

SR 2 Pedestrian Safety Study: Short-Term Improvement Matrix				
	Location	Recommendation	Status	Completed?
1	General	Coordinate with Delaware State Police to create a “cheat sheet” for the types of information to include in a pedestrian crash report and incorporate this information into DELJIS E-Crash training	DelDOT is having on-going discussions with DSP regarding tracking of pedestrian crash data.	
2	General	Establish a working group (including a DelDOT Traffic Safety Engineer) to coordinate aspects of both new and old bus stop locations (<i>requires coordination with DTC</i>)	Ongoing - DelDOT Safety, through the Legislative and Policy Subcommittee of the Governor's Pedestrian Council is developing revisions to DTC's bus stop policy in conjunction with DTC staff.	
3	General	Enhance the current <i>Bus Stop and Passenger Facilities Policy</i> (DTC-05) to incorporate and improve pedestrian safety (<i>requires coordination with DTC</i>)	Ongoing - DelDOT Safety, through the Legislative and Policy Subcommittee of the Governor's Pedestrian Council is developing revisions to DTC's bus stop policy in conjunction with DTC staff.	
4	General	Develop pedestrian safety advertisements to install at bus stop shelters, specifically at high ridership locations (<i>requires coordination with DTC</i>)		
5	General	Develop and distribute questionnaires to transit riders along the SR 2 study corridor to gather feedback about pedestrian safety and facilities to better identify the topics needing further public outreach (<i>requires coordination with DTC</i>)		
6	General	Develop a pedestrian safety-related questionnaire to distribute to customers at Delaware DMV sites regarding pedestrian safety and pedestrian signal operations (the questionnaire should be designed with the goal of determining what Delaware residents know about pedestrian safety and signals)		
7	General	Investigate the feasibility of providing prerecorded audio messages on buses directing pedestrians to cross at designated crosswalks (<i>requires further discussion with DTC</i>)		
8	Corridor-Wide	Replace/install directional arrows on pedestrian pushbuttons where missing	In progress as of 5/10/2016	
9	General	Consider utilizing audible messages on DART buses along the corridor to emphasize safe crossing (<i>requires coordination with DTC</i>)		
10	SR 2 at Evelyn Drive	Repair/replace guardrail end treatment along eastbound SR 2 at Evelyn Drive		
11	Corridor-Wide	Perform a full lighting evaluation along the corridor to identify the need for additional lighting	Lighting evaluation completed by WRA in January 2015	✓
12	SR 2 at St. James Church Road / Griffin Drive	Install a signalized crosswalk across the south leg of SR 2 at St. James Church Road/Griffin Drive (<i>to be included as part of Contract T201206110</i>)	Completed as part of T201206110	✓

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	Location	Recommendation	Status	Completed?
13	SR 2 at Old Capitol Trail	Install ADA-compliant curb ramps along the south side of SR 2 at Old Capitol Trail <i>(to be included as part of Contract T201206110)</i>	Completed as part of T201206110	✓
14	SR 2 at Old Capitol Trail	Replace the faded crosswalks on the north and south legs of SR 2 at Old Capitol Trail/Midway Plaza Shopping Center driveway <i>(to be included as part of Contract T201206110)</i>	Completed as part of T201206110	✓
15	SR 2 at SR 7	Install 36-inch Pedestrian (W11-1) warning signs with Downward Diagonal (W16-7P) plaques on the northbound SR 7 approach to SR 2 across the right-turn lane <i>(to be included as part of Contract T201206110)</i>	Completed as part of T201206110	✓
16		Install No Pedestrian Crossing (R9-3a) and Use Crosswalk (R9-3bP) signs at the eastbound and westbound SR 2 bus stops located east of SR 7 to emphasize use of marked crosswalks at the SR 2 at SR 7 intersection <i>(potentially to be completed as part of DelDOT Traffic Safety's ongoing pedestrian initiatives)</i>		
17		Remove the business signs located on the southeast corner that obstruct sight lines to the pedestrian crosswalk on the southeast corner of the SR 2 at SR 7 intersection <i>(requires coordination with businesses)</i>	Completed	✓
18		Install Keep Right (R4-7) signs at SR 2 at SR 7 in accordance with 2011 DE MUTCD Figure 2B-16 <i>(to be included as part of Contract T201206110)</i>	Completed as part of T201206110	✓
19	SR 2, west of SR 7	Reduce the 1-inch vertical elevation difference at the sidewalk joint located along the south side of SR 2 west of SR 7 <i>(to be included as part of Contract T201206110)</i>	Completed as part of T201206110	✓
20	SR 2, west of SR 7	Remove the SHARE THE ROAD plaque posted on westbound SR 2 west of SR 7 <i>(to be included as part of Contract T201206110)</i>	Completed as part of T201206110	✓
21	SR 2, east and west of SR 7	Repair the deteriorating sidewalk along the south side of SR 2 east and west of SR 7 <i>(to be included as part of Contract T201206110)</i>		
22	SR 2 at Farrand Drive	Install No Pedestrian Crossing (R9-3a) and Use Crosswalk (R9-3bP) signs at the eastbound and westbound SR 2 bus stops located on the far side of Farrand Drive to encourage transit riders and pedestrian to cross at the intersection <i>(potentially to be completed as part of DelDOT Traffic Safety's ongoing pedestrian initiatives)</i>		

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	Location	Recommendation	Status	Completed?
23	SR 2 at Duncan Road	Install a signalized crosswalk across the north leg of SR 2 at Duncan Road	In design - scheduled to be determined	
24		Install intersection lighting at the SR 2 at Duncan Road intersection	Completed	✓
25		Install No Pedestrian Crossing (R9-3a) and Use Crosswalk (R9-3bP) signs at the eastbound and westbound SR 2 bus stops located on the far side of Duncan Road to encourage transit riders and pedestrian to cross at the intersection <i>(potentially to be completed as part of DelDOT Traffic Safety's ongoing pedestrian initiatives)</i>		
26	Anna P. Mote Elementary School	As part of the Safe Routes to School program, perform educational outreach to Anna P. Mote Elementary School regarding pedestrian safety to and from school		
27		Install school warning signs adjacent to Anna P. Mote Elementary School	To be completed as part of the New Castle County School Zone Signing Program - FY2017	
28	SR 2 at Albertson Boulevard	Remove the shrubbery located on the southeast corner of SR 2 at Albertson Boulevard obstructing sight lines between northbound right-turning vehicles and pedestrians crossing the east leg of the intersection	In progress as of 5/10/2016	
29	SR 2 near Prices Corner	Install ADA-compliant curb ramps along eastbound and westbound SR 2 in the vicinity of Prices Corner	To be completed as part of the signal project at the Prices Corner intersection	

SR 2 Pedestrian Safety Study: Mid-Term Improvement Matrix					
	Location	Priority	Recommendation	Status	Completed?
1	Corridor-Wide	9	Install lighting along SR 2 from St. James Church Road/Griffin Drive to the SR 141 interchange, as identified in the proposed lighting evaluation	DelDOT NTP sent to Delmarva May 2015 for installation of leased lighting	
2	SR 2 at St. James Church Road / Griffin Drive	10	Install a signalized crosswalk across the west leg of SR 2 at St. James Church Road/Griffin Drive (potentially includes removal of the channelizing island located on the northwest corner of the intersection and realigning the crossing on the north leg)	Completed as part of T201206110	✓
3	SR 2 at Old Capital Trail / Midway Plaza driveway	5	Pursue installing a pedestrian hybrid beacon on SR 2 at Old Capitol Trail/Midway Plaza driveway (requires coordinating the beacon with adjacent traffic signals)	On-hold pending further evaluation of existing pedestrian hybrid beacon locations	
4	SR 2 at SR 7	1	Signalize the northbound SR 7 right-turning movement at SR 2 and tighten the turning radius on the southeast corner of the SR 2 at SR 7 intersection (as part of the design phase, providing an overlap with westbound SR 2 left turns and prohibiting the westbound U-turning movement to avoid conflicts between westbound U-turning vehicles and northbound right-turning vehicles should be considered). In addition, relocate the existing eastbound and westbound SR 2 bus stops closer to the SR 7 intersection (relocating the bus stops will require constructing/relocating the curb and sidewalk along both sides of the roadway and impacts the retaining wall along the north side of the roadway).	In design - schedule to be determined	
5	SR 2 at Kirkwood Plaza	6	Install protected-only left-turn phasing on the eastbound SR 2 approach to Kirkwood Plaza (as recommended as part of DelDOT's FRA program)	Re-evaluate Flashing Red Arrow operation. Recommendations to be incorporated into signal project (see below)	
6			Install a signalized crosswalk across SR 2 at the SR 2 at Kirkwood Plaza intersection (operating the pedestrian phase concurrently with the eastbound left-turn phase is recommended to reduce the impacts to westbound SR 2 vehicular traffic)	In design - schedule to be determined	
7	SR 2 at Kirkwood Plaza	11	Investigate alternatives to remove the landscaping bed along the south side of SR 2, approximately 200 feet west of the Kirkwood Plaza signal to provide sidewalk and a crashworthy treatment to separate eastbound SR 2 traffic from Old Capitol Trail/Monica Boulevard traffic		
8	SR 2 at Farrand Drive	8	Remove the acceleration lane provided for southbound Farrand Drive right turns onto westbound SR 2 and relocate the existing westbound SR 2 bus stop closer to the SR 2 at Farrand Drive intersection		
9	SR 2 at Duncan Road	2	Remove the acceleration lane provided for southbound Duncan Road right turns onto westbound SR 2 and relocate the existing westbound SR 2 bus stop closer to the SR 2 at Duncan Road intersection		
10	SR 2 at SR 41	3	Install intersection lighting at SR 2 at SR 41	In design - schedule to be determined	

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11	SR 2 at Albertson Boulevard	7	Install a flush sidewalk along the south side of SR 2 in front of the Cranston Heights Fire Company No. 1 building located on the southwest corner of SR 2 at Albertson Boulevard	Evaluating alternatives to concrete sidewalk - to be incorporated into signal project at intersection	
12			Install a signalized crosswalk on the south leg of SR 2 at Albertson Boulevard (the channelizing island provided on the southeast corner of the intersection needs to be reconstructed to provide an ADA-compliant pathway)	In design - schedule to be determined	
13			Install a channelizing island on the northeast corner of SR 2 at Albertson Boulevard for westbound right turns (requires modifying the existing signalized crosswalks on the north and east legs of the intersection)	In design - schedule to be determined	
14	SR 2 at Prices Corner	4	Install a signalized crosswalk across the west leg of the SR 2 at Prices Corner intersection (operate the pedestrian phase concurrently with the westbound left-turn phase to reduce the impacts to SR 2 vehicular traffic) and consider consolidating the two eastbound bus stops and the two westbound bus stops along SR 2 at Albertson Boulevard and Prices Corner (<i>requires coordination with DTC</i>)	In design - schedule to be determined	

SR 2 Pedestrian Safety Study: Long-Term Improvement Matrix

Location	Priority	Recommendation	Status	Completed?
Corridor-Wide	2	As part of future projects such as pavement and rehabilitation, install ADA-compliant curb ramps and sidewalks throughout the corridor	On-going as projects are developed throughout corridor	
Corridor-Wide	3	As part of future projects, install lighting at all bus stop locations along the corridor (<i>requires coordination with DTC</i>)	On-going as projects are developed throughout corridor	
Corridor-Wide	5	Consider reducing the number and frequency of access points along the study corridor as part of any future redevelopment	Development Coordination to incorporate into developer projects as necessary	
SR 2 at Duncan Road	1	Replace the concrete along the north side of SR 2 adjacent to the Shell gas station located on the northeast corner of SR 2 at Duncan Road with ADA-compliant sidewalk		
		Install sidewalk along both sides of Duncan Road from SR 2 to the Anna P. Mote Elementary School driveway located approximately 650 feet north of SR 2		
		Install sidewalk connections along the east side of Duncan Road south of SR 2 to tie into the existing sidewalk located approximately 325 feet south of SR 2		
SR 2, Albertson Boulevard to SR 141	4	As part of future redevelopment, consolidate access points and driveways along the north side of SR 2 from Albertson Boulevard to the SR 141 interchange	Development Coordination to incorporate into developer projects as necessary	
SR 2 at Prices Corner	6	Relocating the eastbound right-turning movement into Prices Corner to Albertson Boulevard should be considered as part of future redevelopment or capital improvement project	Development Coordination to incorporate into developer projects as necessary	