



**CONNECTING WITH
THE ARDENS**
A TRANSPORTATION PLAN

Concept Illustrations

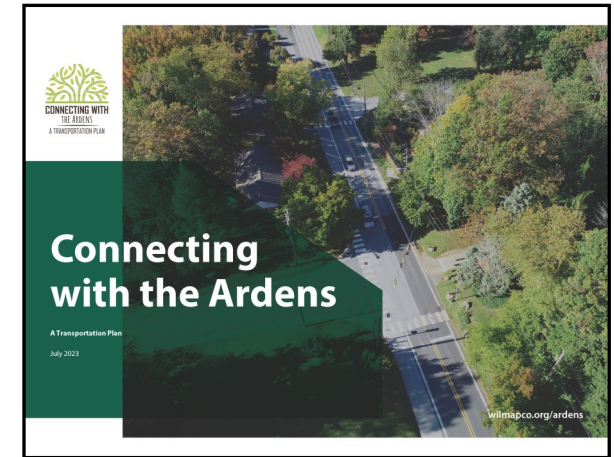


January 2025

Introduction

Finalized in the summer of 2023, **Connecting with the Ardens: A Transportation Plan** outlines a long-term strategy for improving safety and mobility in and around the villages of Arden, Ardencroft, and Ardentown — collectively known as "the Ardens." Developed through a community-driven process, the Plan focuses on four key goals:

- Managing vehicular speeds and implementing safety measures.
- Enhancing pedestrian crossings.
- Creating a bicycle and pedestrian network connecting the Ardens.
- Improving transit and school bus stops.



Based on traffic data, engineering best practices, and community input, the Plan features dozens of concept-level recommendations. These range from traffic-calming projects on Harvey and Veale Roads, to enhancements of village pathway networks, to further studies. Each village approved the plan in 2023, with the understanding that actually implementing these concepts will require ongoing community dialogue and guidance.

A Monitoring Committee, consisting of village representatives and state and county officials, is overseeing the implementation of the Plan. In the committee's first year, key progress has been made, including:

- Developing a local project prioritization process.
- Ensuring all state roads between or through the villages have 25 mph speed limits and have proper signage placement to convey this to motorists.
- Conducting a feasibility study on the impact of reducing travel lanes along Harvey Road near the I-95 interchange.
- Investigating funding opportunities through grants.

To help Ardens residents visualize some of the proposed improvements, the Monitoring Committee also developed this Concept Illustration Report. The sketches it presents are examples of how some of the recommendations *might* look after construction. Further engineering analysis and community discussions are necessary, however, before these designs are finalized and implemented.

Before turning to the sketches, the next page details two important considerations for all the projects in the Plan — guiding design principals and the funding considerations.

Guiding Design Principles

As stated in **Connecting with the Ardens: A Transportation Plan**: “As any of the proposed improvements proceed into design, special care and attention should be dedicated to selecting materials, pavements, colors, and textures that adhere to the community palate of the Ardens.”

Project designs must always seek to compliment and, where possible, further the rustic, natural, and sustainable context of life in the Ardens. While not exhaustive, the listing below details key guiding principals all projects should follow:

- Minimize use of impervious surfaces, such as traditional concrete.
- Maximize use of natural textures and materials, such as stones, when hardscaping is used.
- Promote more green space using native, low-maintenance plant species.
- Incorporate local art into project designs where desired, such as at gateways.
- Minimize path widths, while attempting to work within federal and state standards.

These guiding principals, in addition to continuing community feedback and traffic engineering practices, will inform project development.

Project Funding

As stated in the Plan, the cost of project implementation is, “. . . expected to be borne not locally, but by federal transportation dollars with a state-funded match. Additionally, implementation . . . will take many years”

The Monitoring Committee will work with partners to secure funding and seek consensus on when concepts from the plan make sense to move forward into preliminary and further design phases with public workshops. Preliminary designs for various projects will have their own public meetings where potential options will be presented and feedback taken. Modifications based on feedback will be made and brought back to the public. Ultimately, the village or villages directly impacted by the project will vote on proceeding with the modified design or not. After further funding is secured, final engineering and construction will likely be the next phase, also associated with a public process.

Federally-funded transportation improvements must ultimately find their way into the state’s six-year Capital Transportation Plan (CTP) for further study and construction. These projects must also be cross-listed in the Wilmington Area Planning Council’s (WILMAPCO) short-term Transportation Improvement Program (TIP) and its long-term Regional Transportation Plan (RTP). Projects associated with **Connecting with the Ardens: A Transportation Plan** are already in WILMAPCO’s RTP. Once funding is identified and allocated by the state to begin project development, they will be placed in the CTP and TIP.

Continued local advocacy for these projects is crucial. There is a backlog of unfunded projects across the state, along with new transportation projects put forth for consideration each year.

Site E: Crossing Harvey Road to Little Lane

Description

The Ardens Transportation Plan (pages 59 and 65) proposes a **pedestrian crossing** of Harvey Road at Little Lane. A new **pathway** and **retaining wall** would also be placed on the south side of Harvey Road to connect this pedestrian crossing to the Lover's Walk path. The retaining wall is needed to provide level ground for the pathway.

These projects would improve walking and cycling connectivity and safety within the Ardens while also supporting traffic calming along Harvey Road.

Many different materials and variations of what is shown in the sketch are possible. The low natural stones are optional, for example, as is the material used to create the pathway.

Existing Conditions



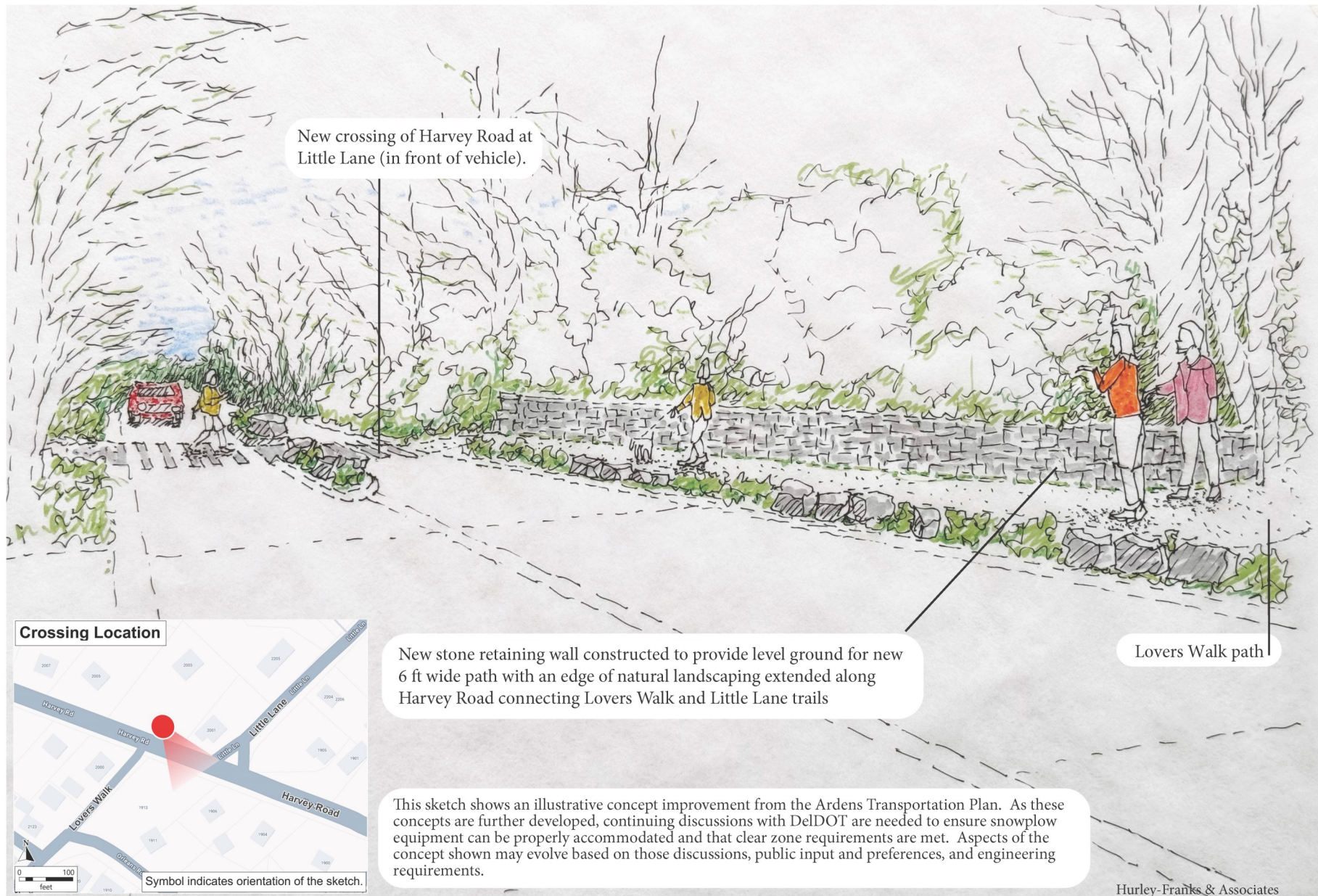
Materials and Variations

Pedestrian Crossing

1. Presence of a "Refuge Island" (shown) or not
2. Landscaping and hardscaping on the refuge island
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, etc.
 - Pervious or impervious options (concrete, brick, stone)
3. Color of piano-key crosswalk or decorative crosswalk
4. Signage

Pathway

1. Width of the pathway and landscape strip
2. Material of the pathway
 - Asphalt (shown), brick, concrete, pavers
3. Material and color of the retaining wall
 - Stone (shown), brick, etc.
4. Presence of a landscape strip (shown) or not
5. Material in the landscape strip
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, etc.; pervious or impervious options (concrete, brick, stone)



CONCEPT SKETCH SITE-E

On Harvey Road Looking Southeast Between Lovers Walk (on the right) and Crossing Harvey Road to Little Lane (on the Left).

Site H: Crossing Harvey Road at Clubhouse Path

Description

The Ardens Transportation Plan (pages 59, 61, and 65) proposes a mid-block **pedestrian crossing** of Harvey Road at the Clubhouse Path. A pair of new **pathways** would also be placed on either side of Harvey Road to connect this pedestrian crossing to the existing Clubhouse and Milky Way Paths.

These projects would improve walking and connectivity and safety within the Ardens while also supporting traffic calming along Harvey Road.

Many different materials and variations of what is shown in the sketch are possible. The low natural stones are optional, for example, as is the material used to create the pathway.

Existing Conditions



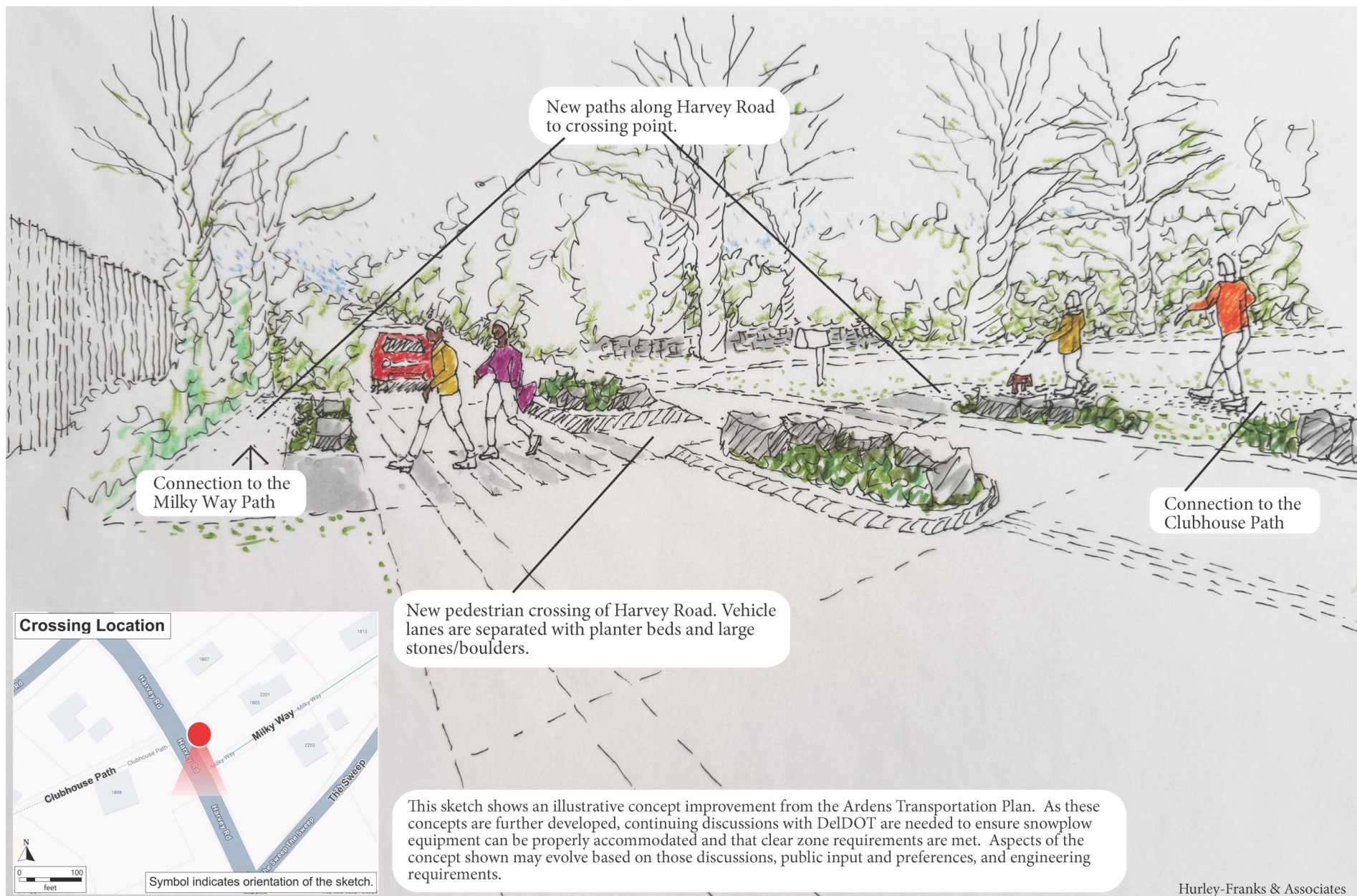
Materials and Variations

Pedestrian Crossing

1. Presence of a “Refuge Island” (shown) or not
2. Landscaping and hardscaping on the refuge island
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, etc.
 - Pervious or impervious options (concrete, brick, stone)
3. Color of piano-key crosswalk or decorative crosswalk
4. Signage

Pathways

1. Width of the pathway and landscape strip
2. Material of the pathway
 - Asphalt (shown), brick, concrete, pavers
3. Presence of a landscape strip (shown) or not
4. Material in the landscape strip
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, etc.; pervious or impervious options (concrete, brick, stone)



CONCEPT SKETCH SITE-H
On Harvey Road Looking North at Crossing of Harvey Road to Connect the Club House Path with the Milky Way Path.

Site U: Lane Removal with Widened Sidepath

Description

The Ardens Transportation Plan (page 62) proposes the **reconfiguration of Harvey Road** over the CSX and I-95 bridges. Only one northbound motorized travel lane will be provided*. This travel lane will be shifted towards the center, providing space for a wider sidepath and a landscaping strip between that pathway and travel lane. The center median would be widened, providing more space for plantings.

These projects would help reduce speeding along Harvey Road and improve walking and cycling connectivity between the Ardens and Claymont.

Many different materials and variations of what is shown in the sketch are possible. The low natural stones are optional, for example, as is the material used to create the pathway.

Existing Conditions



*A traffic analysis conducted following the Plan's publication found that **both** the northbound and southbound travel lanes could be reduced to single lanes and still operate within capacity, without excessive queueing or delay.

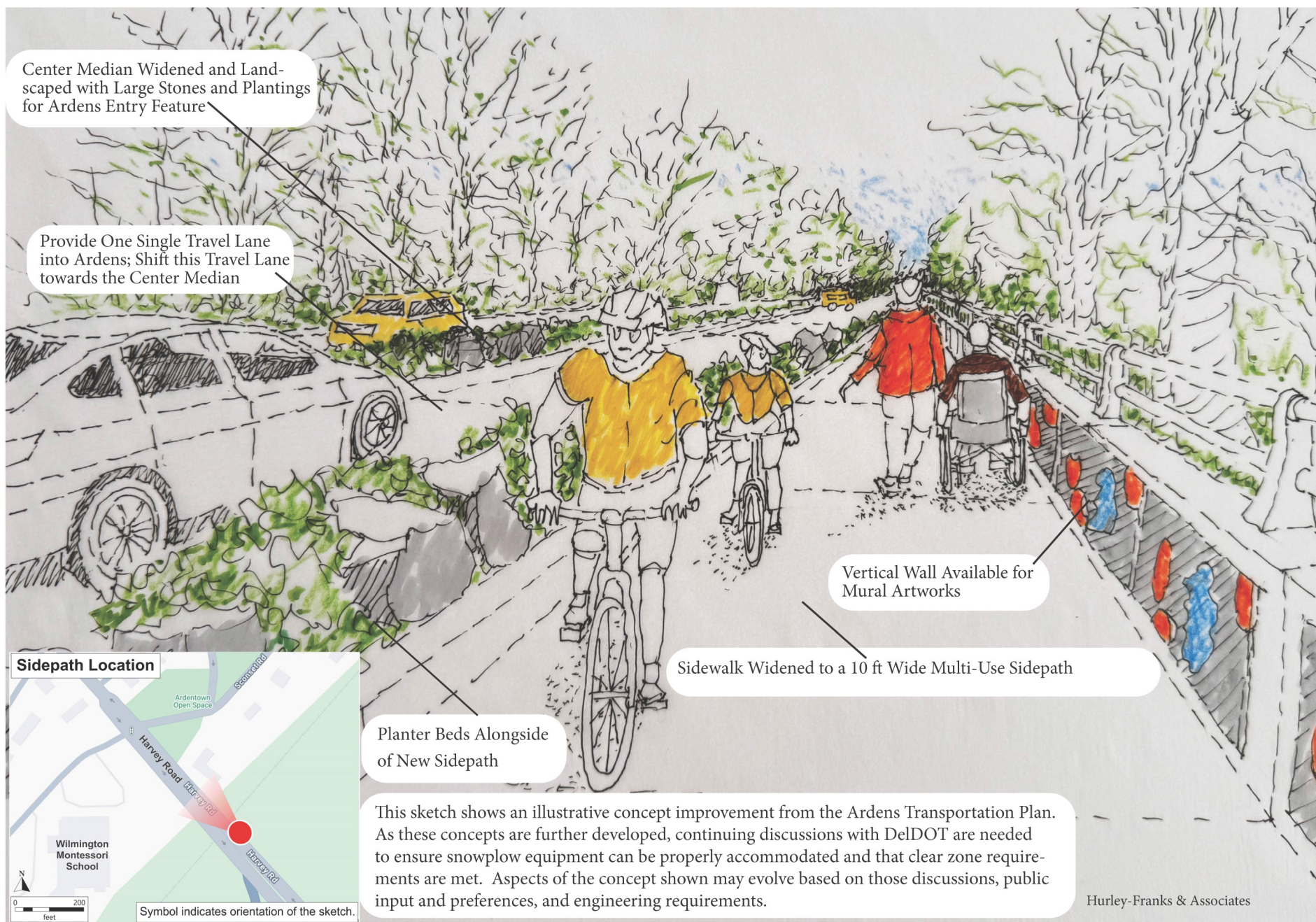
Materials and Variations

Pathway

1. Design of mural on bridge wall
2. Exact width of the sidepath; pervious or impervious hardscape (concrete, brick, stone)
3. The presence of a landscaped buffer (shown) or not. Materials in the landscaped buffer:
 - Planter beds (shown), low stones (shown), low plants (shown), just grass, wildflowers, etc.;
 - Pervious or impervious options (concrete, brick, stone)
3. Signage

Center Median

1. Width of the median
2. Material in the median
 - Low stones (shown), low plants (shown), just grass, wildflowers, potted planters, trees, etc.
 - Pervious or impervious hardscape (concrete, brick, stone)
3. Traffic signage
4. Welcome signage



CONCEPT SKETCH SITE-U
 Ardens Entry from I-95 (over CSX Tracks) Looking West on Harvey Road
wilmapco.org/ardens

Site W: Crossing Veale Road at Greenbriar Roads

Description

The Ardens Transportation Plan (pages 63 and 65) proposes a **pedestrian crossing** of Veale Road between West Greenbriar Road and Lower Greenbriar Road. A multiuse pathway will be installed on the western side of Veale Road to better accommodate biking.

These projects would improve walking and cycling connectivity and safety within the Ardens while also supporting traffic calming along Veale Road.

Many different materials and variations of what is shown in the sketch are possible. The low natural stones are optional, for example, as is the material used to create the pathway.

Existing Conditions



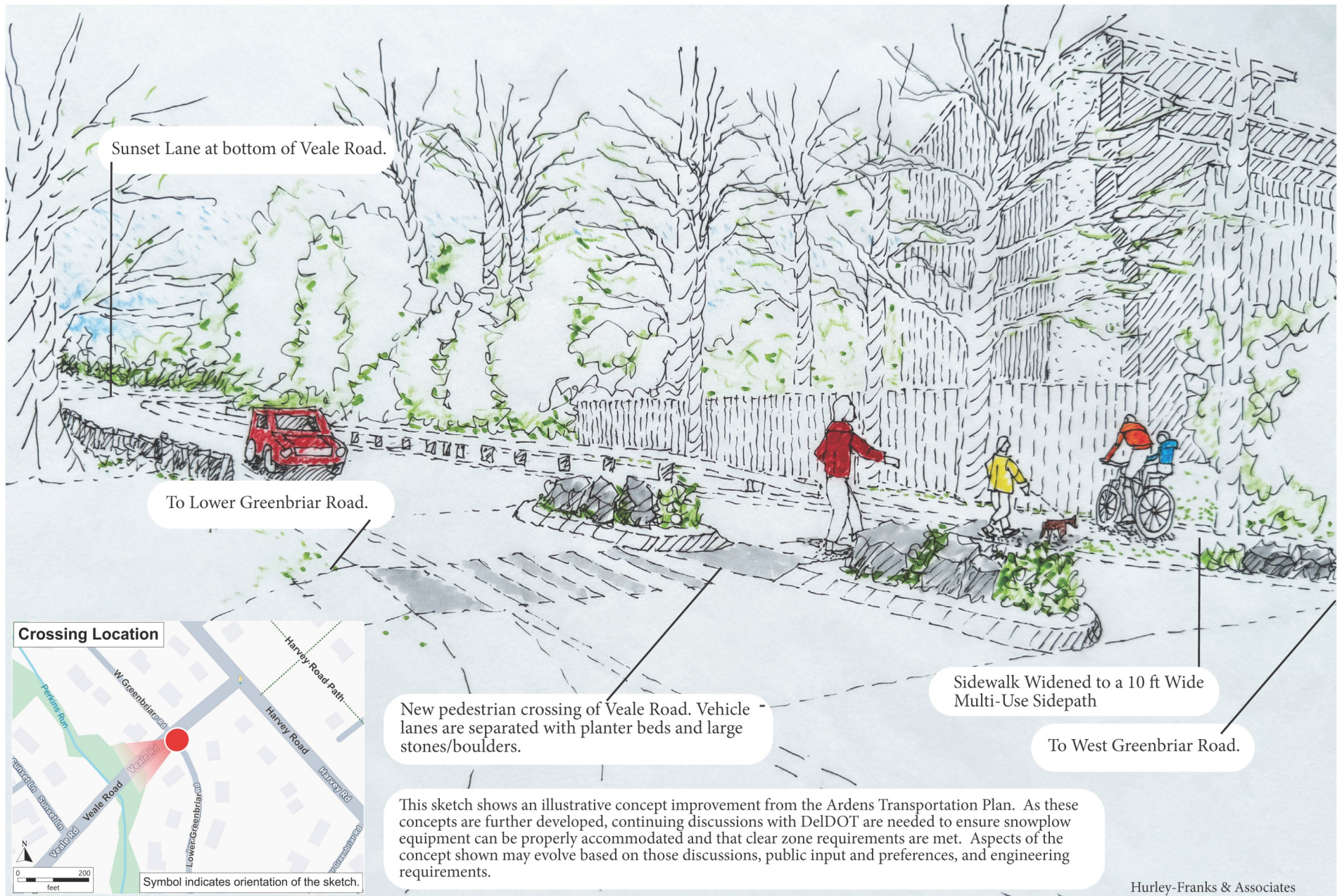
Materials and Variations

Pedestrian Crossing

1. Presence of a “Refuge Island” (shown) or not
2. Landscaping and hardscaping on the refuge island
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, potted planters, etc.
 - Pervious or impervious options (concrete, brick, stone)
3. Color of piano-key crosswalk or decorative crosswalk
4. Signage

Pathway

1. Width of the pathway and landscape strip
2. Material of the pathway
 - Asphalt (shown), brick, concrete, pavers
3. Presence of a landscape strip (shown) or not
4. Material in the landscape strip
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, potted planters, etc.; pervious or impervious options (concrete, brick, stone)



CONCEPT SKETCH SITE-W
On Veale Road at West Greenbriar Road Looking Southwest at Crossing of Veale Road.

Site Y: Crossing Veale Road at Sunset Lane

Description

The Ardens Transportation Plan (pages 63 and 65) proposes a **pedestrian crossing** of Veale Road at Sunset Lane, connecting to the Springhouse Path. A new **pathway** and **retaining wall** would also be placed on the west side of Veale Road to connect into this pedestrian crossing. The retaining wall is needed to provide level ground for the pathway.

These projects would improve walking and cycling connectivity and safety within the Ardens while also supporting traffic calming along Veale Road.

Many different materials and variations of what is shown in the sketch are possible. The low natural stones are optional, for example, as is the material used to create the pathway.

Existing Conditions



Materials and Variations

Pedestrian Crossing

1. Presence of a “Refuge Island” (shown) or not
2. Landscaping and hardscaping on the refuge island
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, potted planters, etc.
 - Pervious or impervious options (concrete, brick, stone)
3. Color of piano-key crosswalk or decorative crosswalk
4. Signage

Pathway

1. Width of the pathway and landscape strip
2. Material of the pathway
 - Asphalt (shown), brick, concrete, pavers
3. Presence of a landscape strip (shown) or not
4. Material in the landscape strip
 - Low stones (shown), grass and low plants (shown), just grass, wildflowers, potted planters, etc.; pervious or impervious options (concrete, brick, stone)
5. Material and color of the retaining wall
 - Stone (shown), brick, etc.



CONCEPT SKETCH SITE-Y
On Veale Road at Sunset Lane and Springhouse Path, Looking Southwest at New Path Alongside of Veale Road with Crossing in Foreground.

Potential Design Material Options

The examples below provide examples of some of the materials that could be used to help construct the projects found in this report. These are not an exhaustive listing and will be subject to community discussions and decision-making and regulatory compliance.

Permeable Pavers



Stormwater Partners

Resin-bound Gravel



NeoGrass

Pervious Concrete



Washington State University



PerviousPavement.org

Pervious Asphalt



TheAsphaltPro.com

Stabilized Decomposed Granite



EnviroBond

Next Steps

The sketches presented in this report are examples of how some of the recommendations *might* look after construction. Further engineering analysis and community discussions are necessary before these designs are finalized and implemented.

The Connecting with the Ardens: A Transportation Plan's Monitoring Committee will work with partners to help secure funding and seek consensus on when concepts from the plan make sense to move forward into preliminary and further design phases with public workshops. Preliminary designs for various projects will have their own public meetings where potential options will be presented and feedback taken. Modifications based on feedback will be made and brought back to the public.

Ultimately, the village or villages directly impacted by the project will vote on proceeding with the modified design or not. After further funding is secured, final engineering and construction will likely be the next phase, also associated with a public process.

Please visit www.wilmapco.org/ardens for more information and to stay involved!