



RESPONSE TO PUBLIC COMMENT

Project: E. William Street Improvements; DEL-36-10.59

Meeting Date: 2/29/16

Response Date: 6/23/16

1. I would like to have my driveway extended through the alley because we need the space for parking and it is very dangerous backing out onto William St. Also I would like to get a retaining wall in front of my house for safety reasons. I would like a tree planted in the yard.

Unfortunately, we cannot use public funds for private improvements such as a driveway extension. For the project to provide a retaining wall, it would need to be warranted due to grading issues. We can plant a tree.

2. I was wondering if the turning movement counts at Lake didn't show warrants for separate left and right turn lanes so that right turners could proceed on red and move traffic better. I realize the set back of the stop bar currently is to allow right turns from Williams to lake but with the new configuration and if two approach lanes on Lake were done the right turn lane from Lake to Williams could be brought up to Williams to allow turns on red. Also, I had a project in Marietta where we removed trees and we had pavement and curb settlement at nearly all of those locations. Obviously we didn't remove enough stump and roots and when those rotted we lost support.

Our traffic engineer will re-visit the need for separate left and right turn lanes. Thank you for sharing your experience with the settling issue, that is a great "head's up" and we will be mindful of this potential issue as we finish the plans.

3. Hello.....My wife and I found the meeting Monday night to be very informative we are very glad that we attended....We are concerned about the traffic lights at east William and Ann streets and east William and Cheshire streets.....We live at 32 Cheshire street, to turn left on William to go west we drive over to Ann street and turn left

A traffic light at Cheshire and William would be great...but I do understand that having a traffic light at both locations could be in question!

The worst case for us would be not to have a traffic light at either location.....

Currently, the scope of work for the design consultant is only a preliminary design of the signal, with future construction when signal warrants are met. The preliminary traffic analysis is being re-visited by city staff to see if the intersection will meet criteria (established by law) for installing signals - based on a revised opening day of 2019. City staff does predict the signal will be needed in 2019.

4. I attended the information session about the proposed widening of East William Street on the 29th of February and have an alternative suggestion to make. I wondered about the feasibility of widening a different section of the road, which would have far less of an impact on residents. Just after the intersection of route 521 (travelling west), Route 36/37 narrows from two lanes to one lane, which causes massive congestion and traffic problems. Instead of widening the road further west, after the Point, wouldn't it make sense to widen it to two lanes up to the point, and then split into two roads (36 and 37)? In other words, Routes 36 and 37, after they split at the Point, would remain as is. Construction would be along the short stretch from Oakland Nursery to the Point, which would not impact any trees or residents. I'm sure this would create a much needed relief for the traffic congestion, which would then flow freely along 36 or 37. I am aware that there are problems turning out of Cheshire, but perhaps problematic intersections like that may be addressed individually, rather than widening the entire road, to the detriment of residents along the road. In my experience, congestion generally happens before the point, not once I've made it onto East William Street (I travel the road several times daily, since I live in the area).

The Point intersection (congestion relief) project is separate from this project, and a preliminary engineering study was recently initiated. The purpose of this East William project is to reduce rear-end and side swipe accidents by creating a center turn lane. Based on the volumes along William Street, this improvement was needed many years ago. Now, there is funding in place to finally build the turn lane. The overall congestion issue on the east side of Delaware will take a much larger financial investment to address long term.

5. Dear Sirs;

This letter is sent as commentary on the proposed William St. project. I attended the open house and heard and saw what you proposed. I have since driven through this area and observed several things I wish to bring to your attention and to offer an alternate and far less expensive counter proposal.

As I understand it the problem is that trucks have a difficult time making a right turn on the SR 42 north. Secondly there are 19 sideswipe incidents last year with vehicles attempting to pass on the right side while cars are making a left turns into driveways or streets. This does also slow traffic during rush hours. While this isn't a large number considering you indicated that 1500 cars a day travel this street. I would submit that regardless how wide you make the street or how many lanes you provide, 19 really bad drivers will still hit each other.

I have looked for the entry points that would add trucks to William St. west of the fork in the road with Central St. and I cannot find any except maybe once a week a truck from the small shops behind and west of ODOT. I do notice that with the exception of a very busy and hard to read road sign on the east side to the railroad overpass there is no signage to indicate that by going down Central you will go directly to SR 42N. If you look to the left (William) there is a sign indicating To 42 S, but on the north fork (Central) no such sign is provided to direct to 42 N. Now that intersection may be a tough turn also but this could be redone through a grass area for far less than moving the substantial buttress and purchasing a new bridge to span William St. Accommodating a few truckers who refuse to go down Central is not a reason to tear up our town.

I believe this is a classic example of government creating a problem then rushing in with millions to fix it.

As you are aware when you widen a road you get traffic that goes faster so widening William St which is pretty wide now would only increase the speeds, especially at night, on this street. The Police chief when asked in the back of the meeting by a resident concerned with how to slow traffic (primarily trucks) during the overnight

hours, he stated that crime in Delaware is so high he has no officers available to police this street. Perhaps having the one traffic light that will remain be on a schedule to change without having to be tripped during the overnight hours might calm the speed of these vehicles.

Again a more economical solution would be to forbid passing on William St. on the left or right. Also suspend left turns during rush hours such as 4-6. Those individuals affected can go down the right fork cross back to William St. at the lights and then make right turns into their drives. See a second plan below. This affects about 12 driveways on the side of William St.

In summary the beauty of this street with trees is a very lovely way to enter our city, turning this street into a highway for very limited results is a true disappointment that our city fathers cannot apply a measured response to a simple problem:

1. A new sign on the east side of the railroad overpass just past the fire station, perhaps more graphic to make it easier to read and placed closer to the road.
2. A new sign on Central indicating TO SR 42 N, placed at the fork perhaps in the island with arrows. This along with an improved intersection at 42 and Central.
3. Signs on William St. banning passing on the left or right side.
4. Signs on William St. limiting left hand turns during rush hours 4-6(example)
5. Traffic light put on a schedule during the overnight hours to calm the speed on William St.

The traffic light should be located at Cheshire and the street running north from William St. this would allow traffic coming from the south side of William St. to have a traffic light assisted left turn onto William St. This might require a second set of lights at Cheshire for traffic turning west from the street along the west side of the school. A left turn light sequence could control this as it does now. A possible alternate at Cheshire might be to put in a left hand lane by widening at that one point. This would also assist those folks affected with left hand turns into their drives by going around the block and out Ann or the street east of Ann then they can do right turns into their drives.

If the city wishes to use the money it has for this project why not approach the railroad about a temporary run around the new wider bridge overpass. This would allow the splitting of traffic going north and or west on 42 and 37 or west and or south on 36 and 42 to get into the proper lane farther east of the actual split and ease the bottle neck under the train overpass.

An additional question is whether this new construction would require a bike path lane as some federally funded road projects do. This would destroy the center lane idea. I refer to Hard Rd in Worthington as an example of a three lane project under the train track which became a two lane as a bike path was required for funding.

I would hope that further study would be done before such a large and intrusive "fix" be instituted. The trees alone should give us pause to see them go as most of us will never see them as they are today and our children and grandchildren will wonder why William St has such little trees when the traffic is rerouted on the outer belt that will surely be built.

Thank you for the commentary. Banning left turns has been considered by City staff in the past, but would be a significant disservice to the residents and businesses that have driveways on East William. Banning left turns at some of the busier intersections is a measure that would have to be seriously considered if this project is not built for some reason.

6. Dear Mr. Weber:

I first would like to apologize for the lateness of my comments. Please do not confuse the lateness of my comments with a lack of conviction to this issue. I will attempt to make my comments short and to the point.

I strongly do NOT see this project as being any type of "improvement" or band aide to East William Street. Since there is not a widening of the railroad underpass at the eastern edge of this "improvement" and East William again narrows to one lane before Lake Street underpass more traffic will not pass thru this street. As you may know I own a house on East William. As I have observed traffic flow people in their cars are really good at allowing courtesy left hand turns to allow the flow of traffic to continue in the opposite direction. I believe that this action will decrease significantly with a turn lane and individuals in left turn lanes will not get to turn as often as the do now during times of high traffic. As it is now it is not uncommon for semi-truck to exceed 50 MPH in the night time hours with the current two lane system. It is again my belief that with three lanes that speed will raise with the widening of East William Street as that will provide out of town truckers more space to feel safe in speeding to their destination.

I strongly question the wisdom in spending \$3.9 million dollars for what was described to me by a unnamed city councilman as a band aide. According to my calculations that is approximately \$13,000 per foot not including any costs associated with moving the sewer and the water service to the individuals. In addition, I think it is safe to say that the underground construction could cause structural problems to the home near the construction zone.

In closing I feel I should also address the major inconvenience this will cause during the construction phase to all Delaware residents but none more than those that live on East William and East Central Streets.

Sincerely, David Baxter

It has been acknowledged by the City that this improvement will not mitigate congestion issues during peak hours caused by inadequate intersections to the east and west. The goal of this project is simply to separate left turning vehicles from the traffic stream which will provide enhanced safety to the roadway during all hours of the day. Also, a very important component of the project will be to provide larger turning radii at the US36 and SR 42 intersection, causing the pedestrian bridge to be replaced. A moderate amount of the project budget will be spent at this intersection. Excavations near homes will be for new sidewalks, and these excavations will not be deep enough to affect the foundations of the homes.

7. Issues of damage to Wade St. Already in bad shape. Recent school remodeling traffic has done damage and an increase in traffic will be detrimental to Wade St.

Sanitation sewers are a major concern. Have had to clear lines several times. City worker admitted there are problems to the east of me that need to be addressed.

Water mains are old and need to be addressed.

Wade Street is planned to be resurfaced within the next 5 years. The utility department is commencing a thorough evaluation of sanitary and water mains (but not private services) throughout the project. If a property owner is concerned regarding the condition of their private sanitary lateral, it is recommended they contact a local plumber to have their line inspected so that any repairs or replacement can be completed in advance of the road project. The repair of a private sanitary service would be at the expense of the property owner.

8. Not interested in any tree on my property at 353-E William St. Thanks you. Are you going to put down storm drain from the house to the street?

The plans will be revised to include a storm conduit for each property from the curb to the right-of-way line. If a property already had a downspout collector connected to the existing curb, they will be re-connected. If not, the conduit location will be marked on the sidewalk and will be available for future use.

9. Concerned about upgrade of all underground utilities. Also customer laterals.

Will there be curb drains?

You have to add traffic light at Cheshire Streets

Please see 3., 7., and 8. above.

10. Don't want tree replace in front of house if do. I think traffic will not be any lesser and auto will be closer to people walking. Do think will help emergency to go through better. Need to have my sewer line checked. It's going down alley to street!

We are designing wider sidewalks with this project to give some enhanced pedestrian safety, but you are correct that the vehicle/pedestrian separation will be less than it is now. Further separation would impact existing houses along the street.

11. The light at Ann Street is needed. Without it the residences in the houses between Ann St. and Kurly Street cannot get on William St.

Please see 3. above.

12. Need gutter drain added to street from house.

Please see 8. above.

13. Busted sewer line at R/W line should be repaired.

Without light no left turn lights on south side of William very difficult with 15K traffic.

Tree should be planted to protect properties

A tree on my property on the NW corner OK

Trucks go too fast at night and now they will be closer. See trees above and work to slow traffic i.e. more light changes and/or more lights.

Consider guard rails or decorative concrete posts.

If you add the traffic from Ann St. and Cheshire and the street east of Ann, is there not enough to warrant a left turn light? This should done with project.

Please see 3. and 7. above. The City will evaluate the speed limit of the roadway once the new improvements are in place and will continue to enforce the speed limit. Decorative stone piers were recently considered by the design team as an addition to the project, but cannot be incorporated because of the limited open space along the project. Proper separation from the traveled lanes could not be obtained.

14. This project does nothing for the people that live on the street get out of their driveways.
Extend Rheem St. to the light at Point, so people can get to the road and turn east.
Have the park and rec. dept. pay for the new bike path bridge to save money.

It is not feasible to extend Rheem Street through ODOT's property because of an existing building. Being a US Highway Route, the difficulty getting in and out of the driveways is acknowledged. Connecting driveways to the alley system would not be a cost eligible for the project. The project will not change driveway access. The bridge is being replaced to accommodate a larger turning movement for trucks, and is an effect of the project, making it eligible for federal funding.

15. (1) Children walking to school will be too close to the street and be by tracks – UNSAFE they would be soaked by the time they get to school (2) City trucks plowing will throw snow up on our shoveled sidewalks that we keep clean for children and older adults (3) House will be closer to sidewalks – All ready had a truck hit our house in front and on side (4) Don't want an trees out front (5) can't sleep now for pot holes and man covers too deep – have complained and cit said they would fix (6) Don't plow alley between William and Winter which is our parking area, people texting and not paying attention is not going to make much difference and you want to add a traffic light at Cheshire that could cause more accidents.

Please see answer to 10. above. Comments acknowledged.

16. 1) Will 24 hrs work be part of this construction to speed up the timetable? 2) Will the bid have an incentive/penalty clause or early or late completion? 3) What is the timetable (e.g. years) for the second phase of this project to move to Central Avenue? 4) Will Lake Street be widen to 3 lane Road?

24/7 work is not practical on this project because of the proximity of residences. Contract will have a penalty for late completion (with exemptions for weather and delays caused by other parties). Lake Street could be widened in the future. The City is currently analyzing alternatives to relieve congestion on the east side of the City as a whole.

17. I'd like to see the light at William and Lake St. have a side that faces the Lake St alley. At this point, nothing faces that side and residents of the block treat it like a blinking stop or 4-way stop.
I'd also like to see a pedestrian crossing at Lake and William going from north/south. At this point there is no n/s between Henry and Cayer.

The design team is re-analyzing the operation of the William/Lake intersection to see if it could operate at an acceptable level with a fourth signalized leg as described above. A crosswalk will be included in the design.

18. Kids walking to school be to close to Trucks. Trucks to close to house. Trucks and cars have been in yard just like it is now worried will be in house.

Please see 10. above.

19. Nice plan.

My recommendation would be a weathering steel bridge opposed to paint.

Median island on East end with trees if possible with signal visibility

Possible median island near school for safer crossings

The recommendation for weathered steel appearance has been noted and the bridge will either be weathered steel or blue paint (still TBD). Islands would create problems for emergency responders, and we do not want to encourage pedestrians to stop and wait in the median, they should cross completely in one movement.

20. I understand this project is to address “safety” concerns. With that being said, it needs to be clearly addressed to the public this will NOT increase the flow of traffic. The only spot in which there is a “back-up” of traffic that could potentially cause issues is at CHESIRE STREET. Instead of widening the road all the way to the point, could you just widen in front of Chesire and move the light to the intersection? Not only will closing William Street down from March – November create complete havoc, but the outcome does not warrant the headache and the cost. I think a further traffic study should be conducted before this project moves to the next stage. If I remember correctly I was told the data used of the basis of this project was from 2008 – 2011? Or 2011 – 2013? Either way, A Lot has changed and I think other solutions could be made – i.e. add/move a light to Chesire Street.

I completely oppose this project simply because all of the trees will be cut down and everyone’s property values will plummet. The desired outcome, which will end up being an empty center lane, with cars still parked down William Street, waiting to get on Rt 23, is not worth the money, or the huge problems created when William Street closes for the project.

Please do further studies into the traffic flow and please consider other solutions.

*Also, there has to be a stop light at some point between the Point and Lake Street. This is something that makes me question all logic behind this project . . . There has to be a light there, especially by a school . . .! Look forward to more information.

Please see multiple answers above. The timeframe for when traffic data was collected does meet standard engineering practice. The traffic counts are increased automatically each year in the traffic modeling software (termed a “growth rate of traffic”). The design is being revised to add new street trees into the project to replace trees being removed. The City is programming additional projects to address the overall congestion issue on the east side of the city. These projects will require a new funding source to advance, though.