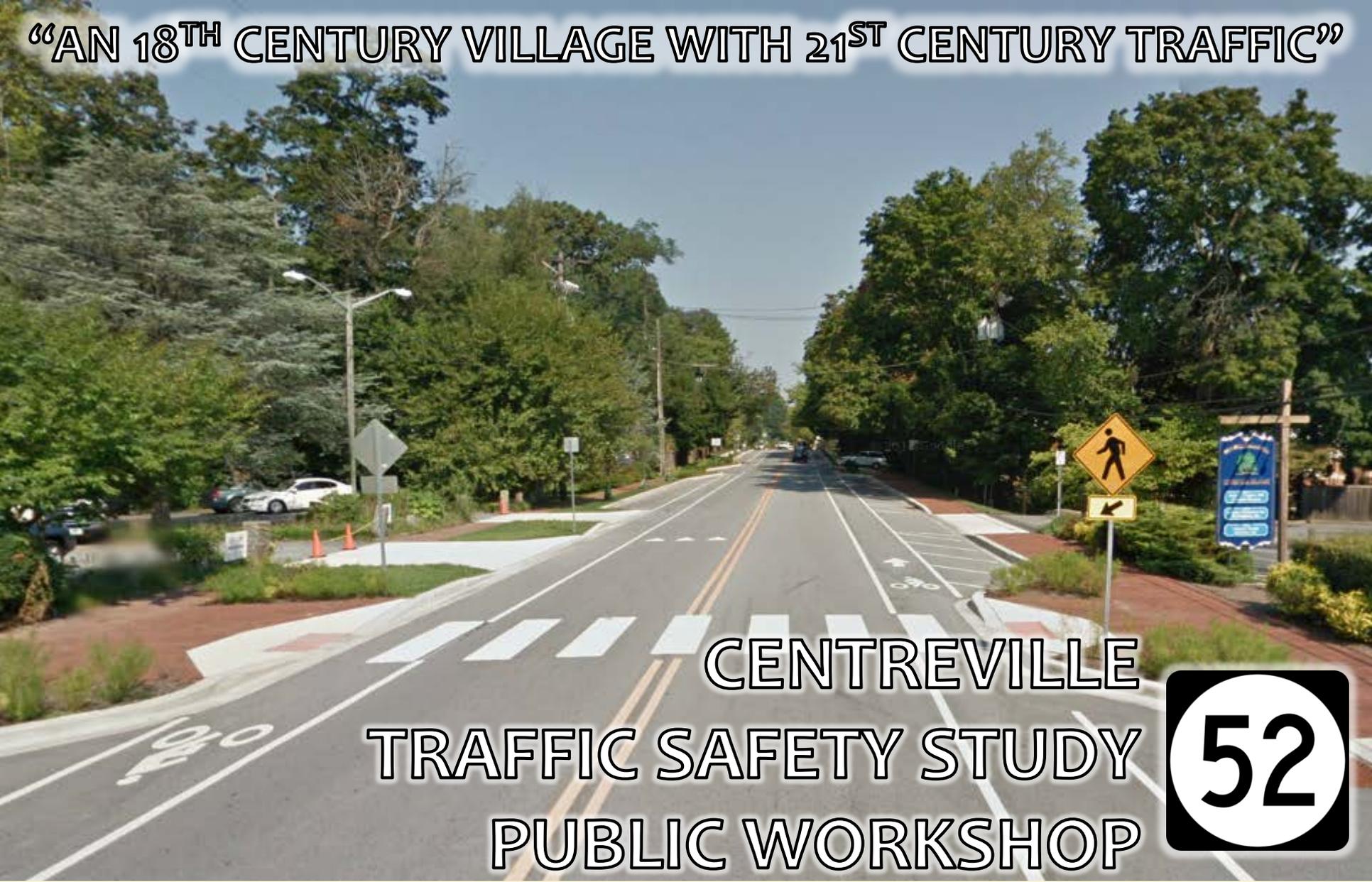


“AN 18TH CENTURY VILLAGE WITH 21ST CENTURY TRAFFIC”



CENTREVILLE
TRAFFIC SAFETY STUDY
PUBLIC WORKSHOP



Delaware Department
of Transportation

September 22, 2015
Centreville School, Centreville, Delaware

August
2013

- Met with Centreville Civic Association (CCA) core group
- DeIDOT agreed to perform a comprehensive traffic safety study in Centreville

January
2014

- Results of study presented to CCA core group
- Recommendations provided based on study's results

April
2014

- Internal, independent vote taken by CCA to determine interest in having DeIDOT pursue each recommendation given in the study.

August
2014

- Signing modifications made and Speed Reduction Pavement Markings installed along Kennett Pike.

September
2014

- Public workshop held at the Centreville School to solicit public comment regarding DeIDOT's recommendations

May
2015

- Installation of the traffic signal was put on hold until a second public workshop could be held.

September
2015

- Second public workshop held at the Centreville School to gain additional feedback



Alternatives Explored

Kennett Pike & Owls Nest Road/Twaddell Mill Road

- Reduce sign clutter along Kennett Pike
- Reduce speed limit through the Village
- Install speed humps/tables
- Installation of additional pedestrian crosswalks within the Village
- Install in-pavement crosswalk lighting
- Trim shrubs at crosswalk “bump outs”
- Coordinate traffic signals to create gaps in traffic
- Elimination of on-street parking spaces near intersection
- Roundabout/Mini-Roundabout
- Traffic signal



Traffic Signal at Twaddell Mill Road/Owls Nest Road

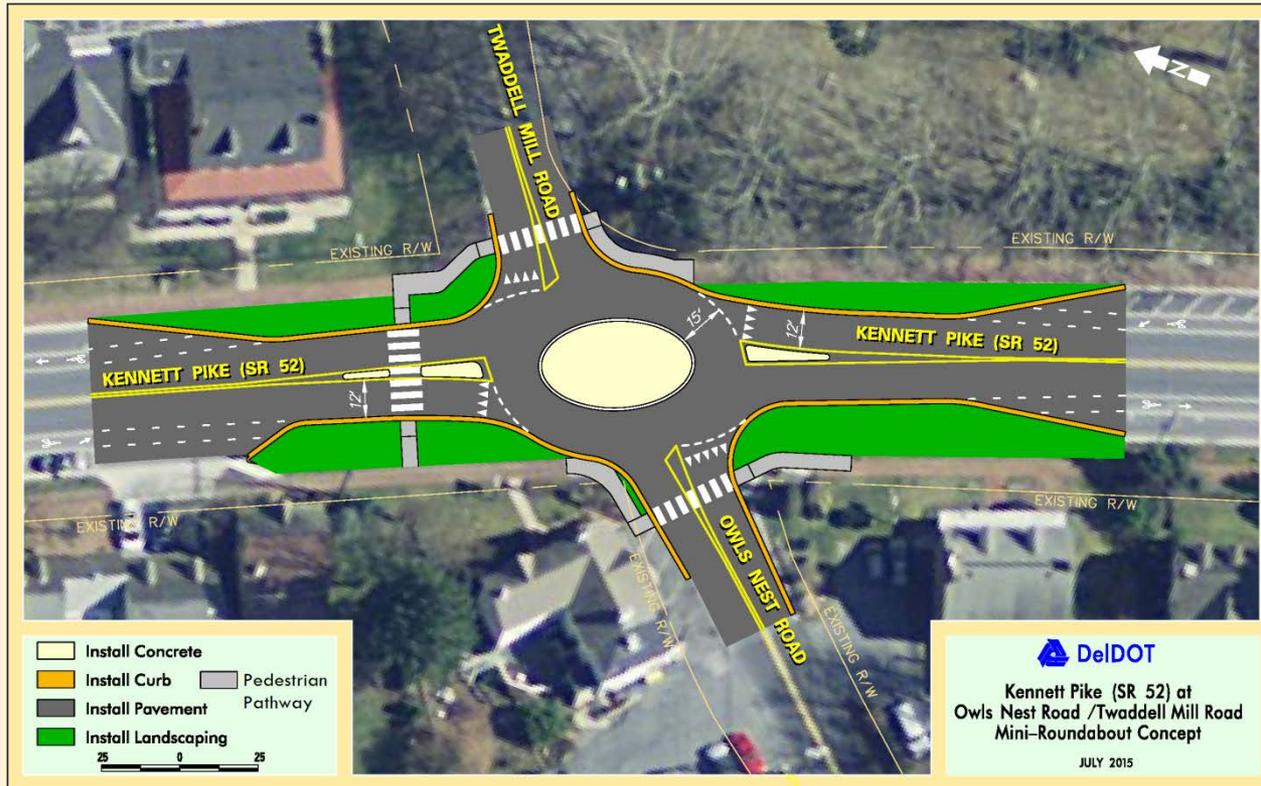


Traffic Signal FACTS:

- ❖ One pole will be installed for the traffic signal in front of the Centreville Café, and one arm will extend over the intersection to serve all signal heads.
- ❖ The signal will remain green along both directions of Kennett Pike unless “tripped” by a vehicle on either Twaddell Mill Road or Owls Nest Road.
- ❖ The signal will be equipped with devices which detect approaching emergency vehicles on all legs of the intersection. The signal will turn green only for the approach on which the emergency vehicle is using.
- ❖ Due to low left turn volumes on Kennett Pike and to reduce unnecessary delay, left turn phases will not be implemented at this time.
- ❖ Pedestrian signals will be added for each crosswalk at the intersection.

52

Mini-Roundabout Concept



- High volumes of traffic on Kennett Pike will cause the roundabout to be over capacity and will likely “choke off” side street traffic, not allowing them to enter the roundabout.
- Large vehicles, including emergency vehicles, will not be able to properly navigate the roundabout and must travel over the central island. The roundabout can only be designed to accommodate turning movements for a passenger vehicle.
- The atypical roundabout design may lead to driver confusion, potentially causing motorists to turn left prior to the central island rather than circulate around it.