

US 13 (Scarborough Road to Puncheon Run Connector) Pedestrian Safety Study: Improvement Matrix

#	Location	Timeframe	Priority	Recommendation	Status	Responsibility
1	Corridor Wide	Short-Term		Install 40 MPH speed limit sign on US 13 between Rustic Lane and N. State Street, lowering the posted speed limit from 45 MPH to 40 MPH.		DeIDOT Traffic
2	Corridor Wide	Short-Term		Install Turning Vehicle Yield to Pedestrian signs at appropriate signalized intersections along US 13.		DeIDOT Traffic
3	Corridor Wide	Mid-Term		Through capital, PAR, Pave & Rehab, Traffic and developer projects, add additional signalized pedestrian crossings of US 13 at existing intersections where signalized pedestrian crossings do not exist or where a second crossing of US 13 does not exist.		DeIDOT
4	Corridor Wide	Mid-Term/ Long-Term		Through capital, PAR, Pave & Rehab, Traffic and developer projects, continue to close gaps in sidewalks/sidepaths along the US 13 corridor.		DeIDOT
5	Corridor Wide	Long-Term		Begin high-level conceptual layout of a road re-configuration to identify any geometric design concerns and upon completion of other pedestrian safety improvements, re-evaluate pedestrian crashes to determine if a road re-configuration would provide additional pedestrian safety benefits		DeIDOT
6	Corridor Wide	Mid-Term		As part of future Pave & Rehab projects, implement lane width reductions throughout the corridor to effectively reduce vehicular speeds.		DeIDOT Traffic
7	Corridor Wide	Mid-Term/ Long-Term		Coordinate with DTC to improve access to transit along US 13, including improvements to existing stops, providing new stops with appropriate bus pull offs and providing pedestrian infrastructure where none exists today to support future transit service		DeIDOT/DTC
8	Corridor Wide	Mid-Term		Install lighting at all bus stops along the corridor that are currently unlit		DeIDOT/DTC
9	Corridor Wide	Mid-Term		Install median barrier treatments along these identified "priority segments" of US 13: - Rustic Lane to North Dover Mall Entrance - College Road to Leipsic Road/N. State Street - Centre Drive to White Oak Road - Loockerman Street to MLK Boulevard (see US 13 at Bay Road recommendations)		DeIDOT Traffic
10	Corridor Wide	Mid-Term/ Long-Term		Monitor crashes along other sections of US 13 (i.e., locations not identified above as "priority segments") to consider installation of barrier treatments		DeIDOT Traffic

US 13 (Scarborough Road to Puncheon Run Connector) Pedestrian Safety Study: Improvement Matrix

#	Location	Timeframe	Priority	Recommendation	Status	Responsibility
11	US 13 at Rustic Lane	Short-Term		Install pedestrian accommodations on the north and south legs and remove diagonal pedestrian crossing of US 13, including: - Installation of two-stage pedestrian crossings - Maintain concurrent side-street left-turn phasing - Extend the south leg median crossing to provide pedestrian refuge - Adjust northbound and southbound stop bars to accommodate new crosswalks - Realign NB/SB left-turn lanes to remove offset lets and provide adequate median refuge islands		DeIDOT Traffic
12	US 13 at Rustic Lane	Mid-Term		Install a bench at the SB US 13 bus stop at Rustic Lane		DTC
13	US 13 between Rustic Lane and North Dover Mall	Mid-Term		Install a signalized pedestrian crossing of US 13 at the existing median opening at DSP Headquarters. Signalization should include FRA phasing for the SB LT/UT and consider a two-stage crossing.		DeIDOT Traffic
14	US 13 between Rustic Lane and North Dover Mall	Long-Term		Install median barrier between signalized pedestrian crossings from Rustic Lane to North Dover Mall		DeIDOT Traffic
15	US 13 at DSU/Best But	Short-Term		Install pedestrian accommodations on the north and south legs of the intersection. Consider two-stage crossings with median nose extensions for median refuge areas by removing offset left-turns.		DeIDOT Traffic
16	US 13 at DSU/Best But	Short-Term		Instal a bench at the NB US 13 bus stop at Best Buy/Michaels		DTC
17	US 13 between College Road and N. State Street/Leipsic Road	Mid-Term		As part of a median barrier project (see Corridor Wide recommendations), close the existing unsignalized median opening between College Road and N. State Street/Leipsic Road.		DeIDOT Traffic
18	US 13 at Lepore Road	Short-Term		Reconstruct the existing traffic signal to signalize northbound US 13 and install a signalized pedestrian crossing across US 13 at the intersection. Provide ADA compliant curb ramps as part of the project. Complete improvements in conjunction with previously recommended FRA left-turn phasing		DeIDOT Traffic
19	US 13 between Centre Drive and White Oak Road	Short-Term		Install new traffic signal at the existing Centre at Dover entrance as follows: - Maintain the existing SB U-Turn only configuration - Install a two-stage signalized pedestrian crossing on the south side of the intersection, crossing US 13 - Utilize FRA phasing for the SB U-Turn movement		DeIDOT Traffic

US 13 (Scarborough Road to Puncheon Run Connector) Pedestrian Safety Study: Improvement Matrix						
#	Location	Timeframe	Priority	Recommendation	Status	Responsibility
20	US 13 between Centre Drive and White Oak Road	Mid-Term		Implement signal phasing adjustments at the existing Centre Drive signalized intersection if future shopping center vacancies are filled and traffic volumes increase. Improvements should include: - FRA phasing for US 13 left-turns - Removal of channelizing island to permit WB lefts from the shopping center		DeIDOT Traffic
21	US 13 between Centre Drive and White Oak Road	Long-Term		Coordinate with Centre at Dover shopping center owner to discuss removal of the redundant NB right-turn at the existing Centre Drive signalized intersection and construct a bus pull-off in this area.		DeIDOT Traffic/DTC
22	US 13 at White Oak Road/Kings Highway NE	Short-Term		Install Turning Vehicle Yield to Pedestrian (R10-15) signs on NB and SB US 13 at the intersection		DeIDOT Traffic
23	US 13 at White Oak Road/Kings Highway NE	Mid-Term		Install two-stage pedestrian crossings on the north and south legs of the intersection. Improvements should include: - Remove channelizing islands in median adjacent to left-turn lanes - Extend median noses to provide a pedestrian refuge area - Tighten radii on the NW, SW, and SE corners to provide a 5-ft minimum PAR and realign crosswalks close to US 13 for improved pedestrian sight distance.		DeIDOT Traffic
24	US 13 between Lookerman Street and MLK Blvd	Mid-Term		Install pedestrian accommodations on the south leg of US 13 at the intersection with Lookerman Street	To be designed as part of 2018 HEP Site S-3 improvements	DeIDOT Traffic
25	US 13 between Lookerman Street and MLK Blvd	Mid-Term		Install an improved ADA compliant PAR along the Frontage Road adjacent to US 13 NB between Lookerman Street and Bay Road		DeIDOT PAR
26	US 13 between Lookerman Street and MLK Blvd	Mid-Term		Install pedestrian accommodations on the north leg of Bay Road at the intersection with S. Little Creek Road	To be designed as part of 2019 HEP improvements	DeIDOT Traffic
27	US 13 between Lookerman Street and MLK Blvd	Mid-Term		Install pedestrian median barrier/fencing along the median of US 13 and adjacent to the sidewalk on southbound US 13		DeIDOT Traffic
28	US 13 at Roosevelt Avenue	Short-Term		Install pedestrian accommodations, including median and island work, on the east and south legs of the intersection and install bus stops north and south of the intersection	Design currently underway, FY2021 spend	DeIDOT Traffic
29	US 13 at S. State Street	Mid-Term		Develop Traffic-only project to add pedestrian crossings on all four legs, remove offset left-turn lanes and remove unnecessary channelizing islands. If impacts are too extensive, the project will become a capital project.		DeIDOT Traffic