

The following comments were received via comment sheet during the comment period.

1. Please develop an urgency in improving Vernon and Bowtown Streets. Most specifically Vernon before this project commences because of traffic!
 - a. **While Vernon Avenue and Bowtown Road are beyond the project limits for The Point, your comment is important to identifying future City improvements.**
2. Thank you for your transparency and your willingness to hold these public forums about the Point project. These are informative and essential for residents to be able to ask questions and understand the city's construction, roadway, and infrastructure projects. I strongly encourage the City of Delaware to continue these throughout the duration of the project. I would also encourage direct contact with the residents who live in the impacted area and proactive communication with any resident or home owner who may be displaced during or as a result of this project. Keeping our roads and highways in good working condition is an essential mandate that citizens should expect of their local government. As we continue to grow, our City Council and city government should be thoughtful about the impact of projects on residents and businesses, responsive, and proactive in disseminating information.
 - a. **We are glad that you find the project's public engagement useful. We have been in contact with property owners, business owners, and tenants within and adjacent to the project boundary, and have been holding stakeholder meetings with those property owners who may be impacted the most. We anticipate at least one more public meeting, which will likely be in 2020. Information for future public meetings will be posted on the City's website (<http://www.delawareohio.net/access-delaware/>) and social media pages.**
3. Based on information I have received thus far, I do not believe this solution presented solves or contributes to the solve of the issues. The traffic patterns have changed and continue to evolve but it does not seem to be taken into consideration in the proposed solution. Other projects, such as Lake Street at Central should be completed or resolved prior to this problem. However, it seems as though the city is prioritizing funding over thoughtful planning and solution creation. I would love more information regarding my property being acquired, or even being used for temporary use. Heads up, I will fight this at every stage I can, and will explore and use all of my rights to do so. Have a wonderful day!
 - 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. All temporary and permanent property impacts will be communicated through ODOT's Office of Real Estate. You should have received an email or phone call from Matt Weber, Deputy City Engineer regarding your concerns, or you may contact him at mweber@delawareohio.net**

or 740.203.1721.

4. I understand a traffic study was conducted, however, when traveling through the Point (and below) daily it becomes clear that truck traffic plays an outside role in the wear and tear and traffic backups – they just can't keep pace with flow. As we grow a bypass or other routing will be needed. The roads in this plan won't gain significant capacity in order to alleviate the probable need. I worry that property needed to create additional paths in or around the city will be gone and developed before the various entities involved can choose to buy it. I also worry that the widening will create safety issues for kids + other pedestrians who need safe places to walk.
 - a. Please see <http://www.delawareohio.net/bypass/> for more information on a bypass.
 - b. Sidewalks and shared use paths for pedestrians are currently proposed to create safe, reliable connections along US 36.
5. It seems near-sighted to continue with plans that only focus on alleviating the traffic problems for a short time. With all of the new developments happening on the East Side (and the overall growth of Delaware County) a bypass is the only long term solution (to connect 71 to 23). In the meantime, you are cutting into resident and business tree lawns and yards (which bring traffic dangerously close to houses and pedestrians) and using valuable funds that won't solve the problem in the long-term. The land that could be used for a bypass won't be available later and the cost will be far greater. It is irresponsible planning and it disregards the east side residents along central and their desire to live in a safe place.
 - 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. Please see <http://www.delawareohio.net/bypass/> for more information on a bypass.
 - b. The design of the roadway maintains standard City offsets for pedestrian accommodations. The proposed sidewalk and shared use path have been designed with safety as a main consideration. These features will create long-term benefits for the community, such as enhanced connectivity for pedestrians and bikers and safe crossing points, regardless of roadway conditions.
6. Why not do a bypass?
 - a. Please see <http://www.delawareohio.net/bypass/> for more information on a bypass.
7. I think the project will be greatly beneficial and am eager to see it in the coming years. The current tentative plan looks pretty good. If this plan is not on the city website, it should be – I have a neighbor who couldn't attend the meeting.
The extension of the second lane through the bridge is welcome as someone who frequently

turns out of Bowtown Rd. into the congested single lane.

A key priority for me is biking from Bowtown westward into town. Currently it starts from a dirt road into rough sidewalk, so the sidewalk addition is a good improvement. I do however prefer if there were a multiuse 10' path there, rather than just on the south side.

Accessing the multi-use path (from the north side – Bowtown and Kensington) in the current plan is cumbersome because the only crossing is the east side of 36/37-521, which I don't feel is a very safe ped/bike crossing (left turn from southbound 521 must look across 4 lanes for pedestrians). It also concerns me that for maybe 1500'-2000' there's no way, though integrated crossings at the Point itself would be acceptable (i.e. East Point Crossing). Small crosswalks here would be easy and safe, that way the north side isn't incontrovertibly separated from the south.

a. Information from this meeting can be found at

<http://www.delawareohio.net/access-delaware/>

b. Thank you for bringing the crossing issue to our attention. 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 crossings at SR 521 meet ODOT design standards for pedestrian and bike crossings The shared use path is proposed on the southern side of the roadway. We are looking into potential solutions to the crossing issue you identified as part of the final design phase of the project. We will follow up with you as the project progresses.

8. I support the Point project and I am excited for this bottleneck to be corrected. In my opinion it is a far more important project than the widening of East William Street between Lake and the Point which has limited left turners that cause little to no backups. An equally important project should be the condition of Central Ave. in the same section; it gets resurfaced and not long after gets pot holes or rutting from all the trucks and the poor brick base. I appreciate that the City is no longer considering an increase to the income tax to pay for these or other improvements. I see there are no significant proposed improvements to Bowtown road. I realize Bowtown is a local road with just a few houses, other connecting developments and apartments as well as other recently discussed and new apartment complex(es). Are there any recent speed studies or crash analysis that have been performed on Bowtown that confirm or suggest that the speed should remain at 25 MPH? It seems that additional traffic would be pulled from 36/37 if the speeds were increased on Bowtown, even if only to 35 MPH. This would potentially reduce the traffic at the SR521 & 36/37 Intersection. There are other parts of Delaware, West William for example between Penick and Liberty, that is signed 35 MPH that have higher volumes, houses even closer to the road with portions of on-street parking and an at-grade railroad crossing. If Bowtown needs improved, put that back on the developers that want to develop nearby. Likewise have there been recent speed studies on 36/37 within the project limits as well as east of the Point in the current 35 MPH zone? Seems like this area would be conducive to a 50 MPH zone since within a divided highway, non-business district and has controlled access. What future considerations have been discussed should the Tri-Township fire station relocate? Would the EB left turn lane to Bowtown be extended for additional storage? I would also hope that if the Delaware Marine parcel is redeveloped (currently for sale), that current access would

be reviewed to eliminate their driveway to 36/37 since connection to Mill Road Crossing already exists. I know the State has a 36/37 Access Management Plan and many of the driveways are marked for future closure.

- a. **Thank you for your support of this project. We hope that the project's current proposal for Central Avenue will help alleviate some of the issues you've stated.**
- b. **While Bowtown Road, West William Street, and a good portion of Central Avenue are beyond the project limits for The Point, your comment is important to identifying future City improvements.**
- c. **There are no recent speed studies on Bowtown Road – the City will add Bowtown Road to a list of roads to analyze (separate from this project). US 36/SR 37 will remain 35mph. The Ohio Revised Code designates this area as 35mph. There is no speed study planned to reevaluate the current speed.**
- d. **Retaining walls and access are being designed based on the Fire Station property's current use. The extent of these walls may be reevaluated if the Tri Township Fire Station relocates.**
- e. **Bowtown Road's turn lane that is currently shown in plans is conceptual and may be lengthened in final design.**
- f. **The Delaware Marine property's access is an issue that will need to be addressed by the future owner/tenant through site development and zoning regulations.**

The following comments were received via email during the comment period.

9. *[The response to this comment was issued on September 5, 2019 by the City of Delaware]*

After attending the public meeting on August 21st, and reviewing the scope of the point project, I was disappointed that improvements to the flow of traffic coming in/out of Bowtown Road at 36/37 was not included in this project. With this side street in the direct path of the project, in my opinion, there should have been more consideration given to easing the flow of traffic, especially at peak times of the day. The Old Colony subdivision continues to add new single family dwellings, there is a new apartment complex being built on 36/37 across from Glenwood Commons, these new residents will add more cars on Bowtown and 36/37. Bowtown Road itself is already in a state of disrepair and is unsafe for resident pedestrians, an issue that the city doesn't seem concerned with addressing. Add to that backed up traffic which inevitably leads to frustrated and impatient drivers, it's a recipe for disaster. So while residents off of Bowtown stand to be impacted by the point project during their commutes over the next few years, we'll be left with the same issues once the project is complete. When I speak to fellow residents off of Bowtown we all share the same discontent with the current difficulties turning onto/off of Bowtown Road. To my knowledge, the city has not attempted to hold any type of forum to hear our concerns. I respectfully make the suggestion to do so at a future date.

The Kroger Company Re: Ordinance No. 19-46

The lack of improvements to Bowtown Road for this project are a slight annoyance. The city's less than forthcoming agreements for financial involvement from Kroger are of far greater concern to me as a resident. Neither Kroger, nor city officials are providing specific details on

the monetary contributions Kroger will allegedly make to the point project. Here's a timeline of my concerns:

City Council meeting August 12: Kroger requests a tax abatement for 15 years, in exchange they intend to expand their distribution facility on Nutter Farms Lane, claiming the 120,000 sq ft expansion will create 1 new job and supposedly support the retention of 600+ existing jobs. I have been a Human Resources Professional, specializing in employee recruitment and retention for 15 years. Adding 1 new job is not a significant benefit for the city in terms of income tax revenue. In addition to Kroger touting the singular job they'd add, they went on to explain their involvement in community reinvestment through contributions to the point project. What's missing from the conversation is an actual figure. Something to date, I have yet to hear from the city of Kroger. At the August 26th city council meeting during the second reading of Ordinance No. 19-46, Kroger mentioned their intent to make 3 payments to the city of Delaware over the next several years. To my regret as a resident, Kroger did not seem inclined to share the amount they intend to contribute, nor did council or the City's Manager offer that information. Residents should know this information. I'm perplexed why we do not, and why no effort is being made to ensure we do. Just like its easily searchable online that Kroger's net earnings in 2018 were \$390 Million, residents of Delaware should know what specific investment contributions Kroger is making, in exchange for not paying taxes to the city of Delaware on their revenue.

I'm looking forward to the improvements to the point as Delaware continues to grow. I'm also looking forward to more transparency from city officials and respectfully see residents as partners in the city's continued growth.

- a. **We agree that the intersections at each end of Bowtown Road in the City limits are problematic and the condition of Bowtown Road is poor(see response b. below). Regarding Kroger and Ordinance No. 19-46, the company is contributing a total of \$300,000 to support the City's Point project. This contribution will be made in annual installments of \$100,000 over three years, likely beginning in 2021. We literally negotiated this agreement right up until the start of the Aug. 26 Council meeting. Still, we probably could have been clearer that night talking about the contribution. Over the full term of the 15-year abatement, the City will abate about \$300,000 in property taxes, equal to what is being contributed from Kroger toward the Point project over three years.**

We agree that an abatement for a project that adds only one new full-time position sounds odd. It is important to again point out that the project will also bring 80 other full-time jobs. As Sean Hughes, our Economic Development Director, said during the Council meeting, the 80 will work for Kroger's third-party vendor and manage the automated logistics system on a day-to-day basis. The vendor, Ocado, realizes no benefit from the abatement.

The City, however, will benefit; our income tax collections for the Kroger Great Lakes Distribution Center will increase with the additional 81 total new positions. Sean does not yet have actual payroll figures, but he recommends the following blog article. It discusses how automation improves employment at distribution

centers. <https://www.appointmentplus.com/blog/can-logistics-automation-benefit-both-big-business-and-workers/>

- b. **The majority of Bowtown Road is beyond the project limits for The Point, which limits the amount of work that can be done to it as part of this project. However, your comment is important to identifying future City improvements.**

10. Thank you!

- a. **Thank you for your continued participation in this project.**

11. Let me know if you have any questions for Fire/EMS or need any additional information from us.

- a. **Thank you for your continued participation in this project.**

12. A City resident spoke at a City Council meeting and suggested that we consider bat habitat in the design of the new bridge. He mentioned bat boxes could be installed or if the beams are laid out a certain way, it would allow bats to re-establish a habitat under the bridge.

- a. **Norfolk Southern will not allow ancillary structures to be attached to their bridges. The design of the bridge will likely result in tight spaces for bats to roost.**