

SR 1 (Nassau Bridge to Dewey Beach)						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
1	Corridor Wide	Short-Term		Add more overhead lighting throughout the corridor and strategically place lights to avoid large gradients in lighting change; consider the impact of bright signs or background lighting to the visibility of drivers.	Currently coordinating with Delmarva Power on design and implementation of corridor-wide leased lighting improvements. Supplemental DelDOT lighting TBD pending funding/scheduling.	
2	Corridor Wide	Short-Term		Add bicycle-friendly rumble strips between the through lanes and right-hand turn lane to denote where drivers should enter the turn lane in order to reduce the misuse of the turn lane	Complete	Complete
3	Corridor Wide	Short-Term		Update all of the road striping throughout the corridor to improve visibility and clarity for drivers and pedestrians	Complete	Complete
4	Corridor Wide	Mid-Term		Add seating at all bus stops along the Route 1 corridor	Not complete (as of July 2024)	
5	Corridor Wide	Short-Term		Add a flashing caution pedestrian sign at the north end of the "Forgotten Mile"	Complete	Complete
6	Corridor Wide	Long-Term		Reduce access points to Route 1 by considering reconfiguration of current access points and not allowing the creation of new access points	Not complete (as of July 2024)	
7	Corridor Wide	Long-Term		Encourage DelDOT to remove impediments such as utility poles, light poles, and business signs along existing sidewalks	As of July 2024, in general, an ADA compliant PAR is provided along the entire corridor along both directions of SR 1.	Complete
8	Corridor Wide	Mid-Term		Perform a light audit along the "Forgotten Mile" to give special consideration to lighting improvements to this stretch of road between the Lewes-Rehoboth Canal Bridge and the town of Dewey Beach	Lighting evaluation completed in summer 2023 and handed off to Delmarva Power in November 2023. Improvements have not been implemented as of July 2024. WRA to follow up with Delmarva Power.	
9	Corridor Wide	Long-Term		Encourage cooperation between DelDOT and the town of Dewey Beach to improve sidewalks, signage and lighting	Town of Dewey Beach ADA improvements (reconstruction of driveways, additional curb bumpouts, widening of sidewalk into shoulder) are 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). Lighting improvements were installed from King Charles Avenue to Bayard Avenue in Spring 2022.	Complete
10	Corridor Wide			Educate bicycle riders so they understand that they are permitted to ride on the sidewalks along the corridor with the exception of the town limits of Dewey Beach		
11	Corridor Wide			Educate pedestrians on the rules of the road and potential hazards		
12	Corridor Wide			Encourage the use of reflective clothing when walking or bicycling on Route 1		
13	Corridor Wide			Increase enforcement of posted speed limits and jay-walking by pedestrians		
14	Corridor Wide			Monitor the use of HAWK beacons to evaluate the safety and traffic impacts. If successful, consider adding additional HAWK beacons where pedestrians need to cross	HAWK compliance study completed and recommended removal of HAWK signals at signalized intersections due to poor driver and pedestrian/bicycle compliance and safety issues. The Holland Glade Rd HAWK will be converted to full-color traffic signal, and the same is recommended for the pedestrian crossing at Rehoboth Avenue.	Complete

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15	Corridor Wide			Dedicate resources to the long-term maintenance of sidewalks and medians to allow for safe use by pedestrians		
16	Corridor Wide	Long-Term		Complete further monitoring of traffic speed and determine need to consider reducing the speed limit along the SR 1 corridor		
17	Corridor Wide	Long-Term		Re-evaluate pedestrian crossing activities to determine if further improvements such as pedestrian median barriers are required		
18	Corridor Wide	Long-Term		Reconsider the long-term investment of installing multi-use paths along the corridor instead of sidewalks		