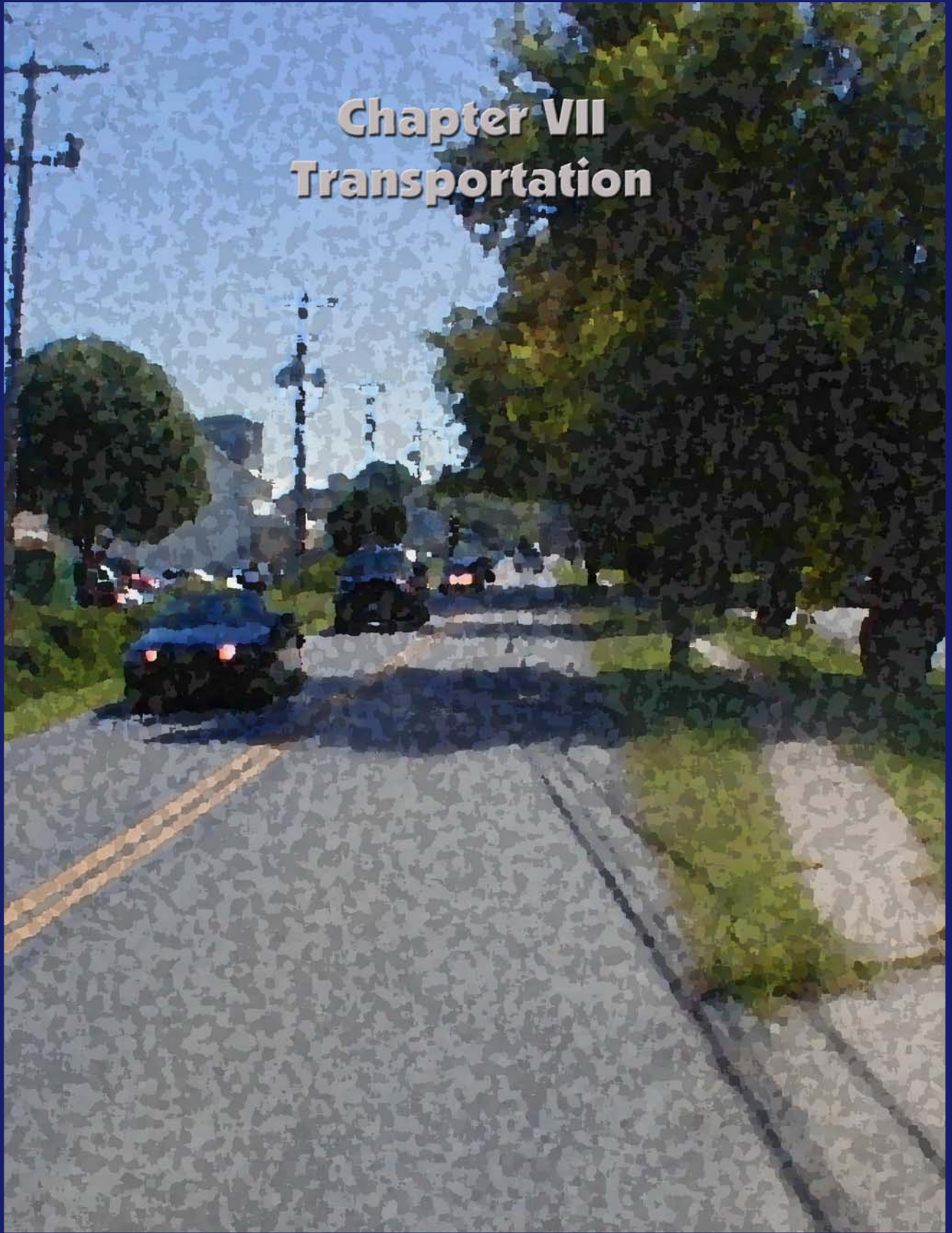


# Chapter VII Transportation



## 7.1 Introduction

Transportation plays a key role in the development of any community. This is quite evident in the Hockessin Village. The original travel routes established in and around the village area are directly linked with the area's history, and will continue to influence the location and intensity of development well into the future.

The future vision for Hockessin Village is a compact growth center featuring streets that are pleasant to walk along, safe bicycle routes and access to transit services. Old Lancaster Pike functions much like a traditional main street providing access to small shops, businesses and residences. SR 41 is a major highway serving through traffic and providing access to commercial, office and institutional uses that front on the corridor.

Despite the obvious differences in the intensity of traffic and land uses served on the two roads, the key to achieving the community's vision is to redefine SR 41 and Old Lancaster Pike as a network that will serve the pedestrians, bicycle riders, transit riders and vehicles that will use them to the maximum extent possible. In the case of Old Lancaster Pike, improvements will help attract people back to the streets and investors to redevelop and infill in the Village Center. In the case of SR 41 planned improvements will help connect residential areas to shopping, institutional, employment and recreation activity centers along the corridor,

### 7.2 Goal

Provide a transportation system to facilitate the safe and smooth flow of vehicles, bicycles and pedestrians throughout the Hockessin village area.

making the village more accessible to residents and visitors alike.

## 7.3 Implementation Objectives

### 7.3.1

Ensure that the roadway system is safe, efficient and adequate to meet the needs of residents and businesses.

### 7.3.2

Promote an environment that is bicycle and pedestrian-friendly. Provide bicycle and pedestrian linkages throughout and leading to the village area.

### 7.3.3

Maintain and create new options for future expansion of public transit.

### 7.3.4

Promote regional transportation improvements through coordination with adjacent entities.

### 7.3.5

Support continuation of the Wilmington and Western railroad.

## 7.4 Implementation Strategies

### 7.4.1

Work cooperatively with DelDOT and property owners along SR41 to complete the safety improvement project as efficiently as possible, with minimal impact to adjacent businesses.

### 7.4.2

Enhance Old Lancaster Pike to improve safety for pedestrians, bicyclists and vehicles; provide landscaping and street furnishings to improve the aesthetic quality of the village core; address storm water management problems; create on-street parking (where feasible). Utilize these public improvements to set the tone for future development within the Village and exceptional design and quality materials.

### 7.4.3

Appoint a citizen/business committee to work in conjunction with Delaware Greenways to identify specific locations for pedestrian and bicycle connections. Work with property owners to obtain easements for identified facilities.

#### **7.4.4**

Encourage development of bicycle facilities at shopping and other destinations, transit, etc.

#### **7.4.5**

Work with DART to address transit options in the village area. Consider both short-term and long-term needs.

#### **7.4.6**

Work with public and private agencies to assess and plan for the transit needs of community residents.

#### **7.4.7**

Define and implement cooperative public/private parking strategies along Old Lancaster Pike, including increased public parking facilities. The strategy should delineate appropriate locations for future parking, estimate construction costs, and, identify funding options.

#### **7.4.8**

Consider any planned provisions for park-n-rides and transit right-of-way in the review of all new and amended development plans and subdivision plats.

#### **7.4.9**

Working with citizens, merchants, DelDOT, and others develop a comprehensive and coordinated system of public signage and wayfinding improvements.

#### **7.4.10**

Request DelDOT add strategic gateway improvements as part of the SR41 Safety Improvement Project. Ensure that the design of gateway improvements on SR41 are consistent with the overall signage and wayfinding concepts for the Hockessin Village.



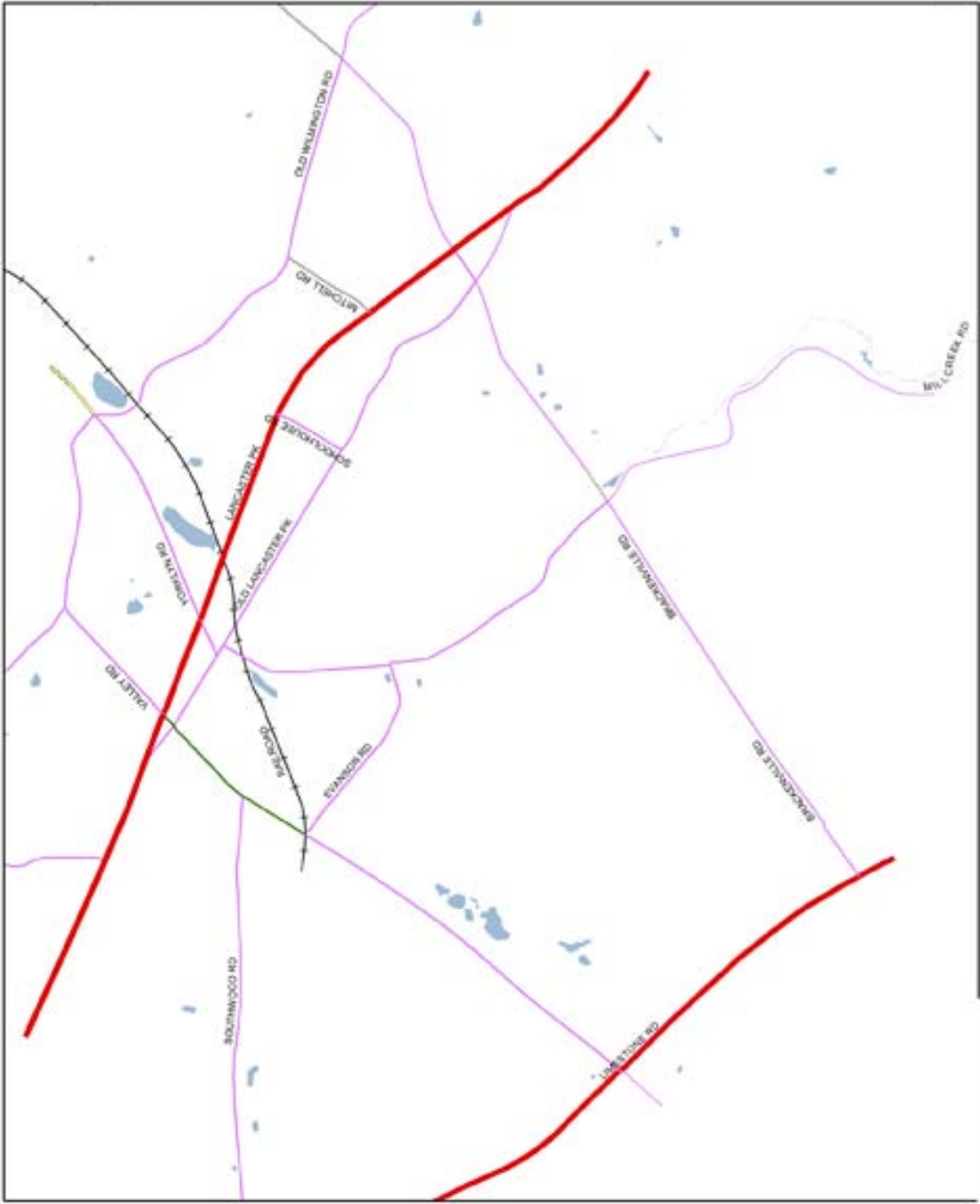
## **7.5 Existing Transportation Facilities**

### **7.5.1 Roadways**

Illustration VII-1 depicts the major roadways within the Hockessin planning area: SR 41 (Lancaster Pike), Old Lancaster Pike, Valley Road, Yorklyn Road, Old Wilmington Road, Limestone Road (Route 7) and Brackenville Road. The alignment of SR 41 was established prior to organization of London Grove Township in Pennsylvania in 1723. At that time, there existed a trail and road system connecting Gap, Pennsylvania to Newport, Delaware. It allowed grains to be shipped to the flour mills in and around Wilmington. Route 41 is the primary east-west corridor providing access between Lancaster County, Pennsylvania and New Castle County, Delaware and has long been the link between the Port of Wilmington and the agricultural lands of Lancaster County. It has traditionally been a well-traveled truck route, and will continue to serve this purpose. Route 41 currently provides access to major shopping, business and recreation uses within the Village. Old Lancaster Pike was established as the original route between Lancaster, Pennsylvania and Wilmington, Delaware, and has served as the village “main street” since well before the advent of the motor car.

### ILLUSTRATION VII-1

- Major Roads
- Local
  - Minor Collector (Rural areas only)
  - Minor Arterials
  - Major Collector (all Collectors in Urban)
  - Other Principal Arterials



SOURCE: DEPARTMENT OF LAND USE  
NEW CASTLE COUNTY  
MAY 2004

The railroad also played a role in the development of the Hockessin Village. The rail lines are currently operated by the Wilmington and Western Railroad and are used primarily for tourist trains, accommodating an occasional freight train. While commuter rail service is not a viable option at this time, maintaining the rail corridor as a component of the overall transportation systems is desirable to support future options.

### **7.5.2 Transit**

Mass transit currently plays a minor role in the Hockessin area, but has significant potential for the future. Today, the Hockessin village area is served by one bus route provided by DART. The Route 20 bus provides service between Hockessin and downtown Wilmington (see Map VII-2). DART has added a second bus route this year to serve the greater Hockessin area. This route does not pass through the village, but rather has a stop at Lantana Square. Coordination between DART and appropriate entities in Pennsylvania will be needed to serve the needs of future residential development outside of Delaware. Many of these future residents will commute using Route 41 and add to the already congested conditions. Coordinated bus service may reduce the anticipated increase in traffic volumes.

Two park and ride facilities exist within the Hockessin Village area - Union Bank and Hockessin Memorial Hall, both located on Route 41. Park and pool facilities exist in proximity to the village, at Lantana Square and



identified as a primary issue. This has been reaffirmed by the Steering Committee during the planning process for this Plan. In addition to providing safe pedestrian and bicycle access within the village, the Steering Committee recognized the need to have trails connecting the village to other activity centers, and from such centers to the village.

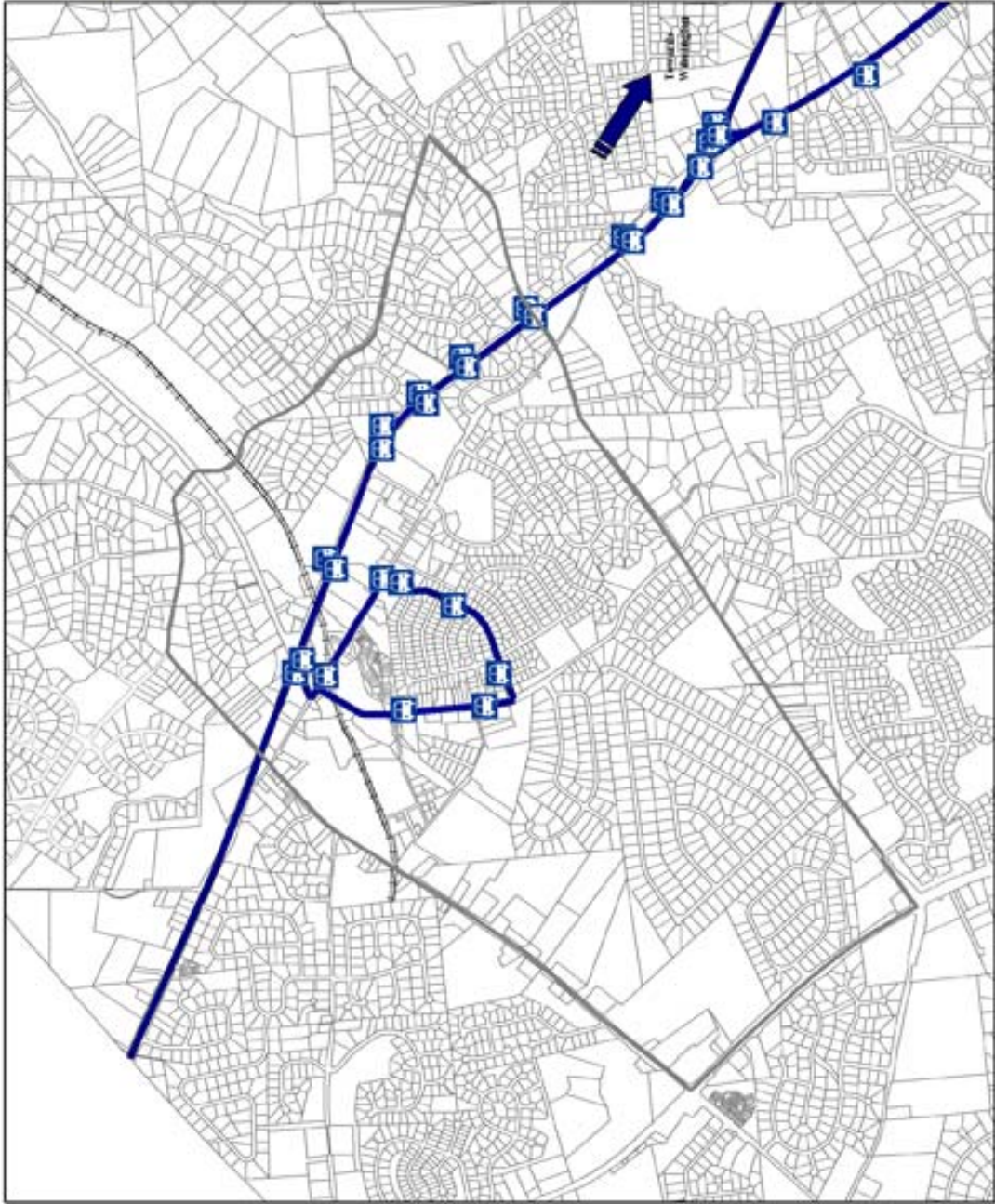
Currently, sidewalks within the Village are scattered and many are in poor condition. Along Old Lancaster Pike, for example, the majority of sidewalks are narrow and the concrete has cracked from weather and/or tree roots. Pedestrians currently use a combination of sidewalk segments, public roads and parkland trails to walk about the community. Future public investment in transportation system improvements should result in a coordinated system of bicycle and pedestrian connections as depicted on Illustration VII-6. Where appropriate, private development should be required to provide key links in the system.

## **7.6 Transportation Projects and Planning**

DelDOT has the primary responsibility for designing, constructing and maintaining transportation facilities in the State. Other transportation partners include the County, Wilmapco, Delaware Greenways as well as interstate coordination.

**ILLUSTRATION VII-2**

-  Transit Stop
-  Transit Route



**PUBLIC TRANSIT ROUTES**

SOURCE: DEPARTMENT OF LAND USE  
NEW CASTLE COUNTY  
MAY 2004

### **7.6.1 DeIDOT SR 41 Safety Improvement Project**

In 1997, DeIDOT identified the need for safety improvements to correct recurring accident problems along SR 41/Lancaster Pike from north of Valley Road to north of Mitchell Road. A total of 172 accidents were reported during the four-year study period between January 1996 and December 1999 including 1 fatal accident and 55 (32%) injury accidents. Sixty-seven (39%) accidents were intersection related including thirty-one accidents at Yorklyn Road and thirty-one accidents at Valley Road. Nineteen of the accidents at Valley Road were caused by motorists turning from Valley Road into SR 41 traffic. A combination of closely spaced commercial driveways and a lack of left-turn lanes combine to create numerous conflict points for motorists entering and exiting SR 41, and resulted in seventy-four (43%) commercial driveway related accidents during the study period.

Partially as a result of these statistics, SR 41 was added as a priority project in DeIDOT's Highway Safety Improvement Program. DeIDOT formed a Community Working Group (CWG) in April 2000 to guide in the development of a recommended safety plan and address the need for improved aesthetics. The CWG was composed of civic leaders, business representatives, political leaders, and private citizens. Meetings were generally held on a monthly basis between April and October 2000. A series of three public workshops were also held to keep the community informed and to provide an opportunity for comment. Following the final public workshop on November 27, 2000, the recommended alternative was selected and sent to design.

The project (See Illustrations VII-3, 4 and 5) will improve overall pedestrian access and circulation by providing sidewalks on both sides of SR 41 from Yorklyn Road to the PAL

Center, on the east side of SR 41 from the PAL Center to Coffee Run Shopping Center and on both sides of Yorklyn Road, from SR 41 to Old Lancaster Pike. Additionally, pedestrian signalization and crosswalks will be provided on all four approaches of the SR 41/Yorklyn Road intersection and on three approaches of the SR 41/PAL Center intersection.

Bicycle traffic will be accommodated along the SR 41 corridor along a shared-use shoulder, which ranges in width from 8 to 12 feet. In the vicinity of a truck climbing lane along northbound SR 41 just north of Valley Road, the shoulder width is reduced to approximately 4 feet in order to avoid significant environmental impacts along the east side of the roadway. Special signing will be included to alert approaching motorists of this restrictive shoulder area. At intersections with dedicated acceleration/deceleration lanes, a four-foot wide bike lane will be provided along the inside of the auxiliary lane.

Provisions for transit use, including concrete pads and pedestrian shelters, will be provided on the west side of SR 41 at the First Union Park and Ride lot. No new bus stops or routes are planned within the study limits in conjunction with this project. The preferred design, a combination of a continuous two-way center left-turn lanes and raised center medians was selected as the preferred alternative because it provides the maximum feasible safety benefits while minimizing adverse access impacts to businesses along SR 41. This alternative will also minimize diversion of trucks and other vehicular traffic to Old Lancaster Pike and allowing for aesthetic median and roadside treatments in selected locations along the corridor.

The selected alternative also includes the following operational features:

- Installation of a traffic signal at the SR 41/Lancaster Pike and Valley Road intersection to address angle accidents reported at the intersection. These accidents are caused by Valley Road

**ILLUSTRATION VII-3**  
 Sheet 1 of 3



- Proposed Widening Area (SR 41)
- Proposed Sidewalk (SR 41)
- Existing Sidewalk (Old Lancaster Pike)
- Proposed Sidewalk (Old Lancaster Pike)
- Floodplains
- Stream Buffer
- Potential Infill and/or Redevelopment Sites
- Streetscape Plantings
- Wayfinding Improvements, Interpretative Opportunities





ILLUSTRATION VII-5  
Sheet 3 of 3



- Proposed Widening Area (SR 41)
- Proposed Sidewalk (SR 41)
- Existing Sidewalk (Old Lancaster Pike)
- Proposed Sidewalk (Old Lancaster Pike)
- Floodplain
- Stream Buffer
- Potential Infill and/or Redevelopment Sites
- Streetscape Plantings
- Wayfinding Improvements, Interpretative Opportunities

motorists misjudging gaps in traffic on SR 41, potentially due to speeding on the southbound downgrade approaching the center of the Village. The installation of a traffic signal will alternate the right-of-way for Valley Road and SR 41 motorists, reducing the likelihood of these types of accidents. Additionally, the traffic signal will accommodate Lancaster Pike left-turns onto Valley Road by providing a left-turn bay and left-turn phase for these motorists. This will reduce congestion on Yorklyn Road and Old Lancaster Pike caused by the current diversion of left-turning vehicles destined for westbound Valley Road.



- Conversion from four-way to two-way STOP control at the Old Lancaster Pike and Valley Road intersection to avoid operational conflicts with the proposed signalization at SR 41 and Valley Road.
- Conversion from two-way to one-way southbound travel on Old Lancaster Pike, north of the first residential driveway south of SR 41 to prohibit motorists from using Old Lancaster Pike, north of Valley Road, to bypass the proposed traffic signal at SR 41 at Valley Road.

Besides the obvious benefit of improving traffic safety and operations, the SR 41 Safety Improvement project will advance several community objectives, including improved pedestrian access and safety, improved traffic flows and intersection operations, and enhanced corridor aesthetics). The SR 41 project not only involves widening, signalization and channelization improvements, but also includes installation of sidewalks that will extend from the Village Center to the Police Athletic Center (PAL), making this major County recreation facility, as well as businesses located along the corridor, much more accessible to residents/pedestrians in the Village. Roadside and median improvements, such as extensive landscaping, planted raised medians, removal of the guard rail at the PAL Center and context sensitive lighting will help give this portion of the Village a more cultured look, one that proclaims this area to be a central part of the Hockessin Village. Portions of the road will have striped medians which are designed to be able to be converted to raised, planted medians if the community desires.

The DeIDOT Route 41 Safety Improvement project is expected to go out to bid in late 2004, with construction beginning in March 2005. It is estimated that project completion will occur within two years. Prior to the start of construction, DeIDOT will establish a local coordinating committee to work with the project construction team. This committee will address issues such as business interruption, traffic flow during different phases of construction, and getting information out to the public.

### **7.6.2 DeIDOT Transportation Enhancement Project**

The key objective of improving Old Lancaster Pike was given its initial impetus when funding was made available for a transportation enhancement project (TE). The TE program was first authorized by Congress in 1991 as a way to insure that states receiving federal highway funds invest a portion of those dollars

in non-traditional “off road” projects such as bike paths, landscaping, historic preservation, protection of scenic easements and the like. According to DELDOT the goal of the TE Program is to provide the funding needed to support the development and implementation of a variety of non-traditional projects that highlight the cultural, aesthetic, and environmental aspects of the transportation system.

During the planning process it became evident that to meet the expectations of the community, improvements on Old Lancaster Pike must go well beyond consideration of cosmetic and superficial fix-ups. Any improvement project



must consider a full range of mobility and enhancement options, even those that may have system impacts beyond the immediate study area. Based on citizen comments and knowledge acquired during the HVP planning, it is recognized that any improvement project needs to address the following problems:

- Existing infrastructure, including drainage, flooding, inadequate sidewalks, etc.
- pedestrian safety, comfort and convenience
- traffic speeds and congestion
- lack of parking

The creation and evaluation of design solutions must consider the following performance criteria:

- calm traffic and insure a safe environment for pedestrians and bicyclists
- favor pedestrians and bicyclists over automobiles
- enhance the public realm (e.g., street trees, lighting and furniture, public spaces, etc.) that improve the functional, environmental and visual qualities
- link businesses, residences and community activity centers in and around the village center
- include a public signage program that facilitates wayfinding and is reflective of design features chosen to enhance the identity of Hockessin Village, including gateway signage on SR 41 and at other locations
- improve the overall quality of public infrastructure.

The conceptual land use and transportation scenarios contained within the HVP, along with the community’s vision for the future, should be used as the basis for considering design options that respond to these criteria.

### **7.6.3 New Park at Route 7/ Lantana Square**

The DelDOT purchase of approximately 38 acres of land at the northwest corner of Valley Road and Limestone Road (Route 7) opens up tremendous opportunity to develop connectivity in the Lantana Square area.

These opportunities include:

- A recreational pathway in the park
- Direct neighborhood walking access to the park
- Improved crosswalks at Valley Road and Route 7
- Internal walking and bicycling connections at Lantana Square Shopping Center; exploring new possible uses for the 7 acre open space adjacent to Lantana

Square and Hockessin Valley Falls development

- Direct neighborhood walking access to shopping and other amenities

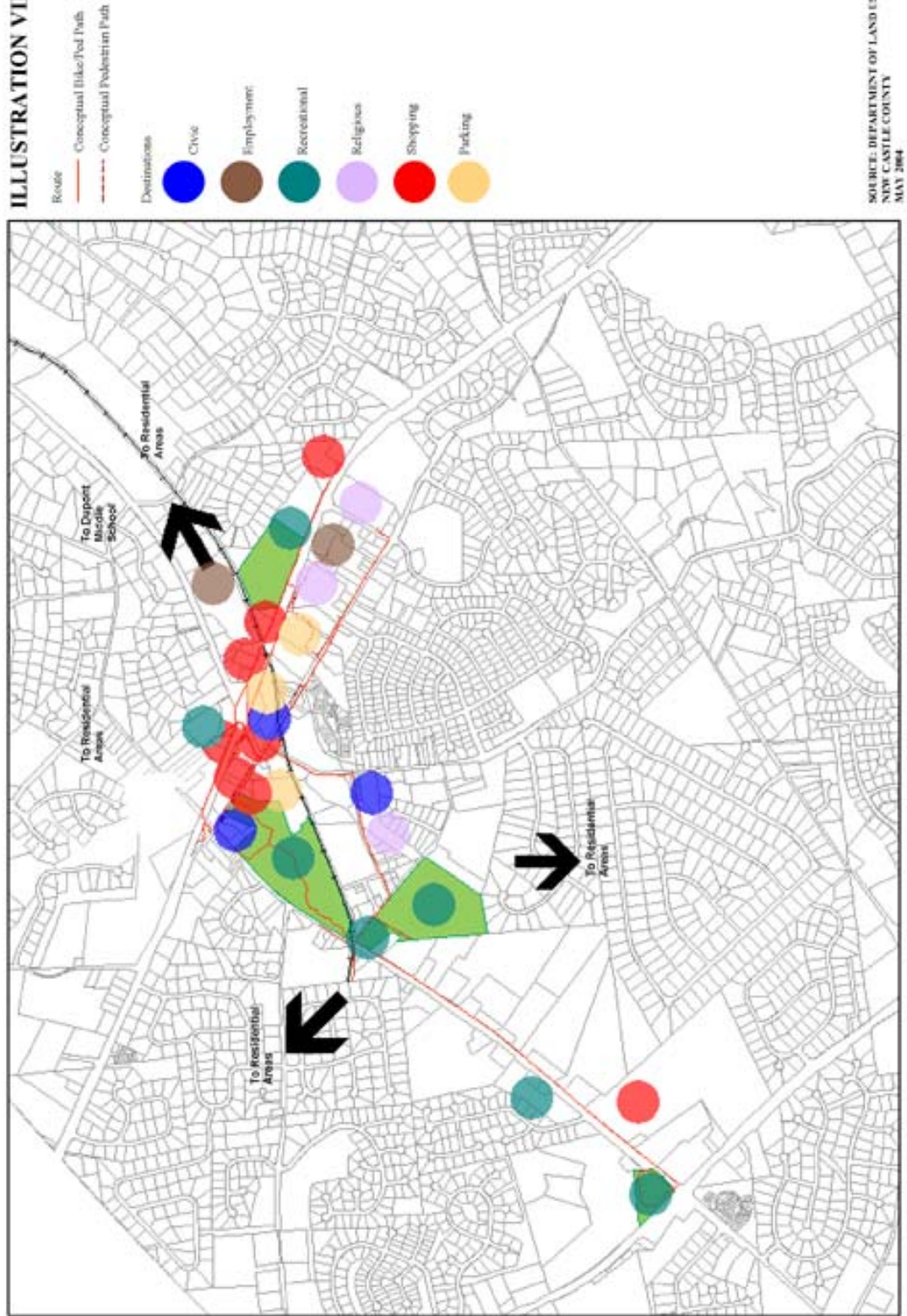
#### **7.6.4 Bicycle and Pedestrian Connections**

A discussion of transportation issues would not be complete without addressing the non-motorized component. As previously mentioned, walkways and bikeways other than a pedestrian walkway in Swift Park, patches of sidewalks on Old Lancaster Pike and some sidewalks in developments, are virtually nonexistent in Hockessin.

Illustrations VII-6, 7 and 8 depict desired pedestrian/bicycle paths to connect activity centers with residential communities as well as to connect activity centers with other activity centers. Activity centers include civic uses (such as the library, parks and the PAL Center) and shopping opportunities. As many of the existing sidewalks in the Village are in poor condition, this map does not distinguish between existing and proposed paths. It is anticipated that the majority of existing paths, with the exception of the walking trail in Swift Park, should be replaced with improved facilities in the future. To realize the desired path system, it will be necessary for a variety of partners to work together.

- New Castle County
- DelDOT
- Delaware Greenways
- Homeowners Associations
- Private Property Owners
- Hockessin Soccer
- Piedmont Baseball

**ILLUSTRATION VII-6**



SOURCE: DEPARTMENT OF LAND USE  
NEW CASTLE COUNTY  
MAY 2004

**CONCEPTUAL PEDESTRIAN PATH MAP**

**ILLUSTRATION VII-7**

- Route
- Conceptual Bike/Fed Path
  - Conceptual Pedestrian Path
- Destinations
- Chase
  - Shopping
  - NCC Parking



SOURCE: DEPARTMENT OF LAND USE  
NEW CASTLE COUNTY  
MAY 2004

**CONCEPTUAL PEDESTRIAN PATHS IN VILLAGE CENTER**

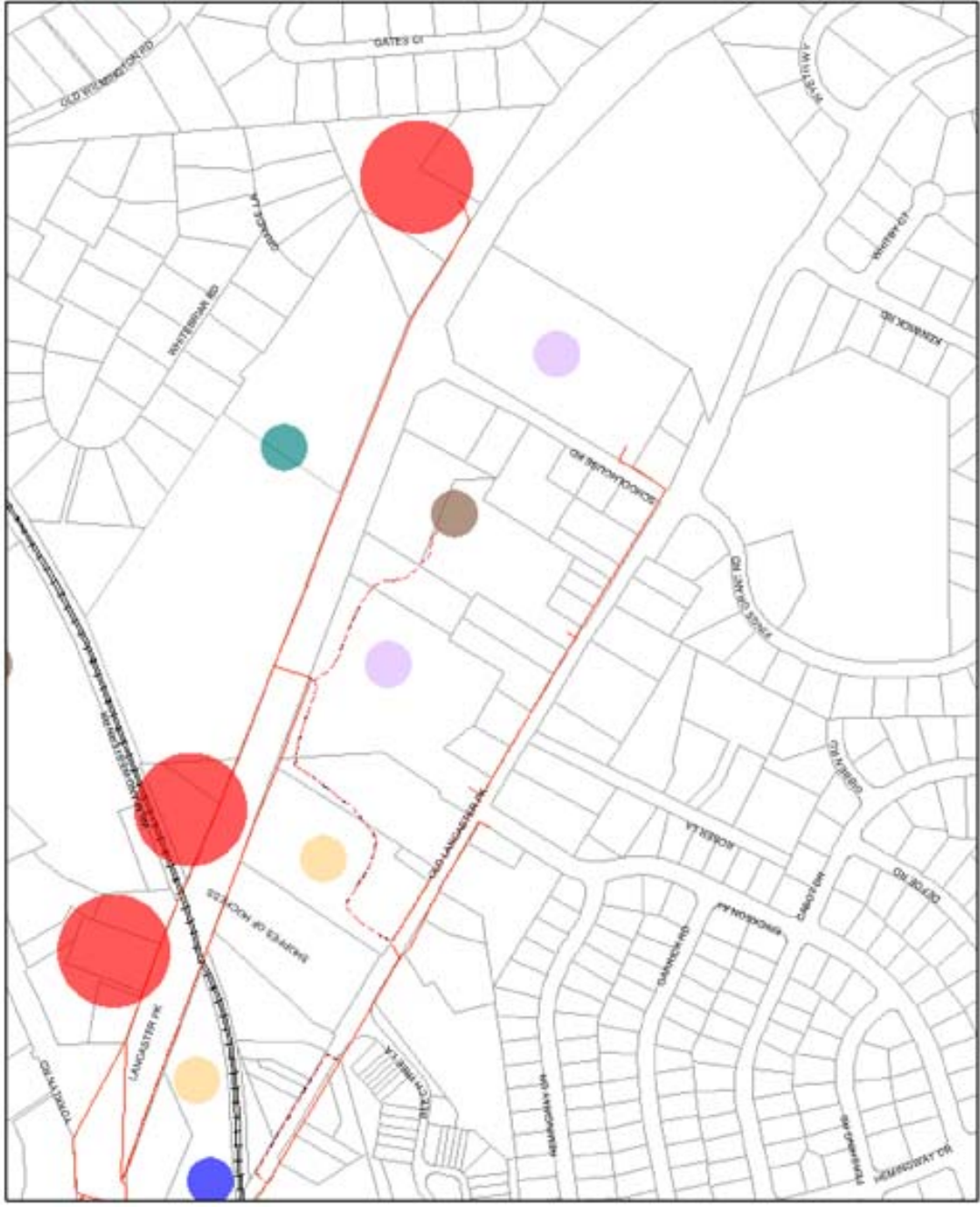
**ILLUSTRATION VII-8**

**Route**

- Conceptual Bike/Ped Path (solid red line)
- Conceptual Pedestrian Path (dashed red line)

**Destination Nodes**

- Civic (blue circle)
- Shopping (red circle)
- NOC Parking (yellow circle)
- Religious (purple circle)
- Recreational (teal circle)
- Employment (brown circle)



**CONCEPTUAL PEDESTRIAN PATHS SOUTH OF VILLAGE CENTER**

SOURCE: DEPARTMENT OF LAND USE  
NEW CASTLE COUNTY  
MAY 2004