



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY VISIONING WORKSHOP

January 29, 2020

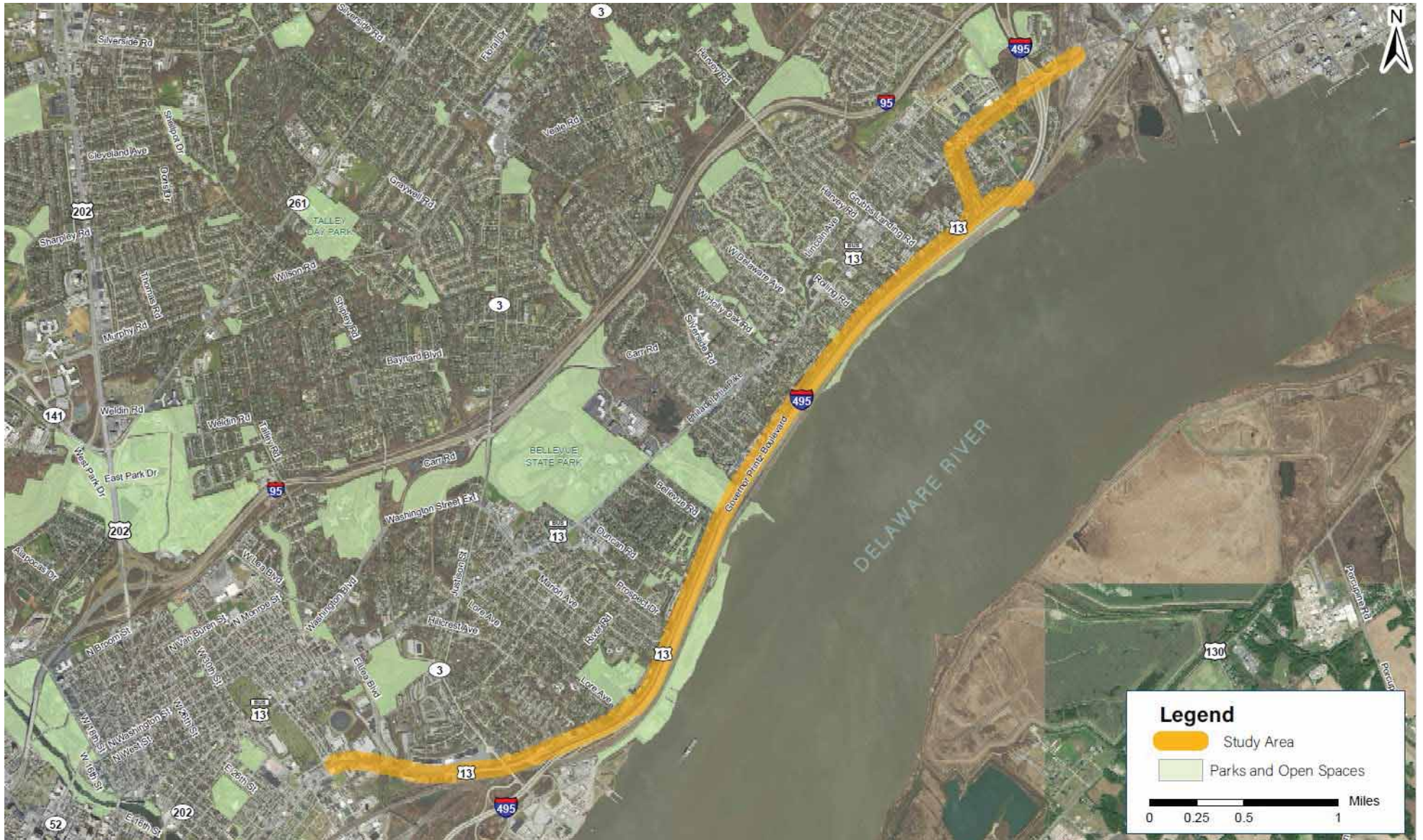


Welcome!

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 (DeIDOT)
- Delaware Transit Corporation (DTC)
- New Castle County Department of Land Use
- Delaware Greenways

WILMAPCO



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:



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

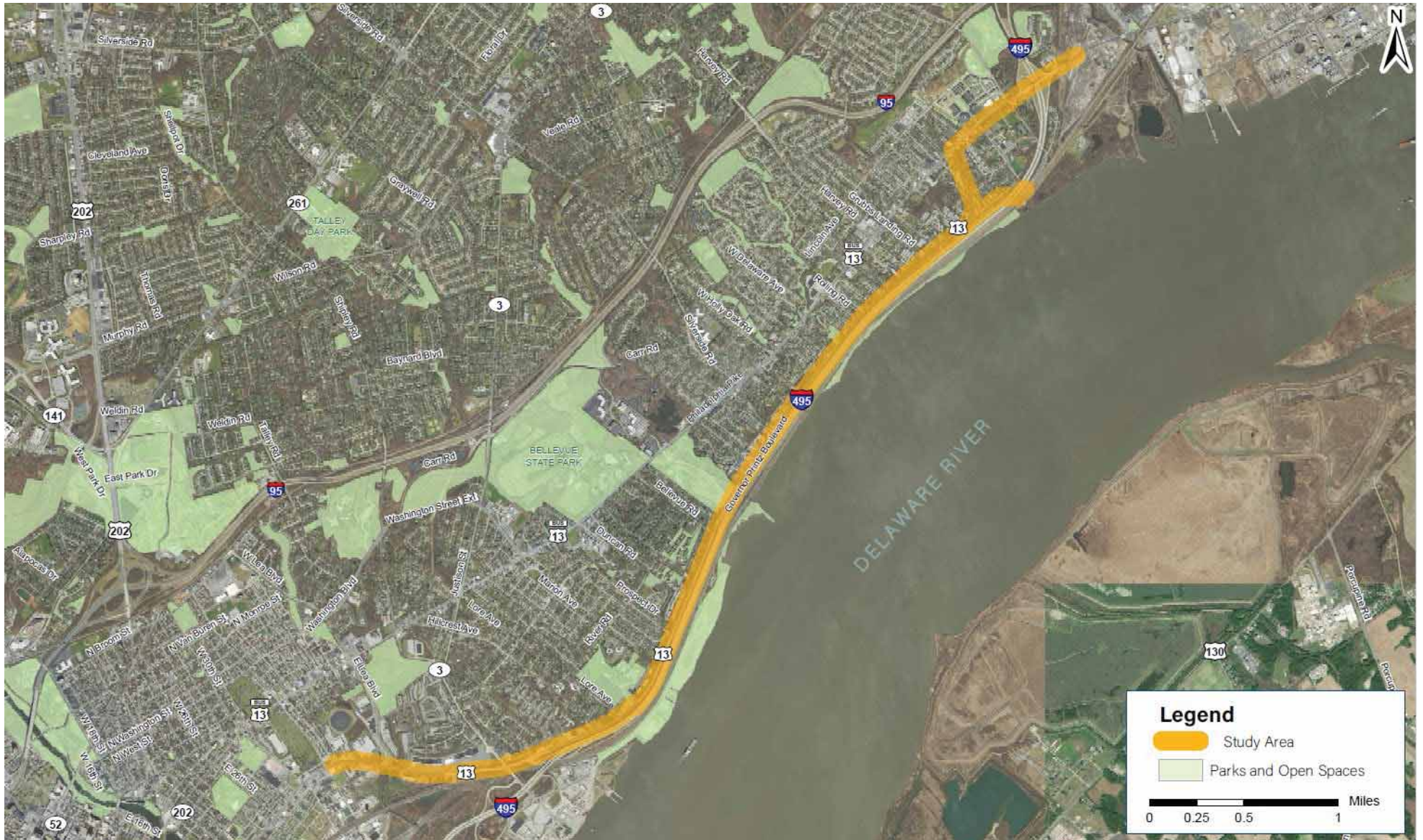
Existing Conditions

Mike Campbell

Whitman, Requardt & Associates, LLP



Study Area



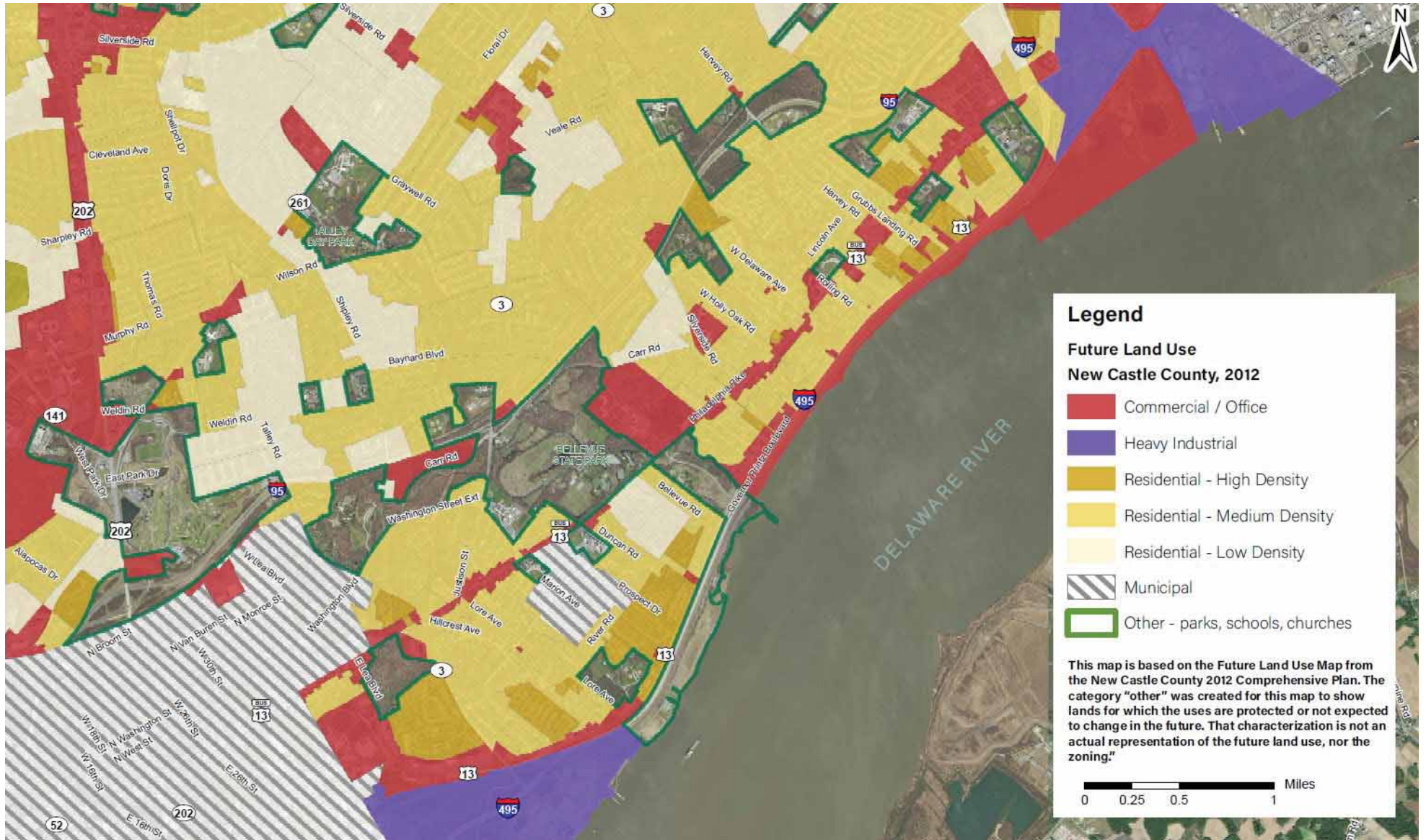
Existing Conditions



Existing Conditions



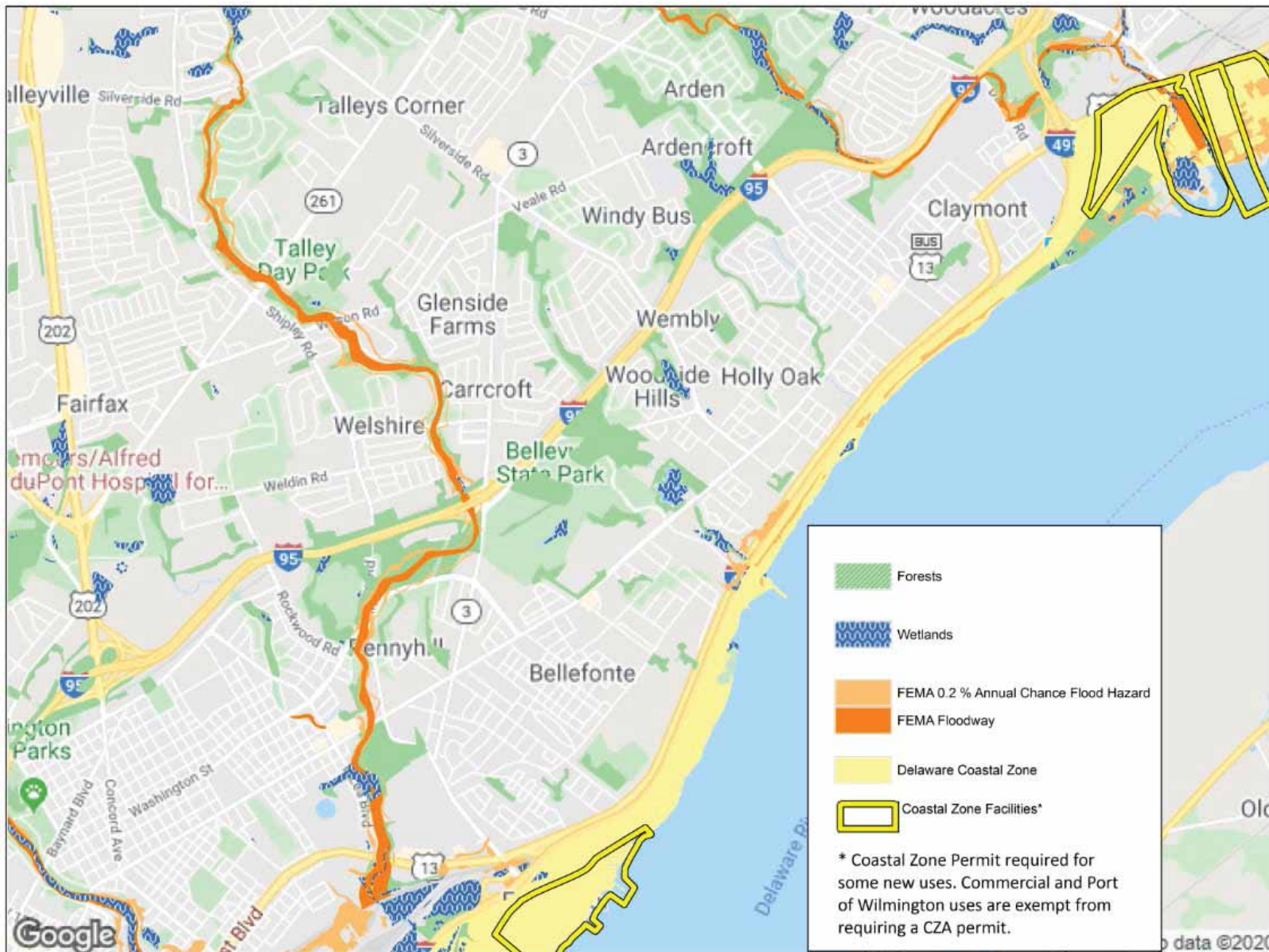
Land Use



Existing Conditions



Coastal Zone



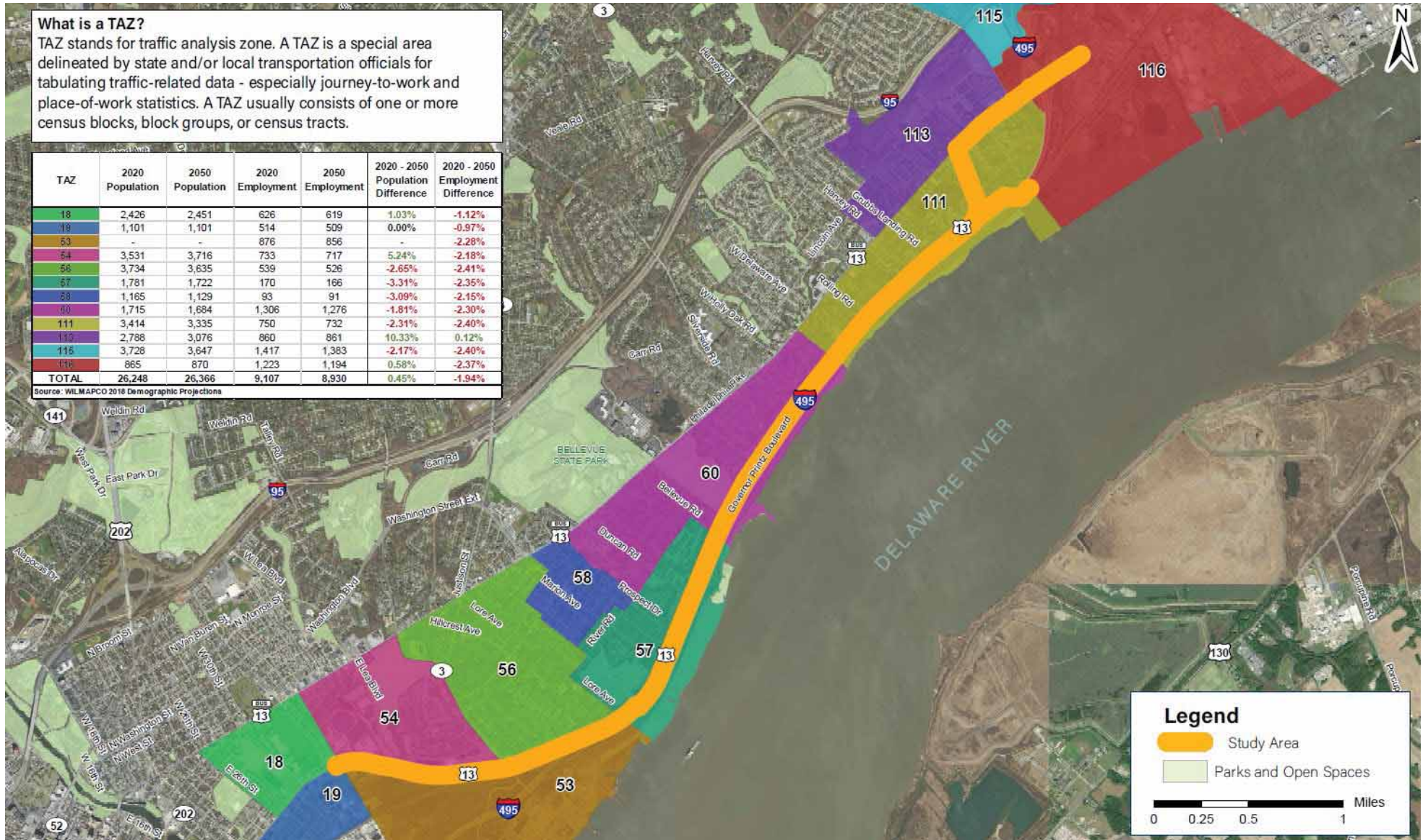
Population & Employment Projections

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 | 1,383 | -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



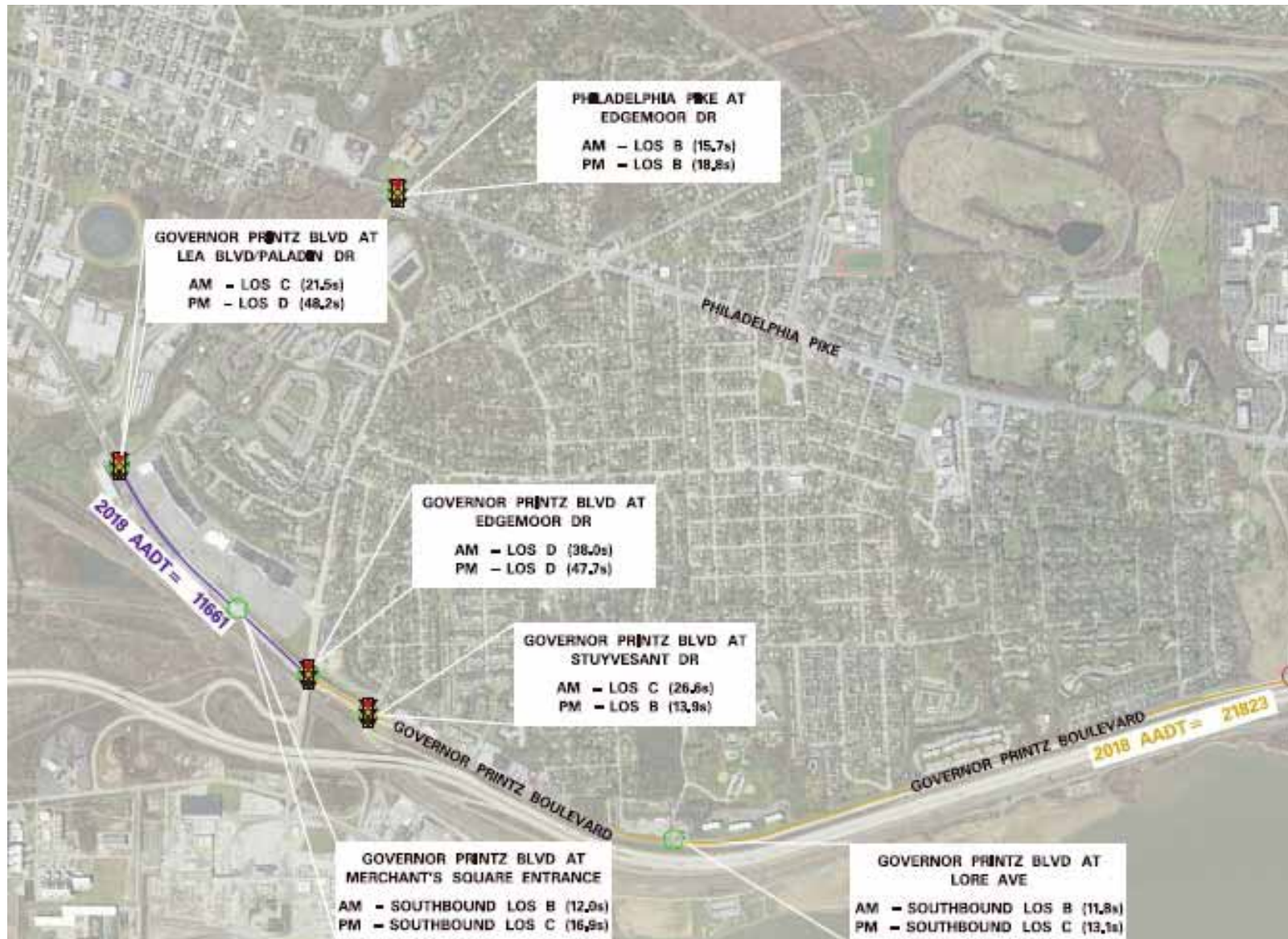
Places for Biking



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



- PROPOSED**
- Unsignalized intersections (right turn in, right turn out movements only)
 - Signalized Intersections
 - Multi-Use Pathway (East Coast Greenway)
 - Enhanced Walking and Bicycling Network
 - New Streets (Major) - With High Quality Facilities for Walking and Bicycling
 - New Streets (Minor) - With High Quality Facilities for Walking and Bicycling
 - New Industrial Connection
 - Development Node: North of Naamans Rd**
 - Development Node: Between Naamans Rd and Philadelphia Pike**
 - Development Node: Between Philadelphia Pike and SEPTA Rail**
 - Development Node: East of SEPTA Rail**
- EXISTING**
- Streets
 - Signalized Intersections

North Claymont Area Master Plan

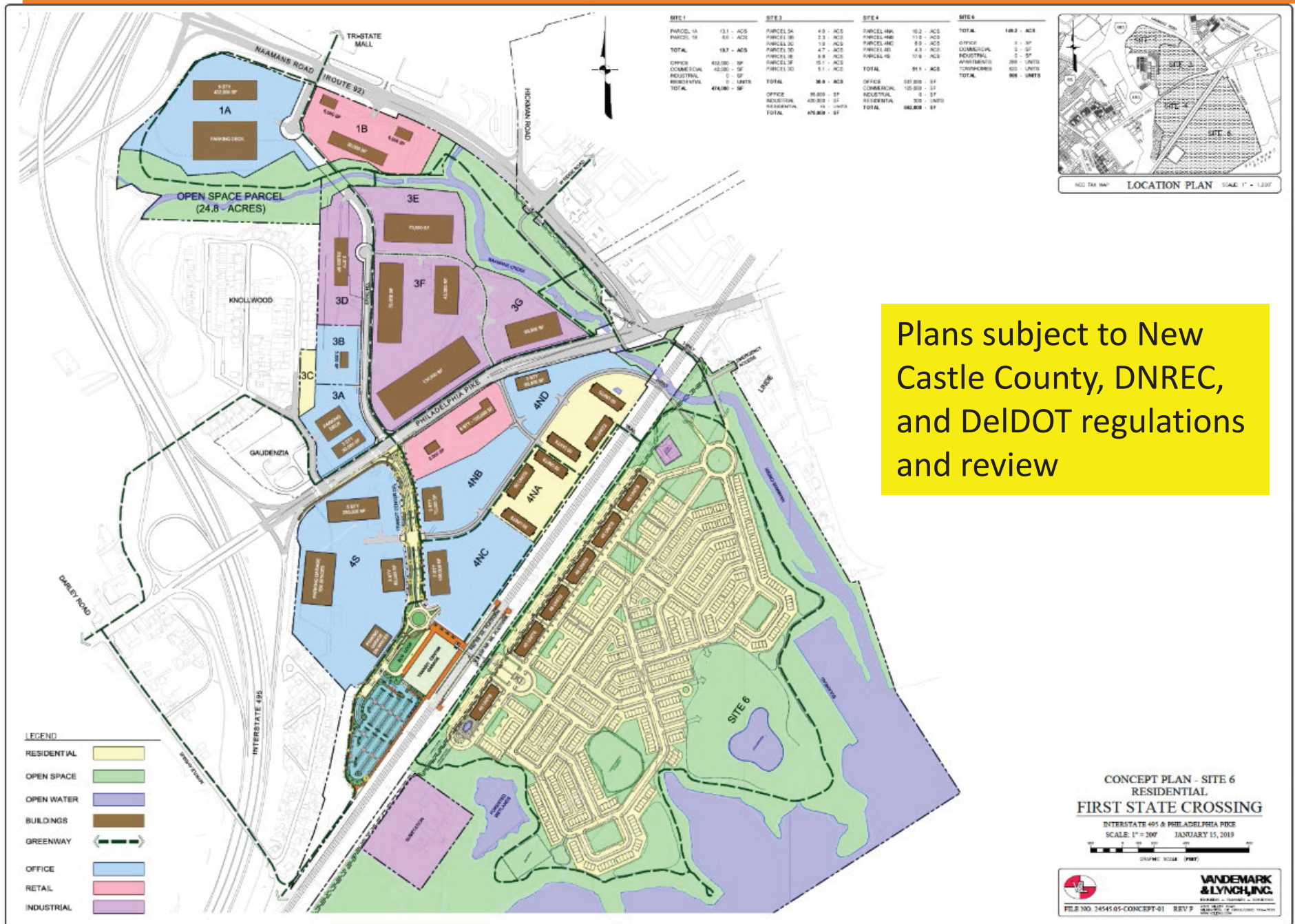


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- EXISTING**
- Streets
 - Signalized Intersections

First State Crossing



First State Crossing



Plans subject to New Castle County, DNREC, and DeDOT regulations and review

New Claymont Transportation Center



WILMAPCO



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

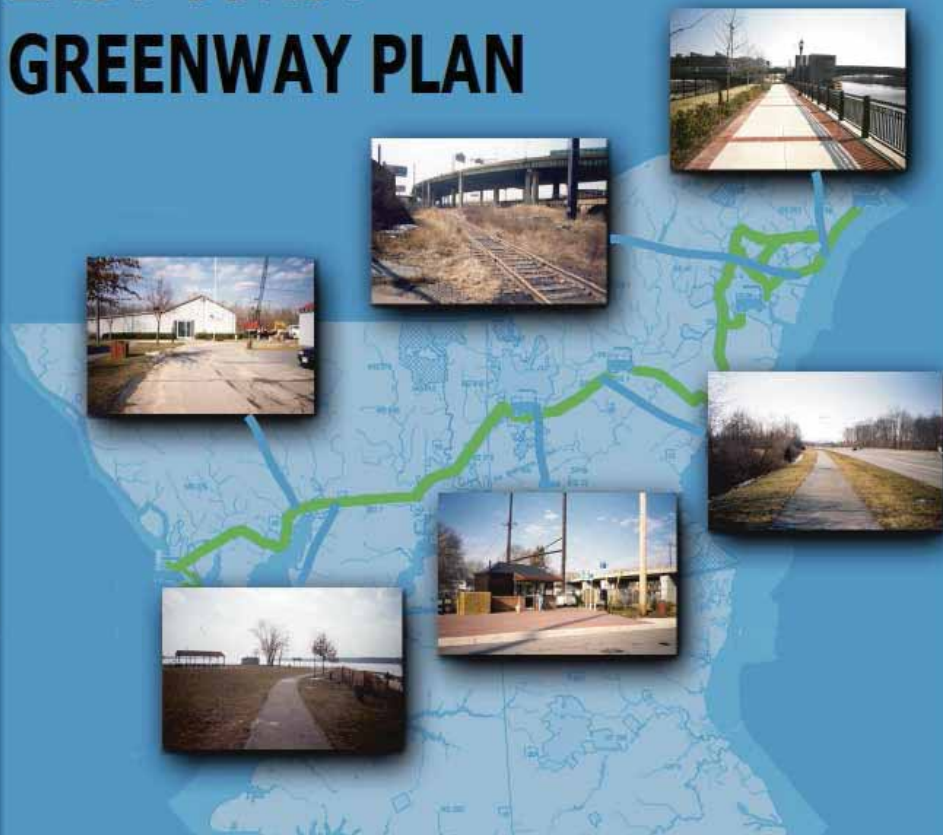


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International port operator Gulfainer wants to invest \$574 million to retool the existing Port of Wilmington and build a new container terminal on the Delaware River at Edgemoor, Peter Richards, CEO of the company, said in an interview.

East Coast Greenway Plan

EAST COAST GREENWAY PLAN

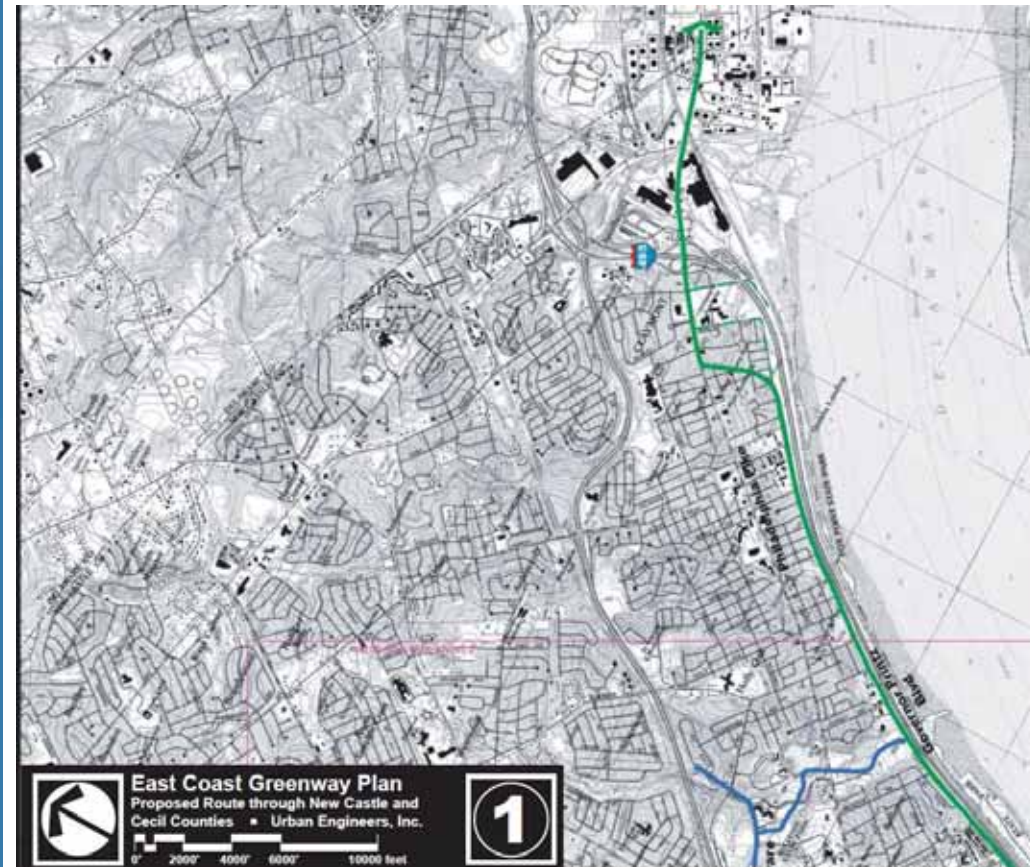


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In Partnership with
New Castle County, Cecil County,
DelDOT & MDOT



May 2003



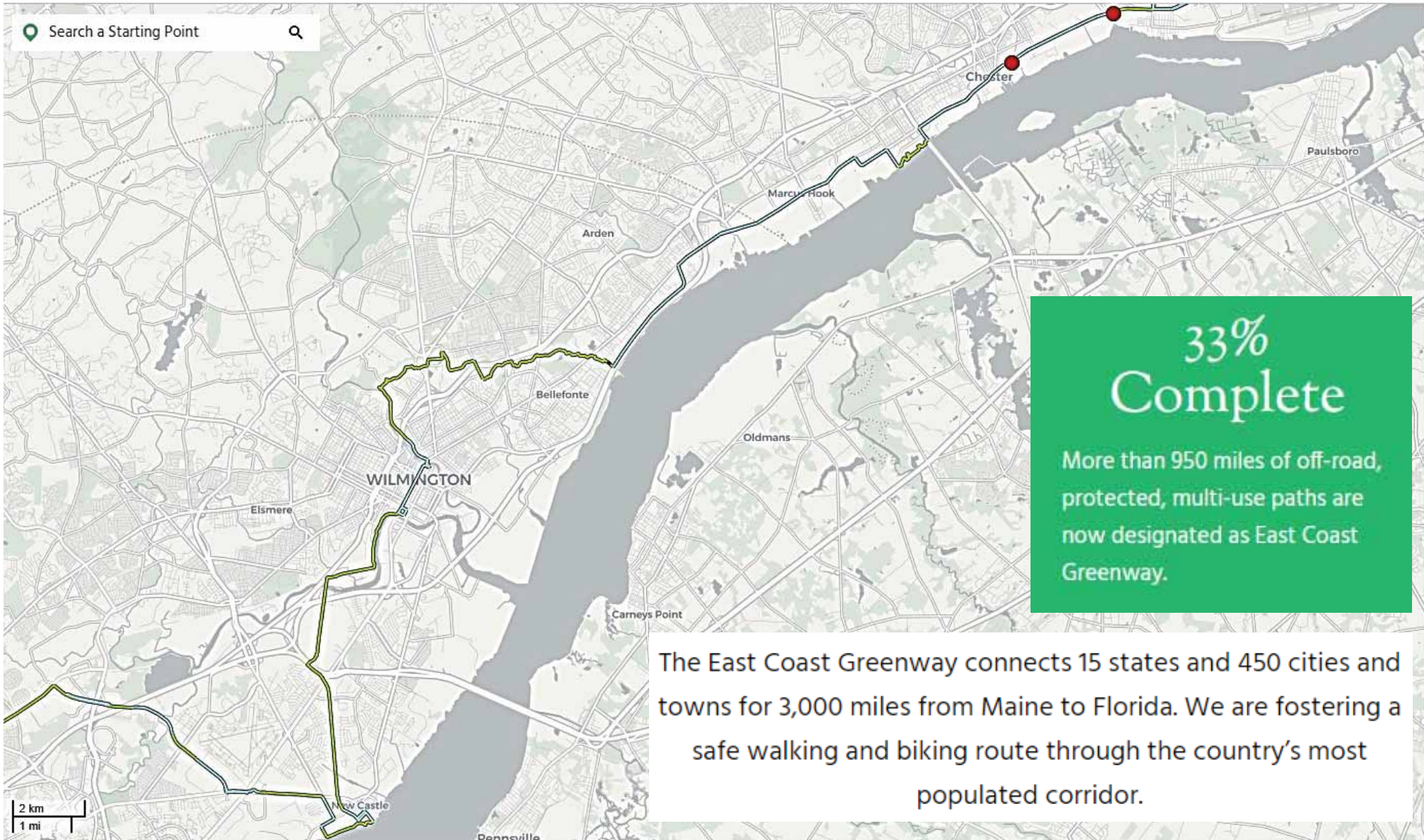
Existing Conditions



East Coast Greenway



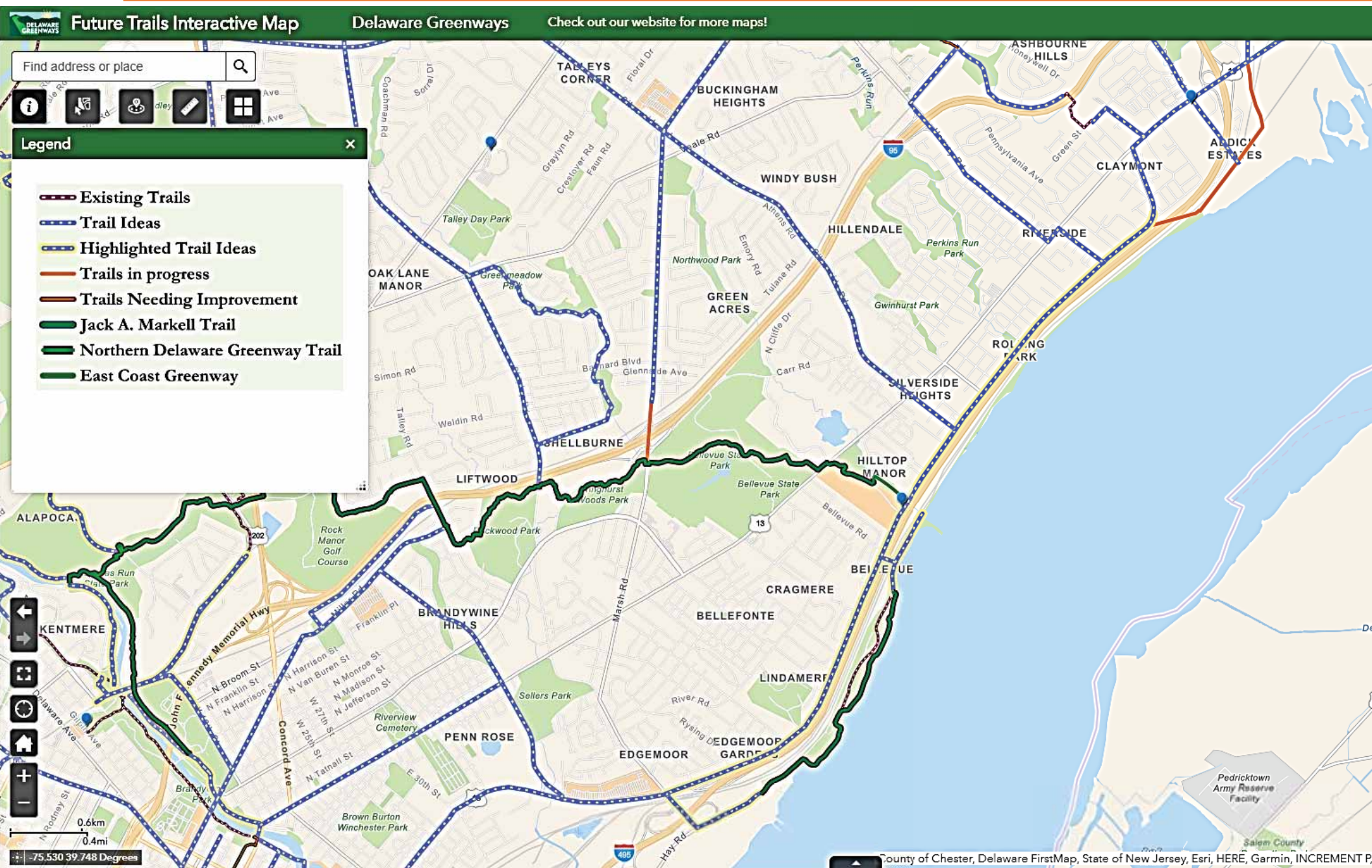
East Coast
Greenway.



East Coast Greenway



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
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or 302-737-6205 ext 118