



CLAYMONT

AREA MASTER PLAN

Transportation Workshop

May 14, 2025

Study Area



Bounded by:

- NW: I-95
- NE: I-495
- SE: Delaware River
- SW: Perkins Run, Hillside Rd, varies

Includes all of the Hometown Overlay Zone

Why a Claymont Area Master Plan?

- A Claymont Community Redevelopment Plan, developed in 2004, has shaped redevelopment in Claymont to enhance the community's "small-town feel," which is important to residents.
- This plan is now more than 20 years old.
- During that time, there have been significant changes in Claymont and in all of New Castle County: jobs, development patterns, etc.
- It's important to update the 2004 plan to make sure new development, and streets in Claymont, meet the community's needs.

Study Goals & Objectives



Develop a vision for walkable, memorable centers of activity



Identify future land use and zoning for key redevelopment nodes



Weave together nodes with consistent streetscape and urban design



Prioritize multimodal connections that expand transportation options



Capitalize on partnerships to celebrate the past and move forward



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We started by listening to the community.

February 2024 Public Visioning Workshop



- Introduced the study
- Gained specific information on the community's concerns related to land use and transportation
- Learned about people's vision for Claymont

February 2024 Public Visioning Workshop

The concerns expressed by Claymont community members defined the problems to be solved by this study.



- Introduced the study
- Gained specific information on the community's concerns related to land use and transportation
- Learned about people's vision for Claymont

Transportation Guiding Questions



How can we improve transportation safety along Philadelphia Pike and Harvey Road?



How can we connect development nodes and community resources through all modes of transportation?

Strategies to Address Community Transportation Concerns

Speeding & reckless
driving

Problems with left turns,
driving in center turn lane,
drive through queueing

Pedestrian safety
and accessibility

Strategies to Address Community Transportation Concerns

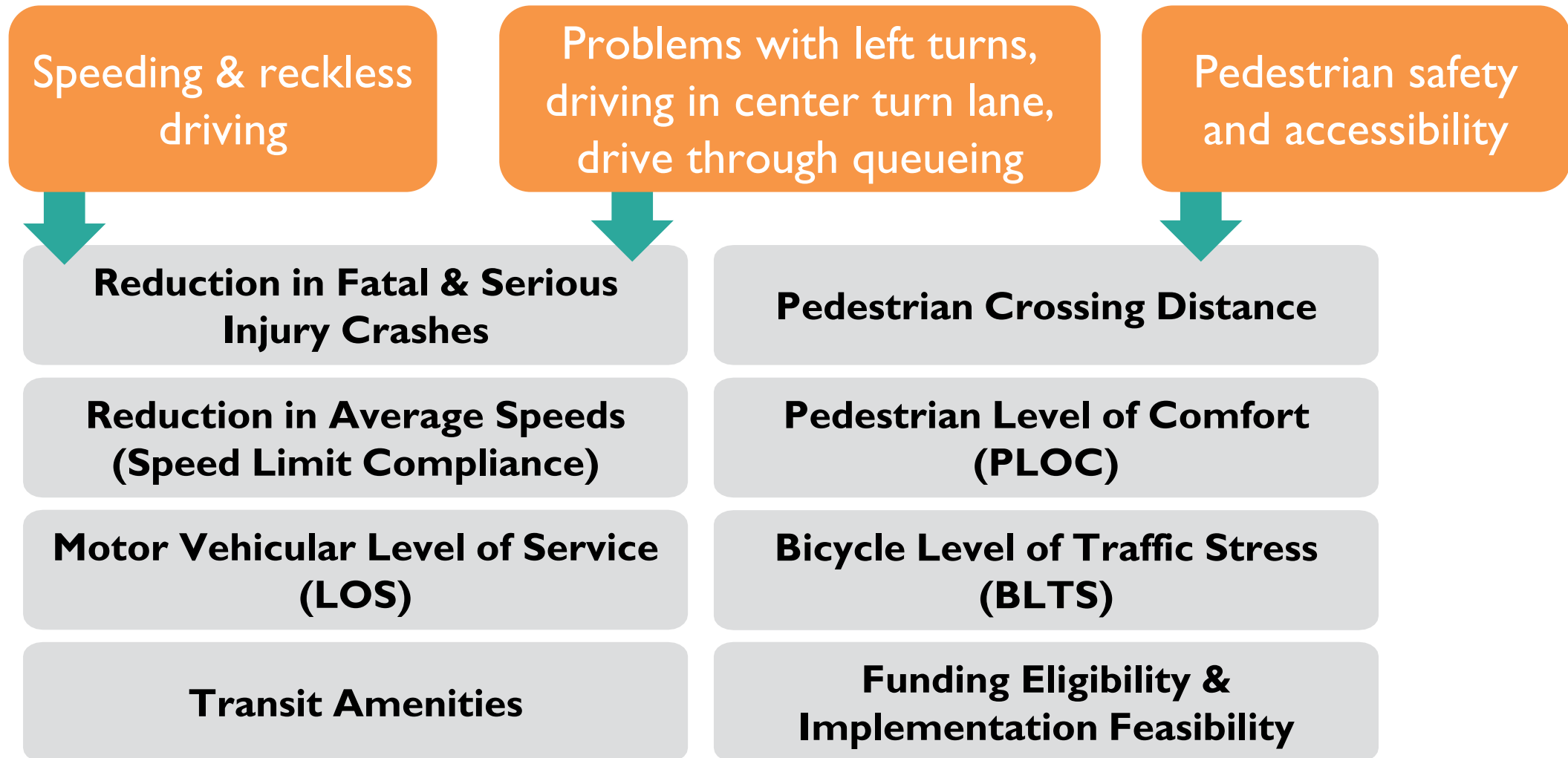
Speeding & reckless driving

Problems with left turns,
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Pedestrian safety
and accessibility

**If we do nothing, important community concerns
will not be addressed.**

Strategies to Address Community Transportation Concerns





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Questions?



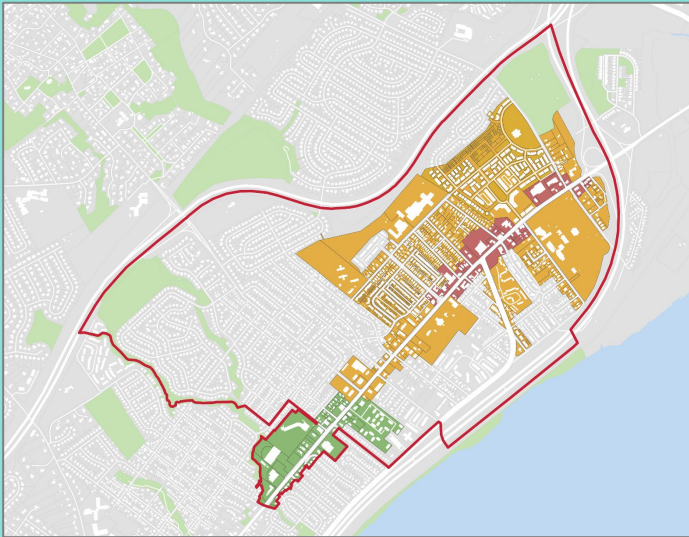
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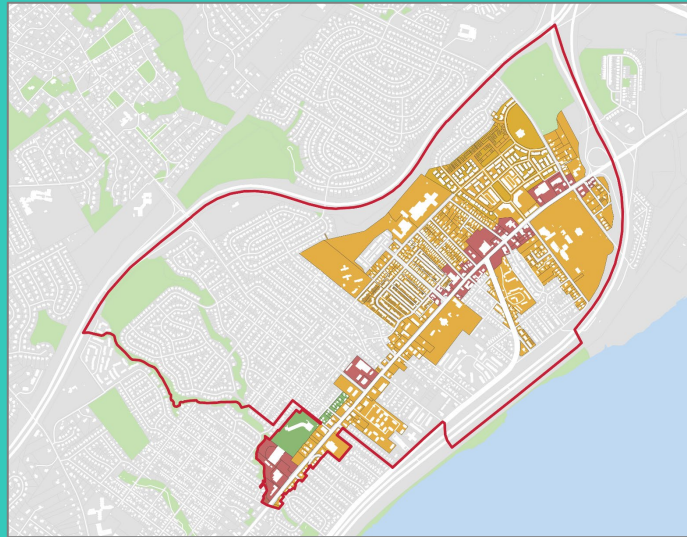
Options Considered

Land Use Scenarios

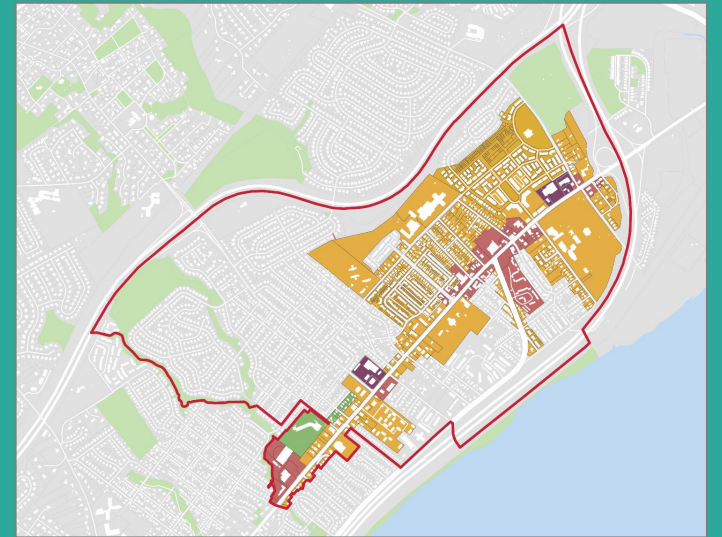
#1: Minor Policy Changes



#2: Stronger Pike



#3: Gateways to Claymont



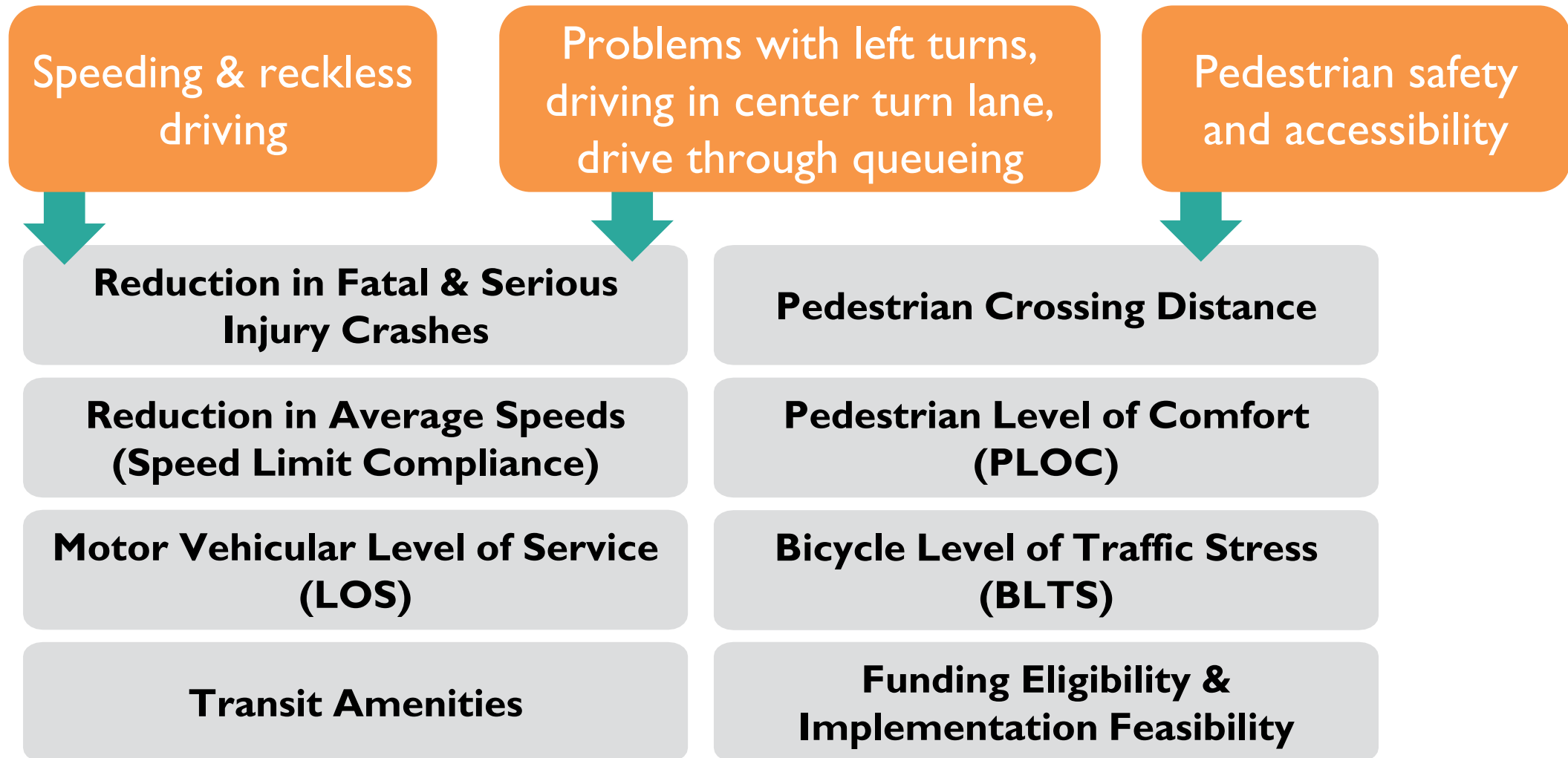
All Transportation Scenarios Considered...

- The biggest expected redevelopment option in Claymont, **AND**
- Redevelopment of the old Claymont Steel and Tri-State Mall sites, **AND**
- 20 years of traffic growth, through the year 2045.

Transportation Scenarios

- Small changes to Philadelphia Pike, with small benefits (Scenario 1)
- Bigger changes to Philadelphia Pike, with bigger benefits (Scenarios 2 and 3)

Strategies to Address Community Concerns

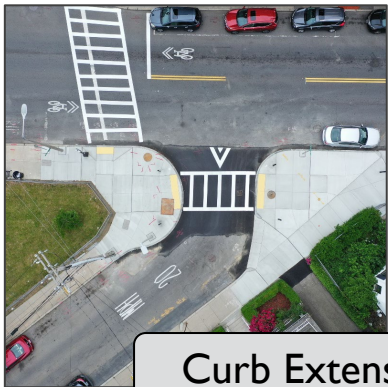


Strategies to Address Community Concerns

Speeding & reckless driving



Road Diet



Curb Extension

Vertical Deflection

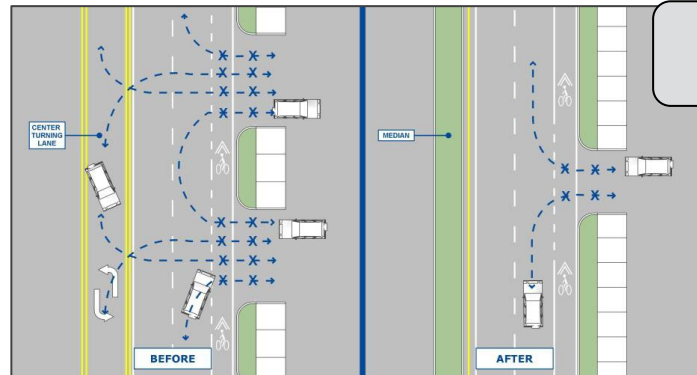


Problems with left turns, driving in center turn lane, drive through queueing



Roundabout

Center Median

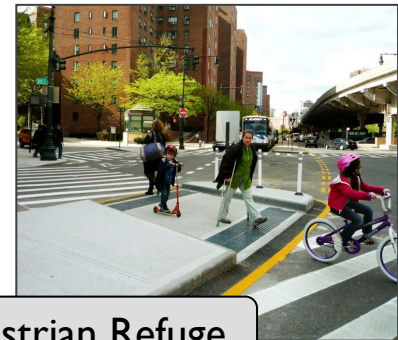


Valley Transit Authority

Pedestrian safety and accessibility



High-Visibility Crosswalks



Pedestrian Refuge

Driveway Consolidation

Small changes, small benefits

Bigger changes, bigger benefits

Draft Transportation Scenarios

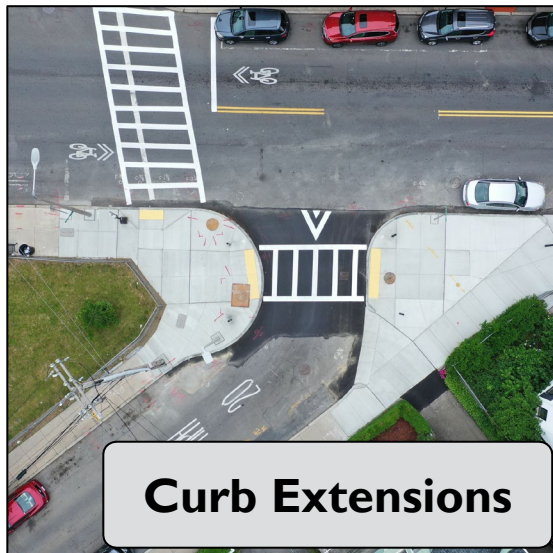
#1: Build Complete Streets Improvements

#2: Extend Road Diet

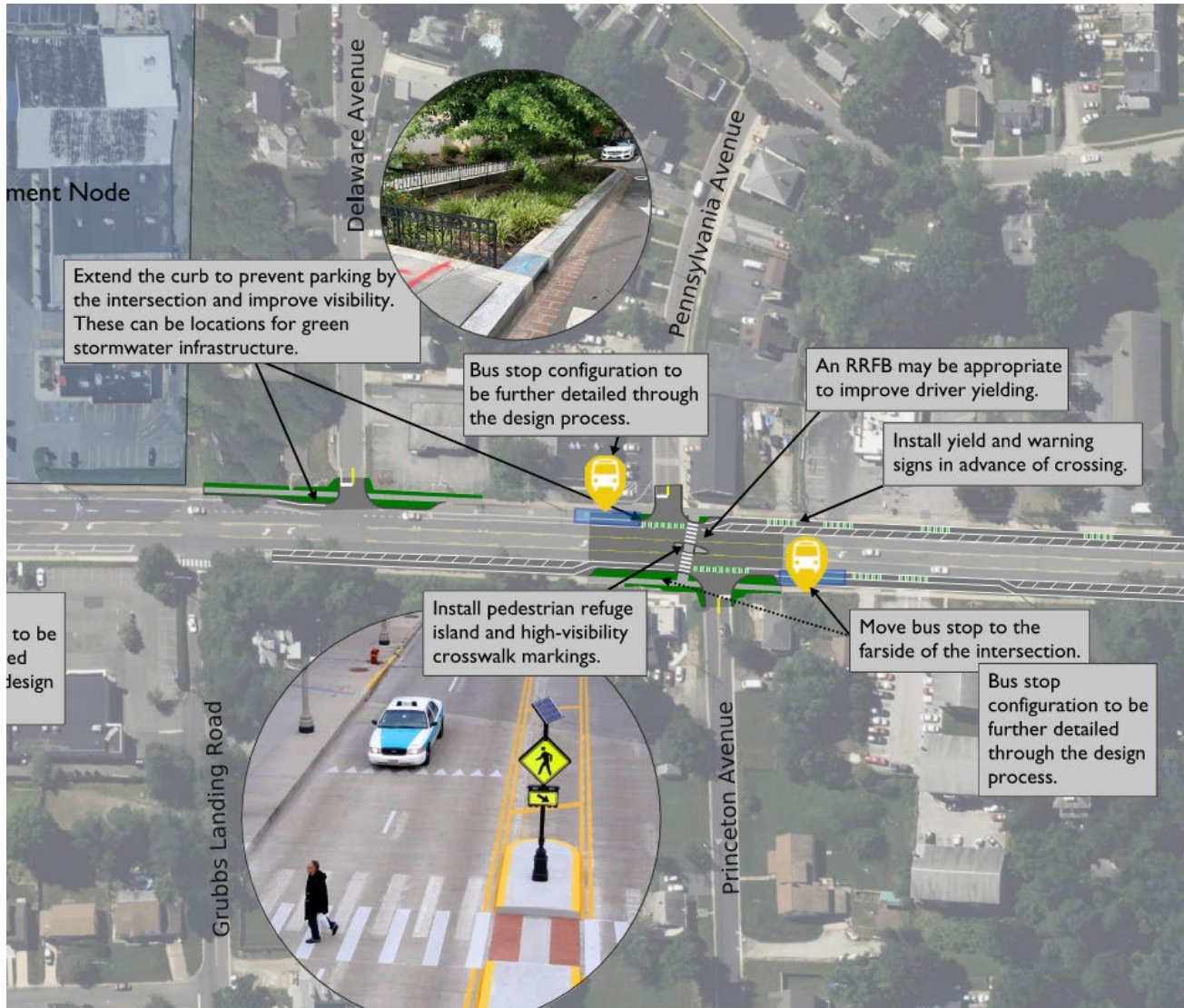
#3: Transform the Governor Printz Boulevard Intersection into a Roundabout

Initially, Scenario 3 considered multiple roundabouts, but due to space constraints, only a roundabout at the Governor Printz Boulevard intersection was studied.

Scenario I: Complete Streets Improvements

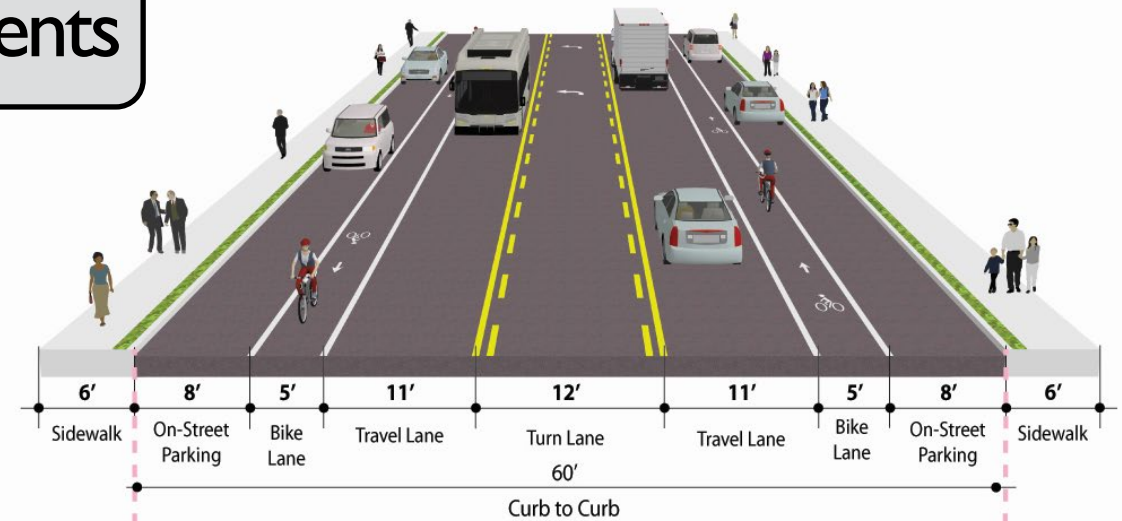


Scenario I: Complete Streets Improvements

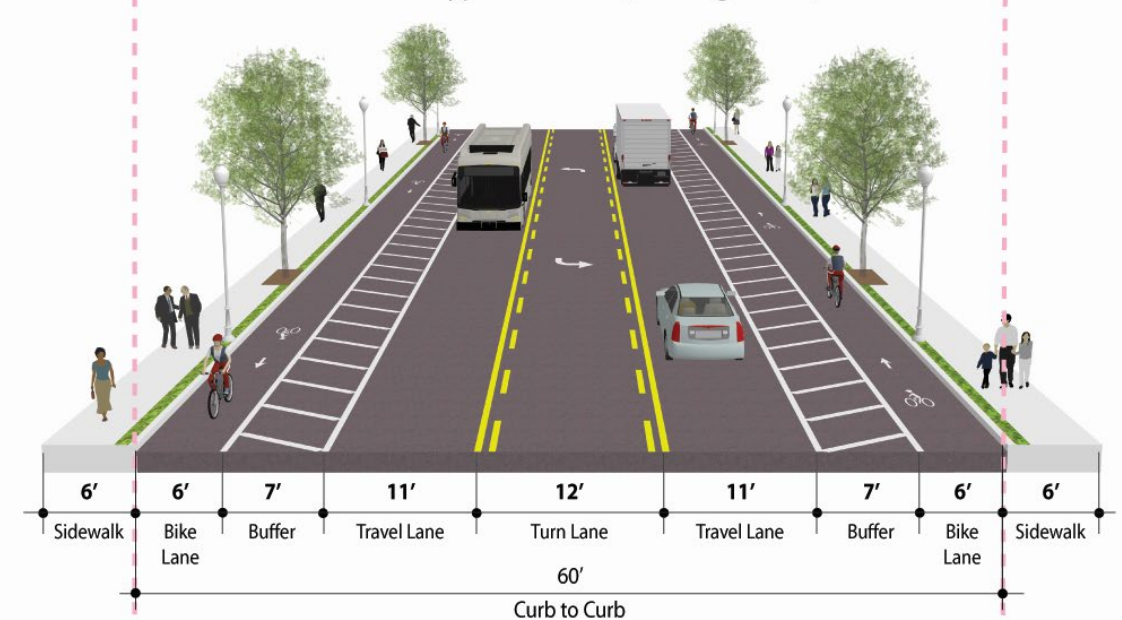


PHILADELPHIA PIKE (From Delaware Avenue to Governor Printz Boulevard)

Existing Typical Section (Looking North)



Potential Typical Section (Looking North)



Scenario 2: Extend the Road Diet

What is a “road diet?”



A “road diet” was put in place on Philadelphia Pike between Harvey Road and Governor Printz Boulevard about a dozen years ago.

Scenario 2: Extend the Road Diet

Why consider extending the road diet on Philadelphia Pike?

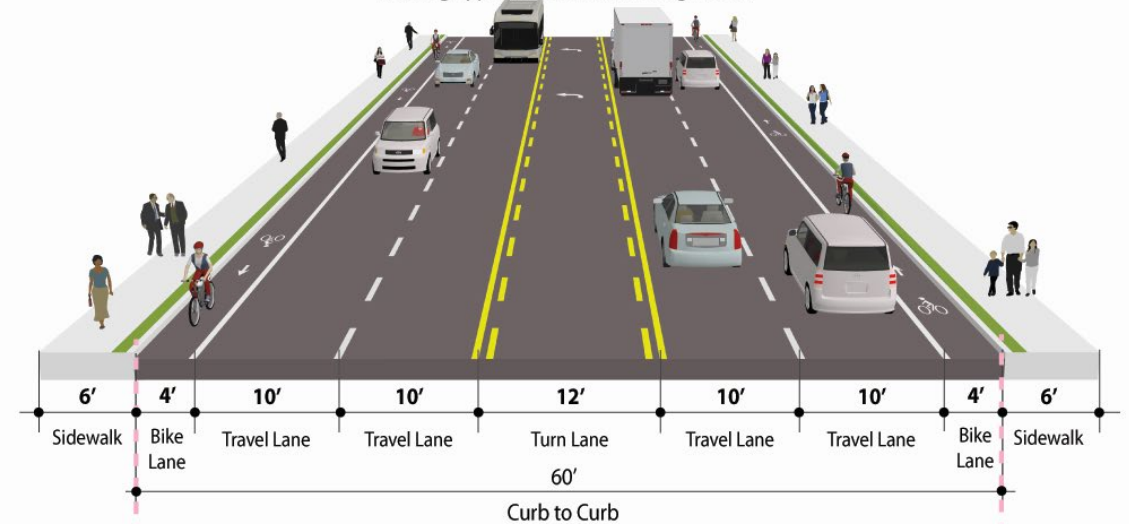
- The current road diet reduced crashes by 13%.
- A road diet is a “proven safety countermeasure,” with a long history of improving safety.
- Drivers tend to speed less with one lane in each direction rather than two.
- One lane in each direction reduces the potential for multiple threat crashes.
- Curbed median islands, built where there are no left turns into driveways, will help reduce the incidence of drivers using the left-turn lane to pass.
- Pedestrian crossings at intersections can be shorter.

Scenario 2: Extend the Road Diet

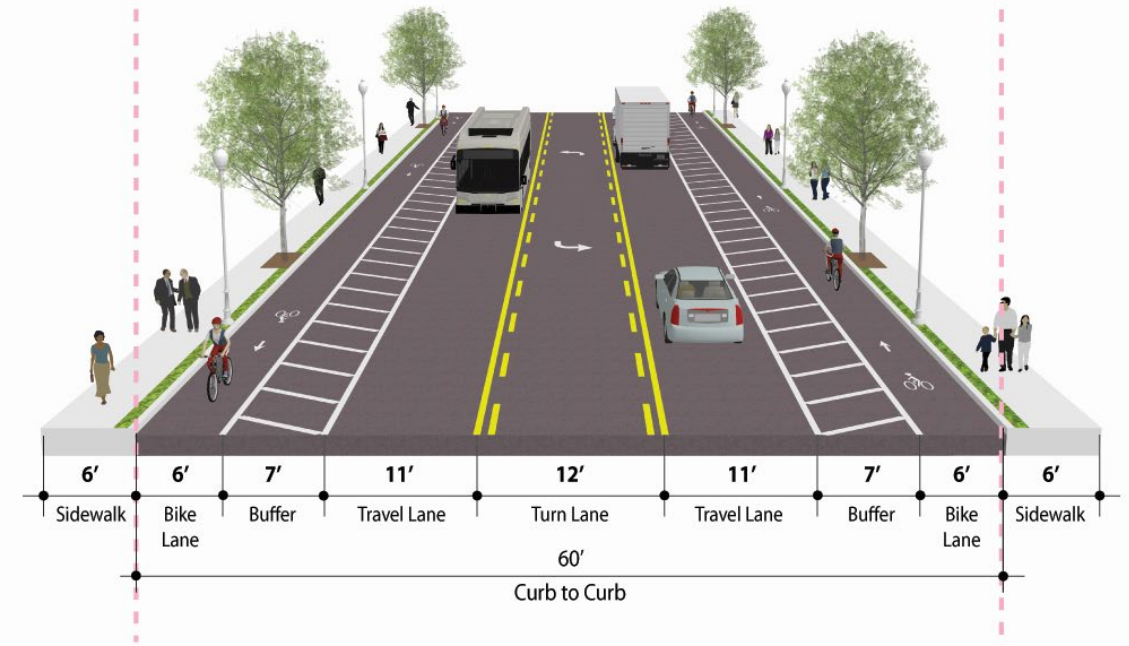
- Traffic results indicate that the road diet can be extended to the north and south
- Delays will marginally increase during peak travel times
- A right turn lane is needed on southbound Philadelphia Pike at Darley Road to reduce congestion there at rush hour

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)



Scenario 2: Extend the Road Diet



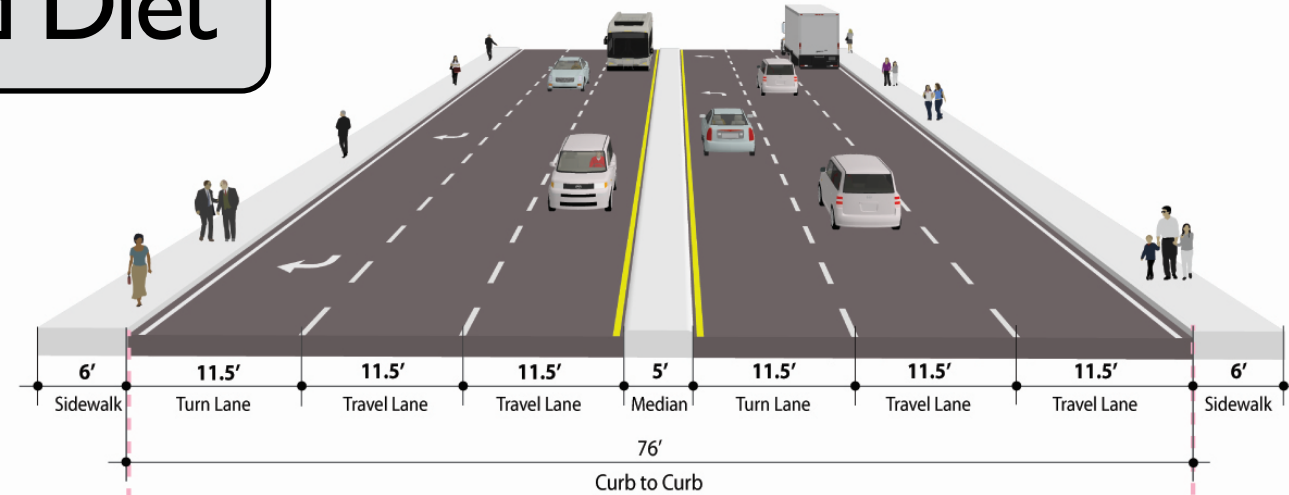
Scenario 2: Extend the Road Diet

- Traffic results indicate that a lane can be eliminated in each direction over the I-495 bridge
- This will make walking and bicycling to the train station safer and more comfortable
- Art can be incorporated to transform the bridge into more of a gateway into the community

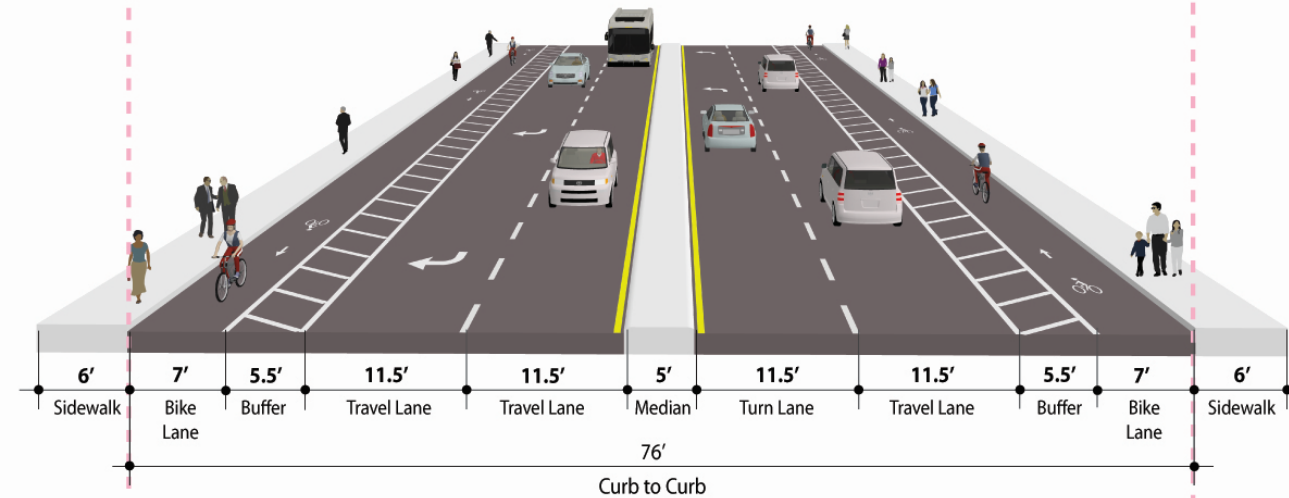


PHILADELPHIA PIKE BRIDGE OVER I-495

Existing Typical Section (Looking North)



Potential Typical Section (Looking North)



Scenario 2: Extend the Road Diet

Concrete barriers can be incorporated into the buffer for protection of bicyclists and pedestrians.



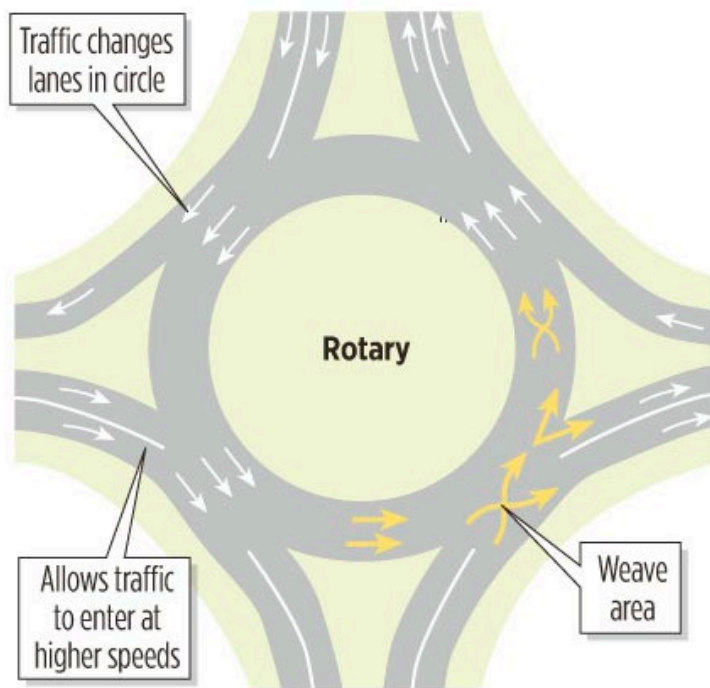
Scenario 3: Roundabout(s)

What is a roundabout?

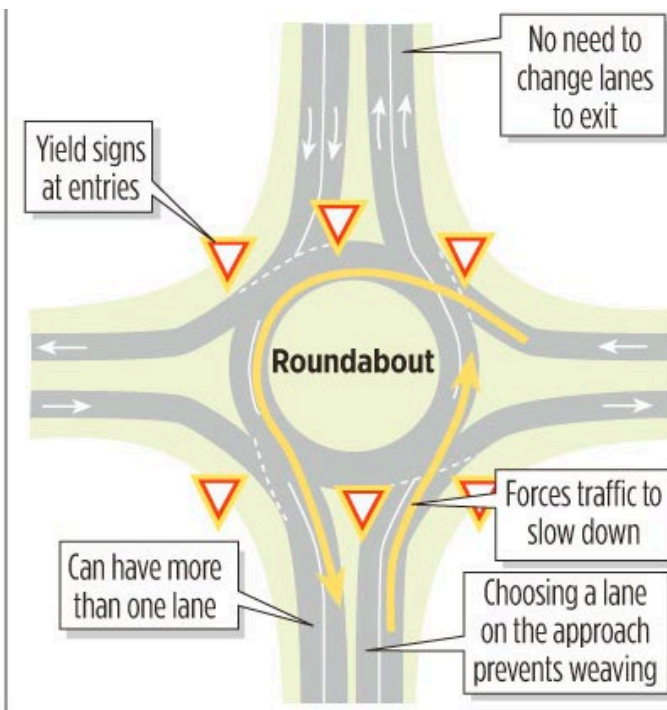
It's NOT a big New Jersey traffic circle or “rotary.”

Circle or Rotary:

- Designed for higher speeds
- Larger diameter
- Drivers enter at edge of circle
- Speed and volume can cause gridlock
- No longer desirable



Source: Maine Department of Transportation, staff research



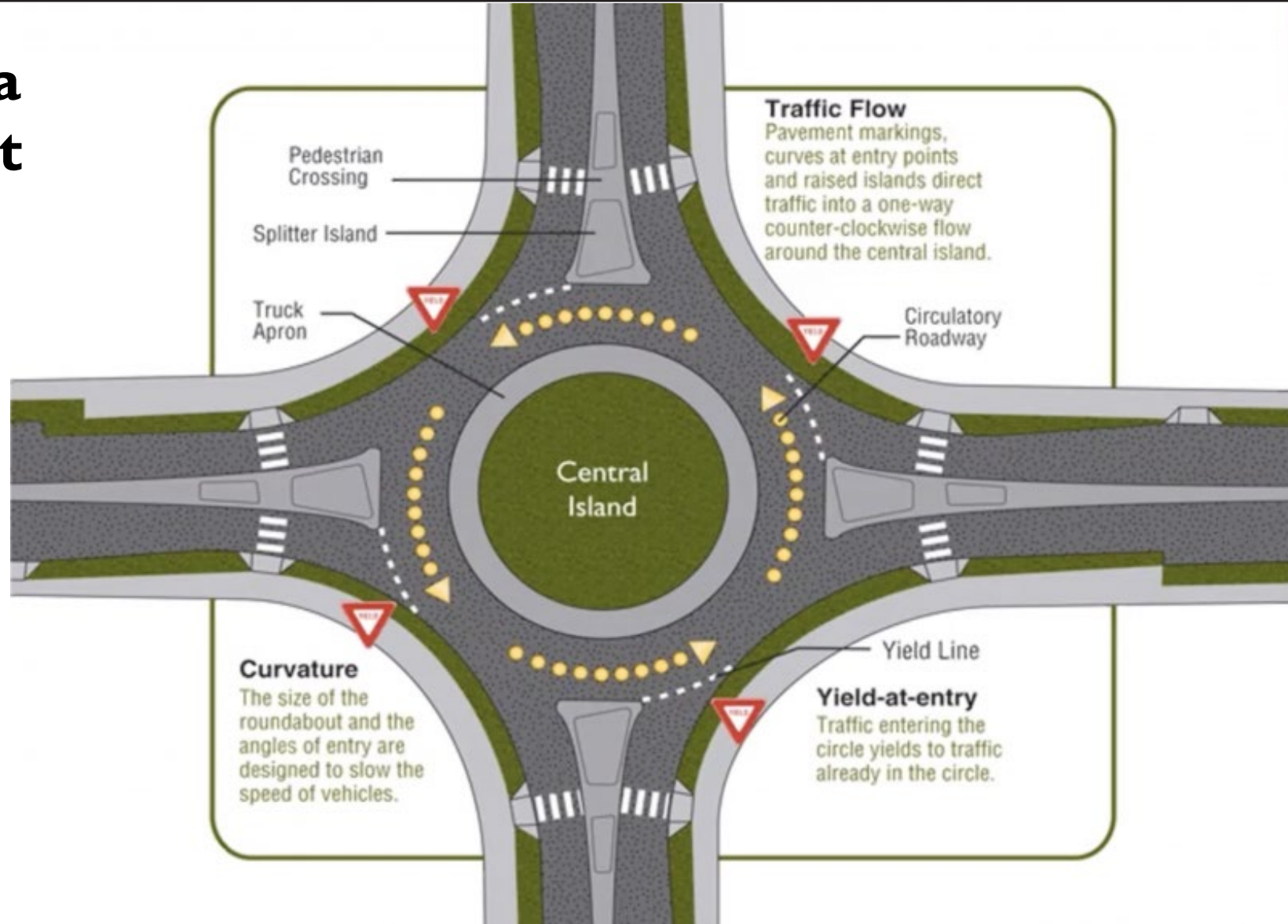
STAFF GRAPHIC | MICHAEL FISHER

Roundabout:

- Designed for safer speeds
- Smaller diameter
- Drivers enter by yielding
- Often more efficient than traffic signals
- Fewer crashes

Scenario 3: Roundabout(s)

How does a roundabout work?



Scenario 3: Roundabout(s)

Why consider roundabouts on Philadelphia Pike?

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

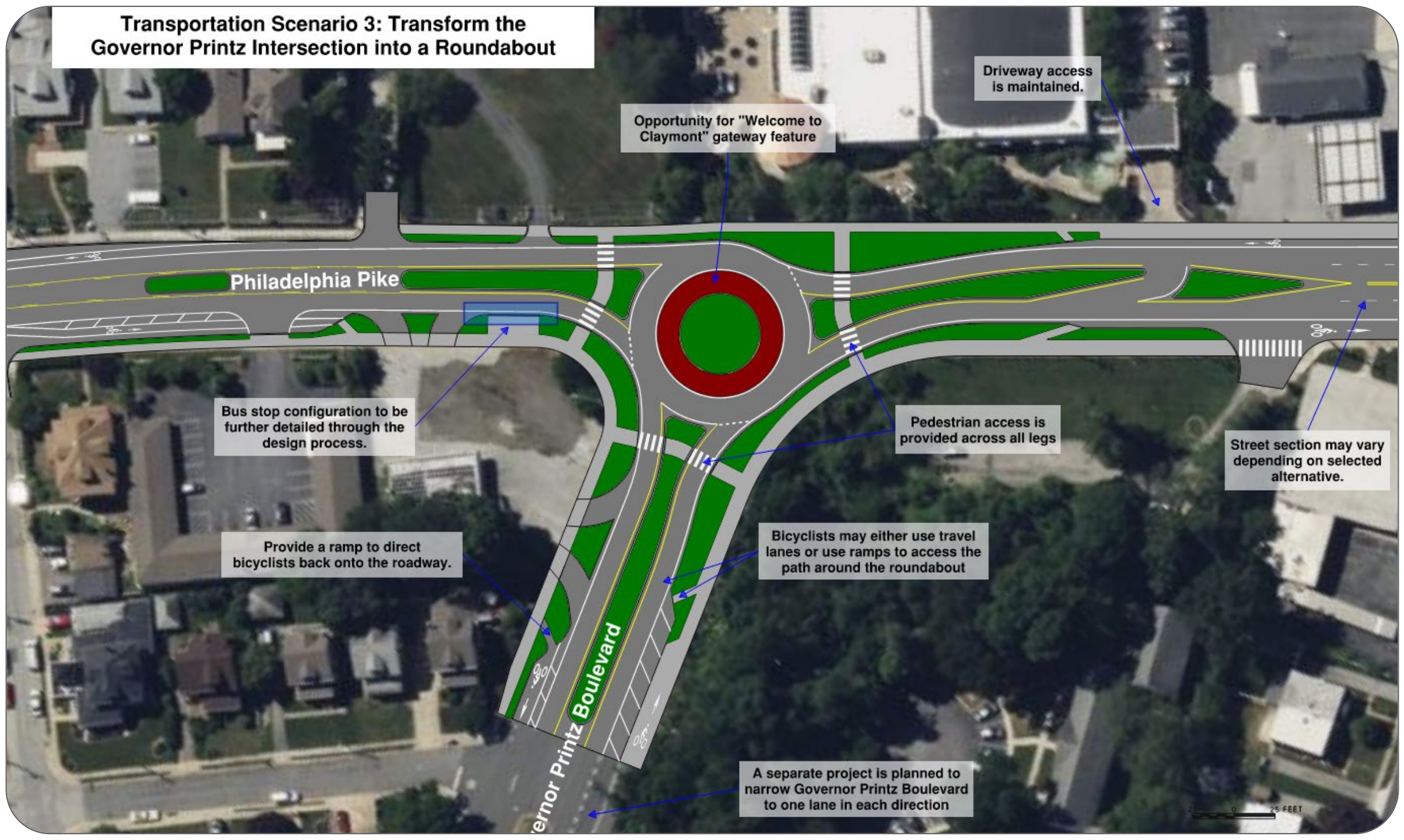


Scenario 3: Roundabout(s)

- The project team originally considered roundabouts at three locations on Philadelphia Pike.
- Based on public input and concept design, this was reduced to one roundabout at Governor Printz Boulevard.
- A roundabout here will function very well and should have minimal impacts to private property.



Transportation Scenario 3: Transform the Governor Printz Intersection into a Roundabout



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.

Governor Printz Boulevard

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

0 25 FEET

Scenario 3: Roundabout(s)

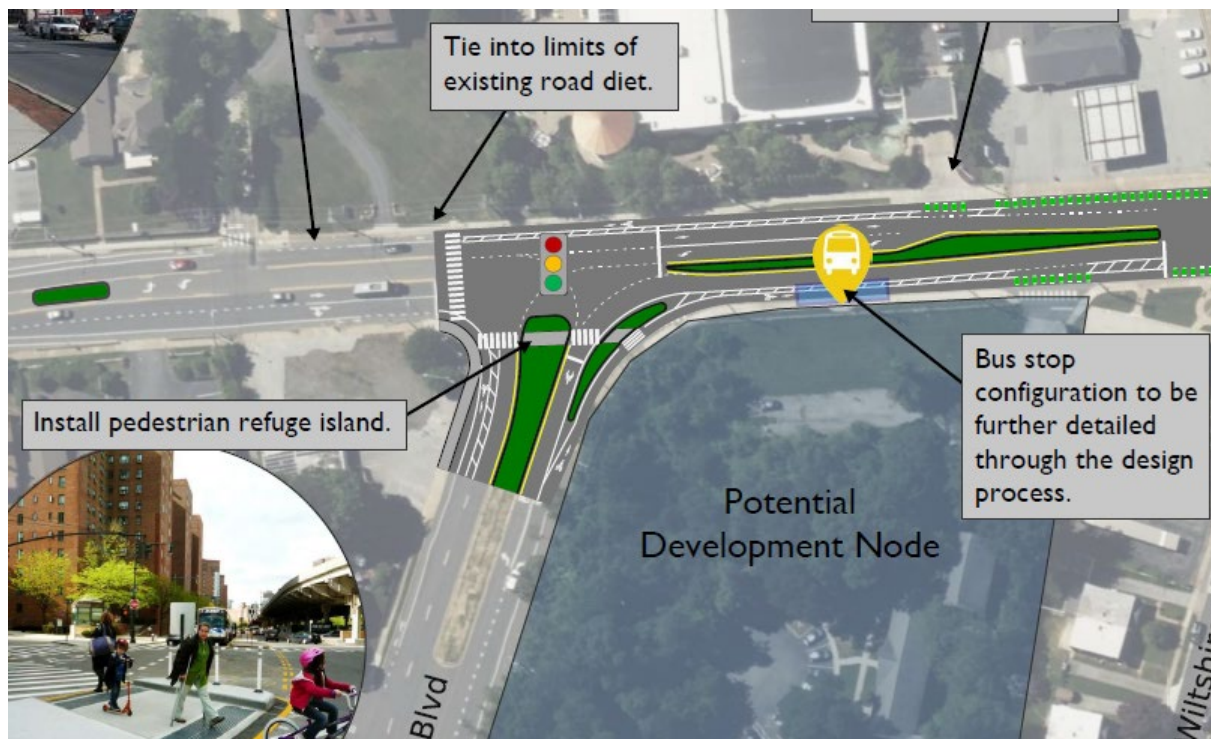
A roundabout could be a spot for public art, landscaping, and/or some gateway that celebrates Claymont.



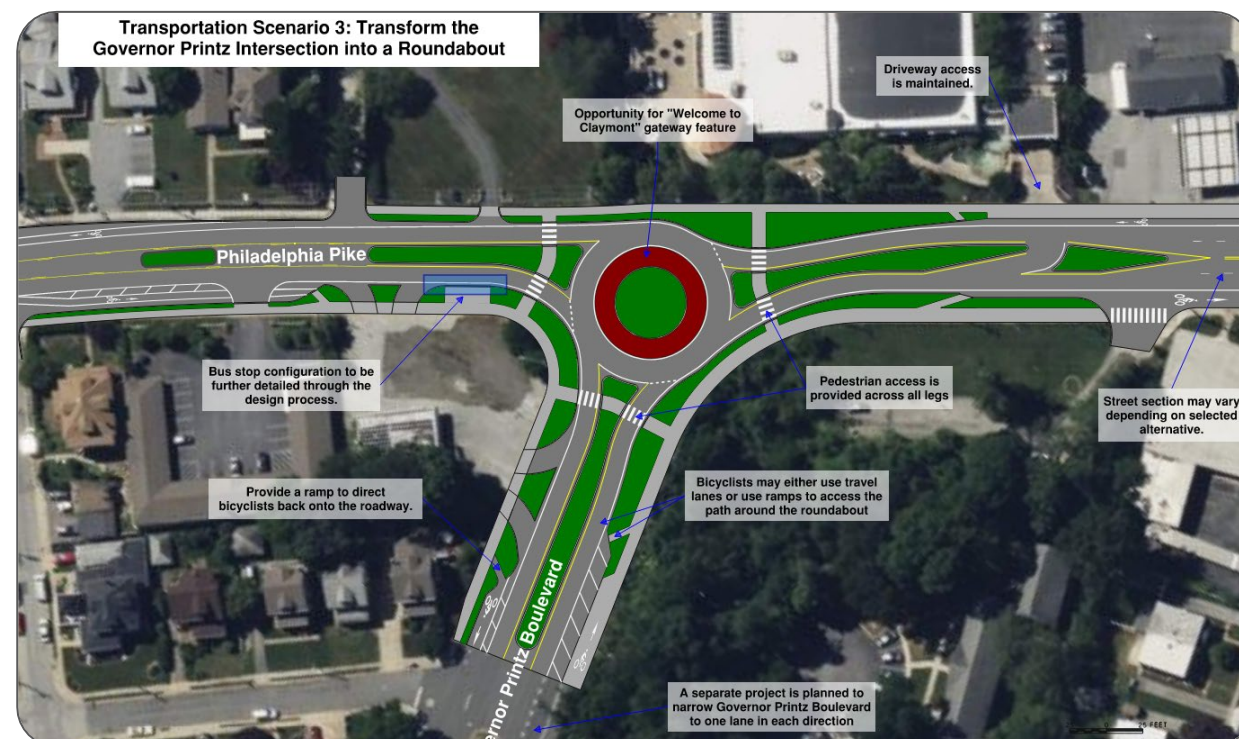
How do the scenarios compare?

Philadelphia Pike/Governor Printz Boulevard Intersection

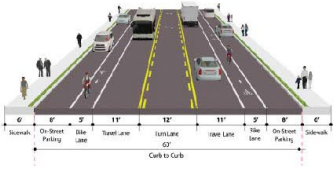


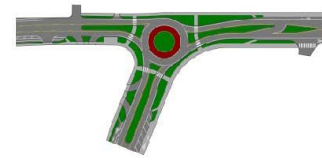








Scenario 2



Scenario 3



How do the scenarios compare?

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	★ ★ ★	★ ★ ★	★ ★

Other Transportation Recommendations

- Harvey Road
- Rolling Road
- Franklin Avenue
- Walking and bicycling connection between Arden and the library



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Questions?



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More Discussions with the Community

May 2024 Public Open House



- Introduced draft scenarios
- Talked with community members about their priorities and concerns
- Used feedback from the meeting to revise scenarios

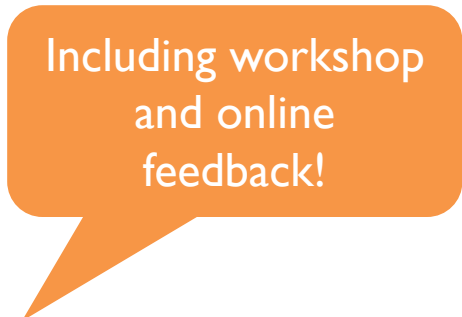
October 2024 Public Open House



- Presented revised scenarios
- Asked community members about their preferences
- Used feedback from the meeting to prepare a draft plan

Feedback from October 2024 Public Open House

- People requested:
 - Connections to parks and open space
 - Protected bicycle lanes
 - Improved streetscape, more trees and landscaping
 - More bus service
 - Better enforcement
 - Signal timing improvements and red-light cameras
 - Medians in the center turn lane
 - Improved pedestrian crossings
 - Slower traffic on Green Street, Darley Road, and Philadelphia Pike

An orange speech bubble with a tail pointing towards the bottom left, containing the text "Including workshop and online feedback!".

Including workshop
and online
feedback!

Concerns Expressed After the Open Houses

- There may be traffic delays through the roundabout, particularly during events at the Waterfall
- People may be confused driving through the roundabout
- The monument at Governor Printz Boulevard may be disturbed
- The roundabout might not be maintained
- Access for emergency vehicles and detoured truck traffic may be affected
- People may continue to speed and drive recklessly, including in the middle turn lane

We spent time understanding and responding to those concerns.

Responses to Concerns

- Traffic analysis shows that even during large events at the Waterfall, with 25 years of traffic growth, Philadelphia Pike will function well, and a roundabout will function better than a traffic signal. The traffic officer that's needed now will still be needed in the future.
- The monument at Governor Printz Boulevard can be relocated to a prominent location that will be easier for people to walk to.
- Roundabouts tend to work well for emergency vehicle drivers, and Claymont Fire Company must be part of the design process if/when the project moves forward.
- Curbed islands in the median, in addition to the roundabout, are expected to help with speeding and reckless driving.

Responses to Concerns

With all these things in mind, we understand that the community does not agree about which transportation option to pick.

As a result, we will show all options in the final plan without stating a preference for which one is best.



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NEXT STEPS

Next Steps

- **An online survey is open now and will close on Monday, May 26.**
- Please take the survey yourself and let others know about it too!



Survey link

Next Steps

- The project team will listen to your comments tonight, and in the survey, and include them in the plan.
- The plan will be finalized this summer without a preferred transportation option.
- If/when transportation improvements on Philadelphia Pike are funded, more technical work and public engagement will be needed to identify what improvements will work best for the community.



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THANK YOU!