

LANCASTER PIKE
PEDESTRIAN IMPROVEMENTS
(PEDESTRIAN ACCESS ROUTE AND
SAFETY AUDIT PROJECT)
WEST COURT DRIVE TO NORTH DUPONT ROAD

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AGREEMENT 1710 – TASK 3

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EXECUTIVE SUMMARY

Pennoni prepared this report to summarize the existing conditions of the Pedestrian Access Routes (PAR) along Lancaster Pike (State Route 48) from West Court Drive to North Dupont Road in Wilmington. The purpose of this study was to evaluate existing pedestrian accommodations for this corridor and compare to State and Federal standards and regulations, including the latest DelDOT *Pedestrian Accessibility Standards for Facilities in the Public Right of Way*. The evaluation involved pedestrian counts and behavior observations, speed data collection, crash data analysis, physical inventory, DART ridership information and general observations of traffic operations and pedestrian activity. The assessment identified issues with pedestrian midblock crossings and sidewalk network connectivity deficiencies. This report provides recommendations to improve pedestrian safety and connectivity along the section of Lancaster Pike (SR 48).

Land uses along the study corridor include residential, commercial and institutional, including three educational facilities. Due to the mixed land uses and the close proximity between them, pedestrians were observed walking along both sides of the roadway and crossing at unsafe non-designated midblock locations. Because of the high traffic volumes, pedestrians were observed performing two-stage crossings, waiting at the middle of the roadway (double-yellow pavement markings) before completing the crossing. It was observed that pedestrians cross the roadway (both directions) at a location close to the Mary Ella Drive to access the retail venues and then return to their residences. In addition, during the afternoon peak hour, pedestrians were observed crossing the roadway from north to south at three locations adjacent to the transit stops at Mary Ella Drive and Court Drive (east and west stops). Transit riders were observed getting off the bus and crossing at those locations to access the residential areas on the south side of the roadway.

Crash summary reports were provided by DelDOT for all type of crashes during the last three years, from March 2013 to March 2016. A total of 92 crashes were reported during that period, from which four (4) crashes were pedestrian related crashes. No fatalities were reported along this section of Lancaster Pike.

Recommendations are presented as corridor-wide improvements, such as constructing concrete sidewalk at selected locations to provide connectivity along the north and south sides of Lancaster Pike (SR 48), installing new ADA compliant curb ramps, pavement marking improvements, installing missing or updating existing traffic signs, adding pedestrian warning signs, and installing lighting at transit stops.

In addition, recommendations to improve the safety of pedestrians crossing Lancaster Pike are included. These recommendations consist of providing a midblock pedestrian crossing at a location near to Mary Ella Drive and improving the existing pedestrian crossing at the signalized intersection of Lancaster Pike (SR 48) and the 7 Day Farmers Market commercial driveway. The second recommendation includes the consolidation of two transit stops on the westbound direction at Court Drive (east and west stops).

Finally, with the approval from DTC coordination with DART, a recommendation to remove the existing bus stop located on the south side of the roadway, approximately 125 feet east of the Brandywine Valley Railroad tracks, is provided (Alternative 1). An alternative (Alternative 2) to maintain this existing transit stop and provide sidewalk connection was developed. An approximate cost estimate for each alternative is included in Appendix E.

INTRODUCTION

The purpose of this study was to assess and provide recommendations to enhance existing pedestrian accommodations along the Lancaster Pike (SR 48) (SR 48) segment from West Court Drive to North Dupont Road in Wilmington. Existing pedestrian facilities were compared to State and Federal standards and regulations, including the latest DelDOT *Pedestrian Accessibility Standards for Facilities in the Public Right of Way*. The assessment identified issues with pedestrian midblock crossings and sidewalk network connectivity deficiencies. This report provides recommendations to improve pedestrian safety and connectivity along this section of Lancaster Pike (SR 48).

Background

This corridor was included in the WILMAPCO's Top Pedestrian Priority Segments: An Analysis of the WILMAPCO Region report from January 2012. The WILMAPCO's report ranked the top 20 pedestrian priority areas in the region encompassing New Castle County, Delaware and Cecil County, Maryland.

The WILMAPCO study scored 33,000 individual road segments and ranked them based on surrounding population and employment density, pedestrian crash rates, proximity to shops, libraries and community centers.

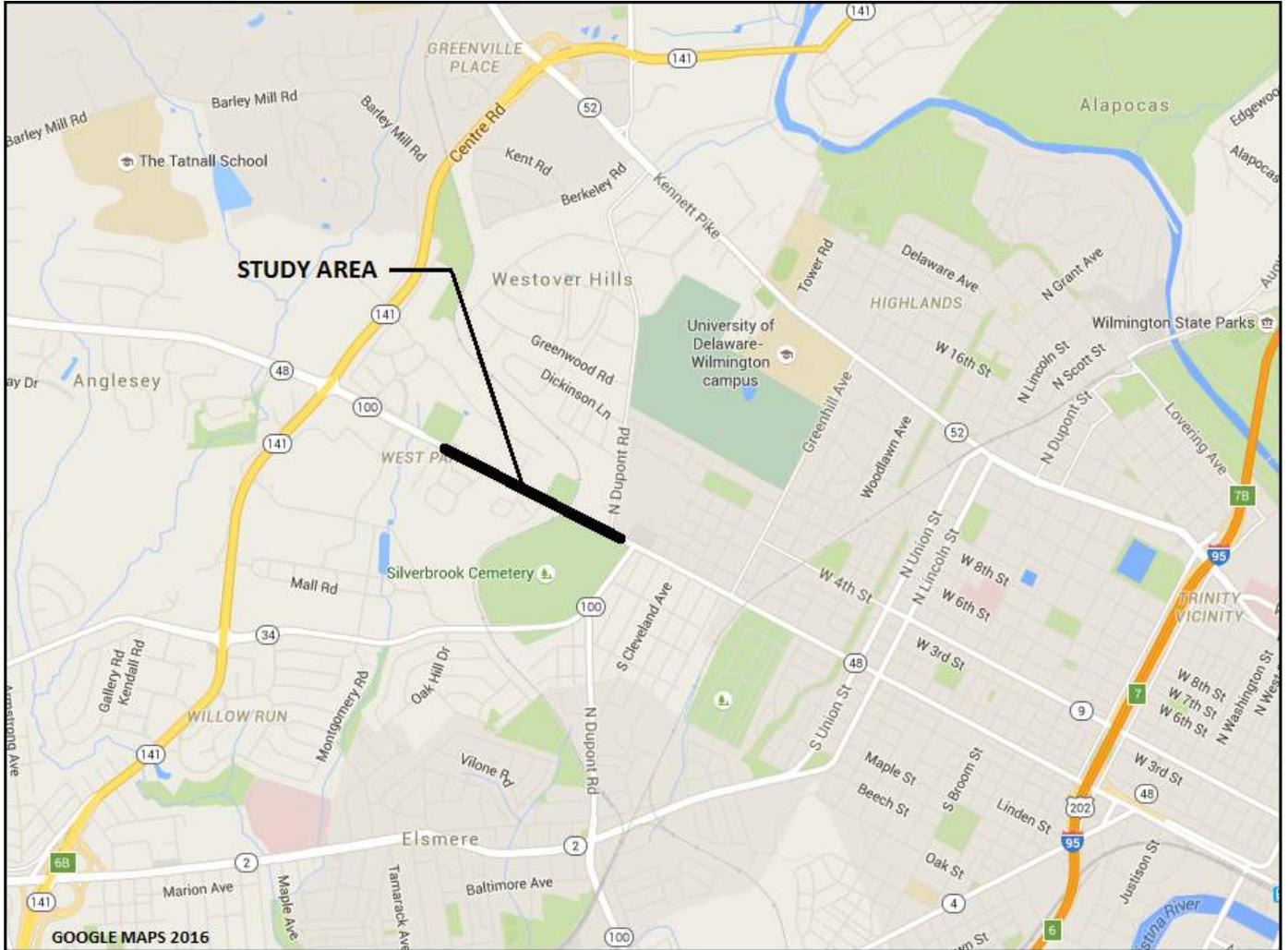
The Lancaster Pike (SR 48) corridor from Barley Mill Plaza to west of Mary Ella Drive was ranked as the number nine segment in that study. Recommended improvements included adding a midblock crossing at Court Drive (west), improving pedestrian access to existing signalized pedestrian crossing at the intersection with the 7 Day Farmers Market commercial driveway, and providing sidewalk along both sides of Lancaster Pike (SR 48).

Study Area

The study area for the pedestrian facilities assessment is limited to the general vicinity of Lancaster Pike (SR 48) (SR 48) between West Court Drive to North Dupont Road in Wilmington, Delaware. Figure 1 shows the location of the Lancaster Pike (SR 48) study area limits.

Note: For the purpose of this report and to identify the location of the observed issues or proposed recommendations, Court Drive has been named *West Court Drive* or *East Court Drive* based on the location where Court Drive intersects with Lancaster Pike (SR 48).

Figure 1: Site Location



EXISTING CONDITIONS

Site Description

Within the study area, Lancaster Pike (SR 48) (SR 48) is a four-lane undivided roadway, classified as an Other Principal Arterial with a posted speed limit of 40 mph. The travel lanes are eleven feet wide with no shoulders. According to DelDOT’s 2014 Traffic Summary, the ADT along Lancaster Pike (SR 48) within the study area is approximately 28,680 vehicles per day. The study area is approximately 2,800 feet long and includes two signalized intersections and numerous unsignalized intersections and business driveways.

Land uses along the corridor include residential, commercial and institutional. The Cab Calloway Magnet School and the Wilmington Charter are located in the northeast quadrant of the intersection of Lancaster Pike (SR 48) and North Dupont Road. The Odyssey (K-2) Charter is located in the west side of the corridor limits. Figure 2 shows the existing land uses within the study area.

Figure 2: Land Use Map



In addition to the existing signalized intersections, a Brandywine Valley Railroad active grade crossing is located approximately 750' west of the North Dupont Road intersection.

Sidewalk is intermittent along both sides of the roadway with two signalized pedestrian crossings facilities spaced approximately 2,400 feet apart. Nine transit stops, two of them providing shelters, are also located within the study area limits. Existing conditions are shown in Appendix B, Survey Plans.

Sidewalks and Curb Ramps

Currently there are partial sections of sidewalk along both sides of Lancaster Pike (SR 48). The south side presents most of the connectivity deficiencies due to the limited adequate sidewalk available to pedestrians. The north side provides sidewalk for most of the study area, with few missing sections.

The issues observed during the field visit are presented below: (See Photos 1 to 3)

- Lack of sidewalk connectivity, with missing sections along both sides of Lancaster Pike (SR 48).
- Existing sidewalk does not meet ADA requirements, sections of existing sidewalks are broken, with vertical elevation differences greater than $\frac{1}{4}$ " or do not meet the minimum width requirements.
- Existing sidewalk (retaining wall) between West Court Drive and East Court Drive on the south side of Lancaster Pike (SR 48) does not meet ADA requirements and does not provide connectivity to the sidewalk network. Utility poles block the sidewalk and some sections of the existing handrail are missing or broken.
- Curb ramps are adequate at existing bus shelters locations and at the railroad crossing. Curb ramps at other locations are missing or need to be reconstructed to meet ADA standards.

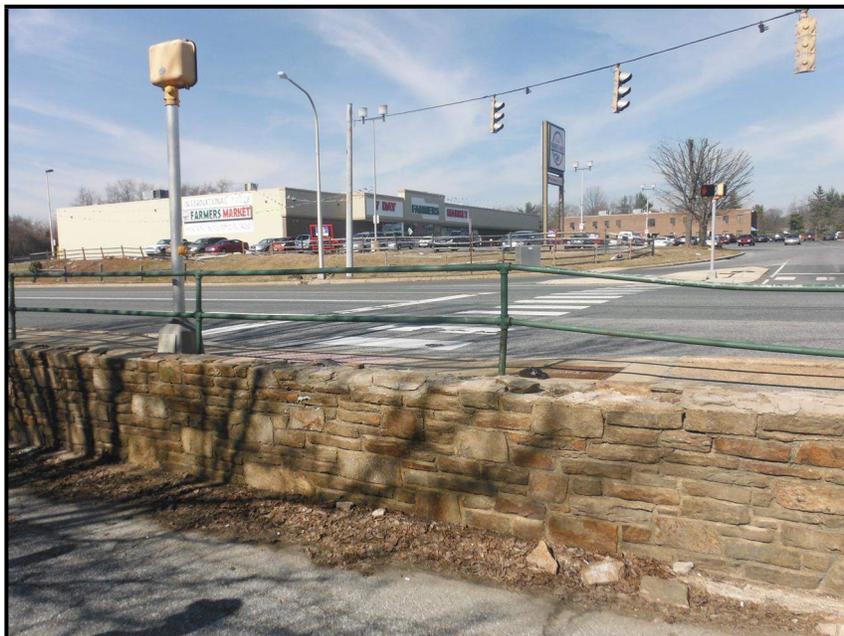


Photo 1: Signalized pedestrian crossing at 7 Day Farmers Market Intersection



Photo 2: Existing sidewalk /retaining wall between West and East Court Drive



Photo 3: Missing sidewalk west of North Dupont Road – North side

Signalized Intersections

Two signalized intersections are located within the study area. At the intersection with North Dupont Road and at the intersection with the 7 Day Farmers Market commercial driveway intersection.

Lancaster Pike (SR 48) at North Dupont Road:

It is a “T” intersection with signalized pedestrian crossings for both Lancaster Pike (SR 48) and North Dupont Road. There are pedestrian crosswalks and signal heads across the north and west approaches of the intersection. The Lancaster Pike (SR 48) crosswalk connects existing bus stop on the south-west corner of the intersection. The intersection provides push-button activated pedestrian signals with countdown displays.

Lancaster Pike (SR 48) at 7 Day Farmers Market Commercial Driveway:

It is also a “T” intersection with signalized pedestrian crossings for both Lancaster Pike (SR 48) and the commercial driveway. This intersection provides an eastbound left-turn lane for traffic entering the commercial site. There are pedestrian crosswalks and signal heads across the north and west approaches of the intersection. This intersection has push-button activated pedestrian signals with countdown displays. The pedestrian crossing signs should be replaced with new signs that meet the DE MUTCD standards for signal pedestrian signs.



Photo 4: Signalized intersection at 7 Day Farmers Market commercial driveway

Crash Data

Crash summary reports were provided by DeIDOT for all type of crashes during the last three years, from March 2013 to March 2016. A total of 92 crashes were reported within the 0.6-mile section of Lancaster Pike (SR 48) from West Court Drive to South Dupont Road. The data indicated that during the 3-year period, four (4) crashes (approximately 4 percent) of the 92 crashes involved pedestrians. No fatalities were reported along this section of Lancaster Pike (SR 48).

Following is a summary of the crashes by type:

- Only 2 crashes (2 percent) of the 92 crashes were alcohol related.
- 38 crashes (41 percent) of the total crashes occurred during the morning and afternoon peak hours of traffic, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.
- 26 crashes (28 percent) of the total crashes occurred under Dark conditions (lighted and not lighted).
- 66 crashes (72 percent) of the 92 crashes were reported to happen under clear weather conditions.
- No crashes related to speeding were reported during the 3-year period.

Transit Inventory

Bus stops along Lancaster Pike (SR 48) within the study area serve DART Bus Route 4. This route runs along West 4th Street and Lancaster Pike (SR 48), serving Downtown Wilmington, Adams 4 Plaza, West 4th Street, Lancaster Avenue, Barley Mill, Agilent Technologies, Centerville Road and Prices Corner Park & Ride.

Within the study corridor there are nine bus stops, five along the westbound direction and four along the eastbound direction. Two of the stops along the eastbound direction provide shelters, while the other seven stops do not provide passenger amenities. Furthermore, six of those seven stops are not ADA compliant since they do not provide the minimum bus boarding or alighting concrete pad area requirements. The stop located along the north side of Lancaster Pike (SR 48) at North Dupont Road does provide adequate concrete pad and sidewalk connectivity.

As observed, the pedestrian activity generated by the bus stops located along the corridor is important, particularly during the AM and PM peak hours of traffic, when transit users board the buses at Mary Ella Drive and at West Court Drive in the morning and return in the afternoon, alighting at stops in the westbound direction, at Mary Ella Drive, East Court Drive and West Court Drive. These observations are consistent with the ridership data provided by DART (See Table 1). It is clear there is a direct correlation between the location of these bus stops and the locations where pedestrians were observed crossing at midblock to access their residences located on the south side of the roadway.



Photo 5: Bus stop shelter west of Mary Ella Drive - South side, eastbound direction

A summary of existing bus stop locations, amenities and ridership is presented in Table 1. As shown, of the nine total bus stops, four (45 percent) are located on the near side of the intersection.

TABLE 1: TRANSIT RIDERSHIP SUMMARY

Location	Stop Location	Amenities	Lighting ¹	Daily Weekday Ridership ²	
				On	Off
Westbound Lancaster Pike - Route 4					
Lancaster Pike & Dupont Road	Nearside	None	Yes ³	1	24
Lancaster Pike & Cannery	Midblock	None	Yes	1	10
Lancaster Pike & OP Mary Ella Drive	Midblock	None	Yes ³	1	40
Lancaster Pike & Court Drive E En	Nearside	None	Yes	1	44
Lancaster Pike & Court Drive W En	Midblock	None	Yes ³	5	29
Eastbound Lancaster Pike - Route 4					
Lancaster Pike & Court Drive W	Nearside	Shelter	No	39	2
Lancaster Pike & Mary Ella Drive	Midblock	Shelter	No	77	2
Lancaster Pike & OP Cannery	Midblock	None	No	2	1
Lancaster Pike & Silverbrook Cemetery	Nearside	None	No	8	1

1- Lighting was considered if provided within approximately 100 feet of the bus stop location

2- March 2016 ridership data provided by DART. It reflects weekday daily average ridership.

3- Ambiance lighting provided by businesses along Lancaster Pike (SR 48).

Pedestrian Observations

Pedestrian observations and counts were conducted on Wednesday, March 9, 2016 from 1:30 to 3:00 PM along the Lancaster Pike (SR 48) corridor.

- Approximately 20 pedestrians were observed crossing at midblock locations at or around Mary Ella Drive between 1:30 and 2:15 PM. Due to the traffic volumes, pedestrians were observed performing two-stage crossings, waiting at the middle of the roadway (double-yellow pavement markings) before completing the crossing. This behavior can be explained due to the close proximity of the residential and commercial land uses. Pedestrians cross the roadway at this location to access the retail venues and then go back to their residences. In addition, there is a bus stop located on the north side of the roadway, east of the Mary Ella Drive (See Photos 6 and 7). Bus riders were observed getting off the bus and crossing at that location to access the residential areas on the south side of the roadway.
- Pedestrians were observed crossing at the signalized crossing at the intersections with North Dupont Road to access the transit bus stop located on the south side of the roadway. In contrast, pedestrians were not observed crossing at the signalized crossing at the 7 Day Farmers Market commercial driveway intersection. This can be explained because this crossing does not provide connectivity to the sidewalk network on the south side of the roadway. On the contrary, it presents safety issues due to the existing non-compliant sidewalk on the south side of Lancaster Pike (SR 48). Pedestrians who cross at this location would have to use the roadway to get to Court Drive.
- Pedestrians were observed crossing Lancaster Pike (SR 48) at locations near the bus stops located on the north side of the roadway, east and west of the 7 Day Farmers Market commercial driveway intersection to access the residential site south of Lancaster Pike (SR 48).
- Two pedestrians were observed walking along a goat path on the south side of Lancaster Pike (SR 48) connecting from Mary Ella Drive to the existing bus stop located approximately 850 feet east of the intersection.



Photo 6: Pedestrian midblock crossing at Mary Ella Drive



Photo 7: Pedestrian midblock crossing east of Mary Ella Drive

Vehicular Travel Speeds

Vehicular spot speed evaluations were conducted at the Mary Ella Drive to determine the 85th percentile speeds, which would be considered as the design speeds for analysis along this roadway section. The speeds were measured using radar during the off-peak period from 10:00 to 11:00 AM on Wednesday, March 23, 2016. The 85th percentile speed runs approximately 5 mph over the posted speed limit during the off-peak hours. The following speeds were determined from the travel speed study:

TABLE 2: SPOT SPEED SUMMARY

Direction	85 th Percentile Speed (mph)	Posted Speed Limit (mph)	Difference
Eastbound	46	40	6
Westbound	45	40	5

Appendix B includes the speed data collected and the 85th percentile results.

PEDESTRIAN ACCESSIBILITY EVALUATION

Sidewalk Evaluation

During the field visit, irregular sections of sidewalk facilities were observed along both sides of Lancaster Pike (SR 48). In general, the most common deficiencies are related to missing sections of sidewalk, damage concrete, missing curb ramps or facilities that do not meet ADA standards. Existing sidewalk locations are shown in the Survey Plans in Appendix 2.

North side of Lancaster Pike (SR 48)

Sidewalk is provided for approximately 60 percent of the study area. The other 40 percent consists of missing sections of sidewalk or it needs to be reconstructed to meet ADA standards. Most of the curb ramps need to be reconstructed to be ADA compliant. Only nine (9) of the 36 curb ramps are compliant.



Photo 8: Existing sidewalk east of the railroad tracks

South side of Lancaster Pike (SR 48)

Sidewalk is provided for approximately 35 percent of the study section length, mostly on the western section of the study area. From that, approximately 15 percent does not meet ADA standards or needs to be reconstructed. The other 65 percent, located on the eastern section of the study limits, approximately 1,500

feet from Mary Ella Drive to North Dupont Road, does not provide sidewalk. Although it can be explained because east of Mary Ella Drive, only the Silverbrook Cemetery and a couple of industrial sites are located on this side of Lancaster Pike (SR 48). Curb ramps need to be reconstructed to be ADA compliant. Only two of the 13 curb ramps are adequate.



Photo 9: Sidewalk ends east of the Mary Ella Drive



Photo 10: Goat path from Mary Ella Drive to Barbara Road

Public Transportation

Currently, DART Route 4 is the only transit route running along Lancaster Pike (SR 48) within the study area. There are nine transit stops, four on the south side of the roadway and five on the north side. Two shelters are provided on the south side of Lancaster Pike (SR 48), along the eastbound direction at the Court Drive and the Mary Ella Drive bust stop.

North side of Lancaster Pike (SR 48)

Five transit stops are located on the north side of Lancaster Pike (SR 48). Only the bus stop located at North Dupont Road meets ADA standards. The other four stops do not provide the required concrete pad for boarding /alighting, therefore they do not meet the ADA requirements.



Photo 11: Bus stop does not meet the minimum pad area requirements / East Court Drive

Two stops are located east and west of the 7 Day Farmers Market commercial driveway signalized intersection. These stops are positioned right across of the West and the East Court Drives. Transit users cross midblock at these two locations. This situation occurs because the existing signalized pedestrian

crosswalk at the 7 Day Farmers Market commercial driveway intersection does not provide connection to the sidewalk along the south side of the roadway. Furthermore, the bus stop located across the West Court Drive is disconnected from the sidewalk network along the north side of Lancaster Pike (SR 48).

South side of Lancaster Pike (SR 48)

Four stops are located on the south side of Lancaster Pike (SR 48). The existing bus stop located at the intersection with North Dupont Road (Silverbrook Cemetery) does not meet the ADA requirements since it does not provide the required concrete pad for boarding /alighting.

Two stops located at West Court Drive and west of Mary Ella Drive provide shelters and adequate connection to the existing sidewalk network.

The fourth bus stop (OP Cannery) located east of the railroad crossing is disconnected from the existing sidewalk to the west. To access this stop pedestrians use a goat path along the south side of Lancaster Pike (SR 48) or cross Lancaster Pike (SR 48) at this midblock location.



Photo 12: Bus stop is disconnected from the sidewalk network

Lighting Evaluation

Lighting was observed at the intersection of Lancaster Pike (SR 48) and the 7 Day Farmers Market commercial driveway. Also along the south side of Lancaster Pike (SR 48), between West Court Drive and East Court Drive. Lighting is not provided at any of the bus stop locations, other than ambient lighting provided by the businesses on the north side of the roadway at the Mary Ella Drive intersection.



Photo 13: Unlit bus stop shelter

Pedestrian Pushbuttons Evaluation

Signalized crosswalks with pedestrian signal and pushbuttons are provided at two locations in the study area, at the intersection with North Dupont Road and the 7 Day Farmers Market commercial driveway.

Pedestrian pushbuttons were tested in March 2016 to identify deficiencies. All of the pushbuttons were operating adequately. Likewise, pedestrian pushbutton signs were inventoried. Signage deficiencies were detected at the intersection with the 7 Day Farmers Market commercial driveway. All the pushbutton signs at this intersection need to be replaced with DE MUTCD compliant signs.



Photo 14: Pedestrian pole and pushbutton sign at 7 Day Farmers Market Commercial driveway intersection

Signing and Pavement Markings

Signing and pavement markings were assessed along the Lancaster Pike (SR 48) study area. Pavement marking deficiencies were detected at various locations, including the existing pedestrian crosswalks, and missing stop bars at roadways controlled by stop signs. Existing 6-foot wide pedestrian crosswalks do not meet the guidance provided in the DE MUTCD for roadways with speed limit of 40 mph or higher. Existing crosswalks should be replaced with 10-foot wide crosswalks.

Railroad warning (W10-1) signs are missing at both locations, east and west of the railroad tracks. In addition, the location of the railroad pavement markings does not meet the DE MUTCD guidance. They should be removed and installed at approximately 150 feet east and west of the railroad tracks.

A yield sign needs to be installed at the southbound right-turn lane at the 7 Day Farmers Market commercial driveway. In addition, the existing yield sign at the southbound right-turn lane at the North Dupont Road needs to be renewed and relocated in advance of existing crosswalk.



Photo 15: Crosswalk pavement markings at 7 Day Farmers Market commercial driveway intersection

RECOMMENDED IMPROVEMENTS

The recommended improvements provided in this document, depicted in Figures 3 to 5, are based on the DelDOT *Pedestrian Accessibility Standards for Facilities in the Public Right of Way* and the observed sidewalk connectivity deficiencies and pedestrian behavior along Lancaster Pike (SR 48) between West Court Drive and North Dupont Road.

Corridor-Wide Recommendations

- Replace existing 6' wide crosswalk pavement markings with 10' wide crosswalks at both signalized intersections.
- Install DE MUTCD compliant pushbutton signs at the intersection of Lancaster Pike (SR 48) and the 7 Day Farmers Market commercial driveway.
- Consider installation of Accessible Pedestrian Signals (APS) at existing signalized pedestrian crossings at the 7 Day Farmers Market commercial driveway and at the North Dupont Road intersection. It should be noted a request for installation of an APS was recently submitted to DelDOT in March 31, 2016 for the North Dupont Road intersection, See Appendix 1.
- Install 10' wide crosswalks (pavement markings) and stop bars at the following stop controlled intersections: West Court Drive, (East) Court Drive, Greenridge Road, Mary Ella Drive and Simca Lane.
- Renew or install new stop signs at the following intersections: West Court Drive, (East) Court Drive, Greenridge Road, Mary Ella Drive and Simca Lane.
- Relocate railroad crossing pavement markings and add required warning signs east and west of the railroad tracks.
- Perform a lighting evaluation and install lighting along Lancaster Pike (SR 48), particularly at the bus stop locations and the pedestrian crosswalk located at North Dupont Road.
- Construct sidewalk and ADA compliant curb ramps along the north side of Lancaster Pike (SR 48) from West Court Drive to North Dupont Road to tie into existing sidewalk to provide connectivity along this side of the roadway.
- Construct sidewalk and ADA compliant curb ramps along the south side of Lancaster Pike (SR 48) from west of Chestnut Run Lane to Barbara Road to tie into existing sidewalk to provide connectivity along this side of the roadway.
- As part of future capital improvement projects, pursue construction of sidewalk along the north side of Lancaster Pike (SR 48) from the Barley Mill Plaza intersection to West Court Drive and along the

south side of the roadway from Chestnut Run /Barley Mill Plaza intersection to west of Chestnut Run Lane.

- Construct switchback ramp to provide access from /to the south to the existing signalized crosswalk at the intersection of Lancaster Pike (SR 48) and the 7 Day Farmers Market commercial driveway. The proposed switchback ramp will connect to existing sidewalk running on the south side of the existing frontage road from West Court Drive to East Court Drive. Pedestrian pole and junction well relocation will be required as part of this improvement. Figure 5 shows the switchback ramp detail.
- The frontage road from West Court Drive to East Court Drive will be converted to a one direction only roadway, running from the west to the east. In addition, parking will be restricted within 100' east and west of the proposed switchback ramp. These changes will allow the switchback ADA compliant ramp to operate safely.
- Provide a midblock crossing west of Mary Ella Drive. Pedestrians wishing to continue east will cross the roadway at this location to continue on the north side of Lancaster Pike (SR 48). A review of the NCHRP Report 562 "Improving Pedestrian Safety at Unsignalized Crossings" indicates a circular red indication (signal or beacon) would be needed at this location to provide for a safe crossing of pedestrians. See Appendix C for analysis worksheet.
- Consolidate existing bus stops located east and west of the 7 Day Farmers Market commercial driveway. Remove the two existing bus stops and construct a new bus stop at approximately 160' west of the signalized intersection. With the proposed switchback ramp, pedestrians will be able to use the existing signalized crosswalk at this intersection.

Alternative 1 - Remove Transit Stop (OP Cannery)

- With the approval from DTC and in coordination with DART, remove existing bus stop (OP Cannery) located east of the railroad tracks, on the south side of Lancaster Pike (SR 48).
- Construct sidewalk and ADA compliant curb ramps along the south side of Lancaster Pike (SR 48) from Mary Ella Drive to Barbara Road to provide connectivity to the commercial /light industrial buildings located east of Barbara Road. East of Barbara Road, construct a fence on the south side of Lancaster Pike (SR 48) to discourage pedestrian walking along the south side of the roadway from Barbara Road to the east.

Alternative 2 – Maintain Transit Stop (OP Cannery)

- Construct sidewalk and ADA compliant curb ramps along the south side of Lancaster Pike (SR 48) from Mary Ella Drive to the existing bus stop located east of the railroad crossing. Coordination with the Brandywine Valley Railroad will be required to construct pedestrian crossing on the south side of Lancaster Pike (SR 48). In addition, coordination with property owners along the south side of Lancaster Pike (SR 48) from Barbara Drive to the railroad will be required due to potential ROW impacts.