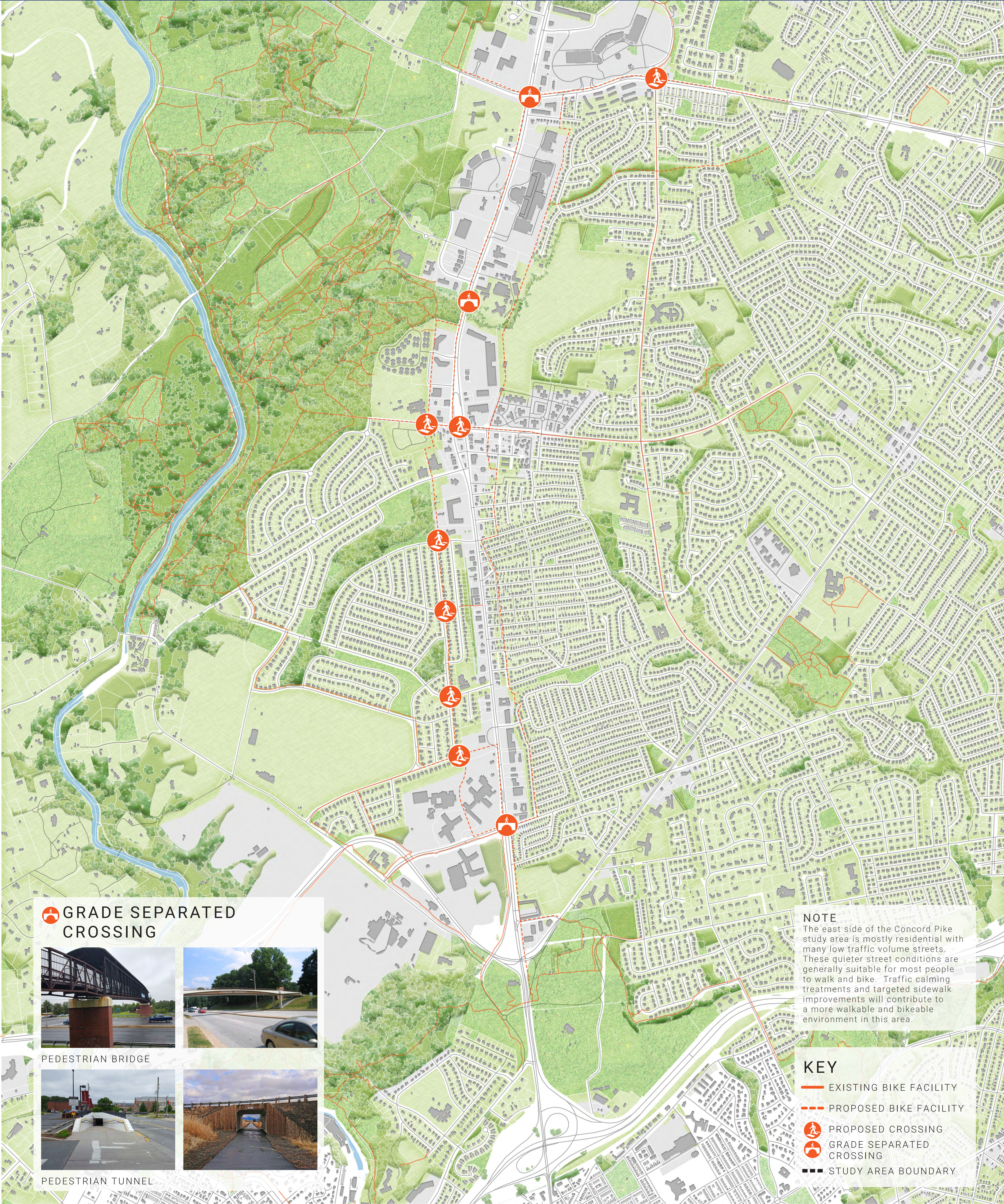


TRANSPORTATION: BIKE & PEDESTRIAN NETWORK



PROPOSED BIKE & PEDESTRIAN NETWORK

TRANSPORTATION: STREET NETWORK



PROPOSED STREET NETWORK

TRANSPORTATION: STREET INTERSECTIONS

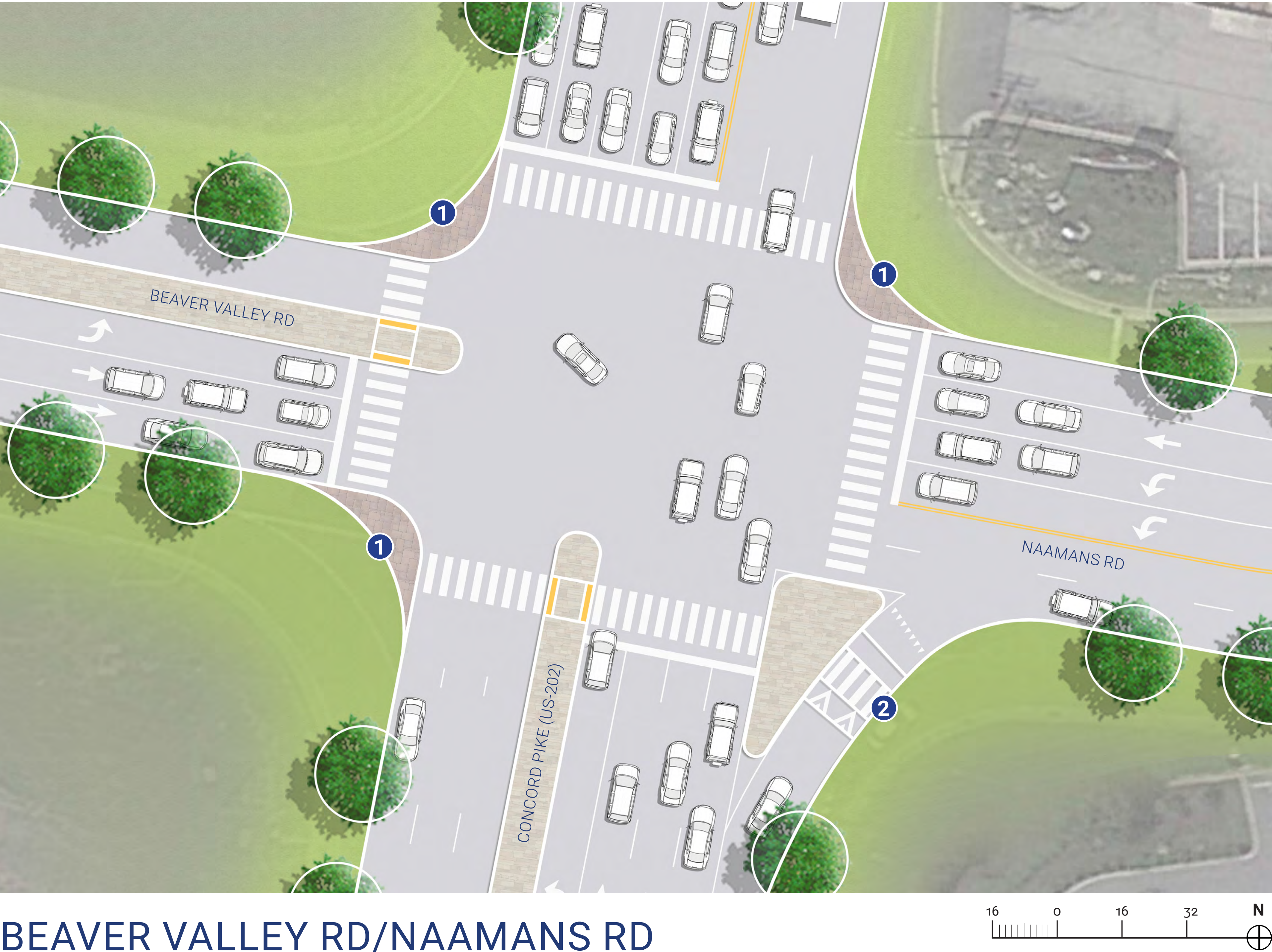


BRANDYWINE BLVD



- INTERSECTION CHANGES**
- Crosswalks added to southern and western legs of intersection
 - Geometry of right-turn islands adjusted
 - Truck aprons added
 - Lanes added: left turns into and out of western driveway, and northbound Concord Pike left-turn
 - Lanes removed: westbound Brandywine Parkway right-turn

Level of Service		
	AM Peak Hour	PM Peak Hour
Baseline		
Development		
Intersection Changes		



BEAVER VALLEY RD/NAAMANS RD



- INTERSECTION CHANGES**
- Crosswalks added to southern leg of intersection
 - Northbound right-turn slip lane added
 - Raised crosswalk added to southeastern slip lane
 - Truck aprons added
 - Lanes removed: southbound Concord Pike right-turn, westbound Naamans Road through, northbound Concord Pike left-turn, and eastbound Beaver Valley Road right-turn

Level of Service (East)		
	AM Peak Hour	PM Peak Hour
Baseline		
Development		
Intersection Changes		



1 Truck Apron



2 Slip Lane Raised Crosswalk

- Level of Service Key**
- < 81% Utilization
 - 81% - 91% Utilization
 - 91% - 100% Utilization
 - > 100% Utilization

Level of Service Definitions
Baseline- Existing volumes + projected 3% growth for 2040 design year, existing lanes at intersections
Development- Baseline volumes + development scenario volumes, existing lanes at intersections
Intersection changes- Development scenario volumes, modified lanes at intersections (shown on boards)

TRANSPORTATION: STREET INTERSECTIONS



- INTERSECTION CHANGES**
- Concord Mall access relocated across from service road
 - Crosswalks added to all legs of intersection
 - Truck aprons added
 - Through, left turn and right turns available from all directions
 - Lane removed: southbound Concord Pike right-turn, westbound mall access left-turn and northbound Concord Pike right-turn

NOTE: Mall access road realigned to meet Rocky Run Boulevard

Level of Service		
	AM Peak Hour	PM Peak Hour
Baseline		
Development		
Intersection Changes		

CONCORD MALL SOUTH ENTRANCE



- INTERSECTION CHANGES**
- Intersection reconfigured to two signalized intersections
 - Crosswalks added to all legs at both intersections
 - Geometry of northbound right-turn island adjusted
 - Truck aprons added
 - Lanes added: northbound Concord Pike left-turn and eastbound Garden of Eden Road left-turn
 - Lane removed: southbound Concord Pike right-turn

Level of Service (West)		
	AM Peak Hour	PM Peak Hour
Baseline		
Development		
Intersection Changes		

Level of Service (East)		
	AM Peak Hour	PM Peak Hour
Baseline		
Development		
Intersection Changes		

SILVERSIDE RD



1 Truck Apron



2 Slip Lane Raised Crosswalk

- Level of Service Key**
- < 81% Utilization
 - 81% - 91% Utilization
 - 91% - 100% Utilization
 - > 100% Utilization

Level of Service Definitions

Baseline- Existing volumes + projected 3% growth for 2040 design year, existing lanes at intersections

Development- Baseline volumes + development scenario volumes, existing lanes at intersections

Intersection changes- Development scenario volumes, modified lanes at intersections (shown on boards)

TRANSPORTATION: STREET INTERSECTIONS



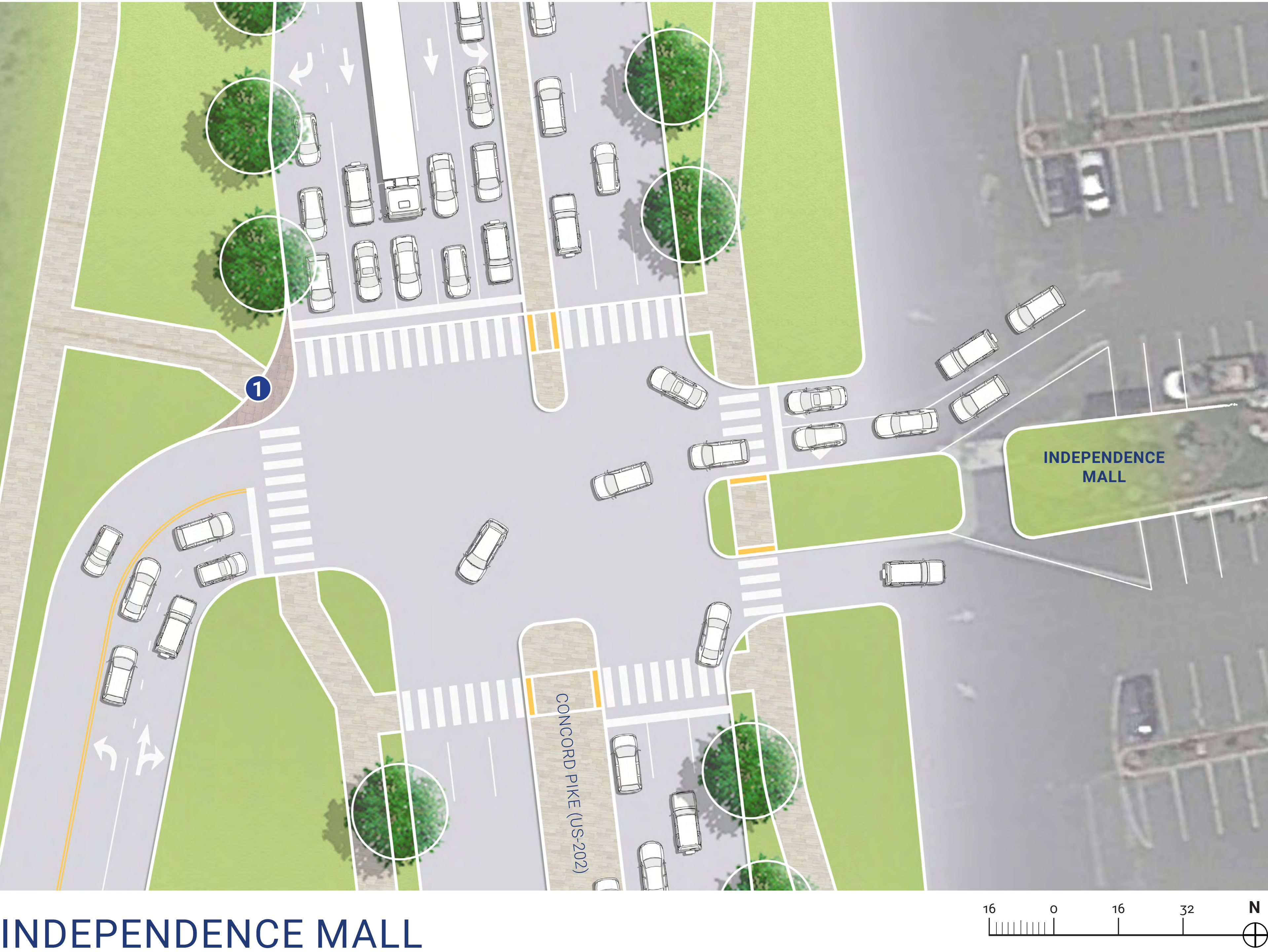
POWDER MILL RD/MURPHY RD



INTERSECTION CHANGES

- Crosswalk added to northern leg of intersection
- Geometry of right-turn island adjusted
- Truck aprons added
- Lane removed: southbound Concord Pike through; westbound Murphy Road through; northbound Concord Pike right-turn and left-turn; and eastbound Powder Mill through and right-turn

NOTE: This intersection is still being evaluated to ensure the recommendations are operationally sound. The intersection is proposed to be reduced overall in size.



INDEPENDENCE MALL



INTERSECTION CHANGES

- Southbound ramp to Powder Mill Road converted to two-way roadway
- Northbound shoulder on Concord Pike converted to shared-use path
- Crosswalks added to southern and western legs of intersection
- Lanes added: southbound Concord Pike right-turn
- Lanes removed: southbound through bus lane

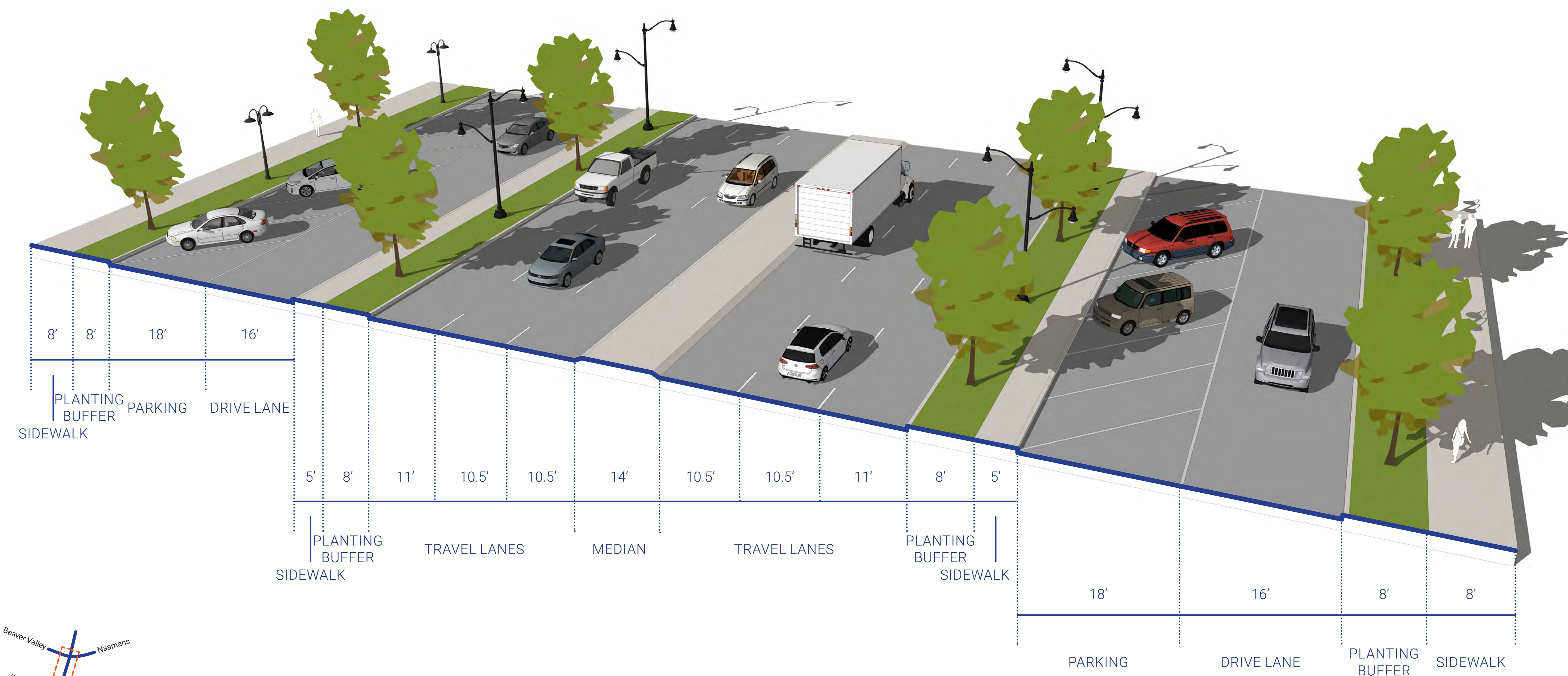


1 Truck Apron



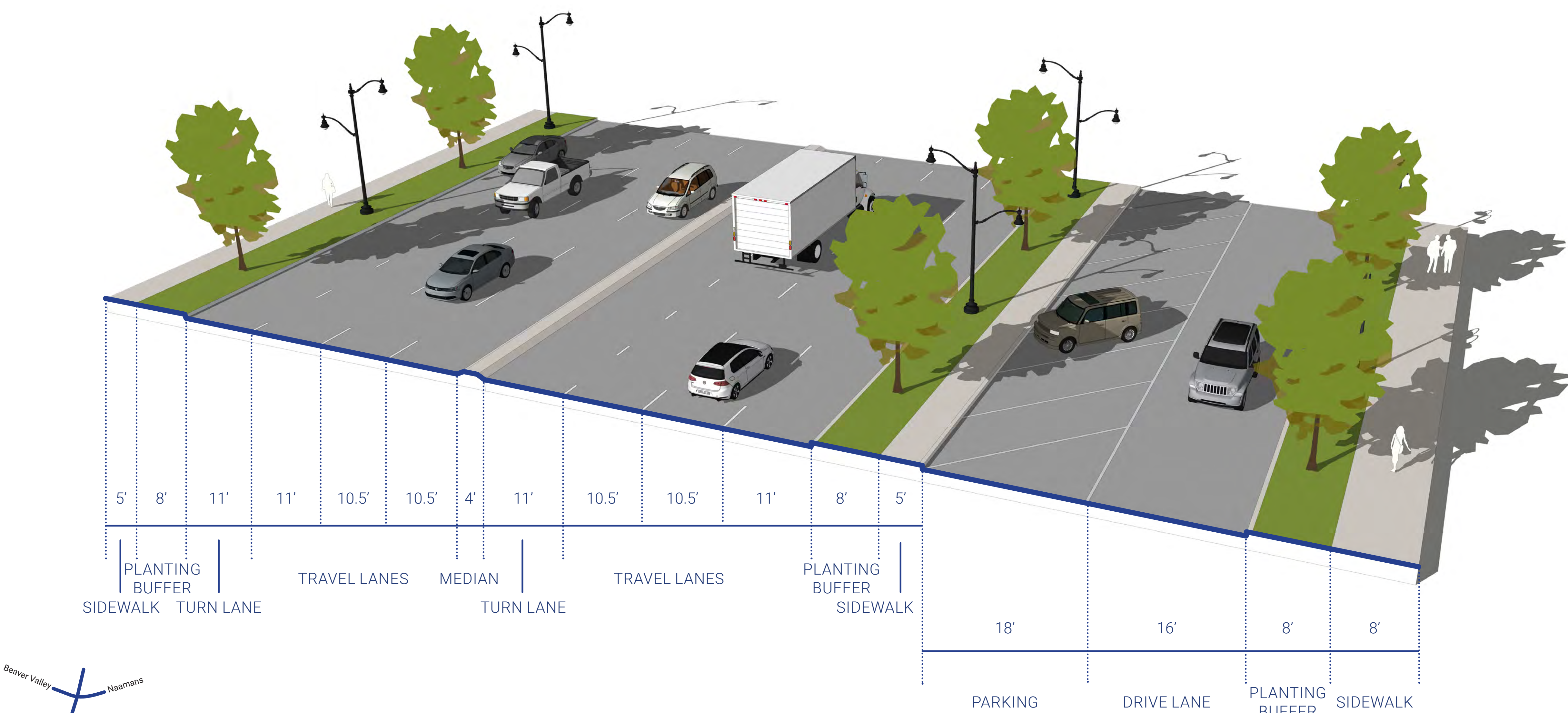
2 Slip Lane Raised Crosswalk

TRANSPORTATION: STREET SECTIONS



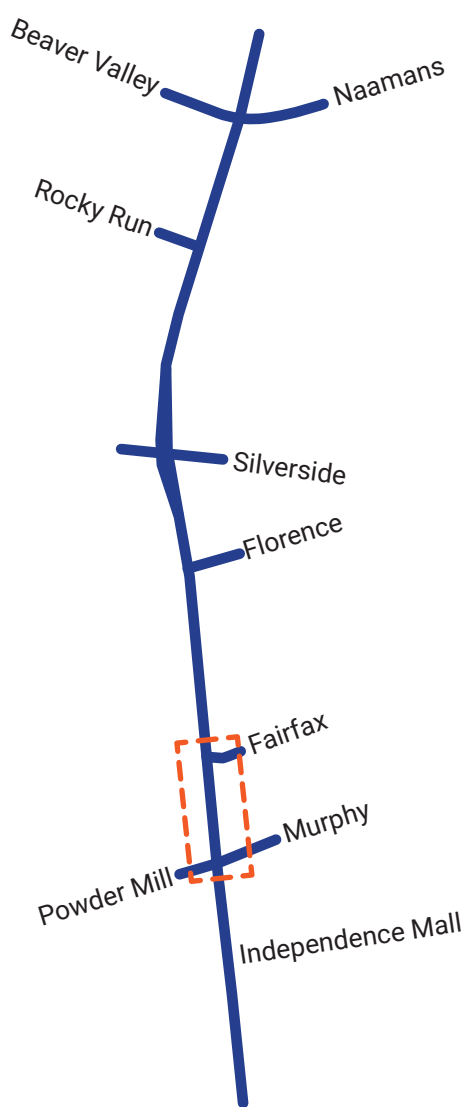
CONCORD PIKE

From Rocky Run Boulevard to Beaver Valley Road/Naaman's Road

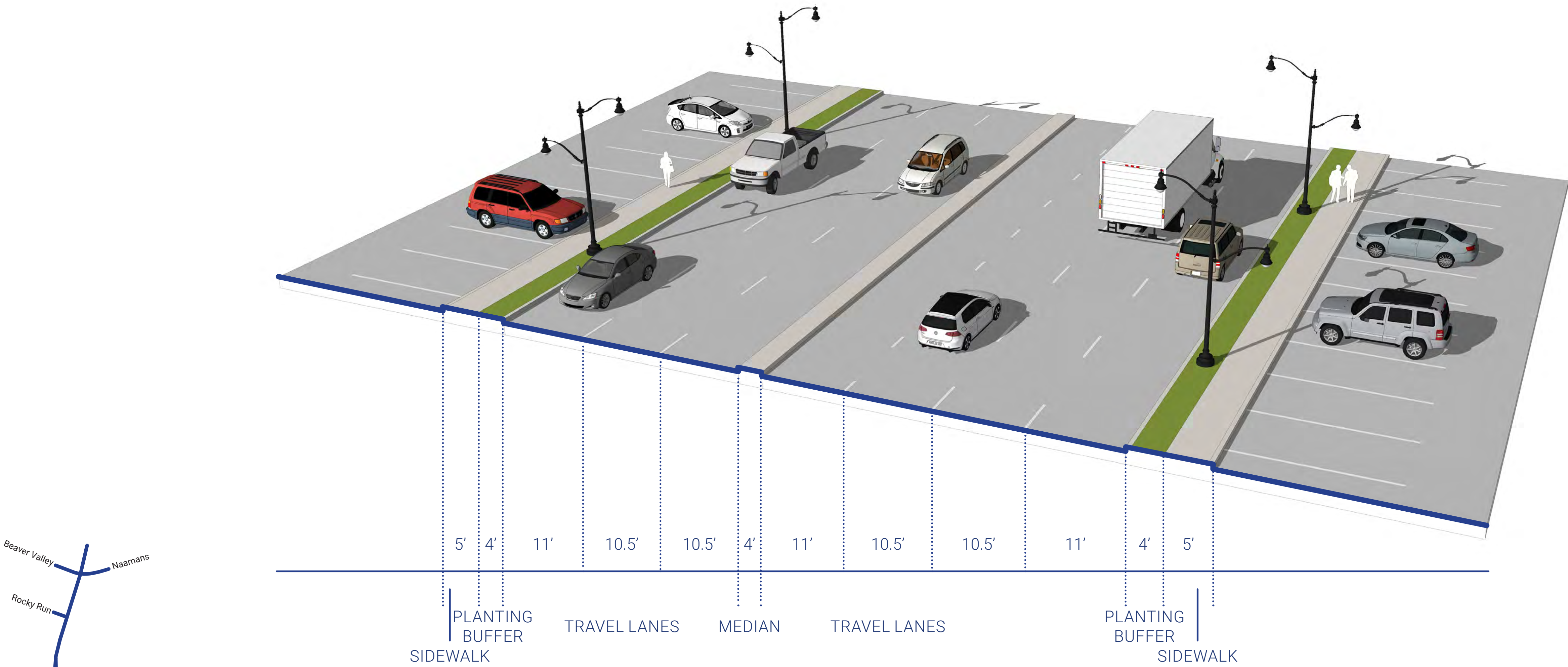


CONCORD PIKE

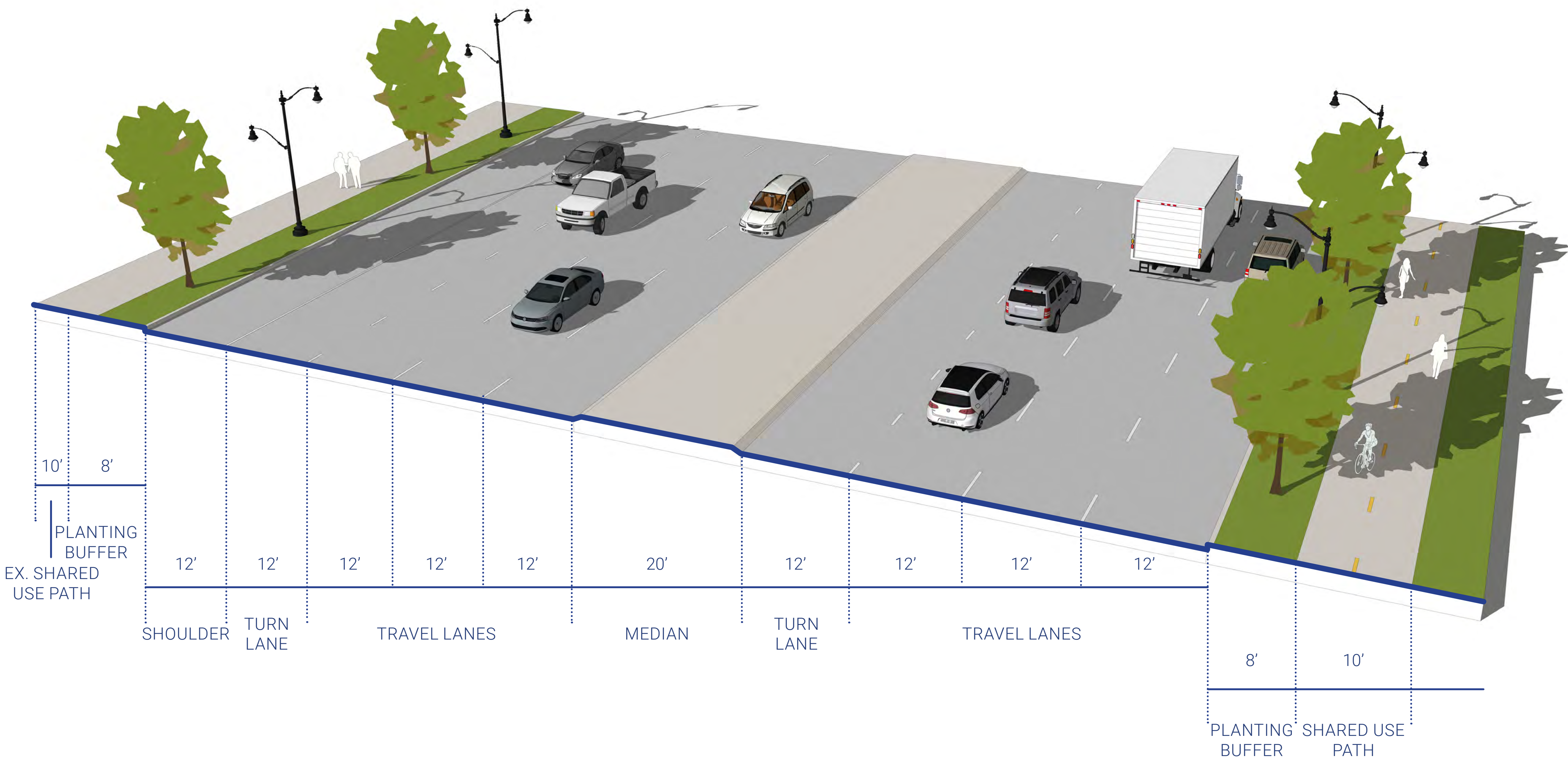
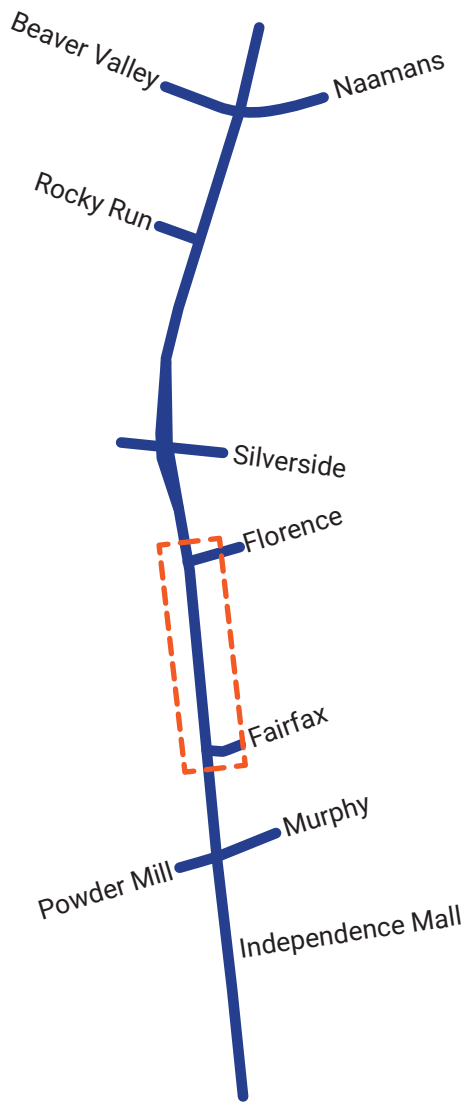
From Fairfax Boulevard to Murphy Road



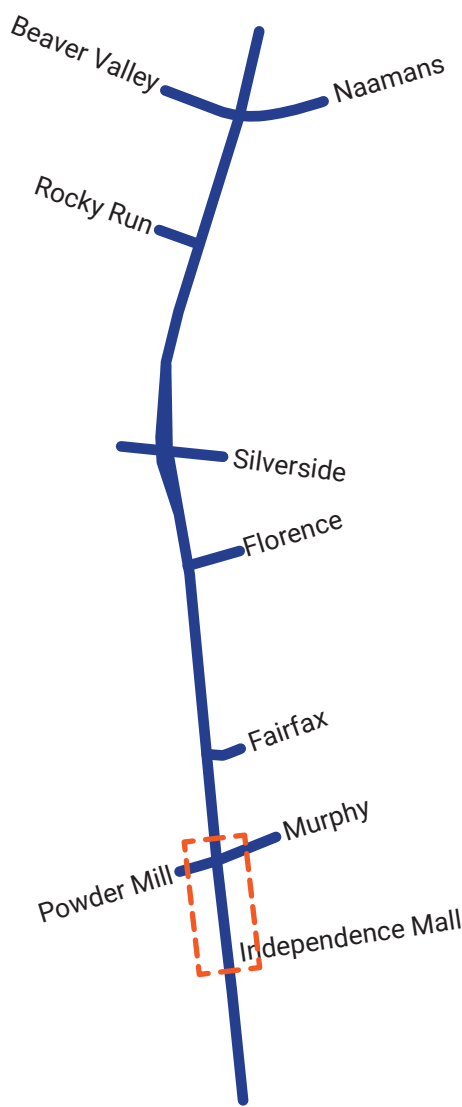
TRANSPORTATION: STREET SECTIONS



CONCORD PIKE
From Florence Avenue to Fairfax Boulevard



CONCORD PIKE
From Murphy Road to Independence Mall



TRANSPORTATION: MULTIWAY

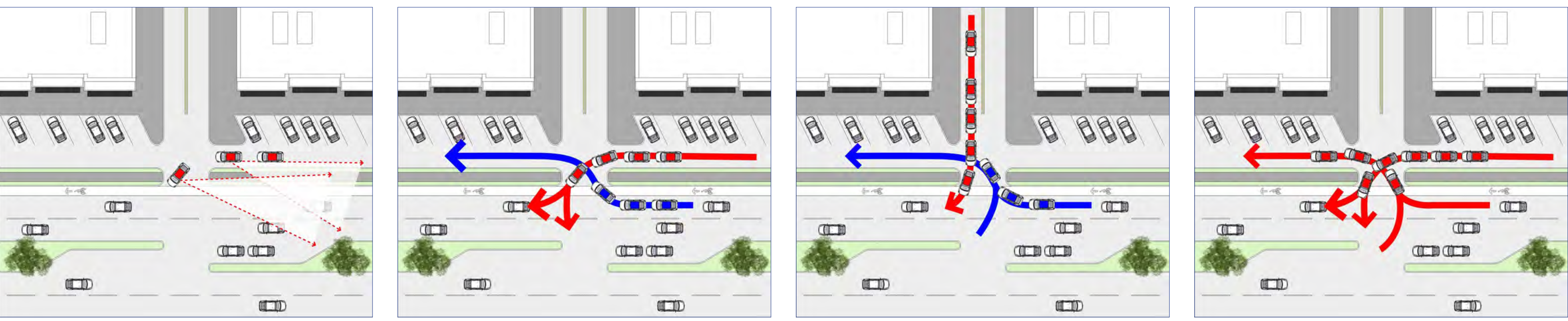
What is a Multiway?

Also known as **frontage roads** and **service drives**, a multiway is a roadway that separates local traffic from through traffic with a barrier, typically a landscaped median. Multiways are used in both commercial and residential areas and offer a variety of parking configurations.

Benefits

- Delineates local traffic and through traffic
- Improves access to local residence and businesses
- Creates a more inviting pedestrian and social experience
- Reduces the likelihood of high speed differential crashes

Counter-clockwise vs Clockwise (Contraflow)



Counter-clockwise: Operation conflicts



Clockwise (contraflow): Reduced operation conflicts

Multiway Precedents



White Flint, MD

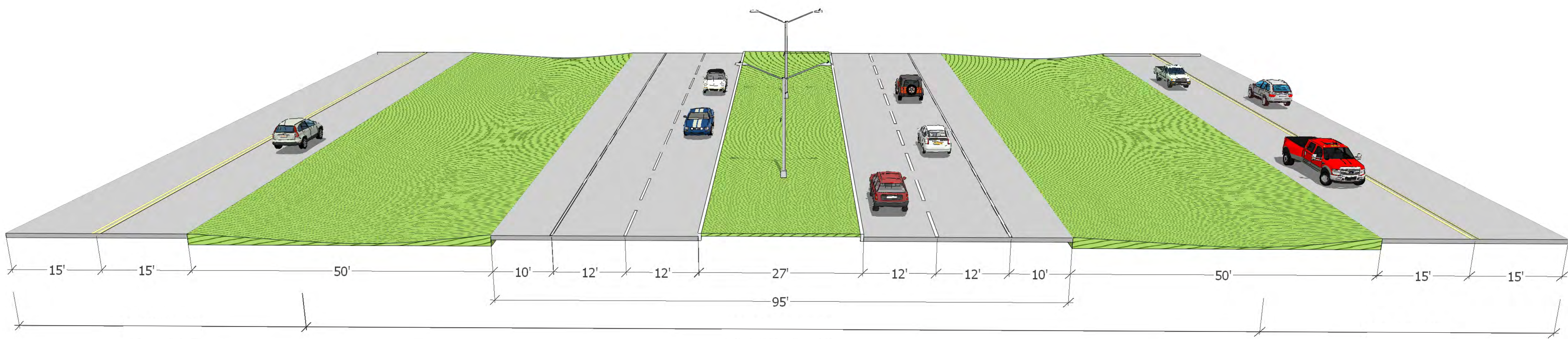


San Francisco, CA

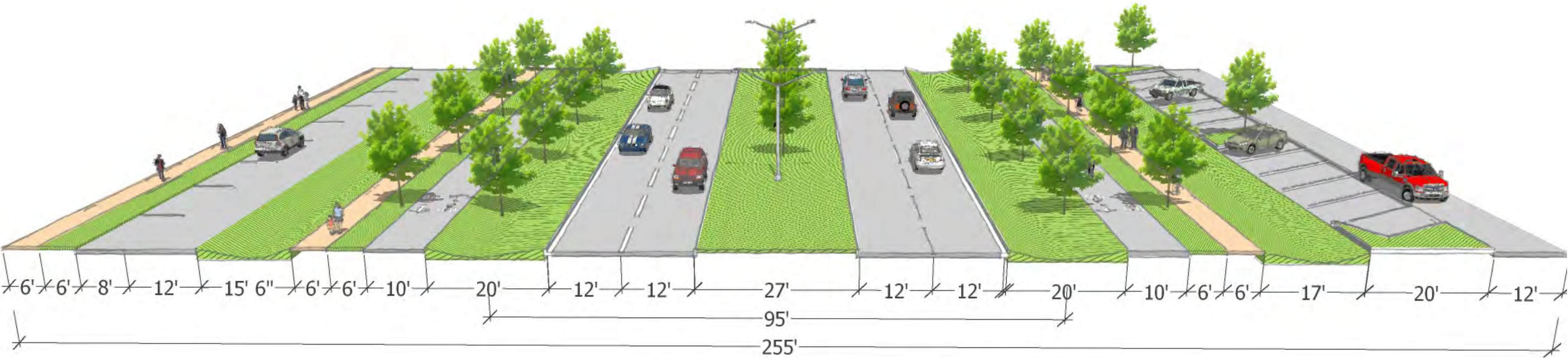


Winter Springs, FL

Typical Multiway Section



Existing Right-of-Way



Proposed Right-of-Way with Multiway