# Transportation Scenario 1: Build Complete Streets Improvements



**KITTELSON** & ASSOCIATES Potential Development Node

Move bus stop closer to the signalized crossing.

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

Move bus stop closer to the signalized crossing, on the far side of the intersection.

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



An RRFB may be appropriate to improve driver yielding.

Install yield and warning signs in advance of crossing.

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

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Move bus stop to the farside of the intersection.

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

Where on-street parking is underutilized, shift bicycle lane to be along the curb and create a buffered bicycle lane. Green conflict markings can be provided where the bicycle lane crosses driveways and streets.

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# Transportation Scenario 1: Build Complete Streets Improvements

Where on-street parking is underutilized, shift bicycle lane to be along the curb and create a buffered bicycle lane.

Bus stop configuration to be further detailed through the design

> Green conflict markings can be provided where the bicycle lane rosses driveways and streets.

Move bus stop to farside of intersection.

Shorten pedestrian by extending the curb.

**KITTELSO** & ASSOCIATES

Maintain parking / queuing lar where needed. 

Bus stop further details through the design process.

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

Install Transit Signal Priority (TSP).

Eliminate second left turn lane.

Bus stop configuration to be further detailed through the design process

Development Node

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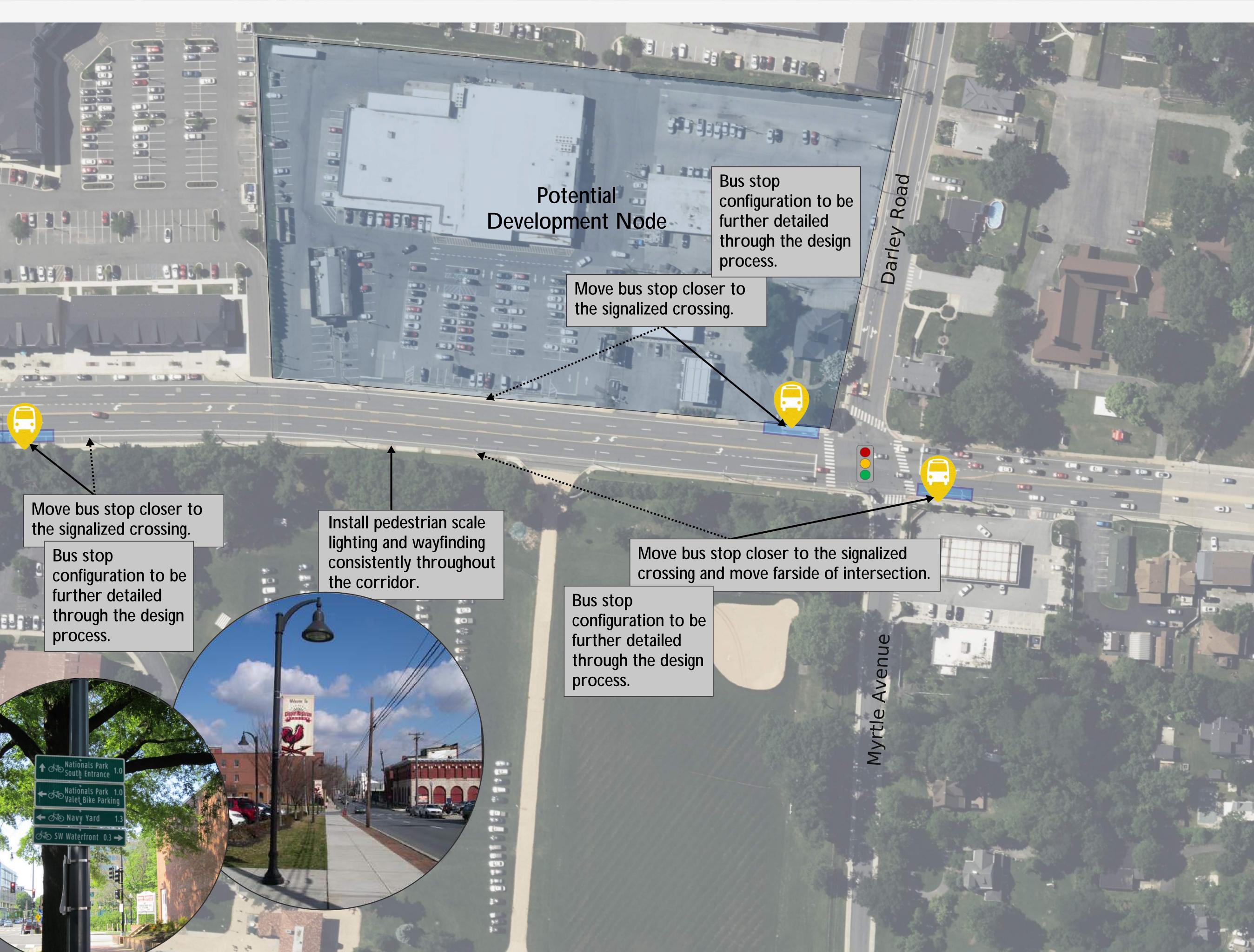
Install street tree sistently throughout

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

US 13 (Philadelphia Pike)

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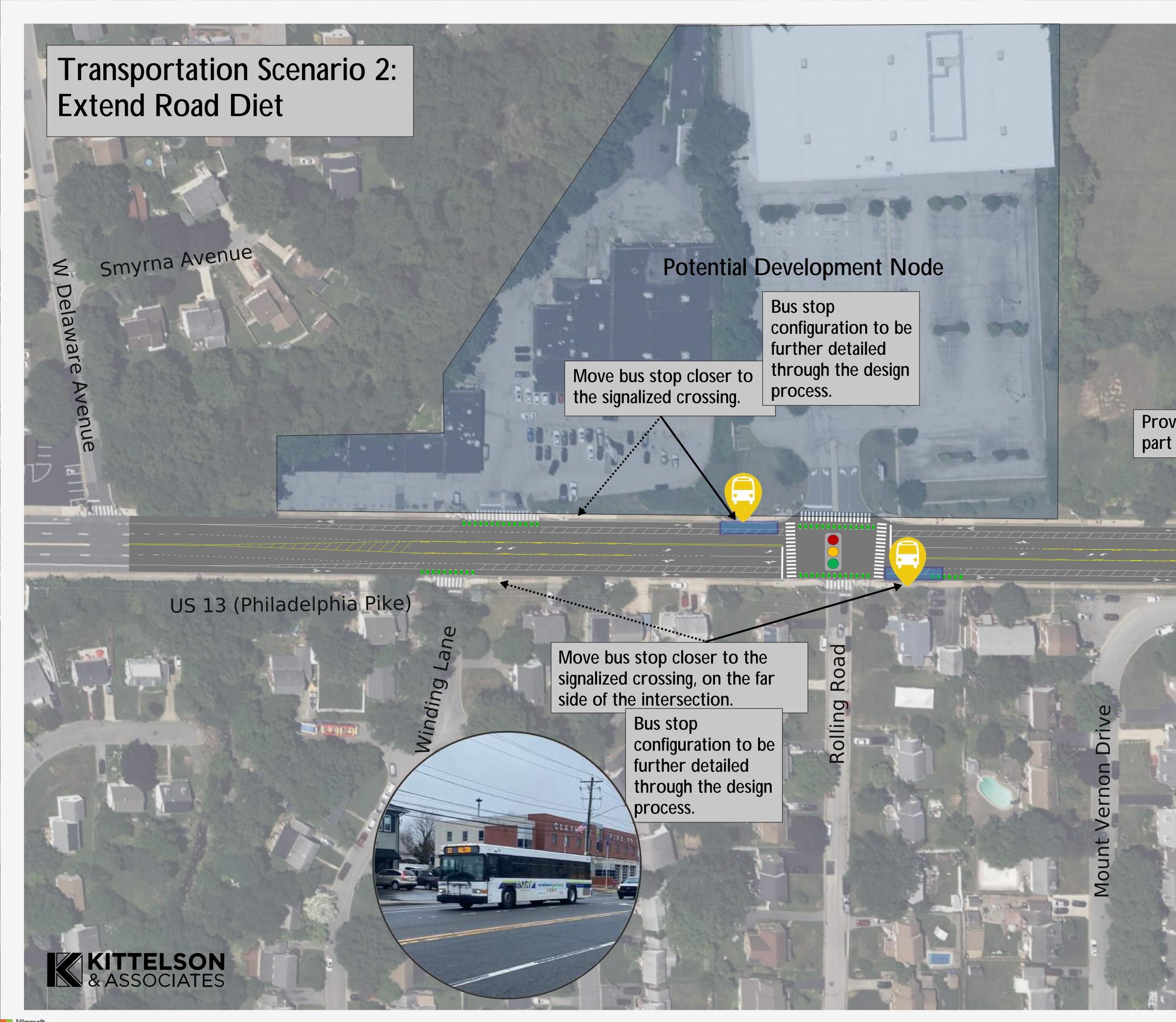
through the design process.



If the lane configuration on the Philadelphia Pike bridge over I-495 remains unchanged, consider a separate bridge for pedestrians and bicyclists.

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

Move bus stop closer to the signalized crossing.

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

Green conflict markings can be provided where the bicycle lane crosses driveways and streets.

Provide buffered bike lane as part of extended road diet.

**Cleveland Avenue** 



Install median islands where there are no driveways t reduce driving in the center turn

Improvements through th existing road diet section can be consistent with Transportation Scenario 1.

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Move bus stop to the farside of the intersection.

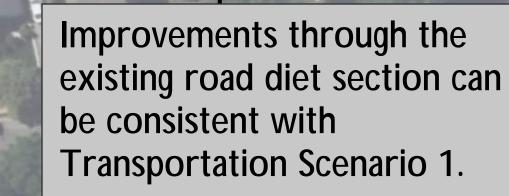
> Bus stop configuration to be further detailed through the desigr process

### Transportation Scenario 2: Extend Road Diet

Move bus stop to farside of intersection.

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



configuration to be further detailed through the design process.

Install street trees, pedestrian scale

Install pedestrian refuge island.



Tie into limits of existing road diet.

Left turn access to and from these driveways is

restricted.

configuration to be further detailed through the design process.

Development Node

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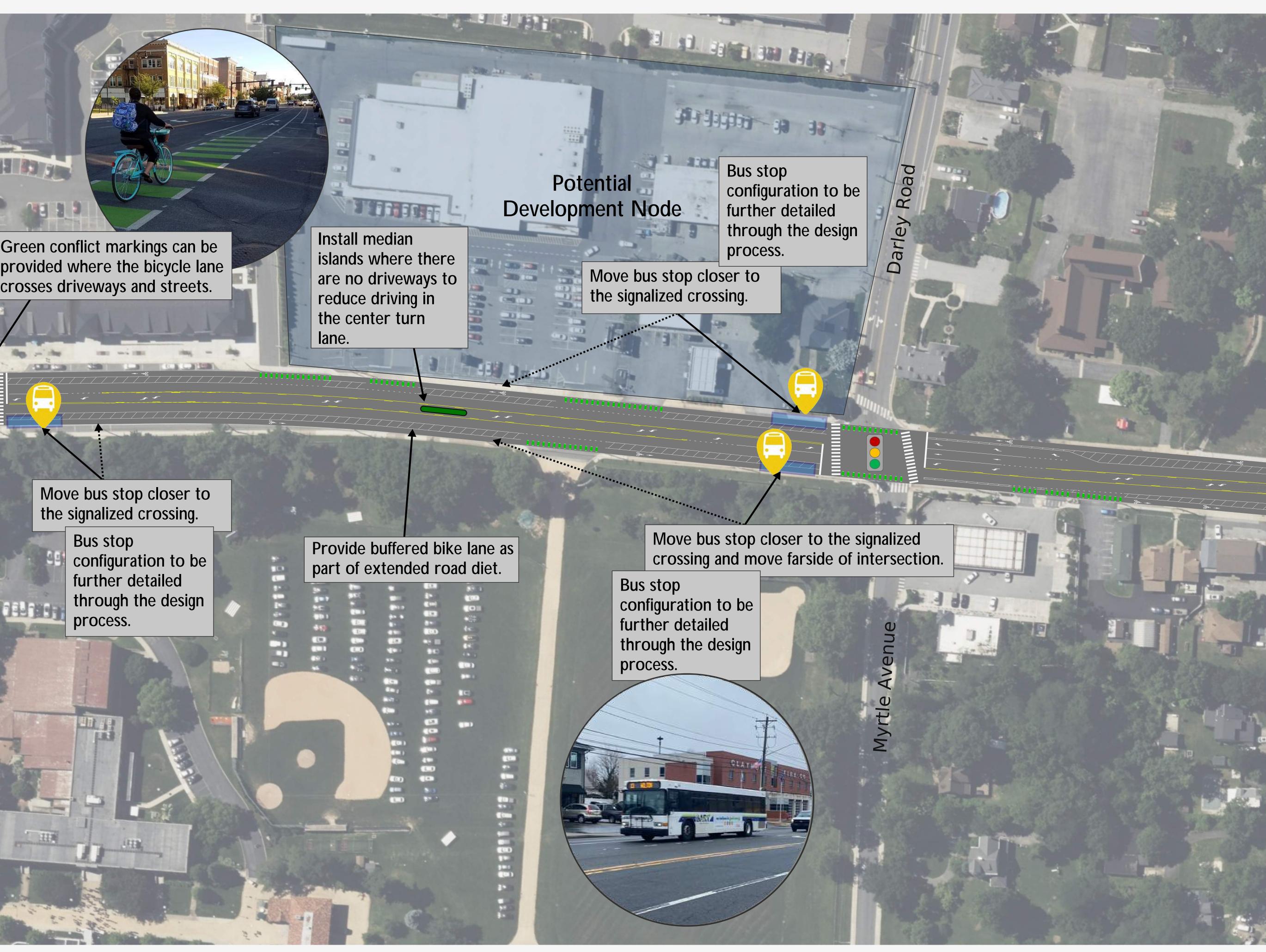
Bus stop configuration t further detailed through the design process

provided where the bicycle lar crosses driveways and streets.

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Bus stop

configuration to be further detailed process.



Reduce the number of lanes on the bridge to incorporate bike lane and create separation between vehicles and pedestrians.

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

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

### Philadelphia Pike

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

Provide a ramp to direct bicyclists back onto the roadway.

Opportunity for "Welcome to Claymont" gateway feature

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Gove

Driveway access is maintained.

Pedestrian access is provided across all legs

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

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Street section may vary depending on selected alternative.