

The following is a summary of all the public comments received during the May/June 2019 public comment period for the Point project (DEL-36-11.01). Below each comment is the project team response. Comments that include a date and City of Delaware/Gannett Fleming preceding them have been directly responded to.

1. There should be functional bike/hike paths in each direction when the project is complete. Not that it matters at this point (pun intended), but what off-site alternatives were considered as a possible solution to the traffic/safety issues at The Point?
There should be room under the new RR bridge to “expand” without RR involvement (i.e., 3 lanes out in the A.M. to the east and 3 lanes in during the P.M. for westbound traffic). Will there come a time for 3 lanes each way? If yes, what is the plan? Install as much plant material as the budget will allow, preferably with some evergreen species.
Will the William St. widening we done before field work begins on The Point?
Can any of The Point construction be done overnight? Do we know if the railroad itself has long-term viability? If not, it would not make sense for public tax dollars to go toward a new RR bridge.
What will be done to “calm” WB traffic heading into the city? When will the NEPA document be ready for public review?
 - a. **Shared use paths are included as part of this project.**
 - b. **To clarify, a bypass is not being considered as part of this project but is a separate study. Please see <http://www.delawareohio.net/bypass/> for more information on a bypass that was considered.**
 - c. **The proposed bridge width provides an opportunity for future roadway expansion under the railroad bridge.**
 - d. **The new bridge will have enough width underneath to provide the flexibility to add at least one additional lane in the future, possibly two.**
 - e. **Plant material will be considered during the landscape design phase of the project.**
 - f. **The widening of William Street will be completed before construction starts for The Point.**
 - g. **Some aspects of construction for The Point can be done overnight, but we do not have specific details at this time.**
 - h. **Rail continues to be the most efficient mode of shipping goods across the country and its viability increases as international intermodal shipping increases. This line is a major arterial for one of the largest class 1 railroads in the country.**
 - i. **Traffic calming efforts include landscape islands and the use of striping and curbs to make the lanes seem narrower.**
 - j. **The NEPA document will be ready for public view by the end of 2019.**
2. I can tell the city is working extremely hard on this project, and for that, I am grateful. The ideas shown are phenomenal. The ideas for the Glenn Rd. extension are extremely smart. Great work.

- a. Thank you for your support of The Point project and the City's efforts.**
3. Very informative meeting. Love the design + aesthetics. Great job! Love the idea of a Glenn Rd. – northern extension to 42 + 23.
 - a. Thank you for your support of The Point project. To clarify, extending Glenn Road is not being considered as part of this project but is a separate project.**
4. I am glad it is finally moving forward... it is very much needed.
 - a. Thank you for your support of The Point project.**
5. This project is so important not only to move traffic for all, residents, & 18 wheelers but this is a gateway to our city from the east! Delaware's growth will happen on the eastside soon, but this issue will help that to happen sooner, hopefully.
 - a. The City agrees that this project is not only vital to moving traffic and welcoming travelers into Delaware from the east, but also for the future prosperity of the City's eastside.**
6. Thank you for putting this together. It was a wonderful way to put a human touch on the project. It was nice to meet with representatives of the various aspects. It's extremely important to me that the project look aesthetically pleasing, more so than any other city project, because so many people access Delaware through The Point. It needs to make a great first impression.
Also, could you please consider bidding out murals to go on the bridge's underpasses? More weight should be given to local artists or art that is Delaware specific.
 - a. We are glad that you found the meeting engaging. The potential to create an eastern gateway into the City is something that the project team has and will continue to discuss. The level of aesthetics will be determined later in the project timeline. Public art is important to the City and if possible, every effort will be made to include opportunities for local artist involvement in the project.**
7. Improvements are gravely needed.
 - a. Our team agrees that improvements to current conditions are needed. The Point project is being proposed by the City to address current traffic conditions.**
8. Looks good – let's get going and make Delaware look good!!
 - a. Thank you for your support of The Point project.**

9. I thought the Access Delaware table had extremely useful information about all the projects going on in Delaware. Thanks for the info!
 - a. **We are glad that you found the Access Delaware table useful. To keep up-to-date with Access Delaware, please visit <http://www.delawareohio.net/access-delaware/>.**

10. Questions I asked: (and got answers to...)
Impact fees?
How these improvements can be kept up.
Roadways from the Point west to Lake St. and beyond
 - a. **We are glad that you received answers to the questions you had. Please do not hesitate to reach out to the project team with future questions.**

11. We are looking forward to the improvements and think they will be a much needed add to the area.
 - a. **This project is in response to the safety and congestion issues associated with The Point intersection. The City of Delaware recognizes these needs and thus is proposing these improvements.**

12. Frustrated -
Can't sleep for 2 months due to steel plates
Hole in front of house – can't use steps to out front
Can't put trash out due to mud and slick hills
Diesel fuel seeping in house if windows are open
House vibrates due to pounding on outside
Lost electricity for 6 hours at a time
New pole needs check, it sways
Gas leak not notified of it
Children in alley as alley is used more
Children can't use William St. side
Blocking driveways and alleys
Medical emergency couldn't get down street
Engine breaking
Home care can't get to houses
Mailman can't deliver
Meals on wheels can't park to get to houses
No place to park
No warnings of loss of electricity and heat
Alley is our only driveway and is constantly blocked
Stop and slow signs don't work well
We are collateral damage for the future of Delaware

- a. **During construction of the improvements outlined at the meeting, current traffic patterns and access will likely be maintained. We will do our best to minimize inconveniences for travelers and residents. This may include early notifications about changes in project phases. The team is also meeting with businesses and property owners to discuss issues like those you have listed.**
 - b. **For concerns regarding projects other than The Point, please visit <http://www.delawareohio.net/access-delaware/> .**

13. I live on Central by The Point. With west flowing traffic, I'm concerned about being able to turn left out of my driveway to go east. With 1 lane moving west and 2 lanes stopped at light moving east, it will make it a challenge. The theory that 2 lanes will reduce the backup in front of my house isn't really plausible when one lane backs up to Channing St.
 - a. **We appreciate your concern and as part of the study phase, traffic analysis was completed that showed that the addition of the second left turn lane on Central and the increase in efficiency of the traffic signal timings due to the added lanes on William Street/US 36, reduced the traffic queuing on Central as well as reduced the wait time to get from Central to US 36.**

14. Sidewalks to connect east side residents to shopping areas are highly important.
 - a. **The project currently proposes a shared use path to connect residents in the area of The Point to the intersection of US 36 with SR 521. The path is proposed on the southern side of the roadway.**

15. The Point project is beyond overdue and I am thankful that the city is moving forward with it. I travel that section of 36/37 nearly four times a week and so I definitely see the need. I believe it is important to include a pedestrian walkway on both 36/37 and Bowtown Rd. There are two mental health agencies on Bowtown Rd. and people need access to them as well as the other businesses in that park. I am concerned that as of now, only two lanes are projected on Central Ave. I think at least a turn lane should be considered so that E. William and Central Ave. will mirror each other. Additionally, it is important for the city to work with county in regards to timing of this project. The county is refurbishing the old DACC building and I see a concern on the timing of these two projects.
In other news... I want my street resurfaced! I live on Hearthstone Dr... Guests who have come to my house recently have commented on how bad the road is.
 - a. **While most of Bowtown Road is beyond the limits of this project, your suggestion is important to identifying future City improvements.**
 - b. **For information about Delaware's Annual Resurfacing Program, please visit <http://www.delawareohio.net/annual-resurfacing-program/> .**

- c. **Improvements to East Central Avenue, which are beyond the scope of The Point project, are currently being studied by the City. More information can be found at <http://www.delawareohio.net/access-delaware/>**
- d. **The City regularly coordinates projects at the periphery of the City with the County.**

16. I agree with frustrated

- a. **This project is a response to the safety and congestion issues associated with The Point intersection, and our team recognizes that the current conditions are frustrating.**

17. Very happy with the turn on Bowtown Rd. It keeps traffic from cut through at Delaware Commerce Park. Like stacking at our entrance. Also the intersection of Bowtown and 521 must be improved.

- a. **While the intersection of Bowtown Road and SR 521 are beyond the project limits for The Point, your comment is important to identifying future City improvements.**

18. As a property owner on Central Ave. I am concerned with the increased traffic! Condition of roads. My foundation on my home has deteriorated.

- a. **This project is a response to the safety and congestion issues associated with The Point intersection, and our team recognizes that the current conditions are not sustainable.**

19. Impact on commute to and from work during construction

Assuring massive cost-overages and potential tax increases to absorb such events

Assuring cost/benefit ratio is achieved

- a. **During construction of the improvements outlined at the meeting, current traffic patterns will likely be maintained. Project funding will come from multiple sources, including (but not limited to) ODOT, MORPC, TRAC, and local funds, and cost and cost containment is a constant consideration for this project.**

20. In general I like what I have seen.

I still have some concerns that it will solve the problem. Ten to 15 years we could at it again. My concern is that we are still stopping traffic flow.

- a. **The current and previous studies of The Point's traffic conditions all show that the proposed improvements will offer a long-term solution, but we recognize that the future is unpredictable. The goal of Access Delaware projects is to reduce**

traffic delay and keep people moving.

21. I would like to have a copy of the Environmental Elements Definitions. There was a single page on the Environ. table. Thanks

a. May 23, 2019, Gannett Fleming:

Thank you for attending The Point project's open house yesterday evening. I saw your request for the environmental definitions handout on your comment sheet, and have attached a copy of the handout and the board for your review.

22. The Point project is (in my opinion) the most pressing road need in the city. Rush hour traffic through The Point is extremely heavy and this project will help.
I would eventually like to see E. Central Ave. widened. Ideally the street should be 2 lanes in each direction but I realize this may not be possible due to property rights. Would a flexible lane arrangement where there are 2 lanes eastbound and 1 lane westbound during morning rush (and vice versa) during evening rush be possible?
I think it is important that when finished, there be clear signage leading up to the new bridge that the left lane is for William St. and the right lane is for Central Ave.
On another note, the city has a nice blue color scheme and I think all of the decorative light poles should be painted blue.

- a. This project is a response to the safety and congestion issues associated with The Point intersection, and we agree that improvements to current conditions are needed.**
- b. Improvements to East Central Avenue are currently being studied by the City as a separate project.**
- c. Signage details will be worked out as the engineering design progresses. It is our goal to make the signage as clear as possible for drivers.**
- d. Thank you for weighing in on the aesthetics. We will be exploring these options as the project development progresses.**

23. Very good presentation – easy to understand.

Would be worthwhile to do again for other residents.

Very helpful to have staff at each table.

Aesthetics of project are important – bridge graphic, and landscaping in particular.

Bike and walking paths very important – please extend to Meijer Plaza and Kensington neighborhoods if possible.

Thank you for holding this open house.

Like the fact that the east side will get aesthetics, welcoming entry – it serves as much as downtown or NW neighborhood areas

- a. We are glad that you found the meeting informative.**
- b. While the Meijer Plaza is beyond the project limits, your comment is important to identifying future City improvements. The project will extend a bike/walking path to the SR 521 intersection.**

- c. **The potential to create an eastern gateway into the City and improving roadway aesthetics is something that the project team has and will continue to discuss.**
24. Can we get some northeast signs?
- a. **A detailed signage plan will be developed in the next project engineering steps.**
25. Point project will be helpful, however lots of work needs to be done on Central. RE: traffic, paving
- a. **While this project is a response to the safety and congestion issues associated with The Point intersection, your comment is important to identifying future City improvements.**
- b. **The City is currently studying improvements to East Central Avenue as part of another project. More information can be found at <http://www.delawareohio.net/east-central-avenue/>**
26. Put 36 on the lane to go into town for Williams St. and 37 on the lane to go into town for Central several times before the bridge. Concern – shifting congestions further in town to the Channing/Central intersection.
- a. **A detailed signing and striping plan will be developed as the project advances into more detailed engineering.**
- b. **Traffic flow in the eastside area is currently being studied by the City as part of Access Delaware.**
27. I oppose getting rid of cut-throughs in the median. I would like more cut-throughs. I work on Rte. 37 and having to go around the median adds time to my trips, makes me avoid frequenting businesses along the median, adding time to my trips, causing more pollution generated by more time in a car.
The Route 37 corridor to The Point from the freeway is very dangerous to pedestrians. Having more cut-throughs would slow traffic, make it easier to access property abutting Rt. 37. I also recommend that the intersection of Rt. 37 and Kilbourne Rd. (521?) be made no right turn on red to give pedestrians, cycles, and vehicles – should be considered not just vehicles.
- a. **This project is a response to the safety and congestion issues associated with The Point intersection. U-turns present an opportunity to better direct traffic and make the corridor safer and more efficient.**
- b. **Thank you for your comments on other users of the system. Operational improvements to the SR 521 intersection such as timings and protections for pedestrians and cyclists will be finalized in the next project engineering phase.**
28. The Point project appears a step forward for most of city but at the expense of Central Ave. residents and property owners. This does little to alleviate traffic on Central. The Point project

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will bring more traffic into the city to sit on Central Ave. The road is in horrendous condition and will not be better any time soon with the slight chance of some repairs 1+ years in the future. With major renovations on Williams, it will push even additional traffic onto Central. There should be consideration of the number of vehicles traveling on Central when prioritizing construction. If the goal is to deplete home values and let every home get to point of destruction we are getting closer. The condition of our street is a huge factor in the houses not being repaired and the overall disintegration of the E. Central community.

- a. **The City currently has several efforts underway to manage eastside traffic, including developing improvements for East Central Avenue.**

29. Trucks speed after 9:00PM in excess of 55mph and hits the metal plate and makes loud noise. Construction equipment has been parked along road so that one cannot see to pull out.

- a. **We will do our best to minimize inconveniences for travelers and residents during construction. For concerns regarding projects beyond The Point, please visit <http://www.delawareohio.net/access-delaware/> .**

30. We live at ... E. William St... We are concerned that the access on and off William St. will be limited to us. We have an RV that we need to get in and out of our driveway not to mention our other vehicles.

- a. **During construction of the improvements outlined at the meeting, current traffic patterns will likely be maintained. We will do our best to minimize inconveniences for travelers and residents during construction. The access to your specific property is not proposed to change.**

31. My comments on building a new railroad bridge at the point over East Central and East William Street, routes 36-37.

Widen the road in two lanes each direction with additional turn lanes will not alleviate congestion on Central Avenue, Williams Street, 23 North and South or 42 North or South. It will only make things worse on city police and fire department, and people of Delaware.

There is between 600-800 semi-trucks and trailers coming into Delaware and leaving every day. Also thousands of cars. Another thing if they build a new railroad bridge then all of the trains going North or South will be routed through Delaware how long 1 year or more and the cost of building a new railroad bridge is around \$23 million and will not alleviate congestion on Central Avenue and William Street or any other streets in the city.

I believe the city of Delaware, ODOT and state of Ohio should spend the \$23 million on a bypass around Delaware. This would make more sense than building a railroad bridge at the point. This will alleviate congestion in Delaware.

- a. **The existing railroad bridge at The Point will be replaced in the same location as it sits today. During the bridge replacement, trains will be routed onto a temporary track running parallel to the current tracks.**

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- b. During the roadway design, we will ensure that emergency responders would have easy and feasible routes to take through the corridor. The City and Project team have been meeting with emergency responders to hear their concerns. This coordination will continue even into the construction phase of the project.**
- c. Other projects, including the East William Street project, are part of a plan by the City to improve traffic operations on the eastside and therefore increase safety and traffic flow. Please visit Access Delaware for more information:**
<http://www.delawareohio.net/access-delaware/>
- d. Please see <http://www.delawareohio.net/bypass/> for more information on a bypass.**

32. City of Delaware:

I just had a resident stop with a traffic light suggestion for Bowtown and 36/37 by the trailer park and the Corner Café. He was hoping a light could be put there to alleviate the backup of people trying to turn left onto Bowtown from 36/37 and to help the residents/visitors of the trailer park enter/exit safely.

- a. We have proposed a dedicated left turn lane from US 36 onto Bowtown Road and several U-turns to keep traffic moving efficiently and prevent congestion.**

33. Hello. I am a resident of the city... I believe this project is a waste of money. We've already fixed the point once. Isn't the real problem the lights at US 42 and elsewhere that stop traffic? Isn't this just a beautification project? Even so there will still be railroad cars with graffiti parked overhead. We spend money from the federal government like it is "free money". It's our tax money. Thanks for listening.

- a. The primary purpose of this project is to improve safety and alleviate congestion through the replacement of the railroad bridge, with aesthetic improvements being a secondary benefit. The proposed roadway layout was determined to be the best option to improve safety and reduce congestion.**

The Following comments were received during the May/June 2019 comment period and were previously responded to. The date and response are listed after the comment.

34. My wife and I live in one of the houses just east of the Point... We are elderly and unable to attend the meetings regarding the Point Project. We have heard the house we have rented for the last 18 years will no longer be here. If that is the case we will need to find other affordable housing and that can be time consuming. Please let us know if this is in the plan... Thank You

- a. May 20, 2019, City of Delaware:
Thank you for writing in. Your name is coming up as... – is this correct? At this**

stage in the project, we do not know for sure which homes will be impacted but it is possible that this structure will. We are planning a second meeting in roughly 60 days. Hopefully, these types of questions can be answered more definitively at the second public meeting. You will get notification of the second meeting, and this email will be saved in the project records and logged in.

35. We strongly disagree with the closing or removal of any of our existing entrances. They are all on separate parcels and are ALL needed to safely conduct traffic and business during our peak seasons. Feel free to contact us with another solution when you have one.

a. The project team has modified the roadway access design based on your feedback. We appreciate your continued input and involvement.

36. I'm not sure I understand the plan. Is Bowtown rd open?

a. May 21, 2019, Gannett Fleming:

The preferred plan is to keep Bowtown Road open to US 36/SR 37. Drivers will be able to turn left onto Bowtown Road from US 36/SR 37. However, lefts exiting Bowtown Rd to US 36 Eastbound will be restricted.

37. We live at ... E. Central Ave. Our property gets a lot of run-off water from Foley St & the parking lots there. I have enquired before to the city office if there is any way we can improve this situation, but never heard back about it. But I was just wondering if maybe additional drainage would be included in this point project? Perhaps a drain at Central & Foley Street would alleviate this problem? I realize this is probably not a top priority for the city, but would be nice for us. Haha. ;) So, I was just curious. I would appreciate a reply when you have a moment, even if it is just to let me know you did receive my email. Thanks so much! We really do appreciate everyone's hard work keeping our Town so nice!

a. June 5, 2019, City of Delaware:

I did receive your email – thank you! I have copied my project team and we certainly will look into the issue. If there is an opportunity to do something with this project, I will do my best to see it gets included. We will let you know one way or the other.

38. My Name ... I currently live on East William Street. My thought is why not make William Street a two Lane one way street from lake Street out of town going east to get rid of the point traffic light and make East Central a two Lane one way street all the way to lake Street going west to compensate for traffic. Widen the road where you have to merge before the point so both lanes coming in to the city are utilize. To compensate for extra traffic on lake Street a turn Lane for Central will need to be installed with turn light and widen lake Street so it can hold extra traffic. Local traffic will be able to cross to go both ways from the following roads Wade Street, Channing Street Richardson Street and Potter Street. And keep the light for schools on Channing

Street.

a. May 20, 2019, City of Delaware:

Thank you for taking the time to write in. Your comments are greatly appreciated. The one-way concept you are referring to has recently been analyzed (again) under a project entitled the Eastside Traffic Analysis. Results of the analysis will be available at the public meeting Wednesday (5-8P at Conger Elementary) at the station signed "Access Delaware". We hope to also place the materials on our website (under Access Delaware) today or tomorrow ahead of the meeting. Once you have had time to review the materials, please let me know what you think!

b. May 22, 2019, Resident:

I read the results of the one way concept for East Central and East William. I didn't think about having to widen lake Street and on paper it sounds like it would improve the traffic flow but I didn't take in consideration on what would happen if there was a bad accident that closed one of the roads stopping flow from in or out. I didn't think about since it would be one way traffic would travel alot faster witch I now think it would be bad idea due to Conger is located on William street. Thanks for the study that was done it had great info. Thank you and have a good day.

c. May 24, 2019, City of Delaware:

Thanks so much for your input and involvement in our great community!

39. I recall a close friend of ours (a former city manager) saying there really is just ONE way to correct the intersection problem at "The Point." I have thought about his comments for years and years. He said: "they need to dig DOWN underneath the railroad bridge and make the highway go much lower than it is currently. The idea certainly makes a lot of sense to us. Either that, or they should construct a new bridge going up and over the railroad.

a. May 21, 2019, City of Delaware:

Thank you for taking time to comment. My hope is that I see you at tomorrow evening's public meeting!

40.-45. No additional written comments