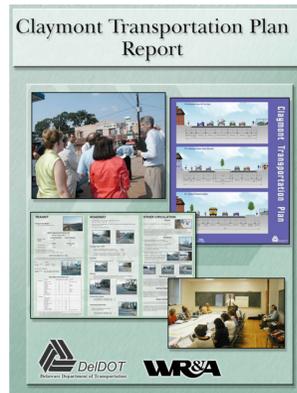
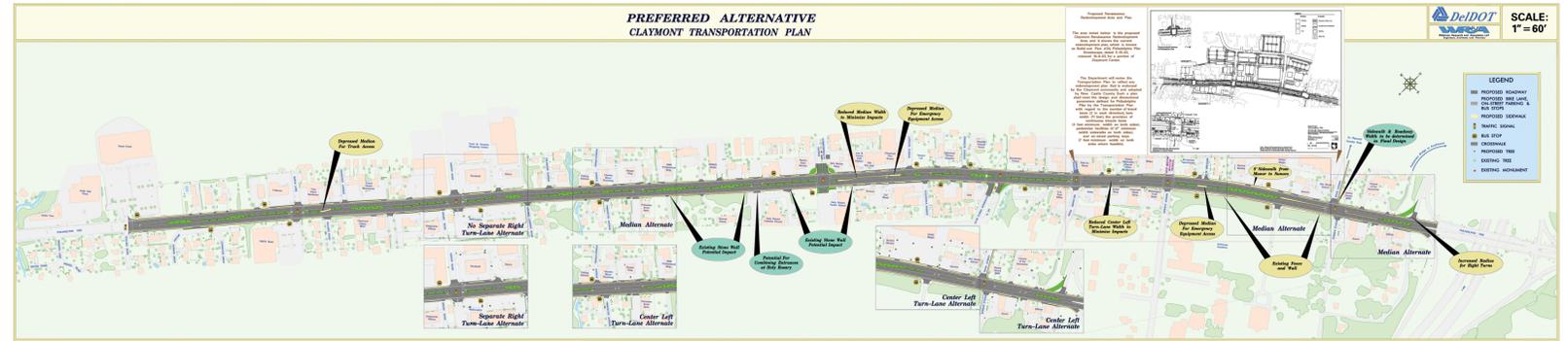




## 2003 Claymont Transportation Plan



- Recommended returning Philadelphia Pike to its commercial "Main Street" function
- Recommended landscaping, access management controls, improved intersection controls and pedestrian improvements



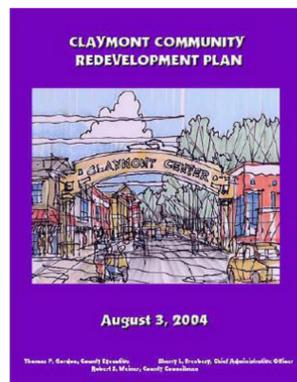
### Preferred Alternative

- Up to 86 ft wide typical section:
  - Four 11 ft travel lanes (2 in each direction) with median left turn lane
  - Raised landscaped center median with depressions for truck and emergency access at key locations
  - Continuous bicycle lanes (5 ft minimum, both sides)
  - Continuous sidewalks (4-6 ft width, both sides)
  - On-street parking (7 ft minimum width on both sides where feasible)

### Concerns

- Raised median and potential access impacts to businesses
- Construction past the curb line:
  - Utility relocation
  - Potential full-depth road reconstruction
- Right-of-Way acquisition
  - Impacts to businesses and community
  - Increases time and cost

## 2004 Claymont Redevelopment Plan

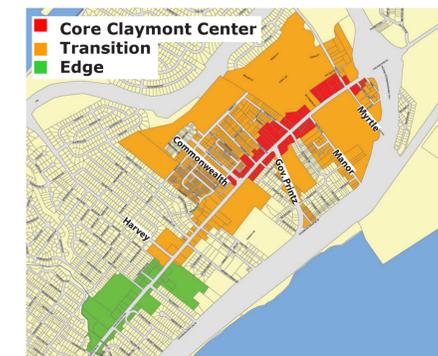


- Created a comprehensive vision for the community
- Completed a plan to create a Hometown Overlay District (as set out in the 2002 New Castle County Comprehensive Plan Update)
- Identified three separate areas– core center, transition and edge
- Redevelopment of the Brookview neighborhood was an early outcome of the plan

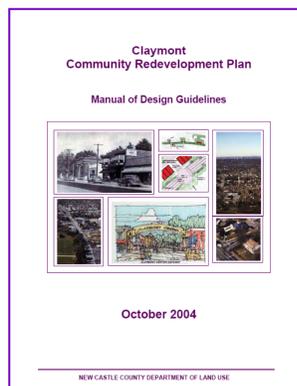
### Vision

- A pedestrian-oriented place is envisioned where people can live, work, shop, learn, recreate, and worship in a small town environment
- A compact, mixed-use, walkable town center is viewed as a critical component to the enhanced connection and enjoyment of civic assets such as the post office, schools, churches, library, community center, and train station
- Any improvements should also complement further transportation goals, including:
  - Create a multi-modal Philadelphia Pike that accommodates vehicles, bicycles, and pedestrians
  - Complement future plans for mixed-use, pedestrian-friendly development at key intersections including Manor Drive, Commonwealth Boulevard, and Harvey Road
  - Improve safety along Philadelphia Pike for all transportation modes

### Hometown Overlay District



## 2004 Manual of Design Guidelines



- Developed in response to the Redevelopment Plan vision
- Defined elements such as lighting, landscaping, pedestrian and bicycle facilities, parking and transit stops

## 2009 Governor's Complete Street Initiative (Executive Order 6)

- A "Complete Street" is a roadway that is built to accommodate all travelers, particularly public transit users, bicyclists, pedestrians (including all ages and disabilities), and motorists
- Creating Complete Streets means planning, designing, constructing, maintaining and operating streets and related components for motorized and non-motorized modes as appropriate for the area
- The concept of Complete Streets is consistent with the work in Claymont to date

### What do Complete Streets look like?

While there is no prescription for a complete street, common features include:

- SIDEWALKS
- BIKE LANES
- WIDE SHOULDERS
- PLENTY OF CROSSING OPPORTUNITIES
- REFUGE MEDIANS
- BUS SHELTERS & CROSSINGS
- SPECIAL BUS LANES
- RAISED CROSSWALKS
- AUDIBLE PEDESTRIAN SIGNALS
- SIDEWALK BULB-OUTS

Become part of the movement toward complete streets. For more information, visit [www.completestreets.org](http://www.completestreets.org)