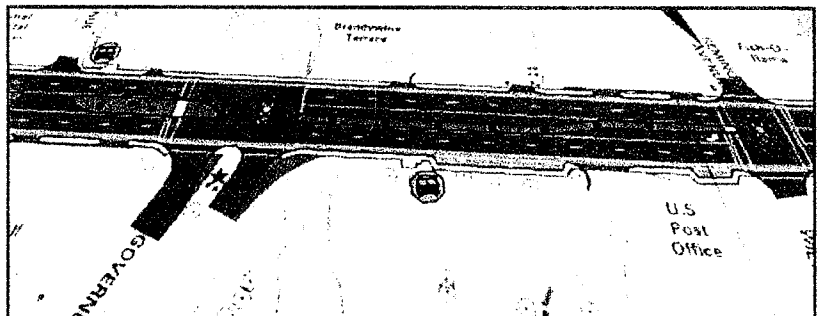
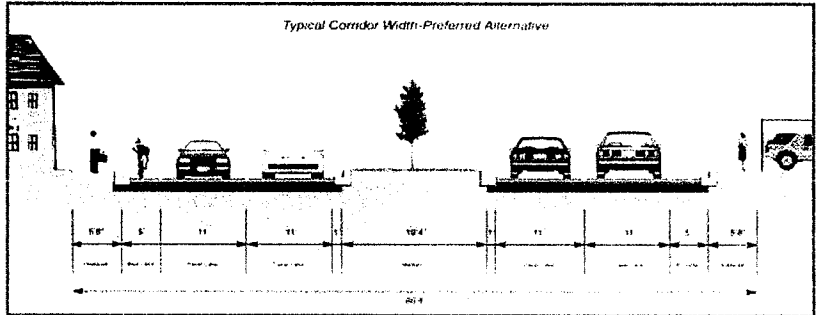


# Claymont Transportation Plan Report



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# I. Project Background

## A. Impetus for the Plan

In 2001 through the Highway Safety Improvement Program (HSIP) DeIDOT had identified the intersection of Harvey Road and Philadelphia Pike in Claymont as in need of safety improvements. In addition to addressing that safety project, DeIDOT worked with the community to develop a broader approach for a transportation plan to support the Claymont Renaissance initiative. The Claymont Transportation Plan was developed to address the transportation issues and respond to the community needs.

DeIDOT applied for and received funding for the Claymont Transportation Plan under a TEA 21 grant program administered by the FHWA. The Transportation and Community and System Preservation Pilot Program (TCSP) is intended to fund projects that will improve the efficiency of the transportation system and link land use and transportation by improving transit, pedestrian and bicycle facilities.

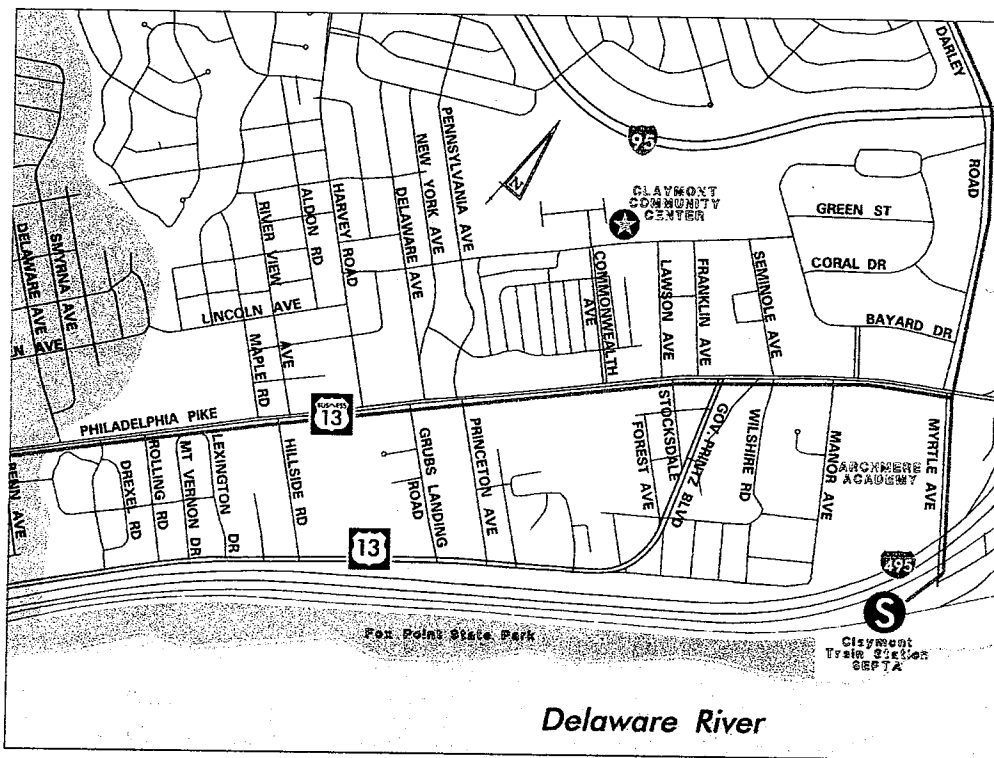


Figure #1  
Claymont Study Area

This funding for the Claymont Transportation Plan was reflected in the WILMAPCO TIP for FY 02. This project was consistent with the priorities, policies and strategies of the WILMAPCO long range transportation plan for the region.

The Claymont Renaissance is a redevelopment and revitalization initiative that began in 2000 under the guidance of the Claymont Community Coalition. Participants in the Renaissance include residents and business persons, the New Castle County Department of Land Use and the New Castle County Councilperson for Claymont. At the time the Transportation

Plan work was beginning, the Renaissance effort had already produced planning concepts for redevelopment of a portion of the community referred to as Claymont Center.

The scope of work for the Claymont Transportation Plan was developed with a goal to serve as the transportation component of the Master Plan for the Claymont Community. The Scope of Work was discussed with the Claymont Renaissance Committee. The objectives for the Plan were:

- To identify and analyze transportation issues and problems.
- To develop and assess alternative transportation improvements that are consistent with the Claymont Center Revitalization Plan.
- To develop recommendations for traffic operations and safety improvements, parking, walkways, bicycle access, transit stops and roadway signage that enhance the Claymont community.

## B. Information Gathered

DelDOT gathered a variety of information as background to initiate the study. A summary of the types of information gathered is noted below.

### Existing Transportation System Conditions

The study area includes a segment of Philadelphia Pike (US 13) that is 1.5 miles long from the interchange at I-495 in the north to the crossing of Perkins Run in the south. This segment of the Pike is a 4 lane urban arterial, with 12 foot wide travel lanes and includes shoulders in some areas. Within this portion of the Pike there are 12 intersecting streets and access points for numerous commercial and residential properties.

Average daily traffic volumes (ADT's) along Philadelphia Pike within the study area were:

<u>Location</u>	<u>ADT</u>
Philadelphia Pike near McComb	21,000
Philadelphia Pike near Harvey Road	17,000

A 4 lane urban arterial with similar traffic signal spacing operating at a Level of Service C would typically be expected to carry traffic volume of 21,400. The volumes experienced at McComb are therefore typical for a facility of this type and at Harvey are somewhat lower than typical.

### Accident Data

Vehicular accident data covering the years 1997-2000 for the Philadelphia Pike corridor had already been compiled as part of the Highway Safety Improvement Program (HSIP) in 2001. The accident data that was compiled included type and location of accidents and the conditions when the accident occurred.

The intersection of Philadelphia Pike and Harvey Road in the southern portion of the study corridor was identified as having a need for traffic safety improvements due to the frequency of accidents occurring. Through the HSIP, DelDOT proceeded simultaneously with safety improvements to the intersection of Harvey Road and Philadelphia Pike.

The accident frequency at other locations along the study corridor was not high enough to warrant a separate safety project. The accident data for the entire study corridor over a three year period from 1997-2000 was reviewed to identify the locations where accidents were occurring. In addition to Harvey Road there were 5 intersections within the study area at which > 20 accidents occurred during that 3 year period. These locations are listed below and were identified on a display map at the first Public Information Workshop for the Claymont Transportation Plan.

- Darley Road
- Delaware Avenue
- Commonwealth Avenue
- Manor Avenue
- Governor Printz Boulevard

A breakdown of the major types of accidents occurring at these intersections indicates they were:

44% Angle type  
36% Rear end type  
27% Left turning type

These are the types of accidents that are typical on urban arterials with no access controls and frequent traffic signals.

