



# GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY PUBLIC WORKSHOP

September 21, 2020



# Welcome!

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**Heather Dunigan**  
Principal Planner  
WILMAPCO



# Virtual Workshop Logistics

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## 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

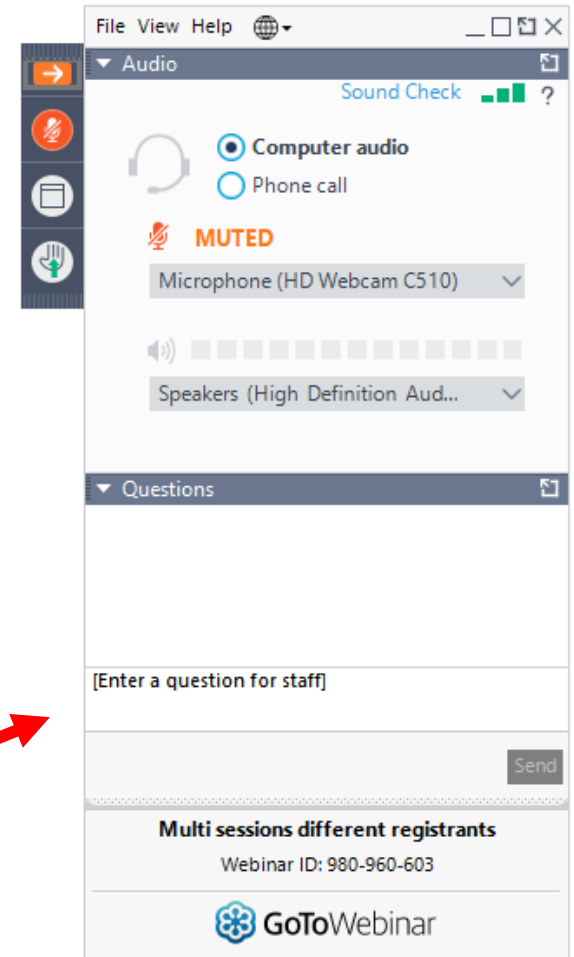
**Participants will be muted during the presentation**



# 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@wilmmapco.org](mailto:rnovakoff@wilmmapco.org)



# Virtual Workshop Logistics

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Can I view and comment on virtual workshop materials after the event?

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

[www.wilmapco.org/governorprintz](http://www.wilmapco.org/governorprintz)

This presentation will be recorded and made available to the public



# Agenda

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- 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



# Project Partners

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- 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

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- 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

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- 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

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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

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**Leah Kacanda**  
Whitman, Requardt & Associates, LLP



# Public Workshop

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- 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

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- 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

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

# Objectives

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- **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

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- 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

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- 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

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- 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

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- 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

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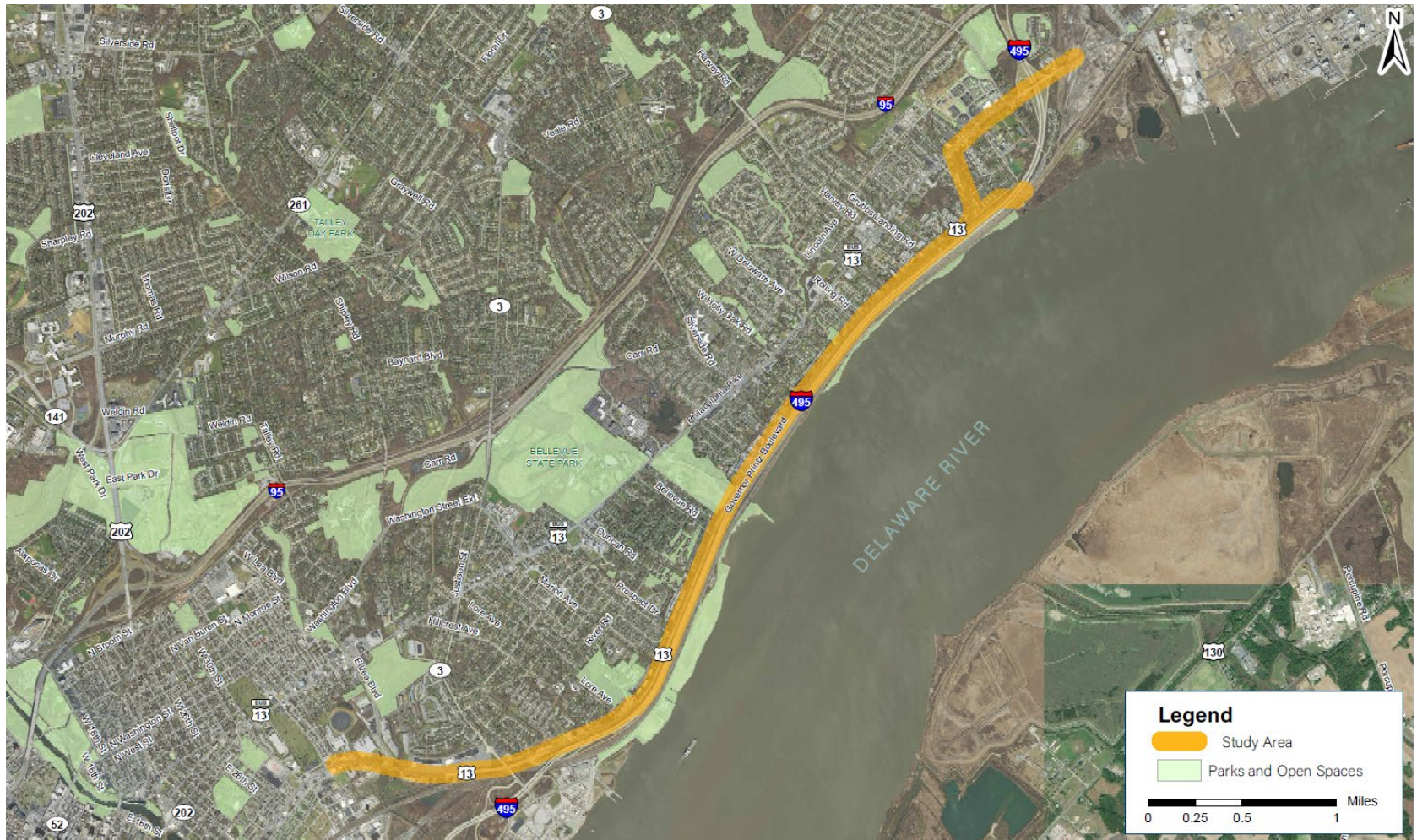


**Mike Campbell**

Whitman, Requardt & Associates, LLP



# Study Area



# Existing Conditions



# Existing Conditions





# Existing Conditions



# Future changes along the corridor

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- 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

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# 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:



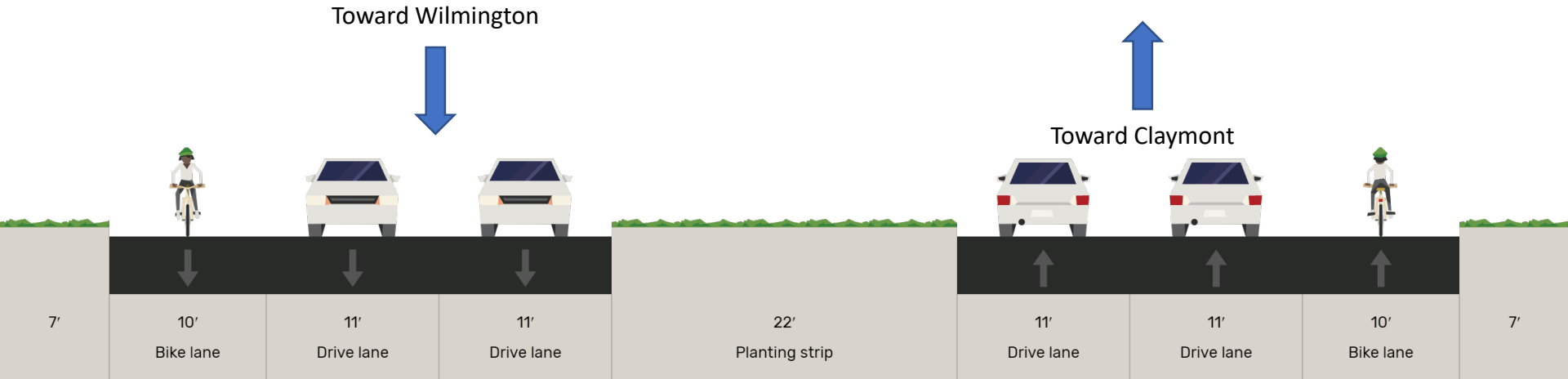
- There are currently no crosswalks at the intersection of Governor Printz and Edgemoor Road
- Existing sidewalk is 8' wide throughout part of corridor
- There is insufficient right-of-way for a trail connection along Lighthouse Road due to truck traffic

# Concept Development: Fox Point



# Concept Development

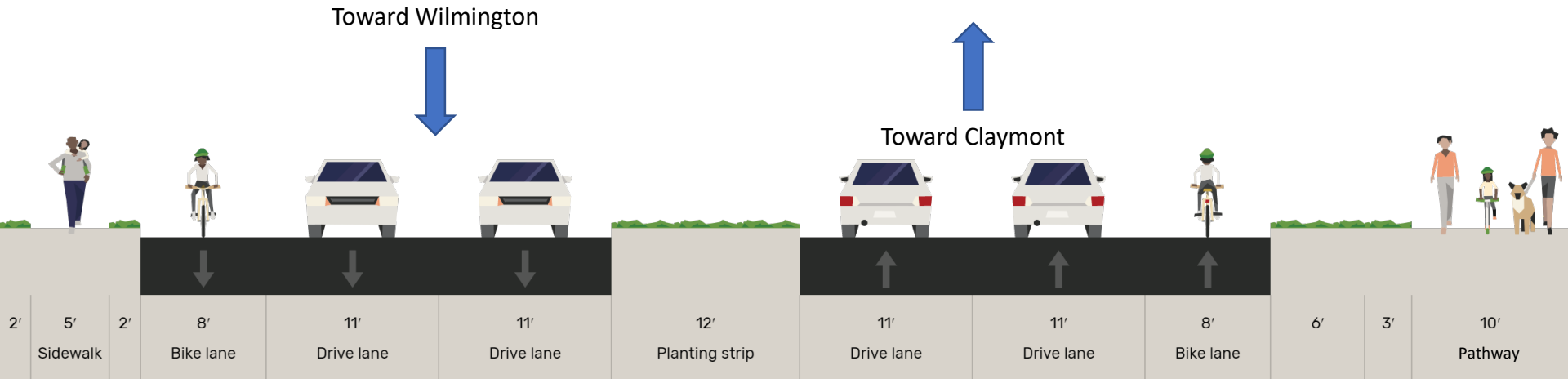
## Existing conditions:



- 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

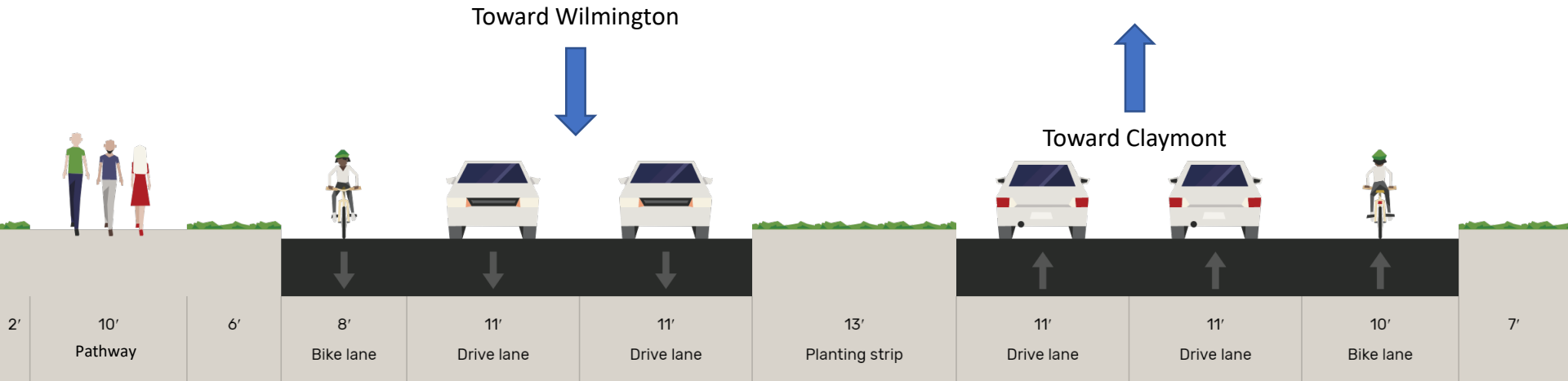


Source: Dan Burden



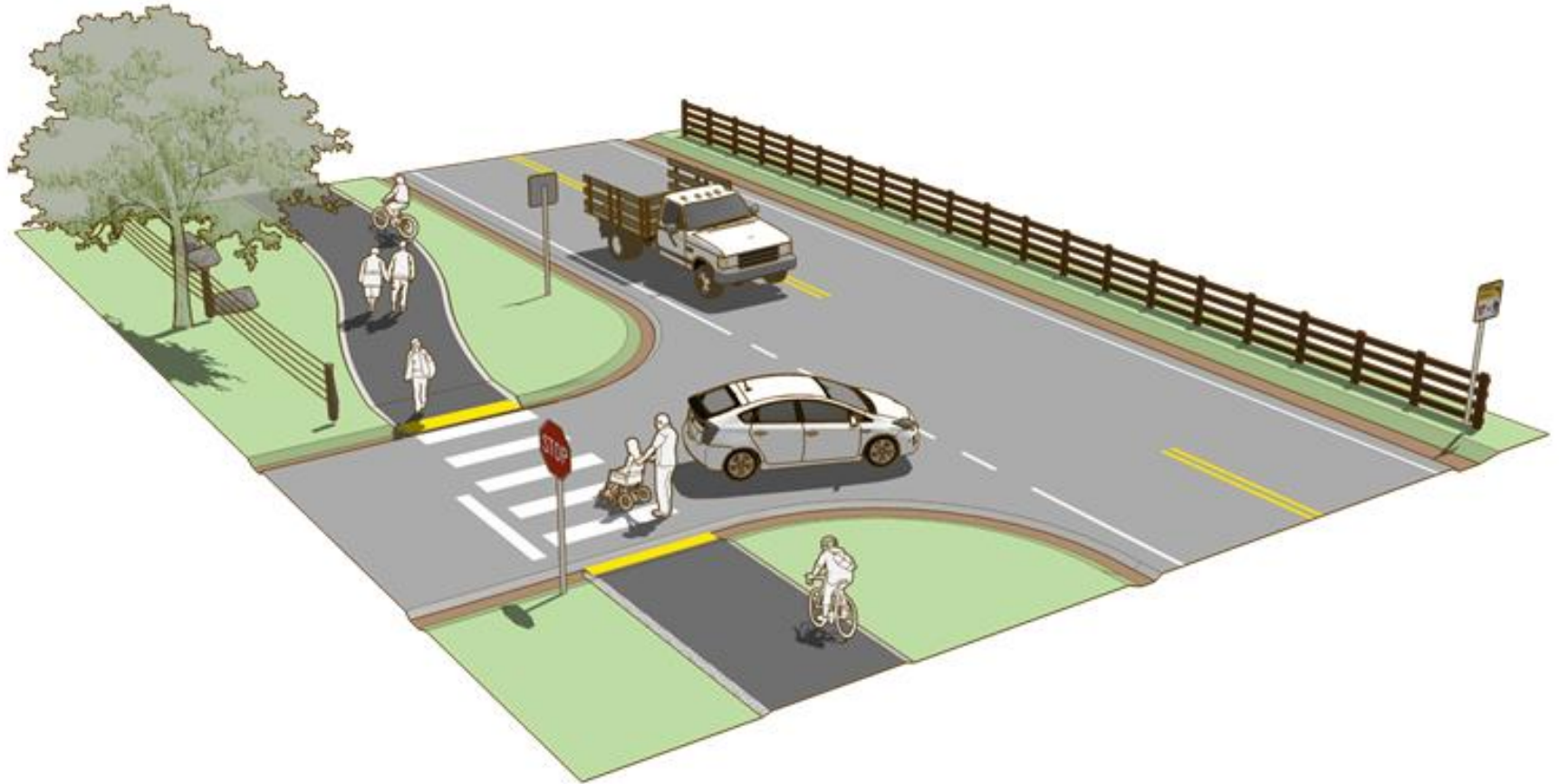
# Concept development

## Alternative 1b:



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

# Cross-Street Crossing Example



Source: the Rural Design Guide



# Alternative 1 Pros & Cons

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

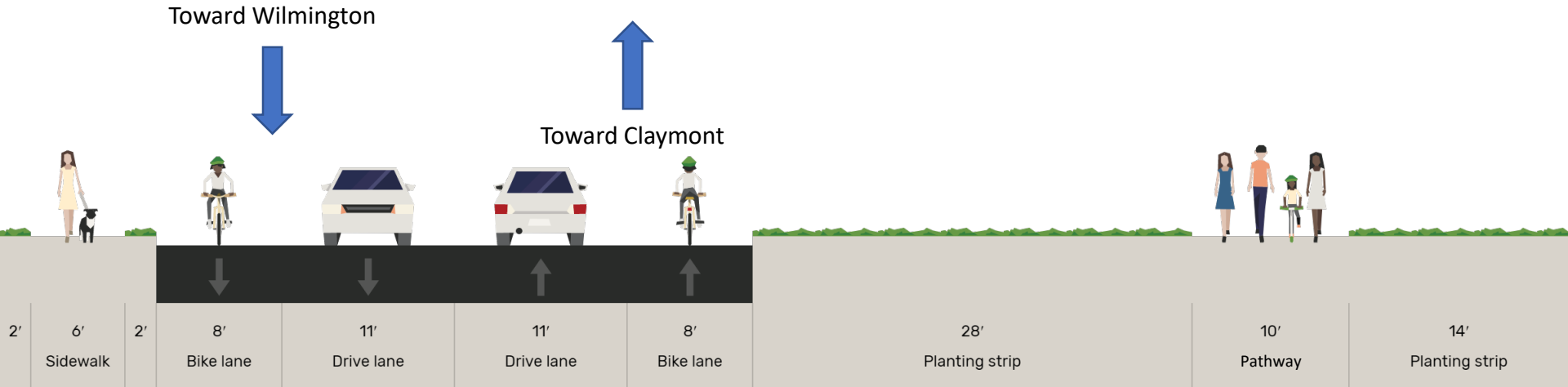
Both 1A and 1B:

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



# Concept development

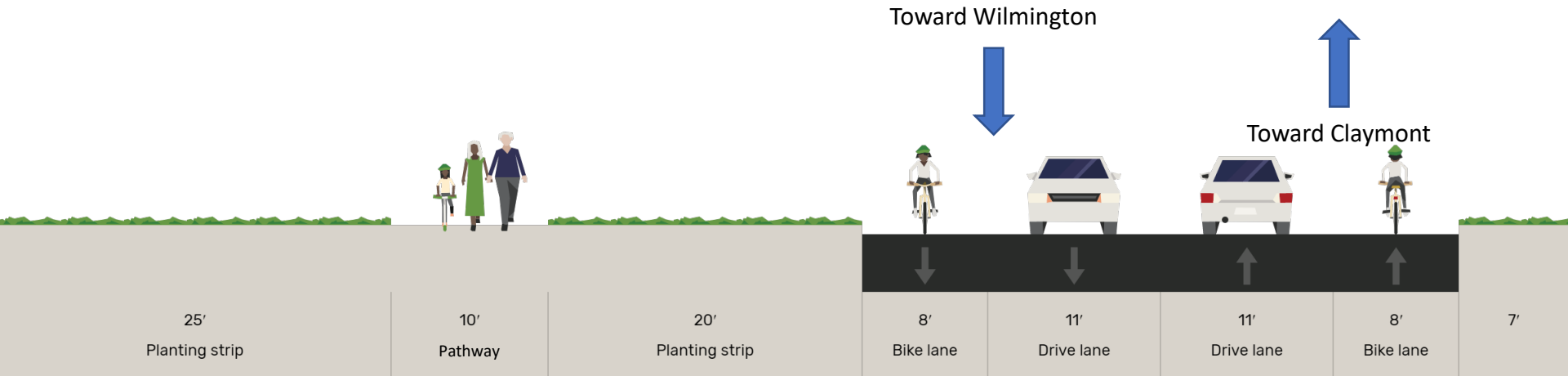
## Alternative 2a:



- 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

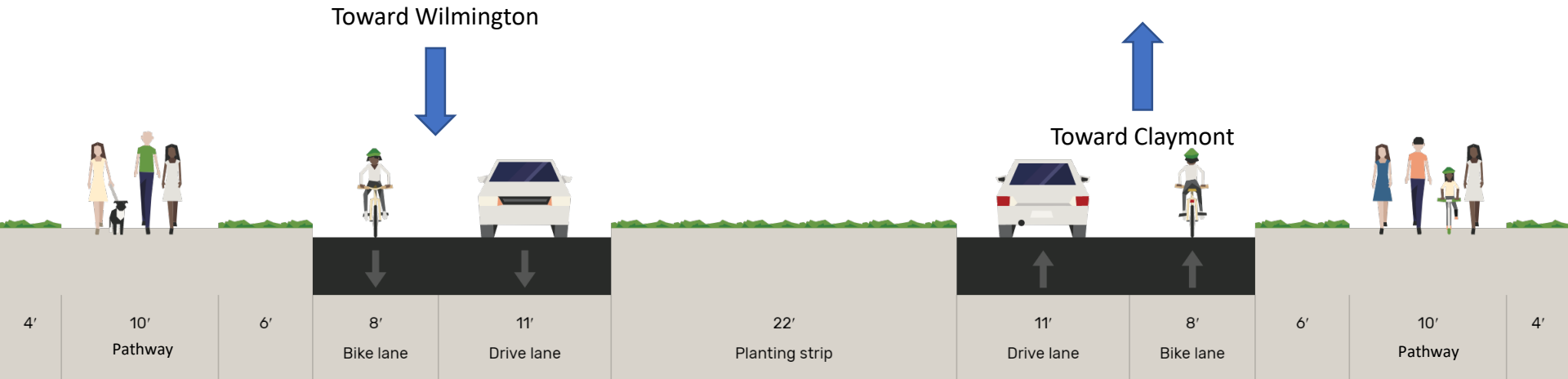
Both 2A and 2B:

- ✓ 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

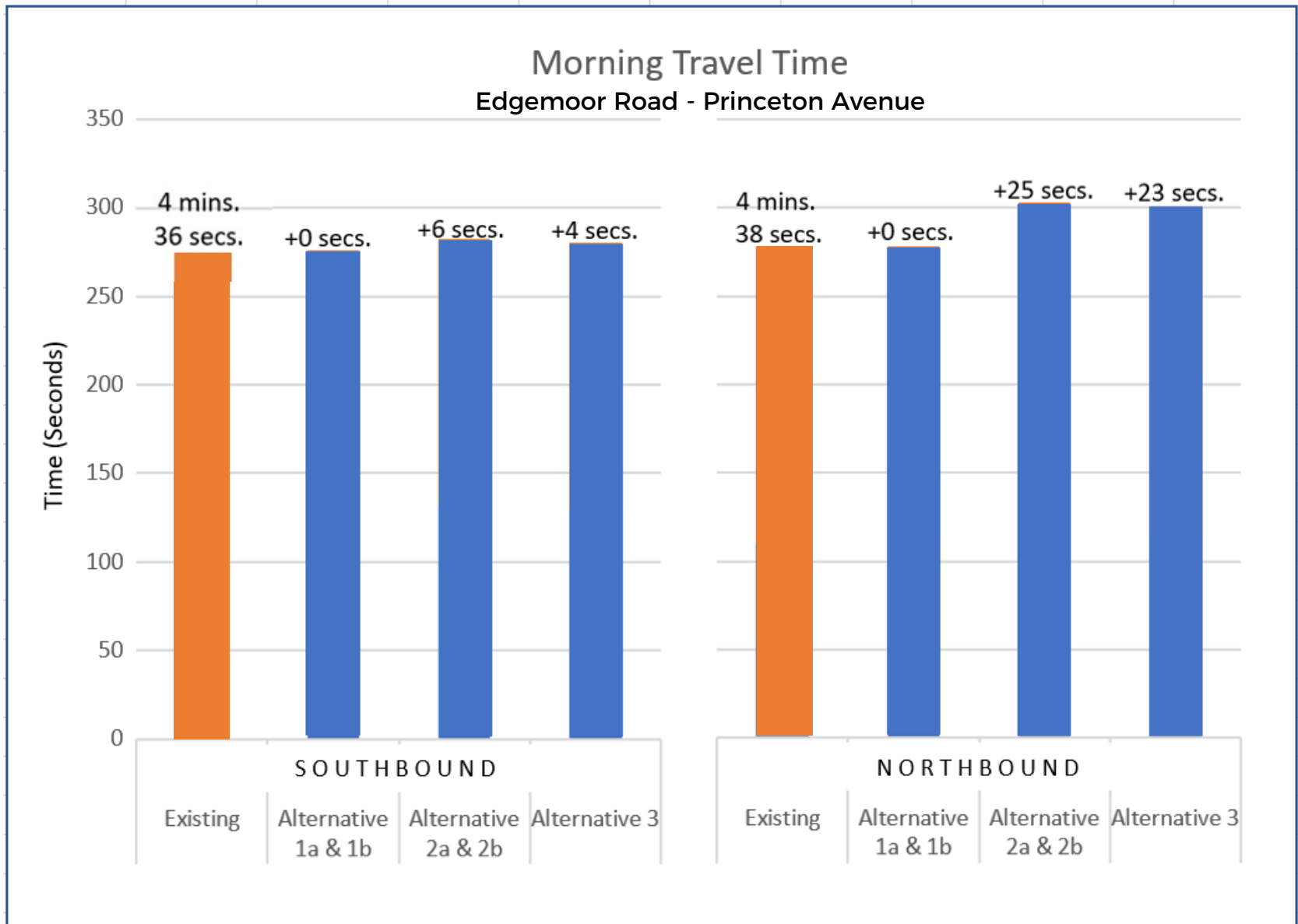
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- ✓ Provides pathway on both sides
- ✓ Easiest alternative to implement
- ✓ Moderate cost to implement
- X** High cost to maintain

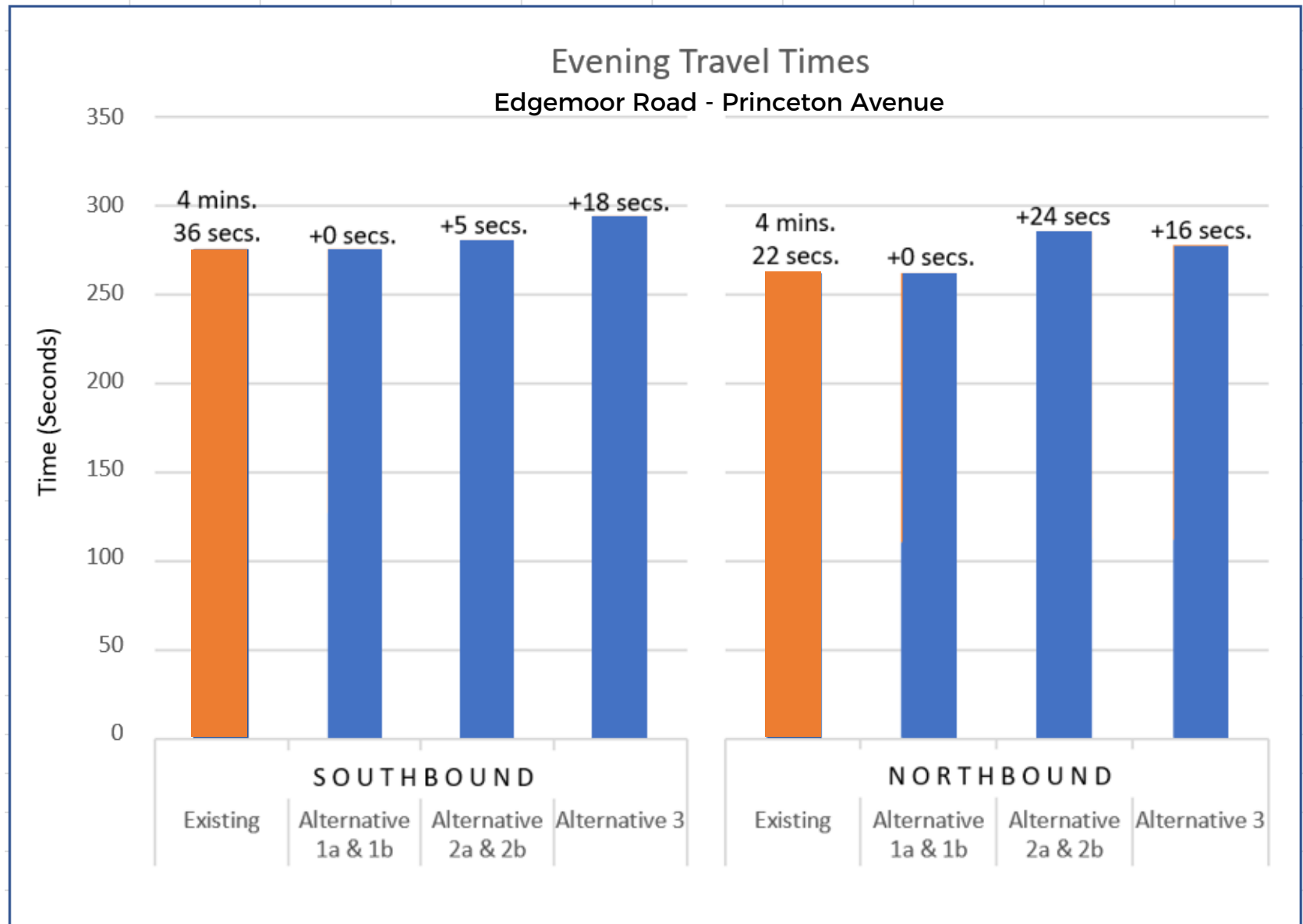
# Cost Comparison

	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

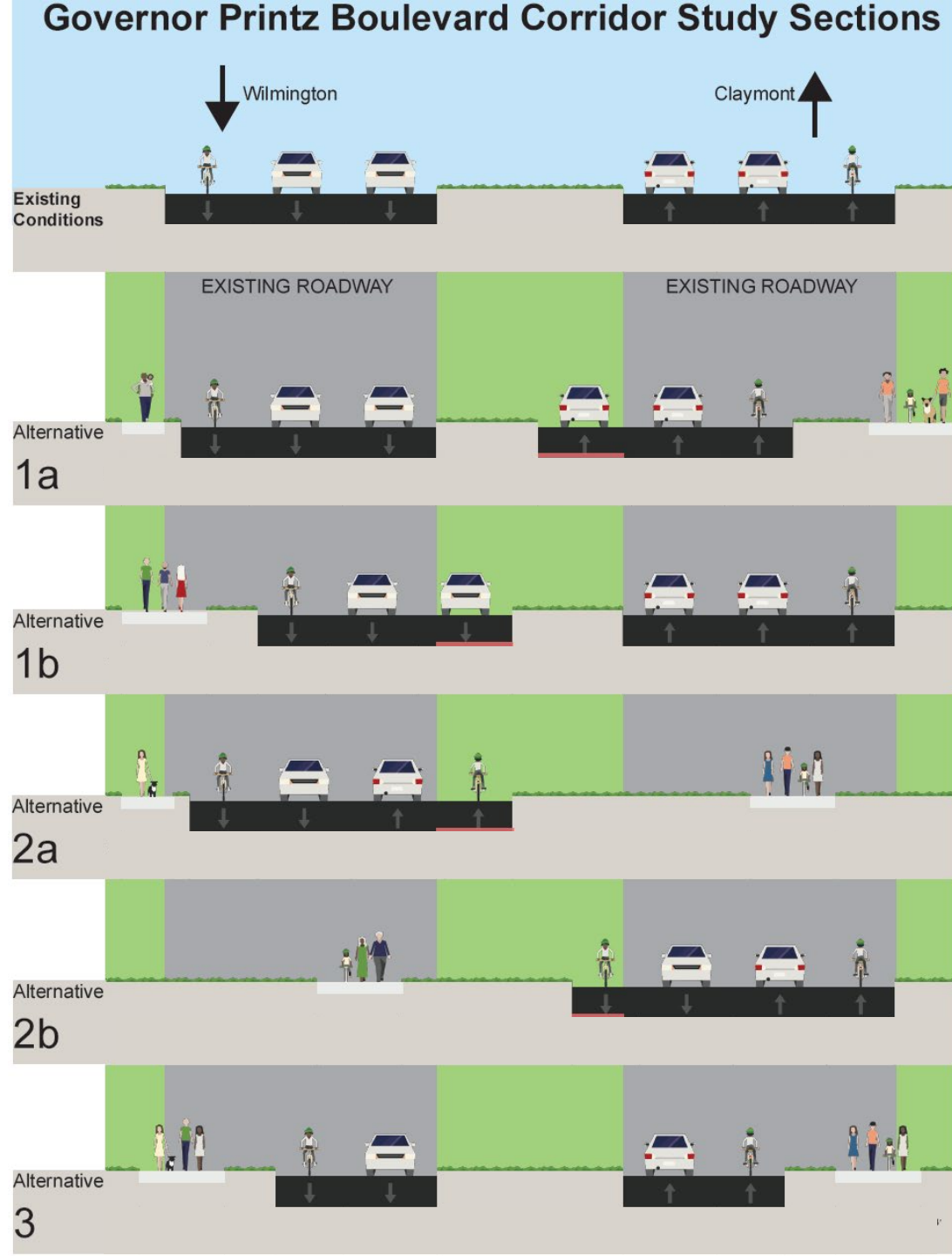
# Traffic Impact Analysis



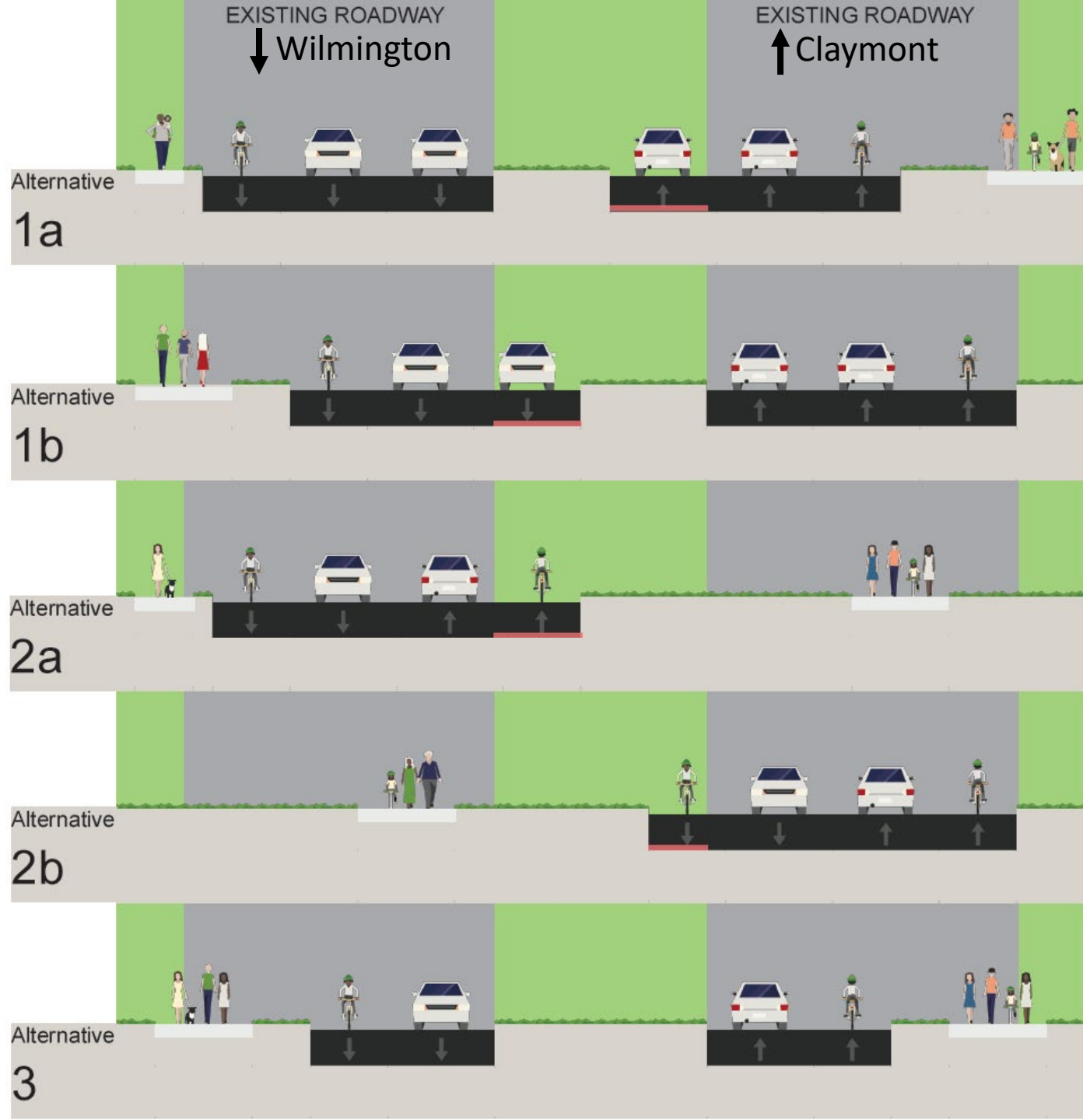
# Traffic Impact Analysis



# Alternative comparison



# Alternative comparison



We want to hear from you!

Take the survey at

[www.wilmapco.org/governorprintz](http://www.wilmapco.org/governorprintz)

to give us YOUR feedback.

# Thank you!

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## 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](http://www.wilmapco.org/governorprintz)
- **Questions or concerns?**

**Contact Heather Dunigan at**  
[hdunigan@wilmapco.org](mailto: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](mailto:rnovakoff@wilmapco.org)

