

# Claymont Area Master Plan – Transportation Frequently Asked Questions

## The Planning Process

### *Why is the Plan being developed?*

The last comprehensive land use and transportation plan for Claymont was adopted more than 20 years ago in 2004. This Plan is being developed to update prior planning based on new trends, changes in community priorities, and updated best practices.

### *How is the Plan being developed?*

The Plan is being developed through the input of the Claymont community during four Public Meetings. An Advisory Committee of community residents, business, and other stakeholders have provided additional feedback. The planning process is being coordinated by New Castle County, DelDOT, DART First State, WILMAPCO, and the Claymont Renaissance Development Corporation. In addition to community feedback, these agencies will consider safety benefits, effectiveness, and ease of implementation.

### *When will the Plan be built?*

Funding for transportation improvements is quite limited in Delaware, so changes may be a long way off. After the Plan is finished, projects will be prioritized for inclusion in the Regional Transportation Plan. Claymont projects will be considered along with other priorities throughout the state. Small elements of the Plan can be completed through grant programs and paving projects. If a larger project moves forward to implementation, DelDOT will review and refine the project based on more detailed analysis and additional community outreach. Steps in the DelDOT process include Project Development, Preliminary Engineering, Right of way, and Construction. This may take many years.

### *How can I get other questions answered?*

Visit [www.wilmapco.org/claymont](http://www.wilmapco.org/claymont) to see additional information. You may also email [hdunigan@wilmapco.org](mailto:hdunigan@wilmapco.org) or call 302-737-6205 ext 118 to learn more.

## Transportation Impacts

### *What transportation changes are being proposed?*

The Plan includes three transportation scenarios. Each strives to address priorities identified by the community including safety and speeding traffic, pedestrian and bicycle comfort, and transit service. Elements from the scenarios represent a range of ideas for the community to consider. Scenario 1—complete streets improvements—maintains existing lanes with enhanced crosswalks, bus stops, and bike lanes. Scenario 2—extend the road diet—builds upon scenario 1 and extends and improves the road diet for better safety. Scenario 3—Governor Printz roundabout—works with either scenario 1 or 2 for safer flow at the intersection.

### *Will the changes cause more congestion?*

Traffic volumes with the extended road diet and a single lane roundabout can be accommodated without significant delays. There may be some congestion—similar to today—during the morning and evening peak periods, however there will be less delay during all other times of the day with the roundabout. This improvement is due to the continuous flow of vehicles in roundabout where vehicles only yield until a gap is available versus waiting at a red light. When no conflicting traffic is present at the intersection, vehicles can slowly proceed through the intersection without needing to stop.

### *Is Traffic Level of Service A the best?*

Unlike our grades in school, LOS A can lead to speeding traffic and higher cost because we must maintain wasted capacity. Indeed, LOS B, C, or even D are more desirable for Claymont because these represent acceptable delay times, help reduce traffic speeds, and function at safe capacities. Short periods of LOS E are also to be expected in commercial corridors like Claymont during the busiest peak times.

### ***Are there additional features or enhancements?***

Upgraded lighting and landscaping is proposed as part of this project. In general, median islands and roundabouts offer the opportunity to provide an attractive entry or gateway to the neighborhood. Lighting can reduce crashes up to 42% for nighttime injury pedestrian crashes 33-38% nighttime vehicle crashes at intersections.

### ***Will the changes be difficult to navigate?***

Both road diets and roundabouts encourage slower speeds, fewer conflict points, and easier decision making as compared to the current road. Roundabouts reduce and simplify the number of places where serious crashes might occur. Road diets offer more predictable driver behavior because cars don't stop in the through lane for left turns.

## **The Roundabout**

### ***Will the roundabout be safe?***

Compared to a signalized Intersection, roundabout can result in a 78% reduction in fatal and injury crashes. Roundabout and designed for safer speeds. The crashes that do occur tend to be minor.

### ***How will a roundabout impact access to local businesses?***

Access to all businesses will be maintained during construction and when construction is complete. With the roundabout scenario, The Waterfall may gain northbound left turn access which they currently lack.

### ***Will it be more difficult to cross when walking the roundabout?***

Crossing at a roundabout is generally easier and safer for a pedestrian than crossing a traditional intersection as pedestrians will only cross one direction of traffic at a time. To cross at a roundabout, pedestrians should use the marked crosswalks, wait for traffic to clear, cross the exit/entrance lane to the island which provides a refuge to wait for traffic to clear the other direction. Pedestrians should not cross the circular roadway to the center island.

### ***How do you navigate a roundabout on a bike?***

Bikes should ride counterclockwise (in the same direction as motor vehicle traffic) either as in a lane on the road or on the shared-use path.

### ***How will trucks fit through the roundabout?***

Trucks, buses, and fire engines will have full access at the intersection. The largest vehicles may need to utilize the mountable center island "truck apron" to complete their path. The truck apron is designed for large vehicles to turn without striking fixed objects or other road users.

### ***Will the roundabout be able to handle large events and parades?***

A significant increase in traffic volumes, such as during a special events at The Waterfall, compared to typical operations could result in increased queuing similar to what happens today. Parade vehicles can easily navigate the roundabout using the truck apron as needed.

### ***Where will the current Veteran's monument and Gold Star Mothers monument and flag poles be relocated to?***

If needed, relocation of the monuments would be part of the preliminary engineering process. If they need to be moved, they could be shifted on the current median or moved to the center of the roundabout.

## **The Road Diet**

### ***Will the road diet be safe?***

Four lane roadways operate like a three-lane road due left-turning vehicles. Road diets can be successful for a broad range of traffic volumes by reducing stopped traffic in the left lane. Road diets reduce crashes, typically by 19-47%. Road diets improve safety for pedestrians and transit users by allowing for shorter crossing distances. A before/after study of 2012 one-mile road diet on Philadelphia Pike from Rolling Road to Governor Printz showed a 13% decrease in 3-year crash total.

### ***Will the road diet increase congestion?***

Road diets have been implemented across Delaware with little or no delay for motor vehicles. Indeed, traffic flow often improves due to more predictable driver behavior and reduced stopping in the through lane.