

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

Governor Printz Boulevard Corridor Study

Survey Responses

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

- Safer areas
- 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

Governor Printz Boulevard Corridor Study **Survey Responses**

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

- Covered, well-lit seats to wait for bus
- 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

Governor Printz Boulevard Corridor Study

Survey Responses

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

- New roads
- 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/waling 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 @ Phl 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

Group Exercise

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

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?**

Please think about and list the specific improvements on your mind for people who walk, people who ride bikes, people who take transit, and people who drive.

People who walk:

- Protected clear walking paths
- Don't need anything; no demand
- Slower traffic
- Protected connection to Fox Point
- Connections to/between existing sidewalks in neighborhoods
- Lighting
- Connect to the river
- Enhance access to Fox Point State Park
- Improved streetscaping
- Separated sidewalks
- Multiple access points for Fox Point State Park
- Improved access to Fox Point State Park
- Crossing Edgemoor Road is dangerous
- New entrance for Fox Point State Park
- Multi-use pathways
- More use for peds on the residential side than the east side
- Trees to encourage people to walk
- Walking access to Fox Point State Park
- Connection to Bellevue State Park
- Make safer
- Lighting
- Trees (shade)
- Wildflowers
- Fix Current sidewalks
- Add sidewalks
- Clean it up
- Prettier

Governor Printz Boulevard Corridor Study

Group Exercise

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

- Connect to Fox Point
- Access to Fox Point from Greenway/Bellevue
- Need continuous sidewalks
- Pedestrian crossovers/safe way to cross at marked crosswalks
- Flat walking surface
- Multi-use path
- Sidewalks needed

People who ride bikes:

- Protected, dedicated bike lane or trail
- Lighting
- Connection to the station
- Protected connection to Fox Point
- Cauffiel Connector between Bellevue and Fox Point State Park
- Separated bike path
- Bike connection at both ends of corridor
- Safer infrastructure for biking
- Separated bike lanes and sidewalks
- Streetscaping for biking (beautify)
- Safe access for trail
- Controlled crossings and audible signals
- Improve the shoulders to make them safer for bikers
- Have a shared use path
- Have a curbed curb
- New entrance to Fox Point State Park
- Multiuse pathway
- More interest in connection to City from Hay Road than along Governor Printz, especially because of crime
- Walking access to Fox Point State Park
- Connection to Bellevue State Park
- Easier to notice bike lane/separated bike lane
- Minimize conflict points for bikes on the residential side of Gov. Printz
- Make safer
- Finish Greenway to Gov. Printz (Transit Center)
- Bike path on east side of Gov. Printz so no cross streets
- Bike path on riverfront
- Separate bike/walk/multi-use path on one side, traffic on other
- Connect greenway to Fox Point
- Seawall with path on top between river and Amtrak

People who take transit:

- Better signs

Governor Printz Boulevard Corridor Study Group Exercise

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

- More frequent service
- Smaller buses
- Shelters
- Add service as new jobs are added at EVRAZ
- Enhancements to transit through the entire length of the corridor
- Safety for school buses and school children
- More transit service during business hours
- Service close to GP
- Even limited service
- Convenience of transit service
- Can DART bus run the entire length of Gov. Printz?
- People would be more willing to go to Philly Pike than something on Gov. Printz unless there is more residential/employment/retail density along Gov. Printz
- Shelters for bus stops
- Possibly more bus stops farther away from the road
- Better access
- Sheltered bus stops on Phila Pike
- Lighting
- Sidewalk access to connecting streets

People who drive:

- Enforce/post the speed limit (needs to be consistent)
- Buffer (trees, etc.) next to 495
- Left turns without left-turn lanes
- Make sure left turns out of neighborhoods are still reasonable if/when traffic increases
- Address blind intersection at Lore Avenue and Edgemoor Road (and Gov. Printz)
- The 495 interchange at Philadelphia Pike (improving access for new development)
- 495/Philly Pike timing of traffic light
- Ensure an approach that balances infill development and associated travel demand with desire to have calm streets for non-motorized modes
- Keep industrial (truck traffic) from going all over (limit from neighborhoods/local streets)
- Traffic calming: roads are currently driven at high rates of speed by some
- Keep Gov. Printz available for any diversions needed for incidents on 495
- Better improved signage-updated
- Educating drivers
- Left turn lanes
- Lower speeds
- Safer
- Easier to turn left
- Traffic circles to improve flow
- 495 split dangerous left turn
- Traffic light sequences improved: synchronization

Governor Printz Boulevard Corridor Study Group Exercise

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

- Coordination with other DOTs
- New entrance for Fox Point State Park
- A road diet to reduce speeders and noise (sound barriers would be nice) and help with school bus stops
- Traffic signals to slow speeders
- Trees to slow down vehicles
- Traffic circle at Cauffiel Parkway
- Parking along Gov. Printz around Fox Point Park
- Another more major roadway connecting to Gov. Printz or Northside
- Better access onto Gov. Printz along stretch near bend in the roadway
- Concern for traffic from Philly Pike to Gov. Printz (increase makes less safe for biking/walking)
- Natural traffic calming tools to slow down traffic (streetscapes, trees, etc.
- Trees/wildflowers
- Finish the sewer project
- Another ramp to 495
- Make three lanes one each way w/turn lane in middle
- Dedicated turn lane
- Road diet: shoulders already wide enough, need two lanes-too many neighborhoods
- Compromise: through lanes on east side and frontage road on west side
- Split speed limit, lower on bike side

Other issues:

- Drainage
- Lighting
- Street lighting
- More aesthetic and pleasing
- Separation between industrial
- Landscaping in median, trees
- Address the speeding problem, traffic calming
- Wayfinding
- Safety: better lighting on the boulevard
- Sea level rise-build up shoreline
- Flooding
- Substations needed for the Coast Guard
- Access to water