

MICHAEL S. KATZ
STATE SENATOR
Fourth District



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LEGISLATIVE HALL
DOVER, DELAWARE 19901

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June 29, 2009

The Honorable Carolann Wicks
Secretary of Transportation
PO Box 778
Dover, DE 19903

Dear Secretary Wicks,

Thank you for your May 19, 2009 response to the letter from Representative Gerald Brady, Representative Deborah Hudson and me regarding pending development plans for Barley Mill Plaza and Greenville Center.

In reviewing your letter, a couple of issues came to mind. The Barley Mill Plaza plan is a redevelopment plan and we are still waiting for the decision from the Supreme Court on whether or not "Level of Service" applies to redevelopment. However, the community is keenly in favor of maintaining wherever possible LOS D, in particular because several roads adjacent to and near the BMP site are close to or already at LOS E during peak hour traffic.

Regarding the Greenville Center plan, it is our understanding that it is a *major* plan and therefore would be subject to New Castle County concurrency requirements of Level of Service "D". In addition, it is our hope that the adopted Corridor Management Plan for the Brandywine Valley National Scenic Byway will serve as a foundation for establishing ROW protection along SR 52, Buck Road, and SR 100.

At the Greenville Center site, we would like to request that the operational analysis of the major entranceway at Buck Road be incorporated into the major plan review due to its highly problematic congested design. Several factors are at play, but primarily, it not only is a main entrance off a 2-lane country road, it also is the only entrance for delivery trucks. If the post office is moved to the corner of SR 52 and Buck Road, as suggested in the proposed site plan, this entrance would also be utilized by post office traffic. It is also important to note that lunchtime traffic at the center is oftentimes as busy as rush hour due to Elizabeth's Restaurant. We hope this will be taken into account in addition to the study information already provided.

In addition, it was our understanding that DelDOT will be utilizing its Travel Demand Model and incorporating the TOA and TIS data from both projects to provide a sub-regional analysis as a means of addressing the full regional impact of a "power center"

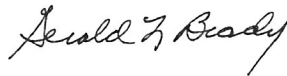
development at Barley Mill Plaza and an expanded Greenville Center. We also discussed the Model incorporating the Woodlawn Trustees land that crosses many 2-lane country roads that are a major link between SR 202 and SR 100 and SR 52.

We would also like to request an update on the TDM that was discussed at the WILMAPCO meeting and in subsequent conversations between the various state parties as it pertains to these developments. We look forward to a meeting with the Department in the very near future.

Sincerely,



Michael Katz
State Senate
4th District



Gerald Brady
State Representative
4th District



Deborah Hudson
State Representative
12th District