

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 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?

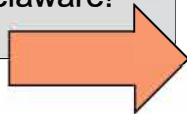
A: With medians, pedestrians only need to cross one lane at a time. Bicyclists can either ride through the roundabout in traffic or use the side path.



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.

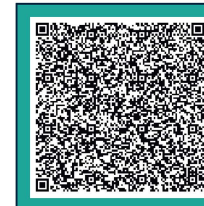
Use your phone to check out these other roundabouts in Delaware!



Middletown, DE



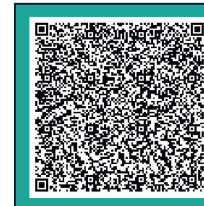
Wilmington, DE



Wilmington, DE



Bear, DE



Middletown, DE



Roundabout Examples