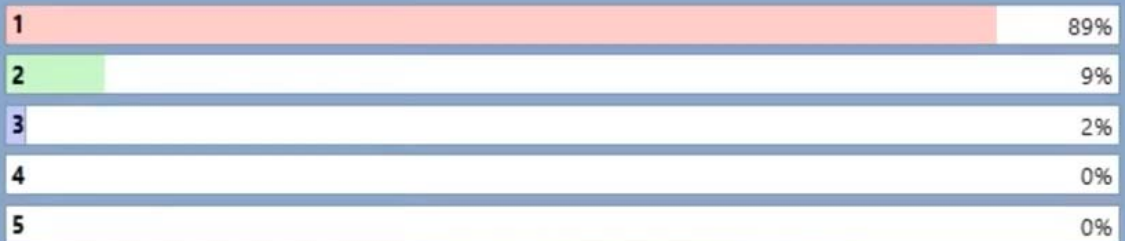


QUICKPOLL

How many people (including you) are watching the workshop right now?

Poll Results (single answer required):



QUICKPOLL

Why are you interested in this project? (select as many as apply)

Poll Results (multiple answers allowed):



QUICKPOLL

Which alternative(s) do you like? (select as many as apply)

Poll Results (multiple answers allowed):

Alternative 1 (four lanes of traffic)	28%
Alternative 2 (two lanes of traffic with promenade)	54%
Alternative 3 (two lanes of traffic with median)	63%
Keep Governor Printz the way it is	6%

QUICKPOLL

Which side of Governor Printz should the pathway be on?

Poll Results (single answer required):

West side (adjacent to the neighborhoods)	27%
East side (adjacent to 495)	21%
Both sides (only possible with Alternate 3)	52%

Question Asked	Answer Given
What will the development of the Edgemoore site as a port facility have on Governor Prince? I was at the intersection today and the intersection was clogged with semi's. Further is there any provision for an Edgemoore train station?	
Hi guys. Sorry, missed the presentation...son's soccer practice.	
What speed limit is anticipated for the alternatives?	
Kent Narrows in MD along US 301	
Have you considered consolidating the bike travel lanes to the central median and creating a third turning lane for the North bound traffic?	
Can you also please display all the options again on the screen during Q&A?	
It was my assumption that attending the January visioning workshop was sufficient to stress the road diet concept. Since I was out of town in February I didn't have the opportunity to re-stress my vote for a road diet.	<p>Attending the workshop was a great way to make your voice heard- there was no need to also take the online survey. The goal of the online survey was to make sure people who could not make the public workshop had an opportunity to provide feedback. You will see a variety of alternatives tonight, some of which feature a road diet and some that maintain current</p>

	capacity. We are curious to hear your thoughts about the alternatives.
I would really have liked to see an option where the bike lane was incorporated with a multi use path of pedestrians--it's very unsafe as presently configured	
Ok, great!	
great great question!	
Truck traffic on Gov. Printz may indeed be a real issue once the Port is up and running. A proactive answer to this before the Port is designed will ensure that these serene sections remain low volume. The Port is supposed to be largely truck cargo, not train, outbound.	
https://mdta.maryland.gov/sites/default/files/Files/ICC_Bike_Trail_map_Nov2012.pdf	
No need to read, out, but check out the ICC trail in Maryland	
https://mdta.maryland.gov/sites/default/files/Files/ICC_Bike_Trail_map_Nov2012.pdf	
Can you talk a little bit more about the pedestrian promenade? Will it include active adult equipment? Or any other features?	
How close to I-495 would the lane get?	
If Gov. Printz is changed to one lane in each way, I am concerned about speeding cars running up and down there at 75 mph like they do now.	
How would speed be regulated to slow down traffic so bikers/walkers could be safe?	
Are there examples of promenades next to interstates that you can show us?	
How about left turn lanes from the northbound side?	
There would be significant areas with two northbound lanes for turns. Did you consider 2 lanes north and one south?	
What was referred to as the greenway realignment?	
The problem of stormwater management particularly in the vicinity of the post office is acute. Is this what was implied by the brief statement? If so this should be a high priority.	
Will there be truck restrictions preventing trucks from the new port using GPB as an alternative route in the event of an accident on 495?	
But the new port didn't exist then.	
Is it not possible to have bike lanes and the walk path together and separate from the road?	
Is there going to be any physical barrier (such as large rocks) between the road and the pathway other than grass separating it?	
Is it expected that Alternative 3 would result in "traffic calming" because of the reduced driving lanes?	We do anticipate lower speeds due to the reduction in vehicular travel lanes, and because cars will be

	unable to pass one another.
The difficulties of creating a connection to Fox Point were described. Given that, is this still a goal for the project?	
Thanks!	
With all the money that GulfTainer will be pouring into the new port at Edgemoor, will there be an effort to get them to help fund a safer access to Fox Point Park?	
Would it be at all possible to put a pedestrian bridge at the North end of Fox Point/Cauffiel Parkway?	
Although option 3 is clearly preferred, if funds dictate that only one side can get a walkway, why haven't you asked a question to just pick east v. west side so that the best decision for the community can be made?	
there was reference of making Philadelphia Pike a 'main street' what does that mean?	
thank you	
There are also plans for a trail along I-66 in Arlington, VA	
Thanks so much WRA & WILMAPCO! Really appreciate the revisions, presentation, and hard work on this whole project. Can't wait to follow this into the next phase, and please let me know if I can help with supporting that step!	
With one lane of traffic in either direction, will there be turn lanes?	
How will the Port of Wilmington plan affect this project?	
Will there be some buffer between I-495 and pathway? Greenery and noise reduction?	
Would the parking access to the pathway be part of Fox Point Park, or will there be areas of parking access to the path?	
Access to Fox Point, as noted, is not optimal. Will the pathways include safety features (call buttons, solar lights with cameras, etc.)?	
Has the possibility of delays due to accidents on 95 and 495 been accounted for?	
Would the speed limit be reduced on the 2 lane only solution?	
I am concerned that a two lane solution will bog down Philadelphia Pike when there is an a back up on 495. Freeway traffic coming off the highway would travel past merchants square to Philadelphia Pike. and backup on Gov. Printz heading to Claymont	
Hi Jeff!	
How can climate change be improved by this project? More green, etc?	
There is one in the Florida keys	
I will have questions about some of the concepts when we get to the Q&A	Feel free to begin entering your questions into the question box!
With the walkable pathways, there is some amazing incentives to provide a River-walk. There are a number of concerns about safe crossings, and currently Gov. Printz has little to no crosswalks. With a proposal like 1B, 2B or 3, would there be painted	

crosswalks, signalized crosswalks, hawk signals, or other mechanisms in place? How many of them may be placed, and predominately in what areas?	
*1A, 2A, 3	
With any of the proposals, could there be a weight limit placed on the roadway (as opposed to just speed reductions) that would discourage tractor trailers from the new proposed Edgemore Port from using this route? Is that feasible, or is that restricted to only limits by roadway infrastrucutre?	
One of the suggestions/concerns at the last meeting was the amount of lighting needed for improvements. How much lighting would/should be necessary for each plan alternative?	
Another suggestion at the last meeting's breakout session was to create a tree-lined or natural (shrubs, fenced, exe) aesthetic barrier between the roadway and pedestrian paths. These were not included in any of the concepts. Other than DeIDOT maintenance, is there a reason why this was not included?	
I can not hear.	
I can npt hear.	Terrence, if you cannot hear over your computer audio, you can call in using your phone. Dial 1-914-614-3221, and enter access code 183-418-111.
I can not hear!	Are you able to hear via phone.
Yes. Thank you.	