List of Appendices

Appendix #1	Traffic Data Collected 10/29/02 in the Claymont Study Area
Appendix #2	Through Truck Analysis in Claymont
Appendix #3	Summary of DTC Meeting - 7/16/02
Appendix #4	Summary of Claymont Field Walk - 6/20/02
Appendix #5a	Agenda - Working Group Meeting - 9/16/02
Appendix #5b	Working Group Meeting Summary - 9/16/02
Appendix #5c	Conceptual Alternatives Matrix/Four Options - 9/16/02
Appendix #6a	Agenda - Working Group Meeting - 10/14/02
Appendix #6b	Working Group Meeting Summary - 10/14/02
Appendix #7a	Agenda - Working Group Meeting - 12/4/02
Appendix #7b	Traffic Analysis Key Assumptions Handout
Appendix #7c	Working Group Meeting Summary - 12/4/02
Appendix #7d	Comparison Matrix/Three Options -12/4/02
Appendix #8a	Agenda - Working Group Meeting - 2/12/03
Appendix #8b	Working Group Meeting Summary - 2/12/03
Appendix #8c	Comparison Matrix/Three Options - 2/12/03
Appendix #9a	Agenda - Public Workshop - 4/18/02
Appendix #9b	Agenda - Public Workshop - 10/7/02
Appendix #9c	Public Workshop Questionnaire and Responses
Appendix #10a	Staff Agenda - Public Workshop - 4/14/03
Appendix #10b	Meeting Notes Public Workshop - 4/14/03
Appendix #11a	Meeting Summary - Archmere Academy - 9/27/02
Appendix #11b	Meeting Summary - Holy Rosary Church - 11/1/02

Appendix #11c	Meeting Summary - Business Owners - 7/29/02
Appendix #11d	Meeting Summary - Claymont Business Owners Association - 1/23/02
Appendix #11e	Handout Summary Information for 1/23/03 Meeting with Business Owners
Appendix #11f	Handout on Median Considerations for Meeting with Business Owners - 1/23/03
Appendix #11g	Meeting Summary -Claymont Fire Company - 2/24/03
Appendix #12	Meeting Summary - DelDOT Team Meeting - 5/13/02
Appendix #13a	Claymont Transportation Plan, Preferred Alternative - 4/03
Appendix #13b	Comparison Matrix Preferred Alternative
Appendix #14	Letter to Working Group Members - 7/28/03
Appendix #15	Letter to Working Group Members - 9/4/03
Appendix #16a	CSD Meeting Attendees - 9/24/03
Appendix #16b	Agenda - Working Group Meeting on Context Sensitive Design - 9/24/03
Appendix #16c	Meeting Summary - Working Group Meeting - 9/24/03
Appendix #17a	Working Group Meeting Attendees - 10/16/03
Appendix #17b	Agenda - Working Group Meeting on Context Sensitive Design - 10/16/03
Appendix #17c	Meeting Summary - Working Group Meeting - 10/16/03

Appendix #1

Traffic Data Collected in the Claymont Study Area

October 29, 2002

Appendix # 1

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Rolling Rd
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-5
Site Code : 00000000
Start Date : 10/29/2002
Page No : 1

Groups Printed- Cars

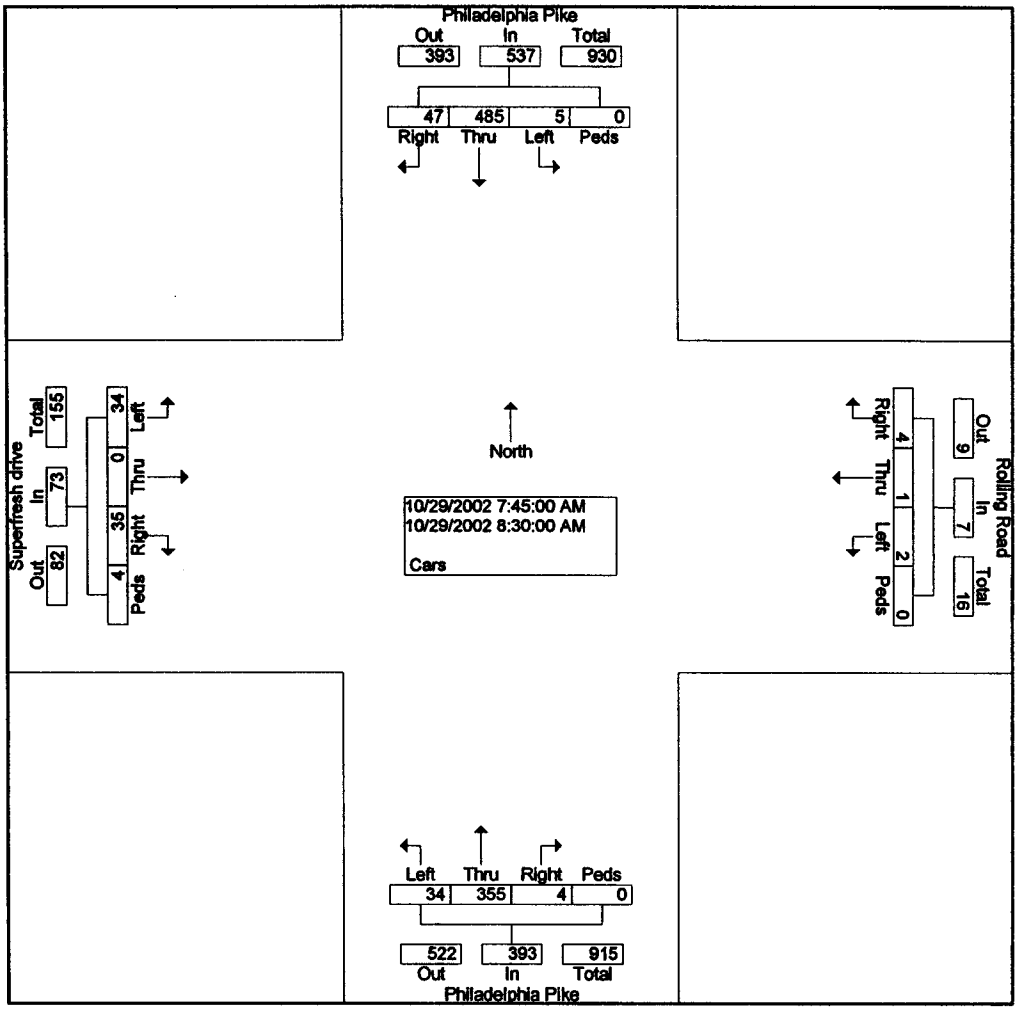
	Philadelphia Pike Southbound					Rolling Road Westbound					Philadelphia Pike Northbound					Superfresh drive Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	8	73	3	0	84	0	0	2	0	2	0	78	4	0	82	5	0	3	0	8	176
07:15	11	91	1	0	103	0	0	3	1	4	1	65	9	0	75	7	0	3	1	11	193
07:30	9	115	1	0	125	0	0	0	0	0	0	83	7	0	90	8	0	8	0	16	231
07:45	10	136	1	0	147	1	0	1	0	2	3	89	7	0	99	10	0	12	0	22	270
Total	38	415	6	0	459	1	0	6	1	8	4	315	27	0	346	30	0	26	1	57	870
08:00	9	106	0	0	115	3	0	1	0	4	0	91	16	0	107	13	0	7	2	22	248
08:15	4	122	1	0	127	0	1	0	0	1	1	99	5	0	105	6	0	6	1	13	246
08:30	24	121	3	0	148	0	0	0	0	0	0	76	6	0	82	6	0	9	1	16	246
08:45	18	105	1	0	124	2	0	2	0	4	0	67	12	0	79	15	0	11	3	29	236
Total	55	454	5	0	514	5	1	3	0	9	1	333	39	0	373	40	0	33	7	80	976
*** BREAK ***																					
16:00	25	103	1	0	129	2	0	0	0	2	0	107	29	0	136	28	0	23	1	52	319
16:15	30	92	1	0	123	4	0	1	1	6	0	101	26	0	127	25	0	23	2	50	306
16:30	37	116	1	0	154	1	0	0	0	1	1	114	29	0	144	23	0	13	1	37	336
16:45	39	99	0	0	138	1	1	2	0	4	2	133	33	0	168	28	0	36	0	64	374
Total	131	410	3	0	544	8	1	3	1	13	3	455	117	0	575	104	0	95	4	203	1335
17:00	37	151	3	0	191	0	0	1	0	1	3	151	31	2	187	34	0	24	0	58	437
17:15	21	120	1	0	142	1	0	0	0	1	2	141	35	0	178	16	0	24	0	40	361
*** BREAK ***																					
17:45	30	130	1	0	161	1	0	1	0	2	1	122	26	0	149	29	0	35	0	64	376
Total	88	401	5	0	494	2	0	2	0	4	6	414	92	2	514	79	0	83	0	162	1174
Grand Total	312	1680	19	0	2011	16	2	14	2	34	14	1517	275	2	1808	253	0	237	12	502	4355
Apprch %	15.5	83.5	0.9	0.0		47.1	5.9	41.2	5.9		0.8	83.9	15.2	0.1		50.4	0.0	47.2	2.4		
Total %	7.2	38.6	0.4	0.0	46.2	0.4	0.0	0.3	0.0	0.8	0.3	34.8	6.3	0.0	41.5	5.8	0.0	5.4	0.3	11.5	

	Philadelphia Pike Southbound					Rolling Road Westbound					Philadelphia Pike Northbound					Superfresh drive Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection	07:45																				
Volume	47	485	5	0	537	4	1	2	0	7	4	355	34	0	393	35	0	34	4	73	1010
Percent	8.8	90.3	0.9	0.0		57.1	14.3	28.6	0.0		1.0	90.3	8.7	0.0		47.9	0.0	46.6	5.5		
Volume	47	485	5	0	537	4	1	2	0	7	4	355	34	0	393	35	0	34	4	73	1010
Volume	10	136	1	0	147	1	0	1	0	2	3	89	7	0	99	10	0	12	0	22	270
Peak Factor																					0.935
High Int.	08:30					08:00					08:00					07:45					
Volume	24	121	3	0	148	3	0	1	0	4	0	91	16	0	107	10	0	12	0	22	
Peak Factor					0.907					0.438					0.918					0.830	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Rolling Rd
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-5
Site Code : 00000000
Start Date : 10/29/2002
Page No : 2



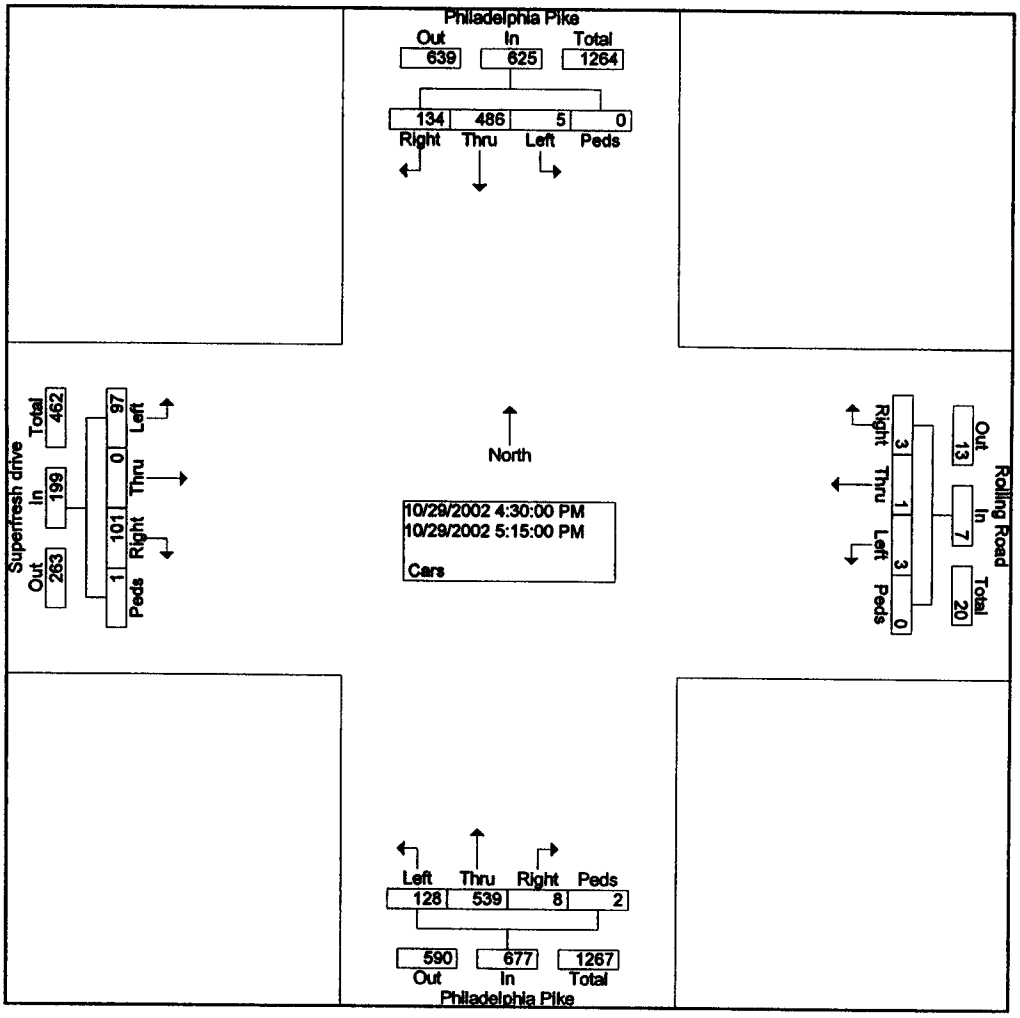
Peak Hour From 12:00 to 17:45 - Peak 1 of 1

Intersection	16:30																				
Volume	134	486	5	0	625	3	1	3	0	7	8	539	128	2	677	101	0	97	1	199	1508
Percent	21.4	77.8	0.8	0.0		42.9	14.3	42.9	0.0		1.2	79.6	18.9	0.3		50.8	0.0	48.7	0.5		
Volume	134	486	5	0	625	3	1	3	0	7	8	539	128	2	677	101	0	97	1	199	1508
Volume	37	151	3	0	191	0	0	1	0	1	3	151	31	2	187	34	0	24	0	58	437
Peak Factor																					0.863
High Int.	17:00					16:45					17:00					16:45					
Volume	37	151	3	0	191	1	1	2	0	4	3	151	31	2	187	28	0	36	0	64	
Peak Factor					0.818					0.438					0.905					0.777	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Rolling Rd
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-5
Site Code : 00000000
Start Date : 10/29/2002
Page No : 3



Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13/Maple Rd
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-4
Site Code : 00000000
Start Date : 10/29/2002
Page No : 1

Groups Printed- Cars

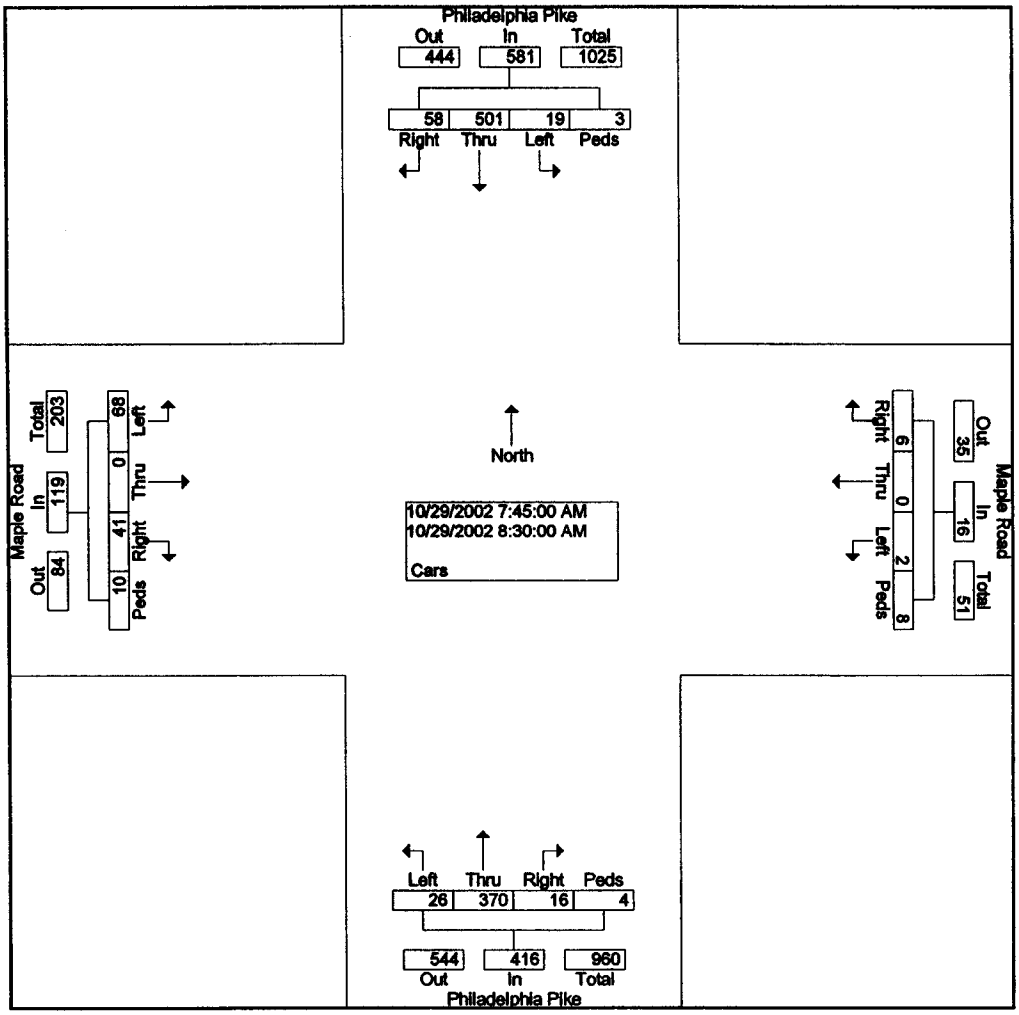
	Philadelphia Pike Southbound					Maple Road Westbound					Philadelphia Pike Northbound					Maple Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	8	78	2	0	88	0	0	0	1	1	3	83	1	1	88	9	1	8	0	18	195
07:15	4	102	5	0	111	1	0	0	0	1	3	62	2	0	67	6	0	9	1	16	195
07:30	9	120	3	0	132	0	0	0	0	0	3	82	4	1	90	9	0	14	0	23	245
07:45	18	133	13	3	167	2	0	1	0	3	12	89	9	0	110	10	0	17	6	33	313
Total	39	433	23	3	498	3	0	1	1	5	21	316	16	2	355	34	1	48	7	90	948
08:00	18	93	5	0	116	1	0	1	3	5	0	89	12	4	105	11	0	19	4	34	260
08:15	15	137	1	0	153	2	0	0	2	4	3	100	2	0	105	9	0	20	0	29	291
08:30	7	138	0	0	145	1	0	0	3	4	1	92	3	0	96	11	0	12	0	23	268
08:45	5	118	4	0	127	0	0	0	0	0	1	74	4	0	79	10	0	6	2	18	224
Total	45	486	10	0	541	4	0	1	8	13	5	355	21	4	385	41	0	57	6	104	1043
*** BREAK ***																					
16:00	8	117	2	0	127	6	0	2	0	8	2	113	10	0	125	7	1	5	1	14	274
16:15	10	123	1	0	134	7	1	1	0	9	2	117	14	1	134	9	0	7	1	17	294
16:30	7	133	1	0	141	5	0	2	0	7	0	110	7	0	117	6	0	5	0	11	276
16:45	3	138	2	0	143	6	0	0	0	6	4	162	6	0	172	11	0	3	0	14	335
Total	28	511	6	0	545	24	1	5	0	30	8	502	37	1	548	33	1	20	2	56	1179
17:00	3	159	0	0	162	7	0	3	0	10	2	161	9	0	172	8	0	6	0	14	358
17:15	7	149	0	0	156	3	0	1	0	4	1	170	5	0	176	10	1	4	1	16	352
17:30	6	163	2	0	171	3	0	1	0	4	1	155	11	0	167	9	0	7	0	16	358
17:45	2	144	0	0	146	0	0	2	0	2	1	151	6	0	158	7	0	5	0	12	318
Total	18	615	2	0	635	13	0	7	0	20	5	637	31	0	673	34	1	22	1	58	1386
Grand Total	130	2045	41	3	2219	44	1	14	9	68	39	1810	105	7	1961	142	3	147	16	308	4556
Apprch %	5.9	92.2	1.8	0.1		64.7	1.5	20.6	13.2		2.0	92.3	5.4	0.4		46.1	1.0	47.7	5.2		
Total %	2.9	44.9	0.9	0.1	48.7	1.0	0.0	0.3	0.2	1.5	0.9	39.7	2.3	0.2	43.0	3.1	0.1	3.2	0.4	6.8	

	Philadelphia Pike Southbound					Maple Road Westbound					Philadelphia Pike Northbound					Maple Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection	07:45																				
Volume	58	501	19	3	581	6	0	2	8	16	16	370	26	4	416	41	0	68	10	119	1132
Percent	10.0	86.2	3.3	0.5		37.5	0.0	12.5	50.0		3.8	88.9	6.3	1.0		34.5	0.0	57.1	8.4		
Volume	58	501	19	3	581	6	0	2	8	16	16	370	26	4	416	41	0	68	10	119	1132
Volume	18	133	13	3	167	2	0	1	0	3	12	89	9	0	110	10	0	17	6	33	313
Peak Factor																					0.904
High Int.	07:45					08:00					07:45					08:00					
Volume	18	133	13	3	167	1	0	1	3	5	12	89	9	0	110	11	0	19	4	34	
Peak Factor					0.870					0.800					0.945					0.875	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13/Maple Rd
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-4
Site Code : 00000000
Start Date : 10/29/2002
Page No : 2



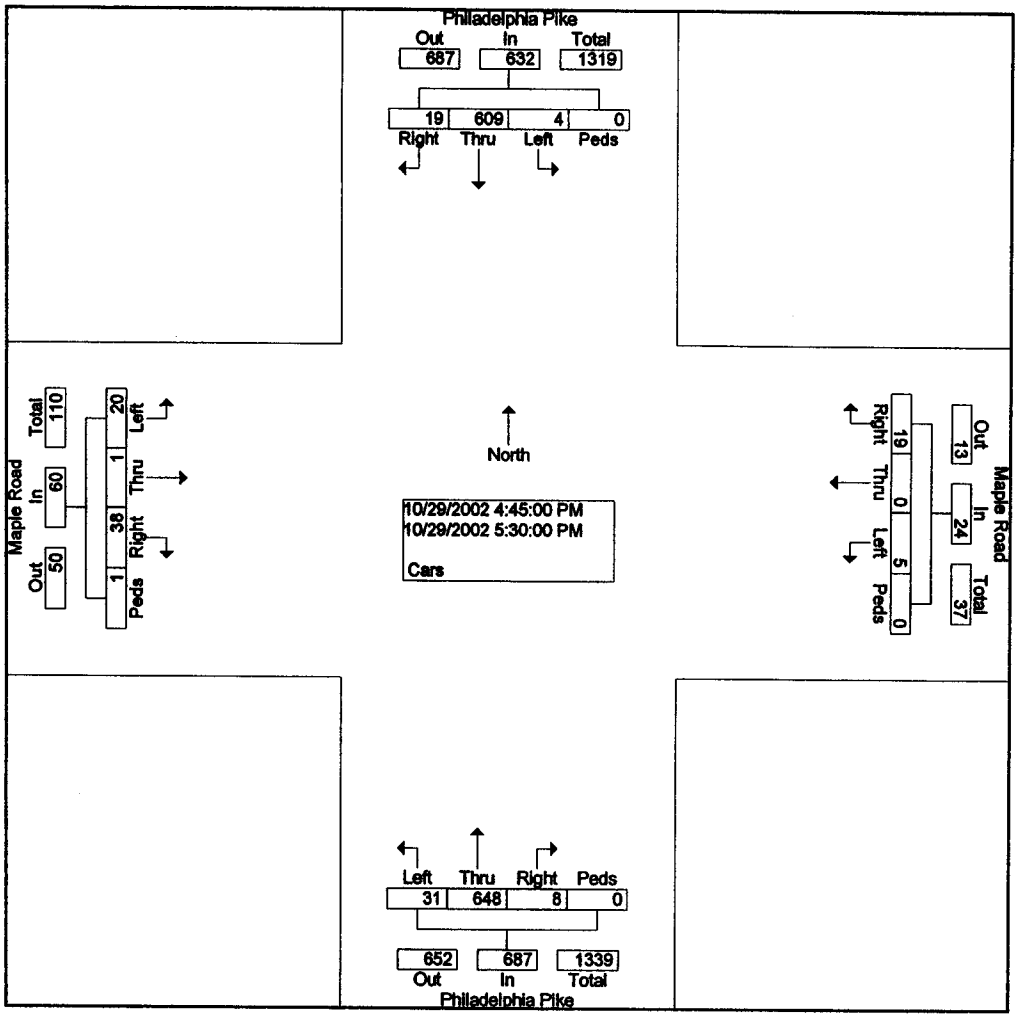
Peak Hour From 12:00 to 17:45 - Peak 1 of 1

Intersection	16:45																				
Volume	19	609	4	0	632	19	0	5	0	24	8	648	31	0	687	38	1	20	1	60	1403
Percent	3.0	96.4	0.6	0.0		79.2	0.0	20.8	0.0		1.2	94.3	4.5	0.0		63.3	1.7	33.3	1.7		
Volume	19	609	4	0	632	19	0	5	0	24	8	648	31	0	687	38	1	20	1	60	1403
Volume	6	163	2	0	171	3	0	1	0	4	1	155	11	0	167	9	0	7	0	16	358
Peak Factor																					0.980
High Int.	17:30					17:00					17:15					17:15					
Volume	6	163	2	0	171	7	0	3	0	10	1	170	5	0	176	10	1	4	1	16	
Peak Factor					0.924					0.600					0.976					0.938	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13/Maple Rd
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-4
Site Code : 00000000
Start Date : 10/29/2002
Page No : 3



Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location : New Castle County
Intersection : Rte 13 @ Harvey Rd
Date : Wednesday, February 20,2002
Counter :VG

File Name : th0219f
Site Code : 00000000
Start Date : 02/20/2002
Page No : 1

Groups Printed- Cars - Heavy Vehicles - Bank 2

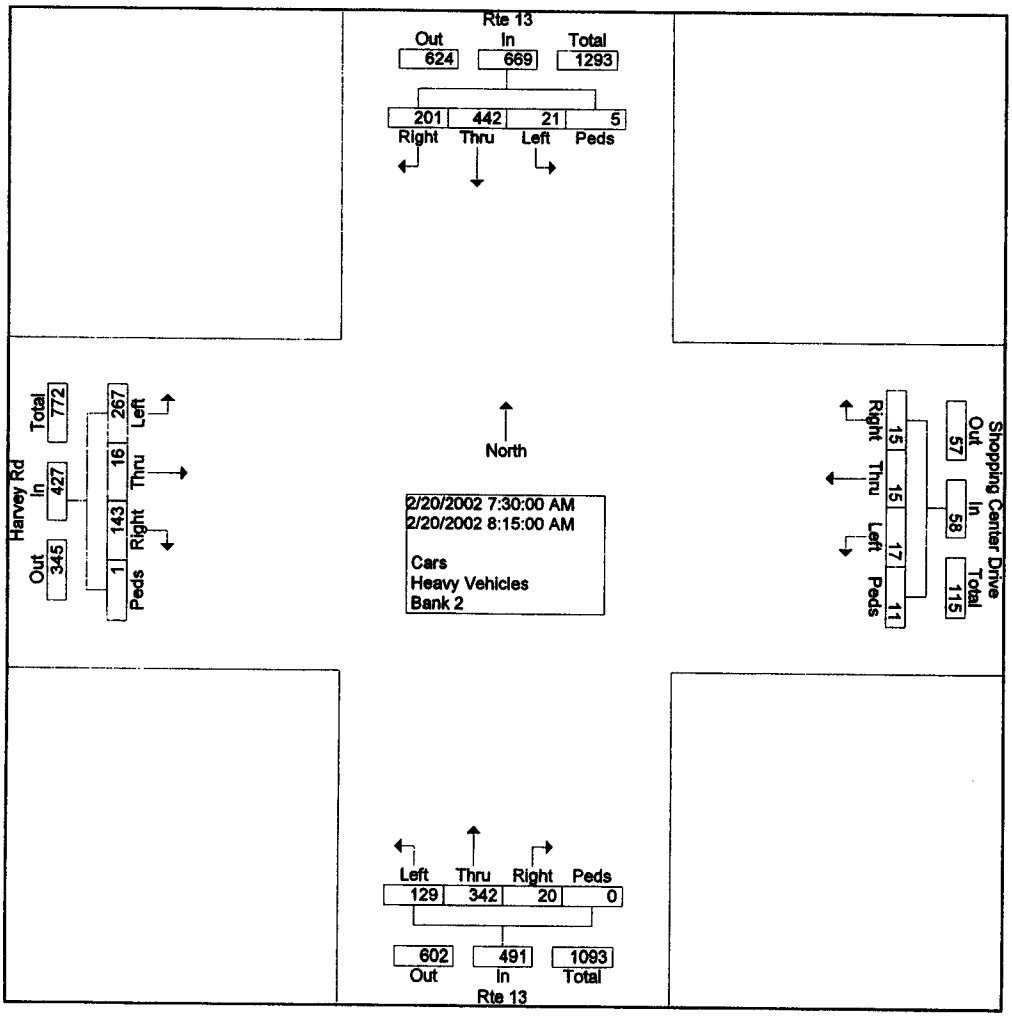
	Rte 13 From North					Shopping Center Drive From East					Rte 13 From South					Harvey Rd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	60	21	0	83	5	0	3	0	8	17	64	7	0	88	37	0	13	0	50	229
07:15 AM	2	68	38	1	109	3	1	6	3	13	35	55	4	0	94	42	2	21	1	66	282
07:30 AM	8	94	41	0	143	3	4	5	2	14	24	104	5	0	133	82	5	27	0	114	404
07:45 AM	5	120	69	2	196	3	3	4	1	11	37	81	4	0	122	71	3	50	0	124	453
Total	17	342	169	3	531	14	8	18	6	46	113	304	20	0	437	232	10	111	1	354	1368
08:00 AM	3	108	64	2	177	6	4	3	2	15	36	61	4	0	101	64	1	31	0	96	389
08:15 AM	5	120	27	1	153	5	4	3	6	18	32	96	7	0	135	50	7	35	1	93	399
08:30 AM	2	105	18	1	126	3	4	11	1	19	23	74	1	0	98	37	4	28	1	70	313
08:45 AM	7	117	35	0	159	5	6	1	4	16	25	68	4	1	98	30	1	35	0	66	339
Total	17	450	144	4	615	19	18	18	13	68	116	299	16	1	432	181	13	129	2	325	1440
11:00 AM	3	80	19	0	102	3	4	3	1	11	17	81	7	0	105	35	3	21	0	59	277
11:15 AM	5	76	15	1	97	3	3	6	5	17	28	82	4	2	116	35	3	30	1	69	299
11:30 AM	5	89	25	0	119	8	4	4	1	17	31	80	2	1	114	31	3	40	0	74	324
11:45 AM	4	97	20	0	121	6	6	3	0	15	39	81	8	0	128	33	9	28	2	72	336
Total	17	342	79	1	439	20	17	16	7	60	115	324	21	3	463	134	18	119	3	274	1236
12:00 PM	10	76	22	0	108	8	6	5	1	20	42	109	16	1	168	25	6	28	2	61	357
12:15 PM	10	92	36	0	138	18	6	7	1	32	40	102	8	0	150	47	11	39	1	98	418
12:30 PM	6	86	32	0	124	11	5	6	3	25	27	113	7	0	147	32	6	33	0	71	367
12:45 PM	8	120	19	0	147	7	6	7	1	21	27	91	8	0	126	36	6	42	0	84	378
Total	34	374	109	0	517	44	23	25	6	98	136	415	39	1	591	140	29	142	3	314	1520
03:00 PM	4	134	52	1	191	2	4	8	11	25	38	104	7	0	149	52	2	58	2	114	479
03:15 PM	4	91	30	0	125	3	3	5	0	11	49	89	7	0	145	34	4	27	5	70	351
03:30 PM	2	120	49	3	174	2	4	7	5	18	35	97	7	0	139	40	3	41	2	86	417
03:45 PM	2	127	54	2	185	2	4	4	0	10	34	109	3	0	146	38	1	45	0	84	425
Total	12	472	185	6	675	9	15	24	16	64	156	399	24	0	579	164	10	171	9	354	1672
04:00 PM	9	118	53	2	182	3	8	4	5	20	50	99	1	2	152	53	7	47	2	109	463
04:15 PM	4	121	36	0	161	6	3	3	7	19	37	110	2	0	149	35	2	42	1	80	409
04:30 PM	5	103	44	1	153	0	4	7	10	21	48	109	2	0	159	42	2	53	1	98	431
04:45 PM	5	120	47	1	173	3	2	7	5	17	52	111	1	1	165	35	6	51	2	94	449
Total	23	462	180	4	669	12	17	21	27	77	187	429	6	3	625	165	17	193	6	381	1752
05:00 PM	5	140	60	1	206	3	4	6	6	19	49	160	4	1	214	65	6	54	2	127	566
05:15 PM	5	138	43	1	187	2	4	3	6	15	51	127	5	0	183	35	6	60	0	101	486
05:30 PM	2	131	39	2	174	3	5	7	0	15	41	152	6	0	199	42	4	59	4	109	497
05:45 PM	3	142	65	0	210	3	5	5	1	14	49	127	5	0	181	28	5	52	0	85	490
Total	15	551	207	4	777	11	18	21	13	63	190	566	20	1	777	170	21	225	6	422	2039
Grand Total	135	2993	1073	22	4223	129	116	143	88	476	1013	2736	146	9	3904	1186	118	1090	30	2424	11027
Apprch %	3.2	70.9	25.4	0.5		27.1	24.4	30.0	18.5		25.9	70.1	3.7	0.2		48.9	4.9	45.0	1.2		
Total %	1.2	27.1	9.7	0.2	38.3	1.2	1.1	1.3	0.8	4.3	9.2	24.8	1.3	0.1	35.4	10.8	1.1	9.9	0.3	22.0	

Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location : New Castle County
Intersection : Rte 13 @ Harvey Rd
Date : Wednesday, February 20,2002
Counter :VG

File Name : th0219f
Site Code : 00000000
Start Date : 02/20/2002
Page No : 3

	Rte 13 From North					Shopping Center Drive From East					Rte 13 From South					Harvey Rd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	21	442	201	5	669	17	15	15	11	58	129	342	20	0	491	267	16	143	1	427	1645
Percent	3.1	66.1	30.0	0.7		29.3	25.9	25.9	19.0		26.3	69.7	4.1	0.0		62.5	3.7	33.5	0.2		
07:45 Volume	5	120	69	2	196	3	3	4	1	11	37	81	4	0	122	71	3	50	0	124	453
Peak Factor																					0.908
High Int.	07:45 AM					08:15 AM					08:15 AM					07:45 AM					
Volume	5	120	69	2	196	5	4	3	6	18	32	96	7	0	135	71	3	50	0	124	
Peak Factor					0.853					0.806					0.909					0.861	



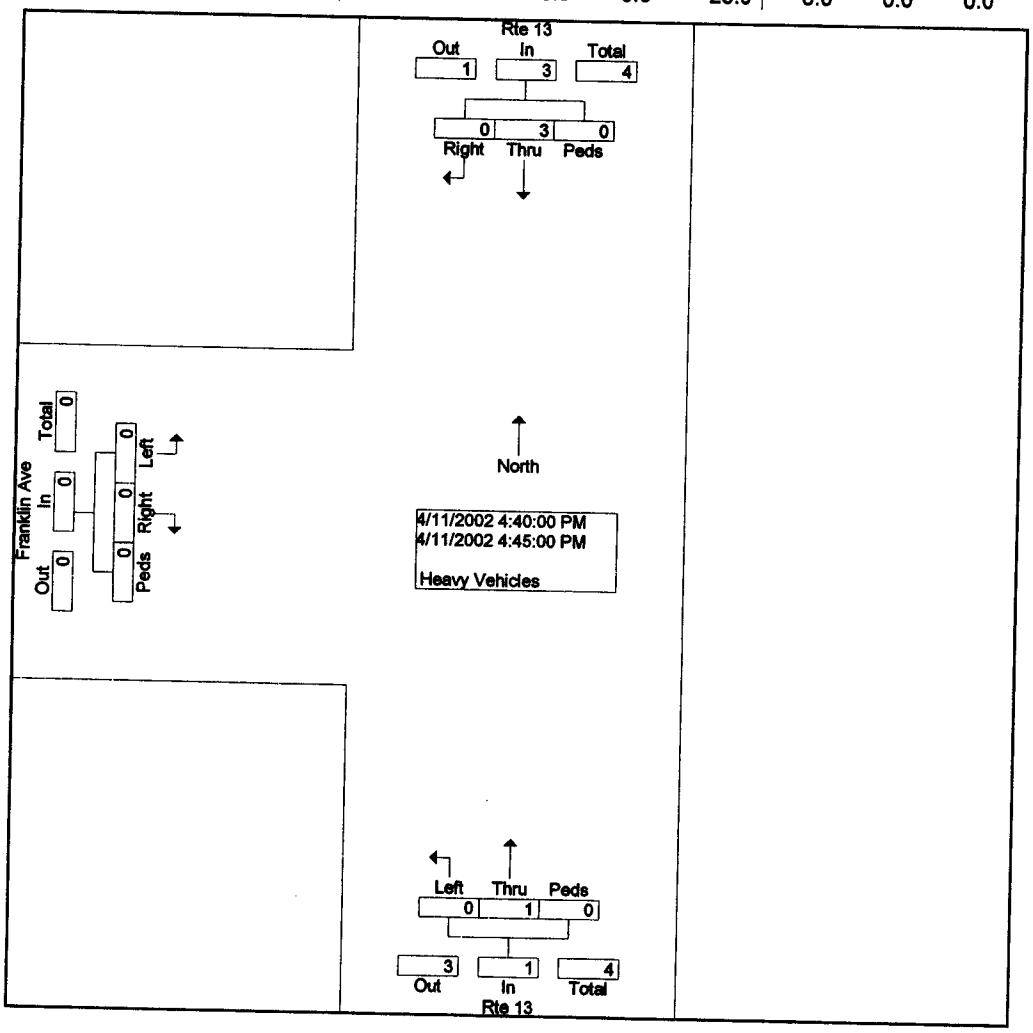
Tri-State Traffic Data, Inc.
610-466-1469

Location: New Castle Co., De.
Intersection: Rte 13 @ Franklin Ave.
Date: Thursday, April 11, 2002
Counter: RZ

File Name : AAA041~2
Site Code : 00000000
Start Date : 04/11/2002
Page No : 1

Groups Printed- Heavy Vehicles

	Rte 13 Southbound					Rte 13 Northbound					Franklin Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:40 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
Apprch %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	75.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	

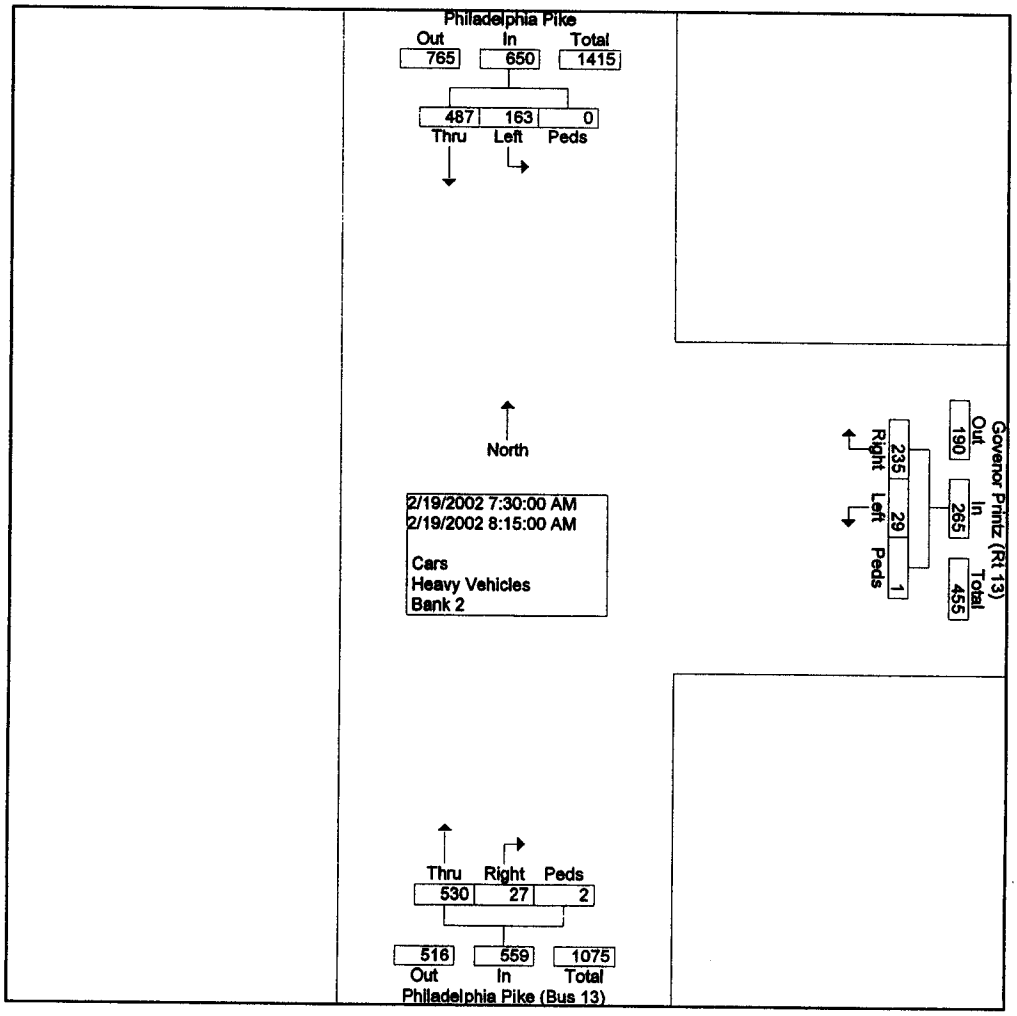


Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rte 13 @ Gov. Printz Blvd
Date: February 19, 2001
Counter: WC/LD

File Name : th0219e
Site Code : 00000000
Start Date : 02/19/2002
Page No : 3

	Philadelphia Pike From North					Govenor Printz (Rt 13) From East					Philadelphia Pike (Bus 13) From South					Govenor Printz (Rt 13) From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	163	487	0	0	650	29	0	235	1	265	0	530	27	2	559	0	0	0	0	0	1474
Percent	25.1	74.9	0.0	0.0		10.9	0.0	88.7	0.4		0.0	94.8	4.8	0.4		0.0	0.0	0.0	0.0		
07:45 Volume	46	115	0	0	161	13	0	83	0	96	0	121	10	0	131	0	0	0	0	0	388
Peak Factor																					0.950
High Int.	08:00 AM					07:45 AM					07:30 AM					6:45:00 AM					
Volume	42	135	0	0	177	13	0	83	0	96	0	146	6	0	152						
Peak Factor					0.918					0.690					0.919						

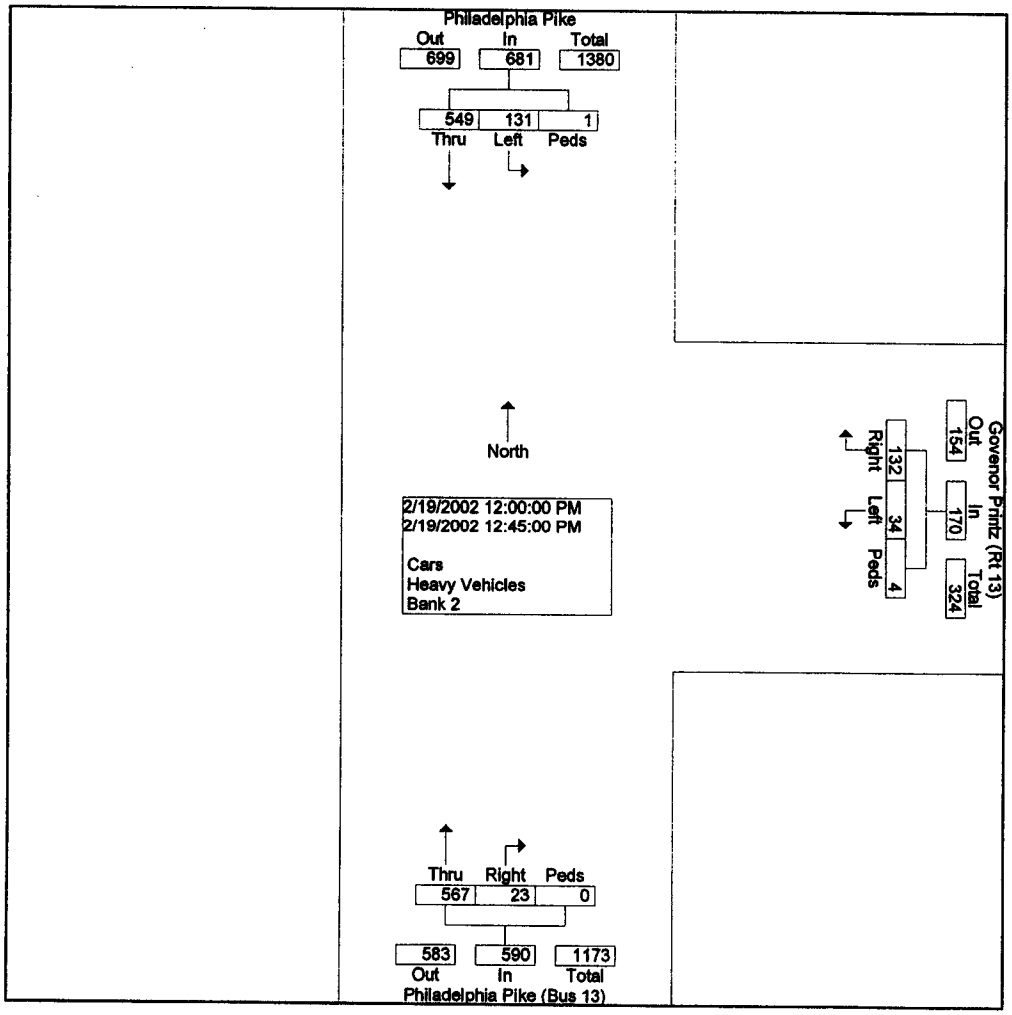


Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rte 13 @ Gov. Printz Blvd
Date: February 19, 2001
Counter: WC/LD

File Name : th0219e
Site Code : 00000000
Start Date : 02/19/2002
Page No : 4

	Philadelphia Pike From North					Govenor Printz (Rt 13) From East					Philadelphia Pike (Bus 13) From South					Govenor Printz (Rt 13) From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	131	549	0	1	681	34	0	132	4	170	0	567	23	0	590	0	0	0	0	0	1441
Percent	19.2	80.6	0.0	0.1		20.0	0.0	77.6	2.4		0.0	96.1	3.9	0.0		0.0	0.0	0.0	0.0		
12:45 Volume	25	145	0	1	171	11	0	39	0	50	0	145	6	0	151	0	0	0	0	0	372
Peak Factor																					0.968
High Int.	12:15 PM					12:45 PM					12:15 PM										
Volume	37	136	0	0	173	11	0	39	0	50	0	155	6	0	161						
Peak Factor					0.984					0.850					0.916						

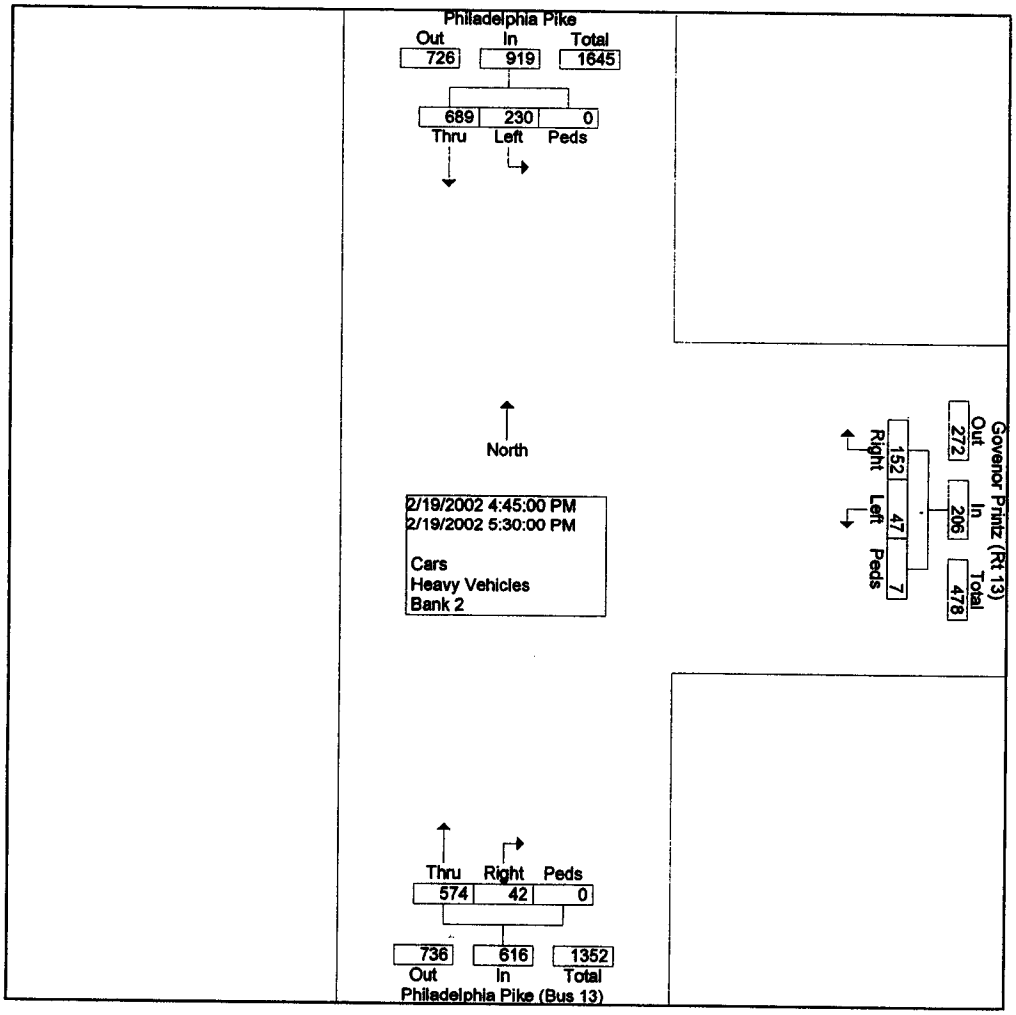


Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rte 13 @ Gov. Printz Blvd
Date: February 19, 2001
Counter: WC/LD

File Name : th0219e
Site Code : 00000000
Start Date : 02/19/2002
Page No : 5

	Philadelphia Pike From North					Govenor Printz (Rt 13) From East					Philadelphia Pike (Bus 13) From South					Govenor Printz (Rt 13) From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	230	689	0	0	919	47	0	152	7	206	0	574	42	0	616	0	0	0	0	0	1741
Percent	25.0	75.0	0.0	0.0		22.8	0.0	73.8	3.4		0.0	93.2	6.8	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	59	186	0	0	245	7	0	42	4	53	0	147	9	0	156	0	0	0	0	0	454
Peak Factor																					0.959
High Int.	04:45 PM					05:15 PM					05:00 PM										
Volume	59	186	0	0	245	15	0	44	0	59	0	166	10	0	176						
Peak Factor					0.938					0.873					0.875						



Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Seminole
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-3
Site Code : 00000000
Start Date : 10/29/2002
Page No : 1

Groups Printed- Cars

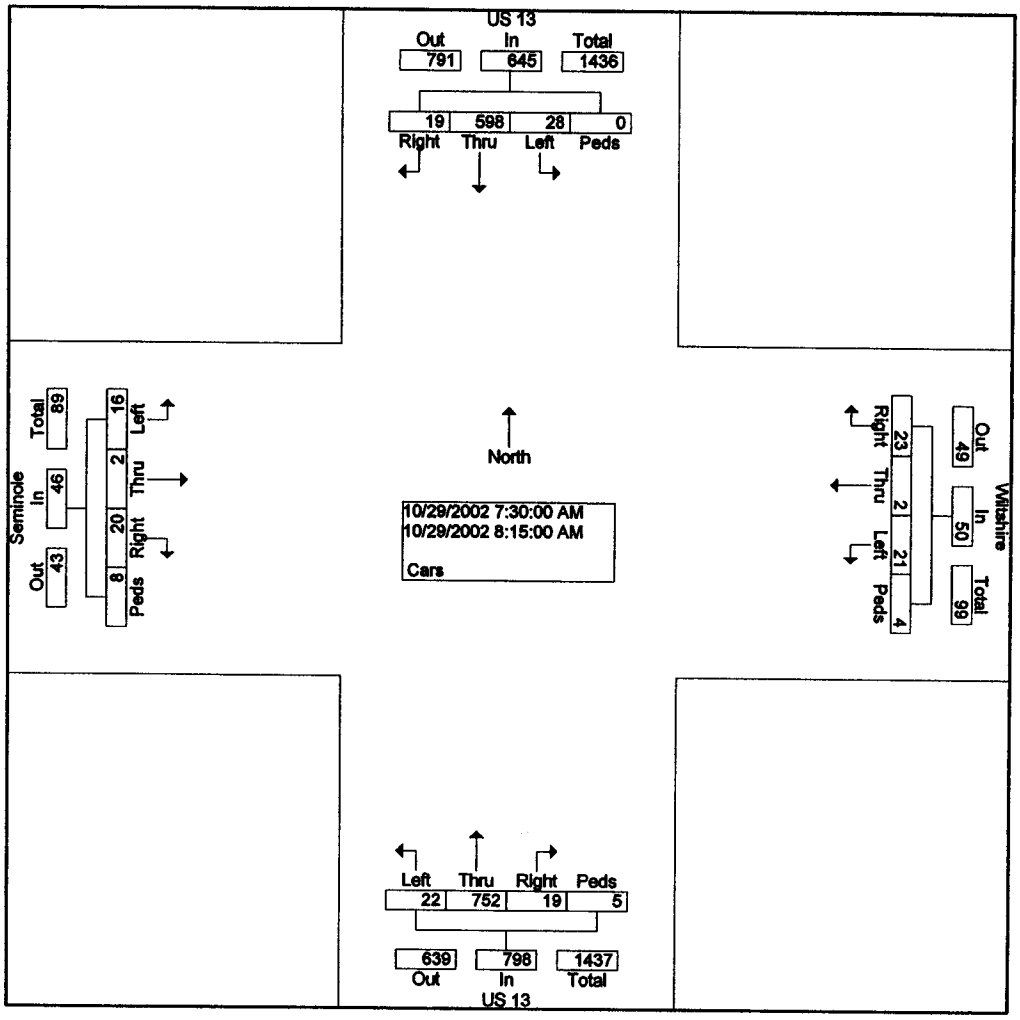
	US 13 Southbound					Wiltshire Westbound					US 13 Northbound					Seminole Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	2	100	8	1	111	6	0	3	1	10	6	183	1	0	190	4	0	4	0	8	319
07:15	5	118	8	1	132	8	0	5	1	14	4	154	3	0	161	5	1	5	6	17	324
07:30	6	152	4	0	162	7	0	5	2	14	2	200	3	0	205	4	1	4	2	11	392
07:45	5	155	5	0	165	3	0	6	0	9	4	205	0	1	210	0	0	5	1	6	390
Total	18	525	25	2	570	24	0	19	4	47	16	742	7	1	766	13	2	18	9	42	1425
08:00	6	151	9	0	166	7	0	5	1	13	8	200	5	2	215	7	0	3	2	12	406
08:15	2	140	10	0	152	6	2	5	1	14	5	147	14	2	168	9	1	4	3	17	351
08:30	2	131	5	0	138	10	0	6	2	18	10	143	11	0	164	7	2	10	0	19	339
08:45	1	126	9	0	136	4	2	6	0	12	10	119	4	0	133	9	2	3	0	14	295
Total	11	548	33	0	592	27	4	22	4	57	33	609	34	4	680	32	5	20	5	62	1391
*** BREAK ***																					
16:00	4	182	5	0	191	5	1	7	0	13	9	139	8	0	156	3	1	3	0	7	367
16:15	5	170	8	0	183	9	1	10	0	20	13	133	4	0	150	3	2	3	1	9	362
16:30	0	205	7	0	212	8	2	11	2	23	8	170	3	1	182	3	0	3	1	7	424
16:45	4	216	10	0	230	6	0	11	0	17	5	140	4	0	149	1	5	1	1	8	404
Total	13	773	30	0	816	28	4	39	2	73	35	582	19	1	637	10	8	10	3	31	1557
17:00	4	217	4	0	225	5	2	4	0	11	6	179	7	0	192	6	0	3	0	9	437
17:15	7	219	6	0	232	2	0	6	5	13	4	147	6	0	157	2	2	2	0	6	408
17:30	19	217	3	0	239	3	1	5	1	10	1	162	5	0	168	1	0	3	0	4	421
17:45	15	166	3	0	184	3	0	1	1	5	0	156	4	0	160	6	0	2	0	8	357
Total	45	819	16	0	880	13	3	16	7	39	11	644	22	0	677	15	2	10	0	27	1623
Grand Total	87	2665	104	2	2858	92	11	96	17	216	95	2577	82	6	2760	70	17	58	17	162	5996
Apprch %	3.0	93.2	3.6	0.1		42.6	5.1	44.4	7.9		3.4	93.4	3.0	0.2		43.2	10.5	35.8	10.5		
Total %	1.5	44.4	1.7	0.0	47.7	1.5	0.2	1.6	0.3	3.6	1.6	43.0	1.4	0.1	46.0	1.2	0.3	1.0	0.3	2.7	

	US 13 Southbound					Wiltshire Westbound					US 13 Northbound					Seminole Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection	07:30																				
Volume	19	598	28	0	645	23	2	21	4	50	19	752	22	5	798	20	2	16	8	46	1539
Percent	2.9	92.7	4.3	0.0		46.0	4.0	42.0	8.0		2.4	94.2	2.8	0.6		43.5	4.3	34.8	17.4		
Volume	19	598	28	0	645	23	2	21	4	50	19	752	22	5	798	20	2	16	8	46	1539
Volume	6	151	9	0	166	7	0	5	1	13	8	200	5	2	215	7	0	3	2	12	406
Peak Factor																					0.948
High Int.	08:00					07:30					08:00					08:15					
Volume	6	151	9	0	166	7	0	5	2	14	8	200	5	2	215	9	1	4	3	17	
Peak Factor					0.971					0.893					0.928					0.676	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Seminole
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-3
Site Code : 00000000
Start Date : 10/29/2002
Page No : 2



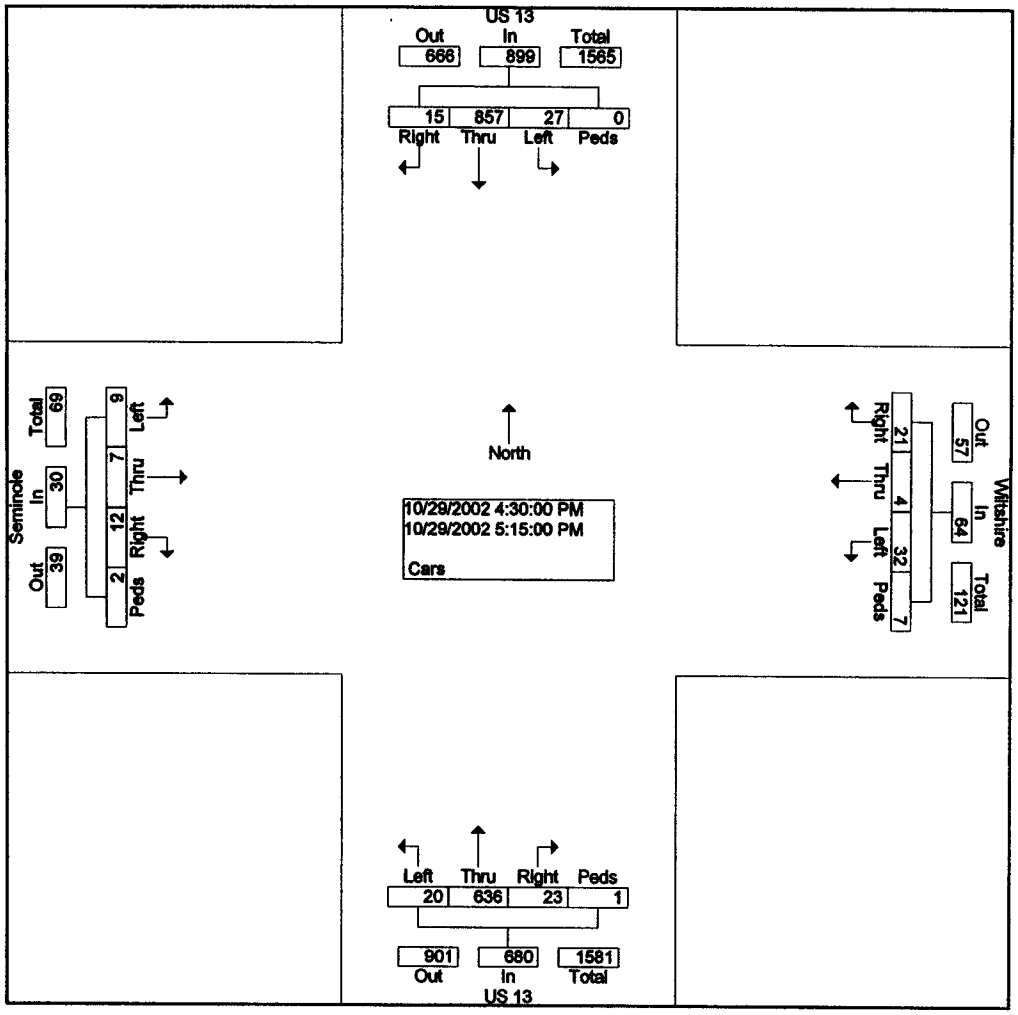
Peak Hour From 12:00 to 17:45 - Peak 1 of 1

Intersection	16:30																				
Volume	15	857	27	0	899	21	4	32	7	64	23	636	20	1	680	12	7	9	2	30	1673
Percent	1.7	95.3	3.0	0.0		32.8	6.3	50.0	10.9		3.4	93.5	2.9	0.1		40.0	23.3	30.0	6.7		
Volume	15	857	27	0	899	21	4	32	7	64	23	636	20	1	680	12	7	9	2	30	1673
Volume	4	217	4	0	225	5	2	4	0	11	6	179	7	0	192	6	0	3	0	9	437
Peak Factor																					0.957
High Int.	17:15					16:30					17:00					17:00					
Volume	7	219	6	0	232	8	2	11	2	23	6	179	7	0	192	6	0	3	0	9	
Peak Factor					0.969					0.696					0.885					0.833	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Seminole
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-3
Site Code : 00000000
Start Date : 10/29/2002
Page No : 3



Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Manor Ave
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-1
Site Code : 00000000
Start Date : 10/29/2002
Page No : 1

Groups Printed- Cars

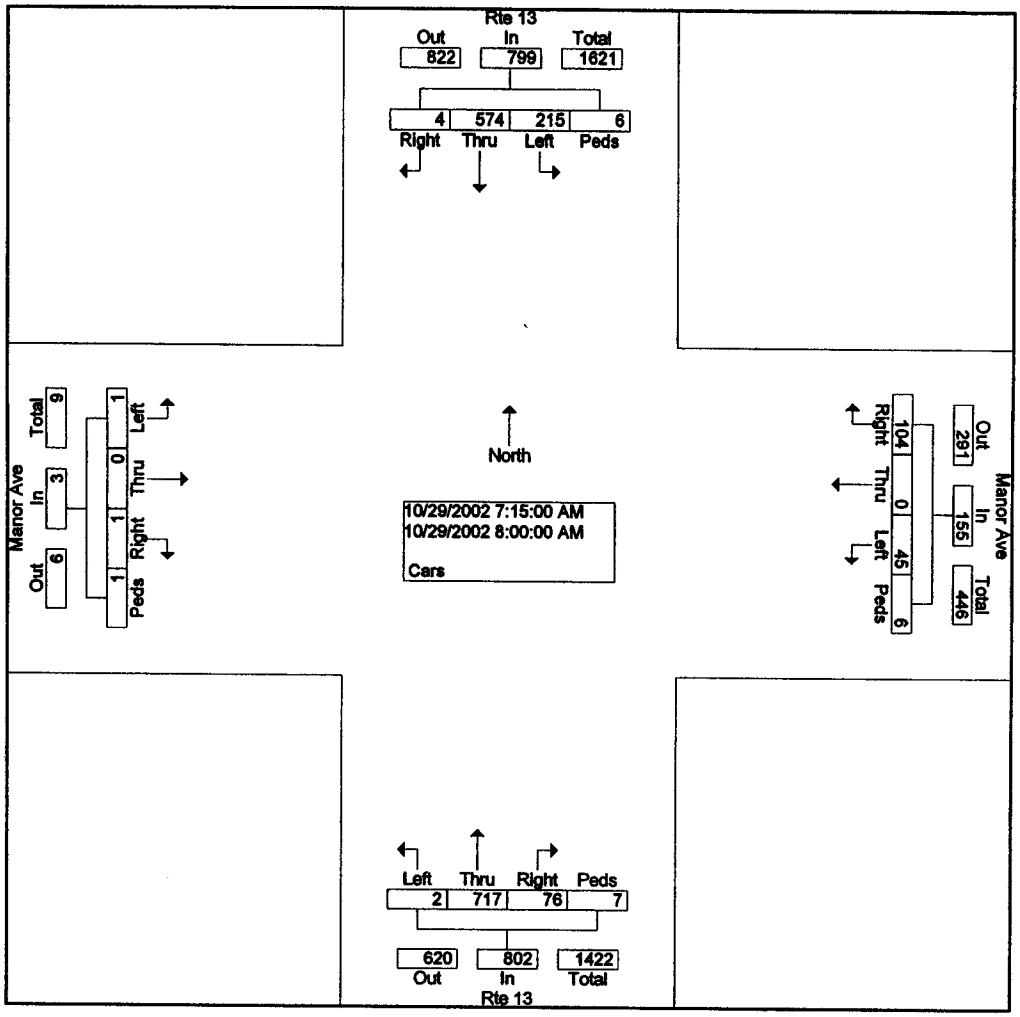
	Rte 13 Southbound					Manor Ave Westbound					Rte 13 Northbound					Manor Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	1	109	14	0	124	15	0	2	0	17	4	188	0	0	192	0	0	0	0	0	333
07:15	0	127	28	6	161	14	0	6	1	21	6	159	0	0	165	0	0	0	1	1	348
07:30	1	150	56	0	207	24	0	8	4	36	13	191	0	4	208	0	0	1	0	1	452
07:45	3	158	77	0	238	39	0	11	1	51	26	190	0	3	219	0	0	0	0	0	508
Total	5	544	175	6	730	92	0	27	6	125	49	728	0	7	784	0	0	1	1	2	1641
08:00	0	139	54	0	193	27	0	20	0	47	31	177	2	0	210	1	0	0	0	1	451
08:15	1	138	11	0	150	9	0	5	0	14	5	151	0	0	156	2	0	0	0	2	322
08:30	1	133	4	0	138	4	0	3	0	7	5	153	0	1	159	0	0	1	1	2	306
08:45	0	129	4	1	134	6	0	5	0	11	5	126	0	0	131	1	0	1	1	3	279
Total	2	539	73	1	615	46	0	33	0	79	46	607	2	1	656	4	0	2	2	8	1358
*** BREAK ***																					
14:00	2	119	12	1	134	20	0	12	1	33	6	124	0	1	131	0	0	0	0	0	298
14:15	0	154	12	2	168	17	0	4	2	23	7	125	0	2	134	0	0	0	0	0	325
14:30	1	146	20	2	169	18	0	10	0	28	7	132	0	0	139	0	0	1	0	1	337
14:45	0	140	21	1	162	34	0	26	0	60	9	145	0	2	156	0	0	1	1	2	380
Total	3	559	65	6	633	89	0	52	3	144	29	526	0	5	560	0	0	2	1	3	1340
15:00	1	183	21	1	206	39	0	13	1	53	6	134	1	0	141	1	0	1	0	2	402
15:15	3	168	14	0	185	23	0	9	4	36	4	145	2	1	152	2	0	1	0	3	376
15:30	0	175	19	0	194	17	0	8	1	26	9	146	2	1	158	1	0	0	0	1	379
15:45	2	169	28	0	199	34	0	7	0	41	15	133	1	1	150	0	0	0	0	0	390
Total	6	695	82	1	784	113	0	37	6	156	34	558	6	3	601	4	0	2	0	6	1547
16:00	0	203	11	0	214	14	0	9	0	23	5	167	1	1	174	0	1	1	1	3	414
16:15	1	188	18	0	207	15	0	9	0	24	6	123	2	0	131	1	0	0	1	2	364
16:30	1	201	29	0	231	50	0	19	1	70	10	182	0	1	193	3	0	0	2	5	499
16:45	0	187	21	0	208	25	0	11	0	36	8	150	4	3	165	1	0	0	4	5	414
Total	2	779	79	0	860	104	0	48	1	153	29	622	7	5	663	5	1	1	8	15	1691
17:00	1	213	18	0	232	29	0	14	2	45	9	166	2	1	178	2	0	0	1	3	458
17:15	0	207	11	1	219	49	0	25	0	74	5	159	0	0	164	0	0	0	1	1	458
17:30	1	226	13	0	240	16	0	11	1	28	5	161	1	0	167	1	0	0	0	1	436
17:45	0	175	11	0	186	9	0	2	1	12	6	145	0	0	151	0	0	0	0	0	349
Total	2	821	53	1	877	103	0	52	4	159	25	631	3	1	660	3	0	0	2	5	1701
Grand Total	20	3937	527	15	4499	547	0	249	20	816	212	3672	18	22	3924	16	1	8	14	39	9278
Apprch %	0.4	87.5	11.7	0.3		67.0	0.0	30.5	2.5		5.4	93.6	0.5	0.6		41.0	2.6	20.5	35.9		
Total %	0.2	42.4	5.7	0.2	48.5	5.9	0.0	2.7	0.2	8.8	2.3	39.6	0.2	0.2	42.3	0.2	0.0	0.1	0.2	0.4	

	Rte 13 Southbound					Manor Ave Westbound					Rte 13 Northbound					Manor Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 11:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	4	574	215	6	799	104	0	45	6	155	76	717	2	7	802	1	0	1	1	3	1759
Percent	0.5	71.8	26.9	0.8		67.1	0.0	29.0	3.9		9.5	89.4	0.2	0.9		33.3	0.0	33.3	33.3		
Volume	4	574	215	6	799	104	0	45	6	155	76	717	2	7	802	1	0	1	1	3	1759
Volume	3	158	77	0	238	39	0	11	1	51	26	190	0	3	219	0	0	0	0	0	508
Peak Factor																					0.866
High Int.	07:45					07:45					07:45					07:15					
Volume	3	158	77	0	238	39	0	11	1	51	26	190	0	3	219	0	0	0	1	1	
Peak Factor					0.839					0.760					0.916					0.750	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Manor Ave
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-1
Site Code : 00000000
Start Date : 10/29/2002
Page No : 2



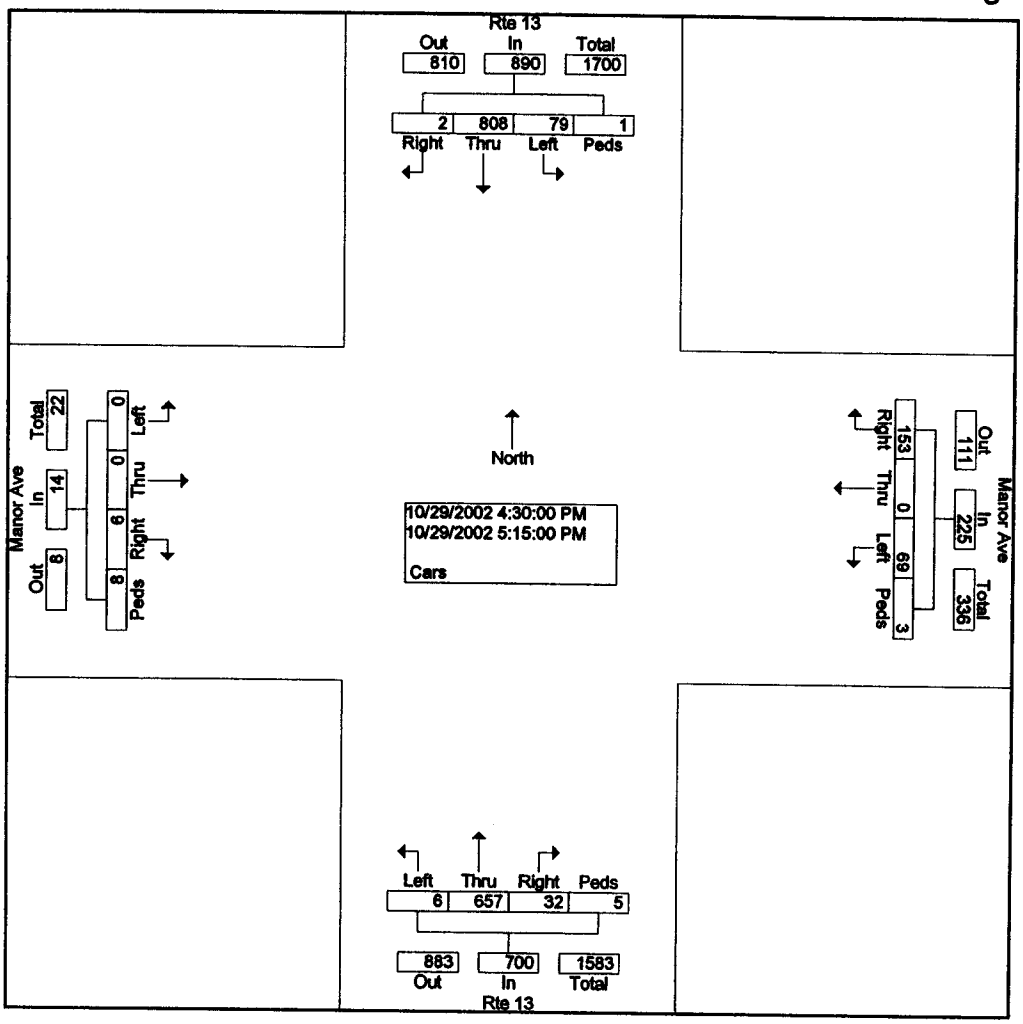
Peak Hour From 12:00 to 17:45 - Peak 1 of 1

Intersection	16:30																				
Volume	2	808	79	1	890	153	0	69	3	225	32	657	6	5	700	6	0	0	8	14	1829
Percent	0.2	90.8	8.9	0.1		68.0	0.0	30.7	1.3		4.6	93.9	0.9	0.7		42.9	0.0	0.0	57.1		
Volume	2	808	79	1	890	153	0	69	3	225	32	657	6	5	700	6	0	0	8	14	1829
Volume	1	201	29	0	231	50	0	19	1	70	10	182	0	1	193	3	0	0	2	5	499
Peak Factor																					0.916
High Int.	17:00					17:15					16:30					16:30					
Volume	1	213	18	0	232	49	0	25	0	74	10	182	0	1	193	3	0	0	2	5	
Peak Factor					0.959					0.760					0.907					0.700	

Whitman, Requardt & Associates
Claymont Transportation Plan
New Castle, Delaware

Location: New Castle Co., DE
Intersection: US 13 / Manor Ave
Date: Tuesday, October 29, 2002
Weather: LD

File Name : DT1029-1
Site Code : 00000000
Start Date : 10/29/2002
Page No : 3



Tri-State Traffic Data, Inc.
610-466-1469

Location:New Castle Co
Intersection:Phila Pk @ McComb Blvd
Date:Thursday, April 11,2002
Counter: VR

File Name : AA3437~1
Site Code : 00000000
Start Date : 04/11/2002
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Philadelphia Pike Southbound					Philadelphia Pike Northbound					McComb Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	99	0	0	100	0	171	2	0	173	3	0	6	1	10	283
07:15 AM	1	135	0	0	136	0	147	3	0	150	4	0	0	1	5	291
07:30 AM	0	175	0	0	175	0	191	2	0	193	0	0	0	0	0	368
07:45 AM	3	220	0	0	223	0	200	2	0	202	7	0	2	0	9	434
Total	5	629	0	0	634	0	709	9	0	718	14	0	8	2	24	1376
08:00 AM	0	245	0	0	245	0	179	1	0	180	5	0	1	1	7	432
08:15 AM	3	177	0	0	180	0	154	6	0	160	3	0	1	0	4	344
08:30 AM	2	127	0	0	129	0	161	2	0	163	8	0	3	1	12	304
08:45 AM	3	165	0	0	168	0	133	3	1	137	3	0	1	2	6	311
Total	8	714	0	0	722	0	627	12	1	640	19	0	6	4	29	1391
09:00 AM	2	116	0	1	119	0	104	3	1	108	2	0	0	0	2	229
09:15 AM	2	109	0	0	111	0	135	1	2	138	3	0	2	2	7	256
09:30 AM	3	122	0	0	125	0	127	12	0	139	3	0	2	5	10	274
09:45 AM	2	112	0	0	114	0	118	3	0	121	4	0	1	0	5	240
Total	9	459	0	1	469	0	484	19	3	506	12	0	5	7	24	999
10:00 AM	3	109	0	0	112	0	120	4	2	126	4	0	2	1	7	245
10:15 AM	1	94	0	0	95	0	109	2	0	111	4	0	0	3	7	213
10:30 AM	4	101	0	0	105	0	134	5	0	139	1	0	1	2	4	248
10:45 AM	2	128	0	0	130	0	120	3	0	123	5	0	1	0	6	259
Total	10	432	0	0	442	0	483	14	2	499	14	0	4	6	24	965
11:00 AM	1	147	0	0	148	0	140	0	0	140	2	0	0	1	3	291
11:15 AM	2	147	0	0	149	0	139	2	0	141	4	0	0	2	6	296
11:30 AM	2	144	0	0	146	0	167	4	1	172	4	0	1	6	11	329
11:45 AM	7	147	0	0	154	0	133	0	0	133	3	0	3	0	6	293
Total	12	585	0	0	597	0	579	6	1	586	13	0	4	9	26	1209
12:00 PM	6	174	0	0	180	0	183	4	1	188	5	0	0	0	5	373
12:15 PM	4	145	0	0	149	0	176	2	0	178	2	0	2	0	4	331
12:30 PM	7	177	0	0	184	0	155	2	0	157	6	0	2	4	12	353
12:45 PM	0	170	0	0	170	0	163	3	0	166	2	0	3	0	5	341
Total	17	666	0	0	683	0	677	11	1	689	15	0	7	4	26	1398
01:00 PM	6	154	0	0	160	0	165	4	4	173	1	0	2	2	5	338
01:15 PM	5	180	0	0	185	0	169	3	2	174	5	0	3	2	10	369
01:30 PM	6	162	0	0	168	0	166	6	0	172	3	0	0	0	3	343
01:45 PM	3	167	0	0	170	0	161	4	0	165	4	0	2	3	9	344
Total	20	663	0	0	683	0	661	17	6	684	13	0	7	7	27	1394
02:00 PM	2	158	0	0	160	0	175	7	1	183	5	0	0	3	8	351
02:15 PM	3	167	0	0	170	0	155	2	2	159	2	0	5	2	9	338
02:30 PM	2	206	0	1	209	0	131	10	5	146	5	0	2	2	9	364
02:45 PM	5	166	0	0	171	0	221	3	0	224	3	0	2	0	5	400
Total	12	697	0	1	710	0	682	22	8	712	15	0	9	7	31	1453
03:00 PM	1	146	0	0	147	0	175	8	8	191	4	0	3	2	9	347
03:15 PM	3	190	0	0	193	0	169	3	0	172	2	0	3	1	6	371
03:30 PM	3	216	0	0	219	0	165	7	1	173	4	0	2	9	15	407
03:45 PM	6	212	0	0	218	0	170	6	0	176	2	0	5	4	11	405
Total	13	764	0	0	777	0	679	24	9	712	12	0	13	16	41	1530
04:00 PM	4	202	0	1	207	0	179	3	0	182	1	0	2	6	9	398
04:15 PM	3	243	0	0	246	0	170	8	0	178	7	0	4	4	15	439
04:30 PM	0	194	0	0	194	0	202	9	0	211	4	0	0	2	6	411
04:45 PM	2	225	0	0	227	0	185	5	0	190	8	0	1	3	12	429
Total	9	864	0	1	874	0	736	25	0	761	20	0	7	15	42	1677

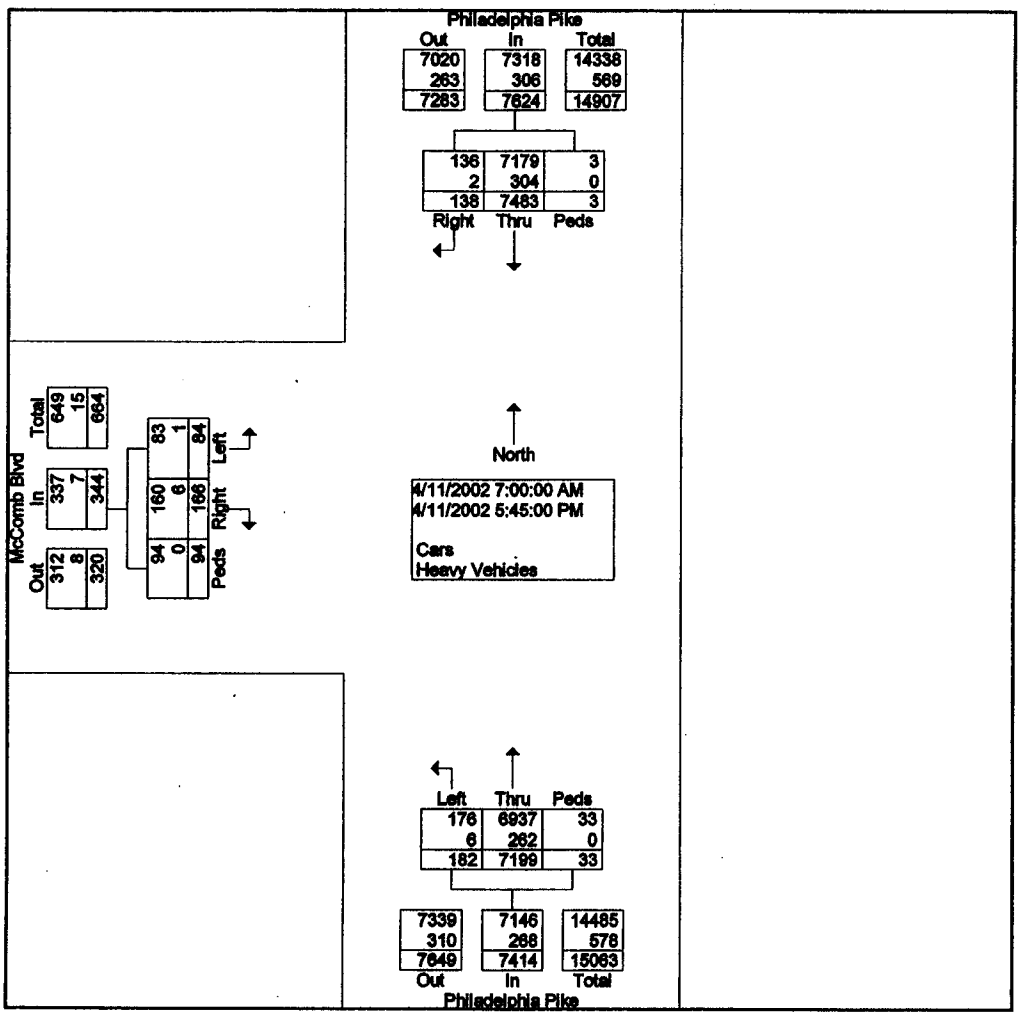
Tri-State Traffic Data, Inc.
610-466-1469

Location:New Castle Co
Intersection:Phila Pk @ McComb Blvd
Date:Thursday, April 11,2002
Counter: VR

File Name : AA3437~1
Site Code : 00000000
Start Date : 04/11/2002
Page No : 2

Groups Printed- Cars - Heavy Vehicles

	Philadelphia Pike Southbound					Philadelphia Pike Northbound					McComb Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	9	253	0	0	262	0	239	4	0	243	3	0	8	6	17	522
05:15 PM	7	262	0	0	269	0	221	12	0	233	6	0	4	4	14	516
05:30 PM	3	222	0	0	225	0	215	3	0	218	5	0	0	2	7	450
05:45 PM	4	273	0	0	277	0	207	4	2	213	5	0	2	5	12	502
Total	23	1010	0	0	1033	0	882	23	2	907	19	0	14	17	50	1990
Grand Total	138	7483	0	3	7624	0	7199	182	33	7414	166	0	84	94	344	15382
Apprch %	1.8	98.2	0.0	0.0		0.0	97.1	2.5	0.4		48.3	0.0	24.4	27.3		
Total %	0.9	48.6	0.0	0.0	49.6	0.0	46.8	1.2	0.2	48.2	1.1	0.0	0.5	0.6	2.2	

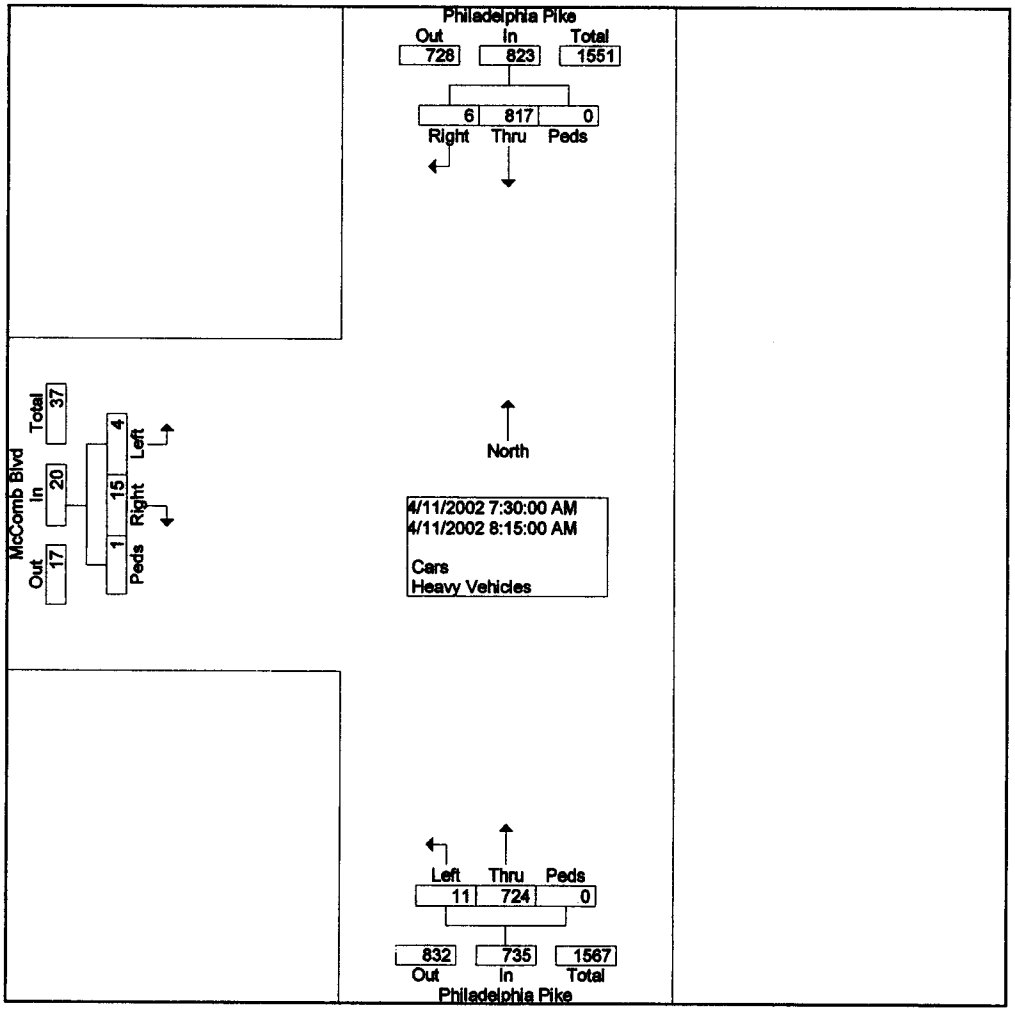


Tri-State
Traffic Data, Inc.
610-466-1469

Location:New Castle Co
Intersection:Phila Pk @ McComb Blvd
Date:Thursday, April 11,2002
Counter: VR

File Name : AA3437~1
Site Code : 00000000
Start Date : 04/11/2002
Page No : 3

	Philadelphia Pike Southbound					Philadelphia Pike Northbound					McComb Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																
Intersection	07:30 AM															
Volume	6	817	0	0	823	0	724	11	0	735	15	0	4	1	20	1578
Percent	0.7	99.3	0.0	0.0		0.0	98.5	1.5	0.0		75.0	0.0	20.0	5.0		
07:45 Volume	3	220	0	0	223	0	200	2	0	202	7	0	2	0	9	434
Peak Factor																0.909
High Int.	08:00 AM					07:45 AM					07:45 AM					
Volume	0	245	0	0	245	0	200	2	0	202	7	0	2	0	9	
Peak Factor					0.840					0.910					0.556	

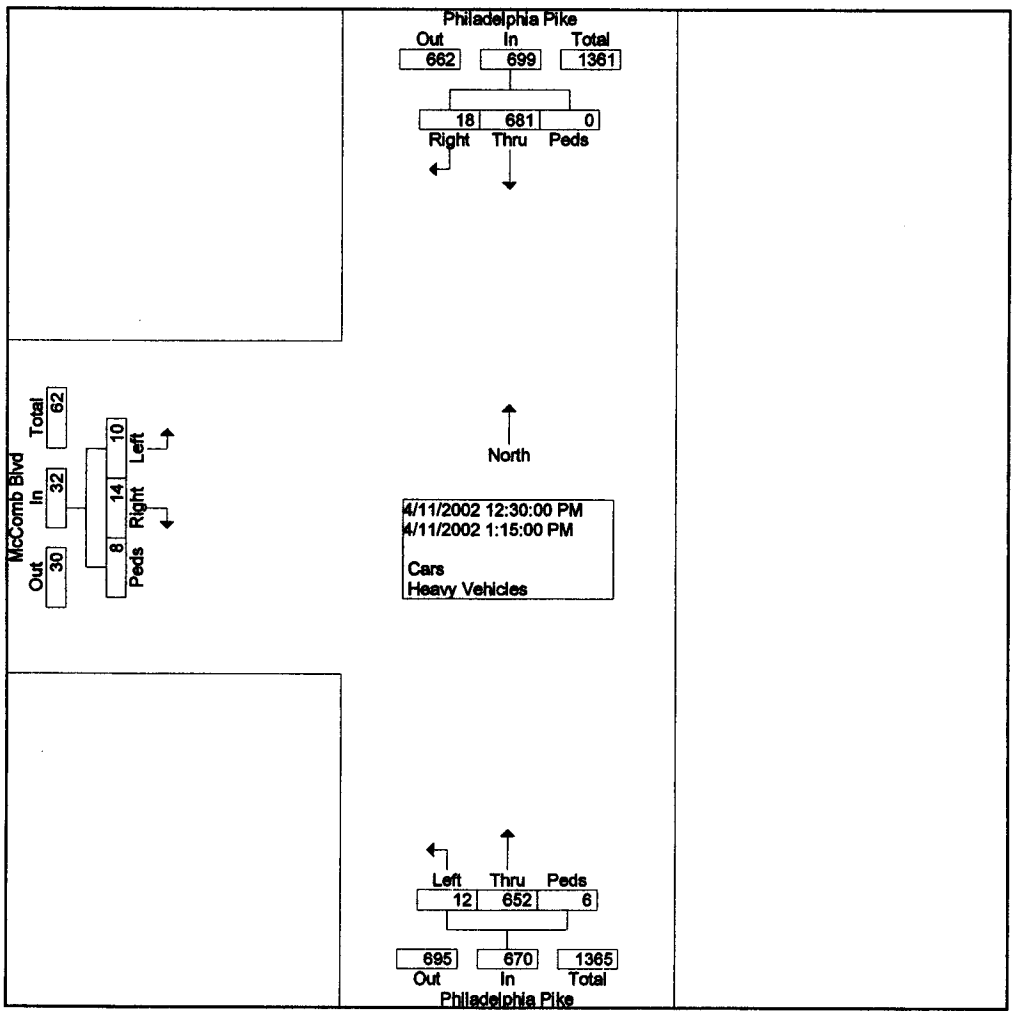


Tri-State Traffic Data, Inc.
610-466-1469

Location:New Castle Co
Intersection:Phila Pk @ McComb Blvd
Date:Thursday, April 11,2002
Counter: VR

File Name : AA3437~1
Site Code : 00000000
Start Date : 04/11/2002
Page No : 4

	Philadelphia Pike Southbound					Philadelphia Pike Northbound					McComb Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																
Intersection	12:30 PM															
Volume	18	681	0	0	699	0	652	12	6	670	14	0	10	8	32	1401
Percent	2.6	97.4	0.0	0.0		0.0	97.3	1.8	0.9		43.8	0.0	31.2	25.0		
01:15 Volume	5	180	0	0	185	0	169	3	2	174	5	0	3	2	10	369
Peak Factor																0.949
High Int.	01:15 PM					01:15 PM					12:30 PM					
Volume	5	180	0	0	185	0	169	3	2	174	6	0	2	4	12	
Peak Factor					0.945					0.963					0.667	

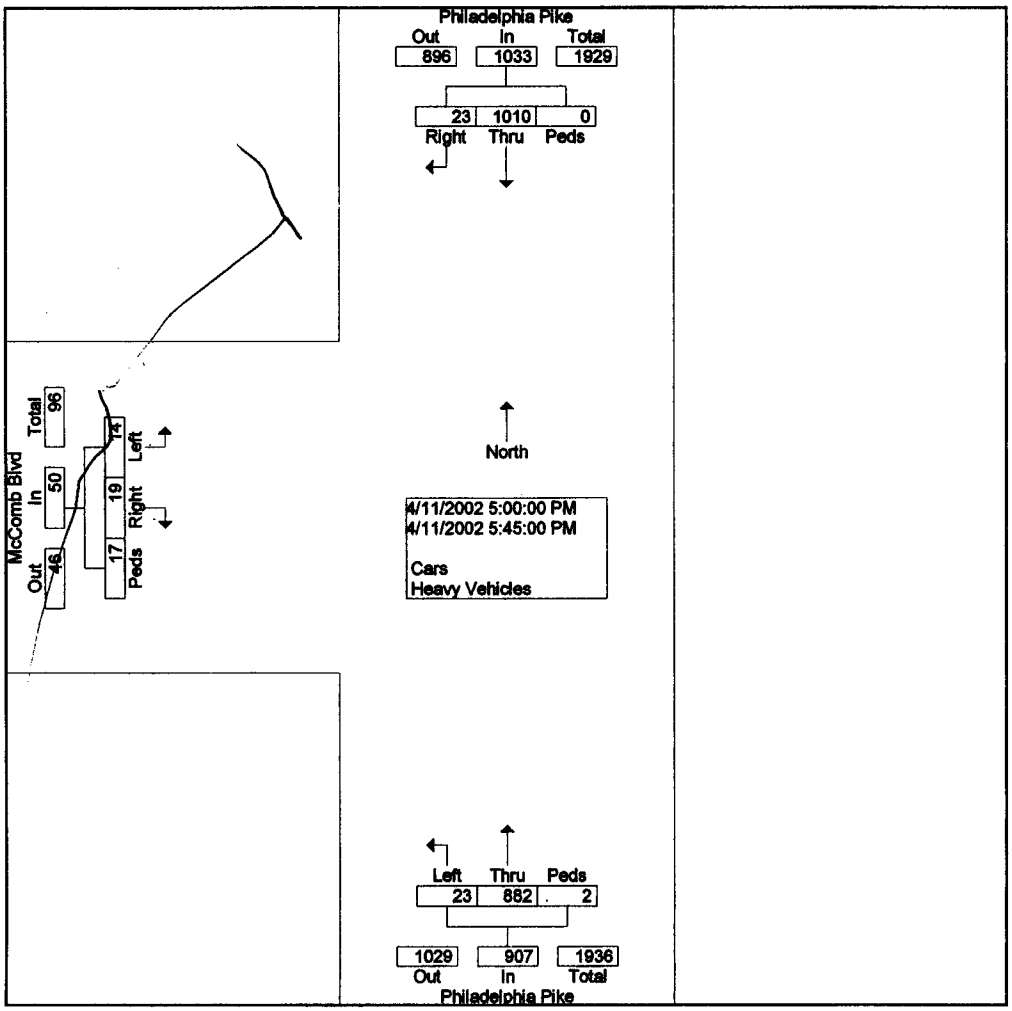


Tri-State Traffic Data, Inc.
610-466-1469

Location:New Castle Co
Intersection:Phila Pk @ McComb Blvd
Date:Thursday, April 11,2002
Counter: VR

File Name : AA3437~1
Site Code : 00000000
Start Date : 04/11/2002
Page No : 5

	Philadelphia Pike Southbound					Philadelphia Pike Northbound					McComb Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	05:00 PM															
Volume	23	1010	0	0	1033	0	882	23	2	907	19	0	14	17	50	1990
Percent	2.2	97.8	0.0	0.0		0.0	97.2	2.5	0.2		38.0	0.0	28.0	34.0		
05:00 Volume	9	253	0	0	262	0	239	4	0	243	3	0	8	6	17	522
Peak Factor																0.953
High Int.	05:45 PM					05:00 PM					05:00 PM					
Volume	4	273	0	0	277	0	239	4	0	243	3	0	8	6	17	
Peak Factor					0.932					0.933					0.735	



Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rt 13 @ Darley Rd
Date: Tuesday, February 19, 2002
Counter: J I

File Name : th0219d
Site Code : 00000000
Start Date : 02/19/2002
Page No : 1

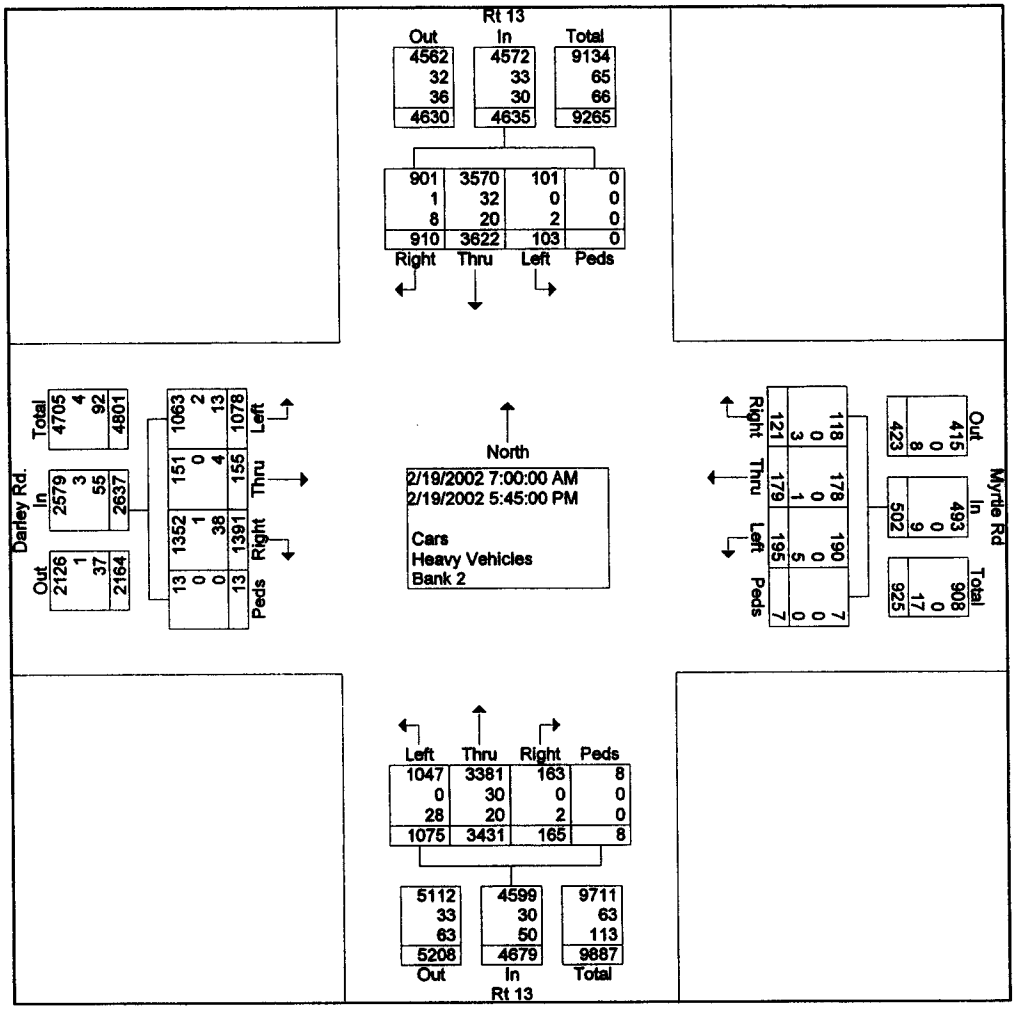
Groups Printed- Cars - Heavy Vehicles - Bank 2

	Rt 13 From North					Myrtle Rd From East					Rt 13 From South					Darley Rd. From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	18	79	23	0	120	5	1	4	1	11	34	153	38	0	225	48	39	25	0	112	468
07:15 AM	5	110	17	0	132	9	8	4	0	21	25	153	18	0	196	47	13	51	0	111	460
07:30 AM	6	111	16	0	133	8	8	4	1	21	27	157	18	0	202	73	27	69	1	170	526
07:45 AM	8	123	37	0	168	6	7	3	2	18	57	158	7	0	222	68	8	70	1	147	555
Total	37	423	93	0	553	28	24	15	4	71	143	621	81	0	845	236	87	215	2	540	2009
08:00 AM	4	134	28	0	166	6	4	5	0	15	37	140	1	0	178	78	4	108	1	191	550
08:15 AM	2	109	28	0	139	4	1	7	0	12	18	113	5	0	136	48	0	53	1	102	389
08:30 AM	10	102	29	0	141	2	3	3	0	8	39	104	3	0	146	51	7	35	0	93	388
08:45 AM	2	106	15	0	123	3	1	4	0	8	35	79	1	0	115	42	1	48	0	91	337
Total	18	451	100	0	569	15	9	19	0	43	129	436	10	0	575	219	12	244	2	477	1664
11:00 AM	2	91	25	0	118	3	0	0	0	3	38	99	2	0	139	27	0	38	0	65	325
11:15 AM	2	96	18	0	116	0	1	1	0	2	22	102	2	0	126	23	0	40	2	65	309
11:30 AM	0	111	24	0	135	0	1	2	0	3	30	132	2	0	164	25	0	37	0	62	364
11:45 AM	0	130	26	0	156	3	1	3	0	7	33	109	0	0	142	29	0	43	0	72	377
Total	4	428	93	0	525	6	3	6	0	15	123	442	6	0	571	104	0	158	2	264	1375
12:00 PM	1	138	15	0	154	3	2	0	0	5	36	110	4	0	150	27	1	37	0	65	374
12:15 PM	1	93	22	0	116	5	2	5	0	12	25	139	3	0	167	29	2	39	1	71	366
12:30 PM	1	111	17	0	129	3	1	5	0	9	39	110	4	0	153	18	5	38	0	61	352
12:45 PM	1	95	14	0	110	4	4	2	0	10	36	124	3	0	163	17	1	42	0	60	343
Total	4	437	68	0	509	15	9	12	0	36	136	483	14	0	633	91	9	156	1	257	1435
03:00 PM	2	125	35	0	162	3	1	3	0	7	49	110	4	0	163	36	4	58	0	98	430
03:15 PM	0	119	37	0	156	3	4	1	0	8	40	115	2	0	157	30	3	49	0	82	403
03:30 PM	2	146	35	0	183	5	1	0	0	6	48	111	2	0	161	43	4	54	1	102	452
03:45 PM	1	162	53	0	216	4	2	2	1	9	29	95	5	2	131	29	4	56	2	91	447
Total	5	552	160	0	717	15	8	6	1	30	166	431	13	2	612	138	15	217	3	373	1732
04:00 PM	6	154	34	0	194	6	14	4	0	24	57	140	2	0	199	31	3	48	0	82	499
04:15 PM	7	168	44	0	219	5	6	4	1	16	38	115	4	3	160	26	1	50	1	78	473
04:30 PM	1	156	48	0	205	5	6	5	0	16	49	105	5	2	161	40	5	43	0	88	470
04:45 PM	3	186	56	0	245	18	20	12	0	50	51	132	3	0	186	43	8	47	0	98	579
Total	17	664	182	0	863	34	46	25	1	106	195	492	14	5	706	140	17	188	1	346	2021
05:00 PM	4	165	60	0	229	5	5	2	0	12	59	142	6	1	208	37	5	48	2	92	541
05:15 PM	5	161	61	0	227	25	30	11	0	66	38	143	6	0	187	38	2	62	0	102	582
05:30 PM	4	183	43	0	230	8	3	3	0	14	46	119	9	0	174	44	6	49	0	99	517
05:45 PM	5	158	50	0	213	44	42	22	1	109	40	122	6	0	168	31	2	54	0	87	577
Total	18	667	214	0	899	82	80	38	1	201	183	526	27	1	737	150	15	213	2	380	2217
Grand Total	103	3622	910	0	4635	195	179	121	7	502	1075	3431	165	8	4679	1078	155	1391	13	2637	12453
Apprch %	2.2	78.1	19.6	0.0		38.8	35.7	24.1	1.4		23.0	73.3	3.5	0.2		40.9	5.9	52.7	0.5		
Total %	0.8	29.1	7.3	0.0	37.2	1.6	1.4	1.0	0.1	4.0	8.6	27.6	1.3	0.1	37.6	8.7	1.2	11.2	0.1	21.2	

Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rt 13 @ Darley Rd
Date: Tuesday, February 19, 2002
Counter: J I

File Name : th0219d
Site Code : 00000000
Start Date : 02/19/2002
Page No : 2



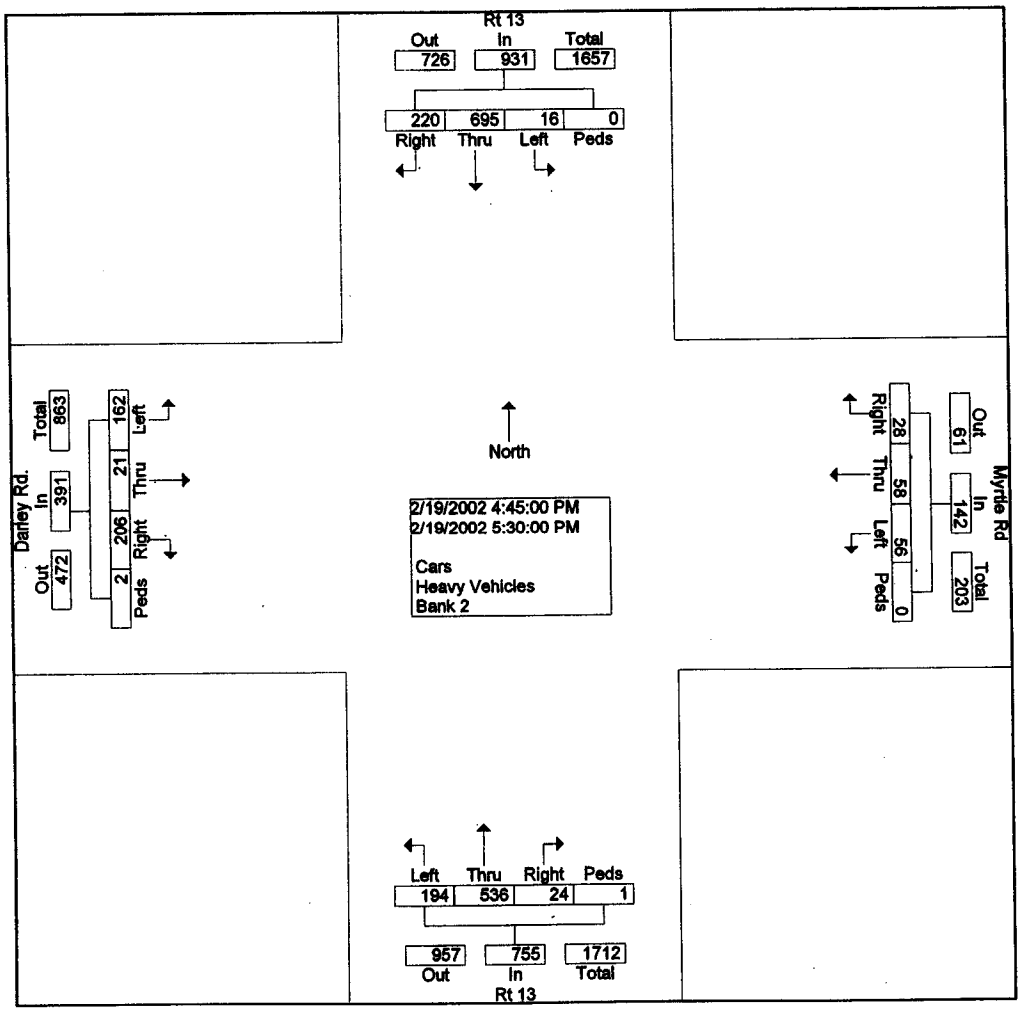
Whitman, Requardt and Associaties, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rt 13 @ Darley Rd
Date: Tuesday, February 19, 2002
Counter: J I

Cedar Hills
New Castle County, DE

File Name : th0219d
Site Code : 00000000
Start Date : 02/19/2002
Page No : 5

	Rt 13 From North					Myrtle Rd From East					Rt 13 From South					Darley Rd. From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	16	695	220	0	931	56	58	28	0	142	194	536	24	1	755	162	21	206	2	391	2219
Percent	1.7	74.7	23.6	0.0		39.4	40.8	19.7	0.0		25.7	71.0	3.2	0.1		41.4	5.4	52.7	0.5		
05:15 Volume	5	161	61	0	227	25	30	11	0	66	38	143	6	0	187	38	2	62	0	102	582
Peak Factor																					0.953
High Int.	04:45 PM					05:15 PM					05:00 PM					05:15 PM					
Volume	3	186	56	0	245	25	30	11	0	66	59	142	6	1	208	38	2	62	0	102	
Peak Factor					0.950					0.538					0.907					0.958	

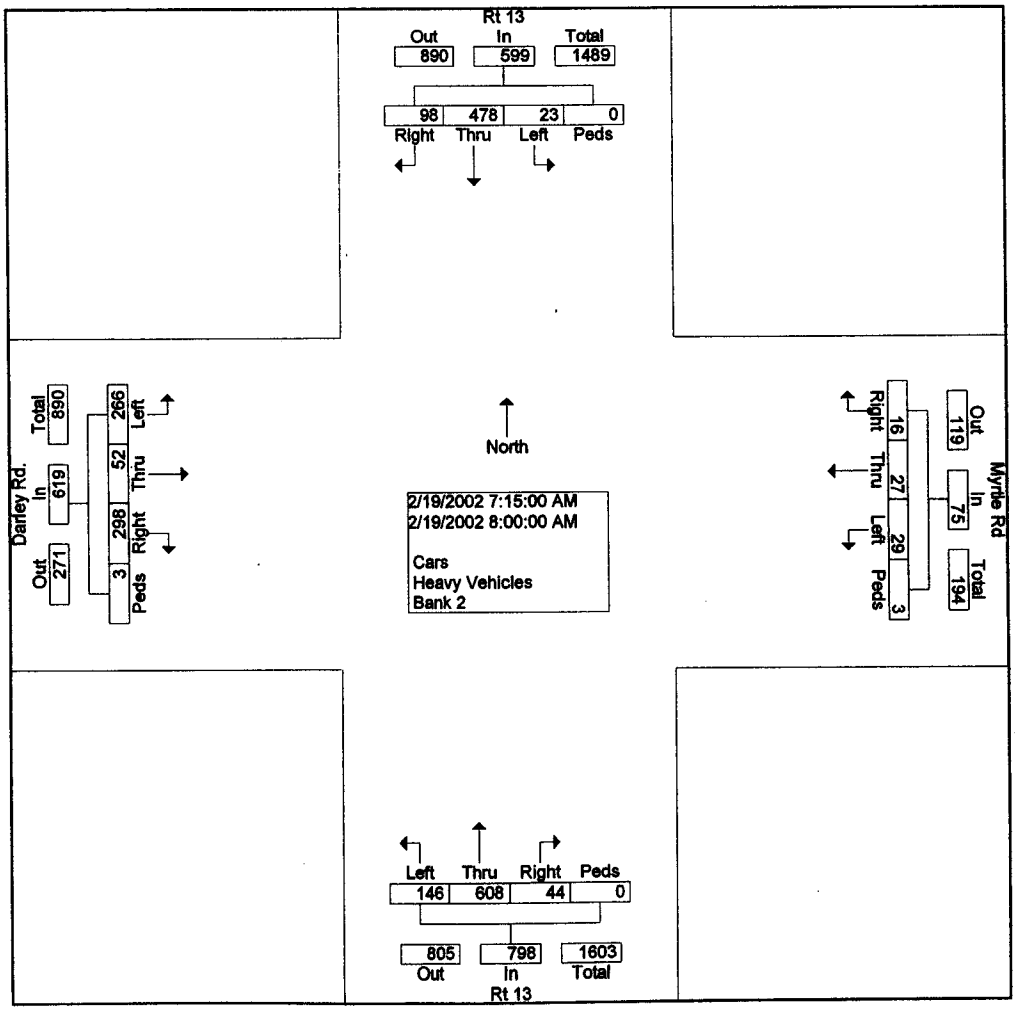


Whitman, Requardt and Associates, LLP
Intersection Turning Movement Count

Location: New Castle County
Intersection: Rt 13 @ Darley Rd
Date: Tuesday, February 19, 2002
Counter: J I

File Name : th0219d
Site Code : 00000000
Start Date : 02/19/2002
Page No : 3

	Rt 13 From North					Myrtle Rd From East					Rt 13 From South					Darley Rd. From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	23	478	98	0	599	29	27	16	3	75	146	608	44	0	798	266	52	298	3	619	2091
Percent	3.8	79.8	16.4	0.0		38.7	36.0	21.3	4.0		18.3	76.2	5.5	0.0		43.0	8.4	48.1	0.5		
07:45 Volume	8	123	37	0	168	6	7	3	2	18	57	158	7	0	222	68	8	70	1	147	555
Peak Factor																					0.942
High Int.	07:45 AM					07:15 AM					07:45 AM					08:00 AM					
Volume	8	123	37	0	168	9	8	4	0	21	57	158	7	0	222	78	4	108	1	191	
Peak Factor					0.891					0.893					0.899					0.810	



Appendix #2

Through Truck Analysis in Claymont

Through Truck Analysis in Claymont

In response to community concerns about truck volumes on Philadelphia Pike in Claymont, DelDOT arranged with WR&A for a license plate survey of through trucks. The purpose of the survey was to assess the frequency of through truck movements along Philadelphia Pike within the study area. It is already documented from February, 2002 counts that the total truck volume of 4% is low when compared with other similar facilities. The data also showed that truck traffic occurs in both peak periods and in midday. In order to better respond to the community and to better understand the through truck activity in Claymont, a one-day survey was undertaken. Data was collected from 6:00 am - 9:00 am and from 9:00 am - 2:00 pm. (It should be noted that typically, a 3 day count is obtained to assure a more thorough and accurate understanding of travel trends.)

The segment of Philadelphia Pike under study is 1.5 miles long and has 4 traffic signals between the data collection locations. The posted speed varies from 35 mph in the north to 40 mph in the southern end of the corridor. Travel time through the corridor was estimated to be 10 minutes or less if all traffic signals were red.

Methodology/Data Collection

On Wednesday July 17, 2002, license plate numbers for trucks with 3 axles and/or 6 + wheels were recorded for an 8 hour period from 6:00 am - 2:00 pm. Six staff people were positioned during two 4-hour shifts in order to capture data at each main entry and exit point from Philadelphia Pike (refer to map). The data collection process involved the recording of license plate numbers with location, direction and time of observation. Each record was compared with data recorded at each of the other locations to determine where and when each truck entered and exited the corridor.

Plate Numbers were Recorded at the Following Locations:

- Philadelphia Pike @ Darley Road (north and south bound)
- Philadelphia Pike @ Harvey Road (north and south bound and trucks entering Philadelphia Pike from Harvey Road to head north)
- Governor Printz Boulevard @ Philadelphia Pike (south bound trucks turning left on to Printz and trucks entering north bound Pike from Printz)

Data Screening

Records that were incomplete could not be analyzed. An explanation of those occurrences is provided below.

- Some recorded license plate numbers were incomplete. Efforts were made to interpolate the incomplete plate numbers from additional recorded observations. Inaccurate or incomplete plate numbers that could not be completed were not further analyzed.

- Documentation of the time of the observation was not provided for all records. In some cases, the time could be interpolated from the previous and subsequent records on the same data sheet. If no estimation of time could be made on a record, then the record was not further analyzed.

- Any single record for which no matches were found was not further analyzed since it was not possible to determine if, where or when the truck traveled beyond that single observation point.

Identifying Through Trips

A trip match was made when two or more records of the same plate number occurred in the corridor. The resulting matched records were analyzed based on the assumptions below.

Assumptions:

1) Matched records which showed that a truck trip had been completed through the corridor in 10 minutes or less, were defined as through truck trips.

2) Matched records which showed that a lapse in time greater than 10 minutes between observations had occurred were assumed for our purposes to be non-through trips or local in nature. These trucks were assumed to have made a stop in the corridor on some type of business.

Analysis of Results

As a relative basis for comparison, the total number of truck observations recorded at each intersection over the 8 hour period is shown below. These are not matched records but single observations in either direction. (The data should not be added together since the same truck may be counted at more than one location.)

Location	Total Number of Trucks Observed
Darley Road	211
Governor Printz Boulevard	281
Harvey Road	190

Once the incomplete records were eliminated from the analysis there were 100 matched records or trips to be analyzed. A matched record was an observation of a truck entering and exiting the corridor. Of those, 74 were deemed to be local trips because the travel time was greater than 10 minutes. 26 were deemed to be through trips because they traveled through the corridor in <10 minutes.

The Following Observations can be Made Based on the Data Collected:

- **In the 8 hour period there were more northbound trucks observed in the corridor than southbound.**
- **The majority of the 26 through-trucks observed (or 60%) were southbound.**
- **On average, there were 3 through trucks per hour in the corridor over the 8 hour period.**
- **12% of the total number trucks observed at Darley over the 8 hour period have been assumed to have been making through trips**
- **9% of the total trucks observed at Governor Printz over the 8 hour period have been assumed to have been making through trips**
- **13% of the total number of trucks observed at Harvey Road over the 8 hour period have been assumed to have been making through trips.**

A more comprehensive field data collection would be needed to understand more about the through truck movements in the study area.

Appendix #3

Summary of DTC Meeting

July 16, 2002

WHITMAN, REQUARDT AND ASSOCIATES, LLP
2315 Saint Paul Street
Baltimore, MD 21218

Engineers
Architects
and
Planners

Phone: (410) 235-3450
Fax: (410) 235-2695

MEMORANDUM OF MEETING

Date: July 16, 2002

Date of Meeting: July 16, 2002

Time: 9:00 AM

Location: Delaware Transit Corporation

Project: WR&A WO #31166-15

Attendees:

DelDOT	Joe Cantalupo, Bruce Allen
DTC	Joe Watson, Cathy Dennis, Vince Damiani, Jeff Gropp
WR&A	Christine Wells

The purpose of meeting was to determine what, if any, improvements DTC would want at the bus stops within the study area.

Wells briefly reviewed project limits, the status of the Transportation Plan Study and explained the timeframe for completion of the plan. It was explained that with the 4 through lanes, bike lanes, sidewalks and either a median or center turn lane, there would not be a shoulder in the future. In a few locations on the northbound side, on street parking will also be provided in a more defined way with striping or bumpouts.

Cantalupo said that this project involves traffic calming. Travel lanes will be 11' instead of 12' and there will be landscaping where ever possible in the median or along the street. Pedestrian crossings will have special treatments to improve safety and aesthetics. WR&A has been provided information on the existing bus stop locations and the current facilities. There are 12 bus stops in each direction in the study area. In several locations, busses currently stop in the 8' shoulder.

Implementation of the plans would take up the entire 80' ROW (possibly more) leaving no shoulder.

Watson provided the following handouts: a map showing ridership data by bus stop, a map showing the locations of benches by stop and excerpts from the DTC Policy on bus stop spacing and the warrants for bus shelters. He described Claymont as a High Transit Density area. He said that ridechecks were recently completed and the new data can be provided to us in the Fall.

Watson noted that the lack of a transit connection east and west in northern New Castle County is of general concern, but not specific to this study.

Wells said there has been mention by the community of a desire for a shuttle bus between the train station and Philadelphia Pike, but noted that WR&A is not currently working on this concept. Nothing in the concepts to be developed will preclude a shuttle bus from operating. Watson said there had been a shuttle route (#61) operating in the Claymont area. Low ridership led to its elimination.

DTC has already eliminated unnecessary stops along Philadelphia Pike. DTC has identified stops along the Philadelphia Pike corridor where improvements are needed. Permanent easements are sought where adequate ROW does not exist to provide at least the minimum 5'x 8' pad for a bench or shelter.

Jeff Gropp said that ROW acquisition efforts are underway for some of the stops in this area. Gropp agreed to provide WR&A with information on where ROW is being sought. Wells said that WR&A will want to confer with DTC about details of ROW needs for specific bus stop as the plans are developed further.

Gropp said that having no shoulder is preferable to having ½ of a shoulder for bus stops. The worst situation is to have buses stopping half in and half out of the travel lane. It was discussed whether the bike lane (assumed as 4' wide) can be used for bus stops. Since it isn't wide enough for the bus to pull out, another few feet of width would be needed. There was discussion about whether it would be necessary to acquire ROW at all of the stops to provide another few feet in addition to the width of the bike lanes for the buses to pull out of the travel lane. This would be costly. Wells wondered whether it is permissible for bus stops to be established in the bike lane? It was noted that it is done elsewhere.

Cathy Dennis said that she wanted DTC Safety and Operations staff to consider the need for pullouts and the implication this has for ROW acquisition before WR&A proceeds with incorporation of bus pullouts into the alternative transportation plan concepts.

Wells agreed to provide Watson with hard copy of Philadelphia Pike plan sheets for reference. Wells noted that WR&A expects to have alternative concepts prepared for presentation to the Claymont Coalition (Renaissance Group) at their August 15th meeting. Cantalupo said that DTC should review the concepts before the community sees them. Watson will coordinate with DTC's safety and operations staff so that they can consider the need for pullouts more specifically. By July 26th, he will provide WR&A with the feedback on bus stop needs after consulting with Operations and Safety staff.

Wells noted that a heavily used stop located along Darley Road at Bayard with in the Renaissance area has no sidewalk, pad, bench or shelter. She inquired about the improvements DTC has planned for this location. She said that the planned improvements will be incorporated into the Claymont Transportation Plan. Gropp will have to provide that information to WR&A.

Notes prepared by Christine Wells

Appendix #4

Summary of Claymont Field Walk

June 20, 2002

WHITMAN, REQUARDT AND ASSOCIATES, LLP
801 South Caroline Street
Baltimore, MD 21231

Engineers
Architects
and
Planners

Phone: (410) 235-3450
Fax: (410) 243-5716

MEMORANDUM OF MEETING

Date: June 25, 2002

Date of Meeting: June 20, 2002

Location: Claymont Delaware

Project: Claymont Transportation Plan
WR&A JO #98008 WO #31166-15

Attendees:

DelDOT	Joe Cantalupo, Bruce Allen, Gary Laing
Claymont Coalition	Tom Comitta, Michael Bennett, Dawn Lamb, George Losse, Bobbi Britton, Dianna Mecher, Susan Nelson (Streuver Bros.)
WR&A	Tom Hannan, Christine Wells

Summary of Claymont Field Walk

The group convened at the Claymont Community Center before being transported in vans to Philadelphia Pike for the field walk. WR&A provided a handout that identified objectives of the field walk and noted problems, potential solutions and some issues. The walk was informal, with DelDOT and WRA staff making observations and generating discussion. After the walk, the group convened at the Community Center and had a summary discussion on the observations with other members of the Claymont Coalition.

Comments and Observations:

@ 495 Southbound Exit Ramp

The group observed a high percentage of right-turning motorists rolling through the STOP sign at the end of the ramp. There seemed to be agreement with the idea for southbound ramp re-configuration. The potential solution would involve widening the throat of the left-turn ramp and redirecting right turns onto the left-turn ramp where they would then stop at a T-intersection.

@ Myrtle and Darley

There is significant pedestrian activity in the vicinity of Darley. There was general consensus that the pedestrian crossing of Darley @ Philadelphia Pike needs to be improved. A crosswalk and pedestrian signals are needed across the west leg of the intersection. Pedestrians walking south cannot see traffic coming on Darley. If the north side curb is extended, it could improve that visibility.

Signage may be needed on Darley to advise of left turn lane.

At the public workshop held on April 18, a resident mentioned that southbound traffic making a left turn onto Myrtle will often cut through the Exxon station to avoid waiting to turn left at the intersection. A potential solution would be to restripe the Pike to create a signalized left-turn lane. Concern was expressed by some of those present over the loss of the shoulder that might be required to provide for a left turn lane at Myrtle. This would move traffic on the Pike closer to pedestrians using the sidewalk.

Pedestrians walk from Knollwood to Claymont along a footpath between the Episcopal Church and 495. Children were also observed riding bikes along the path.

@ Governor Printz

Many comments and observations were made @ Governor Printz.

Observations were made about the pedestrian crossing of Governor Printz, which is very long. The distances between various elements of the intersection appear to be out of proportion. There is no refuge area for pedestrians if they do not make it across in time. Cars coming from Governor Printz were observed. Because of the topography and the distance, cars stopped at the stop bar are not able to see people in the crosswalk on the north side of intersection, particularly where the handicapped ramp is located. None of the cars leaving Governor Printz to go north on the Pike were using approximately 10 feet of the right lane. Geometrics @ Governor Printz will be checked by WR&A to determine if the turning radius on both corners can be reduced and whether the median can be widened. These two measures could significantly reduce the pedestrian crossing distance.

An observation was made that that cars on the Pike waiting in the left turn lane to go onto Printz interfere with south bound through vehicle movements A potential solution would be to restripe the current lane transition to move it farther south; however, this could move it too close to Franklin Avenue, where a southbound car had to wait on the Pike to turn right because another car was exiting Franklin Ave

@ Manor

Observations: On the southeast corner of the Pike @ Manor an unusual sign exists indicating “Illegal to Turn on Red at Manor”. DelDOT staff agreed to check into the reason for the sign.

An unusual ramp exists along the east side of the Pike in front of Archmere Academy (just north of Manor). It appears to be newly installed and leads into the road.

A sign indicating “Weight Limit 10 Tons Ahead” is posted along the Pike in front of Archmere. It was unclear why such a sign might be posted.

Two options to provide additional parking for the Post Office were mentioned. One would be at a vacant parking lot on the Claymont Gardens Apartments property south of the Post Office. (George Losse said that the property owner is considering developing that parcel.) The other option mentioned was to consider a lot in the area between Getty and Wawa across from the Post Office. It was noted that this area is narrow and has not north outlet.

It was suggested that mailboxes currently located along the Pike be relocated.

Mr. Losse indicated that the property owner on the west side of the Pike opposite Manor is willing to participate in the Renaissance.

On Myrtle Avenue

It was observed that there is currently no pedestrian path between the station and the Pike along Myrtle. The idea of building a pedestrian connection along the Archmere Academy, fence has been raised. It would require that the fence be relocated and property acquired. The presence of a drainage ditch and utility poles between the edge of road and the fence were noted as further complicating the provision of a path. On the I-495 bridge a sidewalk is provided on the north side, opposite Archmere. A sidewalk is provided at the station.

@ 495 Interchange with Pike

Questions were asked whether any landscaping could be provided in the area between ramps. Landscaping will be addressed in the Transportation Plan Alternatives to be presented at the next public workshop.

A southbound bicyclist was observed on the sidewalk. He was unable to fit along the sidewalk under the railroad overpass north of 495, where bridge columns are located close to the sidewalk. He had to move into the travel lane of the Pike to continue his trip.

General Summary comments/observations made after the Field Walk

- Sidewalk widths vary.
- Curb types differ from barrier type to mountable curbs. It is not clear why transitions are made from one to the other.
- Gateway treatments would be appropriate at both 495 and at the Governor Printz approaches to the corridor.
- Tom Hannan summarized his observations and asked for input.
- Tom Comitta shared his observations from the field walk. More buildings and trees close to street will improve Main Street feel. Trees can be a short term improvement, while new development is a long term improvement. Comitta showed examples of streetscaping treatments in Ephrata, PA and Coral Gables, FL. Mr. Hannan responded that streetscaping treatments will be part of the alternatives to be presented at the next public workshop.
- It was noted that there are too many trucks in Claymont. A Goal should be 0% through trucks. Tom Hannan reviewed the proposed effort for data collection on through trucks. It was noted that truck volumes are approximately 4-5% of total traffic, which is not high for this type of roadway in Delaware.
- It was noted that signs on 495 and internet mapping services may confuse people by citing them to the Claymont portion of US 13 when they may actually be destined for the section of US 13 south of Wilmington. A question was raised as to whether the Route 13 designation can be eliminated or if all of Route 13 in Claymont can be designated as Business 13. It was thought that the business designation would be a deterrent to though trucks and other through traffic.. DelDOT staff will investigate the implications of these suggestions.

At the conclusion of the meeting, a discussion followed with Bobbi Britton on how to accommodate the East Coast Greenway within the Claymont Transportation improvements. Ms. Britton emphasized the

need for the Greenway to be a separate pathway, not a bike lane. She said there are no design criteria established yet for the Greenway. She said that Urban Engineers is the firm working on other portions of the Greenway, but the treatment of the portion from Pa State line to Governor. Printz Boulevard is to be determined as part of the Claymont Transportation Plan.

There was discussion about the legality of bikes on sidewalks and the desire in Claymont to have outdoor cafes etc… DelDOT and WR&A agreed to further assess how the Greenway might be accommodated and to look into the wording of the Delaware Code regarding bicycles on sidewalks.

DelDOT will meet with Philadelphia Pike business owners to discuss potential impacts of turn lanes and median concepts. DelDOT will also establish a working group for development of plan alternatives. Concepts will be presented at the August meeting of the Claymont Coalition, and. a second public workshop will be scheduled in September.

Notes prepared by Christine Wells

Appendix #5

Agenda - Working Group Meeting

Working Group Meeting Summary

Conceptual Alternatives Matrix/ Four Options

September 16, 2002

Claymont Transportation Plan
Working Group

September 16, 2002

Agenda

5:00 - 5:30 Welcome

Introductions

Purpose of Group

Review of Four (4) Plan Options

5:30 - 6:30 Smaller Discussion Groups

Discuss Options to Recommend to Renaissance Committee

Identify Issues and Opportunities for Further Analysis and Discussion at Next Working Group Meeting

6:30 - 7:00 Summary and Review of Small Group Discussions

Recommendation to Renaissance Committee

Wrap-up and Review Next Steps

DelDOT
Delaware Department of Transportation

Claymont Transportation Plan
Working Group Meeting Summary

Date: September 18, 2002

Meeting Date: Monday, September 16, 2002

Time: 5:00 PM

Location: Claymont Community Center

Working Group Members in Attendance:

Bobbi Britton	East Coast Greenways
Don Carbaugh	Delaware Bicycle Council
Tom Comitta	Comitta Associates, Inc.
Tom DiCristofaro	Claymont Fire Company
Ray Hester	Darley Society
Emily Knearl	New Castle County Council
Dawn Lamb	Claymont Business Owners' Association
Greg Lavelle	State Representative
Donna Lewis	Claymont Stone School
Chris McEvilly	Preservation Delaware, Inc.
Rita Nelson	Church of the Assumption
Martha Schiek	Claymont Historical Society
Jane Scott	Office of Senator Joe Biden
Bill Smith	Gwinhurst Civic Association
Bob Valihura	State Representative
Bob Weiner	New Castle County Council
Adam Wojtelwicz	Archmere Academy

Others in Attendance:

Frank Brevoort	Princeton Apartments
Patt Cannon	Centreville
Carol Cerkis	Individual
Dan Harkins	RPCA
Frank Kollins	Claymont Community Coalition
George Losse'	Claymont Community Coalition
Pat McCarthy	Individual
Mary Modesti	Radnor Green Civic Association
Carolyn ?	Claymont Historical Society

Staff:

Joe Cantalupo	Delaware Department of Transportation
Bruce Allen	Delaware Department of Transportation
Gary Laing	Delaware Department of Transportation
Tom Hannan	Whitman, Requardt and Associates, LLP
Christine Wells	Whitman, Requardt and Associates, LLP
Mark Roberts	Whitman, Requardt and Associates, LLP

This was the first meeting of the **Transportation Plan Working Group**. An agenda was distributed along with handouts covering the Purposes, Expectations, and Ground Rules for the Working Group; the dates and goals for each of the three Working Group Meetings; and a list of the people invited to participate in the Working Group with their affiliation. Also distributed was a table that listed the advantages and disadvantages of each of the four transportation plan options to be discussed.

It was noted that the November meeting date on the handout was incorrect. The November meeting will be Monday, November 18th at 5:00 PM.

Display boards were presented showing a typical cross section for each of the four transportation plan options, the Ground Rules for the Working Group, and the proposed options for pedestrian connections to the Claymont Train Station.

Mr. Cantalupo welcomed everyone and everyone introduced themselves. He reviewed the purpose of the Working Group and the Rules of the Group. It was noted that George Losse should be listed as a Working Group member.

Ms. Wells reviewed the features common to all four plan options and then identified the unique features in each plan. She referred to the handout on advantages and disadvantages of each option. **The following questions and comments were posed:**

– Will the plan graphics be put on the DelDOT website? Answer: DelDOT will determine whether the project graphics can be shown (typical cross-sections suggested).

– What are the property impacts of the options? Answer: Options 1 and 4 generally stay within the existing 80' right-of-way; Options 2 and 3 exceed the 80' right-of-way, both would have linear impacts all along the corridor. Option 2 is 85' wide and Option 3 is 91' wide.

A suggestion was made for Working Group members to visit places where similar conditions and features exist. It is difficult to understand the full impacts of the Claymont options by looking at two-dimensional graphics. People were encouraged to visit Elsmere, Centreville, and Greenville to consider how those improvements might look in Claymont. A request was made for DelDOT to have photographs taken of these places and others to show at the next meeting.

Mr. Comitta asked what the overarching objectives of transportation plan were? Answer: The Plan is intended to support the Claymont Renaissance Plan while meeting a number of different transportation and mobility objectives that are reflected in the plan advantages/disadvantages summary distributed at this meeting.

Two smaller groups were formed. Ms. Wells and Mr. Hannan facilitated discussion of the four options in the smaller groups and noted the following questions/comments.

A concern was expressed that in Option 4, buses will be stopping in the single travel lane and will stop all traffic.

Mr. Wojtelwicz noted that Archmere Academy is undertaking a master plan. Some new vehicular access points are under consideration (along Myrtle and using the front gated entrance

to the Priory). He noted that large numbers of cars arrive at the school in the morning and afternoon (600-700) and stated his concerns about the lane reductions shown in Option 4. He thinks there should be more space for cars turning left from the southbound SB Pike to go into the school at Manor. He also thinks that the proposed new trees are not needed in front of Archmere since large trees exist on the property.

A comment was made that fire trucks will have difficulty responding with only a single lane in each direction. Friday night was noted as a particularly congested time for fire trucks.

Councilman Weiner suggested that DelDOT's Team talk with the people in the Pennsylvania towns where Tom Comitta had developed streetscaping improvement plans regarding their experiences with fire/emergency vehicle response once the lane reductions occurred.

Councilman Weiner noted that every effort will be made in developing the final plan to minimize negative impacts to businesses.

A suggestion was made to use the extra grass buffer space on the west side of the Pike near the Renaissance area for a wider sidewalk. The wide median may also be better in this area and may allow for more on-street parking for businesses that may front on the Pike in the future.

Question: How many on-street parking spaces are provided per option? Answer: A count will be provided at the next meeting.

There was general concern about how well trucks can turn with the raised median options.

There was discussion about how wide the median needs to be to support a tree. Ms. McEvilly noted that recently DelDOT had a project in Greenville where trees were placed in 6' medians. If that can work in Claymont too Options 3 can be dropped. Option 3 differs form Option 2 in the width of median, which was made a minimum of ten feet wide based on several landscape architects who indicated that 10 feet is minimum needed to support a tree in the median. WR&A will look further into the minimal requirements for median trees and what the conditions were in the Greenville project.

Several people suggested that different treatment options for the street might work for different segments. Manor Ave is a good breakpoint because of narrow block to the south. Mr. Comitta suggested that on-street parking be maximized between Darley and Governor Printz.

Question: Has it been determined whether any new traffic signals are needed? Answer: None are recommended at this time.

Someone commented that US 13 – Governor Printz serves as emergency access when I-495 shuts down. (There is a gate in the fence separating Governor Printz and 495.) As such, reducing capacity at the intersection of Governor Printz should be considered carefully because it needs to accommodate traffic in the event of such an emergency.

With Option 4, an accident that blocks the single through lane would require cars to use the turn lane or parking lanes to get around the blockage.

The close proximity of McComb Drive and Manor Avenue were noted. McComb is anticipated as a main entrance to the Renaissance development. Consideration should be given in the future to realigning McComb with Manor.

There was a concern expressed about the pedestrian traffic that would occur in front of houses with the proposed sidewalk along Darley Road.

Question: What will happen at the southern end of the project limits? Answer: All Options will tie into the existing conditions and lane transitions will be included. It will be up to DelDOT to determine if and when similar plans are developed for the area south of the Claymont Study area.

Question: Will the posted speed limit be changed? Answer: There are no plans to change posted speed limit. It is expected that the lane narrowing, or reductions, and the landscaping and other traffic calming features will help reduce running speed.

It is important to have full access for the United Methodist Church and the Midas shop. The options with the medians do not currently provide full access.

The firehouse needs a depressed median. (All options will provide full access for the fire house.)

Trucks currently park on the Pike while drivers eat at the Burger King and/Boston Market. Question: Will such parking be accommodated in all the options? Answer: The Team will discuss whether that is something that needs to be accommodated and will consider what alternative parking exists for these trucks.

Someone suggested that a roundabout be considered at Commonwealth Avenue and the Pike. Also, there were generally negative sentiments expressed about the current intersection of Commonwealth Avenue and the Pike. Changing the geometrics would present and opportunity for adding green space at Commonwealth Avenue.

There are stone walls in a number of locations along the Pike; for example, walls exist near WRDX and the Holy Rosary Retreat House. More will have to be determined about the locations of the walls and whether or not there might be any impacts to them in the various options.

Option 3 is the widest option and would limit access to the Church of the Ascension.

A question was asked about whether trees in median would cause drivers to notice the median rather than the businesses along the Pike. No one knew if studies have been done to respond to this question.

Question: What would the Level of Service (LOS) be for Option 4? DelDOT and WR&A are still working on that analysis and will have more information at the next meeting.

Mr. Roberts and Mr. Hannan summarized the comments that had been provided in the smaller groups and tried to determine whether there was consensus on which options should be recommended for presentation at the Public Meeting on Oct 7th.

One of the small groups had reached consensus on the elimination of Options 1 and 3. This group thought that the impacts of Option 3 were just too significant, and that there were not enough advantages in Option 1 to recommend that it be studied further.

The other small group had a more qualified recommendation that if Option 2 could be modified to include median trees, they would be comfortable with eliminating Option 3. They did not recommend elimination of Option 1.

Noting that the options would continue to be refined, there was clear consensus to retain and continue to study Options 1 and 4. Staff also agreed to study Option 2 to determine whether median trees could be included without resulting in as much impact as Option 3.

A combination of Options 2 and 4 was suggested, as was Option 4 with additional median islands.

Three Options will be recommended to the Renaissance Committee on Thursday for presenting at the October 7 Public Meeting. Option 1, Option 2 (revised to include a continuous row of median trees, if possible) and Option 4.

Conceptual Alternatives – Claymont Transportation Plan

Option	Description	Advantages	Disadvantages
#1	**Continuous Center Left Turn Lane Option**		
	14' wide center left turn lane	• Maintains complete vehicular access to all properties along Pike • Improves safety and through capacity by providing a place for vehicles to turn left into and out of side streets and driveways • Reduction in rear end accidents likely	• Potential for increase in head on collisions • Some motorists will use the center lane as a passing lane • No pedestrian refuge when crossing Pike
	4 travel lanes	• Improves through lane capacity	
	11' lane widths	• Provides traffic calming benefits • Reduces pedestrian crossing width by 4' (as compared to 12' lanes)	
	5' bike lanes - both sides	• Continuous bike lanes • Separates bicycle traffic from through traffic	
	5' sidewalks - both sides	• Continuous sidewalks	
	Crosswalks at all signalized intersections	• More visible pedestrian crossings	
	Total width = 79'4"	• Stays within 80' right of way • Least impacts to adjacent properties	• Wide expanse of pavement along Pike allows little area for aesthetic treatments
#2	**Landscaped Median Option**		
	16' median + 4' curbs and offsets Left turn bays in selected locations	• Provides pedestrian refuge when crossing Pike • Left turns possible at all road intersections and at many major driveways • Left turning vehicles will use turn bays and will not impede through traffic • Reduces conflicts at intersections without median openings • Median landscaping gives aesthetic relief to wide expanse of pavement	• Some left turns prohibited by median, right-in right-out only for some properties • Increase in U turns likely • Concentrates left turns and U turns at median openings • Ground cover or shrubs with trees (where possible) on median will not create a continuous tree line
	4 travel lanes	• Improves through lane capacity	
	11' lane widths	• Provides traffic calming benefits • Reduces pedestrian crossing width by 4' (as compared to 4 -12' lanes)	
	5' bike lanes - both sides	• Continuous bike lanes	
	5' sidewalks - both sides Crosswalks at all signalized intersections	• Continuous sidewalks	
	Total width = 85'4"		• Exceeds 80' right of way and has impacts to adjacent properties
#3	**Maximum Landscaped Median Option**		
	22' median + 4'curbs and offsets Left turn bays in selected locations	• Wide median gives significant aesthetic relief to wide expanse of pavement • Tree line can be established in median • Provides pedestrian refuge when crossing Pike • Left turns possible at all road intersections and at many major driveways • Left turning vehicles will use turn bays and will not impede through traffic • Reduction in rear end accidents likely • Reduces conflicts at intersections without median openings	• Some left turns prohibited by median, right in right out only for some properties • Increase in U turns likely • Concentrates left turns and U turns at median openings
	4 travel lanes	• Improved through capacity provided by left turn bays	
	11' lane widths	• Provides traffic calming benefits • Reduces pedestrian crossing width by 4' (as compared to 4 - 12' lanes)	
	5' bike lanes – both sides	• Continuous bike lanes • Separates bicycle traffic from through traffic	
	5' sidewalks – both sides Crosswalks at all signalized intersections	• Continuous sidewalks	
	On-street parking in selected locations	• Provides on street parking where off street parking is inadequate	
	Total width = 91'4"		• Most impacts to adjacent properties
#4	**Enhanced Pedestrian Option**		
	14' Center Left Turn lane	• Maintains complete vehicular access to all properties along the Pike • Improves safety and through capacity by providing a place for vehicles to turn left into and out of side streets and driveways • A reduction in rear end accidents likely	• Potential for increase in head on collisions • Potential hazard for head on collisions • Some motorists will use center lane as passing lane • No pedestrian refuge when crossing Pike
	2 travel lanes	• A reduction in side swipe accidents is likely	
	12' lane widths	• Maintains current lane width	• Reduces through lane capacity
	5' wide bike lanes - both sides	• Continuous bike lanes • Separates bicycle traffic from through traffic	
	5' wide sidewalks - both sides with landscaped buffer ranging from 3'- 11' wide	• Continuous sidewalks • Buffer created between pedestrians and vehicles • Landscaped buffer provides aesthetic relief • Trees provide shade for pedestrians	• Trees may affect visibility of businesses and/or signs
	On-street parking maximized	• Provides on street parking where possible	
	Crosswalks at all signalized intersections	• Bump-outs reduce crossing distance for pedestrians	
	Total width = 80'	• Tree line created on each side of Pike • Stays within 80' right of way • Least impacts to adjacent properties	

Appendix #6

Agenda - Working Group Meeting

Working Group Meeting Summary

October 14, 2002

Claymont Transportation Plan
Working Group

October 14, 2002
5:00 PM - 7:00 PM

<u>Agenda</u>

5:00 PM	**Welcome**	**Joe Cantalupo, DelDOT**
5:10	**Review/Discussion:**	**Chris Wells, WR&A**

- Revisions Made to Options Since the September Working Group Meeting
- Comments Received at the Oct 7th Public Workshop
- Locations of Special Focus

5:40	**Examples from Elsewhere in Delaware**	**Bruce Allen, DelDOT**
6:00	**Areas of Continued Analysis/Assessment**	
6:15	**Identification/Discussion of Any Major Issues of Concern**	**Chris Wells**
6:30	**Review Next Steps**	**Joe Cantalupo**

- Next Meeting – Monday, November 18th
- Identification of a Preferred Option

DelDOT
Delaware Department of Transportation

Claymont Transportation Plan
Working Group Meeting Summary

Date: October 31, 2002

Meeting Date/Time: October 14, 2002, 5:00 PM

Location: Claymont Community Center

Working Group Members in Attendance:

Bob Weiner	New Castle County Council
Martha Schiek	Claymont Historical Society
Dawn Lamb	Claymont Business Owners' Association
Tom DiCristofaro	Claymont Fire Company
Rita Nelson	Church of the Ascension
Don Carbaugh	Delaware Bicycle Council
Tom Comitta	Comitta Associates, Inc.
Greg Lavelle	State Representative
Donna Lewis	Claymont Stone School
George Losse'	Claymont Community Coalition

Others in Attendance:

Mary Modesti	Radnor Green Civic Association
Frank Kollin	Claymont Community Coalition
Babak Golgolab	Claymont Village
Joe Zebleckes	Holy Rosary
Anita Sterling	
Willie Pollins	
David Mengers	RGCA

Emily Knearl had notified WR&A earlier to indicate that she would not be able to attend the meeting.

Staff:

Joe Cantalupo	Delaware Department of Transportation
Bruce Allen	Delaware Department of Transportation
Christine Wells	Whitman, Requardt and Associates, LLP
Mark Roberts	Whitman, Requardt and Associates, LLP

Attendees were provided with an agenda and an updated copy of the table showing the Advantages and Disadvantages of Options #1, # 2 (Revised), and # 4.

Meeting notes from the September 16th Working Group meeting were sent out earlier by e-mail and copies were also provided to those who needed them. Large copies of the plan concepts were hung around the room and a board showing the cross section for each concept was on display.

DelDOT
Delaware Department of Transportation

Mr. Joe Cantalupo welcomed everyone and asked that all persons present introduce themselves. He asked if there were any comments before getting underway with the meeting agenda.

Mr. Weiner commended DelDOT for the work on this project.

Mr. Comitta explained why he was silent at the Public Workshop and chose not to respond to Mr. Conick's criticism of the Manayunk, PA project which he had worked on. He did not think the Claymont Workshop was the appropriate time or place to debate the merits of the other project.

Ms. Wells reviewed the revisions that had been made to the Options since the September 16th Working Group meeting. She noted that some of the revisions were reflected in the concepts shown at the October 7th Public Workshop. She used the large, hanging plans to review the revisions that had been made to the Options.

Option # 1: Continuous Left Turn Lane Option

The total proposed corridor width is 79'4".

Trees are now shown in the few locations where landscaped median is provided (# trees - 45).

Changes have been made to driveway entrances where issues had been noted.

Amount of on-street parking shown on this Option is 29 parking spaces.

She noted that the following changes have been made in all 3 Options:

- Three special focus areas are shown in all the Options and were described:
    1. At Commonwealth (access off Commonwealth for both businesses and a change in median break location; the veterans monument is noted).
    2. At Governor Printz (wider, extended median, southeast corner changes eliminated, resulting in a shorter crossing distance for pedestrians and pedestrian refuge.
    3. At the interchange of Philadelphia Pike & I-495, area where southbound ramp exists where pavement would be removed is shown in green.
- The potential for a relocated McComb Drive is shown (should be Boulevard).
- All bus stops have been reviewed to determine whether there is area for a potential future passenger shelter.

Option # 2 Landscaped Median Option Revised

She noted that Option 2 Revised replaces the previous Option 3 and previous Option 2.

The total proposed corridor width is 86'8". This is less than the 91'4" shown previously with Option 3 and more than the 85'4" shown for Option 2. The intent of this Option is to provide for a tree line along all parts of the median. 140 trees are proposed.

The median width has been revised and is comprised of: 8' landscaped area, 1'4" for curbs, and 10' left turn pocket = 19'4" (this equals minimum for a tree as per DelDOT's Greenville project).

An alternative to the median is shown in vicinity of Princeton Avenue where the landscaped median is replaced with a center left turn lane. She noted that this Alternative reduces the total number of trees by 5 in Option #2, making it 135 trees.

Changes were made to driveway entrances where issues had been noted.

She noted again the changes (listed above) that had been made in all 3 Options:

- A depressed median is shown at Fire Company and for certain businesses where it had been noted that unique circumstances exist (a True Value hardware store).
- Amount of on-street parking shown on this Option is 29 spaces with turn lane alternative at Princeton there would be fewer trees (5 less).

Option #4 Enhanced Pedestrian Concept

The total proposed corridor width is 80'.

Changes made to driveway entrances where issues had been noted.

Trees are shown along both sides where a landscaped buffer is situated between the sidewalk and the bike lane. There are some bumpouts included. 267 trees are proposed in Option 4. There are 87 on street parking spaces provided.

An alternative is proposed in Option #4 to maximize on street parking in the Claymont Renaissance area from Seminole to Manor. This alternative results in same number of tree but they would likely be smaller trees and results in 52 additional parking spaces.

She reviewed the changes made in all 3 Options as noted above.

Summary of October 7th Public Workshop

Ms Wells discussed the October 7th Public Workshop. She noted there was good attendance with 69 people signed in, approximately half of whom stayed for the 6 PM presentation. She reviewed the written comments received at the Public Workshop.

Speed was identified as major transportation problem.

Most people did not indicate preference for an Option. 6 people identified a preference 3 preferred Option 2 (revised) and 3 preferred Option 4.

Parking and traffic congestion were both noted as a concern with the Options.

Ms Wells reviewed the general written comments that were made on the comment cards:

- Some people expressed the opinion that center turn lanes are dangerous and others urged for more turn lanes.
- A suggestion was made for preparation of a coordinated on- and off-street parking plan.
- It was noted that access for tractor-trailer deliveries to businesses is important.
- Comments were made about a bus stop adjustment on Darley Road.
- A suggestion was made for more rail service and for ferry service along the River.
- A question was asked about whether bike lanes could be moved adjacent to sidewalks to make space for more parking.
- Someone expressed appreciation at having the opportunity to comment.
- It was noted that it is important to protect the veteran's monuments.
- A question was asked if there is a way to divert traffic out of Claymont by providing a new interchange @ I-95 & Harvey Road or at I-95 & Governor Printz?
- Someone seeks for the project to incorporate evacuation signs for emergency situations.
- A suggestion was made to use shrubs vs. trees for better visibility and the safety of children.
- A concern was expressed about businesses moving out of Claymont if less traffic results from the implementation of the plan.

Examples from elsewhere in Delaware

Bruce Allen handed out several pages of photographs showing sidewalk treatments, streetscaping, median treatments, pedestrian crossings, and gateway signs from different areas in Delaware. It was noted that these were examples for Working Group members to think about. He noted that the goal for the Working Group now is to identify a preferred plan concept and that in the future, when DelDOT is closer to project implementation, it would be good to reconvene this Working Group to help make the recommendations for pavement treatments, median treatments and types of trees and shrubs.

Discussion

The following comments were made about Option 2 Revised:

- A left-turn access across the median is needed for the Sunoco.
- It was noted that if some businesses have full access across the median and others don't, those with full access would be at a competitive advantage.
- The Church of the Ascension needs left turn access across the median for its entrance.
- Can the median width be reduced to minimize the right of way impacts?
- Mr. Comitta noted that Option 2 Revised is like a parkway.

A question was asked whether there is a need for a park & ride lot for transit bus riders. Ms. Wells said no need for that had been mentioned by DTC or others.

Concern was expressed that a paved median might cause pedestrians to walk along it which could be dangerous. A landscaped median would avoid this.

Mr. Comitta thinks that there ought to be different "character zones" within the study corridor where features might vary. He also noted the importance of on-street parking to the success of the redevelopment of the Renaissance area.

A comment was made that there needs to be a full study of on- and off-street parking needs in the corridor. Ms. Wells noted that this would be a big effort and is beyond the scope of the project now underway. Mr. Weiner suggested that David Wilk and Robert Kaplan of Streuver Bros., Eccles and Rouse be invited to talk to the Working Group about the importance of on-street parking to potential future developers and businesses locating in the Claymont Renaissance area. Mr. Cantalupo noted that a plan focused on maximizing parking would be very different than what DelDOT has been trying to achieve by maximizing pedestrian and bicycle access and improving the aesthetics of the corridor.

Mr. Cantalupo said that if the future land use in the Renaissance area is to be the main determinant in selecting the transportation features that the corridor should have, then consideration should be given to holding off on the selection of a preferred transportation plan concept for Claymont until more is known about the future land use.

Comments were made about the use of existing alleys as part of the transportation network. Some people spoke in favor of using alleys this way and others objected to the use of existing alleys for increased traffic.

Mr. Weiner noted that New Castle County's Land Use Department will be undertaking a series of Village plans for Claymont, Centreville, Hockessin, and Stanton. Ms Wells

suggested that parking study and the alley study be considered by New Castle County as part of the village planning effort to be undertaken.

Areas for Continued Analysis

The assumptions made in developing on street parking will be documented so that the Working Group is clear about where on street parking is shown.

It was noted that more traffic data will be collected to update information. Additional analysis will also allow for better review of the impacts of lane reduction on traffic congestion. It was noted that the preliminary Level of Service Traffic analysis which used existing traffic conditions shows LOS A, B, and C (good conditions) would result at intersections with this 2 lane option. Further analysis will also take into account the projected future traffic condition based on the idealized build out in the Renaissance Area. Mr. Allen noted that traffic simulation software can be used to show the community how the traffic will flow under the various Options.

Traffic flow during peak times at Archmere Academy and at Holy Rosary School will be more thoroughly analyzed in response to concerns raised.

More analysis will be undertaken to understand the concerns about Friday evening congestion in Claymont.

Further traffic analysis and modeling will allow DelDOT and WR&A to identify future traffic conditions assuming the idealized build out of the Renaissance area. At the next Working Group meeting WR&A will provide estimates of travel time through the corridor for each Option. Further analysis will also help to determine where the transition could be between a 2-lane segment of the corridor and a 4-lane segment along the Pike. This will assist in development of a “hybrid” option if desired that could include some features from different concepts.

After the discussion it was noted that it may be necessary to reschedule the next working group meeting in order to respond to the various comments and for DelDOT and WR&A to complete the additional traffic data collection and analysis needed.

Working Group members will be notified of any changes to the meeting date.

Appendix #7

Agenda - Working Group Meeting

Traffic Analysis Key Assumptions Handout

Working Group Meeting Summary

Comparison Matrix/Three Options

December 4, 2002

Claymont Transportation Plan

December 4, 2002
5:00 PM - 7:00 PM

Working Group Meeting Agenda

5:00 PM **Welcome** **Joe Cantalupo, DelDOT**

Goals for this meeting:

Review and develop understanding of the characteristics and impacts of each of the three Plan Options.

Determine if there is Working Group consensus on one of the Options. If not, identify the plan features on which there is consensus so that they can be incorporated into a hybrid plan.

Review of Work Completed Since Last Meeting

Traffic Data Collection	Tom Hannan, WR&A
Traffic Analysis Results	Tom Hannan, WR&A
Other Meetings	Chris Wells, WR&A
Claymont Renaissance Meetings	Bruce Allen, DelDOT

Review and Discussion of Characteristics
Comparison Matrix: Review Contents of Matrix

Issues for Consideration:

- Lanes
  Feasible transitions
  Rationale for transitions

- Medians
  Implications of median or median breaks
  Need for indication of business community support

- On-street parking
  Balancing desire for parking with other mobility needs

- Aesthetics/Landscaping
  Aesthetics as visible indicator of community
  Gateway opportunities

Determine Areas of Consensus
Number of Lanes
Median/median breaks
Level of emphasis to be given to parking

Review next Steps **Joe Cantalupo**
Dialogue with Businesses
Next Meeting/Next Public Workshop

11/26/02
Claymont Transportation Plan
Traffic Analyses

Key Assumptions

WR&A has conducted a traffic analyses of the three proposed transportation plan options with the Claymont Renaissance Plan's idealized buildout scenario. The three options that have been analyzed are those that were presented at the Working Group meeting of October 14, 2002 and include:

Option #1	Continuous Center left turn lane Option (4 through lanes)
Option # 2 (Revised)	Landscaped Median Option (4 through lanes)
Option # 4	Enhanced Pedestrian Option (2 through lanes and a center left turn lane)

Capacity analyses were performed along Philadelphia Pike from Rolling Road to the I-495 Interchange for the PM peak hour

Traffic Volumes

- Existing traffic volumes are based on recent intersection turning movement counts (Spring/Fall 2002)

- Regional growth percentages are based on DelDOT's 2025 Travel Demand Model

Location	Percent Change
Philadelphia Pike – North of Governor Printz	+7%
Philadelphia Pike – South of Governor Printz	+6%
Governor Printz	+24%
Darley Road	+4%
Harvey Road	+1%

- Trip generation for Idealized Build-Out

  - Idealized Buildout Land Use Mix (as per ZHA Market and Development Feasibility Analysis)

    63,800 square feet of retail uses
    15,200 square feet of restaurant use
    63,800 office/apartments
    267 Apartment Units

  - Net Increase in Trips = Idealized Build-Out trips minus Existing Development trips (see attached table)

  - Assumes 25% of Brookview apartments (150 units) will be removed.

  Assumes that approximately 50% of the trips along Philadelphia Pike generated by the commercial portion of idealized build-out will use McComb Boulevard, because it will be the primary access point to the Idealized Build-Out development site. The remaining traffic will use unsignalized driveways on Philadelphia Pike, existing driveways on Darley Road and Bayard Drive.

- Trip Distribution for the Idealized Build-Out was estimated based on link ADTs per DelDOT's Traffic Summary

- 25% To/From Harvey Road
- 15% To/From Darley Road
- 30% To/From Philadelphia Pike/I-495 North
- 30% To/From Philadelphia Pike South

- 2025 Traffic Volumes = Existing Volumes + Regional Growth + Net Increase in Trips

Roadway Geometry/Lane Configurations

- Future scenarios assume that McComb Boulevard will be relocated opposite Manor Avenue, at one signalized intersection. A shared left/thru and separate right-turn lane will be provided on the McComb Boulevard approach to Philadelphia Pike.

- Recent safety improvements implemented at the Harvey Road intersection are included in the existing conditions analyses.

Signal Timing/Phasing

- Philadelphia Pike operates with a coordinated signal system with a 120 second cycle length during peak periods for existing conditions and all future scenarios.

- Signal timing and phasing for existing conditions were provided by DelDOT Traffic. Signal timings for future scenarios were adjusted based on changes in future traffic demands. LOS at certain intersections could be improved by "optimization" (i.e. at McComb Boulevard/Manor Avenue); however, this will result in potentially intolerable delays for side streets.

- Under existing conditions, there are exclusive pedestrian phases across all legs of all intersections except for the Darley Road/Myrtle Avenue intersection. For future scenarios, exclusive pedestrian phases are also assumed across all legs of the Darley Road/Myrtle Avenue intersection. Pedestrian phase times have been adjusted based on reduced crossing widths, where appropriate, for the various options.

- Future scenarios assume permitted/protected left-turn phasing for all signalized Philadelphia Pike left-turns (consistent with existing conditions).

- Split side-street phasing is assumed at Darley Road/Myrtle Avenue for future scenarios due to the offset of Darley Road and Myrtle Avenue.

- Split phasing is assumed at McComb Boulevard/Manor Avenue for future scenarios. This assumption significantly affects level of service. Widening the Manor Ave approach to permit right-turns to enter Philadelphia Pike on red would improve LOS at this intersection; however, due to property impacts, this may not be feasible. Archmere Academy's plan to establish a new driveway connection to Myrtle Avenue would likely divert some of the north bound traffic from Manor to Myrtle Avenue. This is the most significant side street movement on Manor Avenue in the PM peak. Should Archmere's new driveway be established it would likely improve LOS at the Manor Avenue/McComb Boulevard intersection.

Claymont Transportation Plan
Working Group Meeting Summary

Date: January 22, 2003

Meeting Date/Time: December 4, 2002
5:00 PM

Location: Claymont Community Center

Working Group Members in Attendance:

Bobbi Britton	East Coast Greenways
Tom Comitta	Comitta Associates, Inc.
Tom DiCristofaro	Claymont Fire Company
Ray Hester	Darley Society
Dawn Lamb	Claymont Business Owners' Association
Greg Lavelle	State Representative
Chris McEvilly	Preservation Delaware, Inc.
Adam Wojtelwicz	Archmere Academy
Michael Bennett for Charles Baker	New Castle County Department of Land Use
David Ennis	State Representative
Greg Lavelle	State Representative
Ted Matley	WILMAPCO
David Ames	University of Delaware
George Losse'	Claymont Community Coalition

Others in Attendance:

Mary Modesti	Radnor Green Civic Association
Frank Kolling	Claymont Community Coalition
Babak Golgolab	Claymont Village
Joe Zebelekes	Holy Rosary
Dianna Mescher	New Castle County Council Staff
Davis Mengers	RGCA
Patt Cannon	Centreville
Howard Sheldon	
Margaret Lawson	
Willie Pollins	
Lauren Coughlin	

Staff:

Joe Cantalupo	Delaware Department of Transportation
Bruce Allen	Delaware Department of Transportation
Tom Hannan	Whitman, Requardt and Associates, LLP
Christine Wells	Whitman, Requardt and Associates, LLP
Mark Roberts	Whitman, Requardt and Associates, LLP

Mr. Cantalupo welcomed everyone on behalf of DelDOT and all persons present introduced themselves. People were asked to sign the attendance sheet and to take a copy of the meeting agenda. A handout titled "Comparison Matrix" was provided to attendees. It was noted that the

summary from the last Working Group meeting had been sent by e-mail to members and some copies were also distributed here.

Traffic Analysis

Mr. Hannan discussed the traffic analysis that has been completed since the last meeting. He made the following points:

- Additional traffic data has been collected and analyzed and signal-timing information for Philadelphia Pike signals was obtained from DelDOT.

- Fieldwork has been conducted to document current travel times along Philadelphia Pike.

- The PM "rush hour" (peak period) has the highest amount of traffic and has been used for this analysis.

- Current traffic volumes were modeled and the data are shown on the Comparison Matrix that has been distributed. The column entitled Existing Philadelphia Pike provides the current traffic conditions.

- By 2025, overall traffic growth in the corridor is expected to be in the range of 6-7%.

- The Synchro traffic model was used to model future traffic conditions (for year 2025).

- Intersection Levels of Service (LOS) are used to measure the delay experienced by motorists. (Measures are given from LOS A-F with A being no congestion and F being stop-and-go conditions.) As the intersection delay increases the LOS declines.

- In the Comparison Matrix, the Intersection LOS for four key intersections along Philadelphia Pike within the study area are shown. The matrix compares the LOS between the Existing Conditions and future conditions anticipated with Options #1, #2 (revised), and # 4.

- The analysis has assumed that an exclusive pedestrian phase will exist at each traffic signal where it does today and be added to the Darley Road intersection. This phase means that all traffic is halted when a pedestrian activates the pedestrian signal in order to cross Philadelphia Pike. Mr. Hannan noted that this type of signal phase is optimal for pedestrians but increases vehicular travel time.

- It was noted that the 2025-traffic modeling exercise assumes the "idealized buildout" as proposed in the Claymont Renaissance Plan.

Other Meetings

Ms. Wells noted the other project meetings that have been held through the course of the study.

- A meeting was held with Archmere Academy to review the Options and the Academy's campus plan. Mr. Wojtelwicz has expressed concerns on behalf of the Academy about the congestion impacts and school traffic delays resulting from Option #4.

- A meeting was held with representatives of the Holy Rosary Church/School. The Claymont Transportation Plan Options were explained to the School representatives and the traffic patterns of the school were explained to DelDOT. DelDOT staff observed the traffic operations during school dismissal and were made aware of the on site traffic flow and safety issues. Holy Rosary has five driveways along Philadelphia Pike. There was discussion about the potential for reduction of driveways and whether inter-parcel connectors might be part of a solution to Holy Rosary's traffic issues. The representatives of Holy Rosary indicated that they would not want on street parking provided in front of the church or school for reasons of safety.

- Ms. Wells reminded the Working Group that DelDOT held a meeting in July with businesspersons although the turnout was low. She said that DelDOT intends to hold another meeting with businesses to present the plan and to get feedback. Dawn Lamb of the Claymont Business Association has indicated that the Transportation Plan could be presented at the January meeting of the business association. DelDOT will work out the details of this meeting.

- A meeting with Tom Comitta, Councilman Weiner, David Wilk and Streuver Bros. (developers interested in Claymont) had been set but was cancelled. The intended purpose of the meeting was to review the traffic modeling results of the Options and to solicit their comments on the implications of the traffic modeling results on the Renaissance Plan implementation. Ms. Wells said that the meeting will be rescheduled.

<u>Questions and comments that occurred throughout the meeting are summarized below</u>:

- Question: When does the New Castle County Uniform Development Code require a traffic impact study? Answer: In a developed area like Claymont, it is when a LOS D is reached.

- Question: What is the difference in delay time between different levels of service? Answer: Approximately 20 seconds.

- Can the LOS be shown for future "no build" conditions as a comparison? Answer: Yes it can be shown.

- A concern was expressed that the additional delay anticipated at Darley Road in the future would result in more horn honking (which is undesirable).

- It was suggested that the transportation plan graphics depict the Renaissance Plan concept. Response: The Renaissance Plan is conceptual so the details of the site plan are not yet determined. The Renaissance area can be labeled for clarification. The Transportation Plan Options show the proposed re-alignment of McComb Boulevard with Manor Avenue which is consistent with the Renaissance Plan. Aligning McComb with the signal at Manor will help to improve traffic flow.

- A concern was expressed about Option #4, the two-lane option, since Philadelphia Pike (US13) is the designated Alternate route for I-495 in emergency situations. The concern was whether two lanes could accommodate the emergency traffic conditions. It was suggested that this factor be shown the Comparison Matrix. It was noted that travel time implications

for emergency situations should be a factor for consideration. Mobility implications for emergency situations are a factor shown on the matrix.

- A comment was made that wider sidewalks are needed in the village area to allow for the street cafes that are desired. It was discussed that in Option #4 wider sidewalks may be possible in lieu of the proposed landscaped buffer. Discussion occurred on the potential for building setbacks to be modified by 3- 10' when sites are developed or redeveloped to create more public sidewalk space. It was argued that such setbacks wouldn't violate the village concept and that such variations are seen in other urban places.

- A concern was expressed that some areas of the project have existing steep side slopes, and therefore will have greater impacts with the new road. Response: When slopes and terrain are studied in more detail in the engineering phase of the project, these areas will be known and addressed.

- Comment: There was a concern expressed that the bike lane would be used as passing lane when cars are stopped to turn left. The comment was that although bicyclists would think they are safe in the bike lane they would not be safe when this happens. The width of travel lanes and bike lanes was reviewed. It was asked whether the bike lanes could be provided somewhere else other than on Philadelphia Pike. Moving the bike lanes would create more area for wider sidewalks and would eliminate the safety concern.

  Answer: It is possible that when the Renaissance Redevelopment area is designed, it may accommodate bike lanes or paths. Providing bike lanes on the Pike is desired to encourage bicycling as an alternate mode of transportation. It is DelDOT policy to include bike lanes on new and redesigned roads.

- Concern was expressed that there are no shoulders provided for disabled vehicles to use in any of the options. Answer: The proposed lane widths in combination with the bike lanes and on street parking areas would allow for traffic to get through while accommodating disabled vehicles that are pulled off to the edge of the roadway.

- In order to assure that the community understands how Option # 2 (revised) the Median Option, could be implemented another handout entitled Median Considerations was distributed and reviewed. The handout describes the assumptions made in determining the median break locations shown in Option #2. Mr. Hannan noted that some properties along the Pike will not have left turn access with this Option. He described that in the final engineering stage of the project all property owners along the Pike would be consulted and provided for all who seek it, then the concept of Option #2 with a continual landscaping may be lost and the result may be more like sporadic islands rather than the continual green. The handout refers to a "lenient example" which shows the difference between the concept that has been proposed and the potential result of many median breaks. If Option #2 is selected as the preferred Concept, it will be important for the Working Group to participate in final design to help business owners understand the rationale and intent of the concept.

- There was discussion on shared access driveways. It was noted that as properties are developed or redeveloped there would be opportunities to consider or require shared access. In particular, the Holy Rosary site was discussed as having potential for reducing the number

of driveways accessing the Pike. Mr. Cantalupo noted that when this project is implemented, DelDOT might be able to work with the church on driveway reductions and parcel connectors to improve safety.

- There were comments made about the desirability of busses using bus pullout area in order to load and discharge passengers. In Options #1 and #2, buses will use part of the travel lane and the bike lane at each stop. In Option #4 there would be a need to acquire additional right of way for bus pullout areas to allow for busses to move completely out of the travel lane.

- Discussion occurred on the term "average corridor width" used in the matrix and it was agreed that "typical" corridor width is a more accurate description since in some places the corridor would be wider to accommodate parking.

- Comments were made that the recent changes to the intersection of Harvey Road have made the intersection worse and that delay is longer now.

- A concern was expressed that as a "main" highway the travel time on the Pike should not be reduced in the future. The proposed landscaping was of little interest to the commenter. There was a brief discussion about the Renaissance concept and the desire to create a village atmosphere. A comment was made that Claymont had never had a village atmosphere. The concept of "Thinking Beyond the Pavement" was noted as an effort to design roads within the context of the community for all uses not simply for vehicular travel.

- Reference was made to proposed legislation (blue collar jobs bill) that will provide tax credits to businesses and may support the Renaissance effort in Claymont.

- Mr. DiCristofaro stated that he had tested the proposed changes to the I-495 interchange by taking a fire truck through the proposed left turn. He said the truck could not adequately make the turn without interfering with traffic. He said that the fire company is fully against

- The two-lane option (#4) and that he is thinking of "going above" the Working Group to assure that it is stopped.

- The discussion continued until after 7:00 PM. Some people began to leave. There was discussion about the next steps for this project. It was noted that this Group is to make a recommendation on the preferred Option to the Renaissance Committee which would be taken to another public workshop. Ms. Wells reminded people that the group may choose to reach consensus on features that would comprise an hybrid option that could be presented at the next meeting.

- A comment was made that it is time for the Working Group to take a vote and move on. There were comments made that some people may not be aware of the Renaissance Plan and that these transportation plan options have been developed to be consistent with that plan.

- There were other comments made that most people in the community do not even know about the project and that more effort should be made to get input before any recommendation is made. A suggestion was made by Mr. Ennis to create a video presentation about the plan to take to community association meetings. He thought that elected officials

could come up with funds for a video that could help inform the public about the Renaissance Plan.

Wrap Up

1. It was agreed that DelDOT will meet with businesses to explain the plan features.

2. DelDOT will consult with Tom Comitta about whether information on the status of the Renaissance Plan can be shared with the community as a way to help them understand how the transportation plan supports it.

3. Efforts will be made to meet with representatives from the emergency services organizations.

4. The next meeting date for the Working Group will not be established until the additional coordination has been done. Working Group members will be contacted about the date for the next meeting.

Claymont Transportation Plan
Comparison Matrix

Characteristic/Option	Existing Philadelphia Pike	Option #1 Continuous Center Left Turn Lane	Option #2 (Revised) Landscaped Median	Option #4 Enhanced Pedestrian
Average Corridor Width	80’	79’4”	86’8”	80’
Traffic				
Number of through Lanes	4	4	4	2
Vehicle Lane Width	12’	11’	11’	12’
Average Daily Traffic South of Governor Printz Boulevard North of Governor Printz Boulevard	 16,600 18,100 Recent traffic counts	 17,900 19,600 Model results for year 2025 with idealized buildout	 17,900 19,600 Model results for year 2025 with idealized buildout	 17,900 19,600 Model results for year 2025 with idealized buildout
Travel Times (Estimated PM Peak) From I-495 to Governor Printz Boulevard From Governor Printz to Rolling Road	 1.25 minutes 2.0 minutes Current travel times	 2.0 minutes 2.25 minutes Year 2025	 2.25 minutes 2.25 minutes Year 2025	 4.0 minutes 2.75 minutes Year 2025
Intersection Level of Service (LOS) Darley Road Manor/McComb Boulevard Governor Printz Boulevard Harvey Road	 B A A B	 D B B B	 D B B B	 D E C C
Adjacent Property Access Left Turn Lane Provisions Left Turn Limitations	 @ Harvey Road @ Governor Printz Boulevard @ Rolling Road None	 Continuous None	 @ 14 street intersections Left turns prevented at some entrances where median exists	 Continuous None
Shoulders	Varied locations up to 8’ wide	None	None	None
Traffic Signals	8 signalized intersections	No change	No change	No change
Traffic Mobility Implications (for Business and Emergency Services Access)	No restrictions inherent in design	No restrictions inherent in design	Turning movements will be restricted in some locations	Increased congestion will result from reduced lanes
On Street Parking	Informal along shoulders	29 designated spaces in high demand locations	29 designated spaces in high demand locations	90 designated spaces, higher concentration in northern end of corridor
Bicycle Lanes	None	Yes Continuous	Yes Continuous	Yes Continuous
Bus Service				
Number of Bus Stops	12 SB stops 13 NB stops	Same number of bus stops	Same number of bus stops	Same number of bus stops
Bus Stop Improvements Impacts	No shelters, few benches	Some stop locations proposed for adjustment to accommodate area for benches or shelters Some additional right-of-way impacts would occur to accommodate bus stop amenities	Some stop locations proposed for adjustment to accommodate area for benches or shelters Some additional right-of-way impacts would occur to accommodate bus stop amenities	Some stop locations proposed for adjustment to accommodate area for bench or shelter Some additional right-of-way impacts would occur to accommodate bus stop amenities
Bus Operations	Passengers board and alight while buses are stopped in shoulder or in through lane	Buses would stop partially in through lane and bike lane	Buses would stop partially in through lane and bike lane	Buses would stop partially in bike lane and in new pull out area
Pedestrian Circulation				
Sidewalks	Widths vary	Continuous 5’ wide	Continuous 5’ wide	Continuous 5’ wide
Crosswalks	Varied treatments	Consistent treatment at all signalized Intersections	Consistent treatment at all signalized Intersections	Consistent treatment at all signalized Intersections
Pedestrian Crossing Distance	64’	68’	75’ 4” Median provides a midpoint pedestrian refuge	48- 64’ Bumpouts reduce crossing distance at some locations
Aesthetics				
Landscaping/Trees	None provided except by individual property owners	45 trees or landscaping in sporadically located median islands	135-140 trees and/or landscaping in continuous 8’ wide center median.	267 trees in landscaped buffer between sidewalk and bike lane
Gateway Signage Potential		@ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz	@ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz	@ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz

***Intersection Level of Service (LOS)** is a measure of delay experienced by motorists and ranges from A (meaning little or no congestion) to F (meaning stop and go conditions). The New Castle County Uniform Development Code (UDC) requires that a developer conduct a “Traffic Impact Study” to determine what if any highway improvements are necessary to accommodate a proposed major development at satisfactory levels of service.

Appendix #8

Agenda - Working Group Meeting

Working Group Meeting Summary

Comparison Matrix/Three Options

February 12, 2002

Claymont Transportation Plan
Working Group Meeting

February 12, 2003
5:00 PM - 7:00 PM

Agenda

Welcome **Joe Cantalupo, DelDOT**

Review of Work Completed **Chris Wells, WR&A**

- Since our December 4 meeting:
  - Additional Traffic Analysis Completed
    (refer to Matrix - LOS, Traffic, and Travel Times Provided for Major Redevelopment Scenario and No Build Scenario)
  - Plan Discussed at Claymont Renaissance Committee Meeting (December)
  - Claymont Leadership Meeting (January)
  - Plan Reviewed at Claymont Business Owners Association Meeting (January 23)
  - Further Coordination with DTC

Discussion of Preferred Alternative **Chris Wells**

Review of Plan Objectives

Characteristics of Preferred Alternative

Discussion/Comments

Review Next Steps **Joe Cantalupo**

Public Workshop

Final Revisions

Claymont Transportation Plan
Working Group Meeting Summary

Date: February 20, 2003

Meeting Date/Time: February 12, 2002
5:00 PM

Location: Claymont Community Center

Working Group Members in Attendance:

Robert Weiner	Councilman
Marti Schiek	Claymont Historical Society
Dawn Lamb	Claymont Business Owners' Association
Tom DiCristofaro	Claymont Fire Company
Michael Bennett for Charles Baker	New Castle County Department of Land Use
Bobbi Britton	East Coast Greenways
Tom Comitta	Comitta Associates, Inc.
Don Carbaugh	DE Bicycle Council & Pedestrian/Bike Committee
David Brady	Former State Representative
Bob Valihura	State Representative
Ron Polquin For Cathy Cloutier	State Senate
Jane Poppitti Scott	Senator Biden's Staff
Ted Matley	WILMAPCO
Donna Lewis	Claymont Stone School
George Losse'	Claymont Community Coalition
Chris McEvilly	Preservation Delaware, Inc.

Others in Attendance:

Paul Mastrangeb	New Castle County Department of Land Use
Carol Brady	NCC
Kristen Banks	DelDOT
Antonio Prado	Brandywine Community News
Joe Watson	Delaware Transit Corporation
Frank Kolling	Claymont Coalition
Dan Harkins	RPCA

Staff:

Joe Cantalupo	Delaware Department of Transportation
Christine Wells	Whitman, Requardt and Associates, LLP
Mark Roberts	Whitman, Requardt and Associates, LLP

Mr. Cantalupo welcomed everyone on behalf of DelDOT. The following handouts were provided to attendees: a Comparison Matrix that showed characteristics of the preferred Plan compared to existing Philadelphia Pike; Working Group meeting notes from the December Meeting; and notes from the DelDOT meeting with the Claymont Business Association.

It was noted that the matrix had been sent out to Working Group members in Advance of the Meeting with the meeting announcement.

Mr. Cantalupo said that once the Preferred Plan was reviewed today he wanted to know from the Working Group whether they were ready for the Plan to be taken out to the Public Workshop. Clarification was sought about the process and it was noted that the Working Group was making a recommendation to the Renaissance Committee.

Ms. Wells reviewed what work had been undertaken since the last meeting:

Traffic Analysis: In a follow-up to requests made at the last meeting, additional traffic analysis and modeling work has been completed. The results of the analysis are included in the handout matrix. Traffic modeling for two more scenarios was completed. One was for a future "no-build", which anticipates the year 2025 traffic conditions without the implementation of the Claymont Renaissance. Another scenario ("Major Redevelopment") anticipates an even larger Claymont Renaissance redevelopment than was modeled in the "Idealized Buildout" and was presented at the last meeting. This scenario assumes the highest number of residential units and some commercial development. The Traffic Section of the Comparison Matrix provides average daily traffic, travel times and intersection Levels of Service (LOS) for each of these scenarios for comparison.

Transit Coordination: Ms. Wells said that the Recommended Plan has been provided to staff of the Delaware Transit Corporation for review and comment. Refinements to bus stop locations may be needed once the DTC comments are received.

Meeting with Claymont Business Owners Association: Ms. Wells asked Ms. Lamb if she would like to discuss the recent meeting. Ms. Lamb said that there was a good turnout at the meeting and that business persons along the Pike were most interested in the transportation plan.

The group was pleased with the plan, stressed that it is an important step to support businesses and are anxious for it to be implemented. There were specific questions about truck access to the Exxon Station and the Sunoco Station. There was discussion about the need for welcome signs in the community and Ms. Lamb noted that funds had been awarded for such a sign. There was some discussion about the locations for the on-street parking. There was discussion about the location of the median break in the vicinity of Delaware Avenue and Pennsylvania Avenue. There were questions about the timing of the project. After the review of the plan and a series of questions people stayed to discuss the plan informally with DelDOT.

Mr. Weiner suggested that Ms. Wells review the changes that had been made to the Plan since the last meeting.

Changes that have been made to the Transportation Plan:

- Modifications have been made to the plan concept at I-495 and Philadelphia Pike based on concerns expressed at the last meeting by the Fire Department regarding the ability to turn fire trucks at the intersection as it is now built. The plan provides for intersection modifications to assure that cars and trucks and fire trucks could make both left and right

turns. The turning radius at the intersection has been increased and the proposed median adjusted to assure that trucks and cars headed north bound can maneuver.

- The plan shows several alternatives for selected areas in "pull-out" boxes. Where shown these alternatives could be implemented instead of what is shown on the main plan. These alternatives have been developed in response to comments received mostly about the median and where the median breaks would be located. Ms. Wells reminded everyone that the concept for the plan is to have a landscaped median. However, where needed for access there will be median breaks. The assumptions used in making median breaks were reviewed at the last meeting.

  Individual business owners (particularly gas stations Exxon, Sunoco) have discussed how their trucks maneuver and prompted the presentation of plan alternatives. The final decisions on where median breaks occur does not need to be made until the project is in final design.

  Question: Is the Alternative with the median break near the Exxon intended to serve only the Exxon Station? If so, could it be marked for southbound left turns only? Answer: The turn lane could also serve the Church of the Ascension's driveway access although they do have a rear access driveway too.

  Ms. Wells noted that if median breaks were to become too closely spaced then safety issues arise and confusion is created for drivers. In such cases the median would be removed and a two way left turn lane would replace the median. Concerns continue to be expressed by Working Group members about the safety of the two way left turn lanes.

- On the west side only from Manor Avenue to the Sunoco Station (in the Renaissance area) the Plan now includes an 8' wide sidewalk, whereas everywhere else the sidewalks are 5' wide.

- On street parking has been removed from the plan in the vicinity of the Holy Rosary Church and School. Ms. Wells explained that this revision was based on feedback from the meeting DelDOT had with representatives at Holy Rosary. Working Group members expressed about the need for this parking especially on Sundays. Ms. Wells noted that the Holy Rosary representatives had acknowledged that they have on-site traffic circulation issues that need to address and which could result in improved on-site parking. This can be resolved in final design.

- There was discussion on how the median might work at Pennsylvania and Delaware Avenues. The plan shows a median break for north bound left turns onto Pennsylvania Avenue and left turns to Delaware Avenue are blocked. An alternative would be to break the median at Delaware and block left turns to Pennsylvania. The basis for what is shown in the Plan is that the existing grid street connections would allow people access to Delaware Avenue using Pennsylvania. A Working Group member expressed concern that cars will use the break shown at Penn Ave to make a dangerous zig-zag across the Pike to get to Princeton. (This maneuver apparently occurs now.) The location of the median break can be resolved in the final engineering design stage of the project. That will be

the time for the details to be finalized including the types of landscaping that will be used.

- A board displaying cross-sections from different locations along Philadelphia Pike on the Recommended Plan was shown. At its widest point, where it includes a right turn lane (at Harvey Road) the recommended corridor would be 97'8" wide. The typical corridor width would be 86'8". Depending on whether there is parking or not the corridor width would vary. Actual widths would be determined in final design.

- The Plan includes approximately 123 trees in the median, but the number would be reduced if additional or longer median breaks are incorporated into the final design.

- Depressed medians are shown for pedestrian crosswalks and at locations such as the fire department.

- The minimum width that is recommended in the Plan for the center left turn lane where shown is 12'.

- Mr. Weiner asked about the plans for pedestrian access to the Claymont Train Station. Ms. Wells said that the plan map became to large and unwieldy to show the train station area on the same sheet at this level of detail. However, the Plan concepts includes a recommendation for the addition of sidewalks along Manor and/or Myrtle to improve pedestrian access to the station.

Mr. Comitta presented the following comments:

His firm's development of the Renaissance Plan concept had been on hold since September 2001 except for addressing some individual issues. In mid-December he developed a proposal to refine the plan which was discussed at a January 2003 breakfast meeting with the Renaissance leadership group. He is now proceeding with development of a more detailed plan.

WR&A sent Mr. Comitta's firm an electronic version of the transportation plan last week which he hopes to use in developing a more detailed Renaissance Plan. He requested an updated version based on today's meeting. He has staff people working on the plan now and expects to present it at the Renaissance meeting on February 20th. His plan will show a different concept along Philadelphia Pike. His plan starts from what he described as a "clean slate" and will show new and different types of businesses along this portion of the corridor. Certain existing businesses are assumed to be gone in his concept (gas stations, and Midas were mentioned) Mr. Comitta said he is talking with potential developers about the details of his plan.

He said it would show the addition of alleys behind buildings in the Renaissance area which would eliminate the need for the left turn lane from Seminole to Manor Avenue. His plan will show on-street parking in front of these businesses. Mr. Comitta suggested that Claymont Renaissance put comments on the transportation plan in writing.

There was discussion about whether there should be a delay in taking the DelDOT Transportation Plan to the public until the Renaissance Plan is finished and some commitments from developers have been made. The uncertainty of that timeframe was discussed and there

was concern about losing time and missing opportunities. Mr. Matley from WILMAPCO explained that there is an annual TIP (Transportation Improvement Plan) cycle in the MPO's process that is coming up. If the Plan is ready, funding for implementation can be incorporated into this cycle. If it is not ready, then another cycle will occur next year. It is not his intent to rush the Working Group into recommending a Plan that they are not ready to endorse. He said he does not need anymore detail than what has been shown here today to incorporate the plan in to the TIP. There were comments that they current cycle should not be missed.

There was discussion on how the Renaissance Development plan and its alternative concept for the Philadelphia Pike could be shown in comparison to the Preferred Transportation Plan that DelDOT has developed with the Working Group. Mr. Cantalupo said that Mr. Comitta's Plan could be shown at the Public Workshop that is anticipated to occur in March. Mr. Comitta's plan does not sound inconsistent with what the Preferred Plan will show as long as it includes 2 lanes in each direction, bike lanes and generally adheres to the conceptual transportation plan. A final decision does not have to be made until the Transportation Plan project is in final design. If the Renaissance redevelopment has moved along well by that time the Preferred Plan could be modified. If not the Preferred Plan as shown today would be designed with the understanding that the implementation of the redevelopment project would result in additional changes in that area of Philadelphia Pike and would be done as part of the redevelopment.

For the Public Workshop, the Renaissance Plan prepared by Mr. Comitta can be shown with its variation on Philadelphia Pike so that the public can see the long term vision for the future.

It is also possible that the implementation of the Claymont Transportation Plan would be phased. If the Renaissance area is implemented last it might allow time for Renaissance plan to come to fruition.

Mr. Cantalupo said that the Transportation Plan components could be implemented in phases- with items such as sidewalks, the 495 interchange and gateway signage which might be able to be implemented sooner.

DelDOT's consultants will need Mr. Comitta's plan in electronic version if it is to be incorporated as an alternative on the actual plan sheet itself for the public meeting.

DelDOT will discuss the status of the Transportation Plan and the desire to schedule a public workshop to show the Preferred Plan at the February 20th meeting of the Renaissance Committee. It is DelDOT's intent to hold the workshop in March. At the Renaissance Meeting Mr. Comitta is also expected to be presenting more information on his plan.

Claymont Transportation Plan
Comparison Matrix

Characteristic/Option	Existing Philadelphia Pike	Option #1 Continuous Center Left-Turn Lane	Option #2 (Revised) Landscaped Median	Option #4 Enhanced Pedestrian
Typical Corridor Width	80'	79' 4"	86' 8"	80'
Traffic				
Number of through Lanes	4	4	4	2
Vehicle Lane Width	12'	11'	11'	12'
Average Daily Traffic South of Governor Printz Boulevard North of Governor Printz Boulevard	 16,600 18,100 **Recent Year Traffic**	 17,900 19,600 **Year 2025 with Idealized Buildout** **Year 2025 with Major Redevelopment Scenario A** 19,200 20,900 **Year 2025 with Major Redevelopment Scenario B** 19,900 21,600	 17,900 19,600 **Year 2025 with Idealized Buildout** **Year 2025 with Major Redevelopment Scenario A** 19,200 20,900 **Year 2025 with Major Redevelopment Scenario B** 19,900 21,600	 17,900 19,600 **Year 2025 with Idealized Buildout** **Year 2025 with Major Redevelopment Scenario A** 19,200 20,900 **Year 2025 with Major Redevelopment Scenario B** 19,900 21,600
Travel Times (Estimated PM peak) From I-495 to Governor Printz From Governor Printz to Rolling Road	 1.25 minutes 2.0 minutes **Current Travel Times**	 2.0 minutes 2.25 minutes **Year 2025** **Year 2025 with Major Redevelopment Scenario A** 2.25 minutes 2.25 minutes **Year 2025 with Major Redevelopment Scenario B** 2.25 minutes 2.25 minutes	 2.25 minutes 2.25 minutes **Year 2025**	 4.0 minutes 2.75 minutes **Year 2025**
Intersection Level of Service (LOS)* Darley Road Manor/McComb Boulevard Governor Printz Boulevard Harvey Road	 B A A B	 D B B B	 D B B B	 D E C C
Adjacent Property Access Left Turn Lane Provisions Left Turn Limitations	 @ Harvey Road @ Governor Printz @ Rolling Road None	 Continuous None	 @ 14 street intersections Left turns prevented at some entrances where median exists	 Continuous None
Shoulders	Varied locations up to 8' wide	None	None	None
Traffic Signals	8 signalized intersections	No change	No change	No change
Traffic Mobility Implications (for Business and Emergency Services Access)	No restrictions inherent in design	No restrictions inherent in design	Turning movements will be restricted in some locations	Increased congestion will result from reduced lanes
On Street Parking	Informal along shoulders	29 designated spaces in high demand locations	29 designated spaces in high demand locations	90 designated spaces, higher concentration in northern end of corridor
Bicycle Lanes	None	Yes Continuous	Yes Continuous	Yes Continuous
Bus Service				
Number of Bus Stops	12 SB stops 13 NB stops	Same number of bus stops	Same number of bus stops	Same number of stops
Bus Stop Improvements Impacts	No shelters, few benches	Some stop locations proposed for adjustment to accommodate area for benches or shelters Some additional right-of-way impacts would occur to accommodate bus stop amenities	Some stop locations proposed for adjustment to accommodate area for benches or shelters Some additional right-of-way impacts would occur to accommodate bus stop amenities	Some stop locations proposed for adjustment to accommodate area for bench or shelter Some additional right-of-way impacts would occur to accommodate bus stop amenities
Bus Operations	Passengers board and alight while buses are stopped in shoulder or in through lane	Buses would stop partially in through lane and bike lane	Buses would stop partially in through lane and bike lane	Buses would stop partially in bike lane and in new pull out area

Claymont Transportation Plan
Comparison Matrix

Characteristic/Option	Existing Philadelphia Pike	Option #1 Continuous Center Left-Turn Lane	Option #2 (Revised) Landscaped Median	Option #4 Enhanced Pedestrian
Pedestrian Circulation				
Sidewalks	Widths vary	Continuous 5' wide	Continuous 5' wide	Continuous 5' wide
Crosswalks	Varied treatments	Consistent treatment at all signalized Intersections	Consistent treatment at all signalized Intersections	Consistent treatment at all signalized Intersections
Pedestrian Crossing Distance	64'	68'	75'4" median provides a midpoint pedestrian refuge	48- 64' bumpouts reduce crossing distance at some locations
Aesthetics				
Landscaping/Trees	None provided except by individual property owners	45 trees or landscaping in sporadically located median islands	135-140 trees and/or landscaping in continuous 8' wide center median	267 trees in landscaped buffer between sidewalk and bike lane
Gateway Signage Potential		@ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz	@ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz	@ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz

***Intersection Level of Service (LOS)** is a measure of delay experienced by motorists and ranges from A (meaning little or no congestion) to F (meaning stop and go conditions). The New Castle County Uniform Development Code (UDC) requires that a developer conduct a "Traffic Impact Study" to determine what if any highway improvements are necessary to accommodate a proposed major development at satisfactory levels of service.

Appendix #9

Agenda - Public Workshop
April 18, 2002

Agenda - Public Workshop
October 17, 2002

Public Workshop Questionnaire and Responses

Claymont Transportation Plan Public Workshop
April 18, 2002
4:00 PM – 7:00 PM
Claymont Community Center
Agenda

A brief presentation will be made at 4:30 PM & 6:00 PM

Welcome	**Cantalupo/DelDOT**	**5 minutes**

Purpose of 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*

Relationship to Claymont Renaissance	**Councilman Weiner**	**5 minutes**

Handout: Claymont Renaissance Summary - The First Year Report (Thomas Comitta)

Transportation Plan	**Hannan/WR&A**	**5 minutes**

Goal of the Claymont Transportation Study: To work with the community in developing the transportation component of the Claymont Renaissance plan.

The plan will identify projects to be prioritized and considered for funding

Objectives:

- *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*

Schedule: The study should be complete this Fall and will include 2 additional public workshops

Existing Conditions	**Hannan/WR&A**	**2 minutes**

Refer to boards where people can view information & data gathered
Issues identified

Traffic Simulation	**Allen/DelDOT**	**2 minutes**

Refer to computer simulation

Purpose of the Marketing Study	**Sarah Woodworth, ZHA**	**2 minutes**

DelDOT
Delaware Department of Transportation

Claymont Transportation Plan Public Workshop
October 7, 2002
4:00 PM – 8:00 PM
Claymont Community Center

Agenda for presentation to be made at 6:00 PM

Welcome	Joseph Cantalupo, DelDOT Assistant Director of Planning Statewide and Regional Planning
Purpose of Workshop	Joseph Cantalupo, DelDOT

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

Summary of Claymont Transportation Plan Conceptual Alternatives	WR&A Staff

Option #1	Continuous Center Left Turn Lane
Option #2 (Revised)	Landscaped Median
Option #4	Enhanced Pedestrian Option

Wrap-up of Presentation	Joseph Cantalupo, DelDOT

CLAYMONT PUBLIC WORKSHOP QUESTIONNAIRE RESPONSES

1. **What do you think is the biggest transportation problem in Claymont?**
   - The speed at which vehicular traffic travels – difficult to cross Philadelphia Pike & make left turns.
   - Speed limit not low enough. Left turn difficulty.
   - Too much high speed thru traffic, ugly rental properties. Not friendly.
   - The speed that the overabundance and school buses drive on the Pike as it is currently designed.
   - Too many trucks along Philadelphia Pike.
   - Claymont is not pedestrian or cyclist friendly and autos traveling on Philadelphia Pike are going too fast.
   - Lack of more DART/SEPTA trains & buses.
   - Cars moving too fast.
   - The intersection at Philadelphia Pike & Darley/Myrtle Road. There should either be a traffic signal with a green turn arrow for the traffic coming from the Claymont train station. The lack of use of car turn signals causes many problems.

2. **Do you have a preference for any of the alternatives that were presented?**
   - I prefer Alternative #2 – Landscaped Median Option (Revised) with coordinated off-street parking options (with NCCDLU)
   - Definitely not #1, prefer #2 & 4. #4 is best if medians in center of road are lengthened.
   - #4 reminds me of New Hope, PA and would be a pleasure to walk along.
   - Proposed Option #4.
   - Option #2.
   - Option 4 – Most pedestrian friendly – slows traffic more like the vision I imagined at the beginning of the Renaissance.
   - What will happen with on-street parking! #2.
   - 2 & 4.
   - Yes. Option 2. I think we need to keep 4 lanes of traffic in case of a big accident on I-495 which would cause gridlock on Philadelphia Pike if there were only 2 lanes. I also prefer option 2 because I think the greenery space in the center will reduce head-on collisions.

3. **Are there any other transportation issues that you would like to make us aware of?**
   - I believe a coordinated parking plan (off-street & on-street) is critical to a successful transportation plan. Also, a coordinated effort in design/planning with other NCC/State services – Land Use, Special Services, Zoning, etc.
   - Central turn lanes like on proposal #1 are extremely dangerous.
   - If Holy Rosary complains about parking, put a lot on their property (they don't need it).
   - We must have access for 18-wheel truck arriving from north to be able to back into our driveway to our receiving department. Without that we are out of business.
   - Not enough turn lanes.
   - A dock for ferry service. Direct rail service Claymont to Dover.
   - Is there any potential to consider moving the bus stop on Darley Road across the street – make it a consideration in the redevelopment of the large parcel.

4. **What do you think the goals of the study should be?**
   - To create a "comprehensive" traffic plan for all parts of Claymont, over & above Philadelphia Pike.
   - Slowing of traffic through Claymont & beautification of the area. Bring in new businesses & increase property value.
   - To bring in outside shoppers and make this a friendly little town (Claymont has become ugly) buildings & nasty people.
   - Improve the flow of traffic so there aren't as many slowdowns and more turn lanes for the streets on the sides.
   - Provide a solution that would allow multiple modes of transportation (pedestrian, cyclists, auto, etc.) to move safely and efficiently through Claymont.
   - Getting people off 495 & 95. More trains & boats.
   - To create aesthetic scenery with the least impact on the traffic patterns as they currently stand.

5. **ADDITIONAL COMMENTS REGARDING THIS PROPOSED PLANNING PROJECT:**
   - Is there any way to get bike lanes adjacent to sidewalks instead of to roadways? It seems like a lot of road space that could be dedicated to on-street parking (Option #4) is now dedicated consistently to bike lanes. Continuous center turn lane is dangerous; do you have any statistics as to # of accidents that occur in center lane?
   - Throw away #1. It will look like Governor Printz Boulevard
   - I appreciate the opportunity to give our feelings & needs re: the Pike.
   - Please do not remove the POW/MIA monument on Commonwealth Avenue.
   - Is there a way for interchanges to be installed @ 95 & Harvey or 95 & Governor Printz (in Claymont) to divert some traffic?
   - Evacuation Route Signs for natural & man-made problems.
   - I think shrubs instead of trees are preferable, to eliminate safety issues of smaller children trying to cross the Pike. An attendee at the meeting mentioned the possibility of business moving out because of less traffic. I agree.

Appendix #10

Staff Agenda - Public Workshop

Meeting Notes Public Workshop

April 14, 2003

Staff Agenda
(not distributed)

Claymont Transportation Plan Public Workshop
April 14, 2003
4:00 PM – 8:00 PM
Claymont Community Center

There will be a ½ hour presentation at 6:00 PM

Welcome — Joseph Cantalupo, DelDOT
Assistant Director of Planning
Statewide and Regional Planning

Purpose of Workshop (*refer to display board*)

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

Review of Planning Process — **DelDOT (Joe or Bruce)** ***(5 minutes)***

The purpose of the Working Group was to make recommendations to the Claymont Renaissance Committee on a preferred transportation plan.

Planning Process *(refer to display board)*

- Project Initiation
- Field Visits
- Data Collection/Analysis
- Coordination with Renaissance Plan
- Development of Concepts
- Refinement of Concepts
- Development of Preferred Concept
- Meetings
  - Renaissance Committee Meetings
  - Meetings with Stakeholders
  - Working Group Meetings
  - 2 Public Workshops

- Next Steps
  - Summary Report
  - WILMAPCO TIP
  - Identify Preferred Project Phasing
  - Budget Approval for Next Phases
  - Final Design (Continuation of Working Group)
  - Construction

Review of Features of the Preferred Alternative WR&A (Wells)

General Features *(10 minutes)*

Describe existing condition - noting issues /problems & Identify plan feature that addresses it (see examples below)

Existing Condition	**Preferred Plan**
Traffic Speed	Lanes narrowed/median added 495 Interchange modifications Speed study should occur after improvements made Emphasis on ped crossings
Deteriorating sidewalks Especially from McComb-Darley Various widths	Sidewalks both sides
No provisions for bicyclists Observed bikes in street/sidewalks	Bike lanes both sides
Inconsistent pedestrian Cross walks	Consistent pedestrian crossings treatments at all signalized intersections
Sparse bus stop accommodations Consultation with DTC	Paved waiting areas, provision of amenities as warranted
Safety concerns with vehicles turning left from travel lanes	Left turn pockets added where needed
Wide pedestrian crossing distance	Travel lanes narrowed, ped refuge provided on median Geometric modifications @ Governor Printz Commonweatlh
No pedestrian access to train station	Recommendations for sidewalk along Manor /Myrtle

Specific Plan Features *(10 minutes)*

Comparison Matrix as handout

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

(*Note that DelDOT Preferred Plan would be implemented as shown unless Renaissance Plan - to be discussed by Tom Comitta - has developer commitments and is ready to move ahead. If so, developer would work with DelDOT in refining preferred concept.)*

Review of Claymont Renaissance Redevelopment Plan Tom Comitta (*10 minutes*)

Tom to use his graphic display of the Renaissance Plan to describe long term goal for redevelopment

Wrap-up of Presentation DelDOT (Joseph Cantalupo)

Informal Discussion

Encourage completion of comment forms

WHITMAN, REQUARDT AND ASSOCIATES, LLP
801 South Caroline Street
Baltimore, MD 21231

Engineers
Architects
and
Planners

Phone: (410) 235-3450
Fax: (410) 243-5716

MEMORANDUM OF MEETING

Date: April 15, 2003

Date/Time of Meeting: April 14, 2003
4:00 PM – 8:00 PM

Location: Claymont Community Center

Project: Claymont Transportation Plan
WR&A WO #31521-01

Attendees:

Hazel Lichtenstein
Louise Beeson
Peter M. Dirga
Stephen Robinson
Tigist Zegeye
Corliss Meixell
Peg Showalter
Mora Losse
JoAnn Palermo
Mary Elizabeth Petersvage
Fernando Franca
Jerry Picard
Janet Sreey
Janet D. Bond
Jeanette Matinos
Stephen L. Nefe
Patricia Long
Paul F. Long
Bob Donnelly
Chuck Riley
Jim Thompson
Karin Thompson
A. Hargan
Gilbert M. Hargan, Jr.
Kishia Osborne
Mary Barry
Margaret Collins
August Collins
D. Richard
Mary Modesti
Michelle Kramp
Michael Gunton
Ray Erickson
Lee Anderson
Tom DiCristofano
Bob Talley
Bev Talley
Ray Hester
Jim Snyder
J.R. Nelson
Howard Sheldon
Dolores Coco
Dan Harkins
Walter Konya (2)
Betty Rich
Ken Popson
George Losse
Lance Cole
Bob Weiner
M. Knowles
Vernalee Frey
Curtis R. Gray
Martha Schiek
Ginger Miller
Don Carbaugh
Patt Cannon
Darl Eaker
Carol Canfield
Joe Watson
Lauren Coughlan
Tom Witkowski
Tim Plemmons
Wendy Danner
Gerald Van Schick
Frank Kolling
Bobbi Britton
Rita B. Nelson
Max Hecker
June Hecker
Patel Sam
Matt Savage
Nisha Patel
Willie Pollins
Bob Valihue
Tom Committa
Arthur Gordon
Dolores Coco
Greg Lavelle
John Janowski
Mariyln McMillan
Kelly Whitaker
Travis Hoffman
Rosalba Beller
Wanda Cogan
Jane McNicholas
Tim Jordan
Charles Kramp
David Wilk
Steve Roberts
Mike Gallagher
Glen Fimite
Carole Neeves
Nancy Hardlin
Terry Ripski
Joe Irwin
Bruce Young
Alan J. Joynes
John DeCostanza
Marie DeCostanza
Robin Bryson
John Luckanish, Jr.
Dominic F. Gatta
Alan Paine

Prepared by: Christine Wells, WR&A

Listed below are QUESTIONS posed after DelDOT presentation and COMMENTS made to WR&A staff throughout the April 14, 2003 Public Workshop.

QUESTION: How much will the project cost? Can DelDOT afford it? Since DelDOT has trouble keeping up with maintenance on existing facilities why take on more projects?

ANSWER: No cost estimates have been prepared yet. It is likely that both state and federal funds would be sought to implement the project. Funds must first be secured to undertake preliminary and final engineering and then construction.

RESPONSE FROM AUDIENCE: Claymont can have a prettier Philadelphia Pike without the residents of Claymont having to pay for it – since state and federal funds would be used. If those funds are not spent in Claymont they will be spent elsewhere.

Re: I-495 Ramp

QUESTION: Would it be 2 lanes wide?

ANSWER: Yes.

QUESTION: Can trucks turn in both directions?

ANSWER: Yes.

QUESTION: Was there a study done of the number of people running the stop sign?

ANSWER: No. Community residents expressed concern about it and stop sign running has been observed on a regular basis by residents and by study team.

RESPONSE FROM THE AUDIENCE: Previously there was a Stop sign and then it was replaced with a Yield sign and now it is a Stop sign again. People still treat it like a yield sign.

QUESTION: Couldn't this problem be solved by improving police enforcement?

ANSWER: Others in the audience noted that due to budget cutbacks police are spread thin and generally not available for these types of enforcement activities. Someone noted that they live in another community that is willing to pay for extra police presence. That community still has trouble getting police for the extra activities.

QUESTION: Why was this project started?

ANSWER: DelDOT's Highway Safety Improvement Program identified Harvey Road and Philadelphia Pike as a problem location. At the initiation of that safety project in July 2001 DelDOT was urged by the community to coordinate the safety improvement with the Claymont Renaissance initiative which had been launched.

QUESTION: Why didn't DelDOT seek more input from homeowners?

ANSWER: The Community Working Group is comprised of representatives from homeowners associations, business owners, churches, elected officials, etc. The Working Group meetings were open to the public. Two previous public workshops have been held. DelDOT has made increasing levels of

effort to notify people about the meetings. A direct mailing to over 6,000 people was undertaken for this meeting.

QUESTION: Why does the project end at Super Fresh? There are safety concerns on Philadelphia Pike south of that location at Holly Oak or Silverside. Will the Pike just change from the proposed concept to the existing conditions at that point?

ANSWER: DelDOT met with the Silverside Community Association and heard this concern from them. There will be safe transition made between the Claymont project and Philadelphia Pike area south of the project area. The transition area may be shifted further south and exactly how it occurs will be determined in later stages of design.

QUESTION: Why is LOS deteriorating @ Darley Road in the future even with the recommended plan?

ANSWER: The traffic modeling that was completed had to include assumptions about timing for pedestrian signals and split signal phasing which contributes some to the reduced LOS. There will be an increased volume of traffic as well. It was noted that in urbanized areas, a LOS D is not considered really bad. It is an indication that the roadway is being utilized to its capacity and that the area is active. Some argue that a reduced LOS means that cars are slowed down enough to let them see what businesses exist that they might want to patronize.

Re: Darley Road Sidewalk

COMMENT: Property owners were not contacted about the proposed sidewalk on Darley Road. Concern expressed about impacts on adjacent residents. Who is the sidewalk for?

ANSWER: The intent of the sidewalk from Philadelphia Pike to the 1st bus stop on the north side is to provide a safe walking area for all pedestrians and a waiting area for transit users, rather than in the roadway shoulder, or private driveways as is currently happening. This bus stop is the most heavily used bus stop in the study area. The recent shifting of the bus stop closer to Philadelphia Pike was not a result of the Claymont Transportation Plan but was a DTC action based on input from residents. The proposed sidewalk has been shown in all earlier concepts. It is anticipated that the space for the sidewalk can come out of the existing road width rather than requiring additional ROW. It will be determined in final design exactly how this concept could be implemented. DelDOT has received a petition from approximately a dozen Darley Road residents about the sidewalk.

COMMENT: Trees will be an improvement, property values will increase, business owners will benefit.

COMMENT: Claymont is not a town- it is a community in the county.

COMMENT: DelDOT project at Northeast Boulevard is a disaster. No bikes are using the bike lane.

COMMENT: Mr. DiCristofaro said that he'd met with DelDOT's project team and that 90% of the fire department's concerns had been addressed. He continues to have concerns about the medians in terms of response time for responding to emergency calls.

COMMENT: On Street Parking @ Holy Rosary

Mr. DiCristofaro expressed concern about the lack of on-street parking at Holy Rosary Church/school. It was explained that a separate meeting was held with the church to discuss their needs. At that meeting the church noted its desire to address on site parking and circulation issues and its preference that there not be on street parking on Philadelphia Pike. Joe Cantalupo noted that depending on when and how the church addresses its site circulation issues, there could be consolidation of access points and the on-street parking matter can be resolved.

Following are Comments Made to Individual Staff

Concern: Claymont Liquor Mart

Concern expressed that the on-street parking shown is not adequate for number of customers and delivery trucks and that median will cause him to lose business. Property owner of Liquor Mart and adjacent building explained that there is an easement through the driveway to assure access to the residences behind the Liquor Mart. The easement limits his use of driveway and parking area for customer parking. A TV/video repair business person who operates out of adjacent building to the north shared concern about parking. It was noted

Concern: new business just north of and adjacent to Liquor Mart Business owner is concerned about the lack of on street parking. Her teacher supply and resource business needs to have parking.

Concern: Church of the Ascension

Need to have left turn access for north bound cars to enter the church driveway.

Concern: Church of the Atonement

For funerals they need to be able to bring the hearse to front entrance of the church along Philadelphia Pike. This is the only door that a coffin can fit through. Also for weddings they normally line up cars along the shoulder of Philadelphia Pike. Representative said that he also had concerns about the Renaissance Plan which would affect church parking in the lot on the north side near Midas.

The possibility of having a depressed sidewalk here was discussed which might allow for a hearse to access the front when needed.

Concern: Residents who live just north of Super Fresh are concerned about the left turn limits created by the proposed median.

COMMENT: Gulf Station owner is pleased with plan; ok with what is shown.

COMMENT: Think police enforcement should address problem at I-495 ramp to south bound Philadelphia Pike.

Appendix #11

Meeting Summary - Archmere Academy
September 27, 2002

Meeting Summary - Holy Rosary Church
November 1, 2002

Meeting Summary - Business Owners
July 29, 2002

Meeting Summary - Claymont Business Owners Association

Handout Summary Information for Meeting with Business Owners

Handout on Median Considerations for Meeting with Business Owners
January 23, 2003

Meeting Summary - Claymont Fire Company
February 24, 2003

WR&A
WHITMAN, REQUARDT AND ASSOCIATES, LLP
2315 Saint Paul Street
Baltimore, MD 21218
Engineers
Architects
and
Planners
Phone: (410) 235-3450
Fax: (410) 235-2695

MEMORANDUM OF MEETING

Date: October 8, 2002

Date /Time Of Meeting: September 27, 2002
2:00 PM

Location: Archmere Academy in Claymont

Project: Claymont Transportation Plan
WR&A WO #31166-15

Attendees:

Adam Wojtelwicz, Director of Finance	Archmere Academy
Carl Krienen, Architect	Anderson Brown Higley Associates
Christine Wells	Whitman, Requardt & Associates, LLP

This meeting was held at the request of Mr. Wojtelwicz who wanted WR&A to share information on the Claymont Transportation Plan options under consideration with ABHA (the architect who is working on the Archmere Plan). Ms Wells also noted that it would help to understand if there were any major implications of the Archmere Plan for the transportation plan. Ms. Wells provided Archmere with a copy of the northern portions of the 3 Transportation Plan options under consideration. Mr. Wojtelwicz noted that Archmere is supportive of the Renaissance planning effort and the transportation planning effort. Wojtelwicz is a member of the Claymont Transportation Plan Working Group.

The following summarizes the discussion that occurred:

The Archmere Plan under development will address re-use of some existing facilities, the addition of 75-100 parking spaces to meet current needs and provision of new driveway/parking needed for access to sporting events. The Academy does not plan to increase its current **enrollment of 500** students. Archmere will complete the plan, conduct a capital campaign and expects to implement the plan within a 3-5 year timeframe. Archmere does not plan to take its plans to the public for approximately 1 year.

Presently, the Priory Building (the building up front along Pike is accessed by the main gated entrance) serves as a residence for retired priests. At years end, the priests will relocate and the Priory will be used for meetings and other small events. This means the main entrance off of Philadelphia Pike will serve as the access to the building and that full access to the driveway from Philadelphia Pike must be retained for this use.

Most of the students drive themselves to school, (300 cars per/day) In addition there are 8-10 buses that serve the campus daily. 40% of the students come from Pennsylvania. The campus has 290 parking spaces and needs 75-100 more parking spaces on campus. (I observed many cars parked on grass when I arrived for the meeting.)

Baltimore, MD • Richmond, VA • York, PA • Fairfax, VA • Altoona, PA • Pittsburgh, PA • Wilmington, DE • Newport News, VA

Archmere intends to add a driveway entrance from Myrtle Avenue. This would provide them with access to a new parking lot that will be used for sports events. There has not been any dialogue yet with residents of Myrtle Avenue about this. They expect to replace the fence along Myrtle Avenue when creating the new entrance and said they would be willing to work with DelDOT to accommodate a future sidewalk and possibly adjust the fence line at that time. They noted that the timing of the sidewalk installation and their driveway and fence work should be coordinated.

Archmere is supportive of extending the sidewalk along Manor and said that the community praised them when they installed the sidewalk that exists now along the campus. Archmere owns some property along Manor (the two buildings behind the Wilmington Trust bank), which they may sell. There are properties on the north side of Manor adjacent to Archmere that are owned by others which Archmere may acquire for their needs.

Traffic Discussion

Concern was expressed about Option #4 of the Claymont Transportation Plan (the two lane option) because of the traffic generated by Archmere during its peak periods. He thought that elimination of the landscaping/trees in the concept might allow for a lane to be restored in this area to address his concerns about traffic.

Mr. Wojtelwicz said that traffic backs up during the AM peak (8:00 AM – 8:15 AM) when cars are waiting to turn left from southbound Philadelphia Pike to Manor. He is concerned that the two lane option would exacerbate the problem. He doesn't want the community to be upset with Archmere creating the congestion.

In the PM peak (4:30 PM - 4:45 PM) he thinks that traffic seeking to exit Manor to go north on Philadelphia may also back up. It was discussed whether signal timing might help with the brief peak period traffic volumes from Archmere. Mr. Wojtelwicz encouraged that observations be made of the traffic during the peak periods of a typical day at Archmere. It was noted that adding a campus entrance on Myrtle may help to disperse the traffic load.

Mr. Wojtelwicz noted he plans to meet with Tom Comitta but would miss the October 7th Public Workshop. He will try to keep informed on the project.

Notes prepared by: Christine Wells.

WR&A
WHITMAN, REQUARDT AND ASSOCIATES, LLP
2315 Saint Paul Street
Baltimore, MD 21218
Engineers
Architects
and
Planners
Phone: (410) 235-3450
Fax: (410) 235-2695

MEMORANDUM OF MEETING

Date: November 20 2002

Meeting Date/ Time: November 1, 2002
2:00 PM

Location: Holy Rosary School in Claymont

Project: Claymont Transportation Plan
WR&A WO #31166-15

Attendees:

Denise Jacono, Principal	Holy Rosary School
Father John J. Gayton	Holy Rosary School
Father Chem Manista	Holy Rosary School
Dale Schneider	Holy Rosary Maintenance
Joe Zebleckes, Representative	Holy Rosary
Maryanne Bemiller, Representative	Holy Rosary
Bruce Allen	DelDOT
Christine Wells	Whitman, Requardt & Associates, LLP
Mark Roberts	Whitman, Requardt & Associates, LLP

Ms. Wells reviewed the purpose of the Claymont Transportation Plan. She described the role of the Claymont Renaissance Committee and the Working Group. She said that this was an opportunity for the three plan options to be described and for DelDOT to be made aware of the concerns or any issues that the Church/school might have about the options. She said more information was needed about the traffic coming into and out of the school and church in order to refine plan options and proceeded to ask a number of questions.

What is the student enrollment? Presently 333, but the school has capacity for 440. In addition to the school building there are classrooms in the church building.

How many staff? There are 24 employees at the school.

What are typical hours of operation for the school? Teachers arrive after 7:00 AM. Students arrive between 7:30 AM – 7:50 AM. School dismisses at 2:45 PM and 30-40 students stay later for various after school activities. Once all cars have left the site then the parents pick up students and walkers are permitted to leave the building.

How many cars drop off students? Approximately 200 cars arrive each morning and depart each afternoon. The traffic operations scheme for parents dropping off and picking up children was described.

The meeting attendees observed the afternoon dismissal and parent pick up. Although there are efforts made to manage the traffic and student drop off area, some parents do not follow the instructions. All present acknowledged that the traffic flow at the school is chaotic and needs to be improved.

The school parking lot is used for assembling of children in the morning and as a playground during the day. The school's front driveway gates on Philadelphia Pike are closed on a typical weekday morning. Parents drop children off via the loop in front of the church. The rear gate behind the school is closed at 7:30 AM once teachers have arrived and parked.

In inclement weather, the children do not assemble in the parking lot. On those days, the rear parking lot gate behind the school is opened. To enter the school lot, parents access the rear gate along Cathedral via Stockdale or Governor Printz Boulevard. The children can then be dropped off at the school building and cars are permitted to exit on to Philadelphia Pike

Two New Castle County traffic guards manage the traffic on Philadelphia Pike each morning and afternoon as well as 2-3 teachers who manage the on-site traffic operations in the afternoon. The traffic guards are on duty from 7:30 AM – 9:00 AM and also assist students walking to the public elementary school on Green Street (near the Community Center).

The traffic signal at Commonwealth is a split phase with the Commonwealth traffic getting a separate green time from school traffic. Some students walk from surrounding communities and it was estimated that between 12-20 students cross Philadelphia Pike to get to the Holy Rosary School each morning. Some parents drop their children off on Commonwealth Avenue and let them cross Philadelphia Pike with the crossing guard.

There are no school buses serving the school, but some students do ride DTC buses and board and alight at the bus stops on Philadelphia Pike.

Parents pick up children in the afternoon in two places, either via the loop road in front of the church or in the parking lot by the main school building. Cars enter the school parking lot via the entrance directly across from Commonwealth or from Cathedral. Cars from rows parallel to Philadelphia Pike facing the south side of the school building. At 2:45 PM, students are dismissed to meet their parents. All cars are held until children are loaded and then all exit directly to Philadelphia Pike or to the rear gate on Cathedral. After the cars have left, the walkers are released.

There is not sufficient parking at Holy Rosary for the Sunday morning church attendees. Once the school lot is full, people attending mass use parking lots across the street and park along Philadelphia Pike on Sunday mornings. A state trooper manages traffic exiting the church on for the 9:30 AM and 11:30 AM Sunday masses.

Mrs. Jacono said that with all the concepts she would prefer that there not be any parking provided on Philadelphia Pike in front of the school or church on week days or weekends. Others agreed with this sentiment. Trees or landscaping were preferred rather than parking.

It was noted that south bound trucks tend to use the driveway loop at the Holy Rosary Church site as a turnaround. If a median were to be included in front of the church then the trucks may no longer do this.

Are there major activities that generate automobile traffic at the church during normal school days? Not really. Most weekday church activities occur in the evening. The major church services are on Sunday.

There was discussion about the need to re-design the traffic flow at the Holy Rosary School. An idea was mentioned to link the church and school lots with a driveway parallel to Philadelphia Pike. Mr.

Zebleckes thinks it is important for creative thinking to help the school solve its present circulation /traffic problems.

Overall comments on Options:

There is a stone wall along the front of the church property that should be protected with all plan options.

On-street parking is not desired in front of the school or church.

It would help to get increased green time on the traffic signal to accommodate the traffic flow out of the school and church.

Anything that can be done to curtail trucks turning around at the church loop would be good.

The school needs a new traffic flow pattern developed. An inter-parcel connector may help their internal traffic flow. It is unclear what, if any role DelDOT would have in solving the internal traffic issues and whether the details of such an improvement must be known in order for the Claymont Transportation Plan options to be implemented.

Notes prepared by: Christine Wells.

DelDOT Meeting with Business Owners
Claymont Transportation Plan
Meeting Summary

Attendees:
Bruce Allen to provide list of attendees

All persons present introduced themselves.

Mr. Cantalupo explained that DelDOT organized this meeting in order to encourage the Philadelphia Pike business owners to identify transportation concerns or issues that could be addressed as the concepts for the transportation plan are developed. He said that a letter from DelDOT inviting business owners to the meeting was hand delivered to establishments along the Pike the week of July 17th.

He explained that the Claymont Transportation Plan is being prepared in coordination with the Claymont Renaissance project. The Claymont Transportation Plan will cover a broader area than the Renaissance Project and will include recommendations for the area from the interchange of Philadelphia Pike with I-495 in the north to the crossing of Perkins Run in the south.

The transportation plan will include recommendations for roadway lane modifications and intersection improvements and may include either a landscaped median or center left turn lanes on the Pike. The plan will include pedestrian crosswalks and sidewalks, bike lanes, bus stop improvements, landscaping, signage and other safety improvements.

Over the last few months DelDOT has been gathering data and has gotten feedback from the Claymont Renaissance Committee, at the Public Workshop held in April 2002 and from a community field walk held in June.

Councilman Weiner briefly reviewed the Claymont Renaissance Project status and the potential for a public/private partnership to focus on the redevelopment of the Brookview Apartments property. He also mentioned the planned Woodshaven Kruse County Park off of Darley and suggested that pedestrian access to the Park be considered in the plan.

Ms Wells reviewed the existing conditions along the study corridor using a large display. She noted the location of the Claymont Train Station. She pointed out the locations of deteriorating sidewalks, problem intersections, bus stops and other features in the corridor that must be addressed. She said that the field walk helped to identify the following issues:

- Some vehicles do not stop at the stop sign when coming from I-495 to southbound Philadelphia Pike.

- Pedestrian crossing/safety concerns exist at intersection of Darley and Philadelphia Pike.

- Pedestrian crossing and safety concerns exist at the intersection of Philadelphia Pike and Governor Printz Boulevard.

Using a graphic display, Mr. Hannan said that the existing right of way is approximately 80' wide. The intent is for the project improvements to stay within the 80' width if at all possible. All transportation plans will include 2 travel lanes in each direction, bike lanes and sidewalks. On-street parking will be included where necessary, if possible. Shoulders that exist now will not exist in the future.

He reviewed two different concepts that will be used in the development of plan alternatives.

The first concept (**Median Concept**) would provide an 18-20 foot wide median in the center of the Pike for trees or landscaping.

Advantages:
- Landscaped medians in combination with narrower travel lanes help to calm the traffic.
- Trees provide shade and landscaping would soften the wide expanse of pavement and add beauty to Claymont.
- At street intersections and other major driveways there would be left turn lanes.
- There would be refuge areas for pedestrians trying to cross Philadelphia Pike to get to businesses along the Pike.

Disadvantages:
- In order to have continuity of the median there would not be median breaks for every driveway along Philadelphia Pike.
- Some businesses would have right-in right-out access only. s.
- Where there is not a median break, vehicles could not make a left turn to enter driveways, but would proceed to the next intersection and make a U turn to get to their desired destination. (Inter-parcel connectors can be considered to provide alternative access points for businesses.)
- Frequent travelers who are bothered by the U-turn, may change their habit and approach the corridor from the opposite direction in order to avoid the U turn.

The second concept (**Center Left Turn Lane Concept)** would provide a 14' wide turn lane in the center of the Pike for left turning vehicles.

Advantages:
- Vehicles waiting to turn left would not slow or stop traffic in the through lanes.
- There would likely be fewer rear end accidents.
- There would be access to all driveways and roads along the Pike as today.

Disadvantages:
- The turn lane will not provide a traffic calming effect- but the narrower travel lanes may slow traffic somewhat.
- There would be no new landscaping or trees in the center of the corridor.
- The wide expanse of pavement on Philadelphia Pike will not be changed or softened.

– There would be no pedestrian refuge area at intersections.

The following items were discussed:

Question: Has the fire company been involved in the discussions?
Answer: Not yet but they will be contacted.

Comment: Archmere Academy is about to begin working on a campus Master Plan and will be interested in how the transportation project relates to the campus plans.

Comment: The intersection of Philadelphia Pike and Maple Lane is dangerous. There are school children and school buses frequently traveling through the area and there have been accidents that impacted the hardware store building. DelDOT was encouraged to identify the problem and to make needed improvements.

Comment: The driveway entrance to the Super Fresh needs to have lane markings fixed. The markings are contradictory to the turn controls. It is not safe for pedestrians to cross the road because of the right turn on red movements.

There are numerous things going on at once in the area which tends to distract drivers. DelDOT should consider whether right turn on red should be permitted where there are pedestrian crosswalks.

Question: Why is the speed limit higher in the southern end of the corridor (40 mph) than it is in the northern end of the corridor (35 mph)?

Comment: Turning from Stockdale Avenue, Grubbs Landing, Princeton Avenue and from Happy Harry's to get onto Philadelphia Pike is difficult. Many of the intersections are offset along the Pike and seem to be dangerous.

Comment: There were some comments made about the few number of business persons attending the meeting. DelDOT explained that a letter of invitation to the meeting was hand delivered to businesses along Philadelphia Pike. Some thought that the meeting time was not good for business persons, and some thought that the notices were not received. Others noted the difficulty of getting people to come to meetings. DelDOT will continue to work at reaching out to the community for input on this project. It was suggested that a summary of the meeting be sent out to business persons.

The Next Steps on the project were reviewed.

Establishment of Working Group - Seek volunteer from business owners

Next public Workshop - will be September _____, 2002
Future meetings will be held to discuss issues with individual businesses.

DelDOT
Delaware Department of Transportation

Claymont Business Owners Association Meeting
Meeting Summary
DelDOT Presentation of Claymont Transportation Plan

Meeting Date/Time: January 23, 2002
7:00 PM

Location: Claymont Community Center

Attendance:

Dawn Lamb	Claymont Business Owners' Association
Jim Parker	Delaforum
Virgil & Verna Lee Frey	Claymont Hardware Store
Jo Galloway	Sportraits
Richard Morgan	AFLAC
Jonathan Reese	Commerce Bank
Dom Gatta	Pack-n-Ship
Gerard Van Shaik	Claymont Exxon
Greg Lavelle	State Representative
Scott Traister	Edward Jones
David Mengers	Breckstone Group
John Hotten	Claymont Community Center
Shannon & C. Gebhart	Gebhart Funeral Home
Sgt. Patrick Deden	Troop One
Frank Kolling	Claymont Community Coalition
Dushant Patel	Sunoco and Midas
Rick Phillips	Phillips Saddler Creative
Greg Lavelle	State Representative
Brett Saddler	Phillips Saddler Creative

Staff:

Joe Cantalupo	Delaware Department of Transportation
Bruce Allen	Delaware Department of Transportation
Naa-Atsweei Tetteh	Delaware Department of Transportation
Christine Wells	Whitman, Requardt and Associates, LLP
Mark Roberts	Whitman, Requardt and Associates, LLP
Michelle Robinson	Consultant

Routine Business of the Association was handled first.

Mr. Cantalupo and other staff were introduced by Ms. Lamb. A large copy of the DelDOT recommended plan was spread out on the table. Three handouts were provided. The first provided Summary Information on the Claymont Study including the Goals of the Study, the major steps in the study, and the current project status. Second was a Comparison Matrix presenting the characteristics of the recommended plan with the existing conditions on Philadelphia Pike. Third was an explanation of the factors and considerations that influenced where the median breaks and left turn bays are shown in the plan. Ms. Wells described the handouts and reviewed the DelDOT recommended plan.

Ms. Wells described the features and characteristics of the Recommended Plan using the information in the Matrix to guide the discussion. Features on the plan were pointed out. After the plan was reviewed, there were questions posed and discussion followed.

There was discussion on how the Harvey Road intersection is functioning and what needs to be done. Mr. Cantalupo said that further improvements will be made in the near term. The recommended plan shows the addition of a right turn lane at this location.

Mr. Cantalupo said that DelDOT has an ITS program in which all signals will be interconnected eventually. He said that a signal timing system for the corridor will be included with the implementation of the project.

There were sentiments expressed by business persons to encourage more traffic, and it was noted that sentiments expressed by others seek to reduce traffic in Claymont. The Renaissance Committee has recommended that DelDOT consider lowering the speed limit to 30 mph. It was noted that the 4 travel lanes will be 11' wide rather than 12' wide, which may help to calm traffic.

Questions were raised about the final design of the median and where median breaks would occur. It was explained that this plan is conceptual, and that when the project moves into final design, every affected property owner will be consulted about the median, right of way impacts, and access requirements. The plan concept is to have a continuous landscaped median as an aesthetic improvement for the community. The median will serve to break the expanse of pavement and provides a midpoint pedestrian refuge area for persons crossing Philadelphia Pike. DelDOT will seek to find the balance between the desire for landscaping with the needs for access. In general, when the project is moved into final design the details on medians and access points will be finalized. The project will be funded for final design and it may take 4-5 years for construction to begin once the project is put in the "hopper" and is considered along with other projects competing for DelDOT funds. It was explained that if all the access and median details were worked out now and the ownership or use of properties were to change, the design would have to be revised.

It was noted that depressed medians are shown in some places (firehouse, True Value Hardware) to assure full access while still providing for continuity of the median. The plan also shows alternative designs in selected areas where additional or different median breaks could be provided. The northern part of the project corridor near the Exxon is one of those areas, where a break in the median was shown as an alternative. Mr. Van Shaik, owner of the Exxon, discussed his need for the median break to be shifted further south to accommodate the daily fuel deliveries. Mr. Patel described his need for daily fuel deliveries by large trucks at the Sunoco station, just south of Darley, and noted the median break he seeks.

Concerns were expressed about frequent accidents at Maple Lane. The plan provides for improved cross walks and a pedestrian refuge in the median at this intersection.

Concerns were expressed about the lack of a median break and left turn lane for Delaware Avenue. There was discussion about the alternative access that exists for the residents on Delaware and beyond to New York Avenue. It was noted that the median would help reduce any cut through traffic on Delaware Avenue.

It was asked whether street lighting would be improved as part of this project. Plans for changes to street lighting have not been discussed for the project, but Mr. Cantalupo said that perhaps lighting should also be looked at it final design. There is always a concern about who pays the cost for lighting. Ms. Wells noted that standard light pole design for the Renaissance Area may be included in work that Tom Comitta is doing.

There was some discussion about on-street parking and it was noted that there would not be shoulders with the Recommended Plan. It was noted that additional right of way will be required in order to provide on street parking. On street parking has been shown only in areas where the need is evident (Post Office and some businesses). Parking originally shown in front of the Holy Rosary Church and school has been eliminated based on a meeting and discussions with the Principal and church representatives. Holy Rosary has a need to improve its on-site traffic circulation and parking situation. Some at this meeting expressed concern about the loss of on-street parking at the Holy Rosary Church.

Trucks sometimes park in front of Burger King but it is not clear if that is necessary or simply out of convenience.

Project Schedule

Once the recommended plan is taken to the Working Group, DelDOT will hold a third Public Workshop. When the plan is finalized, DelDOT can determine whether there are small components of the overall plan that can be moved along sooner than others. It is expected that the Claymont Transportation Plan will be wrapped up by March.

Ms. Lamb was asked about the status of the funds ($10,000) that had been awarded to Claymont for gateway signage. She said that the funds were available. It was suggested that such a gateway sign might be a good initial project to move ahead with sooner. The Recommended plan identifies 3 potential locations for some type of gateway signage (at Governor Printz Boulevard, at Commonwealth. and at I-495).

The interchange/intersection design changes proposed at I-495 and Philadelphia Pike may also be a component that could move ahead.

The group applauded DelDOT for providing a good presentation and the business owners said they were pleased with the Claymont Transportation Plan.

Claymont Transportation Plan
Summary Information for Claymont Business Owners Association Meeting

The Transportation Plan Project is focused is on Philadelphia Pike from the interchange of I-495 in the north to Perkins Run in the south.

Goal of the Study: To Work with the community in developing the transportation component of the Claymont Renaissance Plan.

Objectives:

- 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 and walkways, bicycle access transit stops and roadway signage that enhance the Claymont community.

DelDOT activities:

Initiated the Claymont Transportation Plan in late 2001 to support work underway for the Claymont Renaissance.

- Identified transportation issues and concerns
- Conducted field walk and made numerous field observations
- Consulted with DTC regarding bus service
- Updated traffic data and collected data on through trucks

Over the last several months DelDOT met with the Claymont Renaissance Committee; met with a Working Group; and held two public workshops to share information on the project and to obtain public input.

Developed 4 transportation plan options; after receiving community input, reduced to 3 options:

- Identified the advantages and disadvantages of each Option and discussed with Working Group and in Public Workshop.
- Prepared traffic analysis of the Plan Options with proposed Renaissance redevelopment scenario.
- DelDOT now recommending Option #2.

Claymont Transportation Plan
Median Considerations

The assumptions listed below were used for determining median openings and turn bays for the recommended Option #2 (revised). These assumptions were applied in order to develop the overall Landscaped Median Option as a concept.

- All intersections with traffic signals received left turn bays and median openings in both directions, with the maximum left turn bay lengths used for each location. All turn bay lengths ranged from 50' to 240' (Governor Printz Boulevard), but averaged about 120'.

- The next priority was public streets with no traffic signals. Only five streets (Hillside Road, Delaware Avenue, Princeton Avenue, Grubs Road, and McComb Boulevard) did not receive a turn bay and median opening. Again left turn bay lengths were maximized at each location, however if a signalized intersection was located near an unsignalized intersection, the signalized intersection got a longer left turn bay length than the unsignalized.

- The next priority was providing turn bays and median openings for large businesses, or businesses with no access to a side street. Businesses across from public streets where median openings were required anyway also received turn bays.

- Turn bay lengths were maximized but shorter than any public street's turn bays, if one of each type of turn bay competed for the same space.

When this project proceeds into the final engineering phase the access needs of individual property owners along Philadelphia Pike will be discussed. Necessary adjustments will be made to the concept as the final design is developed. This project is in the planning stage and discussions with individual property owners and businesses could be premature since the timeframe for project implementation is not yet determined. Additionally, some property owners may change or new businesses may be established that would need to be taken into account.

It is important to understand that Option 2 (revised) is a concept and not a final detailed engineering plan. If a median option were to be selected as the preferred option, there would need to be an understanding that the location and number of median openings could change based on the discussions with property owners along Philadelphia Pike.
It is possible that more lenient standards might be used to determine median openings at that time.

The following describes a more lenient standard and is provided as an example of how the concept shown could be implemented:

* Provide medians adjacent to signals, at least 100' long on each side.
* Provision of median openings for all businesses without any side street access, that otherwise would require U-turns for traffic to enter.
* Provide median openings for businesses that do have side street access as long as a 100' median is retained at signals.

* Provide left turn access to all public streets, except for existing McComb Boulevard, as this will be relocated prior to the redevelopment.

The following example demonstrates the difference between what is shown in Option 2 (revised) and the "lenient" example:

	Option 2 (Revised)	**“Lenient” Example**
Number of Median Breaks	21	24
Total Median Length	8100’	3890’
Fully Blocked Businesses*	14	0
Partially Blocked Businesses**	13	3
Public Street Blocked	5	1

* Fully blocked = the proposed median would block left turn access in and out of the business

** Partially blocked = the proposed median would block left turn access in and out of the business, but there is a side street or alternate entrance to the business

Other Factors:

Inter-parcel connectors can provide improved access to properties and help to reduce the number of driveway entrances needed along a roadway. There are opportunities where inter-parcel connectors could be considered along Philadelphia Pike.

If a median option is selected as the preferred option, Working Group members should continue to participate when the project is in final design so that business owners will understand the rationale for the median.

WHITMAN, REQUARDT AND ASSOCIATES, LLP
801 South Caroline Street
Baltimore, MD 21231

Engineers
Architects
and
Planners

Phone: (410) 235-3450
Fax: (410) 243-5716

MEMORANDUM OF MEETING

Date of Meeting: February 24, 2003

Time: 6:00 PM

Location: Claymont Fire Company

Project: Claymont Transportation Plan
WR&A WO #31521-01

Attendees: Ed Haley Chief, Claymont Fire Company
Joe Cantalupo, DelDOT
Bruce Allen, DelDOT
Christine Wells, WRA

A copy of the Claymont Transportation Plan was rolled out on a table and served as the basis for the discussions. Chief Haley noted the following concerns about the Claymont Transportation Plan:

- Any median that prevents full turning movement is a concern to the fire chief.

- He does not like medians. The proposed median preventing left turns into McComb from north bound Philadelphia Pike is a concern. Until the Brookview Apartments are redeveloped, and a different road provides access to the area, access to the existing community via McComb Boulevard is important to the fire company. The Fire Company responds to many calls in the Brookview Apartment community.

- There are some areas along Philadelphia Pike where there are sight distance problems. The portion of the Pike around Pennsylvania Avenue and Delaware Avenue is the most dangerous for accidents. Also near Rolling Road. He recommended that grading be done in this area to address the sight distance problems when the project is implemented.

- The fire company would be concerned about any line of sight impacts from the proposed median trees.

- Chief Haley said that he though trucks might back up waiting to turn at the intersection of I-495 and Philadelphia Pike if the southbound ramp is removed as proposed.

- Chief Haley suggested improvements to street lighting along the Pike when the project is implemented.

Chief Haley and Mr. Cantalupo had a discussion about "Opticom" a technology that is used by fire companies in several places including Dover. This is a technology that provides traffic signal pre-emption (gives a green signal) to fire trucks at a relatively low cost. A device is installed in the truck and each traffic signal is equipped to respond to the signal emitted by the approaching fire truck.

The Claymont Fire Company does not have Opticom and Chief Haley is not in favor of equipping the Claymont Fire Company trucks with this technology.

Mr. Haley said he appreciated that DelDOT came today to hear the Fire Company's concerns. Mr. Cantalupo thanked Chief Haley for taking the time to share his comments. He said that the suggestions about grading and lighting improvements can be addressed. The final location of medians will be determined when the concept goes into Project Design. However, an interim modification to the proposed median at McComb can be incorporated to address Chief Haley's concern.

Meeting notes prepared by: Christine Wells

Appendix #12

Meeting Summary - DelDOT Team Meeting

May 13, 2002

WHITMAN, REQUARDT AND ASSOCIATES, LLP
801 South Caroline Street
Baltimore, MD 21231

Engineers
Architects
and
Planners

Phone: (410) 235-3450
Fax: (410) 243-5716

MEMORANDUM OF MEETING

Date: May 17, 2002

Date of Meeting: May 13, 2002

Time: 1:30 PM

Location: Delaware Department of Transportation, Dover
Magnolia Conference Room

Project: Claymont Transportation Plan
WR&A JO #98008, WO #31166-15

Attendees:

Joe Cantalupo	Delaware Department of Transportation, Planning
Bruce Allen	Delaware Department of Transportation, Planning
Mike Simmons	Delaware Department of Transportation, Preconstruction
Tom Hannan	Whitman, Requardt and Associates, LLP
Christine Wells	Whitman, Requardt and Associates, LLP

The purpose of the meeting was twofold: (1) to brief DelDOT TEAM and Preconstruction staff on the Claymont project (TEAM was notified of the meeting but a representative was not present), and (2) to determine whether any of the potential solutions being considered should be eliminated before further analysis because of conflicts with DelDOT design policy or practices.

The meeting handout included a summary of the transportation issues that have been identified, traffic and roadway background information, and a list of potential design and operational solutions for consideration. The list of transportation issues shown in the handout was based on input from the March 18 Public Workshop and WR&A fieldwork and information gathering.

Bruce Allen provided WR&A with the three Claymont Transportation Study questionnaire forms that had been submitted by Claymont residents.

Joe Cantalupo explained the background on the Claymont Transportation plan to Mike Simmons. He noted Councilman Weiner's particular interest in the project. He said that Thomas Comitta, the Town's Planner, has developed a concept plan that is serving as the basis for the Claymont Renaissance. He explained that WR&A is to prepare the transportation plan after Sarah Woodworth of ZHA has completed a marketing analysis of the core area. The ZHA analysis is intended provide an indication of the type and size of commercial re-development that appears to be viable.

Following is a summary of the discussion on several topics:

Bumpouts – These are considered potentially applicable to reduce intersection width for pedestrians. They must be set back 5' from edge of the vehicle travel lane to accommodate a bicycle lane.

Bike Access – Simmons said that in lieu of a proposed amendment to the Delaware Code related to bike lanes and road shoulders (known as House Bill 581) DelDOT is working to provide for bike access on all new projects wherever possible. Among other things, the bill which has now been tabled, would have required all new road projects to include bike lanes. A 5' wide bike lane should be provided in each direction for Claymont. Any bumpouts designed for the Claymont Project will need to accommodate bike lanes (need 5' setback from edge of travel way for bike lane in curbed section). Simmons said that lane width specified in the AASHTO Bicycle Guide should be used when there is on-street parking.

Lane Widths – 11' wide lanes are an acceptable minimum.

Medians (Raised) – Mike Simmons said he prefers mountable curbs for a raised median unless there are trees in the median. A median that is landscaped with shrubs and ground cover can have mountable curbs. At a design speed of 35 mph or less, barrier curb is okay. A 2' offset along through lanes and a 1' offset along turn lanes is needed with barrier curb. A 1' offset to through lane and no offset in turn lane is needed for mountable curb. To provide a 4' wide flat pedestrian refuge in the turn lanes requires an 18' wide median (edge of travel lane to edge of travel lane) with barrier curb and a 20' wide median with mountable curb.

Imprinted concrete pavers are frequently used for edge treatment for medians.

Medians (Center Left-Turn Lane) – DelDOT is willing to consider a center left turn lane, either independently or in combination with a raised median. Simmons said to assume a 14' wide continuous left turn lane.

DelDOT wants to discuss access needs along the Pike with business owners before deciding on the preferred median treatment. The community and businesses should both be engaged in the decision-making process.

On-Street Parking – On-street parking occurs on the 8' shoulders in various places along Philadelphia Pike and there are some locations where parking is restricted. Simmons mentioned DelDOT's extraordinary efforts to maintain on-street parking on a recent project along Kirkwood Highway. He advised that any proposed elimination of on-street parking should be very carefully considered before proceeding. Cantalupo said that input from the Claymont businesses would be solicited before any recommendations are made.

Speed – Comments received at the public meeting indicate that there is a perception of speeding on the Pike. The measured speed data on the attachment was reviewed and Simmons commented that the speeds are not high in comparison to other similar corridors he has studied. There was discussion that the design speed and posted speed should be the same. Joe said that a reduction in posted speed limits is considered a possible strategy for the corridor.

Number of Lanes – Tom Hannan said that WR&A did a simple critical lane analysis using recent turning movement counts that showed the level of service on the Pike would change from 'A' to 'B' with a reduction to one through lane in each direction. DelDOT is <u>not willing</u> to

consider reducing the number of lanes because of the precedent it might establish. They have been faced with similar circumstances in Kennett Pike and did not reduce the number of lanes. There was discussion about the need get updated forecasts before the next presentation to the Renaissance group.

Transit Stops – There was discussion about accommodating bus stops. Chris Wells said that there are approximately 12 stops on each side of the Pike in the 1.5 miles study area. The busiest stop has approximately 35 daily boardings. All bus stops have signs and some have benches, but there are no bus shelters. Currently, buses stop in the 8' shoulder or in the travel lane where there is no shoulder. Speed and traffic volume will impact the type of bus stop needed. A concrete pad for a shelter is typically provided. Simmons said that whatever bus stop accommodation DTC asks for should be provided, including bus pullouts. A meeting should be held with DTC staff to discuss transit stop needs, including layover and shelter needs.

Sidewalks/Crosswalks – There are sidewalks all along the Pike varying in width from 3' to 5'. Conditions range from good to poor. There are no sidewalks along Myrtle Avenue, which is the road connecting Philadelphia Pike and the train station. Simmons said that new all concrete sidewalks and pressed asphalt crosswalks should be assumed for the whole project.

Right-of-Way – Given the recommended lane widths and the accommodation of bike lanes, some additional right-of-way may be needed in selected locations.

Interchange – DelDOT is not considering a new interchange along 495 @ Governor Printz.

NEXT STEPS

Field Walk – Cantalupo said that Gary Laing is supposed to follow up to determine interest in a proposed field walk with DelDOT /consultant staff and a small group of representatives from Claymont.

Bruce Allen will attend the Claymont Renaissance meeting on May 16. At the meeting, he will discuss the potential for a field walk and for forming a subgroup of the Renaissance committee to discuss access issues.

ZHA should be presenting its findings at the Claymont Renaissance meeting in June. WR&A will consider them before presenting transportation plan alternatives.

WR&A will schedule meetings with the Claymont business owners, the access subgroup and DTC at the appropriate times.

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.

Meeting notes prepared by: Christine Wells

cc: Meeting Attendees

Appendix #13

Claymont Transportation Plan, Preferred Alternative April 2003

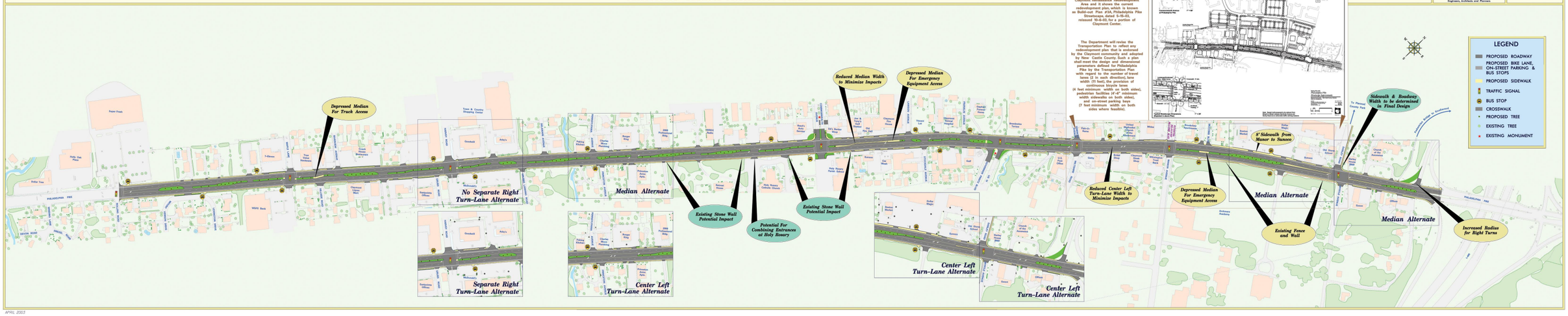
Comparison Matrix Preferred Alternative

PREFERRED ALTERNATIVE
CLAYMONT TRANSPORTATION PLAN

DelDOT

WRA Wilmer, Rasearch and Associates, LLP Engineers, Architects and Planners

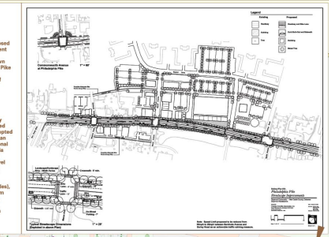
SCALE: 1" = 60'



Proposed Renaissance Redevelopment Area and Plan

The area noted below is the proposed Renaissance Redevelopment Area and it shows the current redevelopment plan, which is known as Build-out Plan #3A, Philadelphia Pike Streetscape, dated 5-15-03, reissued 10-6-03, for a portion of Claymont Center.

The Department will revise the Transportation Plan to reflect any redevelopment plan that is approved by the Claymont Renaissance and adopted by New Castle County. Such a plan shall meet the design and dimensional parameters defined for Philadelphia Pike by the Transportation Plan with regard to the number of travel lanes (2 in each direction), lane widths (12 feet minimum), use of multiuse bicycle lanes (4 feet minimum width on both sides), pedestrian facilities (4'-6" minimum width sidewalks on both sides), and on-street parking bays (7 feet minimum width on both sides where feasible).



APRIL 2003

DelDOT
Delaware Department of Transportation

Claymont Transportation Plan/ Comparison Matrix

Characteristic	Existing Philadelphia Pike		Preferred Alternative	
Typical corridor width	80'		86'8"	
Corridor width with right turn lane Corridor width with on street parking Corridor width with widened sidewalk			97'8" 94'8" 89'8"	
Bicycle Lanes	None		Continuous 5' wide lanes on both sides	
Pedestrian Circulation				
Sidewalks	Varying widths Some poor conditions		Continuous 5' wide sidewalks proposed along both sides of Pike 8' wide sidewalks proposed on west side of Pike from Manor to Sunoco Proposed new sidewalks: North side of Darley to Bus Stop South side of Myrtle to rail station North side of Manor to rail station overpass	
Crosswalks	Varied treatments		Consistent treatment at all signalized intersections	
Pedestrian crossing distance	64'		Typically 75'4" The median provides a midpoint pedestrian refuge	
Vehicular Travel				
Number of through lanes	4		4	
Vehicle lane width	12'		11'	
Shoulders	Varied locations up to 8' wide		None	
Intersection Level of Service (LOS) ***				
Darley Road Manor/McComb Governor Printz Boulevard Harvey Road	B A A B Current LOS	B A B B 2025 LOS with No-Build	D B B B 2025 LOS with "Idealized Buildout"	D C B C 2025 LOS with "Major Redevelop"
Average Daily Traffic				
South of Governor Printz Boulevard North of Governor Printz Boulevard	16,600 18,100 Based on recent traffic counts	17,600 19,300 Forecast for 2025 traffic with No Build	17,900 19,600 Forecast for 2025 with "Idealized Buildout"*	19,900 21,600 Forecast for 2025 with "Major Redevelopment"**
Estimated PM Peak Travel Times				
From I-495 to Governor Printz Boulevard From Governor Printz Boulevard to Rolling Road	1.25 2.0 Current Travel Times (minutes)	1.5 2.25 2025 Travel Time with No Build (minutes)	2.25 2.25 2025 Travel Time with Idealized Buildout" (minutes)	2.25 2.25 2025 Travel Time with "Major Redevelopment" (minutes)
Characteristic	**Existing Philadelphia Pike**		**Preferred Alternative**	
Left turn lane provisions Left turn limitations	@ Harvey Road @ Governor Printz Boulevard @ Rolling Road None		@ 15 street intersections Left turns prevented at some entrances where median exists	
Traffic Signals	8 signalized intersections		No change	
Traffic mobility implications	No restrictions on access for businesses or emergency services		Depressed median provided for emergency service access at Fire Station and McComb Boulevard Left turning movements will be restricted in some locations. Details of median breaks to be addressed in final design stage	
On-Street Parking	Informal along shoulders		11 parking spaces in high demand locations	
Bus Service				
Number of Bus Stops	12 SB stops 13 NB stops		Same number of bus stops Optimal locations to be determined	
Bus Stop Improvements Impacts	No shelters exist; some benches exist		Potential for shifting some bus stops in consultation with DTC in order to accommodate area for benches or shelters Some additional ROW impacts will occur to accommodate bus stop amenities	
Bus Operations	Passengers board and alight while buses are stopped in shoulder or in through lane		Buses would stop partially in through lane and bike lane	
Aesthetics				
Median	None		Landscaped median proposed for over half the study corridor Final details on median breaks to be addressed in final design	
Landscaping/Trees	None provided except by individual property owners		120 trees or landscaping in proposed 8' wide median	
Welcome Signage			Potential for gateway signage at following locations: @ 495 & Philadelphia Pike @ Commonwealth @ Governor Printz Boulevard	

Footnotes:

* **Idealized Buildout =** The level of redevelopment initially envisioned in the Claymont Renaissance Plan.

** **Major Redevelopment =** The highest level of redevelopment envisioned for the Claymont Renaissance area.

*** **Intersection Level of Service (LOS)** is a measure of delay experienced by motorists and ranges from A (meaning little or no congestion) to F (meaning stop and go conditions). The New Castle County Uniform Development Code (UDC) requires that a developer conduct a "Traffic Impact Study" to determine what if any highway improvements are necessary to accommodate a proposed major development at satisfactory levels of service.

Appendix #14

Letter to Working Group Members

July 28, 2003

July 28, 2003

Dear Claymont Transportation Plan Working Group member:

Over the last 12 months, the Delaware Department of Transportation has been working with the Claymont community to develop a transportation plan for Philadelphia Pike through Claymont that will support the community and the Claymont Renaissance efforts while improving the safety of travelers along the road. In the course of our work we have tried to adhere to the principles of Context Sensitive Design (CSD) we have adopted for our work. At this point in the project we interested in learning how have done with respect to those principles. With this in mind, we have asked Sally Oldham, a consultant on CSD implementation who has a national reputation for her work, to assist us in reviewing with the community the Claymont Transportation Plan.

During the remainder of the summer, Ms. Oldham will interview members of the working group and community to get a good understanding of our work done to date. Then, early in September we will hold a workshop with the goals of:

- Reaffirming the Vision for the project;
- Reaffirming the appropriate level of detail for the product of this project phase; and,
- Defining the appropriate relationship between the Claymont Renaissance Plan and the Claymont Transportation Plan as both move forward.

The workshop will also involve review of the principles of Context Sensitive Design and discussion of their application to this project. In October, we will hold a second workshop with the goals of:

- Reviewing the transportation plan and comparing it to Vision articulated in the September meeting;
- Reaching consensus on what elements of the plan meet the Vision; and,
- Reaching consensus on what project elements may need further work and how to approach these tasks through the project development process.

Both meetings will be held in the Claymont Community Center and information regarding times and agendas will be sent later in the summer. In the meantime, for your review I have enclosed a copy of the "Principles of Context Sensitive Design" for your information.

If you have questions, please call Bruce Allen or me at 302-760-2121, or e-mail us at ballen@mail.dot.state.de.us or jcantalupo@mail.dot.state.de.us. Thank you for your strong interest in Claymont's future and in our work in your community.

Sincerely,

Joseph Cantalupo, AICP
Assistant Director of Planning
Statewide and Regional Planning

FHWA CSD Website Homepage

"Context Sensitive Design is a collaborative, interdisciplinary approach, that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."

Principles of Context Sensitive Design

The following statements formed the consensus for Principles of CSD developed at the National Thinking Beyond the Pavement Workshop held in 1998. The qualities reference the outcomes of the completed project. The characteristics address the project development process.

Qualities of Excellence in Transportation Design:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility both for the user and the community.
- The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders, and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Characteristics of the Process Which Would Yield Excellence:

- Establish a multi-disciplinary team early with disciplines based on the needs of the specific project and include the public.
- Seek to understand the landscape, the community, and valued resources before beginning engineering design.
- Involve a full range of stakeholders with transportation officials in the scoping phase. Clearly define the purposes of the project and forge consensus on the scope before proceeding.
- Tailor the public involvement process to the project. Include informal meetings.
- Communication with all stakeholders is open and honest, early and continuous.
- Tailor the highway development process to the circumstances. Employ a process that examines multiple alternatives and that will result in consensus on approaches.
- Secure commitment to the process from top agency officials and local leaders.
- Use a full range of tools for communication about project alternatives (e.g. visualization).

Appendix #15

Letter to Working Group Members

September 4, 2003

September 4, 2003

Dear Claymont Community Member and Transportation Plan Working Group member:

The second Claymont Transportation Plan Context Sensitive Design workshop will be held on Thursday, October 16 at 5:00 pm at the Claymont Community Center. If you have questions about the workshops or about Context Sensitive Design and its application to the Claymont project, please feel free to call Sally Oldham at 443 482-9365 or email her at tloldham@aol.com

We ave now established times for the two workshops dealing with the Claymont Transportation Plan that we described to you in a letter sent early in August. The first workshop will be held in the Naamans Room of the Claymont Community Center on Wednesday, September 24 from 5:00-9:00 pm. The draft agenda is enclosed. We hope you will be able to participate in the meeting as complete this first phase of the transportation plan. We will also be asking for your input on how we can best meet the principles of Context Sensitive Design as we proceed with the project.

Our consultant, Sally Oldham, has interviewed a number of you already and will ask several of you to make short presentations as part of the workshop, but we will benefit from active participation of everyone who can attend.

The second meeting will be held on Thursday, October 16 at 5:00 pm at the Claymont Community Center. If you have questions about the workshops or about Context Sensitive Design and its application to the Claymont project, please feel free to call Sally Oldham at 443 482-9365 or email her at tloldham@aol.com.

Please respond to Bruce Allen by September 12th to let him know if you are able to participate on September 24 (contact info). Thank you for your willingness to participate in developing Claymont's transportation plan.

If you have questions, please call Bruce Allen or me at 302-760-2121, or e-mail us at ballen@mail.dot.state.de.us or jcantalupo@mail.dot.state.de.us. Thank you for your strong interest in Claymont's future and in our work in your community.

Sincerely,

Joseph Cantalupo, AICP
Assistant Director of Planning
Statewide and Regional Planning

FHWA CSD Website Homepage

"Context Sensitive Design is a collaborative, interdisciplinary approach, that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."

Principles of Context Sensitive Design

The following statements formed the consensus for Principles of CSD developed at the National Thinking Beyond the Pavement Workshop held in 1998. The qualities reference the outcomes of the completed project. The characteristics address the project development process.

Qualities of Excellence in Transportation Design:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility both for the user and the community.
- The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders, and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Characteristics of the Process Which Would Yield Excellence:

- Establish a multi-disciplinary team early with disciplines based on the needs of the specific project and include the public.
- Seek to understand the landscape, the community, and valued resources before beginning engineering design.
- Involve a full range of stakeholders with transportation officials in the scoping phase. Clearly define the purposes of the project and forge consensus on the scope before proceeding.
- Tailor the public involvement process to the project. Include informal meetings.
- Communication with all stakeholders is open and honest, early and continuous.
- Tailor the highway development process to the circumstances. Employ a process that examines multiple alternatives and that will result in consensus on approaches.
- Secure commitment to the process from top agency officials and local leaders.
- Use a full range of tools for communication about project alternatives (e.g. visualization).

Appendix #16

CSD Meeting Attendees

Agenda - Working Group Meeting on Context Sensitive Design

Meeting Summary - Working Group Meeting

September 24, 2003

Claymont Transportation Plan
September 24, 2003 CSD Workshop
Attendees

(1) Robert Weiner - New Castle County Council
Louis L. Redding City/County Building
800 French Street
Wilmington, DE 19801
302-654-7444, Ext. 23
RWeiner@foxrothschild.com

(2) Marti Schiek - Claymont Historical Society
101 Myrtle Avenue
Claymont, DE 19703
302-798-7322

(3) Brett Saddler - Claymont Business Owner's Association
902 Harvey Road
Claymont, DE 19703
302-798-1364
bsaddler@phillipssaddler.com

(4) EJ Haley - Claymont Fire Company
3223 Philadelphia Pike
Claymont, DE 19703
302-798-9274
CH1436@aol.com

(5) Charles Baker - New Castle County Department of Land Use
New Castle County Government Center
87 Reads Way
Corporate Commons
New Castle, DE 19720-1648
cbaker@co.new-castle.de.us

(6) Josh Mestrangelo – New Castle County Department of Land Use
New Castle County Government Center
87 Reads Way
Corporate Commons
New Castle, DE 19720-1648
302-395-5416
jmestrangelo@co.new-castle.de.us

(7) Bobbi Britton – East Coast Greenways
99 Walker Street
Chadds Ford, PA 19317
610-558-4775
bobbibritton@hotmail.com

(8) Don Carbaugh – Chairman, DE Bicycle Council and CCOBH Bike/PED Committee
49 Marsh Woods Lane
Wilmington, DE 19810
302-529-7929
dcarbaugh@comcast.net

(9) Tom Comitta - Comitta Associates Inc.
18 W. Chestnut Street
West Chester, PA 19380
610-696-3896
tca@comitta.com

(10) Jane Poppitti Scott - Office of Senator Joseph Biden
1105 North Market Street
Suite 2000
Wilmington, DE 19801
Jane_Scott@biden.senate.gov

(12) Tigist Zegeye, Executive Director - Wilmington Area Planning Council (WILMAPCO)
850 Library Avenue
Suite 100
Newark, DE 19711-7146
302-737- 6205
Tzegeye@wilmapco.org

(13) Chris McEvilly - Preservation Delaware, Inc.
1405 Greenhill Avenue
Wilmington, DE 19806
cmcevilly@comcast.net

(14) Dave L. Ames - University of Delaware - Center for Historic Architecture and Design
331 Alison Hall
Newark DE 19716
302-831-1050
davames@udel.edu

(15) George Losse', President - Claymont Coalition
14 Franklin Avenue
Claymont, DE 19703
(302) 792-0876

(16) Frank Kolling, Vice-President - Claymont Coalition
3004 Court Street
Claymont, DE 19703

(17) Dan Harkins - Rolling Park Civic Association
18 Rolling Road
Claymont, DE 19703
(302) 798-0713

(18) John DeCostanza
3209 Philadelphia Pike
Claymont, DE 19703

(19) James Lockwood - Ashbourne Hills Civic Association
116 South Shelly Drive
Claymont, DE 19703

(20) Joseph Watson - Delaware Transit Corporation
400 South Madison Street
Wilmington, DE 19801
302-577-3278
jwatson@mail.dot.state.de.us

(21) Gregory Hoer - Parsons Brinckerhoff Qaude & Douglas
301 North Charles Street
Suite 200
Baltimore, MD 21201
410-385-4146
hoer@pbworld.com

(22) Christine Wells - Whitman Requardt & Associates
801 South Caroline Street
Baltimore, MD 21231
410-235-3450
cwells@wrallp.com

(23) Bruce Allen – DelDOT, Division of Planning
P.O. Box 778
800 Bay Road
Dover, Delaware 19901
302-760-2135
ballen@mail.dot.state.de.us

(24) Joseph Cantalupo – DelDOT, Division of Planning
P.O. Box 778
800 Bay Road
Dover, Delaware 19901
302-760-2112
jcantalupo@mail.dot.state.de.us

(25) Michael Angelo, Assistant Director - DelDOT, Design Support
P.O. Box 778
800 Bay Road
Dover, Delaware 19901
302-760-2371
mangelo@mail.dot.state.de.us

(26) Sally Oldham - Oldham Historic Properties, Inc.

105 Market Street
Annapolis, MD 21401
443 482-9366
TLOldham@aol.com

(27) Nilesh Patel - Dunkin Donuts
302-893-4728
nileshm3@comcast.net

(28) Patt Cannon - Preservation Delaware
302-429-0286
cannon5904@aol.com

(29) Eric Gollanuck - University of Delaware – Center for Historic Architecture and Design
302-831-1030
efgollan@udel.edu

(30) Vernalee Frey - Claymont Business Owners Association
302-798-1401
No e-mail address listed

(31) Peter(?) Dirca
302-798-8498
No organization or e-mail listed

Claymont Transportation Plan
Working Group Meeting
September 24, 2003
Claymont Community Center

Agenda

5:00 PM	Socializing, dinner
5:30 PM	Welcome, purpose, introductions – Michael Angelo, Moderator
5:45 PM	Claymont Transportation Project – Chris Wells Existing conditions; Project Goals/Vision; Current Plan
6:10 PM	Context Sensitive Design – What is it? Principles – Sally Oldham Questions/Discussion
6:30 PM	Understanding the Community's Goals for this project Claymont Community Coalition viewpoint Business Community viewpoint Historic Preservation viewpoint Regional Land Use viewpoint
6:50 PM	Reaffirm a Vision for the transportation corridor – 10 years in the future Input from all; discussion; trial Vision statements
7:30 PM	Test consensus on Vision statement
7:50 PM	Discussion of level of detail for the product of this project phase – Joe Cantalupo
8:00 PM	Define appropriate relationship between Claymont Renaissance Plan and Claymont Transportation Plan as both move forward – Bruce Allen, Tom Comitta
8:20 PM	Discussion of Context Sensitive Design in relation to the Claymont Transportation Plan project How has the project to date met the principles of CSD? Recommendations for the future for project success in meeting CSD principles – for the project team, for community representatives
8:55 PM	Summary remarks Plans for next meeting
9:00 PM	Adjourn

Claymont Transportation Plan
Working Group Meeting Summary

Date: October 14, 2003

Meeting Date/Time: September 24, 2003, 5:00 PM

Location: Claymont Community Center

Working Group Members in Attendance:
Robert Weiner - New Castle County Council
Greg Lavelle – State Representative
Marti Schiek - Claymont Historical Society
Brett Saddler - Claymont Business Owner's Association
EJ Haley - Claymont Fire Company
Charles Baker - New Castle County Department of Land Use
Josh Mestrangelo – New Castle County Department of Land Use
Bobbi Britton – East Coast Greenways
Don Carbaugh – Chairman, DE Bicycle Council and CCOBH Bike/PED Committee
Tom Comitta - Comitta Associates Inc.
Jane Poppitti Scott - Office of Senator Joseph Biden
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
George Losse' – Claymont Community Association
Frank Kolling – Claymont Community Association
Dan Harkins – Rolling Park Civic Association
John DeCostanza – Joe and Tony's
James Lockwood – Ashbourne Hills Civic Association
Joseph Watson – Delaware Transit

Staff:
Gregory Hoer - Parsons Brinckerhoff Qaude & Douglas
Christine Wells - Whitman Requardt & Associates
Bruce Allen – DelDOT, Division of Planning
Joseph Cantalupo – DelDOT, Division of Planning
Michael Angelo – DelDOT, Assistant Director – Design Support
Sally Oldham - Oldham Historic Properties, Inc.

Others in Attendance:
Nilesh Patel - Dunkin Donuts
Patt Cannon - Preservation Delaware
Eric Gollanuck - University of Delaware – Center for Historic Architecture and Design
Vernalee Frey - Claymont Business Owners Association
Peter(?) Dirca

Claymont Transportation Plan
Working Group Meeting
September 24, 2003
Claymont Community Center
Agenda

5:00 PM	Socializing, dinner
5:30 PM	Welcome, purpose, introductions – Mike Angelo, Moderator Sally Oldham, Facilitator
5:45 PM	Claymont Transportation Project – Bruce Allen, Chris Wells Existing conditions; Project Goals/Vision; Current Plan
6:10 PM	Context Sensitive Design – What is it? Principles – Sally Oldham Questions/Discussion
6:30 PM	Understanding the Community's Goals for this project Claymont Community Coalition and Renaissance Committee viewpoint – George Losse' Business Community viewpoint – John DeCostanza Historic Preservation viewpoint – Marti Schiek / David Ames Regional Land Use viewpoint – Charles Baker
6:50 PM	Reaffirm a Vision for the transportation corridor – 10 years in the future Input from all; discussion; trial Vision statement – Tigist Zegeye
7:30 PM	Test consensus on Vision statement
7:50 PM	Discussion of level of detail for the product of this project phase – Joe Cantalupo
8:00 PM	Define appropriate relationship between Claymont Renaissance Plan and Claymont Transportation Plan as both move forward – Bruce Allen, Tom Comitta
8:20 PM	Discussion of Context Sensitive Design in relation to the Claymont Transportation Plan project How has the project to date met the principles of CSD? Recommendations for the future for project success in meeting CSD principles – for the project team, for community representatives Public official viewpoint – Robert Weiner Additional viewpoints – Input from all
8:55 PM	Summary remarks – Mike Angelo Plans for next meeting on October 16 from 5:00-7:30 pm at Claymont Community Center
9:00 PM	Adjourn

Mike Angelo opened the meeting with comments on the purpose and objectives for the meeting and asked everyone to introduce themselves. He explained that we were seeking to achieve consensus at this meeting on a Vision statement for the project. Bob Weiner asked questions about how this working group would operate and whether it is possible to accelerate the project schedule. Mike indicated that the project is being considered for funding for design in the FY' 06 timeframe. Mike talked about the value of Context Sensitive Design and DelDOT's commitment to use this approach with transportation projects.

Sally Oldham explained the expectations or ground rules adopted by the working group when it was first constituted including the definition of consensus as, "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."

Chris Wells explained Whitman, Requardt and Associates' work on the project, existing conditions analysis, public involvement process and reviewed the current preferred alternative for the transportation plan.

Sally used a power point presentation to define Context Sensitive Design (CSD), describe the principles of CSD, and explain its adoption by DOT's in other states. She explained the challenges DOTs have in implementing CSD, making organizational changes, strengthening public involvement to make it a two way dialogue, and adopting a more flexible approach to design. She stressed the importance of communications for success with CSD and described listening skills needed. She gave illustrations of several projects using CSD principles including Sharpsburg, MD (from which Maryland State Highway Administration learned many lessons about the need to use CSD principles), Smiths Bridge, DE (which has been used by FHWA as a case study in how to use the CSD approach), Loch Raven, MD and Towson Roundabout, MD.

The working group then listened to three viewpoint speakers who addressed from different perspectives their goals for this project. George Losse, speaking for the Community Coalition and the Renaissance Committee cited the following goals:

- Bring back a village atmosphere; bring people back to Claymont.
- Divert through traffic away from Philadelphia Pike and toward I-95.
- Create a sense of place so that people know that they "have arrived" in Claymont.
- Calm and slow the vehicular traffic on Philadelphia Pike.
- Need to improve pedestrian safety when crossing Philadelphia Pike; make it easier for pedestrians to cross the Pike.
- The appearance of Philadelphia Pike is important; need to add trees along the road.
- Construct sidewalk improvements.
- Provide bicycle lanes.
- Construct a sidewalk for pedestrian access to the Claymont (SEPTA) train station.
- Develop a small loop bus service; perhaps from the train station and through the community.
- Want to attract people and businesses to Claymont and keep them here.

Eric Haley, Chief of the Fire Department, could only stay briefly at the meeting but cited the following concerns and goals:

Concerns:

- Raised medians undesirable; create emergency vehicle circulation/movement problems.
- Pennsylvania Avenue and Philadelphia Pike Intersection: Pedestrian/vehicular conflicts at this location; crossing at the bottom of a hill and dark at night.

Goals:

- Easier access and traffic movement.
- Sidewalks for pedestrians.
- More pedestrian crossings.

John DeCostanza, speaking from the business perspective, cited the following goals:

- Want more destination spots: restaurants, super market, and other services/attractions.
- Generate business along the Philadelphia Pike.
- Want a functional and aesthetic boulevard treatment of Philadelphia Pike that will attract people to Claymont. The impression people have of the roadway serves as the first impression for people coming to Claymont – and as their last impression as they leave.
- "The road [Philadelphia Pike] is serious business for the businesses."
- Bring the town of Claymont back from the edge of blight.
- Need policing assistance; business community recognizes an increase in unlawful behavior.
- The Philadelphia Pike project would show that "Claymont is changing".

David Ames, speaking from the Historic Preservation viewpoint, offered the following comments:

- There is a rich history in Claymont along the Philadelphia Pike.
- There are outstanding historic and other diverse resources in Claymont; most of these resources are found along the Pike.
- Need to be sensitive to the history of Claymont during the planning, design, and construction processes.

David also provided the organizers with notes of his points regarding Claymont's history.

Charles Baker provided comments from the regional land use perspective:

- Claymont needs redevelopment.
- Claymont needs reinvestment. The roadway project is really opportune to encourage this.
- Claymont needs more young families.

- As old industries in Claymont are phased-out/closed, there will be opportunities for brownfield development: these developments should be “new and clean” businesses.
- Claymont has historically had a high percentage of rental housing; there should be an increase in home ownership and property investment in Claymont.
- Respect the historic character of Claymont.
- Aesthetics are important.
- Get lasting value from the Philadelphia Pike project and add value to Claymont.
- Respect Claymont.
- Land use decisions driven by the Claymont Renaissance plans.

Sally then solicited opinions about the goals for this project of all working group members as a means to reaffirm the Vision for the transportation project. She reviewed the Vision statement developed by Chris Wells to reflect the project team’s understanding of project goals and also the Vision Statement developed by Tom Comitta on behalf of the Renaissance Committee’s efforts. The following comments were made about project need as project aspirations as input to a Vision statement:

Chris McEvilly:

- There are many personalities along the Philadelphia Pike corridor.
- There are many assets along the Philadelphia Pike corridor.
- The historic context should be reflected in the vision statement.

Councilman Robert Weiner:

- Contiguous historic community in lieu of the current corridor appearance.
- Refer to “the Philadelphia Pike community”; a sense of place.
- Encourage free-flowing traffic, but at slower speeds than currently driven.

Input from Tom Comitta:

- Ten percent of the Philadelphia Pike will be a traffic-calmed area with a character experience that is different than “just driving through” [as exists today].
- Comparison drawn from a Gettysburg, Pennsylvania bed and breakfast: “We stopped here because this place felt so good!” Claymont should strive for this sense of place recognition.

Input from Sally Oldham:

- Need an identity for the Claymont community.
- The entire Philadelphia Pike corridor in Claymont does not necessarily need to be the same; the Pike has historically had different parts/attributes.
- “Claymont Main Street” as a vision.

Input from Don Carbaugh:

- Identified Maryland SHA's When Main Street is a State Highway to the attendees; recommended checking the SHA's website and reading the document. (Note; I believe this document has been removed from the website, but would be available by calling MDSHA.

Input from Brett Saddler:

- Some people don't want change; they are afraid of the consequences with change.
- Construction impacts [of a project] are not always understood by property owners and businesses; they need to be informed and educated of what to anticipate during the construction period.

Input from Ms. Frey:

- Slow-down the vehicular traffic; enforce the posted speed limits.
- Need to be aware of the pedestrian crossings…especially the children that cross Philadelphia Pike.
- We want a safe and quiet community.

Input from Nick Patel (not a member of the working group):

- The community needs to be aware of the proposed changes to the built environment (and construction activities) that will result after construction of the project.

Input from Business Group for the Transportation and Renaissance Plans:

- Do not hurt the businesses during the project's construction period.
- Develop a maintenance of traffic plan with input from the Claymont community.

Input from Frank Kolling:

- There are some people in the community who want the project to happen very soon…or, if not soon, then not at all.
- There is a definite desire to expedite the Philadelphia Pike project.
- The Claymont community wants to see something happen; there may be early construction opportunities that could be advanced to show that something is happening on Philadelphia Pike.
- The previous Harvey Road construction work by DelDOT was not a good example to illustrate that the Philadelphia Pike is being adequately addressed.

Before the meeting began, Sally had asked Tigist Zegeye to develop a "trial" vision statement as the discussion proceeded. She asked Tigist to read her trial statement and then asked all members of the working group to join in a discussion to refine the statement. Once everyone had had an opportunity to contribute, she reviewed the definition of consensus and asked whether there was consensus on the Vision statement. All agreed that they were in consensus on this Vision statement.

Next Joe Cantalupo discussed the level of detail for the project of this phase of the project.

- There needs to be a clear statement of the transportation issues and an identification of what the community wants: a clear problem statement (Note: the Vision statement responds to this need.)
- There need to be clear images in the form of graphics and plans. Elements that are decided in the planning phase include:
  - Identification of the general character or the parameters of the improvements (refer to Comparison Matrix meeting handout).
  - Identification of the number of travel lanes.
  - Guidance on the community's wishes; for example, materials for the construction of new sidewalks: brick, textured finishes, etcetera; signing of the pedestrian facilities.
  - Identification of the locations for proposed turning lanes.
  - Potential stormwater management facility locations.
  - Bicycle facility accommodations and treatments.
  - Gateway and landscaping treatments…and long-term community maintenance commitments need to be secured.
  - What the community wants and/or desires needs to be weighed against what can be realistically done.
  - Some decisions are made during the planning phase; other decisions will follow as the project transitions to the final designers to address the details of the project.

Bruce Allen and Tom Comitta spoke about the relationship between the Claymont Renaissance Plan and the Claymont Transportation Plan as both move forward. Bruce explained that DelDOT supports the goals of the Claymont Renaissance Plan; flexible with the ultimate land use plan. Tom Comitta requested that the "Images and Inspirations for Claymont" plan be included on the WR&A project roll plan. Joe Cantalupo suggested an alternate method of inclusion: use words and not the plan image. The resolution of how to relate the two plans visually was left for further discussion.

Councilman Robert Weiner made comments on the importance of this project:

- Councilman Weiner stated that he is a Sustainability Leadership Chairman at a national level.
- There is a desire to add lasting value to the community. Claymont has the potential to be a place to live, work, and shop…and be a safe and aesthetically pleasing community.
- Philadelphia Pike can be a conduit for travel and a place for people to come. Claymont can be "funky" and have it's own character; but it will not be Annapolis, or other similar destination.
- Claymont has a river, two interstate highways, two railroads, and will some day be a part of the East Coast Greenway.
- The transportation plan needs to be interrelated with the land use plan.

- Claymont has both historic and cultural attractions; for example, Frank Lloyd Wright's last residential design.
- Developers' discussions have been initiated with a number of developers including Streuver Brothers, Eccles, & Rouse.
- Claymont is not merely a strip of highway! Claymont has many assets. The Claymont Transportation Plan must add lasting value to the community.
- Add bulb-outs to the streetscape plan; slow down the traffic; think outside the box!

Mike Angelo explained that since it was now nearly 9:00 pm, we would leave the discussion of Context Sensitive Design principles to the next meeting. He thanked everyone for their input and their impressive commitment to this Philadelphia Pike project. Given the urgency voiced by members of the Working Group, he said he would endeavor to get seed money for survey work into the FY '05 schedule. He reminded Working Group members that the next and last meeting of this planning phase for the Claymont Transportation Plan would be held at the Community Center from 5:00 PM - 7:30 PM on Thursday, October 16, 2003.

Appendix #17

Working Group Meeting Attendees

Agenda - Working Group Meeting on Context Sensitive Design

Meeting Summary - Working Group Meeting

October 16, 2003

Claymont Transportation Plan
October 16, 2003 CSD Workshop
Attendees

(1) Robert Weiner - New Castle County Council

(2) Marti Schiek - Claymont Historical Society

(3) Brett Saddler - Claymont Business Owner's Association

(4) Tom DeCristofaro - Claymont Fire Company

(5) Josh Mestrangelo – New Castle County Department of Land Use

(6) Bobbi Britton – East Coast Greenways

(7) Don Carbaugh – Chairman, DE Bicycle Council and CCOBH Bike/PED Committee

(8) Tom Comitta - Comitta Associates Inc.

(9) Jane Poppitti Scott - Office of Senator Joseph Biden

(10) Tigist Zegeye, Executive Director, Wilmington Area Planning Council (WILMAPCO)

(11) Chris McEvilly, Preservation Delaware, Inc.

(12) Dave L. Ames - University of Delaware - Center for Historic Architecture and Design

(13) George Losse' – President, Claymont Coalition

(14) Frank Kolling - Vice-President, Claymont Coalition

(15) Dan Harkins - Rolling Park Civic Association

(16) John DeCostanza – Joe and Tony's Gulf Station

(17) James Lockwood - Ashbourne Hills Civic Association

(18) Cathy Dennis - Delaware Transit Corporation

(19) Gregory Hoer - Parsons Brinckerhoff Qaude & Douglas

(20) Christine Wells - Whitman Requardt & Associates

(21) Bruce Allen - DelDOT

(22) Joseph Cantalupo - DelDOT

(23) Michael Angelo - DelDOT

(24) Sally Oldham - Oldham Historic Properties, Inc.

(25) Nilesh Patel - Dunkin Donuts

(26) Vernalee Frey - Claymont Business Owners Association

(27) David Ennis – State Representative

(28) Clinton Tynes - Delaware Small Business Development Center

(29) John Osoinach - Delaware Small Business Development Center

(30) Fernando Franca – Claymont Business Owner

(31) Michael Wilson – Claymont Business Owner

(32) Greg Lavelle - State Representative

(33) Robert Valihura – State Representative

(34) Rick Phillips - Phillips Saddler Creative

(35) Scott Traister – Edward Jones

Claymont Transportation Plan

Working Group Meeting

October 16, 2003

Claymont Community Center

Vision Statement for Claymont Transportation Project: As soon as possible, implement transportation improvements along historic Philadelphia Pike that will help transform it into a revitalized Claymont with a discernable center. A functional and attractive transportation system will allow people to safely and conveniently walk, bicycle, drive and ride transit to places where people live, work, shop, learn, worship and recreate in a vibrant compact mixed-use community.

Consensus Achieved by Working Group 9/24/03

Agenda

5:00 PM Socializing, dinner

5:15 PM Welcome, purpose of meeting, introductions – Mike Angelo, Moderator

5:25 PM Vision for Claymont Transportation Project – Sally Oldham, facilitator
How does the plan meet the Vision? Recommendations to meet the Vision when design work proceeds.

- Three viewpoint speakers from the Working Group
  - Brett Saddler – Claymont Business Association
  - Tom DeCristofaro – Claymont Fire Company
  - Tom Comitta – Thomas Comitta & Associates

5:45 PM General discussion to assess what qualities the current plan has (the combined Philadelphia Pike transportation plan and Renaissance plans) to meet the Vision?

- To meet this Vision, what qualities are important to emphasize or develop as the project goes through design?
- Are there early action items that could be funded and constructed to demonstrate to Claymont citizens that a transformation is coming to create a vibrant community with a strong sense of identity?

6:15 PM Test for consensus on the transportation plan as it moves ahead into detailed design

6:30 PM Discuss principles of Context Sensitive Design relating to the project to provide feedback to DelDOT

- Three viewpoint speakers from the Working Group
  - Tigist Zegeye – WILMAPCO
  - Adam Wojtelwicz – Archmere Academy
  - Cathy Dennis – Delaware Transit

- Discuss role of working group and project team as the project moves forward
- General Discussion with input from all

7:25 PM Summary remarks – Mike Angelo

7:30 PM Adjourn

FHWA CSD Website Homepage

"Context Sensitive Design is a collaborative, interdisciplinary approach, that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."

Principles of Context Sensitive Design

The following statements formed the consensus for Principles of CSD developed at the National Thinking Beyond the Pavement Workshop held in 1998. The qualities reference the outcomes of the completed project. The characteristics address the project development process.

Qualities of Excellence in Transportation Design:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility both for the user and the community.
- The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders, and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Characteristics of the Process Which Would Yield Excellence:

- Establish a multi-disciplinary team early with disciplines based on the needs of the specific project and include the public.
- Seek to understand the landscape, the community, and valued resources before beginning engineering design.
- Involve a full range of stakeholders with transportation officials in the scoping phase. Clearly define the purposes of the project and forge consensus on the scope before proceeding.
- Tailor the public involvement process to the project. Include informal meetings.
- Communication with all stakeholders is open and honest, early and continuous.
- Tailor the highway development process to the circumstances. Employ a process that examines multiple alternatives and that will result in consensus on approaches.
- Secure commitment to the process from top agency officials and local leaders.
- Use a full range of tools for communication about project alternatives (e.g. visualization).

DRAFT

MEETING NOTES FROM THE CLAYMONT TRANSPORTATION PLAN WORKING GROUP MEETING (WORKSHOP #2; 5:00 PM TO 7:30 PM) CLAYMONT COMMUNITY CENTER OCTOBER 16, 2003

Introductions & Welcome

Mike Angelo informed the attendees that funding in the amount of $500K had been recommended in the CIP for 2005. This is a new development since the September 24th workshop.

Vision for Claymont Transportation Plan

Sally Oldham reviewed the Vision Statement crafted at the September workshop (on the projector screen and read aloud by Sally).

Sally read the ground rules for Workshop #2.

Three Viewpoints Stated

Brett Saddler:
- Vision Statement addresses the desires of the community perfectly.
- It will be painful during construction, but the area will become a place to which people will want to come.
- Need to get the businesses involved with the planning and construction phases.
- He supports the Transportation Plan; recognizes that things to be worked-out during construction.
- Not aware of any concerns associated with the Transportation Plan.

Tom DeCristofaro
- Agrees with Brett Saddler.
- Concerned with issues of life safety and the ability to move emergency equipment on the Philadelphia Pike.
- The process, as a whole, has gone too long; possibly wasted some time.
- The Fire Department is 95% happy.
- Bruce, Joe, and Christine have taken a lot of heat; I appreciate their time and their listening to the Fire Department.
- "A pretty good plan."

Robert Weiner
- Pleased to hear that the Fire Department is happy.
- The process with DelDOT has had a duration of two and one-half years.

- Intermodal opportunities: the river, a railroad, an airport, and roads. Stated that the Transportation Plan doesn't show pedestrian connections. (Christine Wells stated "Yes, it does." and raised a foam core board for the attendees to see.)
- Needs to be a safe place; people need to want to come and visit…and live. The Transportation Plan has to accommodate these goals.
- Safety and aesthetics are important.

Tom Comitta
- "The Vision Statement is a masterpiece."
- "Thanks, Sally, Joe, Bruce, and Christine for including the Renaissance concept on the Transportation Plan."
- There are certain challenges for the Claymont coalition:
  - Need developer recruitment.
  - Need to recruit new investments in the corridor.
- Greater development opportunities exist on the north side of the Philadelphia Pike.
- "Yes, the Plan meets the vision."

General Discussion

Sally Oldham: The DelDOT process takes time. Are there possibilities to have early action items?

Dan Harkins
- Complimented Joe and Bruce on including his community.
- Lives on the low side of the Philadelphia Pike. There are eastern slope drainage problems (water and ice) since the initial development of the Philadelphia Pike.
- There is a visibility issue: one cannot see up the eastern slope; this visibility issue needs to be taken into account.
- "Way for the future": Should think about Governor Prince as a way to reduce Philadelphia Pike traffic.

Vernalee Frey
- No comment.

Tom Comitta
- Need street trees and sidewalk improvements.

Cathy Dennis
- Need bus stop improvements and enhancements; an old bus route along the Philadelphia Pike and receives heavy use/patronage.
- Money is available for improvements and enhancements.

Brett Saddler
- No comment.

Greg Lavelle
- Complimented the exhaustive and comprehensive Transportation Plan…move ahead.

Tom DeCristofaro
- Crossings at Burger King and Super Fresh.
- How will Holy Rosary live without on-street parking?

George Losse'
- Concern with Holy Rosary as well as the above comments heard.
- An off-ramp from I-495 to Governor Prince a possibility? Trying to minimize traffic on the Philadelphia Pike.
- Wants to see trees.
- Claymont needs better transportation service from DART; the community needs reliable public transportation.

Frank Kolling
- "Wants to see something"; "let's get something that we can see."
- Gateway signage: cannot put in place until we know what the plan will look like. (Mike Angelo responded that DelDOT could put the gateway signs in now and move them at a later date to accommodate the construction activities.

Bobbi Britton
- Could the intersection at I-495 be constructed under a separate contract?

Chris McEvilly
- Asked if there were any corporations in attendance that would be willing to donate money for trees.
- Need trees, with lights; and sidewalks.
- Crosswalks needed, Princeton Road, for example; add line striping for pedestrian safety.
- Suggested Safe Routes to School Program in Claymont; strengthen pedestrian connections. The Program is endorsed by DelDOT.
- Asked if the local historical society does walking tours. An attendee stated that tours are currently held using a bus since pedestrian distances are too great.
- The business community needs to work on a "Welcome to Claymont" effort.

Josh Mestrangelo (Spoke on behalf of Charlie Baker)
- Happy to see progress.
- Suggested a rewording of a note on the Transportation Plan as follows: "Endorsed by community and adopted by New Castle County".
- Suggested street trees and sidewalks as early action items; also suggested that New Castle County can assist in this effort through working with developers.

Don Carbaugh
- No comment.

Robert Weiner
- Line striping at crosswalks.
- Gateway treatments via a process of consensus.
- Design overlay.

Vernalee Frey

- Appreciative of DelDOT's listening and concern of businesses.
- Try to develop a good maintenance of traffic plan to keep businesses open and thriving.

Fernando Franca (from Business Owners' Association)

- Some shoddy building facades exist along the Philadelphia Pike; there is a need for owners to upgrade their building facades as an early action item. Suggested fund raising to assist owners in these upgrades. (Brett Saddler suggested that it may be difficult to do fund raising for private businesses/properties.)
- Small Business Administration can provide low interest loans for façade improvements. (Joe Cantalupo suggested that the property owners have improvement plans in hand during a walk-through with the Small Business Administration.)

Clinton Tynes (represented the Small Business Development Center)

- Told attendees/business owners: "Keep plugging away…it will take time."
- Stated that matching grants are available to owners for façade improvements.
- There are four SBDC offices to assist business property owners.
- Businesses disrupted during construction should:
  - Be prepared for business disruption during the construction period, and
  - Think of creating innovative marketing during the construction period.
- Only the strong will survive; look at ways to be prepared for the construction period disruptions: financing and marketing. (Suggestions made by John Osoinach of the SBDC.)

Tom Comitta

- Regarding the community's crosswalks: most people cross Philadelphia Pike at the Post Office. The current pavement markings at this crosswalk are worn.
- Suggested adding pavement markings in front of Fernando's.

Representative David Ennis

- Video (Joe Cantalupo to finance?)
- The I-495 ramp reconstruction could take years.
- Suggested a new crosswalk at Shipley; add crosswalk lights that would indicate when a pedestrian is in the crosswalk.
- Said that Fannie Mae has mortgage money available to home buyers that are adjacent to bus stops.
- Suggested a loop bus route: Gaymont/Fox Point/Governor Prince.

Michael Wilson (Fernando's business partner)

- Suggested pedestrian crossing buttons and lights as an early action item.

Test for Consensus

Consensus reached…with the exception of the rewording of the Claymont Renaissance statement as suggested by Charlie Baker (through Josh Mestrangelo).

Discus Principles of Context Sensitive Design Relating to the Project to Provide Feedback to DelDOT

Sally reviewed the "Qualities of Excellence in Transportation Design" and the "Characteristics of the Process Which Would Yield Excellence".

Three Viewpoint Speakers from the Working Group

Tigist Zegeye

- PowerPoint presentation of CSD projects. WILMAPCO has done this type of project; can also be done in Claymont.

Adam Wojtelwicz (Archmere Academy)

- Not present.

Cathy Dennis

- Represented Delaware Transit, a division of DelDOT.
- Bus riders are project stakeholders.
- Transit facilities: high corridor ridership; need to improve the bus stops on Philadelphia Pike.
- Pedestrian safety is important.
- Aesthetics opportunities exist in the design of the bus stop site and the bus shelter.

Comments regarding CSD

Tom Comitta

- Feedback loops: Claymont Renaissance plan input to DelDOT.

George Losse'

- Better identification of the working group; need to be identified so that the community members know with whom to speak, voice concerns, provide ideas.

Unidentified Speaker

- Suggested local news coverage, specifically via television.
- Claymont Renaissance organization has a website that has had many "hits".

Vernalee Frey

- Stated that she does not have a computer. Can't there be a handout with phone numbers?
- Suggested that printed materials regarding the project be available to the public at Claymont stores and businesses.

Brett Saddler

- Can either Joe Cantalupo or Bruce Allen attend the bi-monthly Claymont Business Association meetings?

Robert Weiner

- Suggested that a Transportation Plan report, with a map, be prepared as a handout and be available via the DelDOT and Claymont Renaissance websites.

Chris McEvilly

- Suggested that a seminar be presented that demonstrates traffic calming measures. (Bulb-outs, traffic configurations, etcetera.)
- The seminar would help the Claymont community understand and "see" what traffic calming entails.

Mike Angelo

- The Working Group needs to be proactive and go out to the community.
- DelDOT will assist in further educating the Working Group.
- Suggested a community meeting to kick-off the design process.

Robert Weiner

- Said that the Working Group are "ambassadors to the community".

Chris McEvilly

- Suggested community input to Tom Comitta's previously prepared first year Claymont Renaissance report. Need to identify assets of the community and negative elements of the community.

Tom Comitta

- Asked DelDOT to identify project phases.
- Deldot replied:
  - Planning/Project Development (current phase; handled by Joe Cantalupo)
  - Project Development/Design (handled by Joe Cantalupo)
  - Property Acquisition (handled by Mike Angelo)
  - Construction (handled by Mike Angelo)

Mike Angelo

- Identified some of the issues typically addressed in a roadway project:
  - Section 106 process
  - Section 4f
  - Wetlands
  - Etcetera
- Wants to speak with Don Weber (DelDOT Traffic Engineer) regarding possible early action items to be implemented; Mike and Don to possibly meet with the Working Group in three months.
- Could bring DelDOT design staff to the meeting for introductions.

Chris McEvilly

- Suggested small working groups from the community to assist in the roadway segments' design.

Final Comments

Christine Wells expressed a "thank you" to the community for their help and enthusiasm with the project.

Robert Weiner stated that he is anxious to move forward on the project.

Summary Remarks

Next meeting will be held on the third Thursday of March 2004. Mike Angelo and his staff will be present.

DelDOT needs to wrap-up the Transportation Plan Report.

Notes from the two workshops will be made available for distribution to the Working Group.

Recorded by G. Hoer

DRAFT