

Table 15 – Summary of Recommendations

Priority	Recommendation
<b>General</b>	
Short-Term	<ul style="list-style-type: none"> <li>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</li> <li>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>)</li> <li>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>)</li> <li>Develop pedestrian safety advertisements to install at bus stop shelters, specifically at high ridership locations (<i>requires coordination with DTC</i>)</li> <li>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>)</li> <li>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)</li> <li>Investigate the feasibility of providing prerecorded audio messages on buses directing pedestrians to cross at designated crosswalks (<i>requires further discussion with DTC</i>).</li> </ul>
<b>Corridor-Wide</b>	
Short-Term	<ul style="list-style-type: none"> <li>Replace/install directional arrows on pedestrian pushbuttons where missing.</li> <li>Consider utilizing audible messages on DART buses along the corridor to emphasize safe crossing (<i>requires coordination with DTC</i>)</li> <li>Repair/replace guardrail end treatment along eastbound SR 2 at Evelyn Drive</li> <li>Perform a full lighting evaluation along the corridor to identify the need for additional lighting</li> </ul>
Mid-Term (Priority 9)	<ul style="list-style-type: none"> <li>Install lighting along SR 2 from St. James Church Road/Griffin Drive to the SR 141 interchange, as identified in the proposed lighting evaluation</li> </ul>
Long-Term (Priority 2)	<ul style="list-style-type: none"> <li>As part of future projects such as pavement and rehabilitation, install ADA-compliant curb ramps and sidewalks throughout the corridor (see ADA Inventory, <b>Figure 5</b>)</li> </ul>
Long-Term (Priority 3)	<ul style="list-style-type: none"> <li>As part of future projects, install lighting at all bus stop locations along the corridor (<i>requires coordination with DTC</i>)</li> </ul>
Long-Term (Priority 5)	<ul style="list-style-type: none"> <li>Consider reducing the number and frequency of access points along the study corridor as part of any future redevelopment</li> </ul>
<b>SR 2 at St. James Church Road/Griffin Drive</b>	
Short-Term	<ul style="list-style-type: none"> <li>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>)</li> </ul>
Mid-Term (Priority 10)	<ul style="list-style-type: none"> <li>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)</li> </ul>

Priority	Recommendation
<b>SR 2 at Old Capitol Trail/Midway Plaza Shopping Center driveway</b>	
Short-Term	<ul style="list-style-type: none"> <li>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>)</li> <li>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>)</li> </ul>
Mid-Term (Priority 5)	<ul style="list-style-type: none"> <li>Pursue installing a pedestrian hybrid beacon on SR 2 at Old Capitol Trail/Midway Plaza driveway (requires coordinating the beacon with adjacent traffic signals)</li> </ul>
<b>SR 2 at SR 7</b>	
Short-Term	<ul style="list-style-type: none"> <li>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>)</li> <li>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>)</li> <li>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>)</li> <li>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>)</li> <li>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>)</li> <li>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</li> <li>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>)</li> </ul>
Mid-Term (Priority 1)	<ul style="list-style-type: none"> <li>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).</li> </ul>
<b>SR 2 at Kirkwood Plaza</b>	
Mid-Term (Priority 6)	<ul style="list-style-type: none"> <li>Install protected-only left-turn phasing on the eastbound SR 2 approach to Kirkwood Plaza (<i>as recommended as part of DelDOT's FRA program</i>)</li> </ul>
	<ul style="list-style-type: none"> <li>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)</li> </ul>

Priority	Recommendation
Mid-Term (Priority 11)	<ul style="list-style-type: none"> <li>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</li> </ul>
<b><i>SR 2 at Farrand Drive</i></b>	
Short-Term	<ul style="list-style-type: none"> <li>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</li> </ul>
Mid-Term (Priority 8)	<ul style="list-style-type: none"> <li>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</li> </ul>
<b><i>SR 2 at Duncan Road</i></b>	
Short-Term	<ul style="list-style-type: none"> <li>Install a signalized crosswalk across the north leg of SR 2 at Duncan Road</li> <li>Install intersection lighting at the SR 2 at Duncan Road intersection</li> <li>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</li> </ul>
Mid-Term (Priority 2)	<ul style="list-style-type: none"> <li>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</li> </ul>
Long-Term (Priority 1)	<ul style="list-style-type: none"> <li>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</li> <li>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.</li> <li>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</li> </ul>
<b><i>SR 2 at Greenbank Road</i></b>	
Short-Term	<ul style="list-style-type: none"> <li>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</li> <li>Install school warning signs adjacent to Anna P. Mote Elementary School</li> </ul>
<b><i>SR 2 at SR 41</i></b>	
Mid-Term (Priority 3)	<ul style="list-style-type: none"> <li>Install intersection lighting at SR 2 at SR 41</li> </ul>
<b><i>SR 2 at Albertson Boulevard</i></b>	
Short-Term	<ul style="list-style-type: none"> <li>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</li> </ul>

Priority	Recommendation
Mid-Term (Priority 7)	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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)</li> <li>• 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)</li> </ul>
<b>SR 2 at Prices Corner</b>	
Short-Term	<ul style="list-style-type: none"> <li>• Install ADA-compliant curb ramps along eastbound and westbound SR 2 in the vicinity of Prices Corner</li> </ul>
Mid-Term (Priority 4)	<ul style="list-style-type: none"> <li>• 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>)</li> </ul>
Long-Term (Priority 4)	<ul style="list-style-type: none"> <li>• 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</li> </ul>
Long-Term (Priority 6)	<ul style="list-style-type: none"> <li>• Relocating the eastbound right-turning movement into Prices Corner to Albertson Boulevard should be considered as part of future redevelopment or capital improvement project</li> </ul>