



Marshallton Circulation Study | Public Workshop
September 13, 2012

AGENDA

- Overview
- Alternatives and recommendations
- How you can participate



- Transportation has been a key element of past planning efforts in Marshallton
- This study will address transportation issues that are important to Marshallton residents and business people
- Steps so far
 - ✓ Walkable Community Workshop, July 2011
 - ✓ Public workshop, November 2011
 - ✓ Property owner meetings, including Orchard Road



WHAT WE'VE HEARD FROM YOU

Controlling traffic speeds and volumes on Old Capitol Trail would improve the village character of Marshallton.

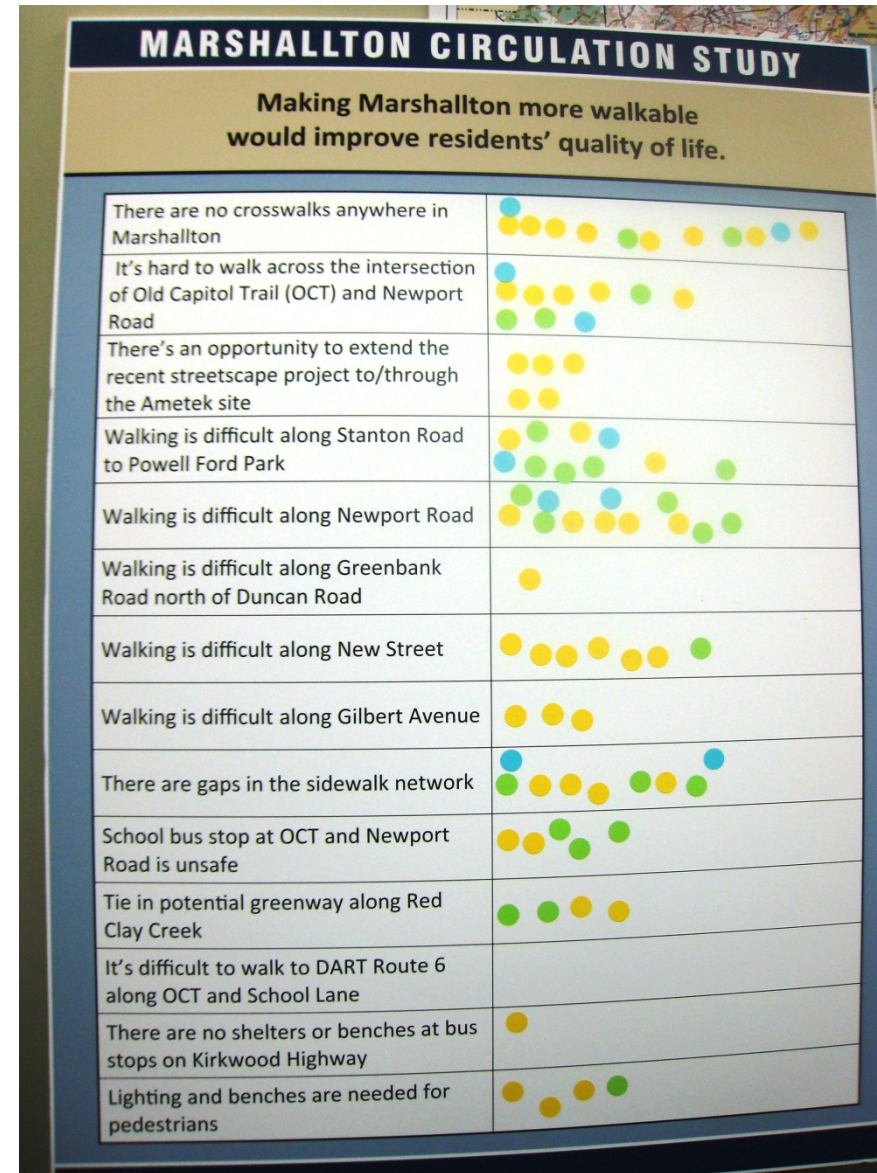
- Cars turning at the OCT/Newport Road intersection sometimes go through parking lots
- Residents have trouble getting out of their driveways
- Speeding, inconsistent speed limits, no place for police to park for enforcement

MARSHALLTON CIRCULATION STUDY	
Controlling traffic speeds and volumes on Old Capitol Trail would improve the village character of Marshallton.	
Preserve the character of the community	●●●●●●●●
There have been many crashes on eastbound Old Capitol Trail (OCT) at the curve	●●●●●●●●
Residents have trouble getting out of their driveways	●●●●●●●●
The new bridge on Newport Road (under construction) may increase traffic in Marshallton	●●●●●●●●
Speeding, inconsistent speed limits, no place for police to park for enforcement	●●●●●●●●
Westbound OCT traffic sneaks by left turns onto Stanton Road	●●●●●●●●
Someone may develop land on the east side of Greenbank Road between Duncan Road and OCT	
Some parking lots require cars to back onto roads, causing conflicts	●
Too many trucks on New Street	●●●●
Traffic on OCT is bypassing delays on Kirkwood Highway	●●●●●●●●
Drainage problems at the OCT/Newport Road intersection	●●●●
Cars turning at the OCT/Newport Road intersection sometimes go through parking lots	●●●●●●●●
There are no bicycle facilities in Marshallton	●●●●●●●●

WHAT WE'VE HEARD FROM YOU

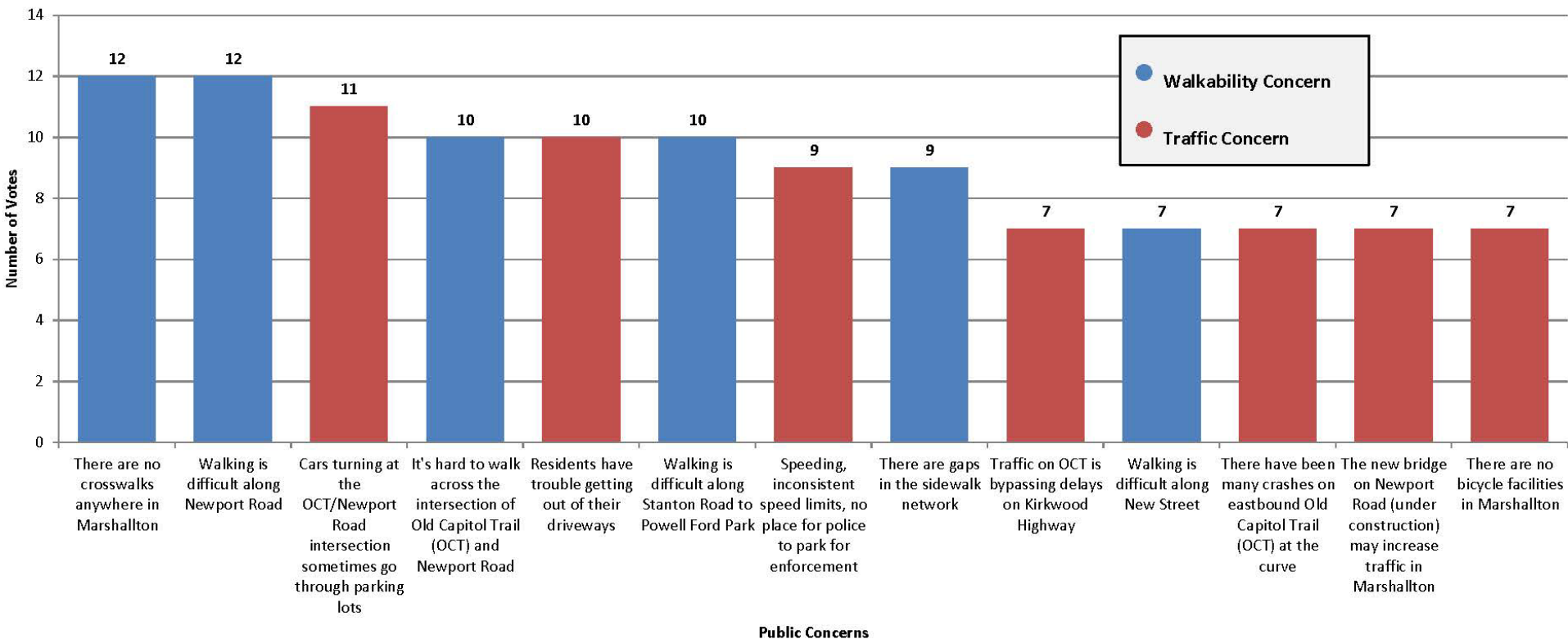
Making Marshallton more walkable would improve residents' quality of life.

- There are no crosswalks anywhere in Marshallton
- Walking is difficult along Newport Road
- It's hard to walk across the intersection of OCT and Newport Road
- Walking is difficult along Stanton Road to Powell Ford Park
- Walking is difficult along Newport Road
- Walking is difficult along Greenbank Road north of Duncan Road
- Walking is difficult along New Street
- Walking is difficult along Gilbert Avenue
- There are gaps in the sidewalk network
- School bus stop at OCT and Newport Road is unsafe
- Tie in potential greenway along Red Clay Creek
- It's difficult to walk to DART Route 6 along OCT and School Lane
- There are no shelters or benches at bus stops on Kirkwood Highway
- Lighting and benches are needed for pedestrians

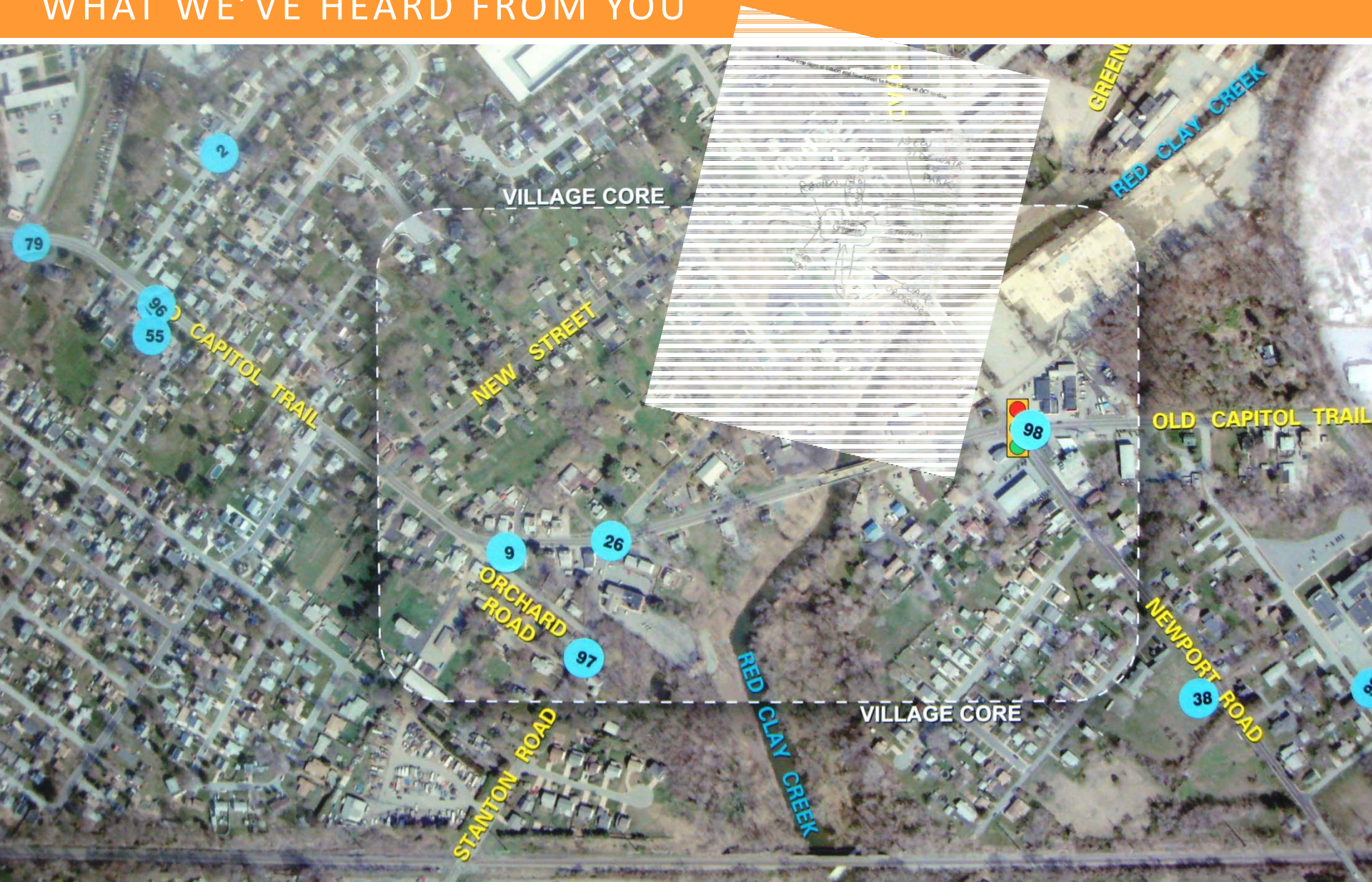


WHAT WE'VE HEARD FROM YOU

Top Voted Issues at Marshallton Circulation Study Public Meeting



WHAT WE'VE HEARD FROM YOU



Alternatives and recommendations

TRAFFIC

- Improve the intersection of Old Capitol Trail and Newport Road to reduce speeding, keep cars from cutting through parking lots, improve pedestrian crossings, and make drainage work better
- Improve the intersection of Old Capitol Trail and Stanton Road to reduce speeding, enhance safety, and improve pedestrian crossings
- Ensure speed limits are consistent throughout Old Capitol Trail in Marshallton



Alternatives and recommendations

WALKABILITY

- Install new sidewalks where recommended by the summer 2011 Walkable Community Workshop and this study, creating a complete pedestrian network
 - ✓ Some completed by DelDOT in summer 2012
- Identify opportunities for streetscape elements such as lighting, benches, and bus shelters
- Plan all improvements to accommodate a future greenway along Red Clay Creek



Alternatives and recommendations

INTERSECTION ALTERNATIVES

- Old Capitol Trail and Newport Road
 - ✓ Four-way roundabout
 - ✓ Sidewalk improvements
- Old Capitol Trail and Stanton Road
 - ✓ Three-way roundabout
 - ✓ Pedestrian corner
- Public outreach
 - ✓ Property owner meetings on July 19, 2012
 - ✓ Follow-up meetings or phone conversations



Alternatives and recommendations

WHY ROUNDABOUTS?



Alternatives and recommendations

WHY ROUNDABOUTS?

- They reduce speeds, both on the approaches and within the intersection
- They maintain continuous flow for each movement
- They reduce conflicts, improving safety
- They are designed to allow movement of larger vehicles such as trucks and buses



Alternatives and recommendations

WHY ROUNDABOUTS?



Alternatives and recommendations

OLD CAPITOL TRAIL AND NEWPORT ROAD

Roundabout Alternative

- Reduces speeding
- Provides improved pedestrian crossings and continuous sidewalks
- Parking no longer backs out into the street
- Eliminates traffic signal, reducing the number of stops
- Should reduce crashes
- Moves Washington Avenue access away from the intersection
- Property impacts
 - ✓ Big D's would be acquired
 - ✓ Brescia Properties would be acquired – may provide an opportunity for a community green/garden
 - ✓ Significant impacts to N. Barton parking on both sides of Old Capitol Trail – new parking lot could reduce some of these impacts

OLD CAPITOL TRAIL AND NEWPORT ROAD



Alternatives and recommendations

OLD CAPITOL TRAIL AND NEWPORT ROAD

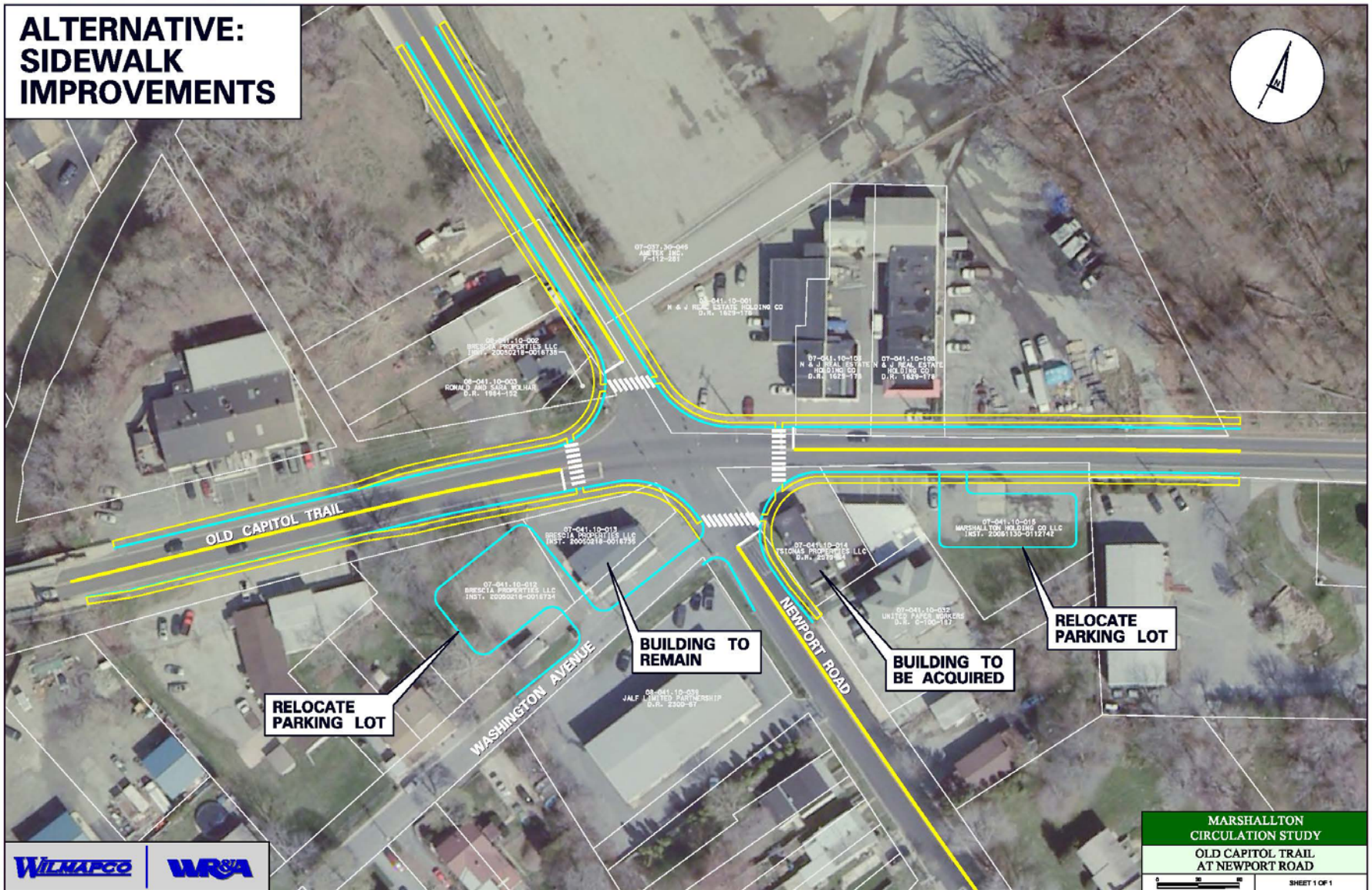
Sidewalk Improvements Alternative

- Provides improved pedestrian crossings and continuous sidewalks
- Allows room for new traffic signal equipment
- Parking no longer backs out into the street
- Property impacts
 - ✓ Big D's would be acquired
 - ✓ Brescia Properties parking would be relocated
 - ✓ Impacts to N. Barton parking on south side of Old Capitol Trail – replaced by new parking lot

Alternatives and recommendations

OLD CAPITOL TRAIL AND NEWPORT ROAD

ALTERNATIVE: SIDEWALK IMPROVEMENTS



Alternatives and recommendations

OLD CAPITOL TRAIL AND STANTON ROAD

Roundabout Alternative

- Reduces speeding
- Provides improved pedestrian crossings and continuous sidewalks
- Reduces traffic backups on Stanton Road
- Should reduce crashes
- Property impacts
 - ✓ Keeps impacts on the State of Delaware property as much as possible
 - ✓ Significant impacts to front yards of Marshallton United Methodist Church and Flynn property
 - ✓ Church exit would be modified to right turns only – left-turning traffic would use the roundabout
 - ✓ Possible narrow impacts to residential properties

OLD CAPITOL TRAIL AND STANTON ROAD

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SHEET 1 OF 1

Alternatives and recommendations

OLD CAPITOL TRAIL AND STANTON ROAD

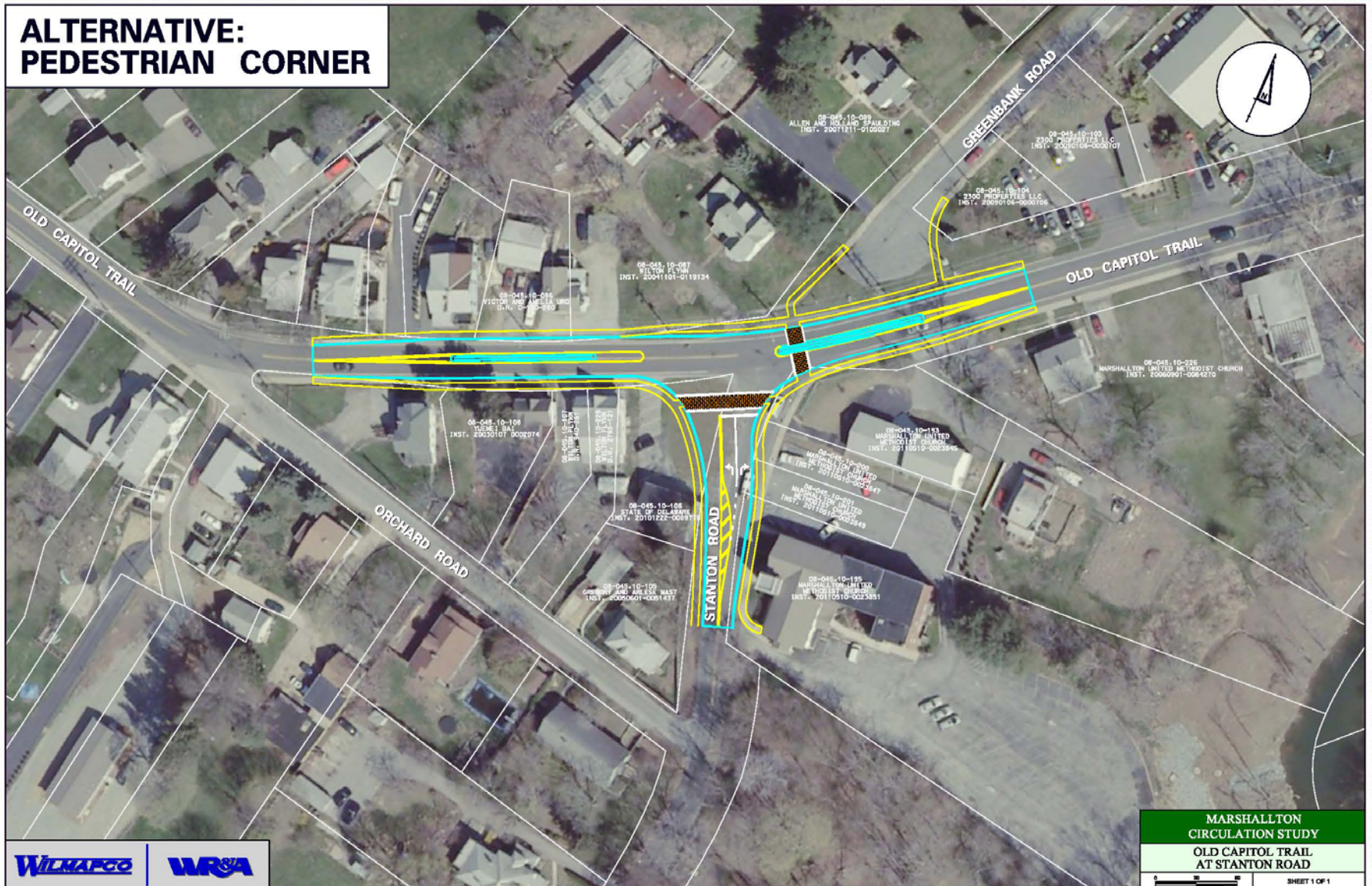
Pedestrian Corner Alternative

- Provides improved pedestrian crossings and continuous sidewalks
- Short left- and right-turn lanes on Stanton Road, reducing traffic backups
- Medians and potential raised crosswalks may slow traffic, but will be less effective than the roundabout alternative
- Property impacts
 - ✓ Possible narrow impacts to properties along Old Capitol Trail

Alternatives and recommendations

OLD CAPITOL TRAIL AND STANTON ROAD

ALTERNATIVE: PEDESTRIAN CORNER

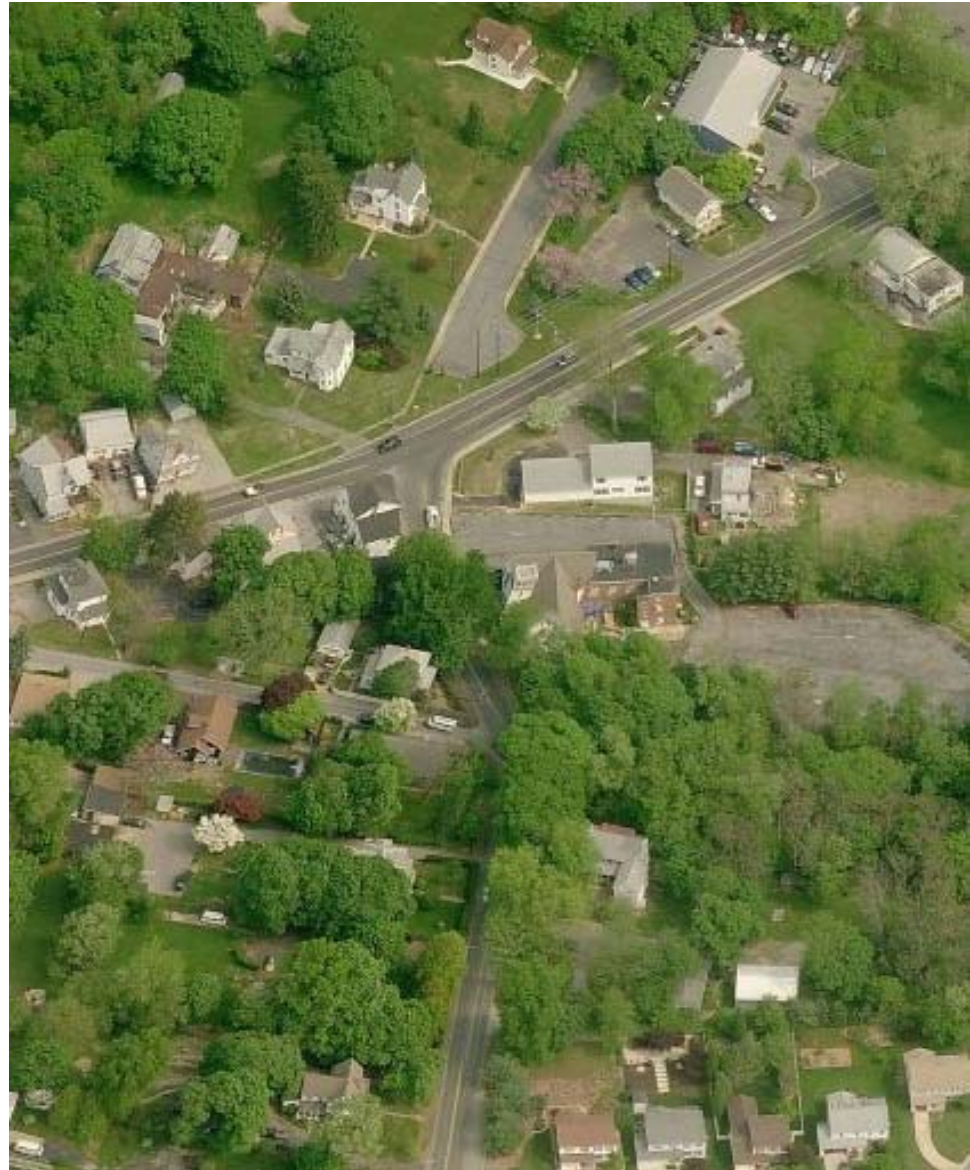


Alternatives and recommendations

OLD CAPITOL TRAIL AND STANTON ROAD

Elements common to both alternatives

- Reconnecting Greenbank Road was evaluated and is not recommended
- Based on public input, changes to Orchard Road traffic are not recommended
- The part of the State of Delaware parcel not needed for transportation improvements could become a community green or garden



How you can participate

PROVIDE YOUR COMMENTS

- Let us know which alternatives you prefer
- Offer comments on other elements of the study
- Public input will be reviewed with the project steering committee and compiled into the final report this fall



How you can participate

QUESTIONS?