

SR 1, Dewey Beach (Anchor Way to Bayard Avenue) Pedestrian Access Route Study						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
1	Corridor Wide	Short-Term		Reconstruct the non-compliant curb ramps under the pavement and rehabilitatin contracts T201706301 and T201706302. Upgrade pedestrian signal equipment to achieve ADA compliance to the maximum extent feasible given the scope of the project. Reassess any remaining non-compliant conditions after completion of the work	Construction completed Spring 2020. Remaining ADA improvements (reconstruction of driveways, additional curb bumpouts, widening of sidewalk into shoulder) is under design via a two-phase project. First phase is scheduled for construction Fall 2024-Spring 2025. Phase 2 schedule TBD (will involve right-of-way and/or utility impacts).	Ongoing
2	Corridor Wide	Short-Term		Coordinate with the Town of Dewey and local businesses to relocoate existing trash bins to outside the sidewalk PAR	Not complete. Will reassess and provide recommendations to the Town following completion of Phase 1 ADA project in spring/summer 2025.	
3	Corridor Wide	Short-Term		Coordinate with the Town of Dewey and DeIDOT Traffic to relocate/repost traffic signs to compliant heights.	Will be completed via Phase 1 ADA project (Fall 2024-Spring 2025)	
4	Corridor Wide	Short-Term		Coordinate with DeIDOT Traffic and the Town of Dewey regarding the installation of Rectangular Rapid Flashing Beacons (RRFB) at the seven existing unsignalized intersections along SR 1 between King Charles Avenue and Collins Street. DeIDOT is currently developing preliminary design plans for RRFB installation at all seven locations	Construction completed Spring 2020.	Complete
5	Corridor Wide	Mid-Term/ Long-Term		Coordinate with DTC to confirm the locatoin of the four bus stops. Relocate the stops as directed by DTC while accounting for available right of way. Construct ADA compliant bus loading zones at all bus stops. Right of way acquisition will likely be required	To be included in Phase 2 ADA project scope due to right-of-way impacts (schedule TBD).	
6	Corridor Wide	Mid-Term/ Long-Term		Coordinate with the Town of Dewey Beach and the Jolly Trolley to confirm the locations of the trolley stops. Construct ADA compliant loading zones at all stops. Right of way acquisition will likely be required.	To be included in Phase 2 ADA project scope due to right-of-way impacts (schedule TBD). Town confirmed all existing Jolley Trolley stops are to remain; did not coordinate with Jolly Trolley.	
7	Corridor Wide	Mid-Term/ Long-Term		<p>Evaluate each utility pole pinch-point and develop conceptual alternatives to mitigate these pinch-points which include:</p> <ul style="list-style-type: none"> <li>- Construct a sidewalk extension to the roadway adjacent to the existing pole</li> <li>- Relocate the pole to an area with a wider sidewalk or to an area where a sidewalk extension can be constructed. Depending on the spacing between the adjacent poles and on the aerial connections to the side street poles, evaluate if removing a pole completely is an option. This solution may result in additional pole placement on the side streets or replacement of the adjacent poles to accommodate the longer spacing.</li> <li>- Relocate all aerail utilities underground to eliminate the pole obstructions in the PAR</li> </ul>	To be complete via two-phase ADA improvement projects.	

SR 1, Dewey Beach (Anchor Way to Bayard Avenue) Pedestrian Access Route Study						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
8	Corridor Wide	Mid-Term/ Long-Term		<p>Evaluate each driveway apron and develop conceptual alternatives to mitigate non-compliant cross slopes which include:</p> <ul style="list-style-type: none"><li>- Confirm with the Town of Dewey Beach the need and limits for each loading zone and investigate if the driveway is permitted. If not, remove the depressed curb and reconstruct the curb and sidewalk.</li><li>- If there is no structure or building immediately adjacent to the sidewalk, reconstruct the sidewalk and tie back into the existing driveway. If the sidewalk is wide enough, it may be desirable to route the PAR behind the driveway apron. Easements will be required.</li><li>- If structures are immediately behind the sidewalk, obtain detailed field survey to determine options. If the driveway does not serve vehicles and only provide access as a loading zone, it may be feasible to steepen the apron enough to reconstruct the sidewalk without affecting the building</li></ul>	To be complete via two-phase ADA improvement projects.	