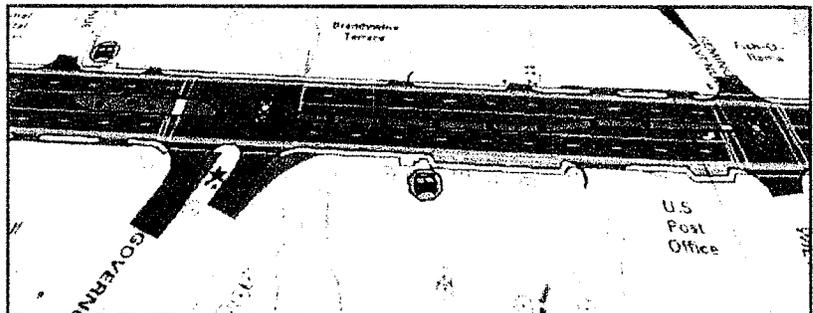
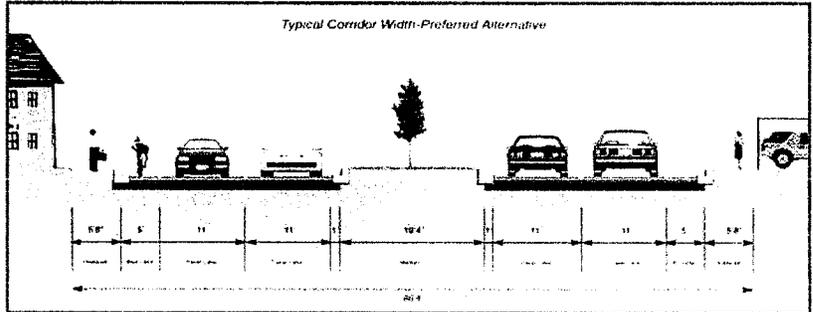
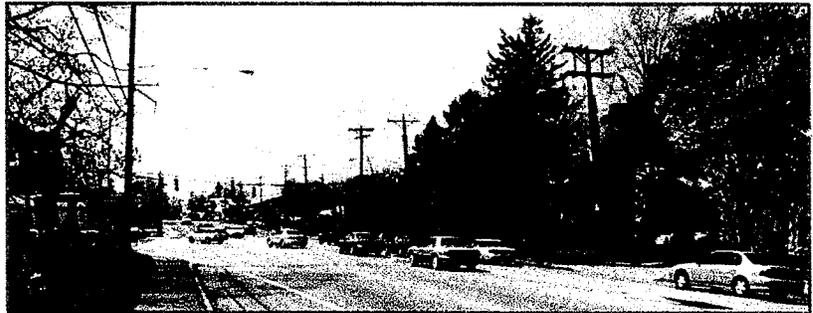


Claymont Transportation Plan Report



Claymont Transportation Plan Report

Table of Contents

	Page Numbers
I. Project Background	
A. Impetus for the Plan	1
B. Information Gathered	2
II. Development of the Plan	
A. Field Observations	4
B. Data Collection	8
C. Analysis /Plan Development	10
D. Project Outreach /Coordination	14
III. Plan Recommendations	
A. Preferred Alternative Concept	25
B. Recommendations on Signage	26
C. Recommendations on Speed Limit Adjustment	27
D. Prioritization of Plan Components	27
IV. Next Steps	29

Appendix

List of Figures

- # 1 Map of Claymont Study Area
- # 2 Photo- Parking on sidewalk
- # 3 Photo- Claymont Post Office -parking
- # 4 Photo- Truck parking on shoulder of Philadelphia Pike
- # 5 Photo- Bus stop on Darley Road
- # 6 Photo- Sidewalk with fire hydrant
- # 7 Photo- Pedestrian overpass to Claymont Rail Station (@ rail station)
- # 8 Photo- Pedestrian overpass to Claymont Rail Station (@ Gov. Printz Boulevard)
- # 9 Map -Claymont Map with Existing and 2025 ADT's
- #10 Table- Bus Stops in the Study Area
- #11 Table- Claymont Transportation Plan Trip Generation
- #12 Table-Traffic Comparison of Preferred Alternative with Existing and No Build
- #13 Table-Characteristics of Preferred Alternative
- #14 Planning Process

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.

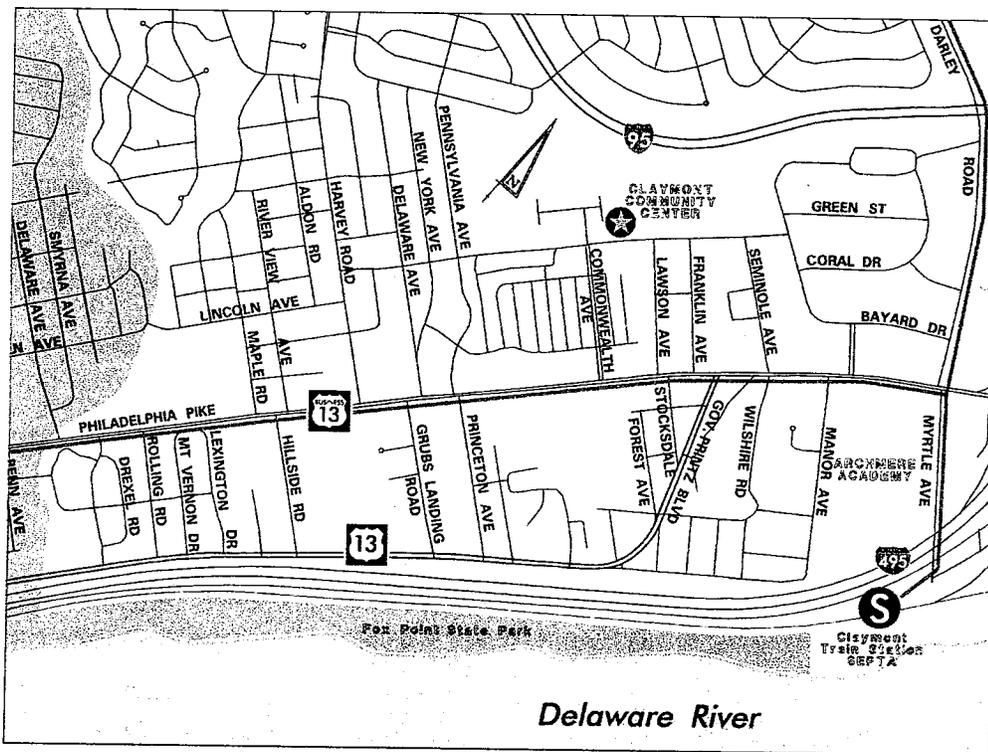


Figure #1
Claymont Study Area

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.

New Castle County Land Use Plan

The map from the New Castle County 2002 Comprehensive Development Plan was presented at the first public workshop for the project. Comprehensive Zoning is a tool by which the Plan is implemented. The Zoning Map for the Claymont Area identified apartment, townhouse and suburban residential areas, and Neighborhood Conservation areas intended to promote minor infill development. Additionally the area is zoned for some regional commercial activities.

Renaissance Plan

Information from the Claymont Renaissance initiative was incorporated by reference throughout the transportation plan development process. The concept for the Claymont Center redevelopment shared by Thomas Cornitta & Associates, Inc. addressed the area from Darley Road to Manor/McComb Boulevard. The concept proposes replacing the Brookview Garden Apartments and some of the commercial uses along Philadelphia Pike with more compact residential, commercial, office and public space. The intent of the redevelopment is to create a center for Claymont based on new urbanism concepts that promote pedestrian activity. The new buildings would be placed closer to Philadelphia Pike, with parking moved to the rear. The intent of the concept is to promote a more walkable environment and to reduce the impact of vehicular travel along Philadelphia Pike on Claymont.

East Coast Greenway Plan

The East Coast Greenway is intended to be a more urban alternative to the Appalachian Trail. Several routes for the East Coast Greenway through Delaware are being analyzed, and a route through the Claymont area from Pennsylvania to point south is under consideration. The Greenway is planned as a city to city multi-use trail system that connects existing and planned trails with new corridors using waterfronts, park paths abandoned railroads and parkway corridors. It is intended to be 80% off road for cyclist's hikers and other uses in the densely populated Northeast seaboard. The East Coast Greenway Alliance Board will approve the selection of the route.

Contact was made with the East Coast Greenway Alliance and a Map showing the concept for the East Coast Greenway connection To Fox Point State Park was presented at the first workshop for the Claymont Transportation Plan.

II. Development of the Claymont Transportation Plan

A. Field Observations

After review of the most recent traffic volume data and accident statistics the study team made some observations in the field. Field work was conducted to verify existing conditions as well as to collect information on any unusual or undocumented activity patterns. The study team also undertook a field walk with community residents in order to observe areas of concern with them and to develop understanding of the issues.

Vehicular

On-street parking was observed to occur along the shoulders of Philadelphia Pike. In some cases it was observed that cars parked in the shoulder even when off-street parking was available. In some locations, businesses have formally or informally converted paved sidewalk area into off street parking.



Figure # 2

Certain locations along the Pike regularly have cars parked in front of them regularly. The Post Office and the Claymont Liquor Mart have regular short term parking on street. (Insert photo # 548) There is on-street parking in front of the Holy Rosary Church during Sunday services, and at funerals. Through the community input process it was also learned that large trucks sometimes park in the shoulder along Philadelphia Pike. Community residents also commented that Philadelphia Pike shoulders are used as passing lanes when cars are moving slowly.



Figure # 3
Claymont Post Office - Parking



Figure # 4
Truck Parking on Shoulder of Philadelphia Pike

Pedestrian Facilities

There are sidewalks along both sides of Philadelphia Pike in the study area. Certain nodes of pedestrian activity exist within the study area, but overall pedestrian flow along Philadelphia Pike is low. Existing sidewalks range from 3'-5' in width. The following field observations of pedestrian conditions on Philadelphia Pike were noted as were pedestrian conditions along key streets connecting to Philadelphia Pike.

- The areas with deteriorating or missing sidewalks were noted and shown on the study area display map at the first public workshop. Sidewalks are not provided on the north side of Darley Road where the busiest bus stop in the study area exists. Sidewalks are not provided along Myrtle Avenue which leads to the rail station. The sidewalk is incomplete along Manor Avenue which leads to the pedestrian bridge to the rail station.

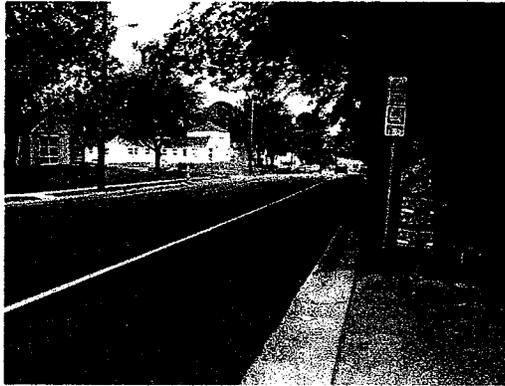


Figure # 5
Bus Stop on Darley Road

- There are 2 pedestrian bridges that link the Claymont Study area to adjacent land uses.

The first is a pedestrian bridge crossing I-495 from the North end of Claymont to the Knollwood community on the other side of I-495. The bridge is accessed by a pedestrian path from Philadelphia Pike (next to the Church of the Ascension) and connects to Everett Avenue in Knollwood. This bridge provides a safer pedestrian alternative to walking through the interchange of I-495 and Philadelphia Pike.

A second pedestrian bridge crosses I-495 near the Claymont Rail Station. It extends from Governor Printz Boulevard extended to the rail station parking area.

- There are numerous commercial and residential driveway access points/entrances along the Pike. The numbers of curb cuts are shown below by section:

West Side	total	51
Darley to Commonwealth		21
Commonwealth to Maple		29
Maple to Delaware		1
East side	total	35
Darley to Commonwealth		14
Commonwealth to Maple		17
Maple to Delaware		4

Some commercial properties have typical width driveways with apron type connection through the sidewalk. Some commercial properties have driveway curb cuts that extend across the entire property frontage. This means the pedestrian walks along a business entrance mixing with vehicular traffic for the entire frontage of the property.

- There is inconsistency in the provision of handicapped accessible ramps at intersections. Some ramps exist, some are missing, some are misplaced and some are not wide enough.

- Pedestrian crosswalks exist at all eight signalized intersections along the Pike but, their placement and the pavement markings are not consistent. A signalized pedestrian crossing exists at the intersection of Philadelphia Pike and Darley Road. This signal provides a pedestrian crossing phase on the south leg of the intersection concurrent with the Green phase for Darley.



*Figure # 6
Sidewalk with Fire Hydrant*

- There are signs, utility poles and traffic control devices located within the sidewalks along the Pike. Some of these present no real problem but in some locations utilities reduce the usable width of the sidewalk to less than acceptable standards.

Bicycle Facilities

There are no formal bicycle lanes or bike paths along Philadelphia Pike. Bicyclists were observed riding on the sidewalk in the northern end of the corridor. It was noted that there are bike lockers at the Claymont Rail station. It was noted that children on bikes were challenged to cross Darley Road because they could not see whether a car was approaching on Darley west of Philadelphia Pike.

Transit

There are twelve bus stops on each side of Philadelphia Pike within the study corridor. There are no bus pullouts provided along the Pike, consequently buses use the shoulder or stop in the travel lane. Transit riders were observed at various times waiting for or alighting from a DART buses. Average bus stop spacing is 650 feet along this 1.5 mile corridor. There are some free standing bus stop signs, but most are placed on shared sign poles or utility poles.

Access to the Train Station

Vehicular access to the Claymont Station is from Myrtle Avenue, a two lane residential street intersecting with Philadelphia Pike at Darley Road. DTC busses follow Myrtle Ave to reach the train station.

Pedestrian access to the train station is poor. There are no sidewalks along Myrtle Avenue. Manor Ave connects to Governor Printz Boulevard Ext. where there is a pedestrian bridge crossing over I-495 to link the rail station.



*Figure # 7
Pedestrian Overpass to Claymont Rail Station
(@ Rail Station)*



*Figure # 8
Pedestrian Overpass to
Claymont Rail Station (@
Governor Printz Boulevard)*

Signage

- Designation signs identifying the limits of Business Route 13 are unclear.
- On street parking regulations are not clearly posted. Signs prohibiting on street parking are inconsistent. For example: there are no signs to prohibit parking in bus stop areas.
- Signage to identify bus stop locations is placed inconsistently (on utility poles, on other sign poles and free standing.)
- Signs prohibiting right turn on red are located at several intersections and may contribute to traffic flow problems along the Pike.
- Posted Speeds
 - 40 mph south of Pennsylvania Ave
 - 35 mph north of Pennsylvania Ave

A complete inventory of all traffic control signs was not conducted as part of this study.

Activity Centers (schools, post office, retail locations)

There is no central activity center within the 1.5 mile study corridor. There are small centers of activity where the following observations were made:

- From Manor Ave to Seminole Ave commercial activities are clustered close to the Pike creating a more urban environment. Elsewhere along the Pike, commercial businesses are generally set back further from the Pike with parking lots in front of buildings along the street.
- There are two school campuses along the Pike. The Archmere Academy is located in the north end of the study area and is a self contained campus style complex. There is an increase in morning and afternoon traffic associated with the start and end of the Archmere school day.
- The Holy Rosary School and church complex is located in the middle of the study area at Commonwealth Ave. This complex extends over several blocks and generates a high level of vehicular and pedestrian activity at the start and end of the school day. Police and crossing guards assist children walking to school and crossing Philadelphia Pike as well as directing parent in their cars as they drop off and pick up children for school each day.
- The Claymont Community Center is located on Green Street, a few blocks west of Philadelphia Pike and is an important activity center for the community with a library, head start program and meeting facilities among other things.
- The Claymont Fire Company is located in the middle of the study corridor along the south west side of Philadelphia Pike.

B. Data Collection

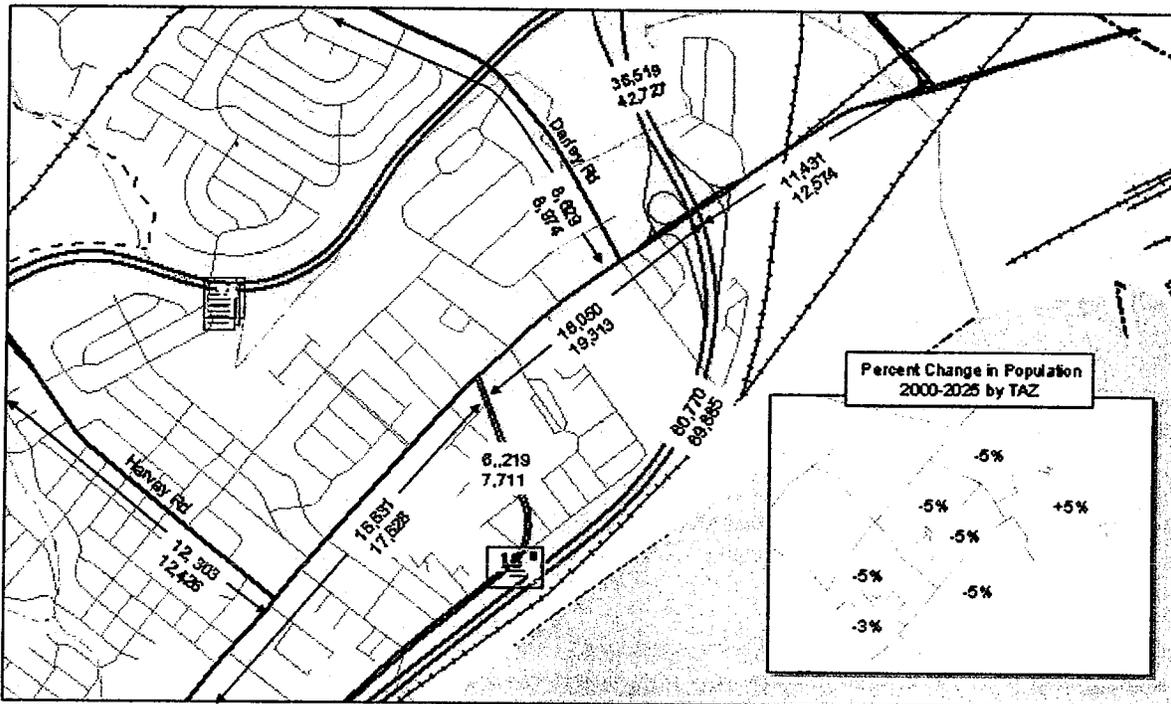
Traffic Data

Traffic data was provided by DeIDOT and data was collected at several key intersections- including volumes and turning movement counts. Collected data was used to calibrate the traffic model that would be used to forecast the future traffic under various Philadelphia Pike improvement scenarios. Existing and forecasted ADT's are shown in Figure 9 below.

As part of the study, weeklong full day automatic counts were conducted at the following locations along Philadelphia Pike (US 13)

- Naamans Road
- I-95 northbound exist ramp
- I-95 Southbound exit ramp
- Darley Road /Myrtle Ave
- Governor Printz Boulevard
- Harvey Road

As part of the traffic analysis peak hour (7-9 am 11 am -1 pm and 3-6 pm) turning movement counts were made at the intersections listed above.



Source: DeIDOT Travel Demand Model and 2001 DeIDOT Traffic Summary, October 9, 2002

Figure # 9
Claymont Transportation Study
Existing & 2025 ADT

Through Truck data

The community has a perception that truck volumes are high along Philadelphia Pike through Claymont. In order to address that concern there were field observations conducted and data on through truck volumes was collected (Refer to Appendix # 1 for the Claymont Through-Truck Analysis Report)

Based on data collected for this study, truck volumes on Philadelphia Pike were estimated to be 3.6% north bound and 4% south bound which is comparable to the average truck percentage on Delaware urban arterials of 5.3%

In order to assess the magnitude of the through truck traffic, license plate numbers were collected for an 8 hour period for large trucks entering and exiting Claymont on Philadelphia Pike from the north (at Darley Road) and south (at Harvey Road) as well as from Governor Printz Boulevard. The elapsed time between when the truck entered Claymont and when it exited was recorded. These times were compared to the minimal time it normally takes a vehicle to traverse the corridor without making stops and assuming stopping at traffic signals. Trucks traveling through Claymont in close to the minimal time were assumed to be through trucks.

These data indicated that there were 211 trucks observed at Darley Road and 190 trucks observed at Harvey Road over the eight hour period. These numbers are typical of what occurs on other similar highways in Delaware. Of the total number of trucks, only 26 were assumed to be through trucks. These data do not suggest a major problem with through trucks. More thorough data collection over a three day period should be undertaken to confirm the findings here before any final conclusions should be drawn or any recommendations made regarding trucks.

Transit Data

Claymont Rail Station

SEPTA provides regional rail service to the Claymont Rail Station on the R2 line. The R2 line connects Wilmington and Newark to Philadelphia. Daily SEPTA trains serving Claymont are listed below:

	<u>North to Philadelphia</u>	<u>South to Wilmington</u>
Mon- Fri	18	17
Sat	6	6
Sunday	0	0

There are a total of 501 parking spaces available for commuters. 425 of the spaces are provided in the station parking lot and 76 additional spaces are provided along Governor Printz Boulevard. Average parking usage is 56% at this station. SEPTA reports that daily ridership at this station is 856. This is the total of all AM and PM person trips.

Parking at the Claymont Rail station was recently expanded. SEPTA staff advised the study team that the community of Edgemere was interested in the establishment of a station along the rail line. Edgemere is located a few miles south of Claymont. If such a station were to be established some commuters currently parking at Claymont might shift to the Edgemere station. At the time of the study there were no current plans to expand train service to Claymont.

DART Service

DART Bus service on the # 1 Line is provided in the Claymont community by the Delaware Transit Corporation. The #1 Line provides service from Tri-State Mall to Wilmington, operating mostly along Philadelphia Pike. This bus line also serves the Claymont Rail Station during peak periods. Service is provided throughout the day (5:30 am -10:30 pm) approximately every 20 minutes Monday through Friday and every 40 minutes from 7 am - 7:30 pm on Saturdays. There is no Sunday service.

Stop Locations

There are 12 bus stops in each direction along Philadelphia Pike within the study corridor. All the stops are listed in Figure 10 with the recent boarding and alighting data and information on existing amenities from DTC.

Transit Improvements

DTC has a Bus Stop and Passenger Facilities Policy which establishes guidelines for bus stop design and establishes criteria for determining when bus stop amenities should be provided. No specific changes to bus stops or services were noted by DTC at the time of the Study, but DTC participated in the study and commented on concepts that were recommended.

	Location	Daily Boardings	Daily Alightings	Amenities
Southbound				
	Claymont Station	17	0	Bike lockers, shelter
Darley	@ Bayard	35	11	
Phila. Pike @	Archmere Academy	31	9	
	McComb	39	5	Bench
	Seminole	28	3	Bench
	Franklin	28	2	
	Lawson	10	3	
	Commonwealth	15	4	Bench
	Harvey	22	11	Bench
	Maple	11	2	Bench
	Rolling	1	0	
	Op. Winding La.	5	1	
" "	W. Delaware	10	4	
Northbound				
Phila. Pike @	Op W. Delaware	3	8	
	Winding La.	3	5	
	Lexington Ave.	2	7	
	Op Maple	0	10	
	Princeton	3	19	
	Op Commonwealth	8	34	
	Stockdale	6	9	
	Gov. Printz	1	17	
	Wiltshire	2	10	
	Manor	6	30	
" "	Archmere Academy	8	29	
	Claymont Station	0	37	Bike lockers, shelter
Darley	@ Bayard			

Source: Delaware Transit Corporation Spring 1999 Ridecheck

Figure 10:
Bus Stops in the Study Area

C. Analysis / Plan Development

Development of Concepts

The plan was developed through an iterative process. The process included four initial meetings of the Working Group and three public workshops. At each meeting, the Working Group was presented with large scale graphic plans and a comparison of the characteristics of each option. Additional information and analysis was presented at various times in the plan development process. Plan Options and information was also shared with several stakeholders in the community during the plan development process. Notes documenting those meetings can be found in the Appendix.

DeIDOT held the first Public Workshop early in the process, to provide information on the corridor and the transportation issues. This meeting provided the opportunity for people to identify any additional issues and to explain their concerns.

At the second Public Workshop, DeIDOT solicited input on several conceptual plans. This meeting provided an opportunity for DeIDOT and the Working Group members to obtain input on preferences and concerns of the public.

DeIDOT presented the Working Group's Preferred Alternative at the third public workshop which was well attended.

Later, two additional meetings of the Working Group were convened in order to focus on an assessment of the Preferred Alternative against the Principles of Context Sensitive Design. (Refer to Appendix # 16 -17 for meeting notes.)

The plan development process started with four options. The options were analyzed and refined, narrowed down to three options and eventually one preferred option was identified. A brief description of the characteristics of the options is provided below.

Initial Four Plan Options

The process started with DeIDOT presenting four transportation plan options to the Working Group for consideration. Each of the options addressed transportation issues and problems and each was developed to include the aesthetics of the corridor. The main distinctions between the four original options were the number and width of traffic lanes and the location of proposed aesthetic landscaping treatments. Three of the four options included landscaping in either a median or along the curb and sidewalk area. All options included bus stops, sidewalks and bike lanes.

An estimated typical right-of-way width needed for each option was provided to allow for a relative comparison of the impacts between them. The needed right of way ranged from 79'4" for Option # 1 to 91'4" for Option # 3. It was made clear that this was conceptual level planning work and that no surveys or right-of-way research had been conducted. The original four options included the addition of formalized on-street parking in selected locations. Appendix # 5c provides a comparative matrix of the Four Options.

<u>Plan Option</u>	<u>Major Characteristic</u>
# 1	4 lanes with a 14' wide center left turn lane.
# 2	4 lanes with a 16' wide center median
# 3	4 lanes with a 22' wide center median
# 4	2 lanes with a 14' wide center left turn lane

The following were included in all of the Plan Options:

- Removal of the ramp from I-495 to southbound Philadelphia Pike is recommended in all the Plans. Instead the intersection and turning radius would be modified to accommodate right and left turning vehicles at the signal.
- Geometric changes are recommended at Governor Printz Boulevard to improve pedestrian safety and convenience in all of the Plan Options. The changes recommended would reduce the width of the intersection for pedestrians crossing but would not eliminate any lanes. The median would be widened and the northern turning radius would be modified.
- Geometric changes are recommended at the intersection of Commonwealth Avenue and Philadelphia Pike. The intersection would be made into a more typical T intersection, by removing the small islands and extra lanes now present. The recaptured roadway space on the northern and southern corners could be made into a landscaped focus area or a wider pedestrian/public space.
- Recommendations for the addition of sidewalks on Manor, Myrtle and Darley where none exist.

Refined Options

After the first meeting of the Working Group in September 2002, and the first Public Workshop, the four initial options were reduced to three options. The Working Group had recommended that Option # 3, the wide median concept be eliminated because of the potential for large impacts on adjacent properties.

The three revised options were presented to the October 2002 meeting of the Working Group with large scale conceptual plan graphics and a comparative matrix of the advantages and disadvantages. (Refer to Appendix # 7d)

DeIDOT intended for these options to be responsive to the feedback received from the Working Group and the public workshop.

The changes that had been made to all plan Options were:

- Changes to the intersection geometrics at Commonwealth and Philadelphia Pike
- The Governor Printz Boulevard intersection with Philadelphia Pike was tapered to provide for shorter pedestrian crossing distance; and
- The potential for McComb Boulevard to be relocated as a result of the Renaissance Plan redevelopment project was shown.
- Consideration had also been given to the potential to accommodate bus shelters at the bus stops along Philadelphia Pike.

<u>Option</u>	<u>Major Feature</u>	<u>Landscaping</u>	<u># Lanes</u>
#1	Continuous Center Left Turn Lane	Selected locations for trees in median	4
#2	Landscaped Median	Continuous median with trees	4
#3	Enhanced Pedestrian	Landscaped buffer next to sidewalk	2

The three Plan options were presented to the Working Group for comment and consideration and were subsequently taken to the 2nd Public Workshop. The three Plan options were also presented at meetings with various community stakeholders. The Plans were presented at meetings with representatives of the Archmere Academy, the Holy Rosary School and the Claymont Business Owners Association. (Refer to Appendix #11 for documentation on meetings.) The feedback given at meetings led to plan refinements to :locations for median breaks and depressed medians; locations for on-street parking; sidewalk widths in the Renaissance area.

Further Analysis and Plan Refinements

At the February, 2003 meeting of the Working Group DeIDOT presented the results of additional analysis that had been completed on the plan options. An analysis of 2025 traffic was conducted for several year 2025 scenarios: a no build scenario; a scenario with Idealized Build-out conditions of the Renaissance Area (as defined by the Renaissance Plan); and a scenario with Major Redevelopment of the Renaissance area (as described by ZHA, Inc. in their August 2002 "Retail Market and Redevelopment Feasibility Analysis" for the Claymont Renaissance.) DeIDOT presented a comparison of travel times and intersection levels of service for each Option in each scenario, as well as comparing all of the other characteristics of the plan options. (Refer to Appendix # 8) The traffic analysis indicated that in 2025 the two lane Option would result in longer travel times and reduced levels of service at certain intersections. This matter and how it relates to the Renaissance Plan was discussed at length at the February Working Group meeting.

Some of the alternative locations for median breaks that had been suggested at earlier meetings were shown on the plans as "pull-out" boxes. It was explained that the final details on some of these matters will not have to be resolved until the project is in final design. There was also discussion about the location of on-street parking and street trees which will also be resolved in the project design stage. The Working Group reached consensus on the identification of Option # 2 revised as the preferred alternative to be taken to the Public Workshop.

The Preferred Alternative was presented at the third Public Workshop in April 2003.

Context Sensitive Design Assessment

In July 2003, DeIDOT invited Sally Oldham, a national expert on Context Sensitive Design (CSD) principles to assist the Department in reviewing the Preferred Transportation Plan Option with the community. Interviews were conducted with several stakeholders in the community and two CSD workshops were held with the Working Group. (Refer to Appendix for Meeting notes.)

Traffic Analysis

Recent traffic counts provided by DeIDOT serve as the basis for describing the existing traffic conditions on Philadelphia Pike. A future year forecast was developed for the year 2025. This travel demand forecast assumed the implementation of the adopted land use plan by New Castle County with the exception of the proposed Renaissance Area redevelopment. The travel demand forecast for the Renaissance Area was based on the "Idealized Build out" as described by Comitta and Associates. The idealized build out assumed the redevelopment of a portion of the Brookview Apartments.

Figure # 11 below provides the assumptions on trip generation from residential units and commercial types proposed in the Summary Report by Comitta & Associates Report for the Idealized Build out for the Claymont Renaissance area.

Name	Land Use Type	Size	Units	AM			PM			AAD T
				Entering	Exiting	Total	Entering	Exiting	Total	
Existing Development										
Claymont Shopping Ctr.	Shopping Center	39.5	1000 sq. ft.	56	36	92	163	177	340	3751
Darley Shopping Ctr.	Shopping Center	13	1000 sq. ft.	29	18	47	78	85	163	1836
Brookview	Apartment	150	Units	12	65	78	67	33	100	1033
Total (A)				97	120	217	309	295	603	6620
Idealized Build-Out										
Idealized Build-Out	Apartment	267	Units	22	114	136	109	54	163	1735
	General Office Building	63.8	1000 sq. ft.	115	16	130	26	125	151	940
	Specialty Retail Center	63.8	1000 sq. ft.	79	86	165	71	94	165	2595
	High-Turnover Sit-Down Restaurant	15.2	1000 sq. ft.	9	9	18	99	66	165	1981
Total (B)				225	224	449	305	339	644	7250
Net Change										
Net Increase in Trips (B - A)				128	105	232	-4	44	40	630

*Figure # 11
Claymont Transportation Plan Trip Generation*

The same set of travel demand forecasts was used to model each of the transportation Options. For comparison purposes the average daily traffic volumes were presented for two points within the study corridor: north of the intersection of the Pike with Governor Printz Boulevard and south of the intersection with Governor Printz Boulevard. Based on a request from the Working Group, an additional 2025 travel demand forecast was developed for the Renaissance Area. This new forecast assumed "Major Redevelopment" described as the highest level of redevelopment anticipated in the Claymont Renaissance area. The characteristics of the Major Redevelopment were described by ZHA, a consulting firm advising the Claymont Community.

Additionally, a no-build future traffic forecast was presented for comparison with the existing and forecast travel demand. Refer to Section d of this report to see the comparisons as they were presented at each of the Working Group meetings.

The Working Group was also presented with information on intersection Levels of Service at selected intersections and estimated PM peak travel times within the Philadelphia Pike corridor. Travel times between selected key points were provided to give a relative basis for comparison between current conditions and future conditions.

Based on the characteristics of each Option there were differences in the assumptions about turning movements. Shoulders that currently exist along Philadelphia Pike would no longer be provided in any of the Options. Option #1 presented a continuous two way left turn lane through the length of the corridor, in addition to two travel lanes in each direction. Option # 2 presented a landscaped median with left turn pockets @ 14 intersections. Left turn movements would be prevented where the median is provided. A set of assumptions used to determine the locations for median breaks was also shared with the Working Group. Option # 4 provided a continuous two way left turn lane, with only one travel lane in each direction.

In existing conditions, busses are generally able to pull on to the shoulder area of Philadelphia Pike to board and discharge passengers. In all of the plan Options, shoulders have been eliminated and a 5' bike lane has been provided. DTC advised the project team that when considering the frequency of service and the ridership counts with the additional property impacts that might be expected, bus pull-outs were not warranted for Philadelphia Pike. Therefore, in all of the Options busses are assumed to board and discharge passengers while pulled partially into the bike lane.

In Options #1 and #2 there would be two travel lanes in each direction which would enable traffic to move past a stopped bus in the left lane. In Option #4, which has a single traffic lane in each direction, stopped buses would cause a traffic delay.

Signage

Since there had been concerns expressed by the community about high traffic volumes and especially through trucks, an effort was made to determine whether any of the existing signs could be directing people to travel through Claymont via Philadelphia Pike when they could take another more efficient route. Sign content and placement was checked on the following highway approaches to Claymont:

- Philadelphia Pike north of Claymont,
- along the I-95 approaches to I-495 and Claymont
- along Harvey Road and
- along Governor Printz Boulevard.

No incorrect sign content was observed. However, it was noted that a sign is missing from southbound Philadelphia Pike north of the I-495 interchange. While there is a sign to direct drivers to north bound I-95 via I-495, there is no comparable sign to direct cars to reach southbound I-95 via Naimans Road. The absence of that sign may contribute to an increase in traffic along Philadelphia Pike in Claymont resulting from drivers seeking southbound I-95. They may remain on Philadelphia Pike looking for the access to I-95 even past Harvey Road since access to I-95 is not signed there either.

D. Project Outreach and Coordination

Agency Coordination

The Claymont Transportation Plan project was managed by DeIDOT's Division of Planning. Early in the development of plan options a technical team meeting was held with staff from the Pre-Construction Division. The transportation issues and problems that had been identified by the community and by staff in were reviewed and potential solutions were discussed. The purpose of the meeting was to assure that Options developed would be consistent with DeIDOT practices. (Refer to Appendix 11 for Meeting Summary.)

DTC

Coordination with the Delaware Transit Corporation (DTC) occurred throughout the project. Initially, requests were made for information on the existing bus and train services in Claymont. Once the data was provided and concepts were developed, DTC staff was asked to review the concepts. DTC staff attended Working Group meetings. Project staff and DTC also discussed the desirability of incorporating bus pullouts into the concepts along Philadelphia Pike. Bus pullouts were discussed more specifically for Options # 4 the two lane Option. The issue discussed was the potential traffic delay caused by busses stopped in the two travel lanes. Bus pullouts were not recommended for inclusion in any of the Options.

SEPTA

Data was requested and provided by SEPTA on the boardings and alightings and the frequency of trains at the Claymont Rail station. It was determined that there were no plans for expansion of the rail station.

New Castle County

The County staff was asked to provide the planned land use map for the Claymont area which was shown at the first public workshop. A representative of the New Castle County Department of Land Use served as a member of the Working Group. County staff was provided copies of the plans for review. Also during the plan development process, county staff has solicited input from DeIDOT on pending development projects occurring along Philadelphia Pike within the study area.

WILMAPCO

The WILMAPCO TIP listed the Claymont Transportation Plan as a funded project. WILMAPCO's Executive Director also served as a member of the Working Group. He provided advice on the regional planning process and the anticipated timeframe for securing funds for the design and construction of the Claymont project.

Claymont Renaissance Committee

The Claymont Renaissance Committee was charged by larger Claymont Coalition with guiding the implementation of the Renaissance effort. The Claymont Transportation Plan to be developed by DeIDOT was intended to be a component of the larger Renaissance Project which was being guided by a separate planning consultant Thomas Comitta & Associates under contract to the Community.

The Claymont Transportation Plan effort was coordinated with the Renaissance Committee from the beginning. The Scope of Work for the transportation plan was reviewed with the Renaissance Committee. The formation of the Working Group to focus strictly on the Transportation Plan was discussed and agreed upon by the Claymont Renaissance Committee. Mr. Comitta served as a member of the Working Group. It was agreed that the recommendations of the Working Group would be taken to the Renaissance Committee. The Renaissance Committee continued to work on other aspects of the Renaissance effort as the transportation planning process proceeded. Once the marketing consultant ZHA was brought into the Claymont project, the DeIDOT team consulted with ZHA to complete the traffic analysis based on the transportation plan analysis.

Public Outreach

Field Walk

A Field Walk was proposed as a means for the community to identify and observe transportation issues along Philadelphia Pike. DeIDOT invited community representatives to join in a field walk of a portion of the Philadelphia Pike corridor. Issue areas were noted and observed and community representatives were asked to point out their concerns. A notable community concern raised on that field walk was the failure of cars to stop at the I-495 ramp to south bound Philadelphia Pike. Another was the safety concerns for pedestrians crossing Governor Printz Boulevard where it intersects with Philadelphia Pike. (Refer to Appendix # 4 for the notes of that meeting.)

Working Group

The purpose of the Claymont Transportation Plan Working Group as described below was presented at the first meeting of the Working Group.

- To review transportation plan options under consideration and work with DeIDOT to reach consensus on improvements that comply with essential safety and design criteria.
- To make recommendations to the Claymont Renaissance Committee on the transportation plan options being developed by DeIDOT.
- To make a recommendation to the Claymont Renaissance Committee on the preferred transportation plan.

Members

The following 28 people were invited to serve as members of the Claymont Transportation Working Group.

- Robert Weiner - New Castle County Council
- Ray Hester - President, Darley Society
- Marti Schiek - Claymont Historical Society
- Dawn Lamb - Claymont Business Owner's Association
- Thomas DiCristofaro - President, Claymont Fire Company ✓
- William Smith - Gwinhurst Civic Association
- Christopher Koyste, President, Fox Point Association
- Adam Wojtelwicz, Director of Finance - Archmere Academy
- Rita Nelson - Church of the Ascension
- Charles Baker - New Castle County Department of Land Use
- Bobbi Britton - East Coast Greenways
- Don Carbaugh - Chairman, DE Bicycle Council & CCOBH Bike/Ped Committee
- Tom Comitta - Comitta Associates Inc.
- The Honorable Wayne A. Smith - State Representative
- The Honorable David Ennis - State Representative
- The Honorable Greg Lavelle - State Representative
- The Honorable Wayne Smith - State Representative
- The Honorable Bob Valihura - State Representative
- The Honorable Cathy Cloutier - State Senator
- The Honorable Harris McDowell III - State Senator
- The Honorable Charles L. Copeland - State Senator
- Jane Poppitti Scott - Office of Senator Joseph Biden
- Ted Matley- former Executive Director, Wilmington Area Planning Council (WILMAPCO)
- Tigist Zegeye -Executive Director, Wilmington Area Planning Council (WILMAPCO) ✓
- Chris McEvilly- Preservation Delaware, Inc.
- Dave L. Ames - University of Delaware - Center for Historic Architecture and Design
- Donna Lewis - Claymont Stone School
- Emily Knearl - New Castle County Council Policy Director
- George Losse- Claymont Renaissance

Working Group Summary

There were six meetings of the Claymont Transportation Plan Working Group held from September 2002 through October 2003 at the Claymont Community Center. Attendance by members at the meetings was generally good. Since the meetings were listed on DelDOT's website and were open to the public, additional citizens who were interested in the Plan also attended meetings. The agenda, meeting handouts and meeting summary for each meeting are included in the Appendix to this report. The expectations for the Working Group were discussed and a set of ground rules was presented at the first meeting and are shown below.

A large, color conceptual map for each of the transportation Plan Options was presented for review and discussion at each meeting. Certain features on the plans were highlighted for emphasis. An additional color display provided a comparison of the cross sections for each of the Plan Options. Proposed pedestrian links to the Claymont Rail Station along Manor and Myrtle were also shown on a larger scale map of Claymont.

**Expectations / Ground Rules
for
Claymont Transportation Plan Working Group**

- There will be at least 3 meetings of the Working Group.
- So that the project can be completed in a reasonable timeframe, meeting dates will not be changed. Each member has been asked to designate an alternate to attend Working Group meetings on their behalf should a scheduling conflict arise.
- Members will consult with the organization, community or constituency group that they represent and will consider their interests in the proceedings of the Working Group.
- Members should consider the public input in making recommendations.
- All members have an equal right to speak and ask questions.
- Non-members shall attend as observers and will be recognized for the purpose of offering comments only as time allows.
- Comments expressed during meetings should be relevant to the topic.
- During all meetings, members will be courteous and respectful of different points of view.

Decision making

- In making recommendations and decisions, the Working Group will operate by consensus whenever possible.
- *Consensus does not necessarily mean agreement or active support by all members. Those members who do not object are not necessarily indicating that they favor the recommendation, but merely that they can "live with it"*
- In the absence of consensus, a vote of members will be taken. A super majority of three quarters 75% of the Working Group members present shall be sufficient for the action to be taken.

The initial Goals for Working Group meetings were identified as shown below:

Meeting #1 September 16, 2002

To understand the advantages and disadvantages of each of the plan options

To decide which plan options should be recommended to the Renaissance Committee for presentation at the Oct. 7th Public Workshop

To identify major issues and opportunities associated with the recommended plan that need further analysis and discussion at the next Working Group meeting.

Meeting #2 October 14, 2002

To review and consider input from Public Workshop and from constituent group feedback.

To review and assess revisions made to plan options since last meeting.

To identify a preferred Transportation Plan option for recommendation to the Renaissance Committee.

To identify areas of special concern which require further refinement in the preferred Plan Option (parking, property access, landscaping, signage, bus stops, etc...)

Meeting #3 December 4, 2002

- To review and assess advantages and disadvantages of the plan refinements that have been made.
- To recommend refinements of the preferred Transportation Plan to the Renaissance Committee.

Meeting # 4 February 12, 2003

- To review the additional analysis that had been completed since the December meeting.
- To review feedback received from the Claymont Business Owners Association and DTC.
- To discuss the characteristics of the Preferred Alternative.

Meeting # 5 September 24, 2003

- To reaffirm the Vision for the transportation corridor.
- To clarify what project elements have been determined in the first phase of the project and what elements will be determined in the design phase.
- To clarify the relationship between the preferred Transportation Plan and the Claymont Renaissance Plan.
- To review the Claymont Transportation Plan in terms of Context Sensitive Design principles.

Meeting # 6 October 16, 2003

- To gather input about how well the preferred Transportation Plan meets the Vision.
- To gather recommendations on how to meet the Vision when design work commences.
- To assess what qualities the current plan has (the combined preferred Transportation Plan and Renaissance Plan) to meet the Vision.
- To Test for consensus on the Transportation Plan
- To discuss the principles of Context Sensitive Design relating to the project to provide feedback to DeIDOT.

The advantages and disadvantages of the initially Preferred Transportation Plan Option were discussed at the February meeting of the Working Group. Some people at the meeting expressed reluctance at recommending a transportation plan when the Renaissance redevelopment plan had not been finalized. It was unclear if, and when a developer would be ready to do a major redevelopment of the site. However, it was concluded by the Working Group that a recommendation should be made at this time on the preferred transportation Option. The members of the Working Group were reminded that the Options had been analyzed assuming future traffic generated by a major redevelopment of the Renaissance area as well as the idealized build-out, which is a smaller scale development. The traffic analysis of the two lane option (referred to as the Enhanced Pedestrian Option #4) caused DeIDOT and some others to be concerned about traffic because it showed longer travel times and a failing intersection (LOS E) at McComb/Manor. The Working Group wanted a recommended transportation plan to move forward rather than to wait for an unspecified amount of time when they would know more specifics of the redevelopment area. DeIDOT reminded the Group that this is a conceptual plan and that certain features would not be designed in detail until much later in the project planning process. If the Renaissance Area project comes to fruition by that time the DeIDOT concept plan could be modified as needed to support the proposed development.

Public Workshops

There were three public workshops held through the plan development process. Recommendations made at Working Group meetings and accepted by the Renaissance Committee were taken to the public workshops for input by the public.

First Workshop

The first Public Workshop was held on April 18, 2002 from 4 to 8 pm at the Claymont Community Center. The Workshop was advertised by DelDOT in a public notice, on its Website and through the Claymont Renaissance e-mail and newsletter. The following objectives were established for the first Workshop:

- To explain the purpose and timeframe for the Claymont Transportation Study
- To provide information gathered-to-date on existing conditions within the study area.
- To solicit input from the community on transportation issues and opportunities.
- To explain the purpose of the ZHA Marketing Study

Information presented at the Workshop in display format included: the Purpose of Claymont Transportation Study; Context Maps showing the Existing Zoning for the Claymont area and the future Land Use Map for Claymont area as approved by the New Castle County Council. An Existing Conditions Map provided a large aerial photograph of the 1.5 mile study corridor. This map showed community features, street names, high accident locations, sidewalk deterioration, and other significant features. Additional study area information was presented on a separate display board with photographs and included roadway conditions and traffic volumes, bus Stop locations and ridership data, the Claymont Rail Station information and bicycle, pedestrian and greenway information. Another display board was also provided to explain the purpose of the Marketing Study to be undertaken by ZHA consultants under the direction of the Claymont Renaissance. DelDOT staff also set up a computer to provide a computer simulation of existing peak hour traffic conditions on Philadelphia Pike.

Comments and issues noted at the 1st Public Workshop:

Pedestrian Circulation

- Not safe for pedestrians when crossing Philadelphia Pike
- Not safe for pedestrians when walking along the Pike (poor sidewalk conditions, poor lighting)
- In addition to those shown on board, poor sidewalk conditions extend from Seminole to Franklin on west side of Pike.
- Some ADA ramps missing, others are poorly positioned or have inadequate width.
- There are no sidewalks along Myrtle Avenue leading from Philadelphia Pike to rail station
- Reference made to a recent pedestrian fatality on the Pike @ Darley

Traffic

- General comments made about speeding traffic.
- It was noted that shoulder lanes on Pike are used by cars passing on right
- SB left turn lane traffic @ Darley uses NB lane and cuts through Exxon Station
- Lane control needed on Darley @ Phila. Pike (not clear which lanes permitted to go left, right, through)
- No accel lane for ramp from SB I- 495 to south bound Phila. Pike - cars run stop sign
- General comments made about truck noise and unnecessary through truck traffic.
- Question posed about truck restrictions on Pike

Parking

- It is dangerous to park on shoulder of Pike @ at Post Office (Wiltshire /Seminole)

Suggestions Made

- Add Woods Haven Park to base map (off Darley Road)
- Provide a local shuttle bus to connect places within Claymont community.
- Change/shift intersection of Darley Road @ Phila. Pike so that Darley does not separate the two historic sites (Old Stone School and Darley House) This shift would help create a pedestrian oriented historic site complex to encourage tourism.) A re-direction of Darley traffic to Bayard could be integrated into the Renaissance village concept.
- Lane narrowing on Phila. Pike suggested as a traffic calming strategy.

Second Workshop

The second Public Workshop was held on October 7, 2002 from 4 - 8 PM at the Claymont Community Center. 69 people attended the meeting. This Workshop was held after the initial Working Group meeting when the four Options were reduced to three. The Purposes of Workshop were:

- To provide information on the study process and the next steps to be undertaken
- To obtain input from the community on the plan options that are being presented
- To answer questions on the process and the plan options

The agenda handed out at the Workshop is provided in Appendix #8. The matrix distributed at the October Working Group meeting was also distributed at the Public Workshop. The matrix compared the advantages and disadvantages of the three Options. There were large, color display maps for each of the Options as well as cross sections. (Refer to October Working Group Meeting Summary.)

In addition to the public notice, DeIDOT website and Claymont Renaissance notifications, DeIDOT wrote a letter inviting residents and business persons located along Philadelphia Pike in the study area to attend the Workshop. The letter was hand delivered.

Third Workshop

The third Public Workshop was held on April 14, 2003 from 4 -8 PM at the Claymont Community Center. There was DeIDOT staff present throughout to answer questions and have informal discussions. A ½ hour presentation was made at 6 pm. The purposes of the Workshop were:

- To provide information on the study process and the concept for the Preferred Alternative for the Claymont Transportation Plan.
- To obtain feedback from the community on the concept for the Preferred Alternative.
- To review and discuss the Claymont Redevelopment Plan.
- To explain the next steps and answer questions about the implementation timeframe

DeIDOT thinks that the attendance of 103 people at the meeting was a good indication of interest in the plan and could have been the result of the extra effort DeIDOT had made to advertise the meeting. In addition to the public notice, the DeIDOT website and Claymont Renaissance notifications, DeIDOT had message boards posted along Philadelphia Pike and arranged for bulk mailing of a letter to all households in the study area inviting them to the meeting so see the preferred Option.

This Workshop was held after the Working Group had completed its work and had made a recommendation for a preferred plan Option. No agenda was distributed but a handout explaining the characteristics of the Preferred Plan Option was provided to attendees. (Refer to Appendix # 13a) There were two copies of a color aerial display map of the Preferred Plan on display, as well as a board showing cross sections at various locations along Philadelphia Pike. Additionally, Mr. Tom Comitta provided conceptual plans of the Claymont Renaissance area. A summary of the questions and issues raised at the Public Workshop is provided on the following pages.

DelDOT and consultant staff went through a 1/2 hour presentation according to the agenda shown.

The meeting notes compiled from informal discussions with the public at the Public Workshop are included in Appendix # 10.

At the Public Workshop, there were concerns expressed by business persons about the loss of parking they would experience with the preferred plan. A liquor store and an adjacent television repair shop are located on the east side of Philadelphia Pike south of Harvey Road. Currently their customers park on the shoulder of Philadelphia Pike or in parking spaces that have been established in front of the businesses. Some of those parking spaces actually occur on the existing public sidewalk. (Refer to Figure # 2) With the implementation of the Claymont Project the shoulder would be eliminated and the right of way would be expanded thus requiring the elimination of some existing parking. (Subsequent to the public Workshop DelDOT staff made a field visit to the business locations to assess whether some type of angled parking or reconfiguration of the side or rear parking lots could resolve their potential parking problem. Due to several site constraints, the initial analysis indicates that angled parking could not be provided at these locations.)

Agenda

Welcome

Purpose of Workshop

Review of Planning Process
Planning Process
Next steps

Review of Features of the Preferred Alternative

General Features

Existing Condition

Traffic Speed

*Deteriorating sidewalks
Esp from McComb- Darley
Various widths*

*No provisions for bicyclists
Observed bikes in street/sidewalks*

*Inconsistent pedestrian
Cross walks*

*Sparse bus stop accommodations
Consultation with DTC*

*Safety concerns with vehicles turning
left from travel lanes*

Wide pedestrian crossing distance

No pedestrian access to train station

Specific Plan Features
Comparison Matrix (refer to handout)

Review specific features using large plan display map, cross section display, display showing pedestrian access to rail station.

Review of Claymont Renaissance
Redevelopment Plan

Wrap-up of Presentation

Informal Discussion

Preferred Plan

lanes narrowed/ median added
495 Interchange modifications

Speed study should occur after improvements made

Emphasis on ped crossings

sidewalks both sides

bike lanes both sides

consistent pedestrian crossings
treatments at all signalized intersections

paved waiting areas, provision of amenities as warranted

left turn pockets added where needed

travel lanes narrowed, ped refuge provided on median
Geometric modifications @ Gov Printz Commonwealth

recommendations for sidewalk along Manor /Myrtle

Tom Comitta

DeIDOT Website

Throughout the project, DeIDOT used its public website to share information with the public on the project. The status of the project planning effort and meeting dates were listed on the website. In addition, graphic images of the various plan options were posted on the website for review.

Summary of discussions with stakeholders

Throughout the plan development process, DeIDOT staff held meetings with project stakeholders. DeIDOT staff also regularly attended meetings of the Claymont Renaissance to provide updates on the project. Presentations were made upon request at meetings of the Rolling Acres Civic Association, the Ashburn Hills Civic Association, Meetings were held with the Fire Company, the Archmere Academy, the Holy Rosary Church and School and the Claymont Business Owners Association. Meeting notes from stakeholder meetings are provided in Appendix # 11.

Each of the stakeholders had different concerns. The business owners were interested in all aesthetic improvements which they thought would promote business. Business owners also expressed concerns about individual access to their locations and the availability of on-street parking. A handout of median assumptions was shared with the business owners to explain how the concept plan median was developed. (Refer to Appendix # 11)

The concerns of the schools had to do with managing the traffic at the start and end of the school day in a way that is safe and efficient. The Holy Rosary staff also expressed concern about the proposed on street parking that was shown in the concepts.

Claymont Renaissance Committee

DeIDOT's entire planning process was coordinated with the Claymont Renaissance Committee, and therefore with the larger Claymont Coalition. Councilman Robert Weiner was instrumental in coordinating the Renaissance Committee and DeIDOT work. New Castle County Department of Land Use staff was also involved in both the Renaissance Committee and the Claymont Working Group. DeIDOT made presentations on project status at several meetings of the Renaissance Committee. The Scope of Work for the plan was presented to the Committee. The idea to form a working Group was discussed with the Committee and many members of the Working Group were also members of the Renaissance Committee.

Fire Company

Mr. Tom DiCristofaro, (Claymont Fire Co.) a member of the Working Group raised concerns about emergency services access on any Option that included a landscaped median. As a result, DeIDOT staff arranged a meeting on February 24, 2003 with him to further discuss his concerns. (Refer to meeting notes in Appendix # 11) At the meeting the features of the Preferred Plan Option were reviewed. He expressed concern about any median remarking that medians would block access or reduce maneuverability of fire trucks resulting in increased response time.

He acknowledged that based on his earlier comments, DeIDOT had modified the concept to show a depressed median all across the front of the fire company. He expressed concern at this meeting about the median shown at McComb Boulevard, an existing entrance to Brookview Apartments. He said that there are frequent emergency response calls from the Brookview Apartments and this was a concern to him. It was noted that the redevelopment plan indicates that McComb Boulevard would be realigned with Manor Ave to create a 4 way intersection instead of the staggered intersection that exists now. Until that time, the median break would be needed. (DeIDOT modified the plan to create a depressed median at existing McComb.)

Meeting Announcements

DelDOT implemented a variety of strategies to increase public awareness of the Claymont Transportation Plan development process. The types of methods are listed below:

- Coordination with the Claymont Renaissance meetings
- Newspaper ads (DelDOT to insert ads)
- DelDOT website
- Letters to Philadelphia Pike businesses
- Electronic Message Boards
- Bulk Mailing

III. Plan Recommendations

A. Preferred Alternative Concept

The Preferred Concept was a refinement of the earlier Option # 3, the Landscaped Median Option. It was refined after receiving input from the Working Group and the public. Some of the features were modified after the traffic analysis was completed and some were refined after specific stakeholder comments were received.

At the 4th meeting of the Working Group, the results of additional traffic analysis were presented. The addition of a Major Redevelopment Scenario for the Claymont Renaissance enabled the Working Group to understand the possible traffic implications of significant redevelopment in that portion of the study area. DelDOT also presented the No build scenario with which to compare the existing and future traffic forecasts. Below are the results of the traffic analysis.

Characteristic	Existing Phila. Pike	No- Build	Preferred Alternative w/ Major Redevelopment
Intersection Level of Service (LOS)			
Darley Road	B	B	D
Manor/McComb	A	A	C
Governor Printz Blvd.	A	A	B
Harvey Road	B	B	C
Average Daily Traffic			
South of Gov Printz	16,600	17,600	19,900
North of Gov. Printz	18,100	19,300	21,600
Estimated PM Peak Travel Times			
I-495 to Gov. Printz	1.25 minutes	1.5 minutes	2.25 minutes
Gov. Printz to Rolling Road	2.0 minutes	2.25 minutes	2.25 minutes

Figure # 12
Traffic Comparison of Preferred Alternative with Existing and No Build Conditions

The characteristics of the Preferred Alternative are shown in the following table.

Characteristic	Preferred Alternative
Corridor width	86'8"
With right turn lane	97'8"
With on street parking	94'8"
With widened sidewalk	89'8"
Median	Landscaped median proposed for over half the 1.5 mile corridor. Median breaks proposed based on criteria presented at meetings. Details to be determined in final design. Depressed median provided in selected locations for emergency services access.
Bicycle Lanes	Continuous 5' wide both sides
Sidewalks	5' wide both sides 8' wide on west side of Pike from Manor to Sunoco Station Proposed new sidewalks Along south side of Myrtle to Rail Station Along north side of Manor to rail station pedestrian overpass
Crosswalks	At all signalized intersections
Vehicle Lanes	4
Vehicle Lane Width	11'
Shoulders	None
Left turn provisions	@ 15 street intersections Left turn movements are restricted in some locations.
Traffic Signals	8 (no change)
On-Street Parking	11 parking spaces provided in high demand locations
Bus Stops	12 north bound 12 southbound Concept provides area for patron benches or shelter as warranted. Buses will board and discharge passengers while stopped partially in the bike lane
Landscaping	120 trees or landscaping proposed in 8' wide median
Welcome Signage	Potential exists for gateway signage at 3 locations: @ I-495 & Philadelphia Pike @ Commonwealth @ Governor Printz Boulevard

Figure # 13
Characteristics of Preferred Alternative

B. Recommendations on signage

As the plan was being developed there were concerns expressed by the public about a high volume of trucks traveling through Claymont along Philadelphia Pike. The traffic data collected did not reveal an unusually high volume of trucks using Philadelphia Pike. Further, the 8 hour license plate data collected on trucks did not indicate a high volume of through truck movements. The simple analysis seemed to indicate that the trucks that are using Philadelphia Pike had a reason to be there.

Nonetheless, at the prompting of the community, highway directional signage was reviewed to determine whether trucks may be traveling through Claymont when they should actually be on other routes.

Signage along I-95 was checked to see if it was directing unnecessary traffic to Claymont. Directional signage at I-95 and Harvey Road and at I-95 and I-495 was verified. There were no problems found with signage at these locations.

Signage along I-495 was checked for content and placement. All signage content seems to clearly direct traffic to Claymont and other points.

Signage along US 13 Philadelphia Pike northeast of Claymont was checked for content and placement. It was noted that a directional sign is missing on US 13 south of Marcus Hook and north of Naamans Road. A sign is needed to direct south bound traffic on US 13 to I-95 south bound via Naamans Road. There is a sign to direct southbound traffic on US 13 to reach I-95 northbound via I-495 north bound, but the sign to reach I-95 south is missing. Without that sign, drivers may be staying on Philadelphia Pike through Claymont as they look for a sign to direct them to I-95.

The portion of US 13 in the Claymont Study area south of Governor Printz Boulevard is designated as a business route. There is a need to replace some of the signs (the "Begin and End" Business Route 13 signs) along Philadelphia Pike since some are missing content and to improve the placement of the signage if it is intended to guide through traffic off of Philadelphia Pike and onto Governor Printz Boulevard.

C. Recommendations on speed limit adjustments

The posted speed limit on Philadelphia Pike ranges from 35 mph north of Governor Printz to 40 mph south of Governor Printz. WRA conducted a radar speed study of Philadelphia Pike in June, 2001 as part of the HSIP project before the DeIDOT project had been broadened to encompass the Claymont Transportation Plan. They seem to indicate that higher speeds travel occurs more frequently in the southern portion of the corridor.

Implementation of the Recommended Plan will reduce travel lane widths from 12 feet to 11 feet and will eliminate the present shoulders. Bike lanes will be added. This narrowing of travel lane width may result in reduction of speeding. The addition of a landscaped median may also serve to calm traffic. It is recommended that once the corridor improvements have been installed a speed study be conducted to determine whether speeding is a problem.

D. Prioritization of plan components

The Claymont Transportation Plan was developed to support the on-going efforts of the Claymont Renaissance. In January 2002, when the Transportation Plan was initiated, the Renaissance revitalization effort had developed considerable momentum in the community and had secured the support of elected officials and business leaders. DeIDOT's intent has been to develop a transportation plan that would be compatible with the Renaissance Plan. The Renaissance area was considered to be the priority area.

In the sixteen months of development (from Jan 2002 until April 2003) the Claymont Transportation Plan evolved from an identification of issues and concerns to the evaluation of several Options and ultimately to the recommendation of a preferred concept.

During that same time, the Claymont Renaissance Committee sought to examine more specifically the development potential for the Brookview Apartment site. A marketing consultant was secured to advise the community. The advice given by ZHA consultants was that a more intensive development project might be needed for the site to be attractive to a large developer. The DeIDOT transportation plan analysis took that advice into account by developing forecasts for the major redevelopment concept described by ZHA. This enabled DeIDOT to anticipate a "worst case" scenario of traffic with each of the transportation plan options. The traffic forecast based on the major redevelopment led to concerns about the traffic capacity of the 2 lane option and ultimately led DeIDOT to eliminate that Option from consideration.

The Claymont Renaissance Committee is seeking a developer that will implement their redevelopment plan. In the mean time, a preferred Transportation Plan for Claymont has been selected. While the original intent was to identify the Renaissance area as the priority area to be implemented first, it is reasonable to re-examine that matter since a developer has not yet been identified and a final plan has not been approved for the Renaissance redevelopment area.

Plan components that may be completed independently:

While the overall Philadelphia Pike project is in final design, DelDOT could proceed with some of the smaller components of the Preferred Plan that are not dependent on the whole design. Those individual components are listed below.

Signage A thorough inventory of the traffic directional signs could be undertaken to identify the Business Route designation signs that need to be replaced or relocated. Also, the sign directing traffic to I-95 south bound from Philadelphia Pike north of the I-495 interchange should be replaced.

Sidewalks The following sidewalks that have been recommended on roads connecting to Philadelphia Pike could be undertaken as separate projects.

A sidewalk is recommended for the north side of Darley Road from Philadelphia Pike to the DTC bus stop is needed to provide a safe walking area for transit riders.

A sidewalk is recommended for the south side of Myrtle Avenue is recommended to provide a safe walking path from Philadelphia Pike to the Claymont Rail Station.

A sidewalk is recommended along the north side of Manor Ave from the existing sidewalk along the Archmere Academy property to the pedestrian overpass at Governor Printz Boulevard Extended would provide a safe walking path from residential areas in Claymont to the Rail Station.

IV. Next Steps

The Working Group concluded that the Claymont Transportation Plan is consistent with the principles of Context Sensitive Design. The next step is for the Claymont Transportation Plan which is a conceptual plan, to be taken to the detailed design stage.

Refer to Figure 14 for an explanation of the how the Claymont project is expected to move from planning to implementation.

For this to occur, the Claymont Project must be included in the WILMAPCO Transportation Improvement Program (TIP) as well as the Capital Transportation Program. A budget amount needs to be established for project design and then the project would be ready to be considered for construction funding in the following budget year. Certain plan components listed earlier that could be completed independently could be implemented sooner if they meet the criteria for other DeIDOT programs.

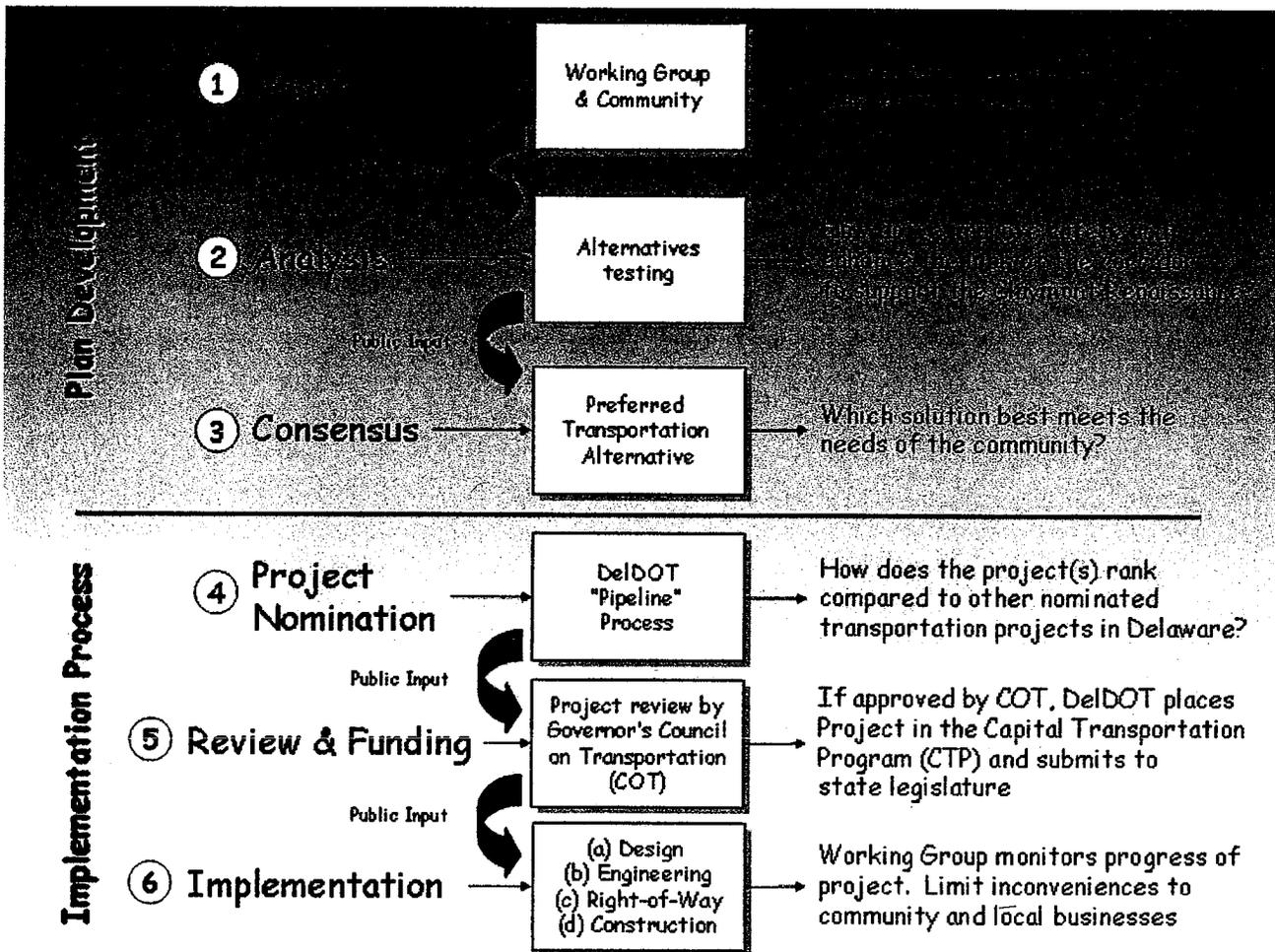


Figure #14
Planning Process

Although the right of way needs for the project are not yet known, developers proposing projects in the mean time along the Pike can be advised that the road improvement project is anticipated. Their site plans should attempt to provide for the accommodation of the project without major disruption to their facility.

As the Claymont Plan was developed, the Working Group was anxious to get involved in the details of the project design. Since it was too early for that level of detail, it was recommended that the Working Group be reconvened when the project moves into final design. At that phase of the project, the details for median treatments, crosswalks and other aesthetic features of interest to the community will be determined.