Network Plans & Street Sections
Record Comments/Questions & Responses

- 261/Wilson area - what are the bike plans? road diet, DelDot discussion, bike lane, (on murphy) plans access to parks on murphy, not Foulk (too much traffic)

- Proposed bike facilities to E of 202 N of murphy, make the street wider for biking, add traffic calming, speed bumps

- Saw proposed road E of 202 - is that compatible w/ bike plans? no, that's a different plan.

- sewer under concord Pike at capacity, recent screw up, couldn't hook up.

- Water pooling/flooding problems - currently Murphy/Thomas on 202/murphy flooded N of I-95 & S of Weldon RD in neighborhood (Weldon Park Drive)

- Many plans to handle flooding? (needed)

- No bike lanes on Weldon or Shipley S of Wilson, (or access to Bellevue S, P.)
- Any work on County Parks? Maintenance & improvements needed? Play furniture?
  - Dartmouth Woods
- How will the road system be improved? (new development will add traffic)
  - Some new development is replacing existing development, bus stop capacity
- Route 202
- Some development is replacing existing development
- Tie new road/bypass to more development, e.g., West Chester bypass
- Are there new streets? (Blue lines on the map)
- Don't want new street behind Concord Gallery - it will overload Whitney & other streets/roads
- Drivers inattentive - testing, police enforcement needed
- Shipley/Wilson hazard - cars need to slow down
- Hard to bike to parkland W of 202, bike destinations along Beaver Valley Rd, people can ride to a bus stop at BTC & bike from there - if bikes are available
- Nice buses could come from Phila. & Wilmington. Put a tourist hub at BTC.
- Woodlawn Horse Farm will host bikers & pedestrians on trail.
Used to be a 303 pedal overpass at Mt. Lebanon Road, so underpasses are better.

- How to bike from the pathways near Blue Ball, northward?

- Make the DART Route 2 free.
- Connect the Route 2 with Route 33 for direct trips toward Newark & Christiana Mall from Concord Mall.

- TD Bank Charging Stations implementation schedule (from Maine to Florida)
Do we have numbers for traffic impact from New National Park in regards to the new intersection design?

- Brandywine Conservancy & Conservation Fund Conference (Balancing Nature & Commerce)
- Look at area as a region, not just state by state

Explanation on lane’s decreasing and how they won’t increase congestion.

Incorporate Brandywine Country Club’s added traffic.
Right – most lane from Murphy to 202 backs up from cars that want to go straight – rest of cars want to make a right (want a “right turn only” lane)

Incorporate Avenue North changes.

Worry over stacked cars at Silverside RD intersection.
Silverside Rd. had similar design in 1973, caused congestion & back up. Easier to get from 141 E to 202 N with Independence Mall intersection.

Turning right from Concord Pike South onto Powder Mill west – very difficult to look over shoulder to see cars (and no merge lane)
No pedestrian overpass

Anything you can do to slow down the trucks.
Current crossability at Ind. Mall intersection not easy.