

Transportation Performance Analysis

Legend

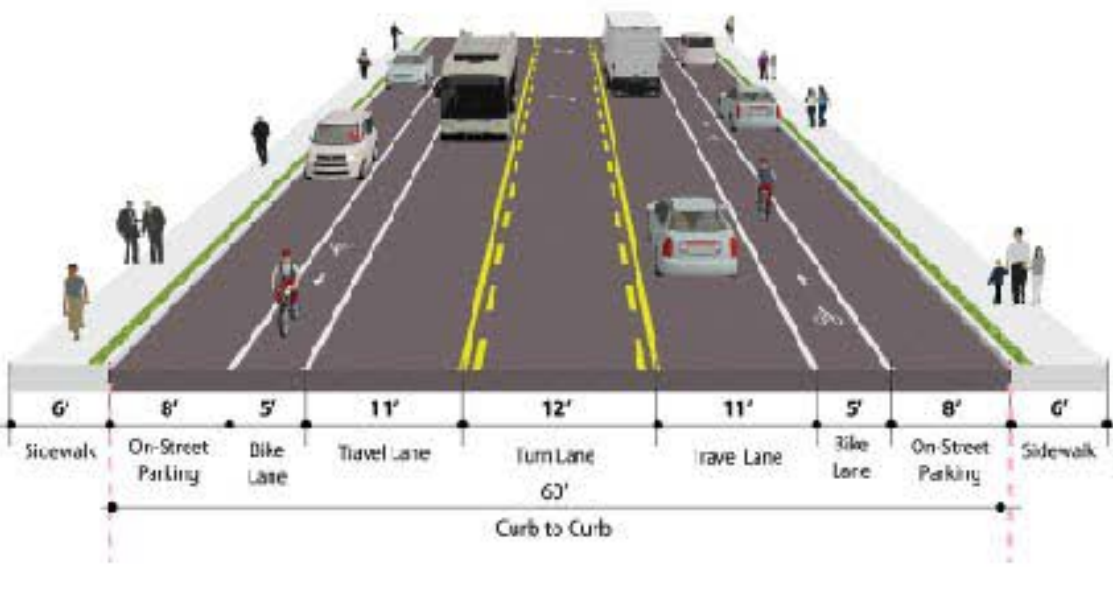
0 stars - does not meet the goal

★ - partially meets the goal

★ ★ - mostly meets the goal

★ ★ ★ - fully meets the goal

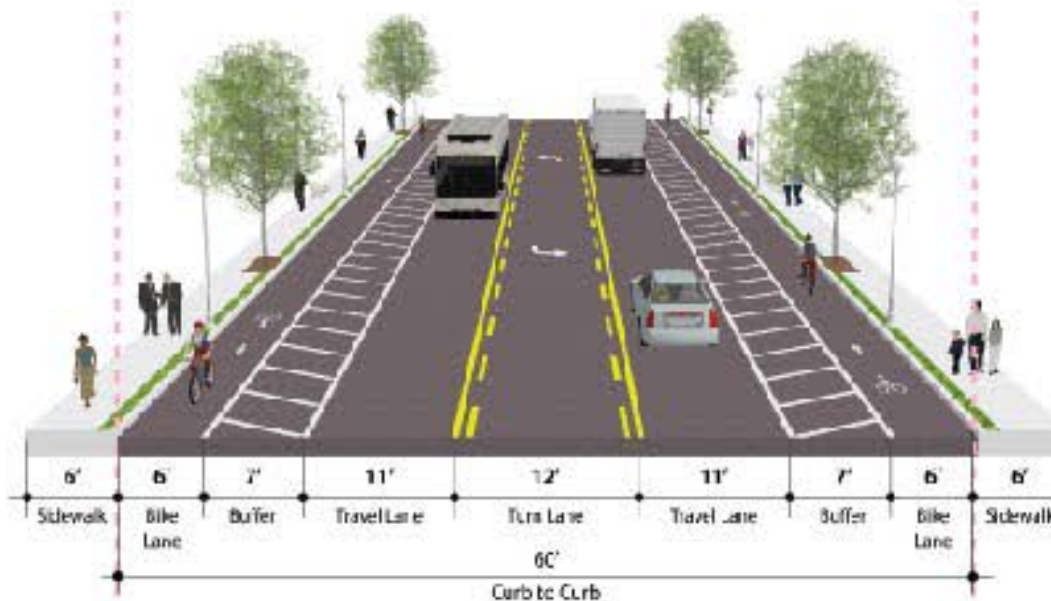
No Changes



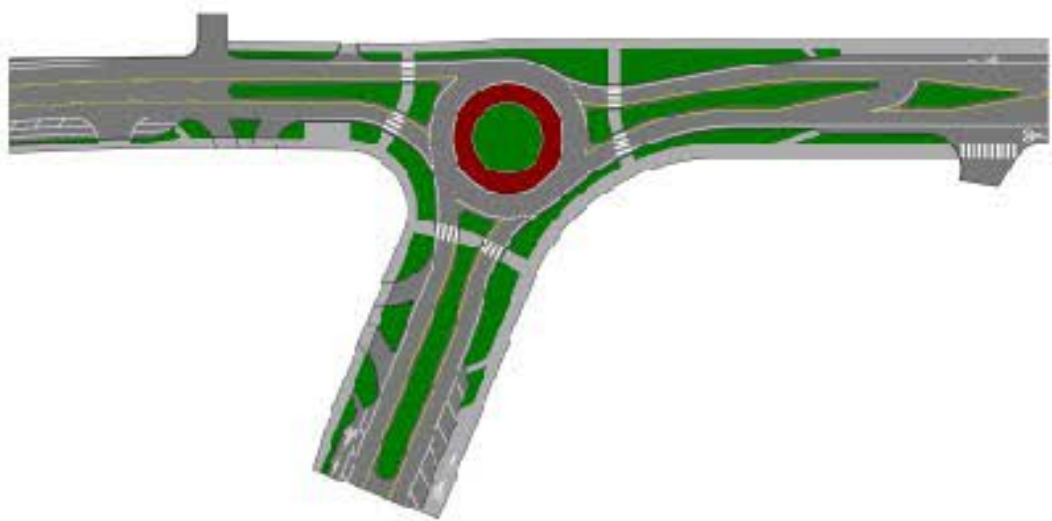
Scenario 1: Tactical Improvements



Scenario 2: Extend Road Diet



Scenario 3: Governor Printz Roundabout



Reduction in Fatal & Serious Injury Crashes



Reduction in Average Speeds (Speed Limit Compliance)



Motor Vehicle Level of Service (LOS)



Transit Amenities



Pedestrian Crossing Distance



Pedestrian Level of Comfort (PLOC)



Bicycle Level of Traffic Stress (BLTS)



Funding Eligibility & Implementation Feasibility

N/A

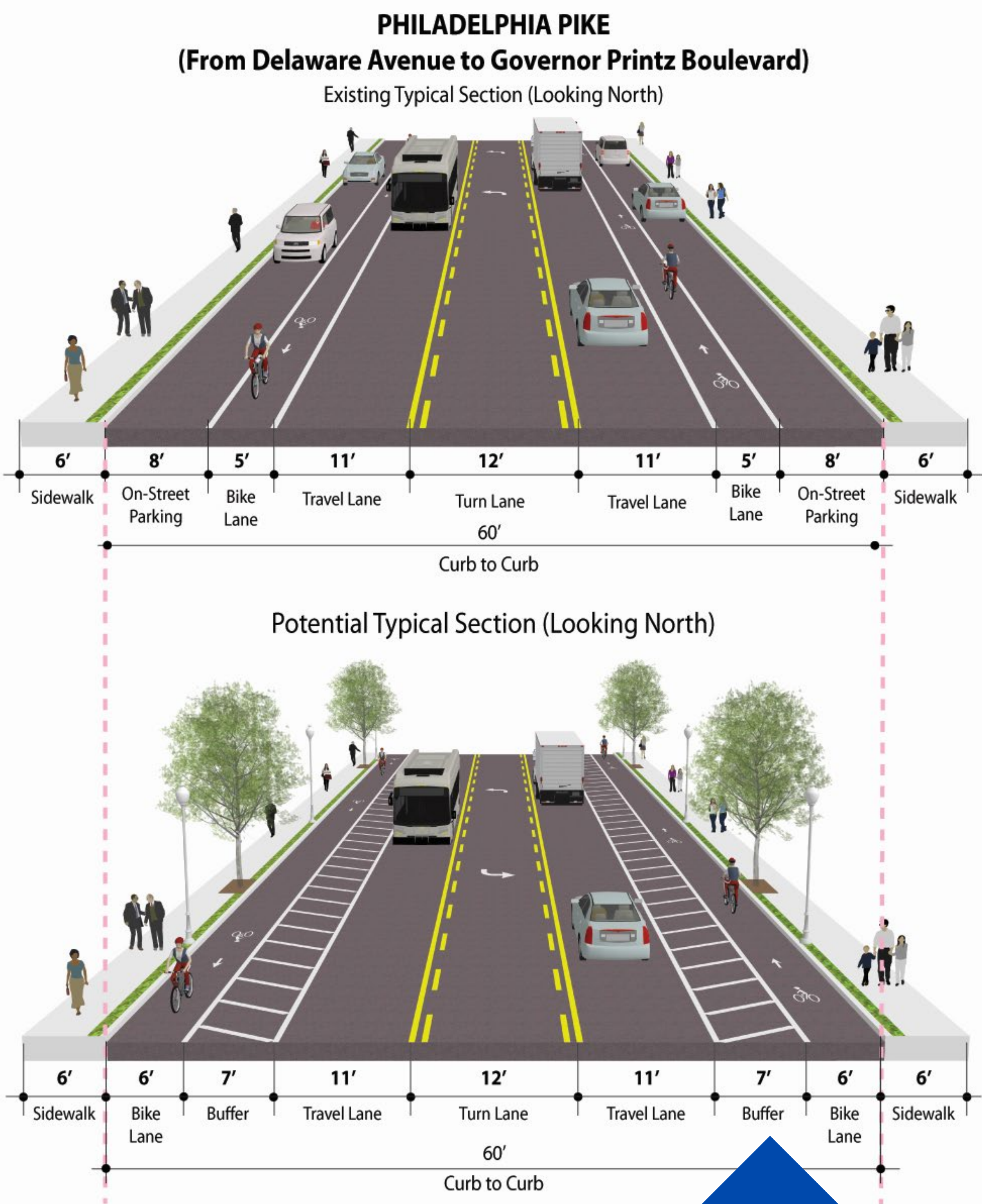


Transportation Scenario 1: Complete Streets Improvements

Check out the roll plot below for how Complete Streets tools can be applied along Philadelphia Pike!

Legend	
0 stars - does not meet the goal	
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★ ★ ★ - fully meets the goal	
Scenario 1: Tactical Improvements	
Reduction in Fatal & Serious Injury Crashes	★
Reduction in Average Speeds (Speed Limit Compliance)	★
Motor Vehicle Level of Service (LOS)	★ ★
Transit Amenities	★ ★
Pedestrian Crossing Distance	★ ★
Pedestrian Level of Comfort (PLOC)	★
Bicycle Level of Traffic Stress (BLTS)	★
Funding Eligibility & Implementation Feasibility	★ ★ ★

While Scenario 1 is easier to implement and results in fewer impacts to vehicular traffic, it does not reduce speeds or improve safety for bicyclists, pedestrians, and transit riders as compared to other scenarios.



The unused parking along the existing road diet section of Philadelphia Pike can be used instead for a buffer between drivers and bicyclists, slowing speeds and increasing comfort for bicyclists, pedestrians, and transit riders. Some parking will remain.

Transportation Scenario 2: Extend the Road Diet

Check out the roll plot below for how the road diet can be extended along Philadelphia Pike!

Legend

0 stars - does not meet the goal

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★ ★ - mostly meets the goal

★ ★ ★ - fully meets the goal

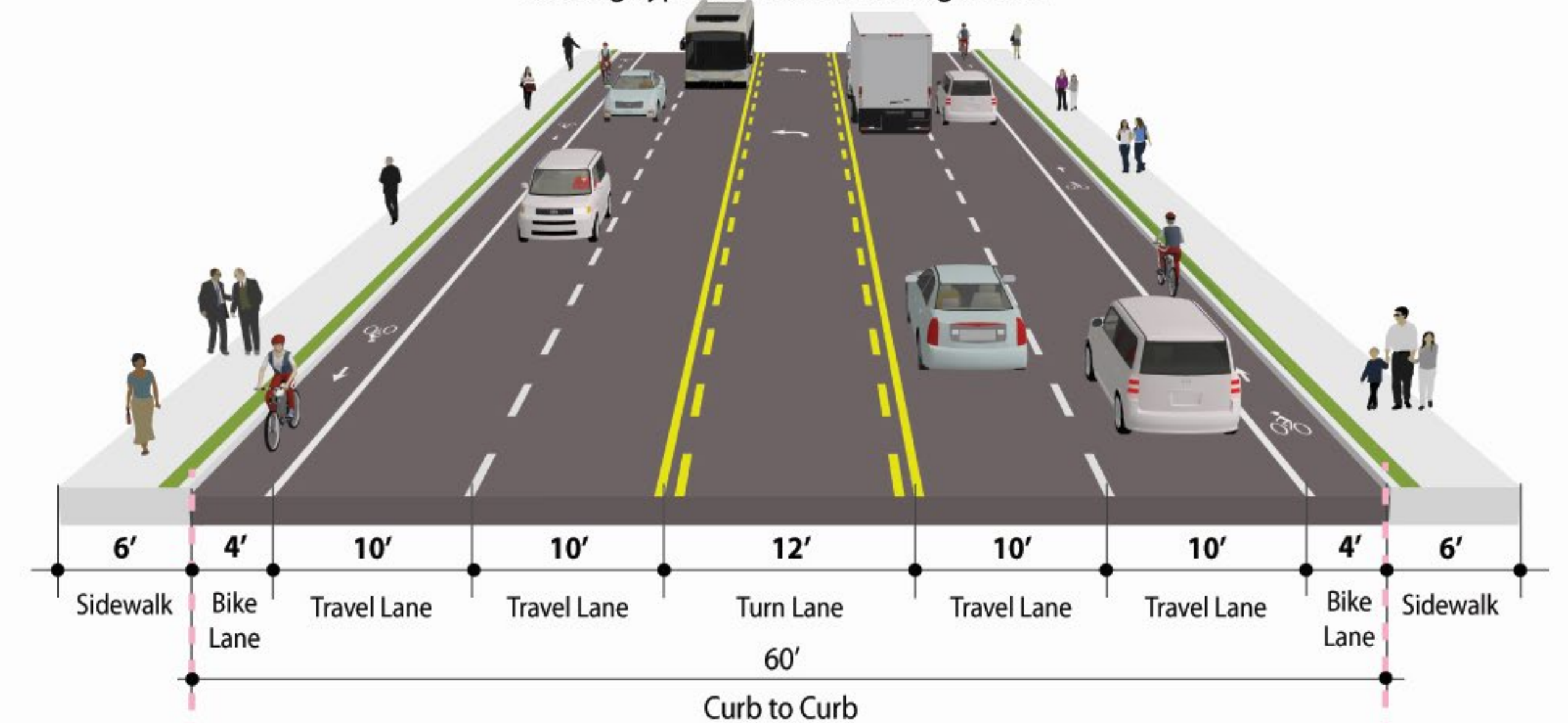
Scenario 2: Extend Road Diet



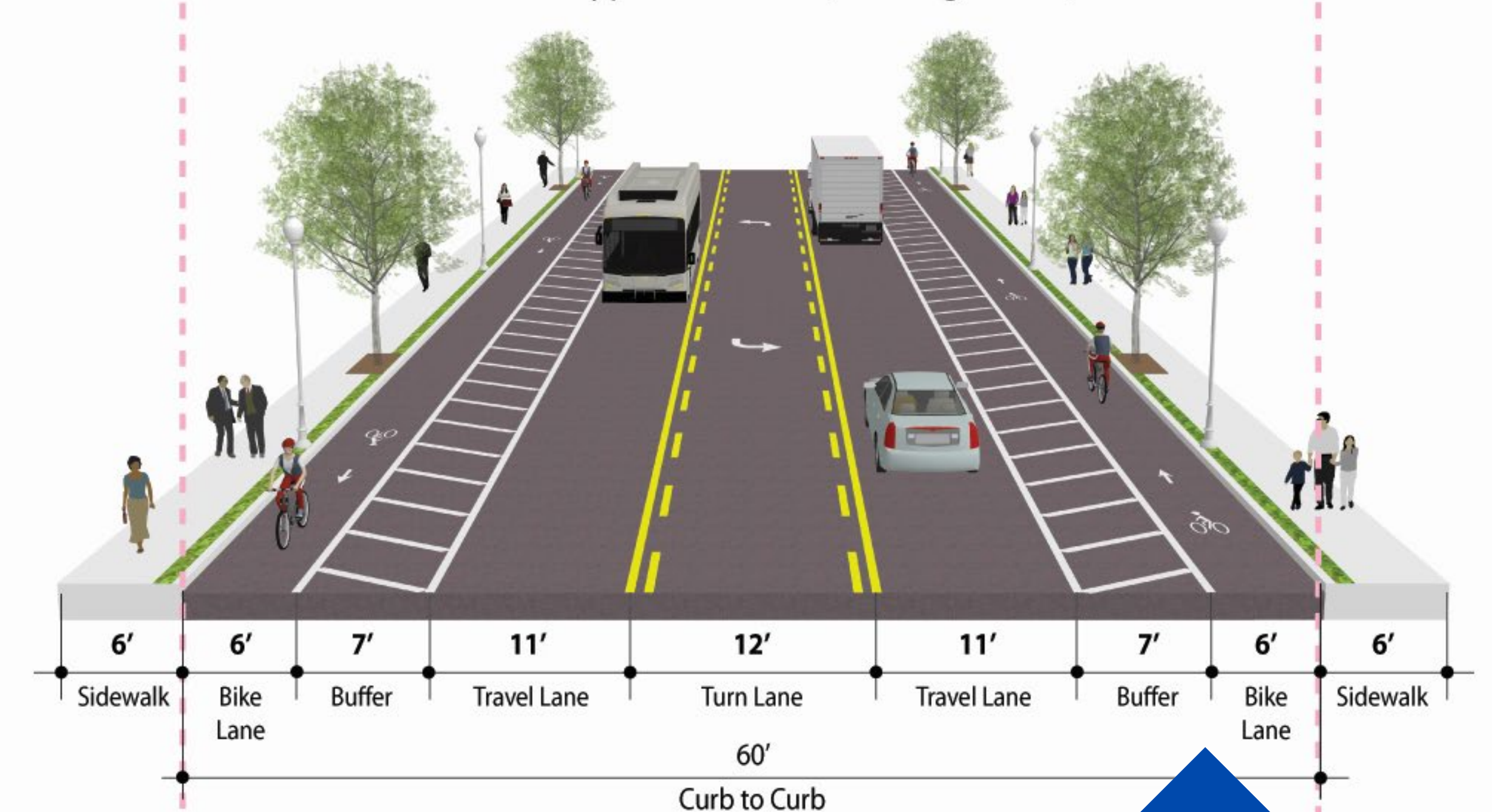
While Scenario 2 results in marginally longer delays for vehicular traffic during peak hours, it better reduces speeds and improves safety for bicyclists, pedestrians, and transit riders.

	Reduction in Fatal & Serious Injury Crashes	★ ★
	Reduction in Average Speeds (Speed Limit Compliance)	★ ★ ★
	Motor Vehicle Level of Service (LOS)	★ ★
	Transit Amenities	★ ★
	Pedestrian Crossing Distance	★ ★ ★
	Pedestrian Level of Comfort (PLOC)	★ ★
	Bicycle Level of Traffic Stress (BLTS)	★ ★
	Funding Eligibility & Implementation Feasibility	★ ★ ★

PHILADELPHIA PIKE
(From Perkins Run Creek to Delaware Avenue/ Governor Printz Boulevard to I-495 Interchange)
Existing Typical Section (Looking North)

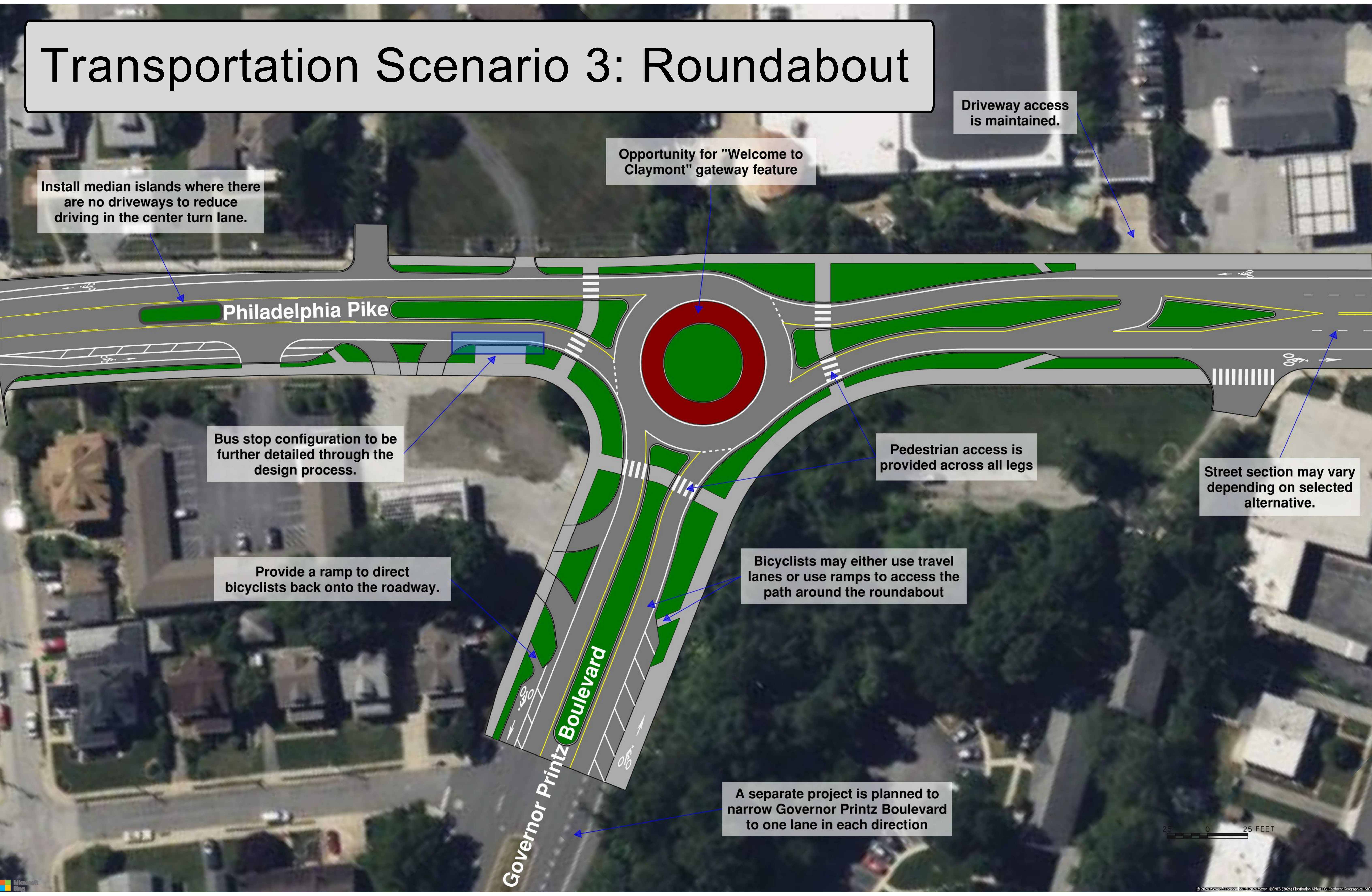


Potential Typical Section (Looking North)



Eliminating a lane in each direction extends the buffered bicycle lanes, slows traffic speeds, and shortens pedestrian crossings, making Philadelphia Pike more a part of the community rather than a route through it.

Transportation Scenario 3: Roundabout



Install median islands where there are no driveways to reduce driving in the center turn lane.

Opportunity for "Welcome to Claymont" gateway feature

Driveway access is maintained.

Philadelphia Pike

Bus stop configuration to be further detailed through the design process.

Provide a ramp to direct bicyclists back onto the roadway.

Pedestrian access is provided across all legs

Street section may vary depending on selected alternative.

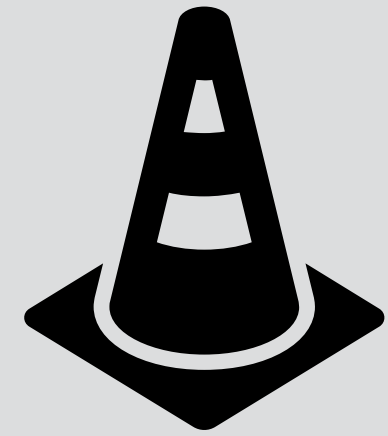
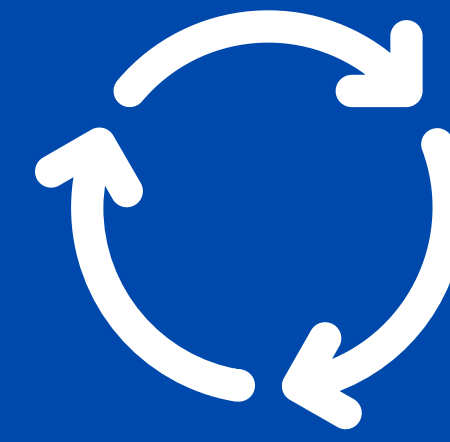
Bicyclists may either use travel lanes or use ramps to access the path around the roundabout

A separate project is planned to narrow Governor Printz Boulevard to one lane in each direction

Governor Printz Boulevard

25 0 25 FEET

Roundabout Frequently Asked Questions!



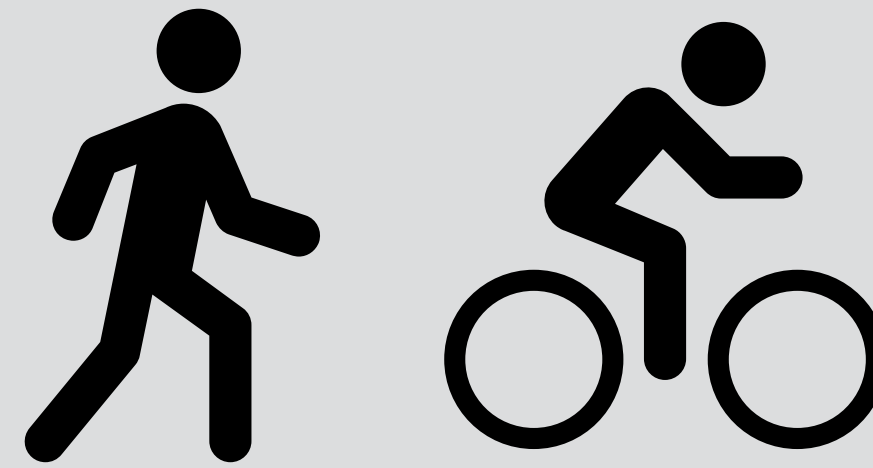
Q: Do roundabouts improve safety?

A: Yes! Roundabouts reduce speeds and prevent the types of conflicts that cause severe crashes. Converting a signalized intersection into a roundabout can **reduce fatal and serious injury crashes by 78%! (FHWA)**



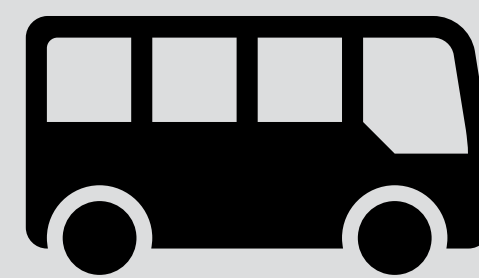
Q: Will a roundabout increase travel time?

A: Traffic analysis shows **less delay** with the roundabout at Governor Printz Boulevard as compared to a signal. With these volumes, traffic will keep moving!



Q: How do pedestrians and bicyclists navigate a roundabout?

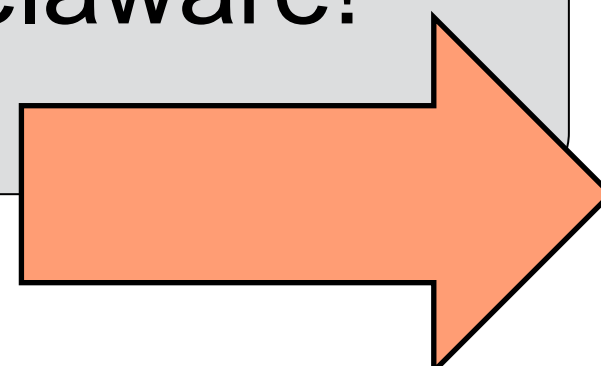
A: With medians, pedestrians only need to cross one lane at a time. Bicyclists can either ride through the roundabout in traffic or use the side path.



Q: Can trucks and buses get through the roundabout?

A: Yes, the roundabout is designed with aprons that can be driven on by large vehicles.

Use your phone to check out these other roundabouts in Delaware!



Middletown, DE



Wilmington, DE



Wilmington, DE



Bear, DE



Middletown, DE



Roundabout Examples

If a roundabout is recommended on Philadelphia Pike, what would you like to see in the center to represent Claymont?

A roundabout can be a spot for public art, landscaping, and/or a signature gateway that celebrates Claymont.



The Claymont Train Station offers a great example of how a roundabout can be a gateway. Consider driving around it after you leave this evening!



Other Transportation Improvements

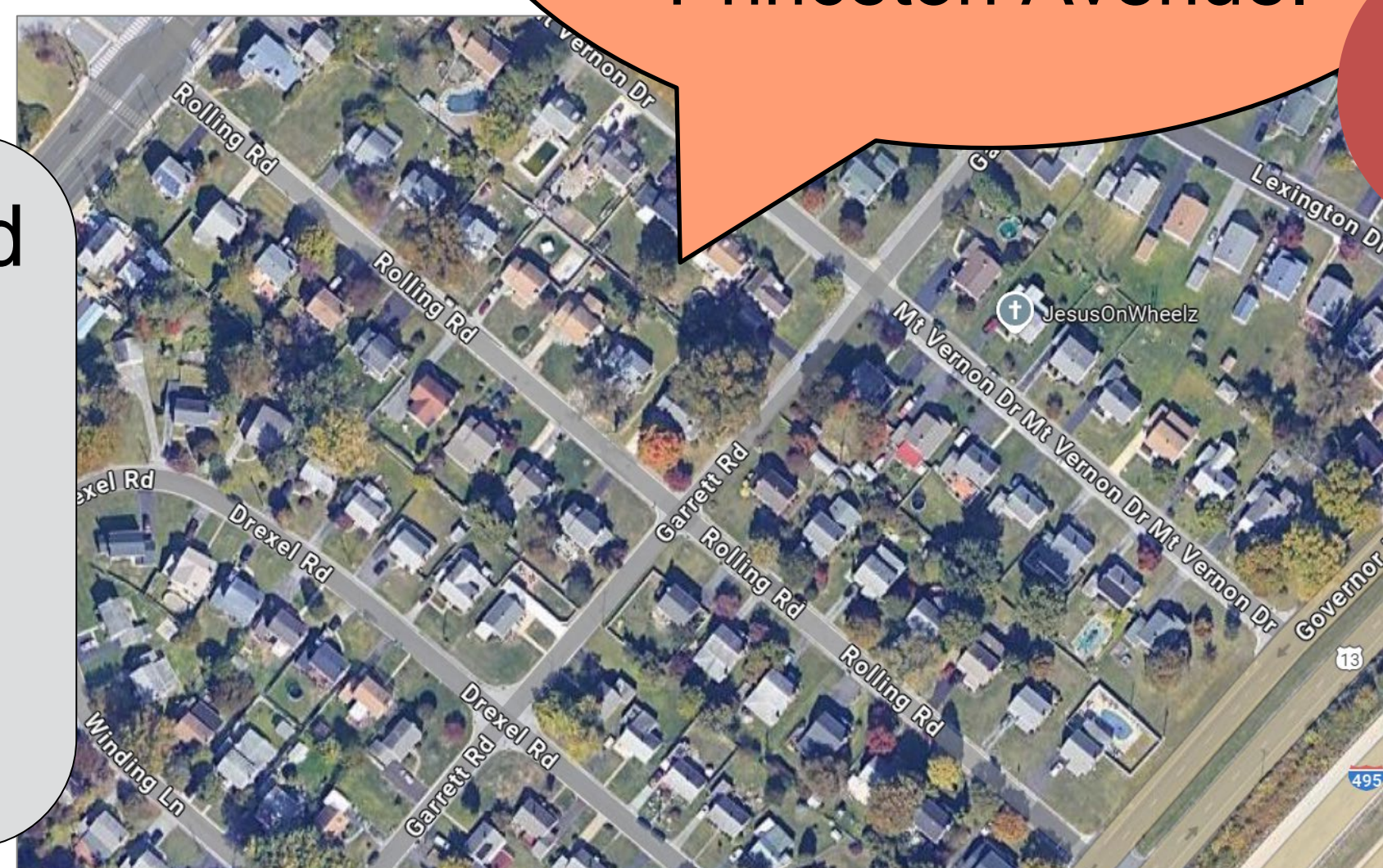


Similar improvements could be made along Hillside Road, Grubbs Landing Road, and/or Princeton Avenue.

There were 74 crashes on Harvey Road from 2019 to 2021.

A

Provide a bicycle boulevard along Rolling Road. Sign the route and improve crossings of Philadelphia Pike and Governor Printz Boulevard.

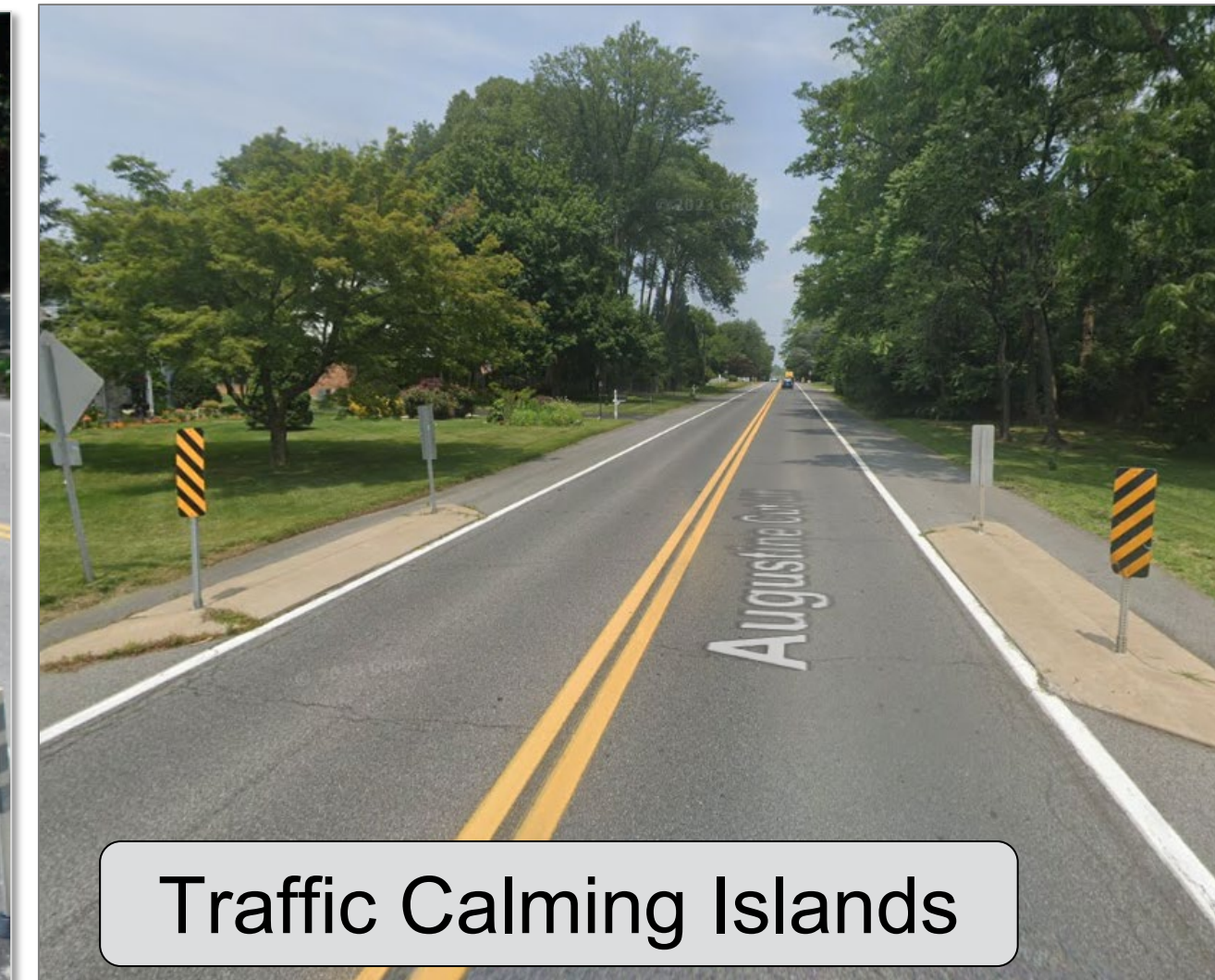


B

Slow traffic and address safety on Harvey Road by narrowing the roadway with curb extensions and islands.



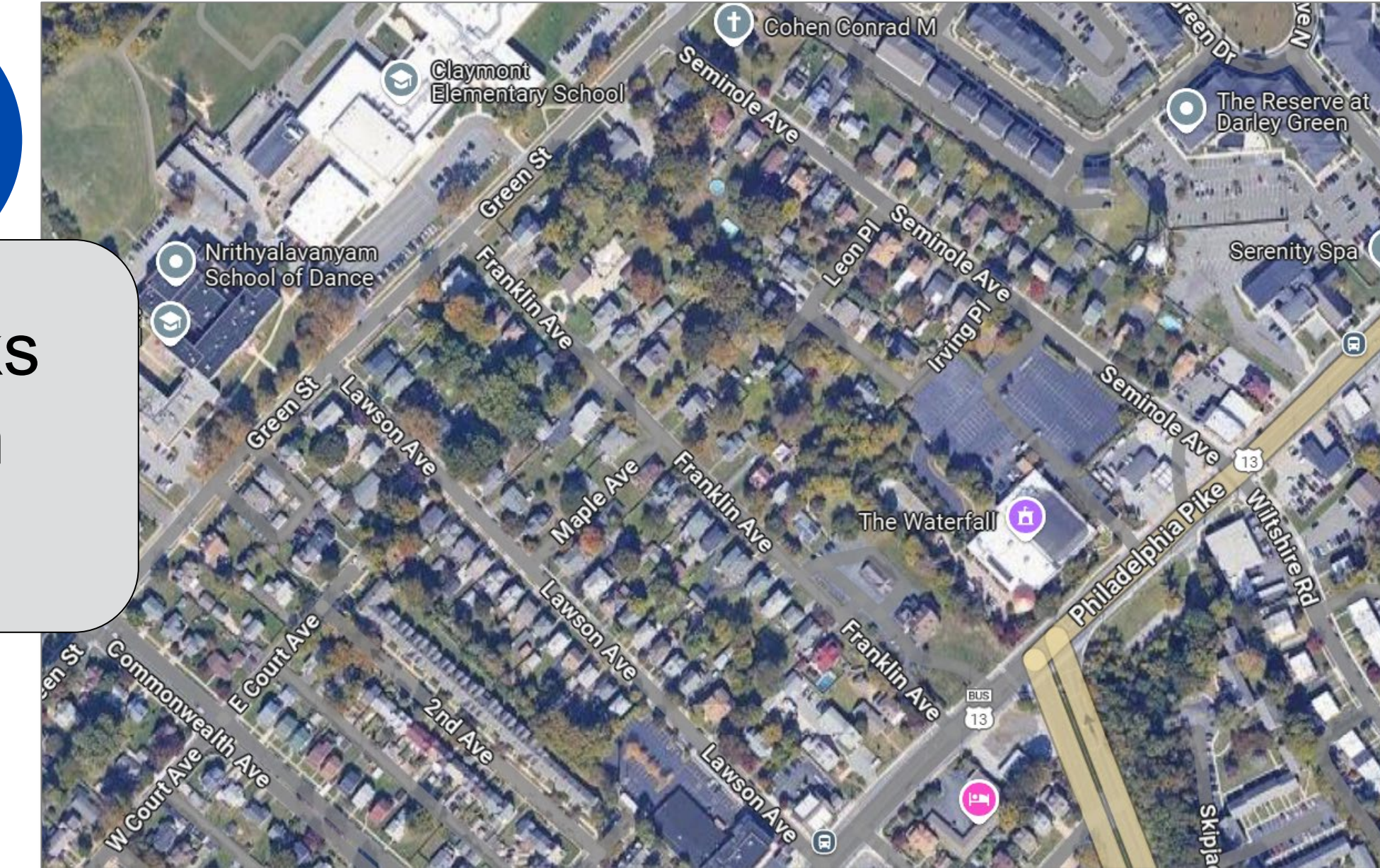
Curb Extension



Traffic Calming Islands

D

Install sidewalks along Franklin Avenue.



C

Connect the parks between Harvey Road and Darley Road with low-stress walking and biking routes.

