

Appendices

Appendix 1 – Public Workshop 1 and Public Feedback



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY **VISIONING WORKSHOP**

January 29, 2020

WILMAPCO

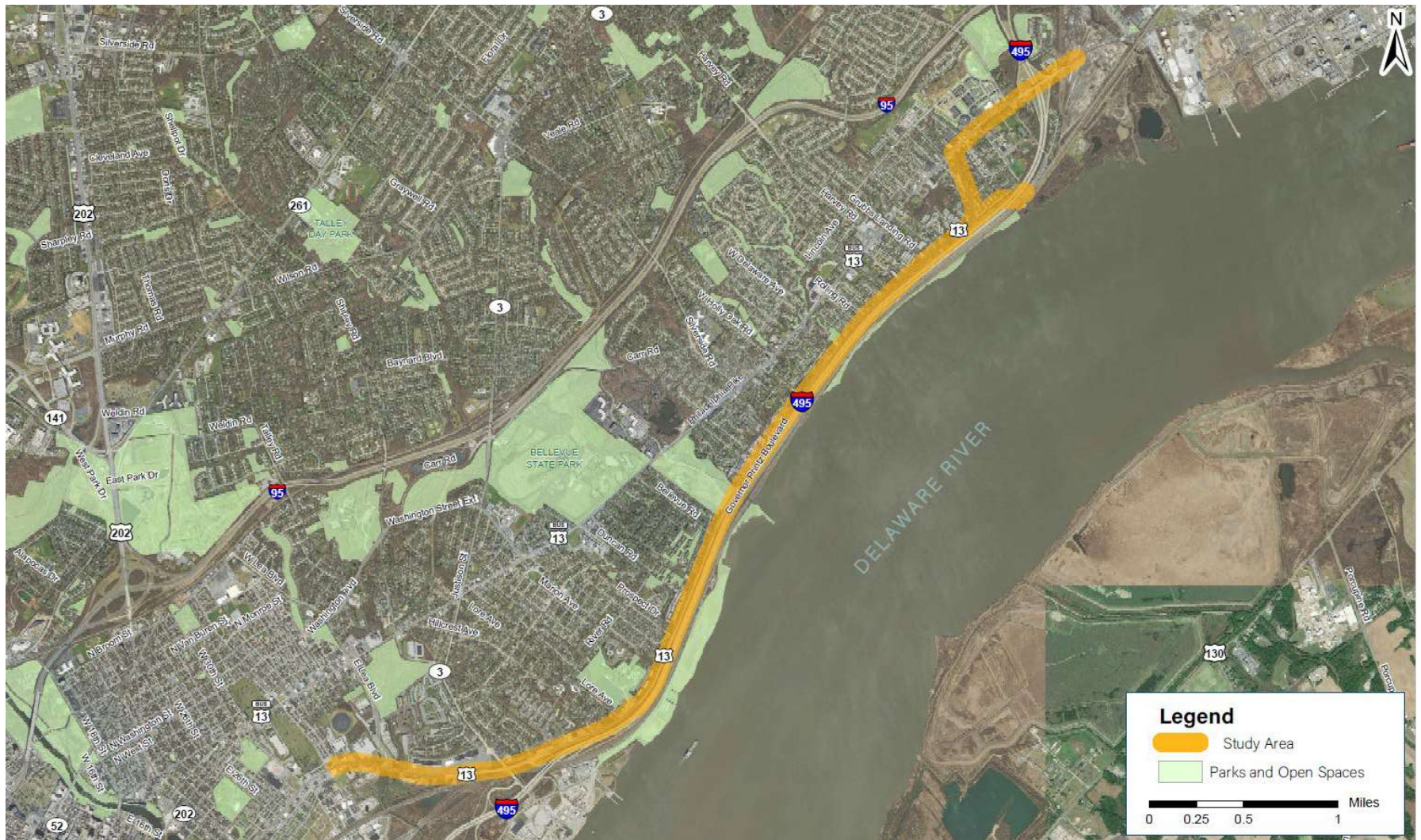


Welcome!

Heather Dunigan
Principal Planner
WILMAPCO



Study Area



Agenda (5:00 – 8:00pm)

5:00 Sign In / Visit Information Boards

6:00 Presentation

6:30 Small Group Activity

7:30 Next Steps



Tonight's meeting

- Introduce the Governor Printz Boulevard Corridor Study
 - Purpose
 - Process
 - Existing conditions in the study area
- Engage the community – YOU!
 - Developing a shared vision, goals
 - Identifying current issues
 - Identifying and prioritizing key improvements



Purpose and desired outcome

- Improve mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality
- Identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including walking, bicycle travel, transit, and roadway

Project Partners

- Wilmington Area Planning Council (WILMAPCO)
- Delaware Department of Transportation (DelDOT)
- Delaware Transit Corporation (DTC)
- New Castle County Department of Land Use
- Delaware Greenways



Advisory Committee Members

- Land owners, businesses, civic entities, and elected officials
- City of Wilmington
- New Castle County Chamber of Commerce
- Delaware Department of Natural Resources and Environmental Control (DNREC)
- Claymont Renaissance Development Corporation (DRAC)
- Council of Civic Organizations of Brandywine Hundred (CCOBH)
- Delaware Office of State Planning Coordination
- East Coast Greenway Alliance



Process

Leah Kacanda

Whitman, Requardt & Associates, LLP



Planning activities

1. Issues and constraints **DRAFT COMPLETE**
2. Community visioning **WE ARE HERE**
3. Develop initial transportation concepts for analysis
4. Feasibility assessment of preferred concept
5. Preferred concept and final report



1. Issues and constraints

- Existing conditions and future trends
 - Land use
 - Development activity
 - Demographic trends
 - Economic development/employment
 - Transportation conditions
 - Environmental and cultural resources
 - Schools/community facilities
- Draft report is complete

2. Community visioning

- A successful corridor study is built on:
 - Comprehensive stakeholder input
 - Sound technical analysis
- Work will be guided by:
 - Staff Committee of agency representatives
 - Advisory Committee with broad representation from the community
 - **Public input like this visioning workshop**
- Website and social media

3. Concept development & analysis

- Informed by issues/constraints data
- Built on the community vision
- Reviewed by the Staff Committee and Advisory Committee



3. Concept development

What concepts might look like:



WILMAPCO



4. Feasibility assessment

- Concept(s) will be evaluated in respect to:
 - Facilities for walkers
 - Facilities for people who ride bikes
 - Facilities for transit users
 - Vehicular travel time forecast
 - Potential environmental impacts
- Public workshop in summer 2020 to review results

5. Preferred concept/report

- Selection of preferred concept based on:
 - Comprehensive stakeholder input
 - Data analysis and review
- Final report
 - Purpose
 - Existing conditions
 - Goals and vision
 - Scenarios considered
 - Evaluation process
 - Final recommended alternative

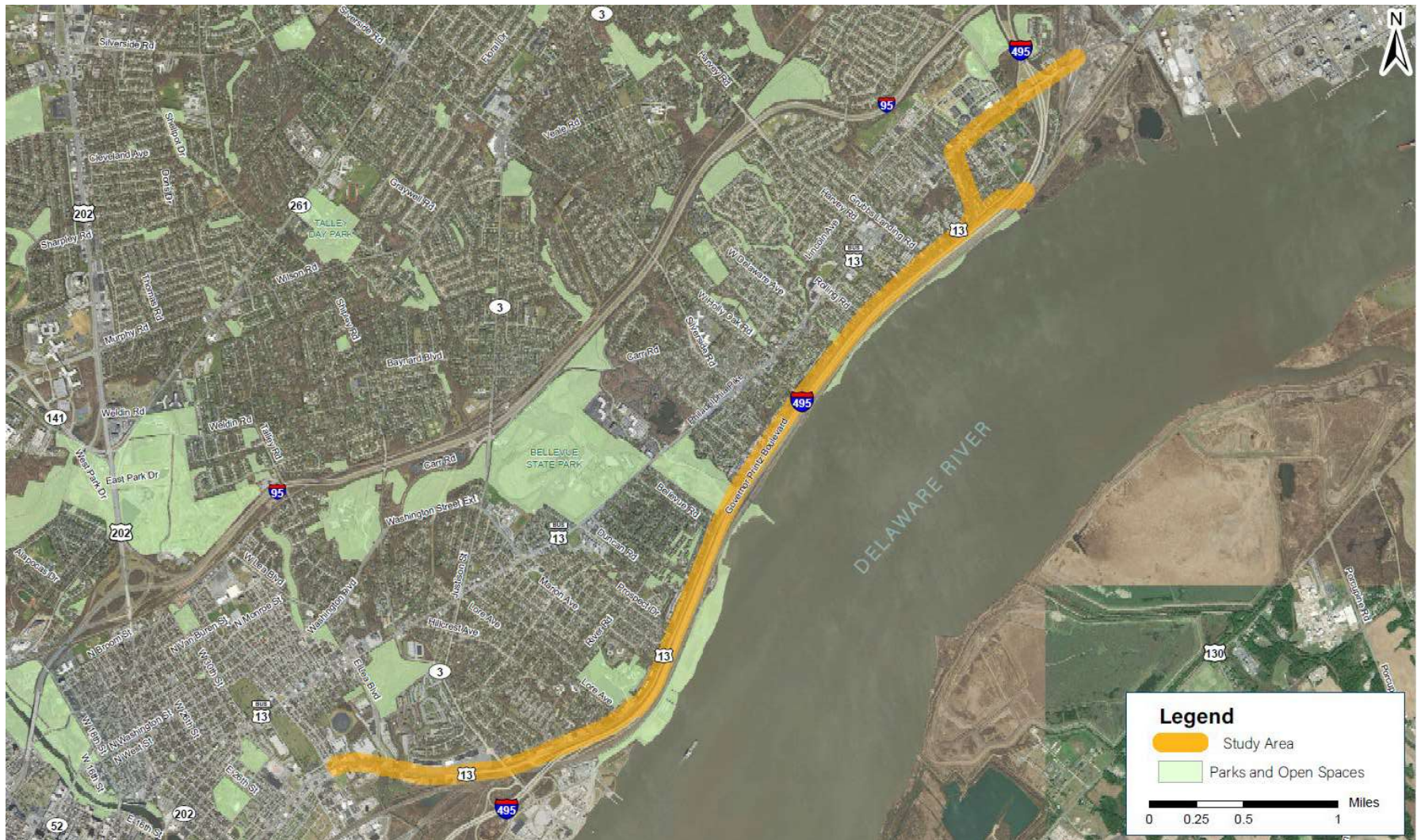
Existing Conditions

Mike Campbell

Whitman, Requardt & Associates, LLP



Study Area



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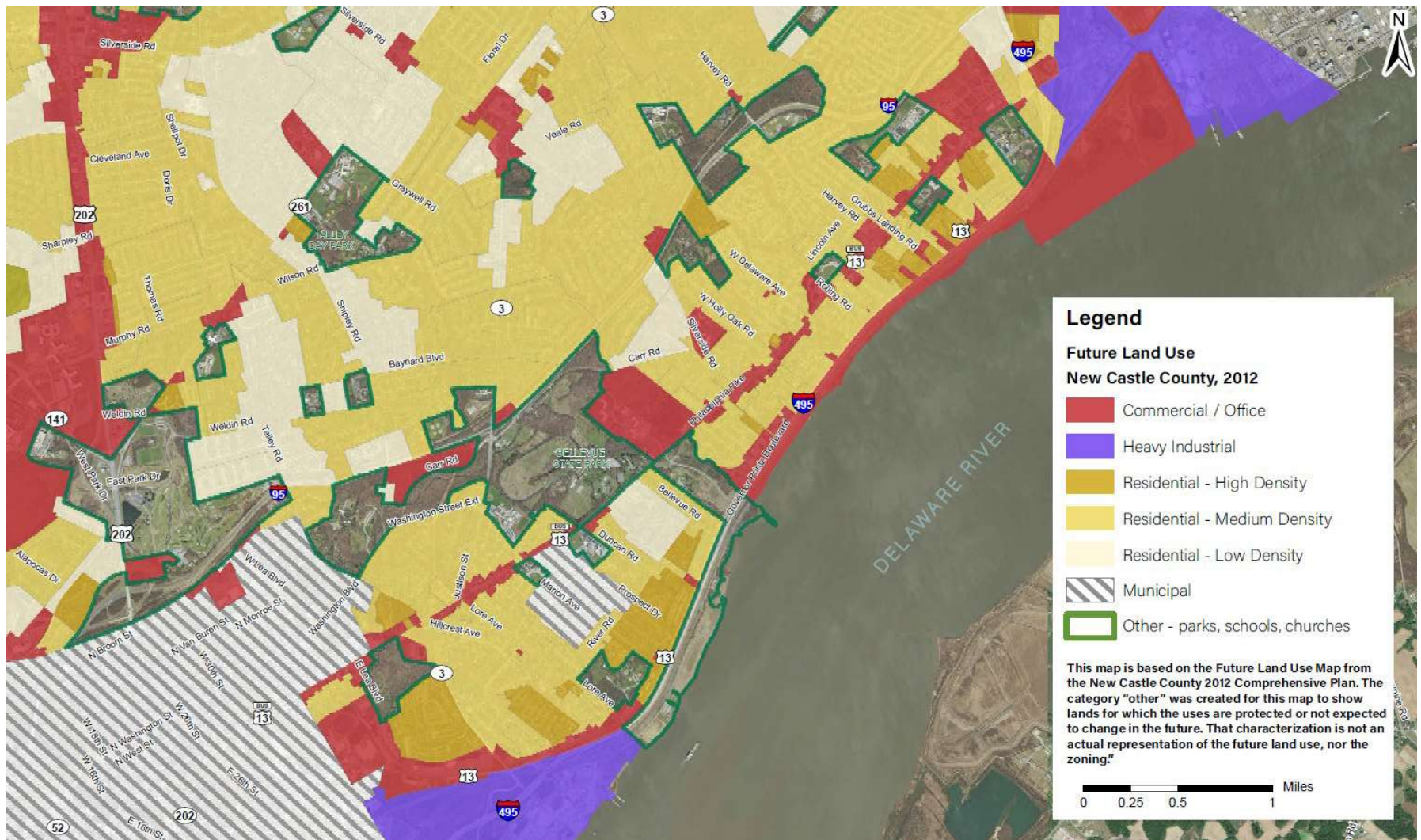
Existing Conditions



Existing Conditions



Land Use



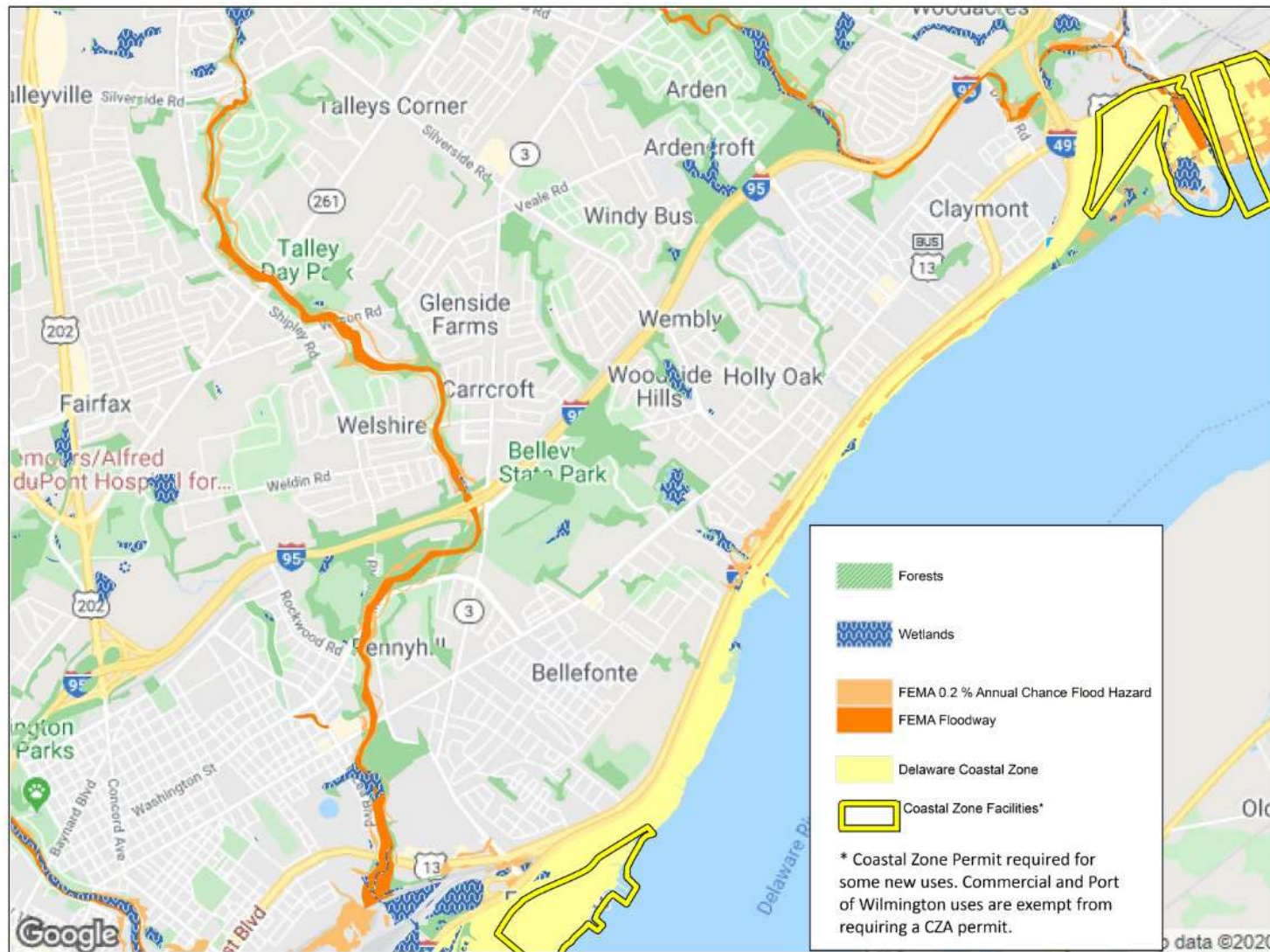
Existing Conditions



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Coastal Zone



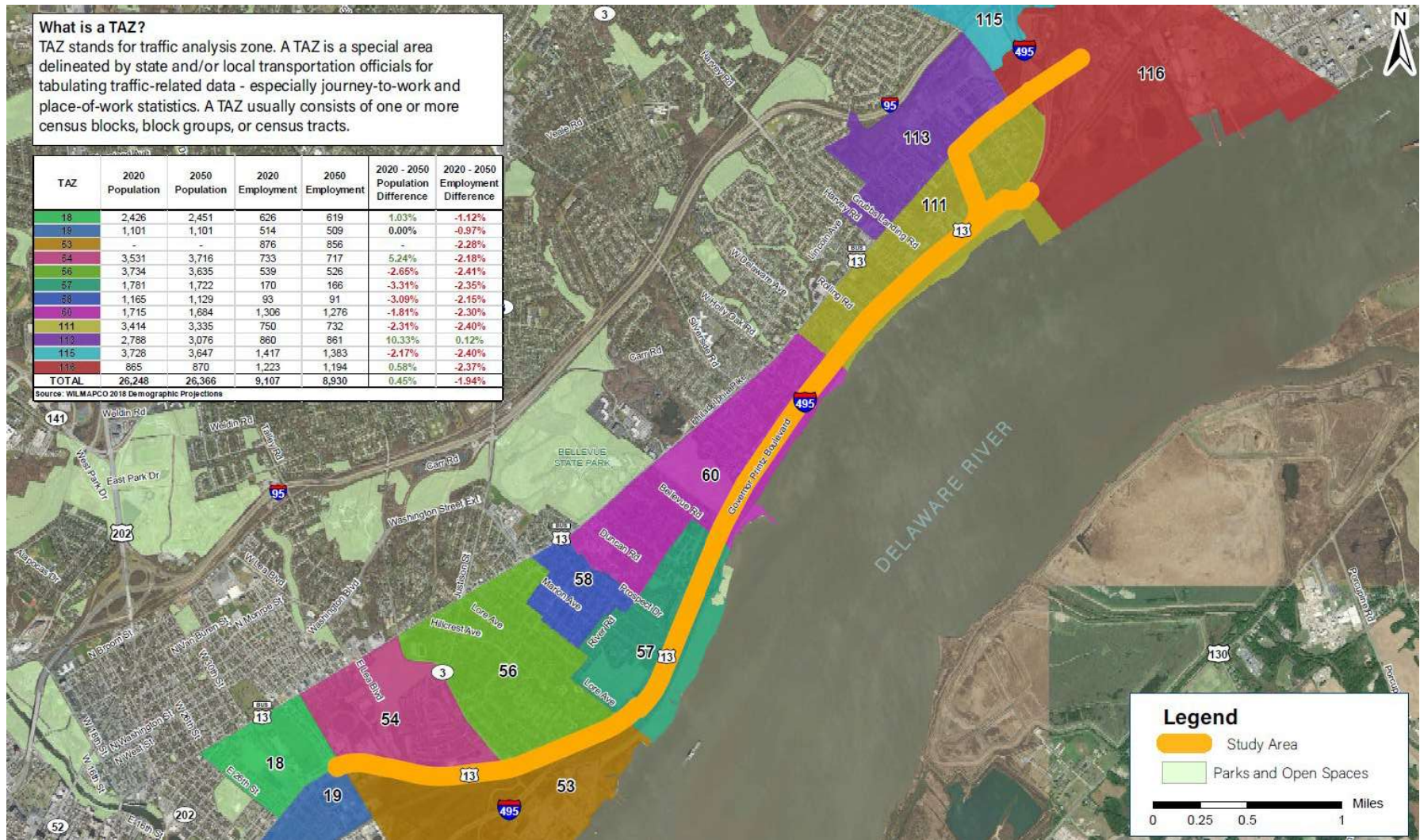
Population & Employment Projections

What is a TAZ?

TAZ stands for traffic analysis zone. A TAZ is a special area delineated by state and/or local transportation officials for tabulating traffic-related data - especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

TAZ	2020 Population	2050 Population	2020 Employment	2050 Employment	2020 - 2050 Population Difference	2020 - 2050 Employment Difference
18	2,426	2,451	626	619	1.03%	-1.12%
19	1,101	1,101	514	509	0.00%	-0.97%
53	-	-	876	856	-	-2.28%
54	3,531	3,716	733	717	5.24%	-2.18%
56	3,734	3,635	539	526	-2.65%	-2.41%
57	1,781	1,722	170	166	-3.31%	-2.35%
58	1,165	1,129	93	91	-3.09%	-2.15%
60	1,715	1,684	1,306	1,276	-1.81%	-2.30%
111	3,414	3,335	750	732	-2.31%	-2.40%
113	2,788	3,076	860	861	10.33%	0.12%
115	3,728	3,647	1,417	1,363	-2.17%	-2.40%
116	865	870	1,223	1,194	0.58%	-2.37%
TOTAL	26,248	26,366	9,107	8,930	0.45%	-1.94%

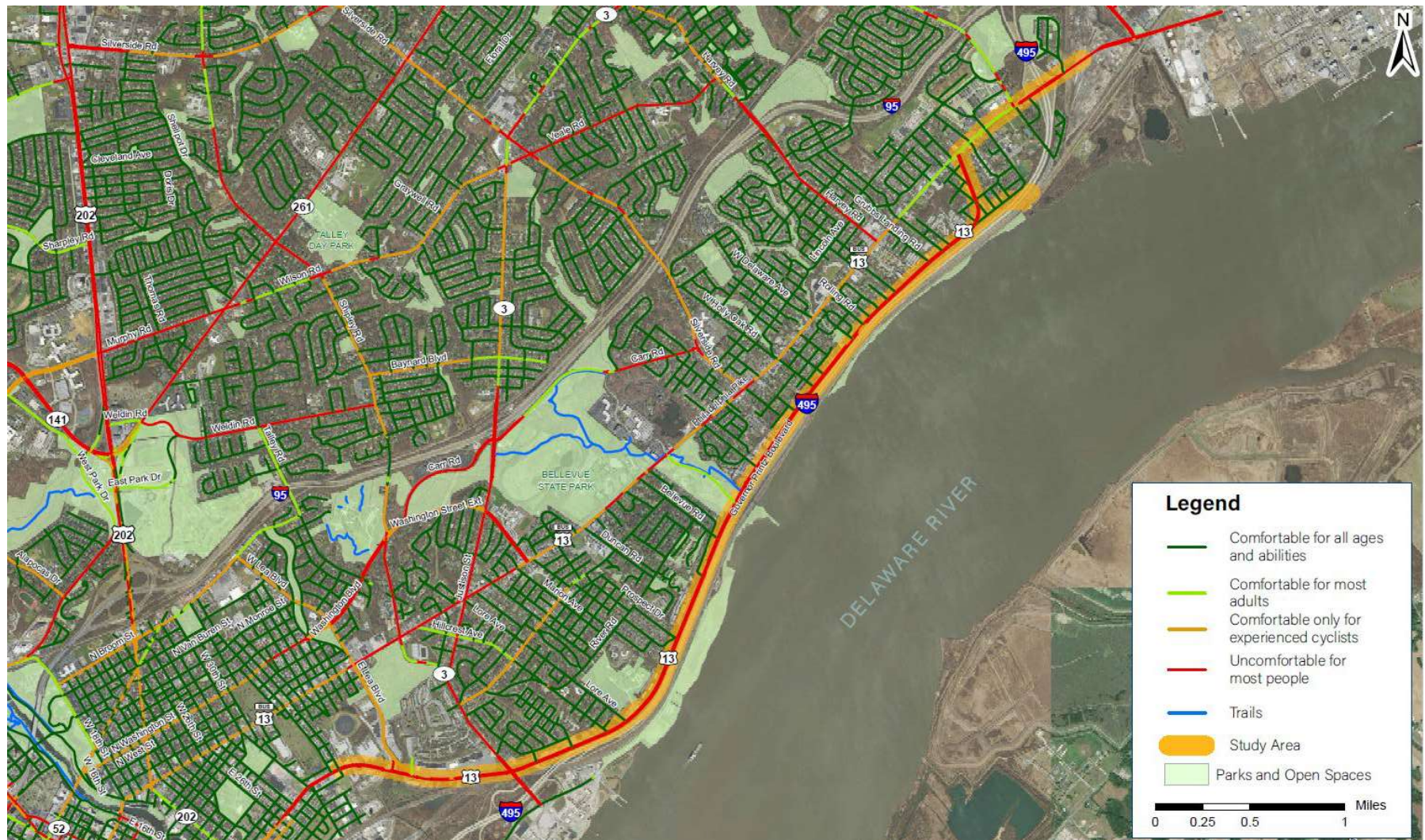
Source: WILMAPCO 2018 Demographic Projections



Places for Walking



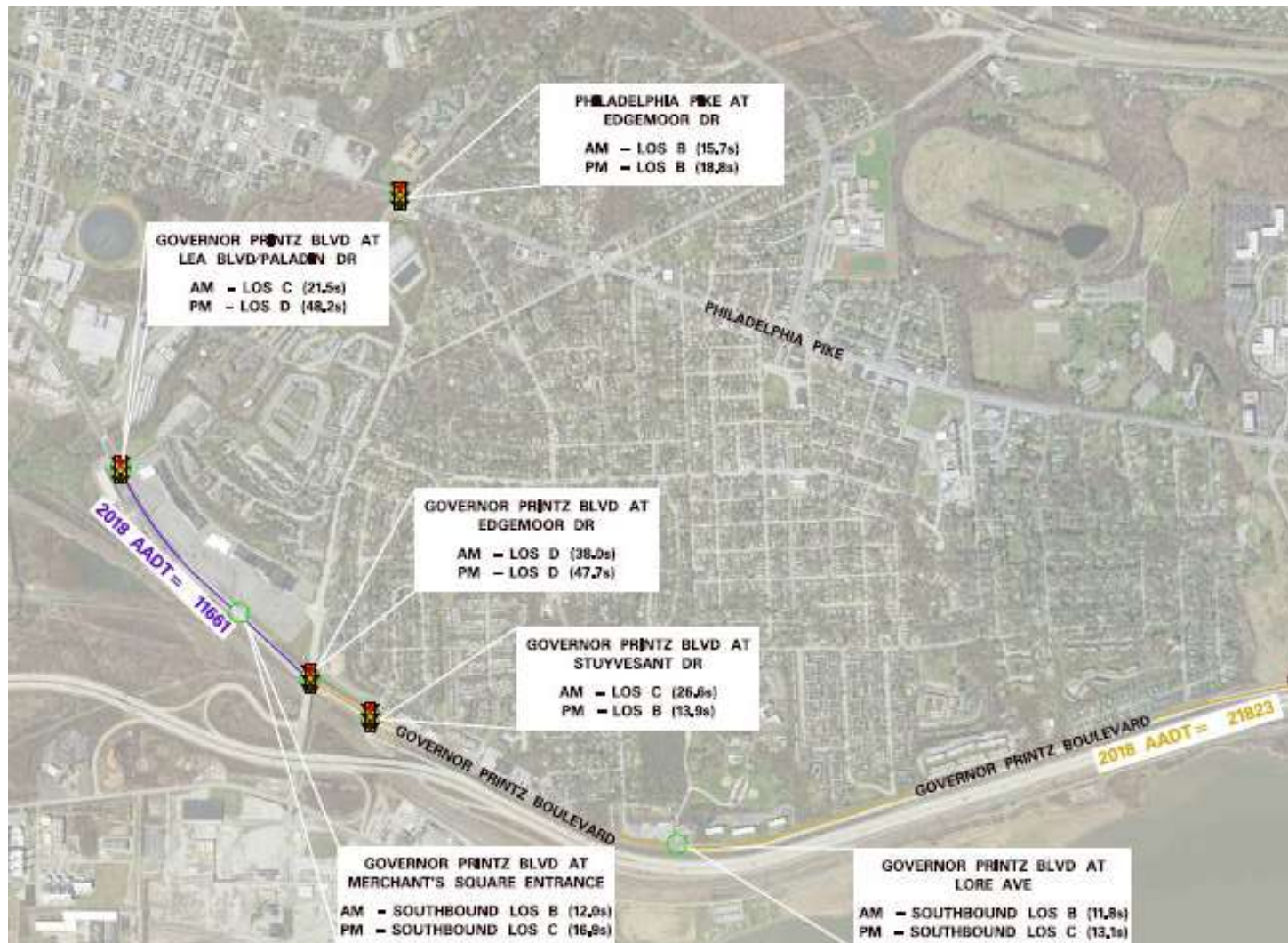
Places for Biking



Area Transit



Level of Service



LEGEND



COUNTED INTERSECTION



AWAITING COUNT DATA

LEVEL OF SERVICE: LOS (DELAY IN SECONDS)

Level of Service



LEGEND



COUNTED INTERSECTION



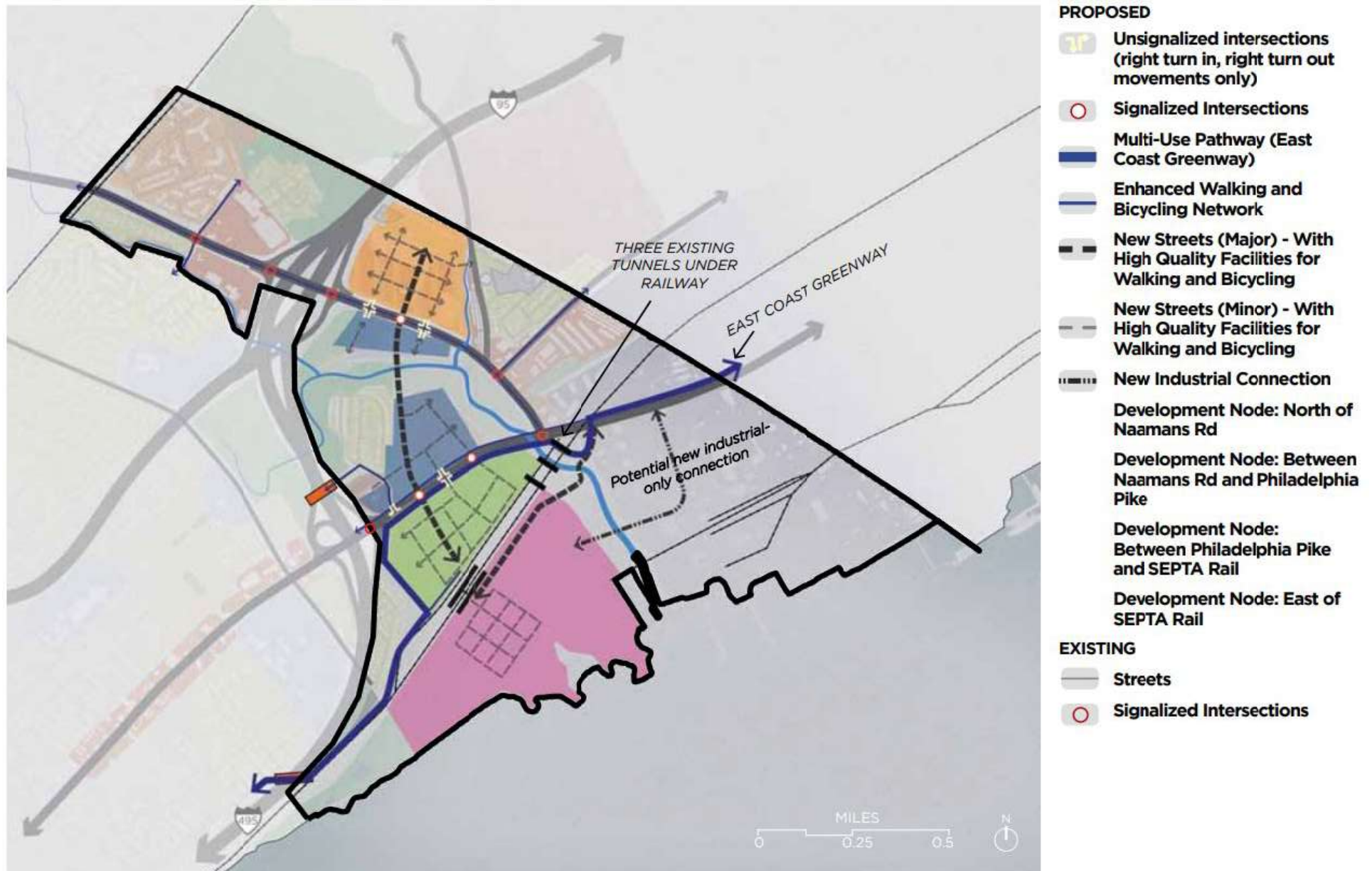
AWAITING COUNT DATA

LEVEL OF SERVICE: LOS (DELAY IN SECONDS)

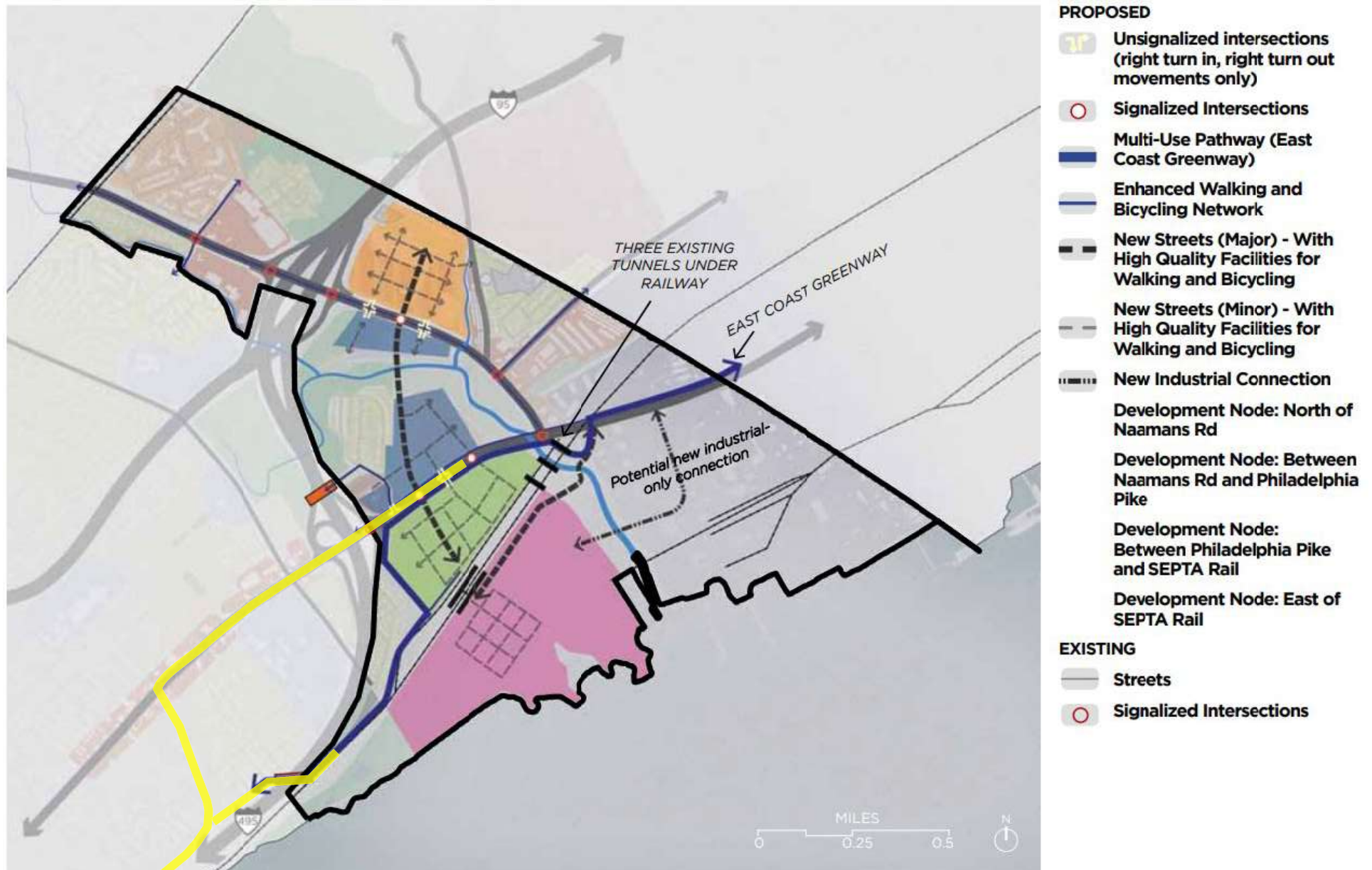
Future changes along the corridor

- New Claymont Transportation Center
- Potential new road connecting Tri-State Mall, Claymont Steel Property, and Knollwood Development, and relocated Claymont train station
- Reimagining Philadelphia Pike as a main street
- Proposed new alignment for the East Coast Greenway
- Proposed development in Claymont
- Port development at Edgemoor

North Claymont Area Master Plan



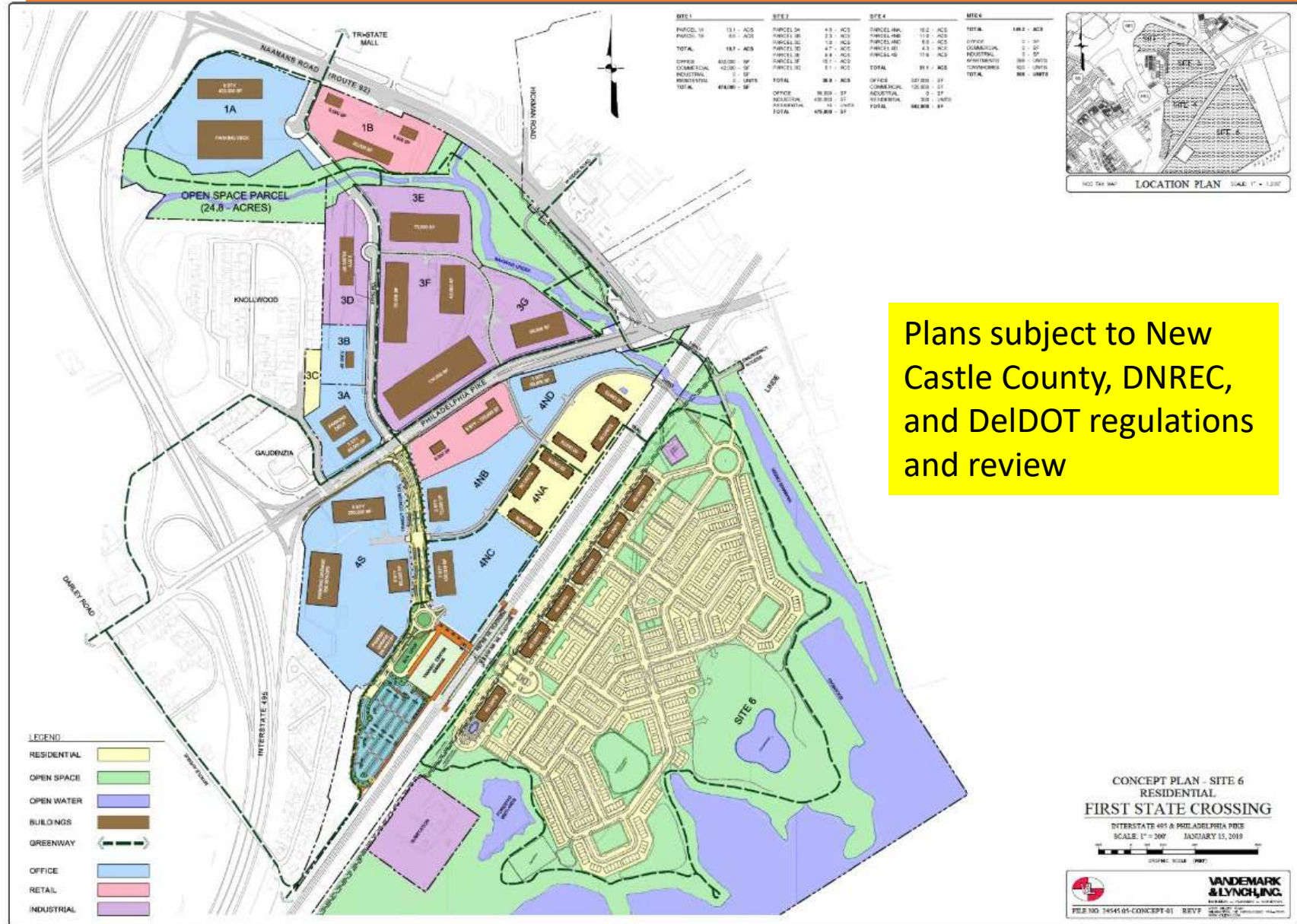
North Claymont Area Master Plan



First State Crossing



First State Crossing



New Claymont Transportation Center



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Edgemoor Port Expansion

delaware online


HOME NEWS SPORTS LIFE OBITUARIES JOBS ARCHIVES USA TODAY MORE

\$580 million Wilmington port takeover could add over 5,000 jobs

The News Journal Published 3:25 p.m. ET March 29, 2018 | Updated 6:03 p.m. ET March 30, 2018



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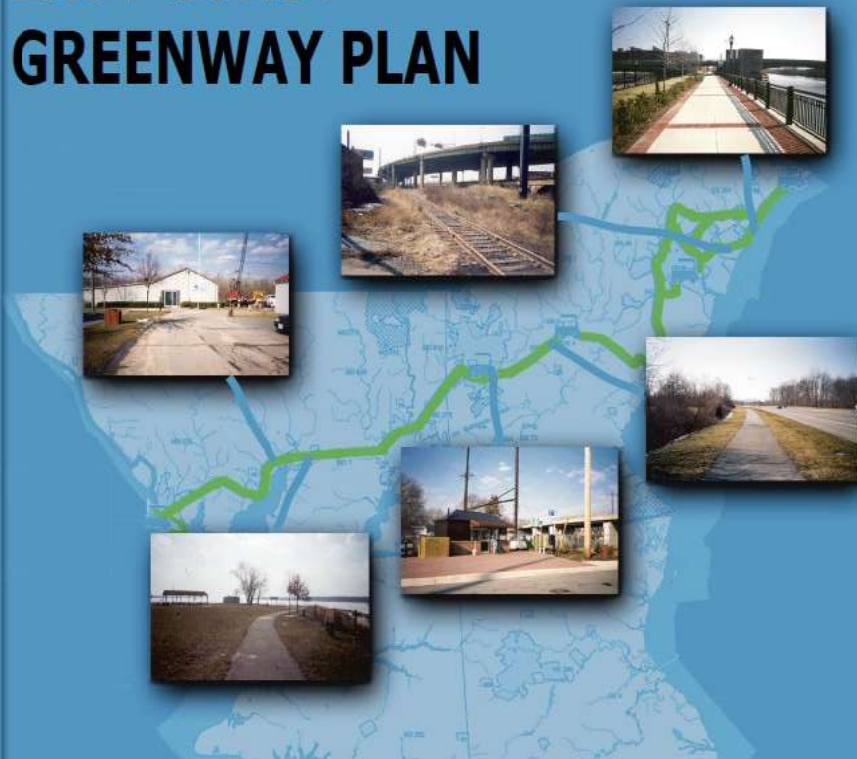
MORE

International port operator GulfTainer wants to invest \$574 million to retool the existing Port of Wilmington and build a new container terminal on the Delaware River at Edgemoor, Peter Richards, CEO of the company, said in an interview.

NEWS

East Coast Greenway Plan

EAST COAST GREENWAY PLAN

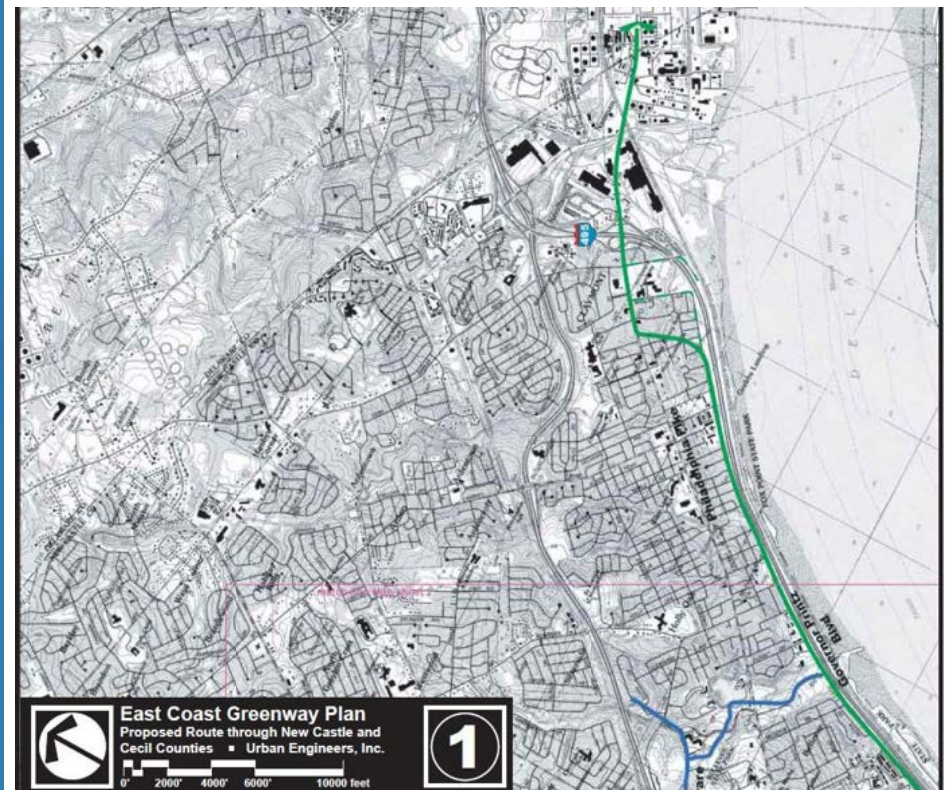


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Campbell Thomas & Company

Prepared for : WILMAPCO
In Partnership with
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DelDOT & MDOT



May 2003



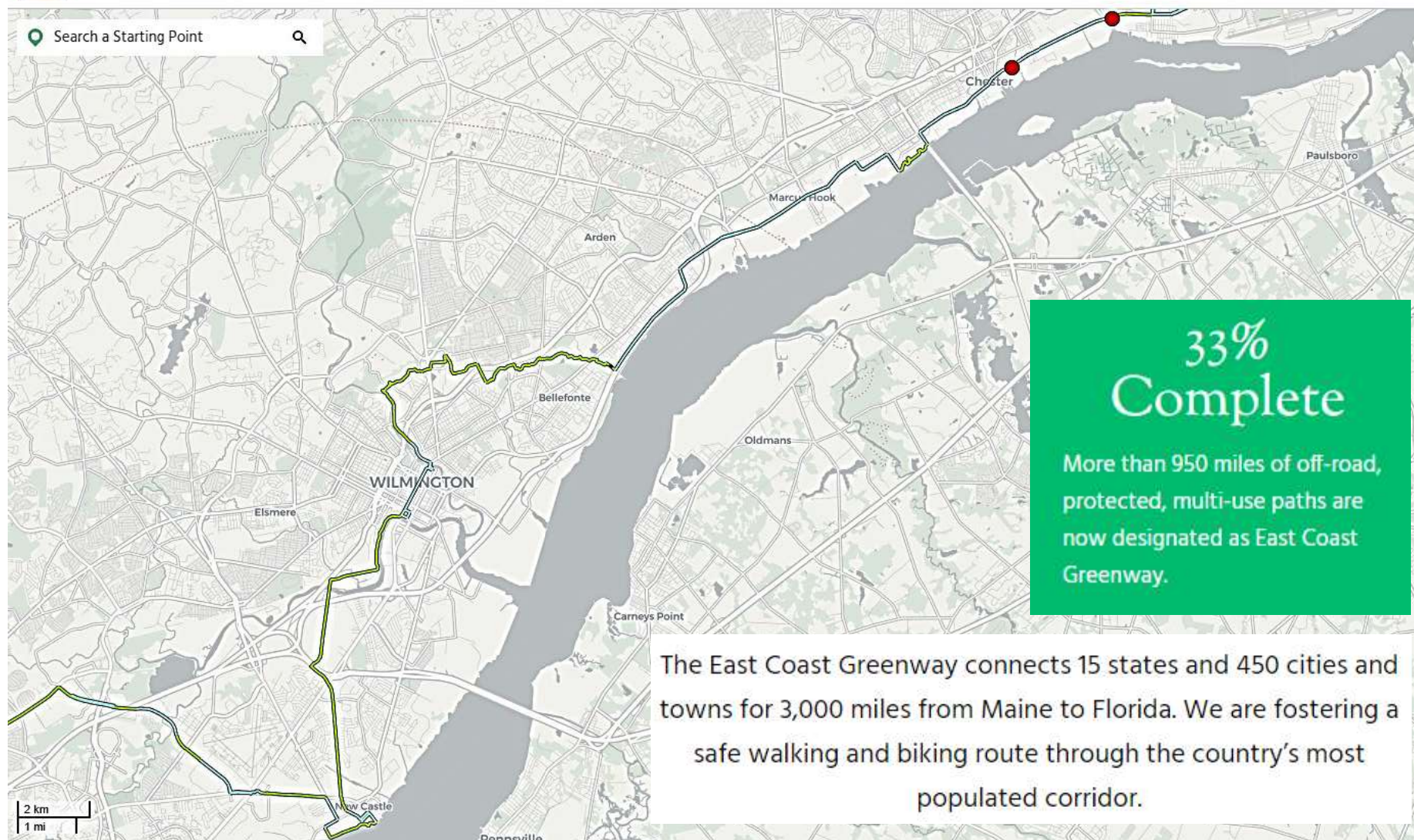
Existing Conditions



East Coast Greenway



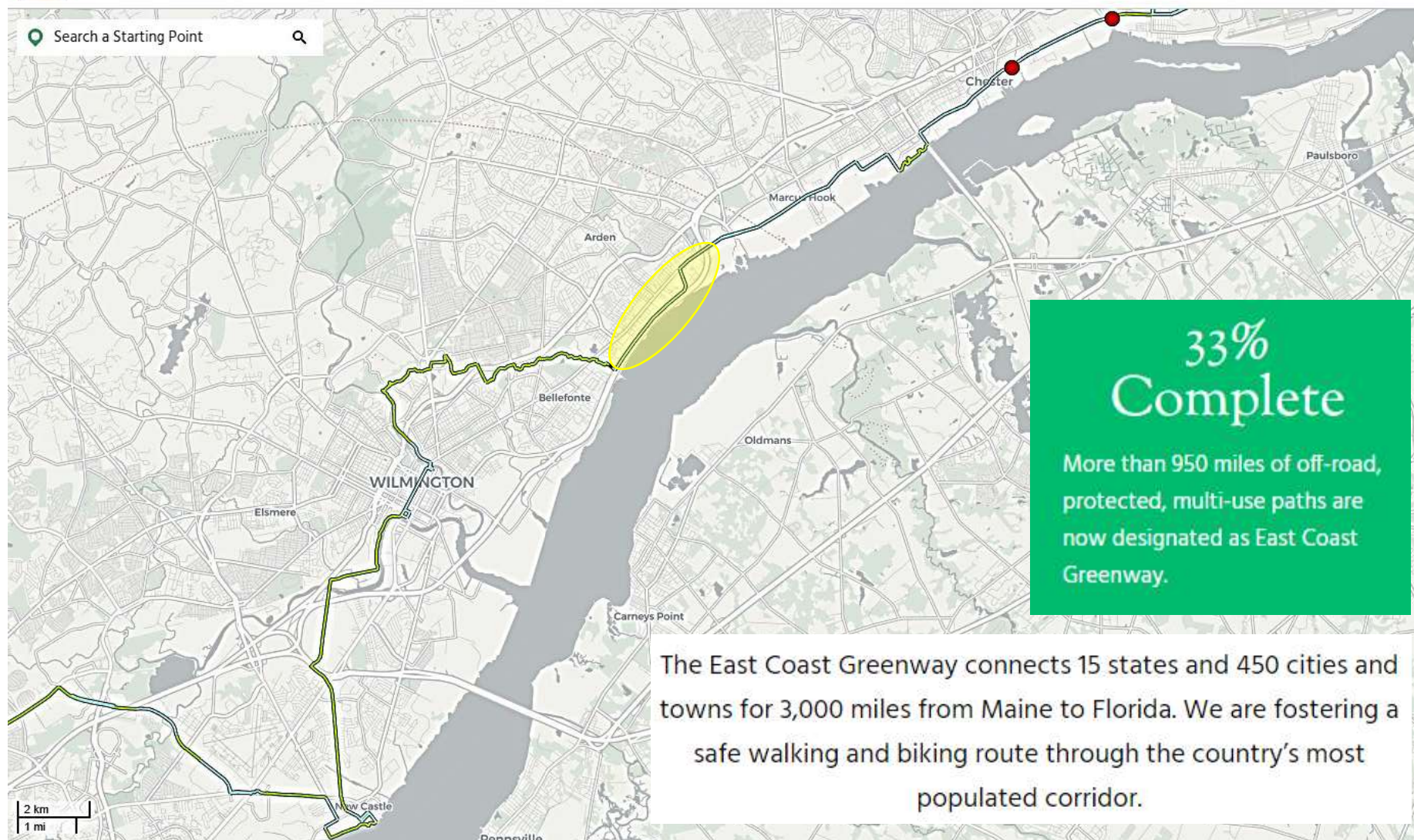
East Coast
Greenway.



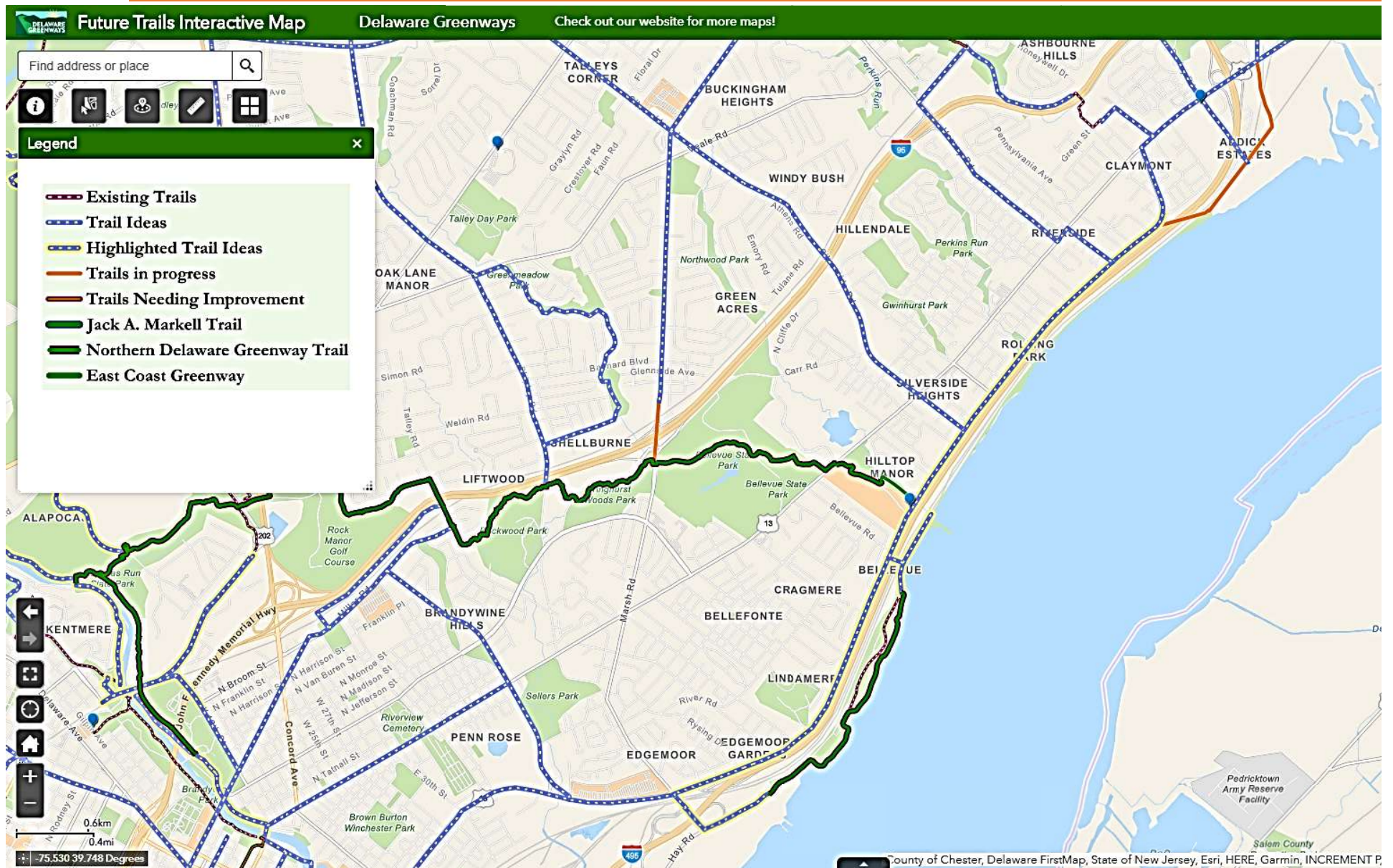
East Coast Greenway



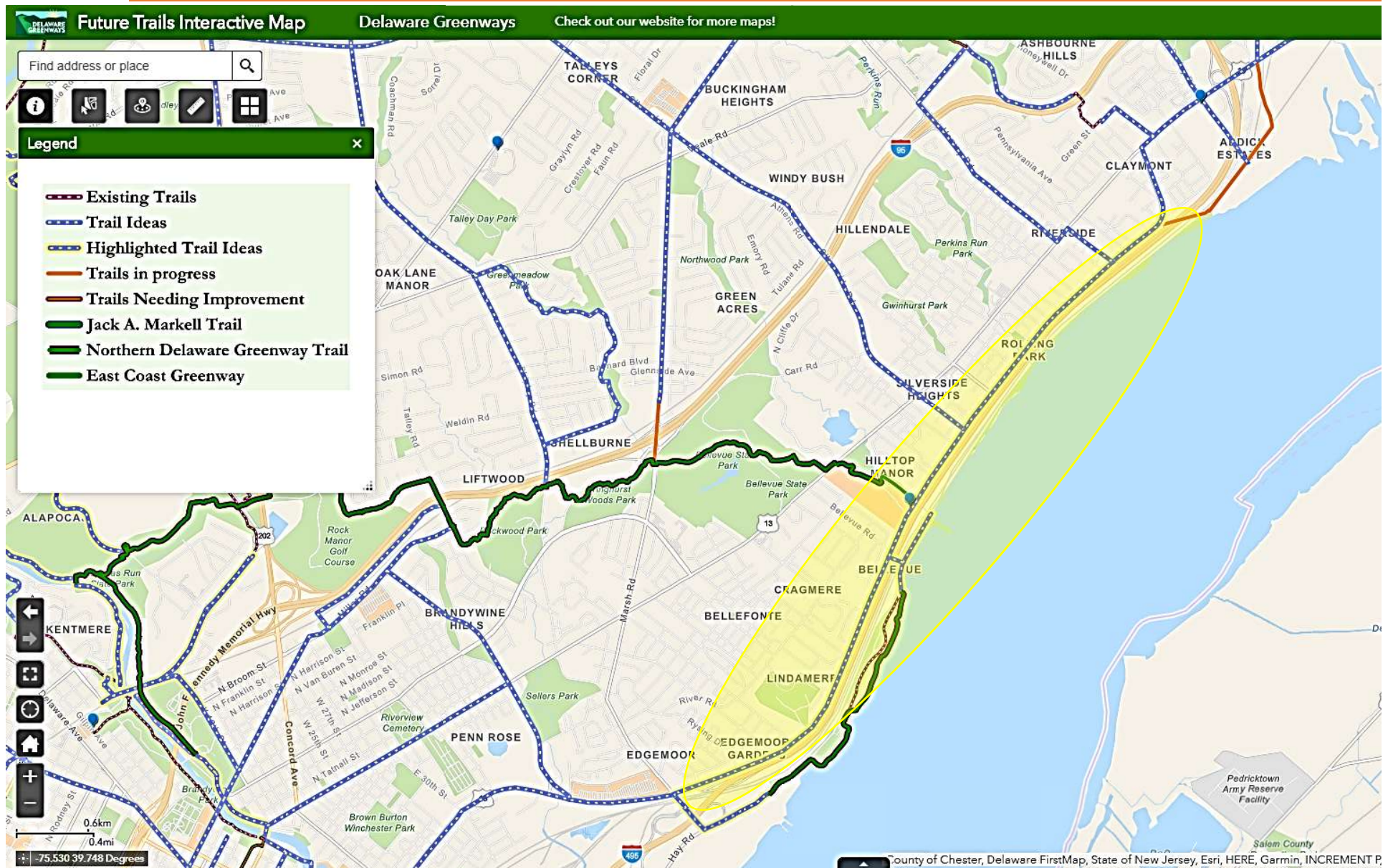
East Coast
Greenway.



Delaware Greenways



Delaware Greenways



What do you want
Governor Printz
Boulevard to look like?

What do you want Governor Printz Boulevard to look like?

For people who **walk**

For people who **bike**

For people who take **transit**

For people who **drive**

Tonight's Activities

1. Introduce yourselves, draft vision #1
2. Identify improvements
3. Report out
4. Improvement prioritization polling
5. Draft vision #2 and poll results

Ground Rules

- Listen actively
- Each person is given opportunity to speak
- Disagreement is healthy, but do so respectfully
- Stay on point
- Stay on time



Tonight's Activities

Improvement Identification:

- Get specific and choose the top two per category

Tabulation and Report Out:

- What specific improvements came up among all of the groups?
- Were there any improvements from other tables that your group did not raise?

Improvement Prioritization:

- From all ideas, which specific improvements are most important to you?



Improvement Identification Results

People who walk

- A. Improvement
- B. Improvement
- C. Improvement

PINK
BALLOT

Improvement Identification Results

People who bike

- A. Improvement
- B. Improvement
- C. Improvement

YELLOW
BALLOT

Improvement Identification Results

People who take transit

- A. Improvement
- B. Improvement
- C. Improvement

GREEN
BALLOT

Improvement Identification Results

People who drive

- A. Improvement
- B. Improvement
- C. Improvement

ORANGE
BALLOT

Online Survey

- Invite your neighbors / friends to help shape Governor Printz Boulevard's future
- Visit www.wilmapco.org/governorprintz by Saturday, February 29 to complete the online survey



Thank you!

Next Steps

- If you provided your email address, you will receive notice of future meetings (the next will be in the summer)
- Follow our progress at www.wilmapco.org/governorprintz
- Questions or concerns?

Contact Heather Dunigan at
hdunigan@wilmapco.org
or 302-737-6205 ext 118



Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

1. Envision yourself, your family, your business, your organization using the Governor Printz Boulevard Corridor in 15 years...

Consider:

- **What does the Governor Printz Boulevard corridor look like?**
- **How do you use it to get to and from work, school, or businesses?**
- **How do you use it to access local parks?**
- **What would make it better?**

Please list words or brief phrases that define the future you envision:

- Walking and biking lanes - north and south, elevated pedestrian crossing, easy access to Fox Point State Park, boardwalk along river at Fox Point State Park, and shops and restaurants like Wilmington Riverwalk
- Corridor would provide a path to walk, run, ride bikes in addition to the previous 2-lane traffic in both directions. Family friendly eateries and entertainment
- 1. Install engineered, comprehensive roadway drainage system. 2. Install protected bike/ped pathways. 3. Retain existing grassy median with travel lanes. 4. Improve all turn offs to neighborhood streets. 5. Improved lighting
- I like the fact that there are not any traffic lights. If there are more businesses it would be very convenient to use these businesses, supermarket and other stores. More street lighting at night. More signage to tell you where the park is
- 2 lanes each direction, bike lanes north and south, landscaping in median, and sound barrier wall around I-495
- Hopefully sewer project will be done, better view of river without "weed trees" between US 13 and I-495, traffic presently is good, electronic speed signs, and fix flooding by post office
- 1. Pedestrian friendly sidewalks 2. bike-safe roads 3. Entertainment, shops, storefronts, commerce along Governor Printz 4. Safe ways to cross the street 5. Streetlights, better lighting at night 6. North and south ends of corridor are getting major updates/renovations. How can we make (the rest of) Governor Printz look as new, clean and renovated as the ends?
- 1. Small shops, entertainment, walkable, tree lined, street lamps, more crosswalks / pedestrian bridges to cross the street 2. I use Governor Printz by car to drive to downtown Wilmington 3. To access the local park on Governor Printz Blvd I drive my car, although I wish I felt safer walking 4. More attractions, sidewalks, ample parking, street lamps, pedestrian crossing
- Well lit, functional roadway with safe passage for bicycles, walkers and vehicles. Beautification project would be great.
- I think it should be similar to what it currently is as far as drivability. Biking definitely needs improvement, which could probably be combined with walking paths. I am a biker and when it's (Governor Printz) not under construction, will bike along it. However, I use the east side shoulder, no matter if I am traveling north or south. The west side has far too much interaction with turn-ins and pull outs.
- I think it would be similar, however, I'm concerned about the amount of trash which gives the appearance of neglect. The speed is a concern at the lower end, it makes it hard to turn into

Governor Printz Boulevard Corridor Study Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

businesses. Signage for I-495 access from Governor Printz Blvd is confusing to visitors. The trees and plants along it need care for it to look safe, also.

- Bike trails for both recreation and daily errands. Quieter than what's there now. Clean shoulders, calmer traffic. Trees, shade.
- Traffic calming, better bike access. Sound barriers to alleviate I-495 noise. Access to the Delaware River
- I was okay with existing road prior to sewer project. Easier access to Fox Point State Park. How much impact will Port have on Governor Printz?
- Ride trails, safer connection between Fox Point state Park and Governor Printz
- Biking and walking path separated from traffic. Better maintained (hopefully)
- More development with the Merchants Square between roads. No flooding.
- Redeveloped, beautification, blight remediation, safe biking and walking paths separated from traffic. Trees and natural areas. Vibrant business community
- 4 lanes. Handicapped accessible. Dedicated bike path / walkways landscaped well. Adding area to support bird life, etc. Skyways to Marina area and restaurant.
- More bike lanes and paths if it's not underwater
- Car lanes, bus lanes, biking and walking paths, bridge to Fox Point State Park, move greenway
- Addition of bike/sidewalk along Governor Printz. More access to Delaware River - Fox Point (northern part)
- Beautiful, safe for walking/biking (separate path), more access to the river Fox Point State Park
- Separate bike/pedestrian pathways parallel to roadway. Bike/walk access to Fox Point State Park from River Road Park on Cauffiel Parkway. Comfortable bike commuting along Governor Printz to Claymont Transportation Center
- Protected trails and sidewalks with short light poles, connected to Fox Point and Riverfront, safer traffic lanes/slower and with more trees
- Fox Point Park to extend up to old steel mill site; Bicycle walking trail to extend up Governor Printz from old steel mill site down to Merchant Square shopping area; Bicycle walking trail to be on east side paralleling highway to avoid all the cross streets; Public park along old steel mill riverfront
- Four lanes, safe ped, bike path that doesn't intrude on roadway with buffer for same, possibly some kind of raised passage of seawall
- A green buffer that compensates at least somewhat visually to Amtrak and I495. Also a noise barrier that compensates for the heavier port traffic on I495
- User friendly, what do I do when I have a flat tire with no side access; longer time for left-turn signals
- Safe for walkers and bikers with barrier to traffic; slower speeds for cars; less noise for nearby homes; plant trees along new sidewalks and center barriers to beautify
- I'm 72 yo I don't think I will be here in 15 yrs-But I hope you use some of my ideas.
- High speed roadway trucks and cars, no walkers, no bikes; more circles turnabout; I see a lot school bus driver/ex trainer
- Wide boulevard with trees between mass transit bike lanes and roadways. With dedicated lanes for through traffic, local traffic and light rail down the middle; roadway precipitation

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

permeable to avoid sudden runoff; we use it for access to parks, destinations, and occasional commutes

- Reduce roadway
- Connected, safe, commute from Wilmington to FPSP or new transit center, road diet, add trail/sidewalks, more trees to have a community feel, allow communities surrounding to access the river, overpass to FPSP
- Uncluttered, bikeable and scootable, improved access to Fox Point Park, should leverage the river view
- A scenic way to safely get from Claymont to Wilmington, including a traffic-separated path with trees, green infrastructure, and easy access to Fox Point and the Northern Delaware Greenway; dedicated bus lanes from neighborhoods to Claymont Station and other destinations; increased mixed-use density for greater walkability; wayfinding and signage to communicate destinations and etiquette; amenities like lighting, trees, benches, restrooms
- One lane for cars, one lane for all others; separated, calm/safe! clean and green
- to and from work; new paving to make it better and drainage for flooding issues; beautify the corridor; lighting
- Access by bike or walk to river from Claymont area
- Keep roadway the same; add street lighting; add walk and or bike paths

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

2. Consider: Look at the map on the table, think about what information you heard in the presentation and what you experience traveling the Governor Printz Boulevard Corridor, and then share your thoughts related to the corresponding user groups below.

- **What information that you heard in the presentation or saw on the boards around the room concern you?**
- **What specific issues come to mind when you think about each user group?**
- **When you think about your vision (from Activity 1), what specific things under the user groups (walkers, people who ride bikes, transit users, drivers) come to mind?**

Write: On your own, please think about and list the top two specific improvements on your mind for people who walk, people who ride bikes, people who take transit, and people who drive.

People who walk:

- Paved and protected path
- A protective marker for safety for walkers and runners
- Protected level pathway
- A place to walk safely
- Connectivity from adjacent neighborhoods via sidewalks
- Protected walk areas
- Safe sidewalks
- Walking safely along the road
- Access to Fox Point State Park
- ADA sidewalks with cross signals at red lights
- Walk to Fox Point State Park
- Separated from traffic
- Side walks
- Safe walking pathways
- More greenery
- Continuous sidewalks
- Make safer with lighting
- Sidewalks with lighting along Governor Printz
- Lighting
- Separate walkway from roadway by grass median
- Make it safe
- Connect greenway trail to Governor Printz
- safe walkway or multiuse path
- Plant shade trees along the sidewalk
- Have a raised barrier between sidewalk and road
- Effective lighting that does not disturb wildlife
- Sidewalks/pathways with buffers with trees or bushes

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

- Shared bike/ped/scoot lane with graphics expressing the expected cooperative behavior
- wide, shared-use path, connected to the ECG and parks
- Safe/wide/smooth/clean bike lanes
- Designated walkway
- A clear marker ID for walkers and runners
- Path to Fox Point State Park
- Safe ways for pedestrians to cross the street
- Connection to other streets
- Where are people walking to?
- Parallel bridge over I-495 to new train station
- Pedestrian bridges
- Fix current sidewalks with beautification (trees)
- Connecting sidewalks from Governor Printz to Philadelphia Pike
- Separate path from road
- Pedestrian overpass(es) connecting to Fox Point State Park
- Make it beautiful
- Improve access to Fox Point Park from Governor Printz Boulevard
- No curbs at intersection for access, bikes etc.
- Need sidewalks the entire route
- Animal corridors connecting the parks to the river
- Improved lighting
- Trees for shade and to create visual barrier from traffic, lighting for safety but not bleeding into residents' windows
- Clearly marked path

People who ride bikes:

- Paved and protected path
- A protective marker for safety for bikers
- Protected level pathway
- Protected bike paths
- Bike lanes separated by guardrail
- Protected bike lanes
- Safe banners or lanes for bike-riders
- Separation of bike lane and street
- Separate bike lanes
- Path access through service to Fox Point State Park
- Connectivity on safe trails
- Maintenance of shoulders to keep trash and glass clear
- Lanes separated from traffic
- More bike trails
- Bikeable path that is safe
- Safer areas

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

- Separate buffered, isolated bikes lanes
- Safer - On east side, so no cross streets
- Complete Greenway to Fox Point State Park
- Lighting
- Separate bikeways (shared use or bike path)
- Connect to Claymont train improvements and other trails
- Trail should be on the east side of the road, so bicyclists and walkers don't have to cross busy cross streets
- Safe multiuse path
- Bike lanes need to have a line in the middle, like a road
- Bike lanes need to be separate from the road
- Separate bike lane-cars and bikes don't mix! Safety!
- Separate walk/run and bike lanes
- Crossing to FPSP and NDGT
- Wide, shared-use path, connected to the ECG and parks
- Safe/wide/smooth/clean bike lanes
- Bike lane needed
- Clearly marked path
- A clear marker ID for bikers
- Storefronts, commerce, stores, shops, etc. that would be accessible to bikers along Governor Printz Blvd
- Improved lighting
- Coordinate with commercial developments
- Safer trails
- Access to Fox Point State Park
- Smooth paved roads
- Finish Greenway to Governor Printz
- Bike trail to connect Claymont Dev. Area to Fox Point State Park
- Separate path from road
- Safer ways to cross Governor Printz / I-495 / train tracks to access Fox Point State Park
- Trees
- Plant shade trees
- Separate lanes, commute & recreation
- Separated pathway alongside roadway, safety improvements at driveways
- Trees for shade

People who take transit:

- More stops
- Signage to let you know where the bus stops are with benches
- As new jobs are created at EVRAZ, DelDOT will need to add bus service
- Convenient bus stops
- An updated/renovated train station with easy access
- Covered, well-lit seats to wait for bus

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

- Bus stops with shelters
- From my house I have pretty good access to 13 and 11
- More buses to serve the neighborhoods
- #24 bus needed
- Better access
- Connecting sidewalks from Governor Printz to Philadelphia Pike
- Safe access to train station
- Clean, well-lit stops at cross streets
- Safe shelters
- Accessibility
- Keep buses on Philadelphia Pike
- Better bus service on Governor Printz
- Add stops in middle section of Governor Printz
- Frequent, reliable buses connecting to jobs, residences, and other transit
- Ideally more and more visible
- Park & ride or bus depots
- More bus roads
- Stops along Governor Printz Blvd
- Shelters with solar lighting
- Sheltered bus stops with lighting
- Express bus down Governor Printz
- bus stops
- Foot and bike commuting to Transit Center
- Reasonable cost
- Safer connections to transit center
- Do not overbuild parking, but instead expand feeder bus service, walking, and biking to improve alternatives
- Think about scooters, could make for more use of transit

People who drive:

- More left turn lanes
- More apparent right and left turn lanes
- Better turnoffs into neighborhoods
- Lower speeds - People drive too fast
- Drainage for areas of road that flood
- Speed limits enforced
- Keeping turn lanes
- Blind corner at Lore Ave
- Marking the connection of Edgemoor Rd to Marsh Rd less attractive to connect people to I-95 and Route 202
- Continued no traffic lights
- New roads

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

- Noise barrier needed on riverside of I-495
- Turn signals with separate lighting
- Beautification (trees)
- Condense down to 1 lane in each direction on Governor Printz
- slow it down
- Roadway beautification
- Calm traffic (no speeding)
- Governor Printz parallels 495, a six lane highway. Governor Printz does not need to be a four lane road
- Smooth
- Lower speeds - People drive too fast, speed traps
- The northern end of Philadelphia Pike, with one lane is going to be burdensome with all the I-95 and Rt. 13 and the future
- Need better policing of distracted drivers on their cell phones and computers
- No more center turns lanes; they are used wrong; passing and turning wrong
- Commute/transit lanes and local lanes
- Less roadway to drive on, road diet, minimal traffic lights
- Will the new port have off-hour parking for trucks? Should avoid trucks parking to sleep along GPB, because the Claymont on-ramp to 495
- Reduced number of travel lanes and reduced speed
- One lane is fine, cut it down/slow it down
- Lighting, aesthetics, flooding issue
- Electronic signs
- Keeping the number of traffic lights
- Better maintained
- No flooding
- Fewer stoplights
- Use other 2 lanes for bike/ped path
- Slower speed limits and better lighting (more like a street than a highway)
- Traffic flow
- Create roundabouts instead of stop signs
- Traffic lights need to be coordinated for traffic flow
- 1,000 new homes Claymont/500 new jobs-need Governor Printz as is-4 lanes no bikes
- Truck rest stop for trucks to park at port development, no trucks on Governor Printz
- No trucks, restrict any increase of through traffic from the port

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

3. Are there any other issues along the Governor Printz Boulevard Corridor that are important to you?

- I'd like the renovations in Governor Printz to reflect the renovations seen right now in the northern and southern ends of the corridor (i.e. the Riverfront, Darley Green). Better access for pedestrians, bike-riders, and more commerce/storefronts along Governor Printz
- An alternative waterfront like the one in Hoboken, NJ. Places to go. Walking on sidewalks. Being able to cross Governor Printz Blvd. A way to consider parking for residents along Governor Printz Blvd
- Boulevard / multiuse / efficient
- Better traffic and bike paths, safer traffic crossings. Access to Fox Point State Park at the end of Bellevue Rd
- Make Governor Printz a real boulevard - not a highway!
- Trashy, dangerous
- Lighting
- Utility poles should be moved back away from the road; pedestrian bridges; make the area at the old steel mill along the river on the other side of the railroad a park; the signals at street intersections need to be like in Orange County California, the signage is very large and lit at night and solar powered.
- The area, if done well, with the new port and re-industrialized areas around it higher density housing; with continued greenways and higher quality denser retail; Riverfront development with the proposed marina is a great idea. A great chance to live, work, play and shop within walk/bike distance! Great work so far!
- Create welcoming, safe public spaces that are inclusive of all demographics from suburbs and city, with traffic-separated walking and bike paths connecting parks, jobs, transit; become more inclusive; landscaping for the corridor to create vistas of the river, creating a more dramatic experience of the river and celebration
- Celebrate the river
- I see great potential for improvements and repairs
- Major gas line along Gov. Printz; connection for much traffic from Port to 495 instead of bypassing @12th street; flooding at Merchants Square; can't get to the river on bike; connect top end of Fox Point; Claymont 495 exit needs improvements; Concern about 95 project and Gulftainer; Avoid hillside; Road is unsafe, speed, flooding

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

4. What is your interest in the study area?

48 participants completed the Public Workshop Worksheet and Exit Survey. Of those 48 participants*:

- 36 live near the study area
- 14 work near the study area
- 9 operate an organization/business near the study area
- 15 have some other interest in the study area

*Participants were allowed to select more than one category

5. Of the many ideas heard at the public workshop, which do you think are the most useful in achieving your vision for the Governor Printz Boulevard corridor?

- Walking and biking lanes, and easy access to Fox Point State Park
- The path (lane) specific for walking, running, bike riding. Direct connection to Fox Point State Park
- Traffic flow
- 2 or 3
- Protected, dedicated walk and bike lane with crossover to Fox Point State Park
- Traffic flow (turn lanes, speed controls) and beautification
- Aligning development of Governor Printz with development of Claymont Train Station
- Connecting Bellevue Park to Fox Point State Park
- Access from Bellevue State Park to Fox Point State Park
- safer biking mingled with higher traffic on Governor Printz from communities to Park or businesses
- An improved entrance way. One bike trail to Fox Point State Park
- Ensuring Claymont is connected to new development in old steel mill site with pedestrian bridge. Better access to Fox Point State Park. Traffic calming.
- Access to Fox Point State Park
- Flooding on the train track side
- A general road improvement. Access to Fox Point State Park
- Buffered Bicycle Path
- Multiuse path along Governor Printz Blvd. Better access to Fox Point State Park
- Separate bike / multi-use path on Governor Printz
- Separated multi-use path with lighting
- Road diet, separate bike/walking path, access by bike / foot to Fox Point State Park
- Making a dedicated multi-use trail that would run from Claymont Transit Center down the entire length of Governor Printz; connecting Cauffiel Park Trail to Governor Printz multi-use trail
- Lighting and addition of bike walking path with encroaching on road size
- Noise barrier to protect from rail & I495 traffic noise pollution and greening of the corridor
- Check out with PennDOT (Geddes Blvd. - K of P) to see their traffic center. Replace the outdated traffic-information signage (variable) with a similar type found in China.
- Transit options for bike/vehicle/pedestrian
- Road diet, increase walkability, changes to increase property values and livability

Governor Printz Boulevard Corridor Study

Survey Responses

Public Workshop #1 | Wednesday, Jan. 29, 2020

- More community input
- Traffic-separated multi-use path connecting the ECG
- Better connector @ Phil Pike and 495, better lighting along Gov. Printz; Encourage redevelopment along Gov. Printz
- Bike/walk access to park. Safety on Blvd. Better timed traffic light at 495 and Phila Pike

6. Are there specific ideas not discussed at the public workshop that you would like to share?

- Beautifying the road - with easy access and safety
- Issues related to I-495
- Attraction to new businesses further south on the Blvd
- Beautification - trees, flowers, greenery
- Safer ways for pedestrians to cross the street on Governor Printz
- Preference for any new retail/dining put along the Governor Printz Blvd given to local small business owners
- Impact of traffic from Port expansion construction and employment
- Impact of Port
- the traffic impact from Edgemoor Rd to Marsh Rd. This is a residential area and is already heavily travelled to connect with I-495 / 202 area.
- Is it possible to continue improvements further into Wilmington?
- Please continue study to the river in the City. Why is it stopping at City line?
- Raise grade to ensure no flooding
- Feasibility of major change
- Riverfront path. Bike pump track to drive family bike traffic to Fox Point State Park
- Keep built up areas to a minimum and focus on more green space. Governor Printz is unused road and would be more suited to green park area
- No
- More on light rail
- More ways to engage with residents along corridor vs. around the region

Governor Printz Boulevard Corridor Study

Online Survey Prioritization Results

Survey available February 4 -February 29, 2020

After the January 29, 2020 Public Workshop an online survey was posted for the Governor Printz Boulevard Corridor Study. Members of the public were asked to prioritize improvements identified by community members during the Public Workshop. Questions were scored based on average ranking which reflects which answer choice was most preferred overall. The results of the survey are available below:

People who walk

1. Improve or add sidewalks along the corridor – 4.28 points
2. Improve walking access to Fox Point State Park – 4.20 points
3. Improve walking connections to desired locations – 4.07 points
4. Improve walking access to Bellevue State park – 3.63 points
5. Add marked crosswalks to Governor Printz – 3.25 points
6. Widen the pedestrian bridge over 495 – 1.77 points

People who bike

1. Improve biking access to Fox Point State Park – 3.99 points
2. Minimize conflict points for bikers on the residential side of Governor Printz – 3.97 points
3. Add a bike lane to Governor Printz – 3.93 points
4. Improve biking connections to desired locations – 3.88 points
5. Add a seawall with a pathway on top east of 495 – 3.21 points
6. Widen the pedestrian bridge over 495 to better accommodate cyclists – 2.24 points

People who take transit

1. Better connect bus routes to Claymont Train Station – 4.33 points
2. Improve safety for school children getting on school buses – 4.32 points
2. Add shelters for bus stops – 3.98 points
3. Add more frequent bus service along Governor Printz – 2.88 points
4. Move bus stops further way from the road – 3.20 points
5. Add more bus stops along Governor Printz – 2.62 points

People who drive

1. Balance development with associated increased traffic – 6.67 points
2. Minimal traffic light additions – 6.22 points
3. Address speeding along Governor Printz with additional enforcement – 5.72 points
4. Make sure Governor Printz is available for diversions needed for accidents on I-495 – 5.57 points
5. Reduce the number of trucks on Governor Printz – 5.55 points
6. Remove one lane of traffic in each direction, create a center turn lane, and create bike lanes along Governor Printz – 5.21 points
7. Improve signage in the corridor – 4.73 points
8. Slow traffic in the corridor – 4.58 points
9. Do not make any improvements to Governor Printz – 2.03 points

Appendix 2 – Advisory Committee Meeting 2 and Minutes



MEETING AGENDA

Date: June 1, 2020

From: Mike Campbell

Subject: Advisory Committee Meeting

Work Order Number: 32200-000

Contract Number:

Project: Governor Printz Boulevard Corridor Study

Agenda Topics:

DRAFT

1. Study Background and Purpose

- The purpose of the Corridor Study is to improve multimodal mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality. The Study will identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including roadway, transit, and nonmotorized travel including the East Coast Greenway.

2. Public Outreach Recap

- See Public Workshop Small Group Activity Results (attached PDF p. 1)
- See Online Survey Results (attached PDF p. 2)

3. Draft Goals/Objectives

- See Draft Goals/Objectives (attached PDF p. 3)

4. Draft Evaluation Criteria

- See Evaluation Criteria (attached PDF p. 4)

5. Existing Conditions/Constraints

- See Constraints (attached PDF p. 5-10)

6. Concept Development

7. Next Steps



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY **Advisory Committee Meeting**

June 1, 2020



Meeting Format

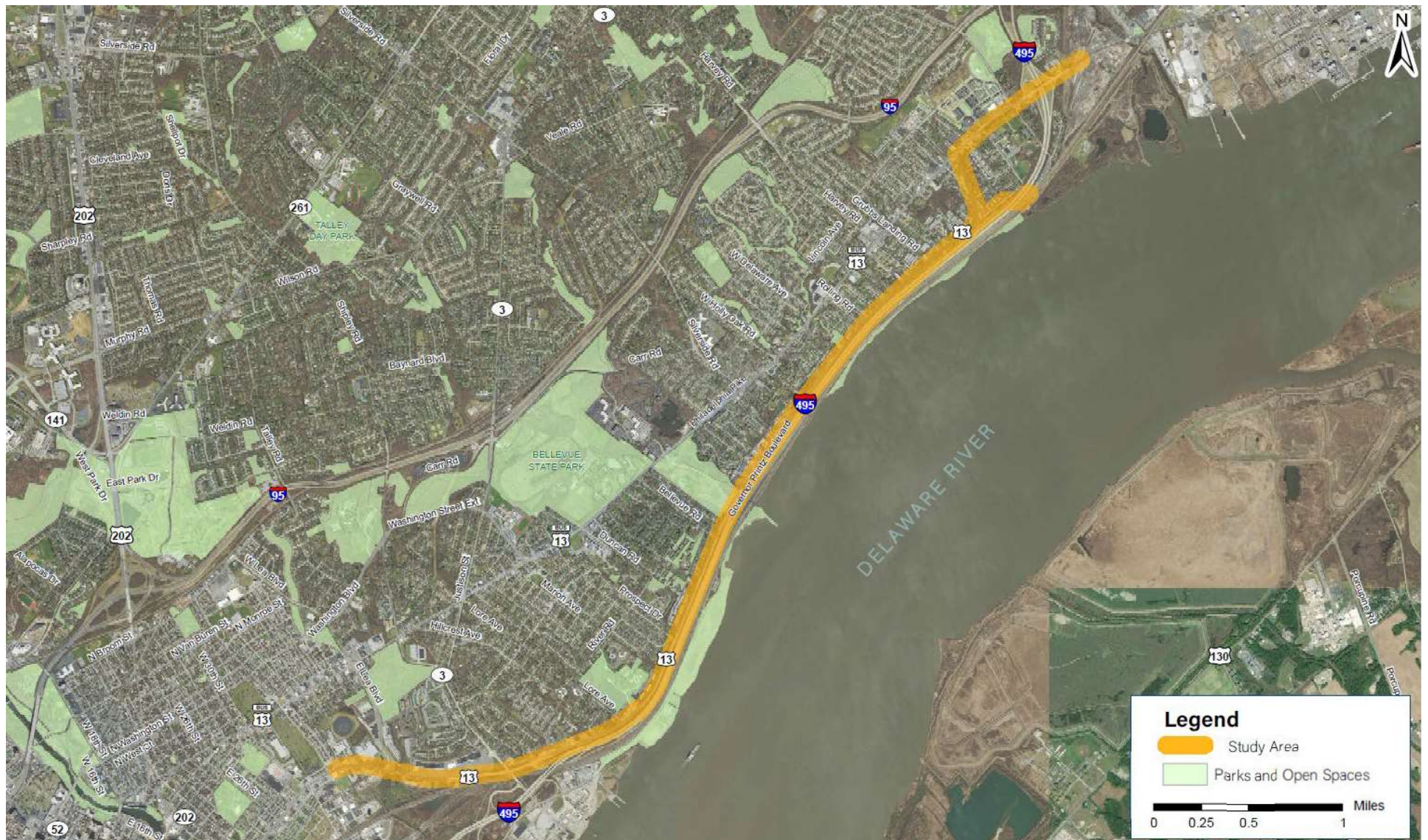
- Participants will be muted during the presentation
- Please use the chat box for questions or comments



Agenda

1. Study Background and Purpose
2. Public Outreach Recap
3. Draft Goals/Objectives
4. Draft Evaluation Criteria
5. Review Existing Conditions/
Constraints
6. Concept Development
7. Next Steps

Study Area



Purpose

- Improve mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality
- Identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including walking, bicycle travel, transit, and roadway

Public Workshop

- Held on January 29
- 81 attendees
- Broke into small groups to identify and prioritize goals for each user group
- Major priorities include:
 - Connection to Fox Point State Park for people who walk and people who bike
 - Protected facilities for people who walk and people who bike
 - Road reconfiguration (diet)
- See meeting materials for detailed results



Online Survey

- Survey posted online after public workshop from February 4-February 29
- 75 participants
- Asked participants to prioritize improvements identified at the public workshop
- Major priorities include:
 - Improving access to Fox Point State Park for people who walk and people who bike
 - Improving facilities for people who walk and people who bike
 - Maintain capacity of roadway
- See meeting materials for detailed results



Draft Objectives

- Goal: purpose statement
- Objectives grouped by mode:
 - People who walk
 - People who bike
 - People who take transit
 - People who drive
 - All users

Draft Objectives

- Objectives grouped by mode:
 - People who walk
 - Provide continuous separated sidewalks or pathways along the entire corridor
 - Provide pedestrian access to Fox Point Park
 - Improve pedestrian access to nearby destinations
 - People who bike
 - People who take transit
 - People who drive
 - All users

Draft Objectives

- Objectives grouped by mode:
 - People who walk
 - People who bike
 - Provide low-stress bicycle facilities (LTS 1-2) along the entire corridor
 - Provide low-stress bicycle access to Fox Point Park
 - Improve bicyclist access to nearby destinations
 - People who take transit
 - People who drive
 - All users

Draft Objectives

- Objectives grouped by mode:
 - People who walk
 - People who bike
 - People who take transit
 - Provide additional bus stops along the corridor
 - Provide shelters for bus stops along the corridor
 - Improve access to Claymont Train Station for transit users
 - People who drive
 - All users

Draft Objectives

- Objectives grouped by mode:
 - People who walk
 - People who bike
 - People who take transit
 - People who drive
 - Slow vehicular traffic
 - Evaluate best way to allocate roadway space to vehicular traffic
- All users

Draft Objectives

- Objectives grouped by mode:
 - People who walk
 - People who bike
 - People who take transit
 - People who drive
- All users
 - Improve lighting
 - Green the corridor
 - Improve stormwater management

Draft Evaluation Criteria

- Based on mode: walking, biking, transit, driving
- Connectivity, especially for walking and biking
- Stormwater management
- Impacts (private property, I-495 clear zone, utilities, etc.)
- Cost
- Items we cannot yet evaluate are marked with a “-”

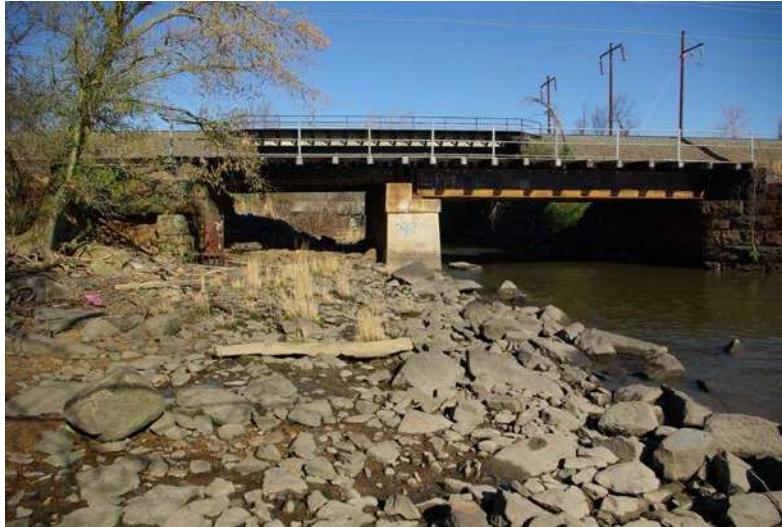
Existing Conditions/Constraints

- Plan view diagram noting “pinch points” or other constraints
- Guardrails/retaining walls
- Bridge crossings
- Culverts
- Drainage features
- Overhead utilities
- Intersections
- Private driveways
- 35' minimum clearance from I-495



Concept Development

Fox Point Stoney Creek connection:



- 10' min. overhead clearance requirement requires significant excavation under two I-495 bridge spans.
- Trail crosses under several major railroad entities including an Amtrak maintenance road bridge, two separate Amtrak high speed rail bridges, and one NS Corp. freight rail bridge.
- Confluence of Stoney Creek inundated twice daily at high tide at NS Corp. bridge opening.

Concept Development

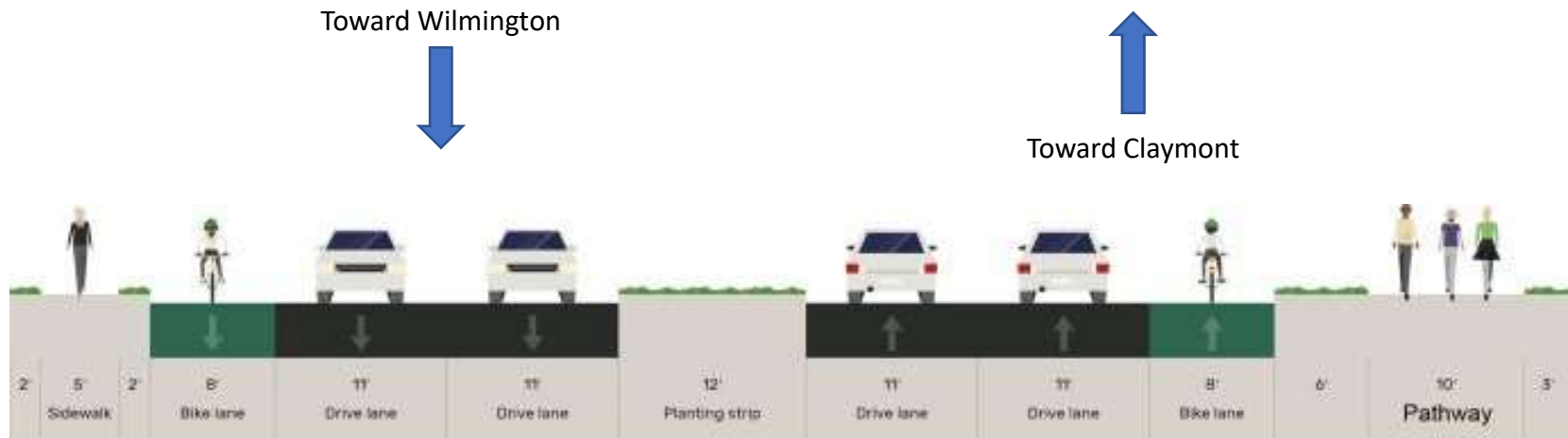
Existing conditions:



- 4 lane divided minor arterial
- Right-of-way varies between 100' to 120'
- 50 mph
- Shoulders marked as bike lanes

Concept development

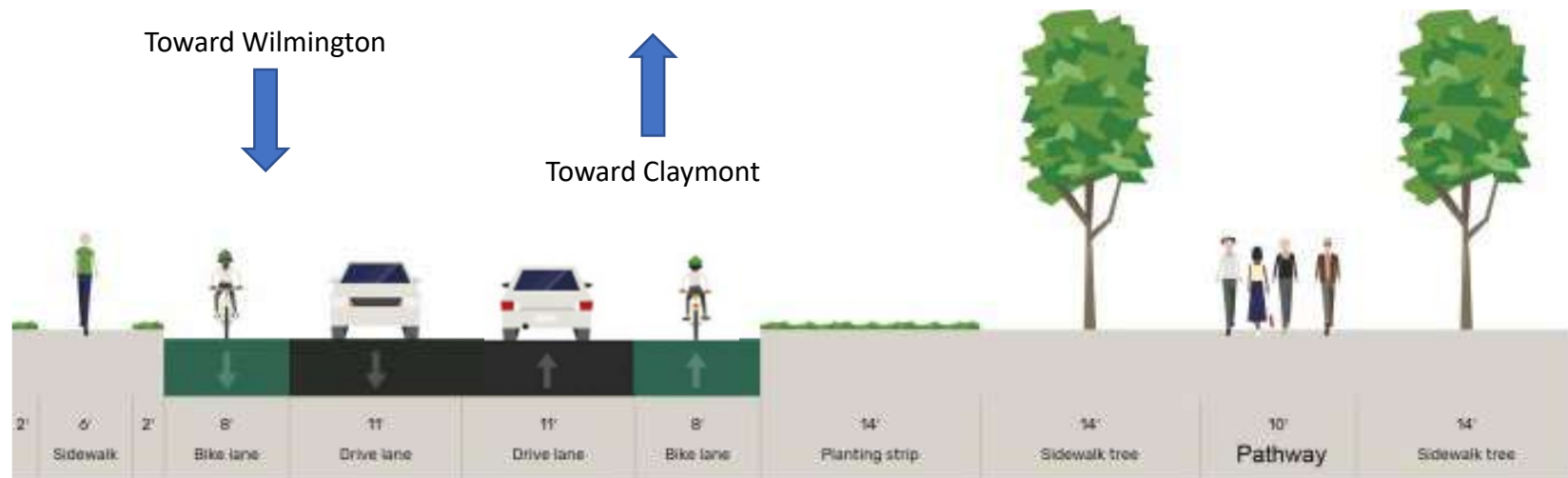
Alternative 1:



- Shared use pathway on northbound side with shoulder and median reduction
- 100' right-of-way
- Shoulders marked as bike lanes

Concept development

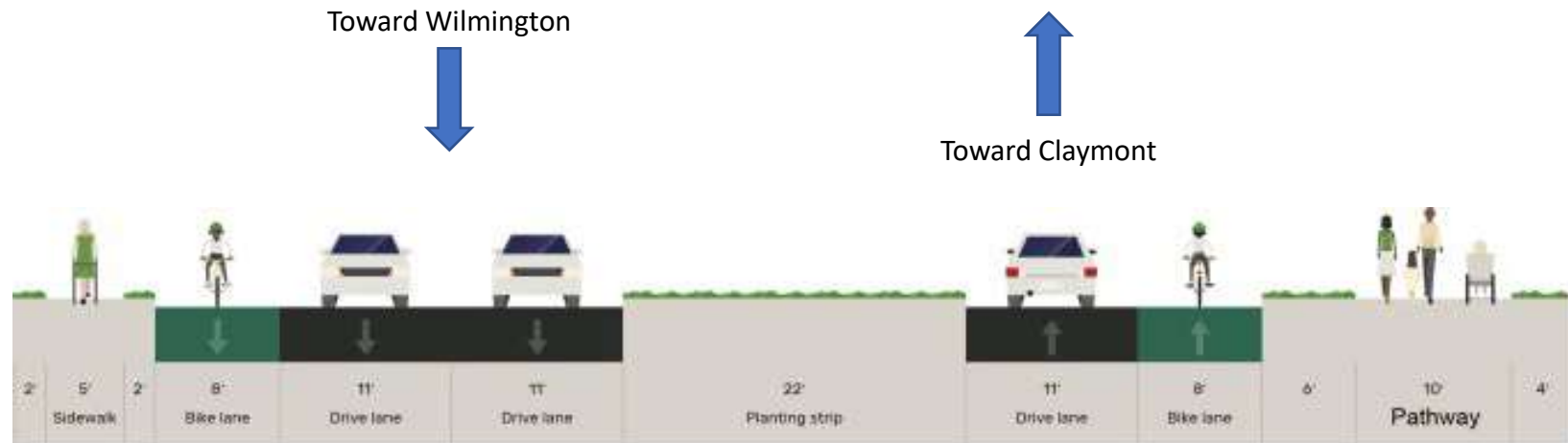
Alternative 2:



- Convert northbound travel lanes to pedestrian promenade with shared use path
- 100' right-of-way
- Shoulders marked as bike lanes

Concept development

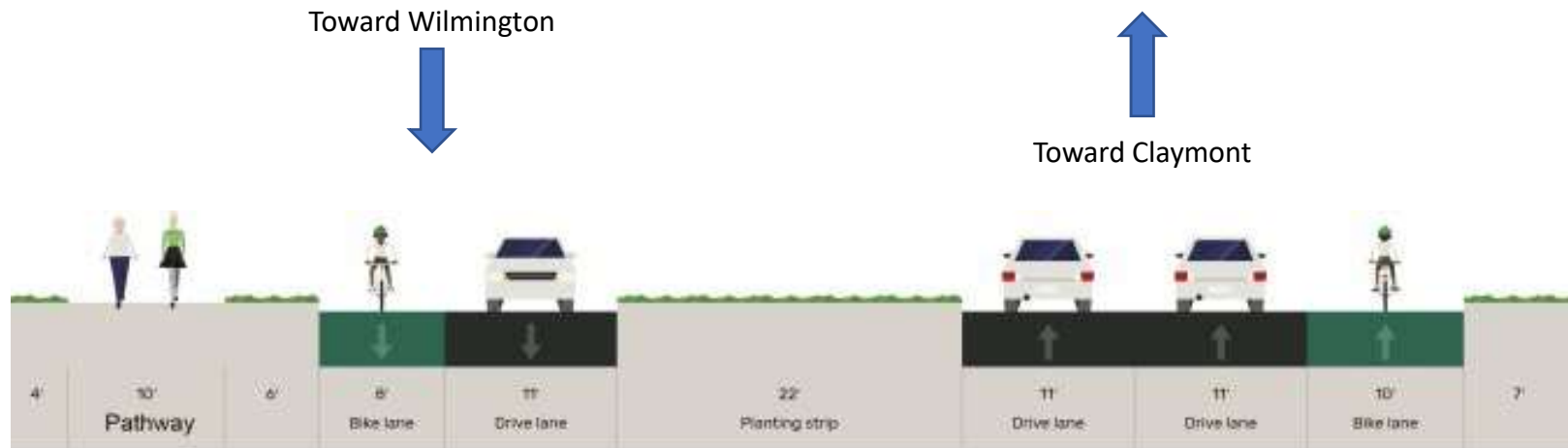
Alternative 3:



- Northbound lane conversion to shared use path
- 100' right-of-way
- Shoulders marked as bike lanes

Concept development

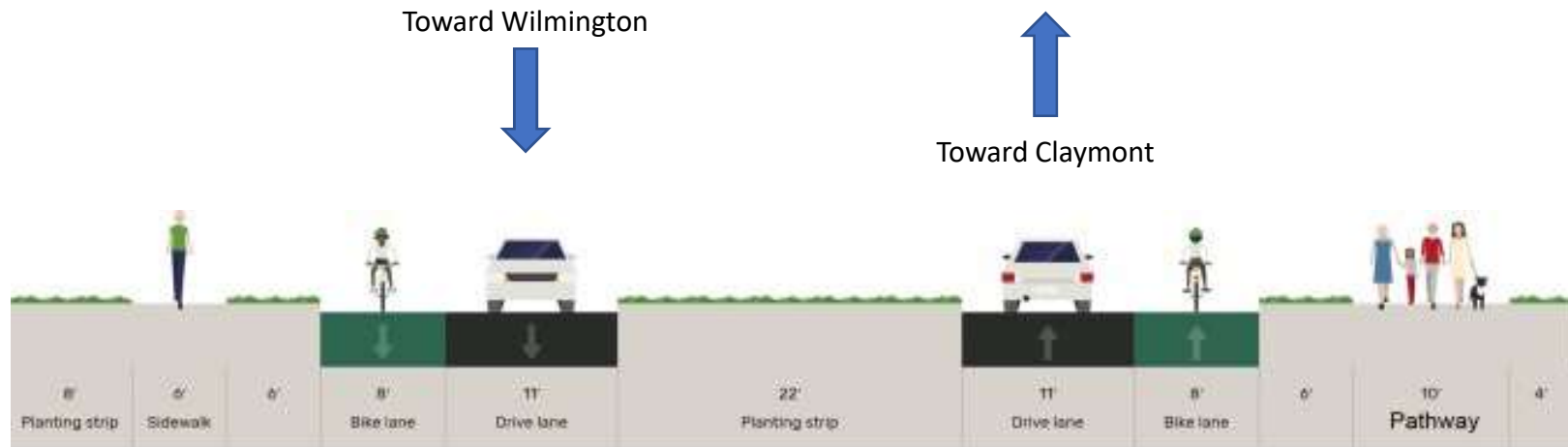
Alternative 4:



- Southbound lane conversion to shared use path
- 100' right-of-way
- Shoulders marked as bike lanes

Concept development

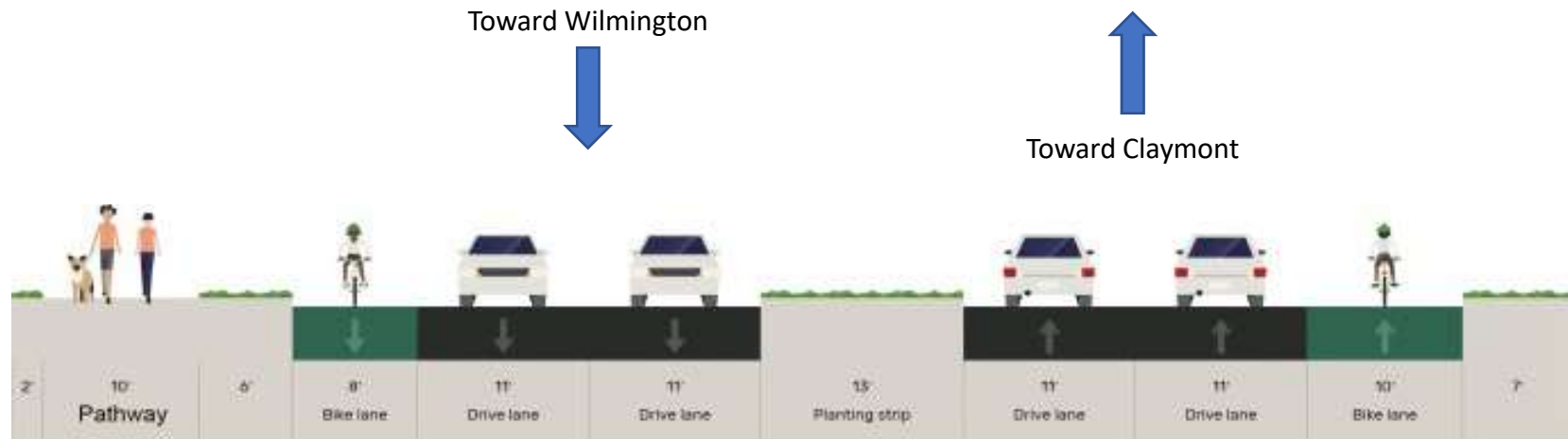
Alternative 5:



- Full road diet with northbound and southbound lane reduction and shared use path on either side (northbound shown)
- 100' right-of-way
- Shoulders marked as bike lanes

Concept development

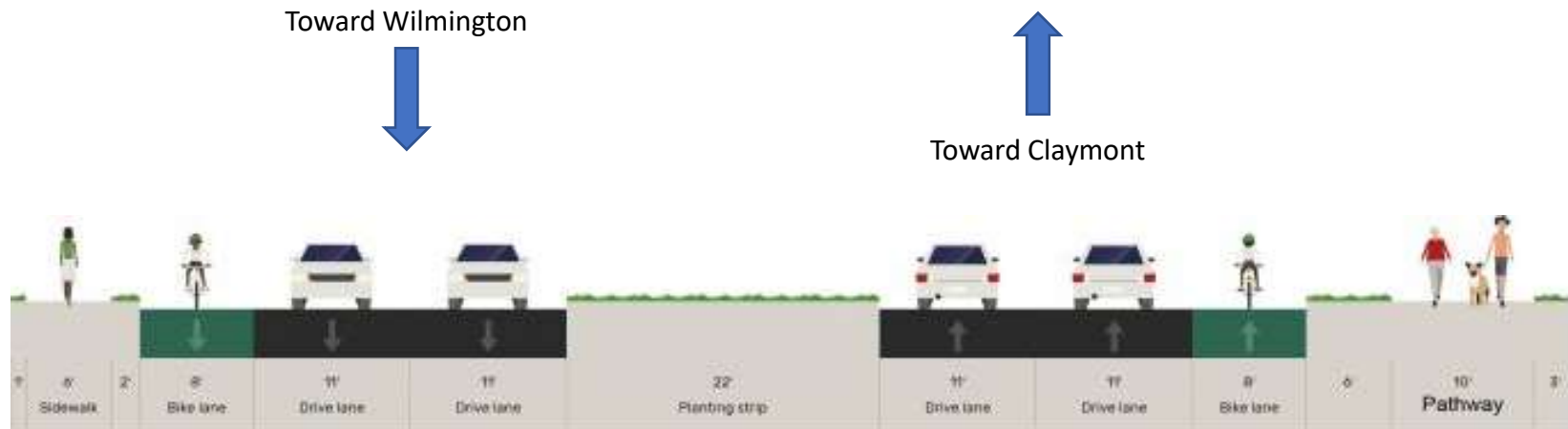
Alternative 6:



- Shared use pathway on southbound side with median reduction
- 100' right of way
- Shoulders marked as bike lanes

Concept development

Alternative 7:



- Shared use pathway on northbound side (north zone only)
- 110'+ right-of-way
- Shoulders marked as bike lanes

Traffic Impact Analysis

	North Zone		South Zone					
	Princeton Ave		Lore Ave		Stuyvesant Dr ³		Edgemoor Rd ^{1, 2}	
	AM	PM	AM	PM	AM	PM	AM	PM
DelDOT Analysis	LOS A* (9.9s)	LOS A* (9.2s)	LOS B* (11.8s)	LOS B* (13.1s)	LOS C (26.6s)	LOS B (13.9s)	LOS D (38.0s)	LOS D (47.7s)
Existing	LOS A* (9.9s)	LOS A* (9.2s)	LOS B* (12.2s)	LOS B* (13.5s)	LOS B (14.2s)	LOS B (16.7s)	LOS D (42.0s)	LOS D (54.2s)
Alternative 1	No LOS impacts							
Alternative 2 ^{4, 5}	LOS B* (10.3s)	LOS A* (9.6s)	LOS B* (14.9s)	LOS C* (16.8s)	LOS B (19.1s)	LOS C (24.1s)	LOS D (42.6s)	LOS E (56.0s)
Alternative 3 ⁶	LOS B* (10.3s)	LOS A* (9.3s)	LOS B* (13.8s)	LOS C* (15.0s)	LOS B (15.9s)	LOS C (21.0s)	LOS D (42.8s)	LOS E (56.5s)
Alternative 4 ^{5, 6}	LOS A* (9.9s)	LOS A* (9.5)	LOS B* (13.4s)	LOS C* (15.4s)	LOS B (17.3s)	LOS B (19.8s)	LOS D (41.7s)	LOS D (53.7s)
Alternative 5 ^{5, 6}	LOS B* (10.3s)	LOS A* (9.6s)	LOS B* (14.9s)	LOS C* (16.8s)	LOS B (19.1s)	LOS C (24.1s)	LOS D (42.6s)	LOS E (56.0s)
Alternative 6	No LOS impacts							
Alternative 7	No LOS Impacts		N/A					

*Stop-controlled approach LOS

¹ Also included in "connection zone"

² Requires further analysis via Gulftainer TOA

³ FHWA may require interchange modification report

⁴ Assumed northbound Governor Printz Blvd at Lore Ave does not have left-turn lane due to constrained cross-section

⁵ Assumed southbound Governor Printz Blvd at Princeton Ave has one shared thru/right-turn lane

⁶ Assumed northbound Governor Printz Blvd at Lore Ave and Princeton Ave have an exclusive left-turn lane



Feedback on Alternatives

- [Notes]



Thank you!

Next Steps

- Select preferred alternatives, explore options for “connection zones”
- Public workshop in the fall
- Follow our progress at www.wilmapco.org/governorprintz
- Questions or concerns?

Contact Heather Dunigan at
hdunigan@wilmapco.org
or 302-737-6205 ext 118



Governor Printz Boulevard Corridor Study

Small Group Activity Results

Public Workshop #1 | Wednesday, January 29, 2020

At the January 29, 2020 Public Workshop for the Governor Printz Boulevard Corridor Study, members of the public were asked to identify improvements along Governor Printz Boulevard for different user groups. The public then voted for their top improvement idea for each category. The results of that exercise are included below.

People who walk

1. Walking access/protected connection/new entrance to Fox Point Park - 21 votes
2. Separated sidewalks or pathways - 11 votes
3. Safe way to cross Governor Printz at marked crosswalks from a multi-use path/sidewalk - 5 votes
4. Protected clear walking paths - 4 votes
5. More trees and bushes - 2 votes
6. Pedestrian connection at both ends of corridor - 1 vote
6. Walking access to Bellevue State Park - 1 vote
6. Widen bridge over 495 to accommodate pedestrians - 1 vote

People who bike

1. Protected/separate/more visible bike lane or trail - 22 votes
2. Biking access/protected connection/new entrance to Fox Point Park -13 votes
3. Seawall with pathway on top east of 495 - 8 votes
4. Minimize conflict points for bikers on the residential side of Governor Printz Boulevard - 2 votes
5. Bike connection at both ends of corridor - 0 votes
5. Widen bridge over 495 to accommodate cyclists - 0 votes

People who take transit

1. More bus stops along Governor Printz - 11 votes
2. Safety for school buses and school children - 10 votes
3. Connect bus routes to Claymont Train Station - 9 votes
4. Shelters for bus stops - 8 votes
5. More frequent service - 5 votes
6. Enhance transit throughout the entire length of the corridor - 4 votes
7. Possibly move bus stops further away from the road - 0 votes

People who drive

1. Road diet to slow traffic and accommodate bikes - 15 votes
2. Left turns without left turn lane - 8 votes
3. Traffic calming - 5 votes
4. Balance infill development with associated travel demand - 4 votes
5. Keep Governor Printz available for diversions needed for accidents on I-495 - 3 votes
5. Better access onto Governor Printz along stretch near bend in the roadway - 3 votes
6. Concerned about increasing traffic traveling from Philly Pike to Governor Printz Boulevard - 2 votes
6. No trucks on Governor Printz - 2 votes
6. Minimal traffic light additions - 2 votes
7. Parking along Governor Printz around Fox Point Park - 1 vote
7. Enforce speed limit/address the speeding problem - 1 vote
7. Signage improvements - 1 vote

Governor Printz Boulevard Corridor Study

Online Survey Prioritization Results

Survey available February 4 -February 29, 2020

After the January 29, 2020 Public Workshop an online survey was posted for the Governor Printz Boulevard Corridor Study. Members of the public were asked to prioritize improvements identified by community members during the Public Workshop. 75 surveys were submitted. Questions were scored based on average ranking which reflects which answer choice was most preferred overall. The results of the survey are available below:

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1. Improve or add sidewalks along the corridor – 4.28 points
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3. Add more frequent bus service along Governor Printz – 2.88 points
4. Move bus stops further way from the road – 3.20 points
5. Add more bus stops along Governor Printz – 2.62 points

People who drive

1. Balance development with associated increased traffic – 6.67 points
2. Minimal traffic light additions – 6.22 points
3. Address speeding along Governor Printz with additional enforcement – 5.72 points
4. Make sure Governor Printz is available for diversions needed for accidents on I-495 – 5.57 points
5. Reduce the number of trucks on Governor Printz – 5.55 points
6. Remove one lane of traffic in each direction, create a center turn lane, and create bike lanes along Governor Printz – 5.21 points
7. Improve signage in the corridor – 4.73 points
8. Slow traffic in the corridor – 4.58 points
9. Do not make any improvements to Governor Printz – 2.03 points

Governor Printz Boulevard Corridor Study

Draft Goals/Objectives

Wednesday, May 27, 2020

Study Purpose/Goal: To improve multimodal mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality.

The below objectives were developed based on feedback received during the July 29 public workshop and online survey which was available from February 4 through February 29.

People who walk

- Provide continuous separated sidewalks or pathways along the entire corridor
- Provide pedestrian access to Fox Point Park
- Improve pedestrian access to nearby destinations

People who bike

- Provide low-stress bicycle facilities (LTS 1-2) along the entire corridor
- Provide low-stress bicycle access to Fox Point Park
- Improve low-stress bicycle access to nearby destinations

People who take transit

- Provide additional bus stops along the corridor
- Provide shelters for bus stops along the corridor
- Improve access to Claymont Train Station for transit users

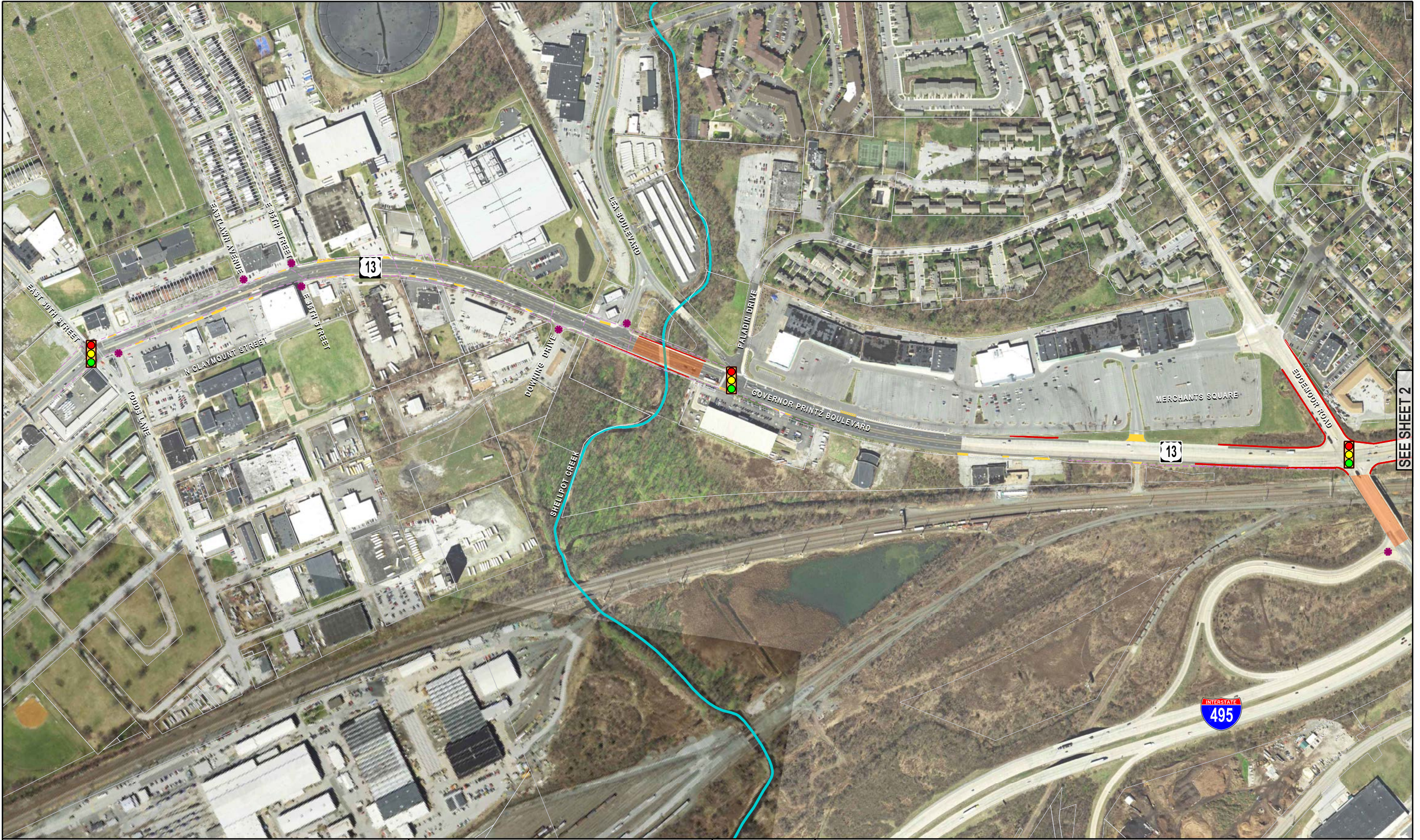
People who drive

- Slow vehicular traffic
- Evaluate best way to allocate roadway space to vehicular traffic

For all users

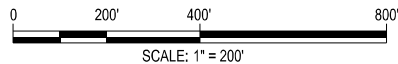
- Improve lighting
- Green the corridor
- Improve stormwater management

	Existing	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
People who walk								
Separate walking facility	No	Yes (2)	Yes (2)	Yes (2)	Yes (1)	Yes (2)	Yes (1)	Yes (2)
Crossing distance	86'	72'	38'	71'	73'	60'	75'	82'
<i>Direct connection to:</i>								
• Neighborhoods	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
• Fox Point	No	-	-	-	-	-	-	-
• Bellevue State Park	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
• Claymont Transportation Center	No	-	-	-	-	-	-	-
• Gulftainer	No	-	-	-	-	-	-	-
People who bike								
Protected bicycle facility	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<i>Direct connection to:</i>								
• Neighborhoods	Yes	At signalized crossings	At signalized crossings	At signalized crossings	Yes	At signalized crossings	Yes	At signalized crossings
• Fox Point	No	-	-	-	-	-	-	-
• Bellevue State Park	Yes	No	No	No	No	No	No	
• Claymont Transportation Center	Yes	Yes	Yes	Yes	Depends on crossing	Yes	Depends on crossing	Yes
• Gulftainer	No	-	-	-	-	-	-	-
People who take transit								
Accommodates additional bus stops	-	-	-	-	-	-	-	-
Connections to Claymont Transportation Center	No	-	-	-	-	-	-	-
Accommodates more bus shelters	-	-	-	-	-	-	-	-
People who drive								
Travel Time	See LOS chart	No Impacts	See LOS chart	See LOS chart	See LOS chart	See LOS chart	No Impacts	No Impacts
Intersection Delay in Seconds	See LOS chart	No Impacts	See LOS chart	See LOS chart	See LOS chart	See LOS chart	No Impacts	No Impacts
Traffic calming	No	No	Yes	Yes NB	Yes SB	Yes	No	No
Movement of Freight								
Facilitate truck movement to I-495 Interchange	-	-	-	-	-	-	-	-
Stormwater Management								
Decreases permeable surface (based on cross sections)	86'	No / +1'	Yes / -32'	No change	Yes / -3'	Yes / -10'	Yes / -1'	No / +12'
Includes green stormwater management	No	-	-	-	-	-	-	-
Impacts (for North Zone and South Zone only)								
Private Property Impacts	No	No	No	No	No	No	No	No
495 Clear Zone Impacts	No	No	No	No	No	No	No	No
Utility Impacts	No	Yes	No	No	No	No	No	Yes
Guardrail Impacts	No	-	-	-	-	-	-	-
Curb Impacts	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Fits on existing culverts (90')	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cost								
Ease of implementation	-	-	-	-	-	-	-	-
Cost of implementation	-	-	-	-	-	-	-	-
Cost of maintenance	-	-	-	-	-	-	-	-
Phasing possible	-	-	-	-	-	-	-	-



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 1 OF 6



EXISTING FEATURES LEGEND

- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/
Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |

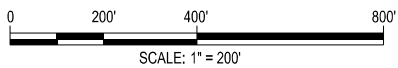


SEE SHEET 1

SEE SHEET 3

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 2 OF 6



EXISTING FEATURES LEGEND

- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |

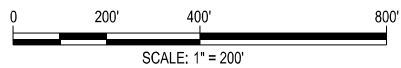


SEE SHEET 2

SEE SHEET 4

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 3 OF 6



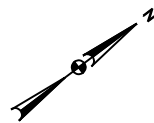
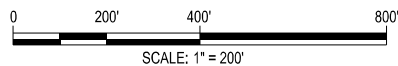
EXISTING FEATURES LEGEND

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| Guardrail/Retaining Wall | Stream | Intersection/Street Crossing |
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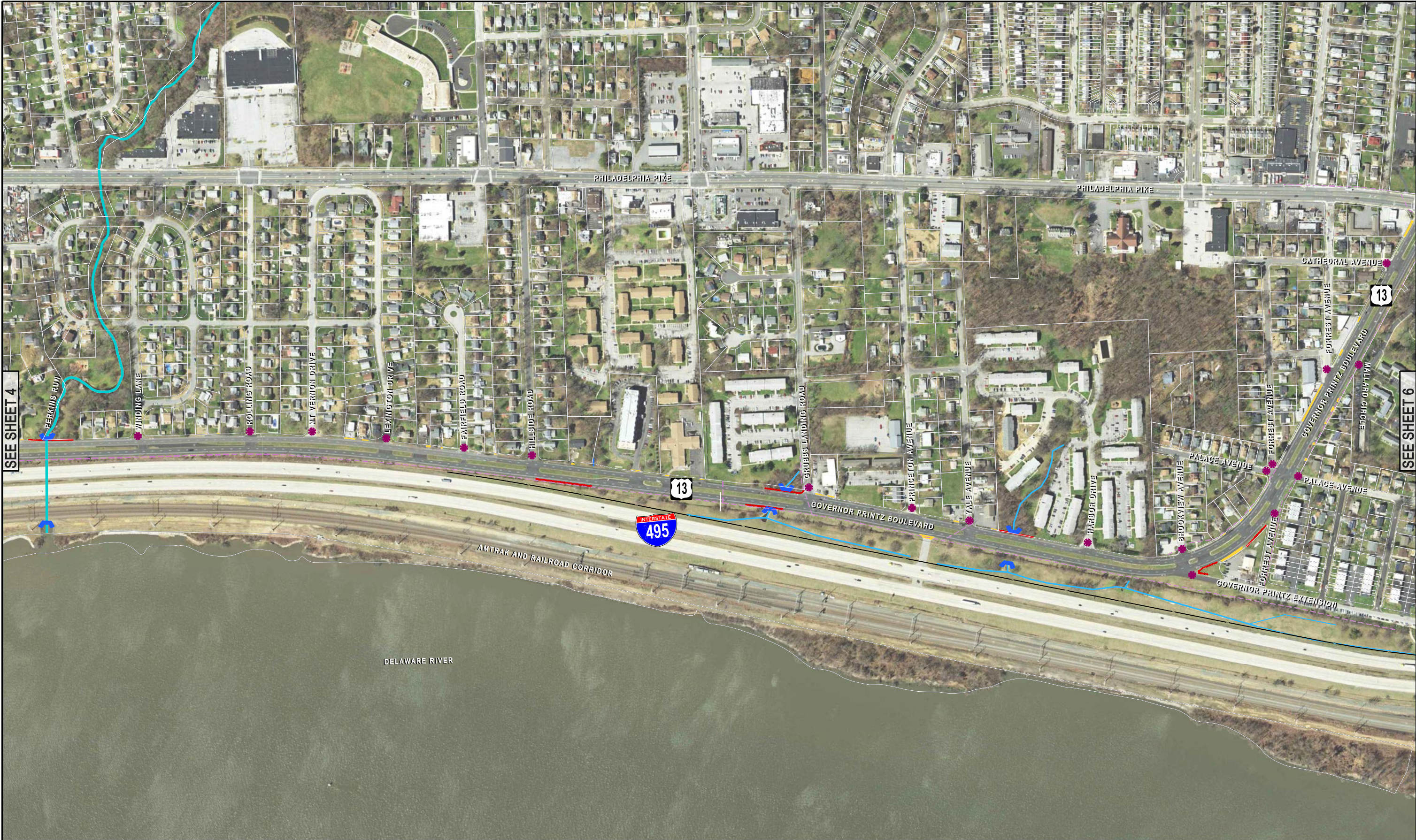
GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 4 OF 6



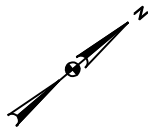
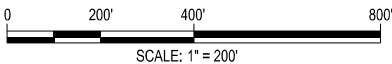
EXISTING FEATURES LEGEND

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|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/ Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 5 OF 6



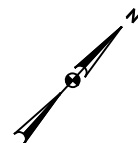
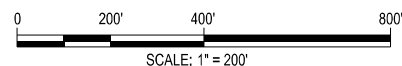
EXISTING FEATURES LEGEND

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| Guardrail/Retaining Wall | Stream | Intersection/ Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
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GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 6 OF 6



EXISTING FEATURES LEGEND

- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |



MEMORANDUM of MEETING

Date: June 9, 2020

Date of Meeting: June 1, 2020

Time of Meeting: 3:30 pm

Meeting Location: GoTo Videoconference

Meeting Description: Management & Advisory Committee Meeting

CC: Meeting Attendees

Work Order Number: 32200-000

Contract Number:

Project: Governor Printz Boulevard Corridor Study

Participants:

Name	Company
Philip Barnes	Claymont Renaissance Development Corp
Adam Crosby	Delaware Greenways
Stacey Dahlstrom	New Castle County
Dave Dooley	Delaware Transit Corporation
Heather Dunigan	WILMAPCO
Peter Haag	DelDOT
Chris Jackson	New Castle County
Jared Kauffman	Delaware Transit Corporation
Randi Novakoff	WILMAPCO
Daniel Paschall	East Coast Greenway
Mary Roth	Delaware Greenways
Brett Saddler	Claymont Renaissance Development Corp
John Sisson	Delaware Transit Corporation
Cathy Smith	Delaware Transit Corporation
Tigist Zegeye	WILMAPCO
Mike Campbell	WRA
Leah Kacanda	WRA
Jeff Riegner	WRA

Introduction

The presentation and meeting materials distributed in advance of this meeting are attached to these minutes. Heather Dunigan provided an introduction and reviewed the agenda with the group. She noted that a goal of the meeting is to narrow down the list of alternatives before going to the public sometime in the fall.

Study Background and Purpose

Leah Kacanda presented the purpose of the Corridor Study, which is to improve multimodal mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality. The Study will identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including roadway, transit, and nonmotorized travel including the East Coast Greenway.

Public Outreach Recap

Leah then provided an overview of the January public workshop and the February online survey. She noted that the Public Workshop Small Group Activity Results are available in detail as page 31 of the meeting materials and the Online Survey Results are available in detail as page 32 of the meeting materials. She shared all participants were in favor of improved and separate facilities for walking and biking. While workshop attendees were in favor of a road diet, online participants were not. Another priority that emerged from all participants was bicycle and pedestrian access to Fox Point State Park.

Draft Goals/Objectives

Leah shared the Draft Goals/Objectives which were generated based on the purpose statement and the feedback received from the public workshop and online survey. She explained that the objectives are broken up based on user groups: people who walk, people who bike, people who take transit, people who drive, and all users. She noted that the draft Goals/Objectives are available as page 33 of the meeting materials.

Draft Evaluation Criteria

Leah then shared the Draft Evaluation Criteria that were generated based on the Draft Goals/Objectives and asked for members of the Committee to review the criteria and get in touch with any additions or modifications. She noted that the draft Evaluation Criteria are available as page 34 of the meeting materials.

Existing Conditions/Constraints

Mike Campbell provided an overview of existing conditions and constraints along the corridor. He shared that in 1940 Governor Printz Boulevard was widened from two to four lanes and in 1967 it was shifted to accommodate I-495. He noted the consultant team performed a desktop analysis and field verification that identified critical existing conditions that effect the design alternatives. Those existing conditions are documented on the Existing Site Constraints plan sheets available as page 35-40 of the meeting materials.

The analysis includes a review of pinch points, guardrails, retaining walls, bridge and culvert crossings, linear drainage features and right-of-way extents. Overhead utilities are also noted where extensive utility relocation may hinder the feasibility of the project. Potential vehicular and pedestrian conflicts such as private driveways and intersections are shown. Where the alignment is directly adjacent to I-495 the necessary 35 foot clear zone for the interstate is documented. These constraints drove the design of the alternative concepts.

Mike noted that the team did a site visit to assess the feasibility of providing bicycle and pedestrian connectivity to Fox Point State Park along Stoney Creek. Stoney Creek runs along Caulfield Parkway and the East Coast Greenway Trail, before passing under Governor Printz Boulevard and a series of other bridges to discharge into the Delaware River. He explained the connection is only accessible from the east side of Governor Printz Boulevard because of the small opening of the Governor Printz Boulevard bridge span. East of Governor Printz Boulevard, there are six additional bridge structure including north and southbound I-495, Amtrak, and freight rail. The area was very secluded, and there was vandalism and graffiti present. It was determined that it is impossible to excavate to achieve a safe overhead clearance height and stay above the daily average high tide for most of the structures. The land under last structure at the mouth of the creek was inundated under a normal high tide. Even with significant bridge



alterations, it may not be possible to provide a trail that does not flood daily. Mike clarified that the team plans to address providing alternate access improvements to Fox Point State Park via Edgemoor Road. The only other option for connecting to the park is a new bridge, which would have to across multiple important facilities including I-495 and multiple rail lines and would be very challenging.

Concept Development

Mike explained that based on the existing condition analysis, the project limits were broken into a north and south primary zone with connection zones at either end of the corridor. Although the connection zones are critical components to the final design of the project it is necessary to ensure that the alternatives will be able to fit the length of the zone without much variation for consistency.

The north zone begins at the bottom of the hill on Governor Printz Boulevard at Governor Printz Boulevard Extension and ends at Caulfield Parkway. The north zone is approximately 2 miles long, is relatively flat, and is primarily adjacent to the residential neighborhoods. There are a handful of commercial areas approaching each end of this zone. The right-of-way is approximately 100-110' through this section.

The south zone is also a little over two miles long and extends from Caulfield Parkway to the I-495 interchange and to Edgemoor Road. The segment has higher traffic volumes, a tighter right-of-way due to the proximity of I-495 and significant more topographic and utility challenges. There is a drainage ditch and steep embankment along east side of the boulevard that restricts the placement of additional pavement sections.

The goal is to identify a consistent section that works for the entirety of the north zone and the entirety of the south zone. The existing typical section consists of a 100-120' right-of-way with two travel lanes in each direction and 10' wide paved shoulders that are marked as bike lanes. The median varies in width, but it is primarily a curb less grass median with some closed concrete sections and turn lanes.

Mike noted some factors of each alternative that are considered critical components that drove the decision making process. All of the alternatives maintain 8' wide shoulders per AASHTO guidelines for a minor arterial roadway with a 50MPH posted speed limit. Since they are required, the shoulders also provide an opportunity to provide an on-road bike lane for more experienced riders. Each alternative also has a shared use pathway that maintains a 6' buffer between edge of roadway in order to meet the AASHTO recommendations, allow room for utilities, and clearance for traffic signage. The alternatives do not show landscaping treatments, but there are opportunities to provide landscaping and other aesthetic treatments in all the alternatives.

Mike went on to describe the alternatives:

- Alternative 1: maintains all lanes of traffic with 8' shoulders, new sidewalk on the west side of the boulevard, 12' wide median or left turn lane and a 10' wide shared use pathway on the northbound side. This alternative requires shifting the northbound lanes to allow for a pathway on the east side.
- Alternative 2: True road diet, converts entire northbound pavement section to bike and pedestrian facility. We currently show this as a tree lined 10' wide shared use pathway, however this area could be configured to include a larger pedestrian promenade with separated bike and pedestrian facilities and linear park features. This alternative also includes a new pedestrian walkway on the southbound or west side of the roadway.
- Alternative 3: adds a new sidewalk on the southbound or west side, while maintaining the southbound travel lanes, shoulder, and median, but reduces the northbound to a single travel lane and shoulder with a 10' wide shared use path.
- Alternative 4: a mirror image of Alternative 3, except no additional pedestrian facility would be added to the northbound side due to the absence of connections. This consists of a lane reduction on the southbound side and the addition of a 10' shared use pathway on the southbound or west side of the roadway.
- Alternative 5: a true road diet or "lane reconfiguration" that removes a travel lane in each direction. This Alternative maintains existing roadway pavements, and only reduces or converts pavement to pedestrian facilities which would result in lower pavement costs. The shared use pathway is shown on the northbound



side however this alternative could be reconfigured to have the pathway on the southbound side with more user conflicts.

- Alternative 6: maintains all lanes of traffic and the northbound configuration while reducing the median and shifting the southbound lanes to allow room for the shared use path and buffer.
- Alternative 7: maintains all lane configurations and provides a shared use path and buffer on the northbound side. This alternative works only in the north zone beyond Cauffiel parkway where the right-of-way is wide enough.

Mike showed the traffic impact analysis, noting that some of the alternatives have no impacts to traffic. There are some level of service concerns especially where reducing traffic lanes in both directions, but lane reductions = mainly creates issues at intersections. The team will look at design alternatives at intersections. Jeff Riegner noted that the letter grade of level of service (LOS) is not as important as understanding what the operational issues may be. LOS is just one consideration among many.

The meeting was then opened for comments from members of the Advisory Committee.

Brett Saddler asked whether the Committee is narrowing down options today. Mike responded in the affirmative, as long as there is consensus among members.

Tigist Zegeye asked for clarification about the public preferences for a road diet/road reconfiguration. Leah shared that there were approximately the same number of people at the workshop and responding online, and although it is not an apples-to-apples comparison, it is fair to say opinion is roughly evenly divided regarding a road diet. Peter Haag added that about 2/3 of participants in a summer 2019 workshop strongly opposed extending the Philadelphia Pike road diet to the south and that the Committee should be ready for similar opposition to road diet alternatives on Governor Printz Boulevard.

Tigist then asked about transit improvements. Mike responded that there is nothing specific included in the cross sections, but that all sections could accommodate improved bus stop facilities. Heather noted that the evaluation criteria include opportunity for bus shelters and connection to the Claymont Regional Transit Center.

Brett asked whether Alternative 2 includes a left-turn lane. Mike responded that the traffic analysis shows that a left-turn lane likely isn't needed north of Cauffiel Parkway. He also noted that all the alternatives that show a median of at least 12 feet it could be adjusted to accommodate turn lanes. Jeff noted that the northbound lane can always be shifted in over in order to accommodate a left turn lane in the spots where it is necessary. Brett then asked how the connection to Fox Point State Park will be handled. Mike responded that the team will look at Edgemoor Road in much more depth once a determination is made regarding the location of the shared-use pathway. Mike noted the feasibility of a bridge will be considered as well.

Phil Barnes asked for clarification that there is not enough traffic on the boulevard to necessitate a center turn lane except at Cauffiel Parkway. Mike responded in the affirmative, and that Cauffiel Parkway is the most challenging cross street because of higher volumes.

Dan Paschall asked why most options show the pathway on the northbound, or east side of Governor Printz. Mike responded that the primary reason is to avoid side street crossings, and because in some areas there's more right of way available on the east side.

Jared noted that Alternative 2 creates room to have separate bicycle and pedestrian facilities, for example a two way cycle track and a pedestrian pathway within the 33 feet of space created by the road reconfiguration. Leah agreed that there is enough space for separate facilities, but due to documented issues and public concerns about flooding, it would be ideal to reduce the total amount of impervious surface.

Dan noted that an east side pathway would require people to cross Governor Printz Boulevard to use the pathway and asked whether a set number of crossings have been identified. He stated that easy access is critical, and that by putting a road between the public and the pathway that limits easy access.

Jared Kauffman asked why not move the promenade shown in Alternative 2 to the west side. Dan agreed, and said a west side promenade could be especially effective if it is raised, and turning vehicles need to travel slowly while



crossing over the pathway. Phil agreed, noting that I-495 is very noisy and an east side promenade would not be a very pleasant environment. Jeff responded that there are a lot of safety and visibility concerns associated with turning vehicles crossing. Mike added that both Claymont Regional Transit Center and Fox Point are both located on the east side of the roadway, and that the west side sidewalk would provide pedestrian and bicycle access to crossing points to access an east side trail.

Dan noted that in his experience biking this corridor and others like it, people will choose the facility that is closest to them, in this instance, they will end up biking the sidewalk instead of the side path. He asked that the team consider user behavior. With more users on a pathway, drivers will pay more attention, and that the onus should be on the drivers. He noted design features is a way to ensure that drivers pay more attention to people who walk or bike and recommended raising the side path as an example.

Jared and David Dooley asked whether Alternative 2 could be revised to remove bike lanes from the southbound roadway to allow for a left-turn lane. Mike shared that the team considered this, but shoulders are needed for mailbox delivery and per AASHTO recommendations.

John Sisson agreed that he does not think that users would want to go to the east side to walk or bike. He also noted that it is important to ensure there is appropriate protection in the form of a guardrail or fence adjacent to I-495 and in the median, especially if the width of the median is reduced. Mike agreed that protections should be considered. Jeff agreed that getting people to slow down will be a challenge because the road is so flat and straight. Mary Roth noted that speeding is an argument in support of fewer crossings over Governor Printz Boulevard. (As a follow-up, Mike confirmed with traffic that a reduction in posted speed would be warranted with lane reduction options.

Dan mentioned the side paths along SR 58 and SR 4 as similarly wide and straight roads that do not feel particularly comfortable for people on bikes. He noted the side paths that do feel the most comfortable have trees and shade. He asked that the committee think about how vegetation can slow drivers down, change the character of the roadway, and create a more pleasant environment for people using the facility.

David asked whether bus bulbs could be considered as opposed to pull-offs. Mike noted that in lane boarding would be a challenge on a 50MPH roadway. Both David and Jared also asked that on-street parking be considered as a traffic calming measure. Jeff noted that one person brought up on-street parking during the workshop, but that since there is currently no parking present, all the residents and businesses have off-street parking. On-street parking likely would not be used and would require a wider road which could further increase speeding.

Tigist noted that the purpose of the meeting is to narrow down the number of alternatives, not to fix the design of one particular alternative, and asked for feedback from Committee members on the other alternatives. Heather noted that the team will develop an Alternative 2b that shows a promenade on the west side of the roadway, but if adding another alternative, it is especially important to narrow down the remaining options.

David noted that where both sides of the roadway are maintained for vehicles, the planting strip in the middle is just wasted space.

Phil noted that Alternatives 1 and 7 are problematic for many reasons, as neither option is a significant change from the existing conditions. Alternative 6 does have a pathway on the west side of the roadway and would not require people to cross Governor Printz Boulevard to access it.

Dan reiterated that he has issues with all the Alternatives that show a pathway on the east side of the roadway. He noted users travelling on the pathway are doing so out of concern for level of stress and safety, and that greater safety should be closest to where people end up biking and walking.

Sisson asked if it was possible to combine any of the alternatives and not just rely on one configuration for the entire corridor. Mike replied in the affirmative, explaining that is why the team developed the Corridor Zone Map.

Mike also explained to the group that the pathway does not fit on the west side of the roadway unless there is a physical change to the roadway section, which would make the project significantly more expensive. Mary asked whether that was the case for Alternative 2, the promenade option. Mike replied that was not the case for Alternative 2. Mary then asked if Alternative 6 was not a viable option. Mike replied that it is feasible, but it would require a full roadway construction since you are not just installing a trail you are moving a highway.



Jeff illustrated the point by flipping between the different sections to demonstrate that Alternative 6 requires shifting the entire southbound roadway to the east.

Phil noted that is the case only if the southbound side stays in place, but it would not impact a promenade on the southbound side. Jeff affirmed that is the case.

Adam Crosby asked how conflicts with vehicles would be managed with a promenade on the west side, since turning vehicles would have to cross the entire promenade. Jeff replied that is why the team did not show the promenade on the west side. He noted that a promenade on the west side would eliminate the need for the users to cross Governor Printz Boulevard, but it would still require users to cross over more than twenty cross streets. Site distance is more of a challenge when dealing with turning traffic.

Jared noted that the crossing cars will be traveling more slowly because they are turning. Jeff disagreed, noting that although a turning car may see pathway users approaching them, they likely would not see someone who is using the pathway and traveling in the same direction. There is much greater conflict at turns for operational reasons, not because of speed. He noted it will be important to show at least one section with a pathway on the east and one with a pathway on the west and articulate the trade-offs between the two.

David noted that an Alternative 2a and 2b with pros and cons would be a valuable thing to have at the workshop, and Heather agreed. David shared he would be comfortable eliminating alternatives 3, 5, and 7.

Peter asked what the design year was for the traffic analysis. Mike responded that we would check with the traffic team and provide the answer via email. (As a follow-up, Mike confirmed the traffic analysis utilized 2019 data and no projections were used.) Peter noted that something like Alternative 5 could be implemented much more quickly than a reconstruction project with signage and paint markings, and that operationally, it is the same as Alternative 2. Heather noted that quick or interim implementation will be added to the evaluation criteria.

Dan noted that people would bike on the sidewalk in Alternative 5. Jeff noted that Alternative 5 could accommodate a pathway on the west side, or both sides without an issue. Cost would not be an issue when comparing a 6' concrete walkway as opposed to a 10' asphalt pathway.

Brett noted he regularly rides the Markell Trail or the track and Bellevue and asked for more detail on the details of putting the promenade on the west side. Jeff explained that cars would have to stop on one side of the pathway, and then proceed to where they could make their Turn onto Governor Printz Boulevard. Dan explained that it would have to be treated as a linear park to make it safe and asked whether the pathway could be raised as a sort of speed table. David also endorsed the idea of a raised pathway.

Mary observed that Alternative 2 incorporates the road diet and asked whether there were any non-road diet alternatives that members were enthusiastic about. Jeff noted that Alternative 1 and 6 do not require a road diet. Jared noted that it might be good to show a pathway on either side for Alternative 6. Jeff observed he did not hear any support for Alternatives 3 or 4, which was interesting because they are two of the easiest and lowest cost options.

Multiple members of the Committee asked that at the sections show the houses and I-495 to provide context.

Heather noted that the team will narrow down the list of alternatives and email them to the group for review.

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.

Mike Campbell



Appendix 3 – Public Workshop 2 and Survey Results



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY **PUBLIC WORKSHOP**

September 21, 2020



Welcome!



Heather Dunigan
Principal Planner
WILMAPCO



Virtual Workshop Logistics

What do I do if I can't hear?

You can listen via your computer speakers or by calling in on your phone. To listen to the audio via your phone, please call:

Phone number: 1 (914) 614-3221
Access Code: 183-418-111

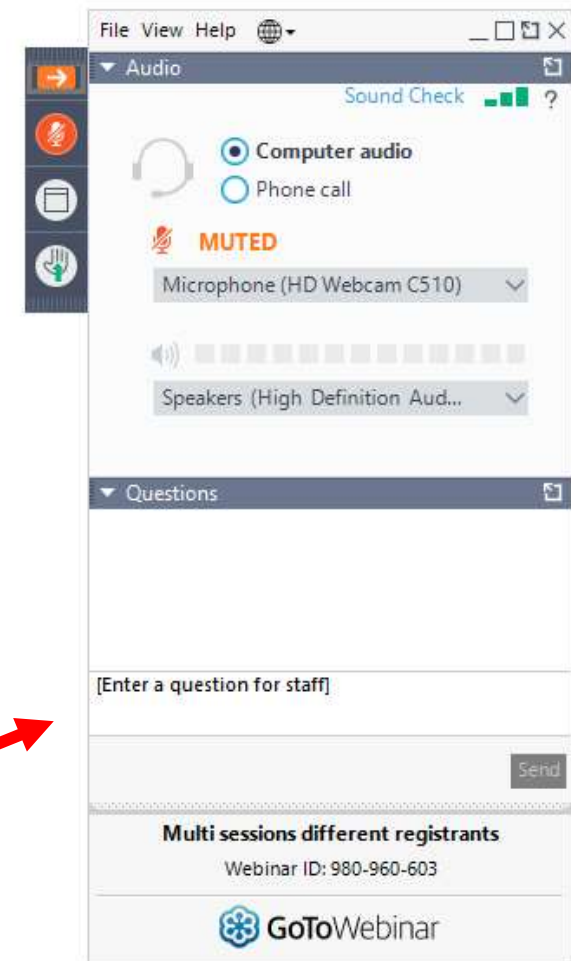
Participants will be muted during the presentation



Virtual Workshop Logistics

How do I ask a question?

Please use the questions function during the workshop to ask questions. Presenters will do their best to answer your questions during the Q&A portion of the event. If you are unable to use the Questions box, please email your question to rnovakoff@wilmapco.org



WILMAPCO



Virtual Workshop Logistics

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You will have the opportunity to view and comment on all Virtual Workshop materials by visiting:

www.wilmapco.org/governorprintz

This presentation will be recorded and made available to the public



Agenda

7:00 Welcome/introductions and presentation

7:40 Moderated question and answer period

(enter your questions in the Questions box at any time)



Study Area



WILMAPCO



Project Partners

- Wilmington Area Planning Council (WILMAPCO)
- Delaware Department of Transportation (DelDOT)
- Delaware Transit Corporation (DTC)
- New Castle County Department of Land Use
- Delaware Greenways



Advisory Committee Members

- Land owners, businesses, civic entities, and elected officials
- City of Wilmington
- New Castle County Chamber of Commerce
- Delaware Department of Natural Resources and Environmental Control (DNREC)
- Claymont Renaissance Development Corporation (DRAC)
- Council of Civic Organizations of Brandywine Hundred (CCOBH)
- Delaware Office of State Planning Coordination
- East Coast Greenway Alliance



Purpose and desired outcome

- Improve mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality
- Identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including walking, bicycle travel, transit, and roadway



Planning activities

1. Issues and constraints **COMPLETE**
2. Community visioning **COMPLETE**
3. Develop initial transportation concepts for analysis **COMPLETE**
4. Feasibility assessment of preferred concept **WE ARE HERE**
5. Preferred concept and final report



Process



Leah Kacanda

Whitman, Requardt & Associates, LLP



Public Workshop

- Held on January 29
- 81 attendees
- Broke into small groups to identify and prioritize goals for each user group
- Major priorities include:
 - Connection to Fox Point State Park for people who walk and people who bike
 - Protected facilities for people who walk and people who bike
 - Road reconfiguration (diet)



Online Survey

- Survey posted online after public workshop from February 4-February 29
- 75 participants
- Asked participants to prioritize improvements identified at the public workshop
- Major priorities include:
 - Improve access to Fox Point State Park for people who walk and people who bike
 - Improve facilities for people who walk and people who bike
 - Maintain capacity of roadway



Objectives

- People who walk
- People who bike
- People who take transit
- People who drive
- All users



Objectives

- **People who walk**
 - Provide continuous separated sidewalks or pathways along the entire corridor
 - Provide pedestrian access to Fox Point Park
 - Improve pedestrian access to nearby destinations
- **People who bike**
- **People who take transit**
- **People who drive**
- **All users**



Objectives

- People who walk
- People who bike
 - Provide low-stress bicycle facilities along the entire corridor
 - Provide low-stress bicycle access to Fox Point Park
 - Improve bicyclist access to nearby destinations
- People who take transit
- People who drive
- All users



Objectives

- People who walk
- People who bike
- People who take transit
 - Provide additional bus stops and shelters along the corridor
 - Improve access to Claymont Train Station
- People who drive
- All users



Objectives

- People who walk
- People who bike
- People who take transit
- **People who drive**
 - Slow speeding traffic
 - Evaluate best way to allocate roadway space
- All users



Objectives

- People who walk
- People who bike
- People who take transit
- People who drive
- **All users**
 - Improve lighting
 - Green the corridor
 - Improve stormwater management



Concept Development



Mike Campbell

Whitman, Requardt & Associates, LLP





Existing Conditions



WILMAPCO



Existing Conditions



WILMAPCO



Existing Conditions



WILMAPCO



Future changes along the corridor

- New Claymont Transportation Center
- Potential new road connecting Tri-State Mall, Claymont Steel Property, and Knollwood Development, and relocated Claymont train station
- Reimagining Philadelphia Pike as a main street
- Proposed new alignment for the East Coast Greenway
- Proposed development in Claymont
- Port development at Edgemoor



Concept Development: Fox Point



Concept Development

Stoney Creek connection:



- 10' min. overhead clearance requirement requires significant excavation under two I-495 bridge spans
- Trail crosses under several major railroad entities including an Amtrak maintenance road bridge, two separate Amtrak high speed rail bridges, and one NS Corp. freight rail bridge
- Confluence of Stoney Creek **floods twice daily** at high tide at NS Corp. bridge opening



Concept Development: Fox Point

Edgemoor Road connection:



- There are currently no crosswalks at the intersection of Governor Printz and Edgemoor Road
- Existing sidewalk is 8' wide throughout part of corridor
- There is insufficient right-of-way for a trail connection along Lighthouse Road due to truck traffic

Concept Development: Fox Point



Concept Development

Existing conditions:



- 4 lane divided minor arterial
- Right-of-way varies between 100' to 120'
- 50 mph
- Shoulders marked as bike lanes

Concept development

Alternative 1a:



- Shared use pathway on east (northbound) side with shoulder and median reduction
- Pedestrian/bicycle crossings across Governor Printz Boulevard will have to be installed so people can access pathway
- Frequency of crossings to be determined, but at a minimum at Governor Printz Boulevard Extension, Cauffiel Parkway, and Edgemoor Road

Mid-Block Crossing Example



Source: Dan Burden



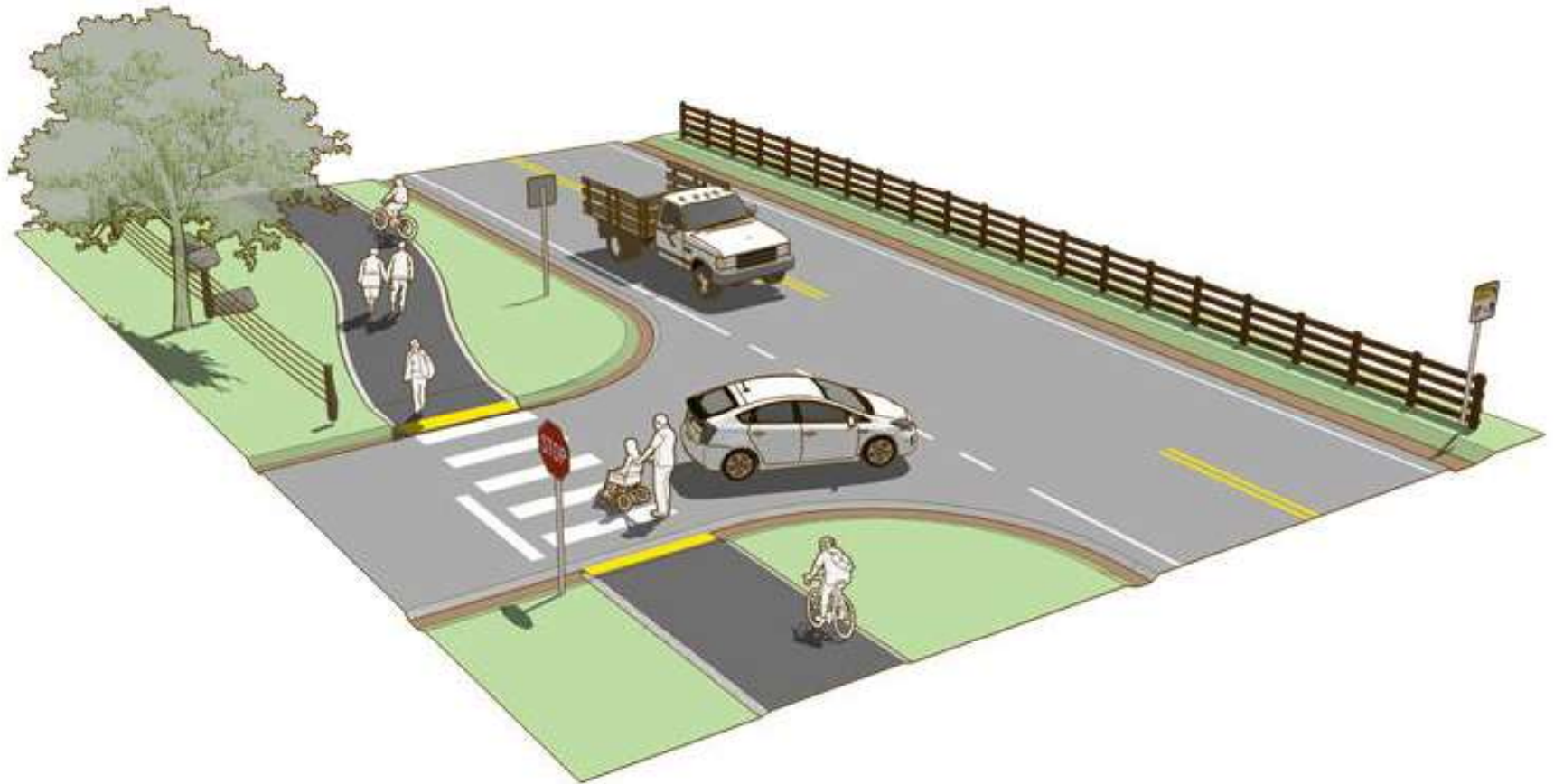
Concept development

Alternative 1b:



- Shared use pathway on west (southbound) side with shoulder and median reduction

Cross-Street Crossing Example



Source: the Rural Design Guide

WILMAPCO



Alternative 1 Pros & Cons

East Pathway (Alt 1a)	West Pathway (Alt 1b)
✓ Direct access to Claymont Transportation Center and Edgemoor	✓ Direct access to neighborhoods and Bellevue State Park without needing to cross Governor Printz Boulevard
✗ Requires crossing Governor Printz Boulevard to access pathway	✗ Requires crossing 57 driveways and 26 unsignalized cross streets

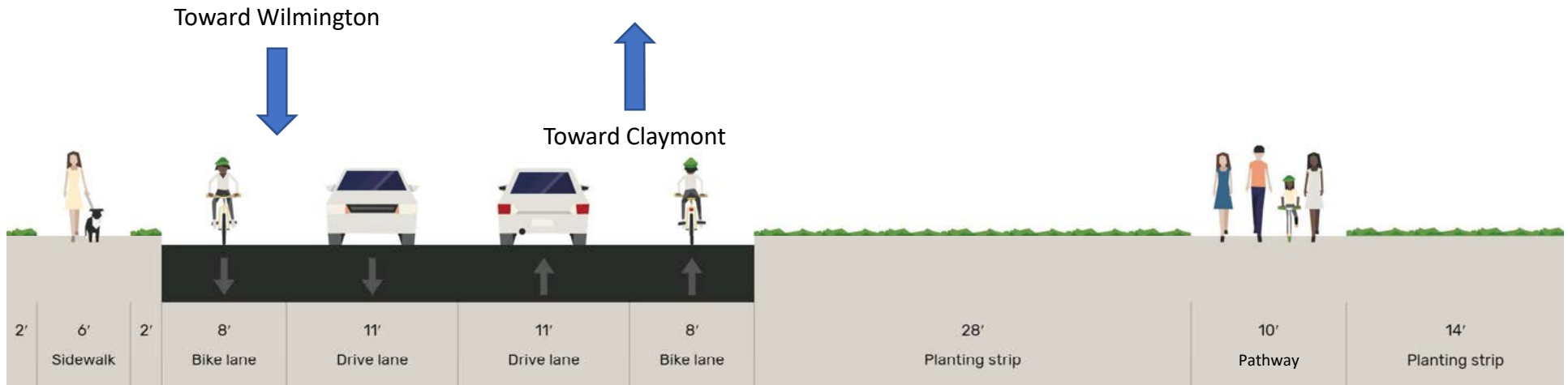
Both 1A and 1B:

- ✓ Low cost to maintain
- ✗ High cost to implement



Concept development

Alternative 2a:



- Convert northbound travel lanes to pedestrian promenade with shared use path
- Pedestrian/bicycle crossings across Governor Printz Boulevard will have to be installed so people can access pathway
- Frequency of crossings to be determined, but at a minimum at Governor Printz Boulevard Extension, Cauffiel Parkway, and Edgemoor Road

Concept development

Alternative 2b:



- Convert southbound travel lanes to pedestrian promenade with shared use path
- Cross streets and driveways will have to be extended across promenade to reach roadway

Alternative 2 Pros & Cons

East Pathway (Alt 2a)	West Pathway (Alt 2b)
✓ Direct access to Claymont Transportation Center and Edgemoor	✓ Direct access to neighborhoods and Bellevue State Park without needing to cross Governor Printz Boulevard
✗ Requires crossing Governor Printz Boulevard to access pathway	✗ Requires crossing 57 driveways and 26 unsignalized cross streets

Both 2A and 2B:

- ✓ Low-moderate cost to implement
- ✗ Medium cost to maintain



Concept development

Alternative 3:



- Northbound and southbound lane reconfiguration with shared use path on either/both sides
- Maintains existing center turn lanes and existing median

Alternative 3 Pros & Cons

- ✓ Provides pathway on both sides
- ✓ Easiest alternative to implement
- ✓ Moderate cost to implement
- ✗ High cost to maintain

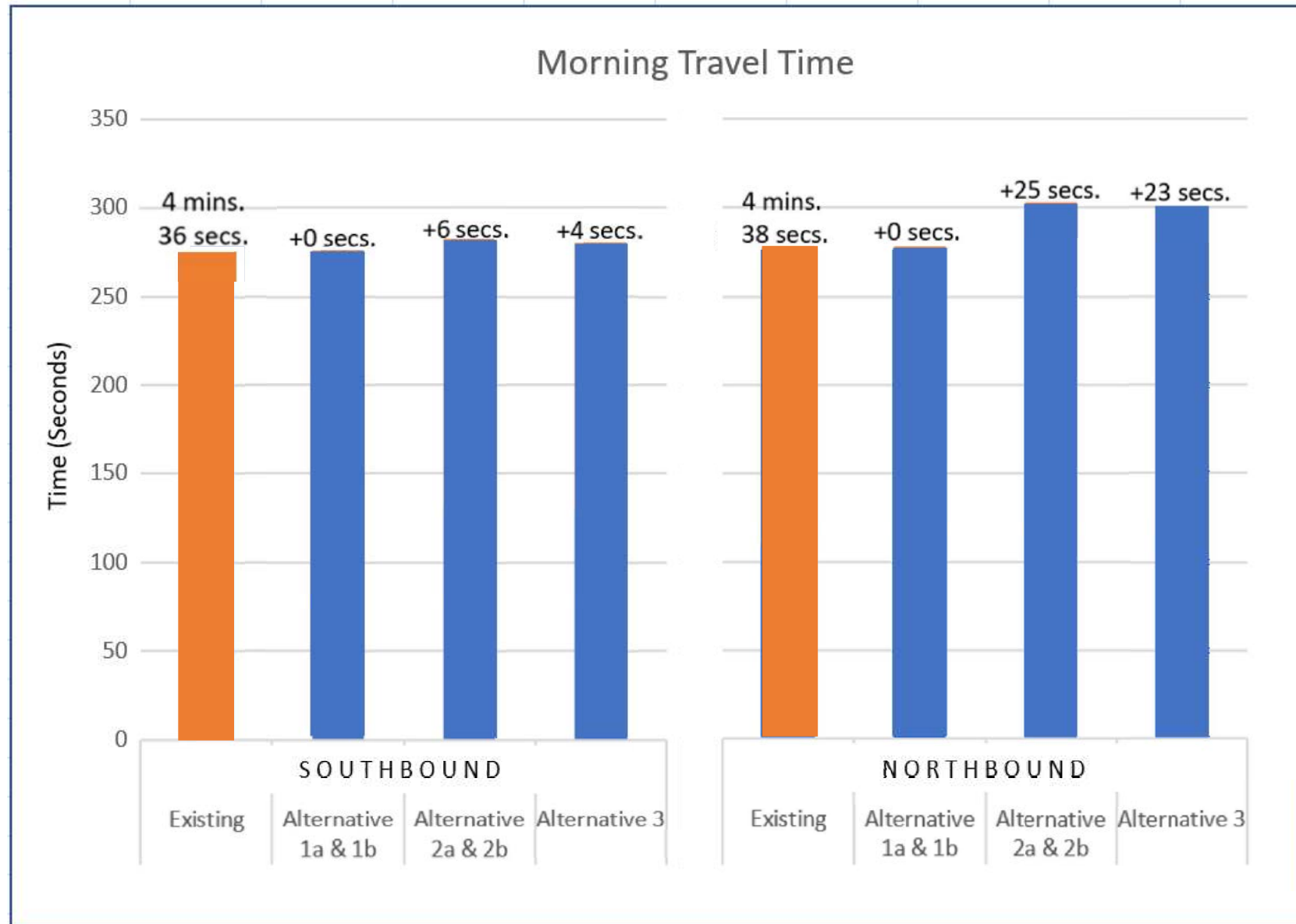


Cost Comparison

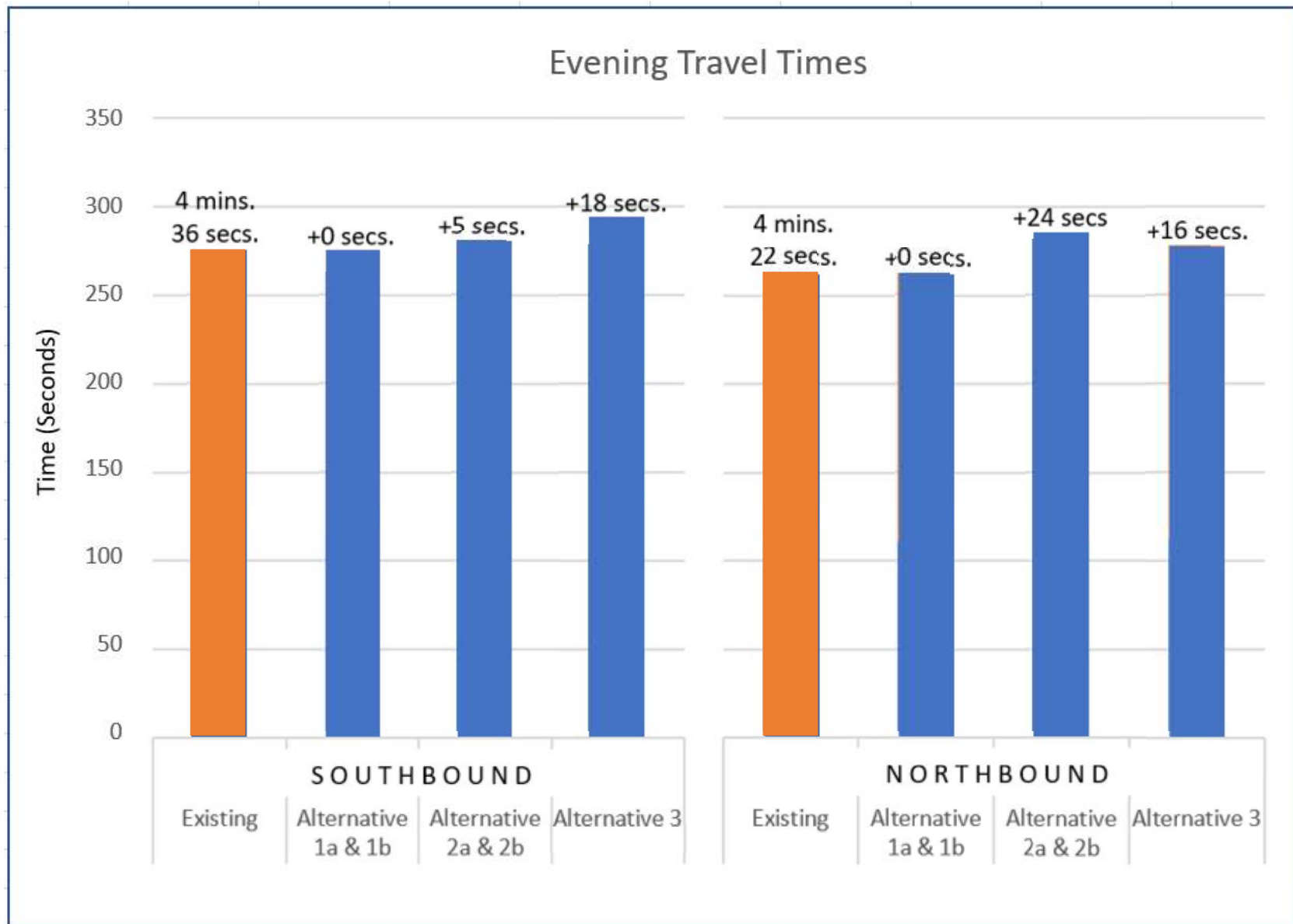
	Alternative 1a	Alternative 1b	Alternative 2a	Alternative 2b	Alternative 3
Difficulty of implementation	High	Medium	Medium	High	Low
Cost of implementation	\$\$\$\$	\$\$\$\$	\$	\$\$\$	\$\$
Cost of maintenance	Low	Low	Medium	Medium	High
Interim implementation possible	No	No	Yes	No	Yes



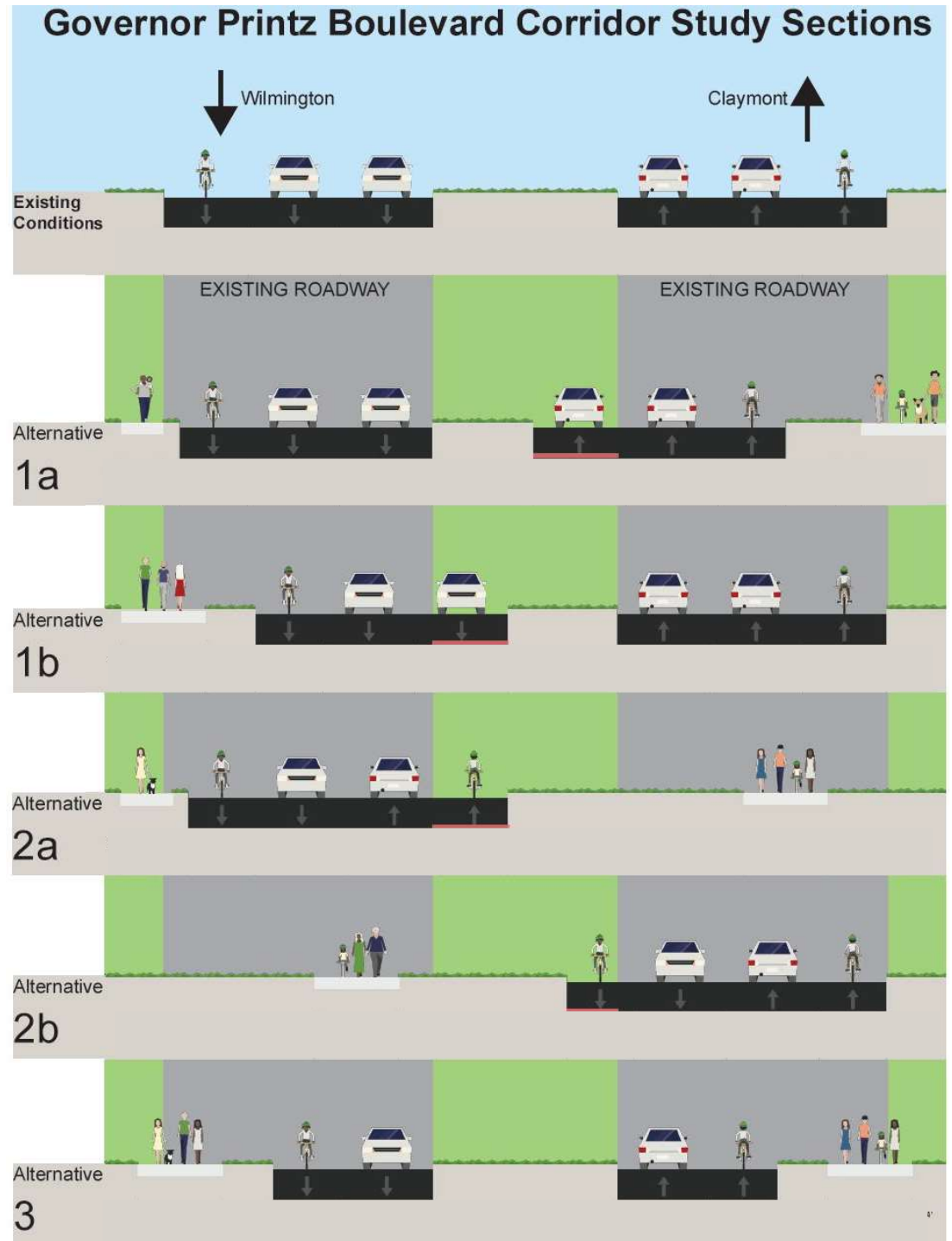
Traffic Impact Analysis



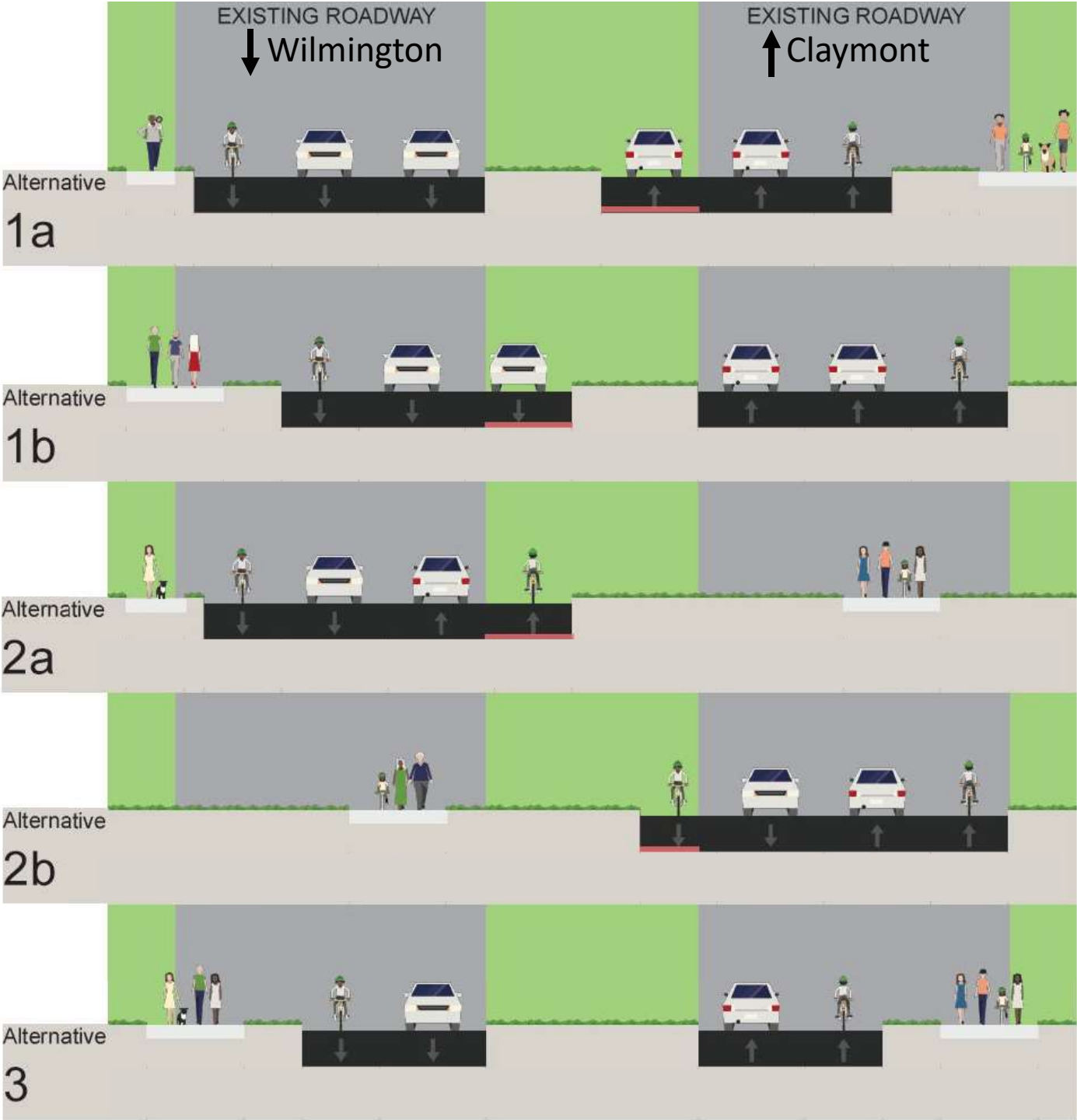
Traffic Impact Analysis



Alternative comparison



Alternative comparison



We want to hear from you!
Take the survey at
www.wilmapco.org/governorprintz
to give us YOUR feedback.

Thank you!

Next Steps

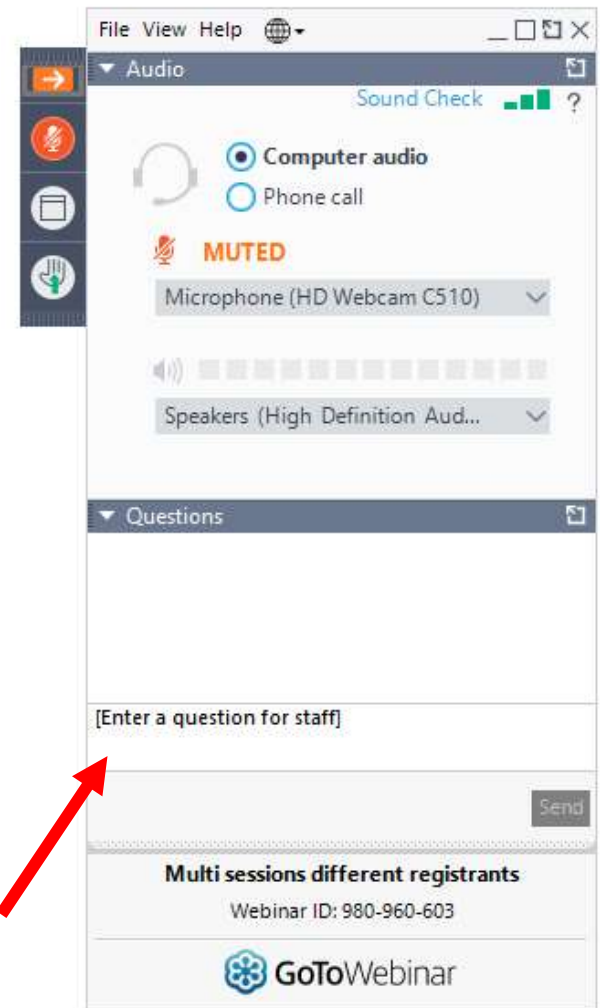
- If you provided your email address, you will receive notice when the draft report is available
- Follow our progress at www.wilmapco.org/governorprintz
- Questions or concerns?

Contact Heather Dunigan at
hdunigan@wilmapco.org
or 302-737-6205 ext 118



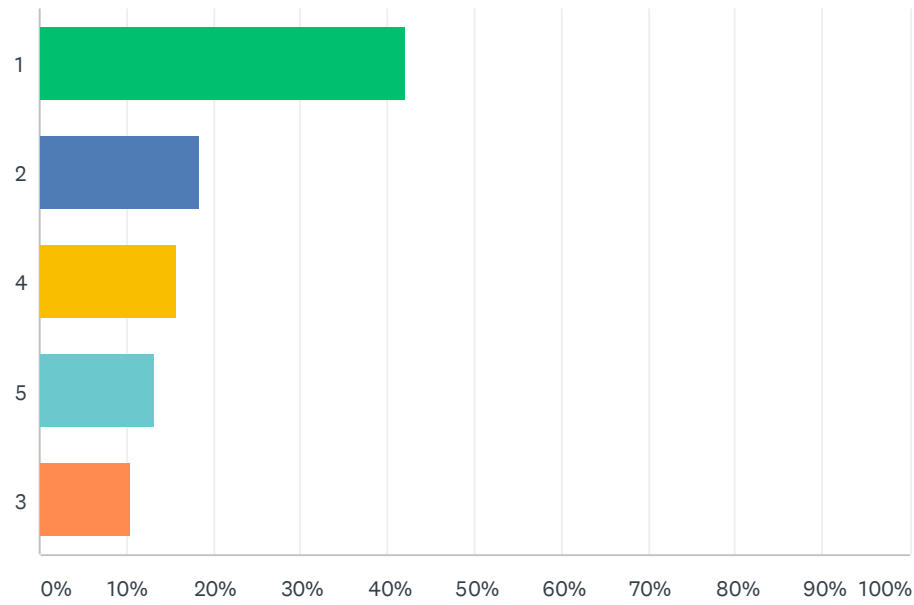
Q & A

Enter questions in the box on the right
If you have issues entering a question,
email Randi at rnovakoff@wilmapco.org



Q1 When thinking about amenities those who walk and bike, on a scale of 1 to 5, where 1 is most important and 5 is least, please rank how important building a continuous, uninterrupted pathway on the east side of Governor Printz Boulevard to you?

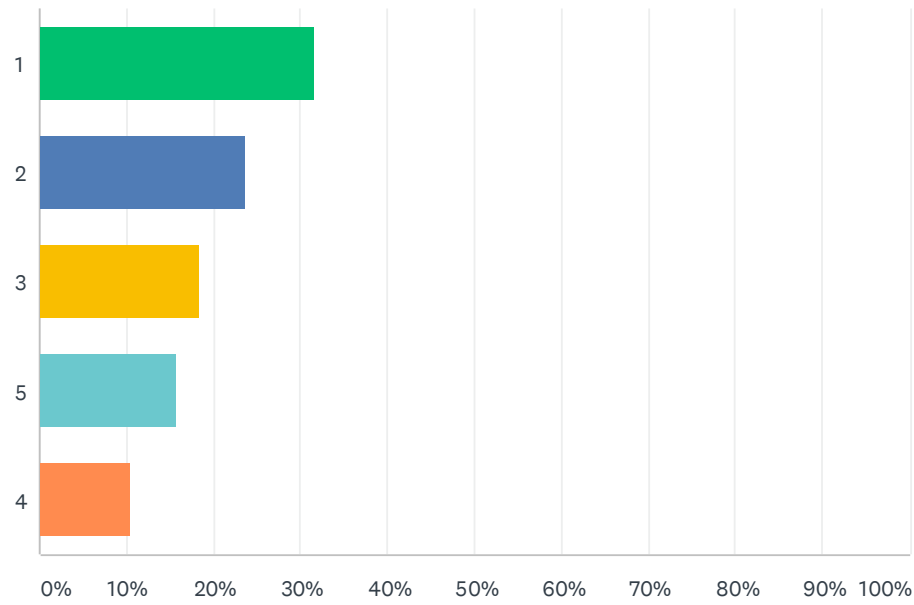
Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	42.11%	16
2	18.42%	7
4	15.79%	6
5	13.16%	5
3	10.53%	4
TOTAL		38

Q2 When thinking about amenities for people who walk and bike, on a scale of 1 to 5, where 1 is most important and 5 is least, please rank how important building a pathway on the west side that can be accessed without crossing Governor Printz Boulevard is to you?

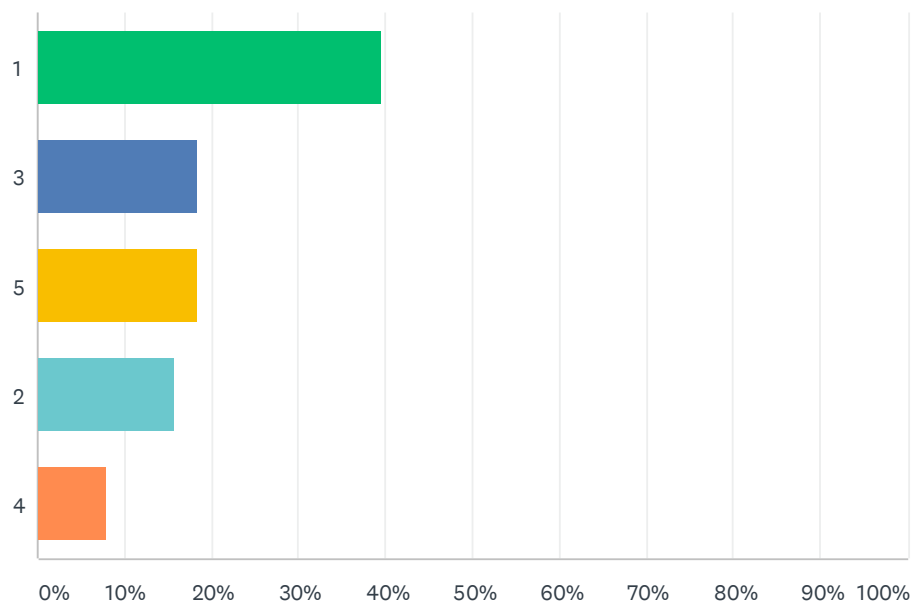
Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	31.58%	12
2	23.68%	9
3	18.42%	7
5	15.79%	6
4	10.53%	4
TOTAL		38

Q3 On a scale of 1 to 5, on the dropdown below where 1 is most important and 5 is least, how important is slowing speeding traffic on Governor Printz Boulevard?

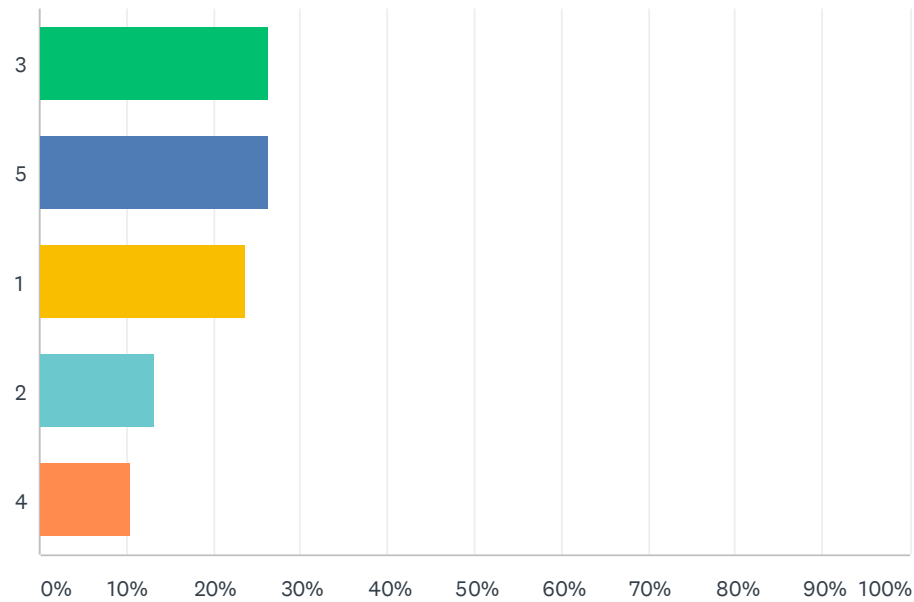
Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	39.47%	15
3	18.42%	7
5	18.42%	7
2	15.79%	6
4	7.89%	3
TOTAL		38

Q4 On a scale of 1 to 5, where 1 is most important and 5 is least, how important is limiting the amount of delay at intersections?

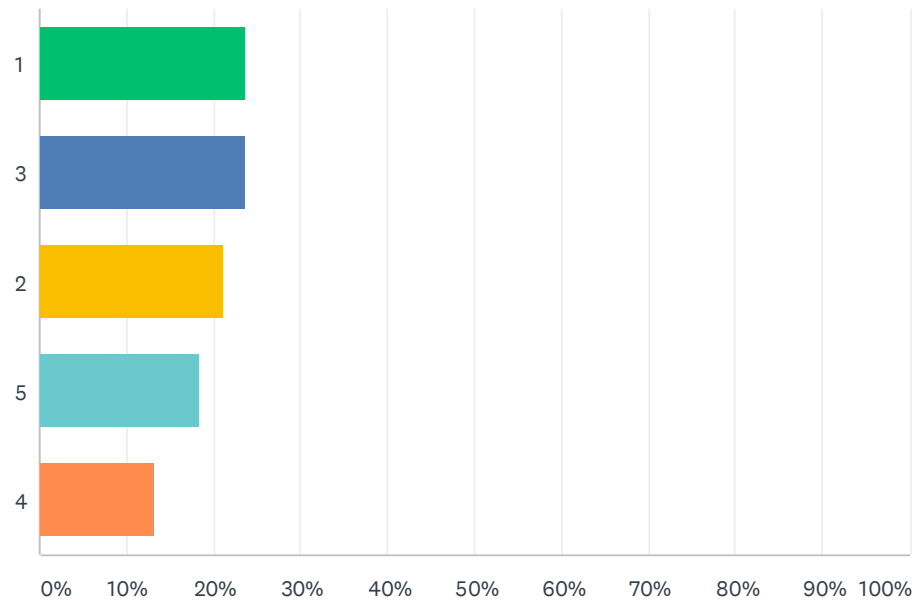
Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES	
3	26.32%	10
5	26.32%	10
1	23.68%	9
2	13.16%	5
4	10.53%	4
TOTAL		38

Q5 On a scale of 1 to 5, where 1 is most important and 5 is least, how important is it that the project can be implemented quickly?

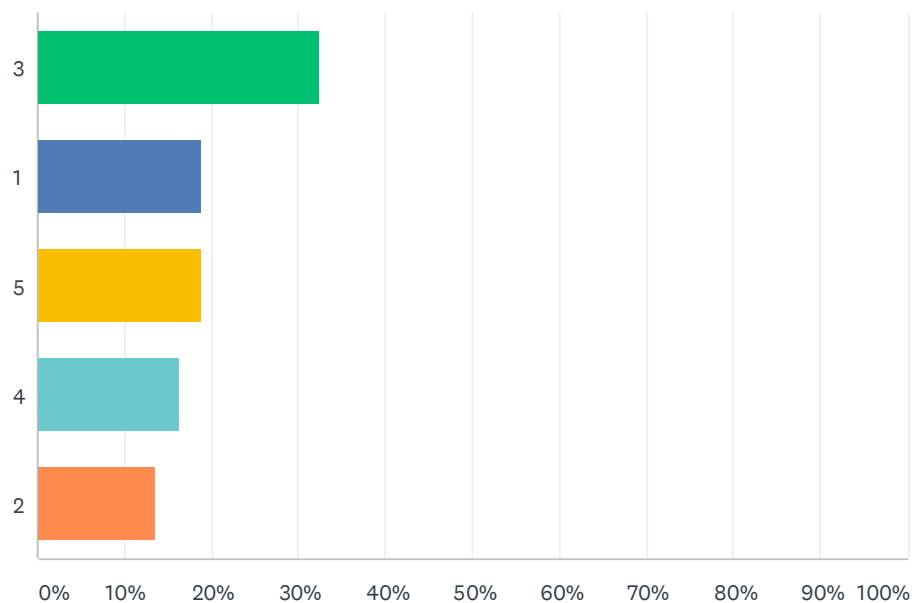
Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	23.68%	9
3	23.68%	9
2	21.05%	8
5	18.42%	7
4	13.16%	5
TOTAL		38

Q6 On a scale of 1 to 5, where 1 is least important and 5 is most important, how important is it that the project can be implemented on an interim basis?

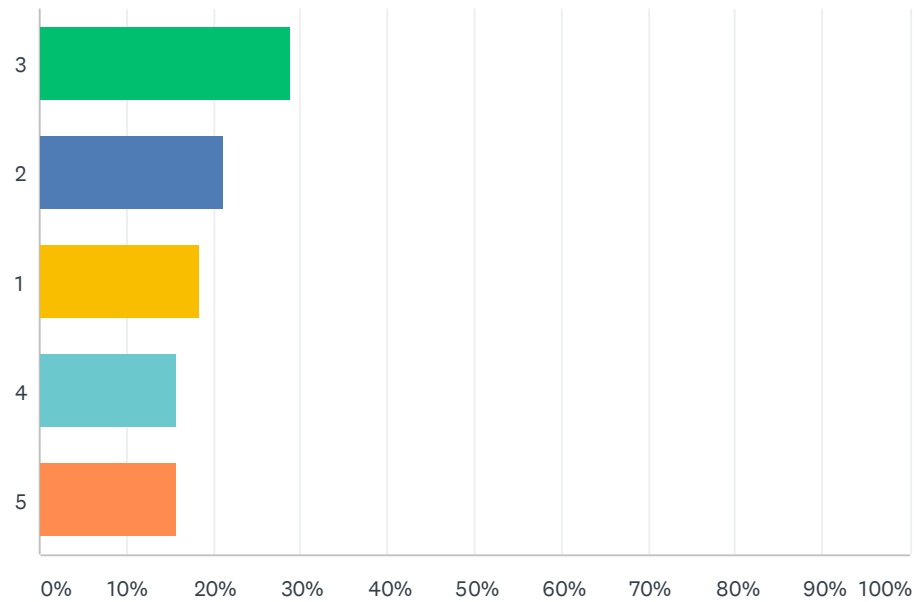
Answered: 37 Skipped: 1



ANSWER CHOICES	RESPONSES	
3	32.43%	12
1	18.92%	7
5	18.92%	7
4	16.22%	6
2	13.51%	5
TOTAL		37

Q7 On a scale of 1 to 5, where 1 is most important and 5 is least, how important is it that the project has a low cost to build?

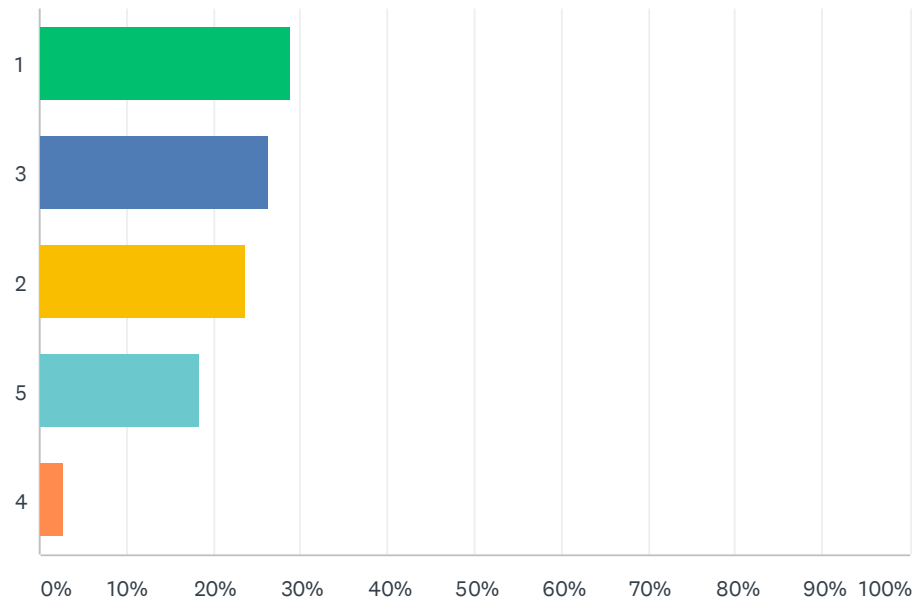
Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES	
3	28.95%	11
2	21.05%	8
1	18.42%	7
4	15.79%	6
5	15.79%	6
TOTAL		38

Q8 On a scale of 1 to 5, where 1 is most important and 5 is least, how important is it that the project has a low cost to maintain?

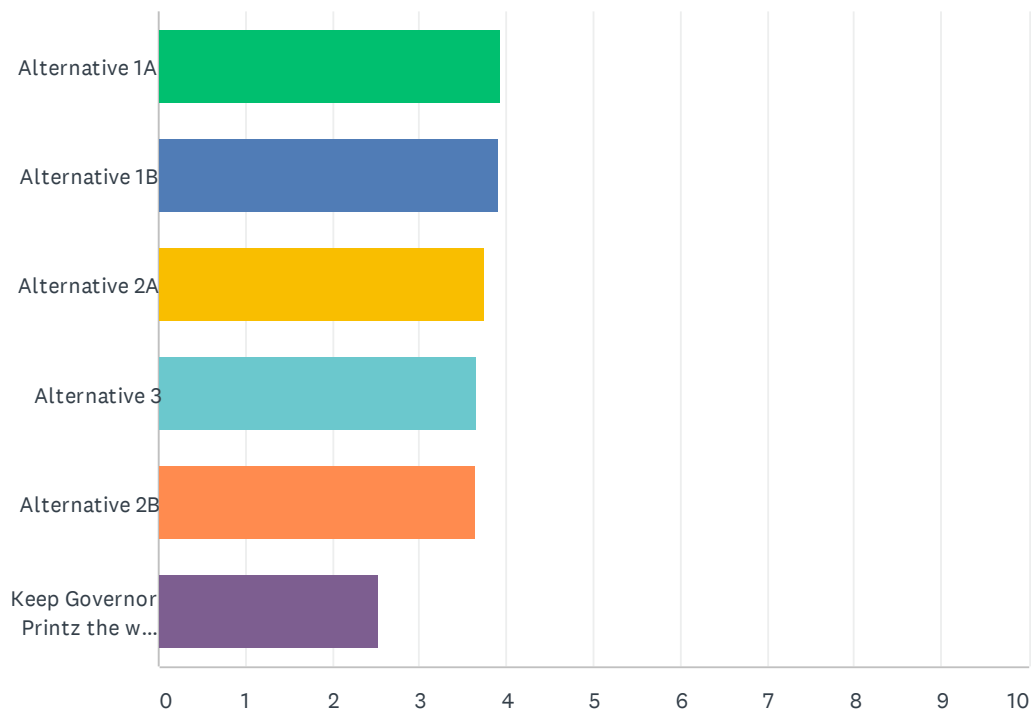
Answered: 38 Skipped: 0









ANSWER CHOICES	RESPONSES	
1	28.95%	11
3	26.32%	10
2	23.68%	9
5	18.42%	7
4	2.63%	1
TOTAL		38

Q9 There are several alternatives proposed to improve Governor Printz Blvd for those walking, biking and driving. Please review the images below and rank each of the alternatives in order of your preference with 1 being your most preferred alternative and 6 your least. Please note, each number can only be selected once.

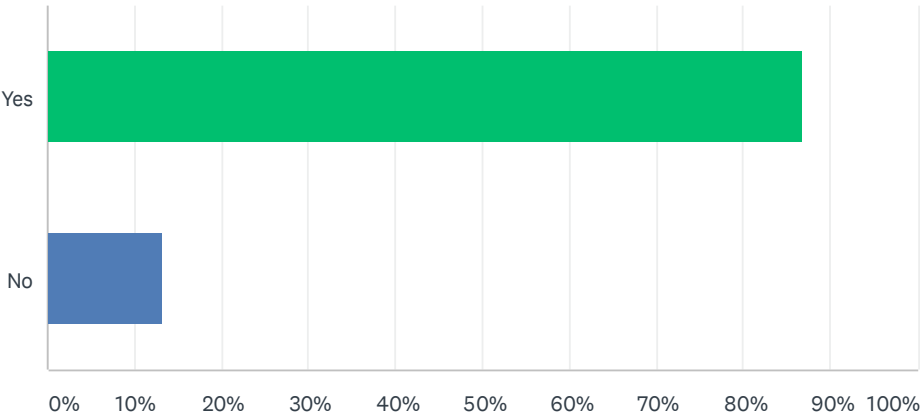
Answered: 38 Skipped: 0



	1	2	3	4	5	6	TOTAL	SCORE
 Alternative 1A	25.00% 8	18.75% 6	15.63% 5	15.63% 5	15.63% 5	9.38% 3	32	3.94
 Alternative 1B	23.53% 8	20.59% 7	11.76% 4	11.76% 4	32.35% 11	0.00% 0	34	3.91
 Alternative 2A	8.82% 3	29.41% 10	20.59% 7	20.59% 7	8.82% 3	11.76% 4	34	3.74
 Alternative 3	25.00% 9	11.11% 4	16.67% 6	19.44% 7	8.33% 3	19.44% 7	36	3.67
 Alternative 2B	11.43% 4	20.00% 7	17.14% 6	25.71% 9	22.86% 8	2.86% 1	35	3.63
 Keep Governor Printz the way it is	13.51% 5	5.41% 2	16.22% 6	5.41% 2	5.41% 2	54.05% 20	37	2.54

Q10 Do you live near the study area?

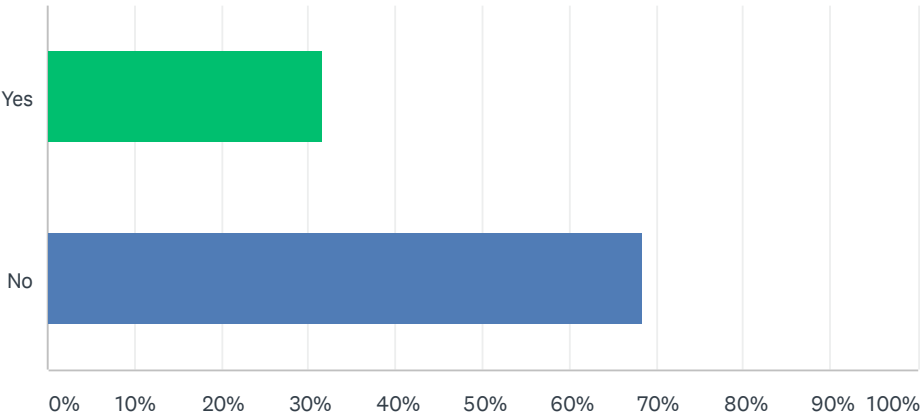
Answered: 38 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		86.84%	33
No		13.16%	5
TOTAL			38

Q11 Do you work in the study area?

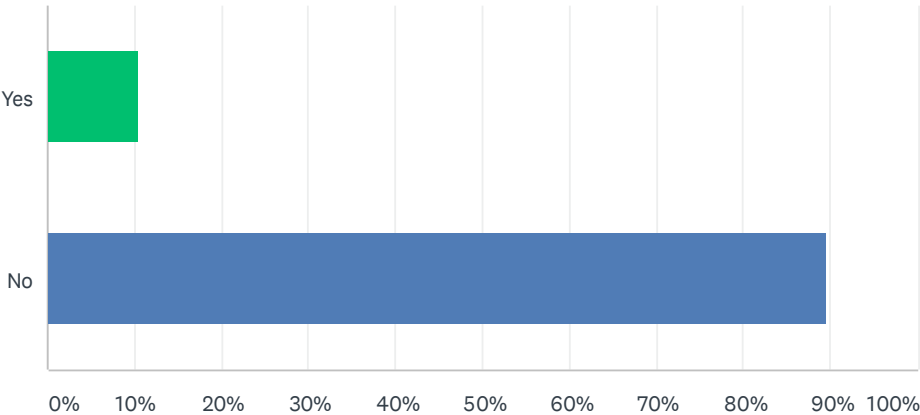
Answered: 38 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		31.58%	12
No		68.42%	26
TOTAL			38

Q12 Do you operate a business or organization in or near the study area

Answered: 38 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		10.53%	4
No		89.47%	34
TOTAL			38

Q13 Do you have any additional feedback?

Answered: 29 Skipped: 9

Governor Printz Boulevard Corridor Study Survey 2

#	RESPONSES	DATE
1	Bicycles should be Physically separated with a barrier from motor vehicle traffic	10/21/2020 10:39 PM
2	Traffic light at GP and Lore Ave.	10/21/2020 8:01 PM
3	I travel through on bicycle	10/21/2020 11:35 AM
4	Please make any lighting down-directed, warm, not harsh glare, to limit intrusion on homes, night sky & night vision, protect environment & birds. Shinn Roofing landscape & sidewalk vast improvement over shoulder; continuous walkways are essential. If bike lanes aren't separate from driving lane will they become vehicle pull off, shoulder & parking (i.e., Ellmore Collision), blocking bike lane? Families & casual bikers more comfortable on separate pathway, not a shoulder lane. East side pathway appealing for reduced vehicle interaction, but if few crossovers, would people risk crossing at other places? Incorporate pocket parks/landscaping on both sides? Sorry, missed the actual presentation/interaction, so unclear: getting to Fox Point on foot or bike, impact of new port traffic, would Printz & interstate noise detract from use as recreation path, why maintenance costs are dissimilar. Thank you for improvements to accommodate multi-use and enhance the livability of our communities.	10/20/2020 12:53 PM
5	I really like the uninterrupted east side (2a) option for "best experience". With the wide buffers the is a great opportunity to do tree and wildflower plantings	10/5/2020 9:11 AM
6	Slowing traffic down would have to come before starting a walking and biking path. AS it is now, people will be killed by the drivers speeding at 100 mph regularly.	9/28/2020 8:40 PM
7	Often want to travel through this area by bike although I do not live there	9/28/2020 3:36 PM
8	A buffered bike lane is not identified in the alternatives. Are physical barriers and/or a planting strip between travel lane and bike lane being discussed. As is, it's hard to foresee more pedestrians using corridor over bikers, and biker safety and comfort would be more prioritized with a buffer.	9/28/2020 1:04 PM
9	commute 6 days/week on Gov Printz	9/28/2020 10:53 AM
10	Make it a beautiful path that can accommodate walkers, bikes and runners	9/27/2020 12:46 AM
11	Important to hookup to greenway just don't know how to get to fox point pk over train tracks.	9/26/2020 2:58 PM
12	Just finish. Construction is finally done and will start over. Horrible!	9/25/2020 6:53 PM
13	More lighting on the printz	9/25/2020 4:40 PM
14	Why would you reduce capacity on a road with 1) limited residences which are on just one side of the road; and 2) has been identified as a preferred alternative to Philadelphia Pike, which has already been reduced to two lanes?	9/25/2020 3:29 PM
15	No	9/25/2020 3:09 PM
16	Surveys are great but you do what you want anyway	9/25/2020 11:02 AM
17	We need bus service. The Governor Printz is at the bottom of very large hills. There are many people that live in apartments that do not have access to the bus stops on the Philadelphia Pike. The hill is very difficult to walk up for Mothers with children and for others with health issues. We also have alot of senior citizens that cannot walk up that hill.	9/25/2020 9:40 AM
18	No.	9/24/2020 8:32 PM
19	I ride this governor Printz Blvd as a "a cyclist" so I'm normally doing anywhere between 17-23 mph coming down this stretch. I think the one lane of traffic plus a dedicated bike lane, along with a path for pedestrians would be wonderful, if cost was an issue I would keep the walking path along the house side on Governor printz to avoid crossing governor Printz Blvd, but if I could be on both sides, that would help direct the track of local walkers and runners, joggers and walkers that are just passing through.	9/24/2020 5:34 PM
20	Not at present	9/24/2020 3:11 PM
21	I worry about a two lane solution. I feel based on the meeting that "worst case scenarios involving emergency use of Gov. Printz were not considered.	9/23/2020 1:02 PM
22	For all of the options, the more the path can include trees, benches, signage with maps and	9/23/2020 12:02 PM

Governor Printz Boulevard Corridor Study Survey 2

wayfinding to nearby amenities like restrooms and parks, the better the greenway experience will be.

23	They cant maintain GP now. That's minimal	9/23/2020 11:14 AM
24	Pedestrian connection to Fox Point State needs to be made.	9/23/2020 7:21 AM
25	Greening to combat climate change is very important	9/22/2020 11:06 PM
26	With the implementation of these plans, the project timeline should be executed as quickly as possible. Work on different strips of Governor Printz has gone on for years with many delays, and seemingly waste of many dollars. This work should not be an never-ending construction project.	9/21/2020 9:55 PM
27	I want the powers that be to seriously consider installing speed bumps On all of the streets that are straight-line connectors between Governor Printz and Philadelphia Pike. We have many families with small children living along Winding Lane, for example, who like to take their children to the park. It's dangerous to have so many people who don't live here speeding through the neighborhood and running the stop sign. Using streets like ours as cut-through a will surely increase once the Governor Printz project is completed. PLEASE consider the safety of our children and include speed bumps in your plan.	9/21/2020 8:52 PM
28	The Port is going to have such a huge negative effect on the adjoining neighborhoods that it seems very important to enhance these neighborhoods and strengthen the community now, before the port is built. Also the Gulftainer organization should be required to put into the community some value as they will most certainly be causing negative effects from noise, light, traffic, and air pollution.	9/21/2020 8:13 PM
29	Need safe access to Fox Point Park for bicycles and pedestrians at Edgemoor as well at a point further North.	9/21/2020 8:12 PM

Q14 Would you like to be added to the Governor Printz Boulevard Corridor Study email list?

Answered: 22 Skipped: 16

ANSWER CHOICES	RESPONSES	
Name	95.45%	21
Company/Organization	40.91%	9
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	22
Phone Number	0.00%	0

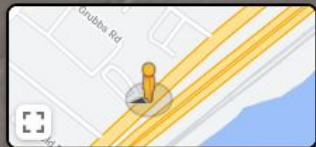
Governor Printz Boulevard Corridor Study Survey 2

#	NAME	DATE
1	Jonathan Kirch	10/21/2020 10:39 PM
2	Judy Windle	10/20/2020 12:53 PM
3	David Bartoo	10/5/2020 9:11 AM
4	Alison Mack	9/29/2020 8:13 PM
5	Stu Elman	9/28/2020 8:40 PM
6	Robert McBride	9/28/2020 3:36 PM
7	Ryan Mawhinney	9/28/2020 1:04 PM
8	Joseph Collins	9/28/2020 10:53 AM
9	Annabelle Puzanchera	9/26/2020 2:58 PM
10	Debra Kettlewood	9/25/2020 9:40 AM
11	Christopher Nichols	9/24/2020 8:32 PM
12	Alfonso Smith	9/24/2020 5:34 PM
13	Jordan E. Kinsey	9/24/2020 12:03 PM
14	Charlie Rouse	9/23/2020 1:02 PM
15	Daniel Paschall	9/23/2020 12:02 PM
16	Bronwen J Sosangelis	9/23/2020 11:14 AM
17	Linda Sanderd	9/22/2020 11:06 PM
18	Anthony Kinney	9/22/2020 9:13 PM
19	Rachel Howell	9/21/2020 9:55 PM
20	Penny Ruth Leshock	9/21/2020 8:52 PM
21	Randy Keim	9/21/2020 8:12 PM
#	COMPANY/ORGANIZATION	DATE
1	DNREC	10/5/2020 9:11 AM
2	BikeNewark	9/28/2020 3:36 PM
3	AECOM	9/28/2020 1:04 PM
4	Retired	9/26/2020 2:58 PM
5	Village at fox point	9/24/2020 5:34 PM
6	East Coast Greenway Alliance	9/23/2020 12:02 PM
7	Lore Ave	9/22/2020 9:13 PM
8	Perfecting Holiness Deliverance Ministries, Inc.	9/21/2020 9:55 PM
9	Liftwood Estates	9/21/2020 8:12 PM
#	ADDRESS	DATE
There are no responses.		
#	ADDRESS 2	DATE
There are no responses.		
#	CITY/TOWN	DATE
There are no responses.		

Governor Printz Boulevard Corridor Study Survey 2

#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1	jon.m.kirch@gmail.com	10/21/2020 10:39 PM
2	randy.judyw@comcast.net	10/20/2020 12:53 PM
3	david.bartoo@delaware.gov	10/5/2020 9:11 AM
4	alisonmack@verizon.net	9/29/2020 8:13 PM
5	bluestu@erols.com	9/28/2020 8:40 PM
6	rhmcbride@hotmail.com	9/28/2020 3:36 PM
7	ryan.mawhinney@aecom.com	9/28/2020 1:04 PM
8	joec554@aol.com	9/28/2020 10:53 AM
9	dee_dee1950@yahoo.com	9/26/2020 2:58 PM
10	cat6277@aol.com	9/25/2020 6:53 PM
11	abbysmom.dk@gmail.com	9/25/2020 9:40 AM
12	crnichols22@gmail.com	9/24/2020 8:32 PM
13	alsmith302@gmail.com	9/24/2020 5:34 PM
14	jekinsey22@gmail.com	9/24/2020 12:03 PM
15	charlierouse@outlook.com	9/23/2020 1:02 PM
16	daniel@greenway.org	9/23/2020 12:02 PM
17	bronwensos@yahoo.com	9/23/2020 11:14 AM
18	lindaisis@aol.com	9/22/2020 11:06 PM
19	tony.kinney@me.com	9/22/2020 9:13 PM
20	phdministriesinc@comcast.net	9/21/2020 9:55 PM
21	penny.ruth@gmail.com	9/21/2020 8:52 PM
22	jrlbkeim@comcast.net	9/21/2020 8:12 PM
#	PHONE NUMBER	DATE
	There are no responses.	

Existing



Google

Image capture: Jul 2018 © 2020 Google United States Terms Report a problem

1a



Google



States Terms Report a problem

1b



2a



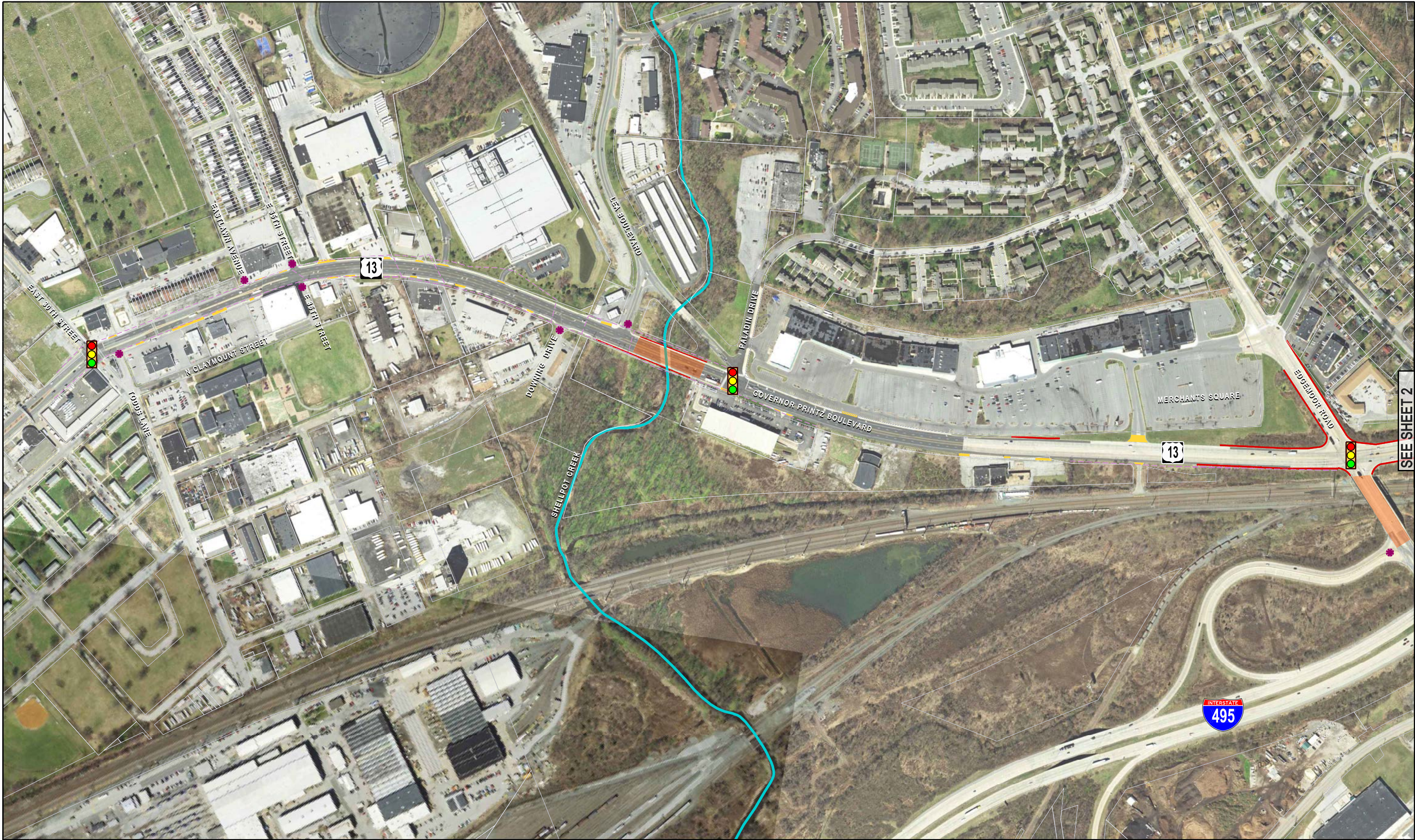
2b



3



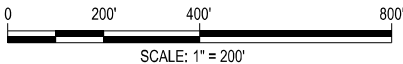
Appendix 4 – Existing Site Constraints



SEE SHEET 2

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 1 OF 6



EXISTING FEATURES LEGEND

- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/ Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |

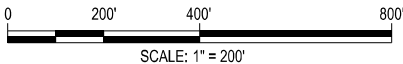


SEE SHEET 1

SEE SHEET 3

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 2 OF 6





EXISTING FEATURES LEGEND


- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/
Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 3 OF 6












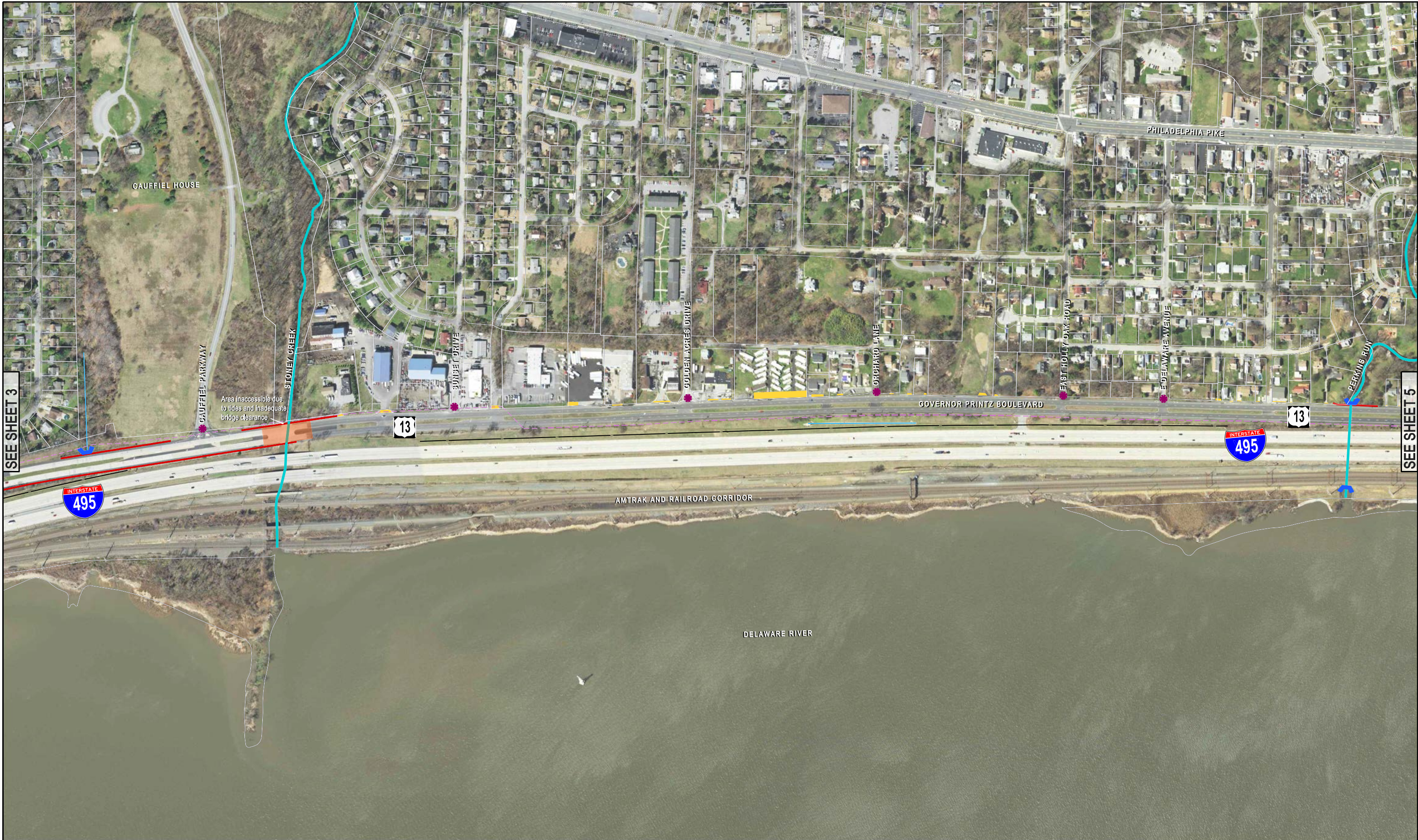


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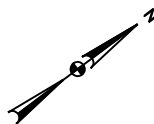
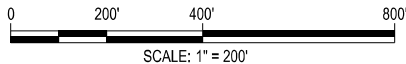
EXISTING FEATURES LEGEND

- | | | |
|---|--|--|
|  Guardrail/Retaining Wall |  Stream |  Intersection/
Street Crossing |
|  Bridge Crossing (pinch point) |  Drainage Feature |  Private Driveway/Entrance Crossing |
|  Overhead Utilities |  Culvert |  35' Minimum Clearance from Highway |



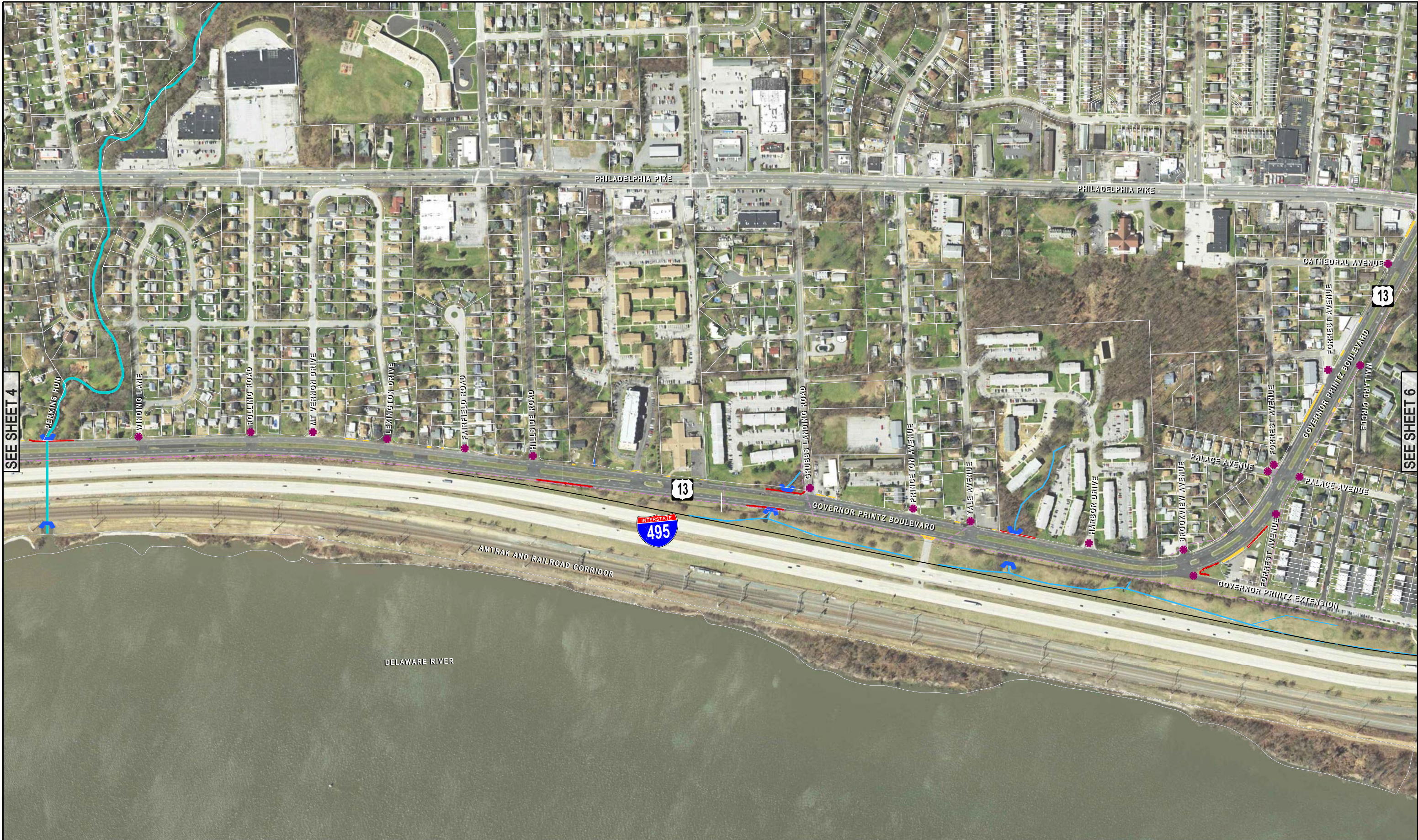
GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 4 OF 6






EXISTING FEATURES LEGEND

- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/ Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |

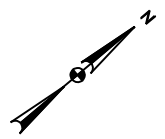


GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE
SHEET 5 OF 6














SCALE: 1" = 200'



EXISTING FEATURES LEGEND

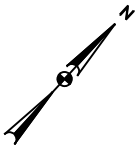
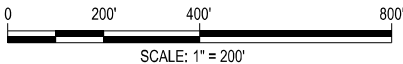
 Guardrail/Retaining Wall	 Stream	 Intersection/ Street Crossing
 Bridge Crossing (pinch point)	 Drainage Feature	 Private Driveway/Entrance Crossing
 Overhead Utilities	 Culvert	 35' Minimum Clearance from Highway



SEE SHEET 5

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
EXISTING SITE CONSTRAINTS
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 6 OF 6



EXISTING FEATURES LEGEND

- | | | |
|-------------------------------|------------------|------------------------------------|
| Guardrail/Retaining Wall | Stream | Intersection/ Street Crossing |
| Bridge Crossing (pinch point) | Drainage Feature | Private Driveway/Entrance Crossing |
| Overhead Utilities | Culvert | 35' Minimum Clearance from Highway |

Appendix 5 – Alternatives Travel Time Analysis

Governor Printz Boulevard Corridor Study
Travel Time Alternatives Analysis
9/17/2020

	North Zone Travel Times		South Zone Travel Times					
	Princeton Ave to Cauffiel Pkwy ¹		Cauffiel Pkwy to Lore Ave ¹		Lore Ave to Stuyvesant Dr ²		Stuyvesant Dr to Edgemoor Rd ^{2,3}	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing	NB 110s SB 130s	NB 111s SB 127s	NB 93s SB 63s	NB 84s SB 66s	NB 51s SB 52s	NB 46s SB 52s	NB 24s SB 31s	NB 21s SB 31s
Alternative 1a & 1b	No LOS impacts							
Alternative 2a & 2b^{4,5}	NB 114s SB 131s	NB 113s SB 120s	NB 102s SB 63s	NB 92s SB 68s	NB 54s SB 53s	NB 51s SB 57s	NB 33s SB 35s	NB 30s SB 36s
Alternative 3^{5,6}	NB 114s SB 129s	NB 112s SB 128s	NB 101s SB 63s	NB 84s SB 70s	NB 53s SB 55s	NB 49s SB 59s	NB 33s SB 33s	NB 33s SB 37s

¹ Holly Oak Rd and Cauffiel Pkwy approach volumes estimated based on US 13 (Philadelphia Pike) intersection counts

² FHWA may require interchange modification report at Stuyvesant Dr

³ Edgemoor Rd is also included in the "connection zone" and requires further analysis via Gulftainer TOA

⁴ Assumed northbound Governor Printz Blvd at Lore Ave and Cauffiel Pkwy do not have left-turn lane due to constrained cross-section

⁵ Assumed southbound Governor Printz Blvd at Princeton Ave has one shared thru/right-turn lane

⁶ Assumed northbound Governor Printz Blvd at Lore Ave, Cauffiel Pkwy, and Princeton Ave have an exclusive left-turn lane

	North Zone Travel Times		South Zone Travel Times		Total Travel Time	
	Princeton Ave to Cauffiel Pkwy ¹		Cauffiel Pkwy to Edgemoor Rd ^{1,2,3}		Princeton Ave to Edgemoor Rd ^{1,2,3}	
	AM	PM	AM	PM	AM	PM
Existing	NB 110s SB 130s	NB 111s SB 127s	NB 168s SB 146s	NB 151s SB 149s	NB 278s SB 276s	NB 262s SB 276s
Alternative 1a & 1b	No LOS impacts					
Alternative 2a & 2b^{4,5}	NB 114s SB 131.1s	NB 113s SB 120s	NB 189s SB 151s	NB 173s SB 161s	NB 303s SB 282s	NB 286s SB 281s
Alternative 3^{5,6}	NB 114s SB 129s	NB 112s SB 128s	NB 187s SB 151s	NB 166s SB 166s	NB 301s SB 280s	NB 278s SB 294s

¹ Holly Oak Rd and Cauffiel Pkwy approach volumes estimated based on US 13 (Philadelphia Pike) intersection counts

² FHWA may require interchange modification report at Stuyvesant Dr

³ Edgemoor Rd is also included in the "connection zone" and requires further analysis via Gulftainer TOA

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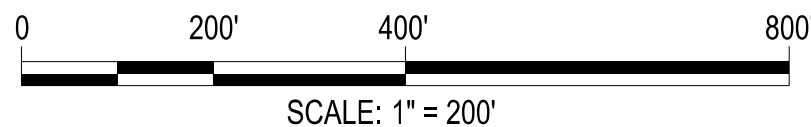
Appendix 6 – Locally Preferred Alternative Concept Plans








SEE SHEET 2

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
PREFERRED ALTERNATIVE
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 1 OF 6



PROPOSED FEATURES LEGEND

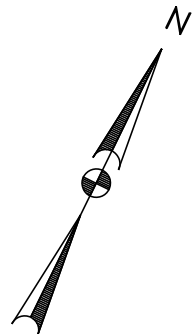
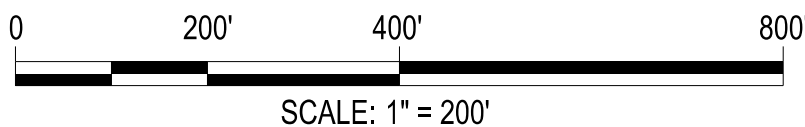
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|--|---|
|  Shared Use Path |  Roadway / Driveway Crossing |
|  Grass Buffer/ Median |  Enhanced Pedestrian Crossing for Trail Access |
|  Paved Shoulder / Bike Lane | |

Note: These illustrations are for planning and feasibility purposes only. Further traffic analysis is required to address proposed traffic conditions and pathway configurations.








GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
PREFERRED ALTERNATIVE
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 2 OF 6



PROPOSED FEATURES LEGEND

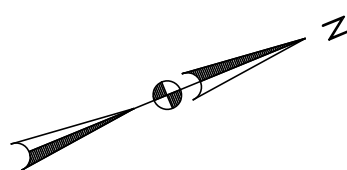
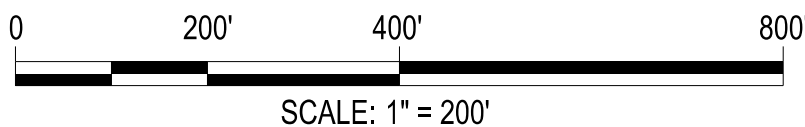
- | | |
|--|---|
|  Shared Use Path |  Roadway / Driveway Crossing |
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|  Paved Shoulder / Bike Lane | |

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GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
PREFERRED ALTERNATIVE
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 3 OF 6



PROPOSED FEATURES LEGEND

- | | |
|--|---|
|  Shared Use Path |  Roadway / Driveway Crossing |
|  Grass Buffer/ Median |  Enhanced Pedestrian Crossing for Trail Access |
|  Paved Shoulder / Bike Lane | |

Note: These illustrations are for planning and feasibility purposes only. Further traffic analysis is required to address proposed traffic conditions and pathway configurations.

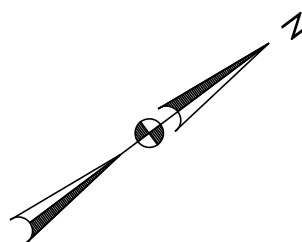
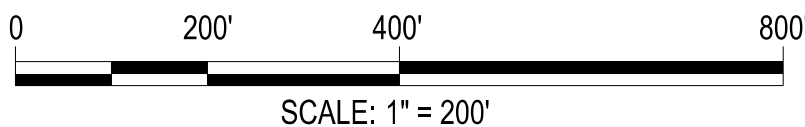


SEE SHEET 3






SEE SHEET 5

**GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
PREFERRED ALTERNATIVE
NEW CASTLE COUNTY , WILMINGTON, DE**

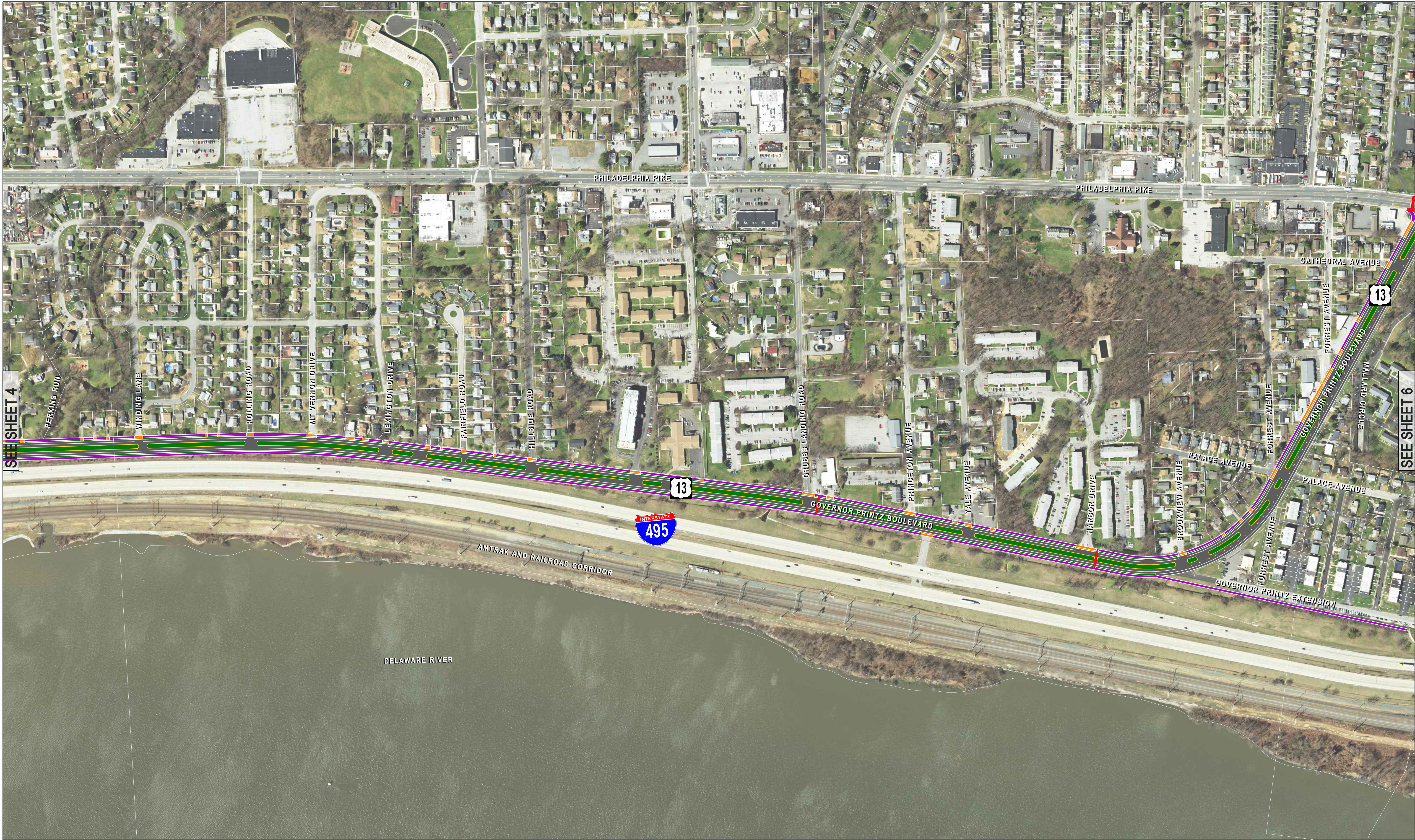
SHEET 4 OF 6



PROPOSED FEATURES LEGEND

- | | |
|--|---|
|  Shared Use Path |  Roadway / Driveway Crossing |
|  Grass Buffer/ Median |  Enhanced Pedestrian Crossing for Trail Access |
|  Paved Shoulder / Bike Lane | |

Note: These illustrations are for planning and feasibility purposes only. Further traffic analysis is required to address proposed traffic conditions and pathway configurations.

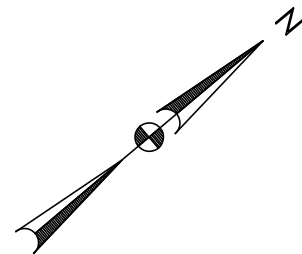
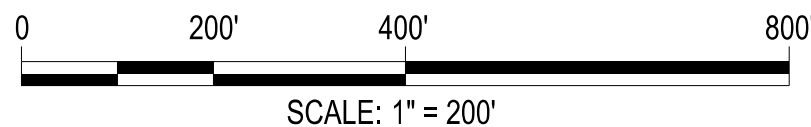


SEE SHEET 4






SEE SHEET 6

GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
PREFERRED ALTERNATIVE
NEW CASTLE COUNTY, WILMINGTON, DE

SHEET 5 OF 6



PROPOSED FEATURES LEGEND

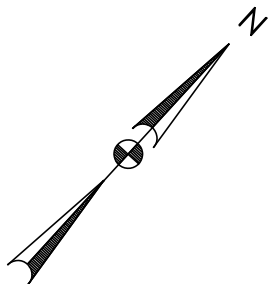
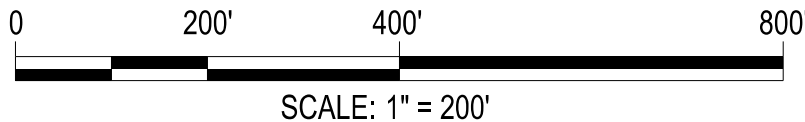
- | | |
|--|---|
|  Shared Use Path |  Roadway / Driveway Crossing |
|  Grass Buffer/ Median |  Enhanced Pedestrian Crossing for Trail Access |
|  Paved Shoulder / Bike Lane | |

Note: These illustrations are for planning and feasibility purposes only. Further traffic analysis is required to address proposed traffic conditions and pathway configurations.








GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY
PREFERRED ALTERNATIVE
NEW CASTLE COUNTY , WILMINGTON, DE

SHEET 6 OF 6



PROPOSED FEATURES LEGEND

- | | |
|--|---|
|  Shared Use Path |  Roadway / Driveway Crossing |
|  Grass Buffer/ Median |  Enhanced Pedestrian Crossing for Trail Access |
|  Paved Shoulder / Bike Lane | |

Note: These illustrations are for planning and feasibility purposes only. Further traffic analysis is required to address proposed traffic conditions and pathway configurations.

Appendix 7 – Planning and Environmental Linkages Checklist

Governor Printz Boulevard Corridor Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire			
https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
1	Background:		
a.	Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)	Introduction and Purpose of Study	
b.	What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan,		Governor Printz Boulevard Corridor Study
c.	Who was included on the study team (Name and title of agency representatives, consultants, etc.)?	Introduction and Purpose of Study	
d.	Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding	Existing Conditions	
e.	Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.	Introduction and Purpose of Study, Prior Studies	
f.	Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those	Prior Studies and Anticipated Future Conditions	
2	Methodology used:		
a.	What was the scope of the PEL study and the reason for completing it?	Planning and Environmental Linkages (PEL)	
b.	Did you use NEPA-like language? Why or why not?		Yes, to facilitate the transition to the NEPA process when project implementation begins
c.	What were the actual terms used and how did you define them? (Provide examples or list)		Purpose and Need, NEPA, Categorical Exclusion Evaluation
d.	How do you see these terms being used in NEPA documents?		The analysis in the report can be used in the preparation of a Categorical Exclusion Evaluation
e.	What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.	Introduction and Purpose of Study	

Governor Printz Boulevard Corridor Study

f.	How should the PEL information be presented in NEPA?		Purpose and Need Alternatives Analysis information may be directly transferred to the Categorical Exclusion
3	Agency coordination:		
a.	Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.	Introduction and Purpose of Study, Existing Conditions, Public Outreach, Appendix 2	
b.	What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?	Introduction and Purpose of Study	
c.	What steps will need to be taken with each agency during NEPA scoping?	Implementation	
4	Public coordination:		
a.	Provide a synopsis of your coordination efforts with the public and stakeholders.	Public Outreach	
5	Purpose and Need for the PEL study:		
a.	What was the scope of the PEL study and the reason for completing it?	Planning and Environmental Linkages (PEL)	
b.	Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.	Planning and Environmental Linkages (PEL)	
c.	What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?	Implementation	
6	Range of alternatives: Planning teams need to be cautious during the alternative screen process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:		
a.	What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)	Alternatives Considered	
b.	How did you select the screening criteria and screening process?	Summary of Transportation Needs	

Governor Printz Boulevard Corridor Study

c.	For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)	Alternative Comparison	
d.	Which alternatives should be brought forward into NEPA and why?	Locally Preferred Alternative	
e.	Did the public, stakeholders, and agencies have an opportunity to comment during this process?	Public Outreach	
f.	Were there unresolved issues with the public, stakeholders, and/or agencies?	Implementation	
7	Planning assumptions and analytical methods:		
a.	What is the forecast year used in the PEL study?	Demographics	
b.	What method was used for forecasting traffic volumes?	N/A	
c.	Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?	Introduction and Purpose of Study	
d.	What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?	Anticipated Future Conditions	
8	Environmental resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:		
a.	In the PEL study, at what level of detail was the resource reviewed and what was the method of review?	Planning and Environmental Linkages (PEL)	
b.	Is this resource present in the area and what is the existing environmental condition for this resource?	Locally Preferred Alternative	
c.	What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?	Locally Preferred Alternative	
d.	How will the planning data provided need to be supplemented during NEPA?	Implementation	
9	List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.		None known based on available desktop data sources
10	Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.		N/A

Governor Printz Boulevard Corridor Study

11	Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.		None
12	What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?		The PEL study and materials will be made available to the agencies involved in project planning and design
13	Are there any other issues a future project team should be aware of?		Contact information for stakeholders is available from WILMAPCO
a.	Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.		

Appendix 8 – Final Public Comments

Governor Printz Boulevard Corridor Study
Final Draft Public Comment Period

Draft available December 11, 2020 - January 7, 2021

The final draft of the Governor Printz Boulevard Corridor Study was posted on WILMAPCO's website for public comment from December 11, 2020 to January 7, 2021.

Four comments were received from the general public:

- Hopefully you will include access streets to Gov Printz. Lexington Drive is main thoroughway from Phil Pike to Gov Printz and is need of immediate repair, i.e. repaving. Thank you
- The proposals do not include a path that is multi-use. The key is to get bikes OFF of the road and onto a wider multi-use trail to improve bicyclist's safety and improve vehicular traffic flow.
- I fervently welcome improvements to Gov. Printz Blvd, and hope that it is done with green storm water control. I also strongly hope that there can be green and aesthetically pleasing plantings along the Boulevard! I know that various pipelines are in the way, but hope that plantings can still be included.
- Heather, I wanted to reach out to you to let you know that we are engaged in a Community Planning initiative. This initiative was kicked off in August and involves a resident survey, a business survey, a parcel survey and focus groups. We expect this process to take about 18 months. I have attached a copy of the resident survey. If you take a look there are questions regarding sidewalks, lighting, etc. The business survey also has some questions regarding road usage. I realize this is within the city limits and the Gov Printz study ends at the City line but I thought I should let you know we are doing this.