

# HSIP NCC SR 52 & SR 82 Intersection Improvements

**1. As shown in one of the design options, do you think bike lanes should be provided through the right-turn lane to improve bike access through the intersection?**

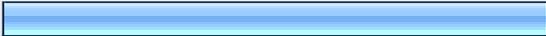
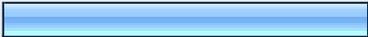
		Response Percent	Response Count
Yes		96.7%	29
No		3.3%	1
<b>answered question</b>			<b>30</b>
<b>skipped question</b>			<b>0</b>

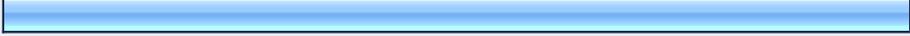
**2. There are bus stops along SR 52. Do you see any pedestrians along the road that have taken the bus? If Yes, please go to Q 3. If No, please go to Q 4.**

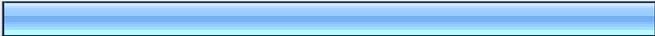
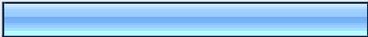
		Response Percent	Response Count
Yes		41.4%	12
No		58.6%	17
<b>answered question</b>			<b>29</b>
<b>skipped question</b>			<b>1</b>

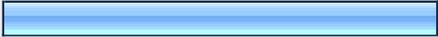
**3. If Yes, do you think a crosswalk should be provided for them to cross safely?**

		Response Percent	Response Count
Yes		93.3%	14
No		6.7%	1
<b>answered question</b>			<b>15</b>
<b>skipped question</b>			<b>15</b>

4. Do you think the intersection should be lighted?				
			Response Percent	Response Count
Yes		60.0%	15	
No		40.0%	10	
			<i>answered question</i>	<b>25</b>
			<i>skipped question</i>	<b>5</b>

5. We are considering night work to construct some of the intersection improvements. Night work will allow us to have less of an impact on the traveling public and will allow us to complete the work in less time. Do you agree with night work as an option?				
			Response Percent	Response Count
Yes		100.0%	27	
No		3.7%	1	
Please provide your feedback on the proposed night work.				7
			<i>answered question</i>	<b>27</b>
			<i>skipped question</i>	<b>3</b>

6. How would you describe yourself and-or your affiliation? (Check as many as apply.)			Response Percent	Response Count
Resident			72.0%	18
Community/civic organization			40.0%	10
Media			0.0%	0
Adjacent property owner			0.0%	0
Institution (church, school, other)	<input type="checkbox"/>		4.0%	1
Business owner	<input type="checkbox"/>		4.0%	1
Other (please specify)				12
			<b>answered question</b>	<b>25</b>
			<b>skipped question</b>	<b>5</b>

7. How did you hear about this workshop?			Response Percent	Response Count
Neighborhood/friend			47.8%	11
Postcard notice			0.0%	0
Newspaper			0.0%	0
Blue road sign			0.0%	0
Radio			0.0%	0
Web site			52.2%	12
Other (please specify)				8
			<b>answered question</b>	<b>23</b>
			<b>skipped question</b>	<b>7</b>

**8. How effective were the display materials at explaining the project?**

		Response Percent	Response Count
Very effective		48.1%	13
Moderately effective		40.7%	11
Not at all effective		3.7%	1
No opinion		7.4%	2
		<i>answered question</i>	<b>27</b>
		<i>skipped question</i>	<b>3</b>

**9. If you have any additional comments relating to this workshop please include them here:**

		Response Count
		15
		<i>answered question</i>
		<i>skipped question</i>
		<b>15</b>
		<b>15</b>

Displaying 1 - 7 of 7 responses

<< Prev

Next >>

Jump To:

1

Go >>

	Comment Text	Response Date
	1. Please make sure that the work area is especially well signed and lighted, and that advance notice is given to drivers because the intersection is blind from some directions and Rt. 82 is narrow.	Fri, 4/17/09 4:29 PM
	2. Anything to allow the work to be completed more quickly is great!	Fri, 4/17/09 1:14 PM
	3. It's a great idea to work when there is less traffic.	Sat, 4/4/09 10:38 PM
	4. None. Thanks.	Sat, 4/4/09 9:52 PM
	5. I don't live nearby, so I defer to those who do.	Wed, 3/25/09 7:34 AM
	6. If it saves money, yes, if not - No.	Mon, 3/16/09 12:28 PM
	7. This should be a roundabout and not a widening of the road. Signals and wider roads increase speed and fatalities.	Fri, 3/13/09 12:59 PM

10 responses per page 

Displaying 1 - 10 of 12 responses

<< Prev Next >>

Jump To:  Go >>

	Comment Text	Response Date
	1. Bike Delaware	Fri, 4/17/09 4:29 PM
	2. Frequent cyclist through the intersection	Fri, 4/17/09 1:39 PM
	3. Member of Bike Delaware and White Clay Bicycle Club	Fri, 4/17/09 1:14 PM
	4. Frequent cyclist and driver on Route 52 and Route 82.	Tue, 4/14/09 10:27 PM
	5. Bicycle Club President	Thu, 4/9/09 9:28 PM
	6. Cyclist, using RT 52 4 to 5 times per week.	Mon, 4/6/09 8:02 AM
	7. cyclist - frequent use of route 52	Sun, 4/5/09 10:04 PM
	8. Frequent traveler of the corridor	Wed, 3/25/09 7:34 AM
	9. person who travels through the area, both on bike and via car.	Tue, 3/24/09 8:36 PM
	10. Daily commuter living on Old Kennett Rd.	Thu, 3/19/09 7:06 AM

10 responses per page



Displaying 1 - 8 of 8 responses

<< Prev

Next >>

Jump To:

1

Go >>

	Comment Text	Response Date
	1. through our list-server. someone posted the information to the members of our organization	Fri, 4/17/09 4:29 PM
	2. Bike Delaware email notification	Fri, 4/17/09 1:14 PM
	3. Bike Delaware	Tue, 4/14/09 10:27 PM
	4. BikeDE.org	Mon, 4/6/09 8:02 AM
	5. Bike DE	Sun, 4/5/09 10:04 PM
	6. email from Councilman Weiner	Tue, 3/24/09 3:40 PM
	7. Kennett Pike Association	Fri, 3/13/09 4:35 PM
	8. Word of mouth	Fri, 3/13/09 12:59 PM

10 responses per page



	Comment Text	Response Date
	1. Rt. 52 is a major thoroughfare for cyclists. Whether bicycle lanes are installed at the intersection or not, cyclists will continue to use the route. Should the intersection be expanded and turn lanes be added, but bike lanes are NOT included, safety concerns will be even more exacerbated for cyclists than they already are at this difficult intersection. In addition to the fact that cyclists WILL continue to use this road, Rt. 52 is already designated as a bike route, is a historic byway, and can bring more tourism into Delaware, via cycling, to attractions such as Wintherthur, the Natural History Museum, historic Centerville, and on to Longwood Gardens just over the border. Without bike lanes, cyclists travelling straight through the intersection often find their best option (and this goes for MANY intersections) is to move out into the through lane to avoid being clipped by right-turning vehicles, or being squeezed between vehicles travelling straight and turning right. This slows traffic for the motorists and makes the situation disadvantageous for everyone. For the safety of all, and for the best possible flow of traffic, our best option by far is to install bike lanes at the intersection.	Fri, 4/17/09 4:29 PM
	2. Rt 52 is one of the busiest cycling corridors in this part of DE. Please provide room for cyclists passing through the intersection. The intersection is already dangerous and could be made worse by this project. Thank you.	Fri, 4/17/09 1:39 PM
	3. I strongly advocate including bike lanes in the SR 52 & SR 82 intersection project. SR 52 is one of the most heavily bicycled roads in northern New Castle County, because it has wide shoulders over most of its distance north of Greenville. Why would DelDOT even consider not including bike lanes? It is my understanding that for any project of this sort, DelDOT is required to accommodate all modes of transportation (pedestrians, bicyclists, users of public transportation as well as motorists), unless there is a compelling reason not to. Bicyclist safety will be significantly compromised if this project does not include bike lanes. Accommodating pedestrians suggests that a crosswalk should be provided. Perhaps that would encourage more people to ride the bus, knowing they had a safe route across a busy road. It is well known that it is much less expensive and easier to add facilities for bicyclists during a road project, than to retrofit them at a later time. Governor Markell and Secretary Carolann Wicks support making Delaware more bicycle-friendly -- they will be reiterating this at the Delaware Bike Summit on April 24, 2009. Increased use of bicycles can help address the issues of obesity, dependence on foreign oil, and global warming. DelDOT should be doing everything it can to encourage bicycling. A great way to accomplish this is to increase the safety of bicycling, especially on roads such as SR 52. Thank you for the opportunity to comment on this project. I tried to use your on-line survey, but the survey was closed even though it was publicized that it would remain open until today, April 17. I appreciate the survey being re-activated this morning, to allow for on-line comments throughout the rest of the day.	Fri, 4/17/09 1:14 PM
	4. The plan without the bike lanes shows the right turn lanes running the bike lane to the edge of the road - this is not reasonable, but makes motorists when bicyclists follow a reasonable path. The right turn lane should be to the right of the bike lane	Fri, 4/17/09 3:19 AM
	5. Many bicycles use this intersection so bicycle lanes should be included, especially because this road is designated as a scenic route. The bicycle through-lanes as proposed look fine. They should also include notices on signs and painted on the pavement that cars turning right should yield to cyclists. If bicycle lanes were not to be included for some reason, keeping the intersection as-is would be better than adding turn lanes without bike paths. That would only lead to confusion and conflicts between bicycles and automobiles.	Tue, 4/14/09 10:27 PM
	6. Please take a look at the number of people that bike up and down Rt.52 it is one of the few safe places to ride and we hope you don't jeopardize our safety for another vehicle lane.	Mon, 4/13/09 11:15 AM
	7. Road & Intersection improvements need to accomodate pedestrian / mass transit and bicycle traffic	Thu, 4/9/09 9:28 PM
	8. Bike lanes are VERY needed. It is hard to find a better example.	Sat, 4/4/09 9:52 PM
	9. Too low resolution to see details for display boards.	Thu, 3/26/09 11:48 AM
	10. It is unthinkable that the Department is even considering an option without bike lanes at this location. Both SR 52 and SR 82 are statewide bike routes (the highest possible classification) as designated by the Department's own "Delaware Bicycle Facility Master Plan." Kennett Pike appears to be one of the most heavily used bicycle commute routes in the state. In addition, it is part of the Brandywine Valley Scenic Byway (approved and supported by DelDOT), which seeks to promote bicycle tourism. According to DelDOT policy and good transportation design, bike lanes are not an "option" or "alternative" at this location - they are to be provided. Please see DelDOT policy implement D-06 for more information. In summary: Provide bike lanes along SR 52, and consider them along SR 82 as well.	Wed, 3/25/09 7:34 AM
	11. I'm strongly in favor of having cyclists and pedestrians accomadated in the design, construction, and completion of the project. Jeff Butcher, 14 Bristol Knoll Road, Newark, DE 19711, 302-737-3660.	Tue, 3/24/09 8:36 PM
	12. Increasing the size of the intersection for safety only makes sense if it becomes safer for everyone. Clearly, not having a bike lane makes the intersection much more dangerous for bicyclists.	Tue, 3/24/09 7:17 PM
	13. This work is long overdue, and I was very pleasantly surprised at the modest nature of the improvements, which will greatly reduce the dangers associated with the intersection. I'm assuming that not much can be done to improve site lines, as the only direction with adequate site lines through the intersection is northbound SR52. Thanks for not bowing to negative pressure from those neighbors who deny the need for this work only to preserve the value of their precious homes. Lives are at stake with the volume of traffic through this intersection.	Thu, 3/19/09 7:06 AM
	14. While I appreciate the opportunity to comment DelDOT has been notorious for ignoring the greater needs of the community in these types of projects. A case-in-point is the road and intersection improvements at Route 52 and Buck Road. While visually pleasing, and helpful for pedestrians, these improvements increased the risk to cyclists in the intersection and all along Route 52 at Greenville Crossing. The work removed a marginal shoulder that provided some safety, increased the speed of cars along this section of the route and forces bicyclists to share the same space with the high speed traffic the improvements enabled. DelDot must recognize that the Route 52 corridor is one of the most heavily traveled bicycle and running routes in northern Delaware. The intersection improvements at Rts. 52 and 82 must accommodate this parallel use of the road. I sincerely hope you prove me wrong but DelDOT's reputation in the community is "bigger, wider, faster" and not "thoughtful planning for the entire transportation community."	Fri, 3/13/09 4:35 PM
	15. Roundabouts are by far a better solution to this problem than what you are considering. PennDOT has now adopted the roundabout as their solution of choice and with even greater volume than you anticipate, the roundabout in Unionville works beautifully.	Fri, 3/13/09 12:59 PM