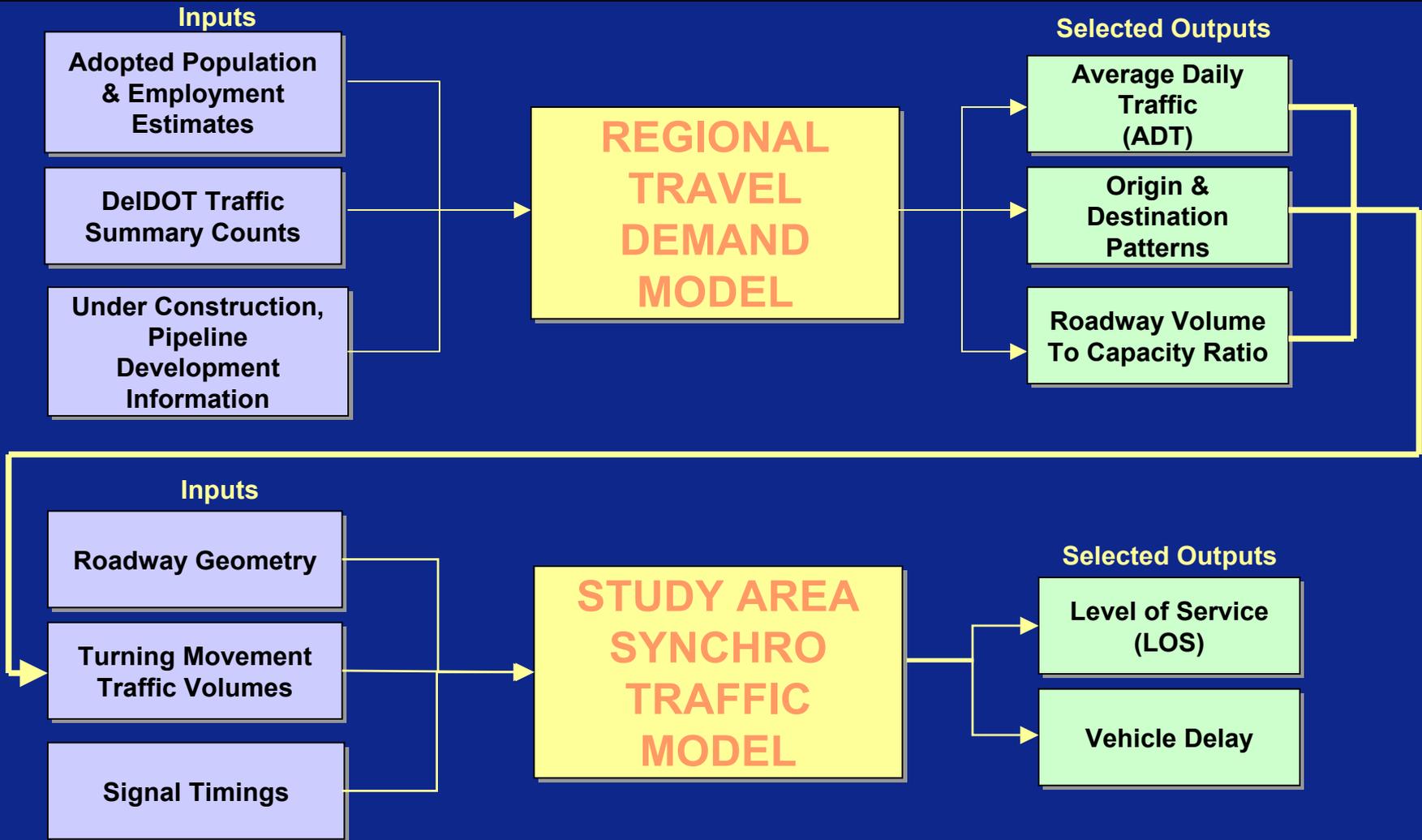
*“To develop a long range forecast that provides an indication of future travel demand, the type, and severity of possible deficiencies in the transportation network that serves as a framework for the analysis of alternatives”*

# Travel Demand Modeling Components

For Existing Condition, Future Year No-Build Alternative and Future Year Build Alternatives:

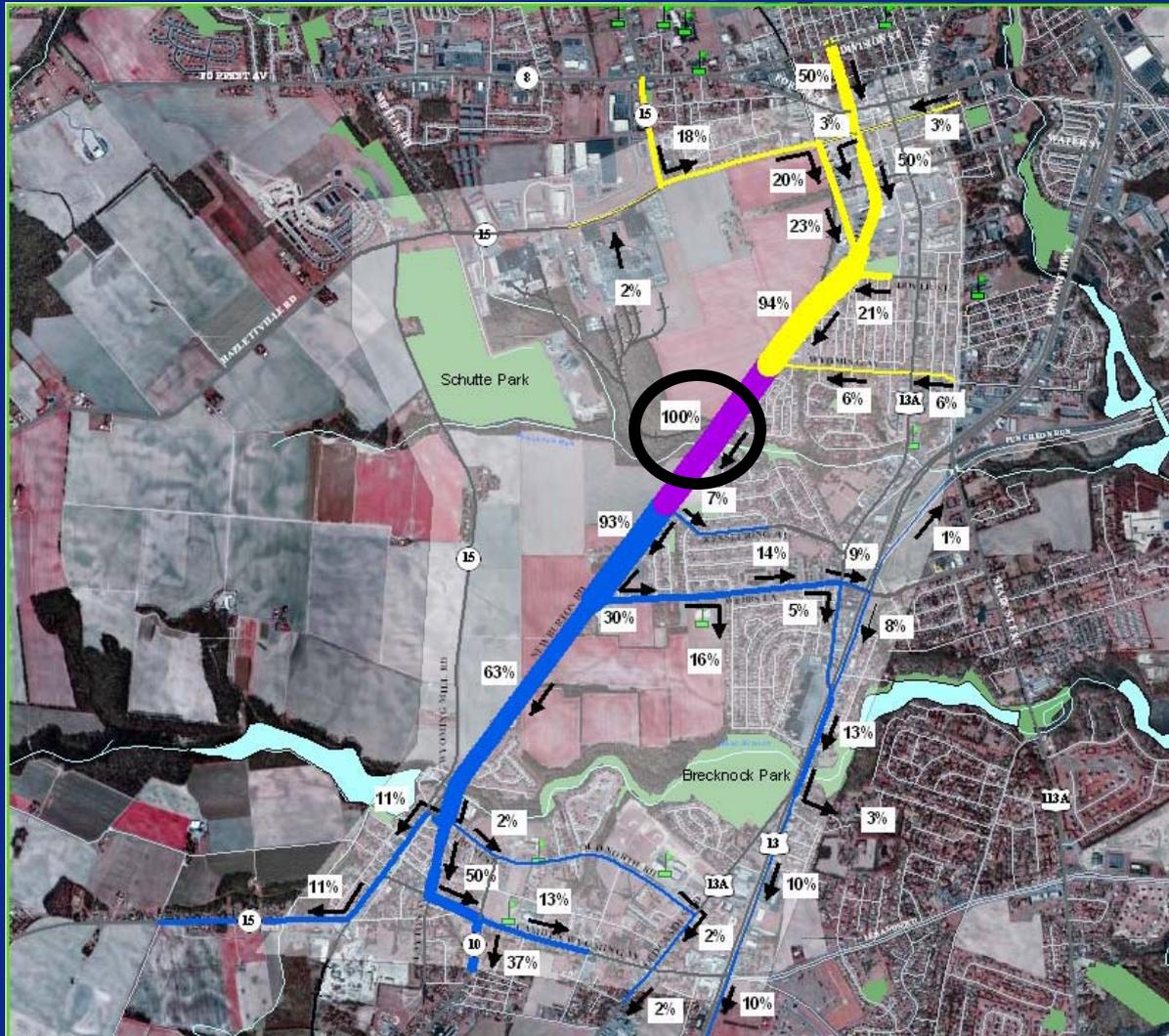
- **Trip Generation** - *How many trips will be generated from my residential development?  
How many trips will be drawn to my office park?*
- **Trip Distribution** - *Am I destined to downtown Dover or am I going to work in Camden?*
- **Trip Assignment** - *Should I take North Street or Water Street to get into downtown Dover?*

# The Modeling Process





# Traffic Flow Patterns New Burton Road (Southbound)









# Overview of Detailed Studies

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- Refinement of Conceptual Alternatives
- Traffic Studies
- Environmental Studies
- Cultural Resource Studies

# Refinement of Conceptual Alternatives

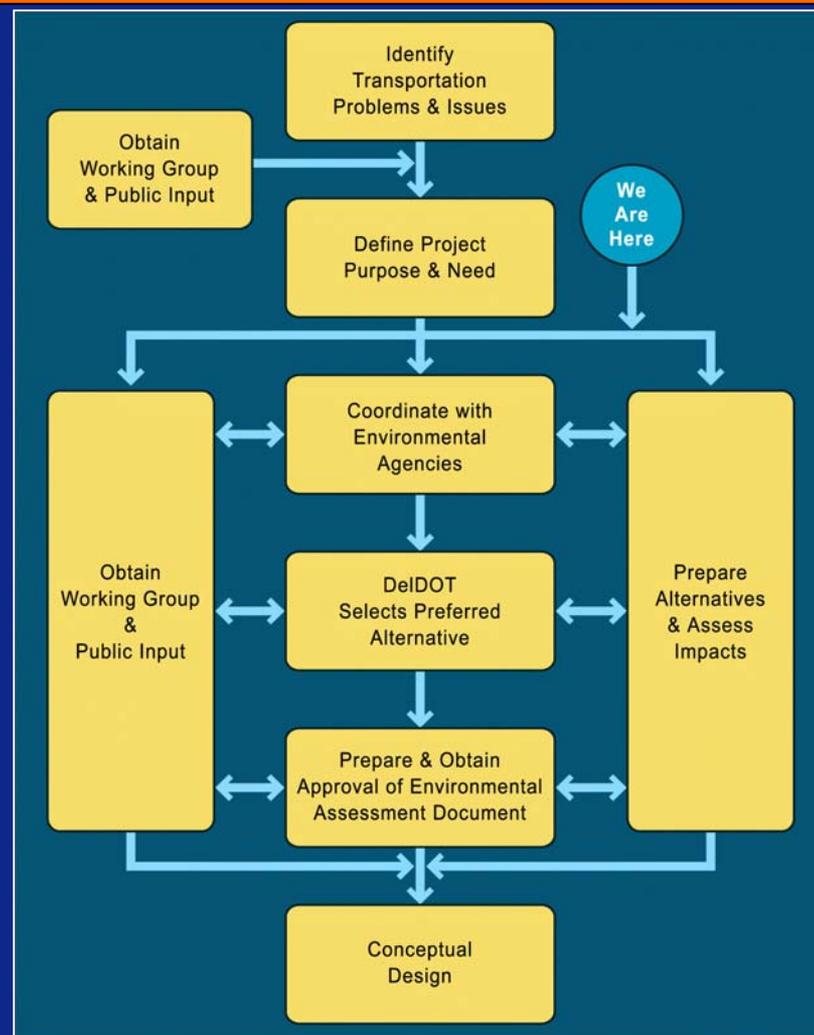
- Intersection Details
  - Turn lanes
  - Traffic control
  - Pavement markings
- Bicycle and Pedestrian Treatments
  - Facility type
  - Sidewalks
  - Multiuse paths
  - Crosswalks
  - Pedestrian signals
- Typical Sections
  - Number of lanes
  - Lane width
  - Roadside features
- Order of Magnitude Cost Estimates

# Traffic Studies

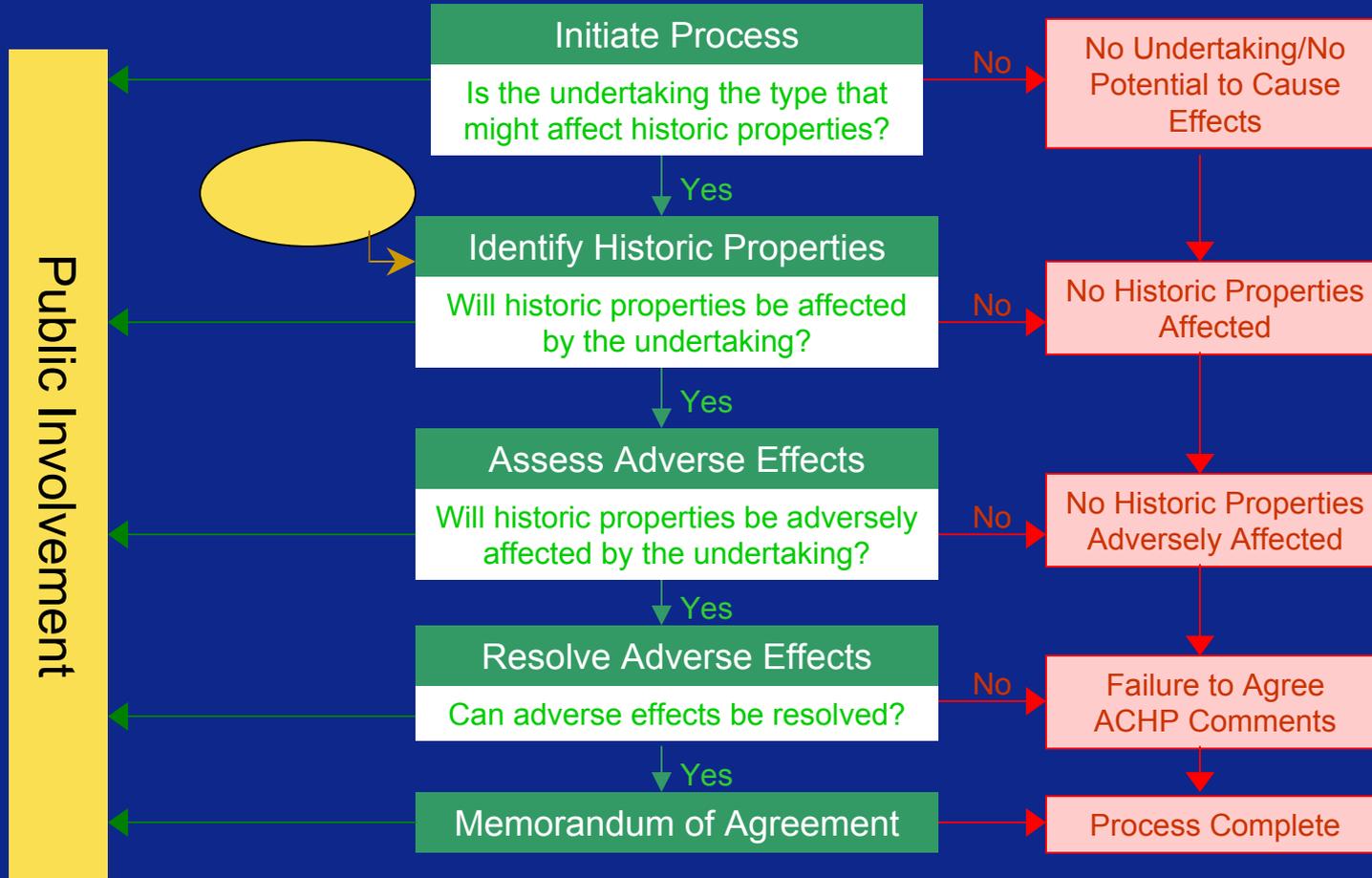
- Data Collected (24 hour volume counts, peak hour turning movements counts)
- Using DelDOT's Travel Demand Model Forecast Future (2030 and 2015 daily and peak hour) Traffic Volumes for Existing Condition/No-Build and Each Alternative
- Compare Alternatives Based on Measures of Effectiveness (MOEs)
  - Level of Service (measure of motorists delay ranging from LOS A, little or no delay to LOS F, excessive delay with stop and go conditions)
  - Volume to Capacity Ratios
  - Amount of Time (hours operating at acceptable LOS)

# Environmental Studies

- Meetings with Resource Agencies
- Quantify Impacts of Each Alternative on but not limited to:
  - Wetlands
  - Surface Waters
  - Floodplains
  - Section 4 (f) Resources: publicly owned parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites
  - State Agricultural District Lands
  - Sensitive Receptors for Noise and Air Quality
  - Residences, Businesses & Community Facilities



# Cultural Resource Studies (Section 106 Process)



# Next Steps

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- **Hold Public Workshop on Conceptual Alternatives on November 10<sup>th</sup>**
- **Meet with Resource Agencies**
- **Begin Detailed Studies**

# Next Meetings

## Public Workshop

### Time and Date

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

### Location

Modern Maturity Center, DuPont Ballroom  
1121 Forrest Avenue  
Dover, DE 19904

## Working Group Meeting

### Tentative Date:

Wednesday, February 23, 2005  
5:30PM

Modern Maturity Center