SR 2 Pedestrian Safety Study: Improvement Matrix						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
1	General	Short-Term	n/a	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 and DSP have held several training sessions and guidances on the topic of improving pedestrian crash data. Notably, the following: - 2015 DE Highway Safety Conference - 10/10/18 Memo from Ray Sammons (DelJIS Training Adminstrator)	Yes
2	General	Short-Term	n/a	Establish a working group (including a DelDOT Traffic Safety Engineer) to coordinate aspects of both new and old bus stop locations (*requires coordination with DTC*)	DTC coordinates with the DelDOT Chief of Traffic Engineering regarding bus stop discussions.	Yes
3	General	Short-Term	n/a	Enhance the current *Bus Stop and Passenger Facilities Policy* (DTC-05) to incorporate and improve pedestrian safety (*requires coordination with DTC*)	Complete. Revised bus stop policy effective as of May 4, 2018	Yes
4	General	Short-Term	n/a	Develop pedestrian safety advertisements to install at bus stop shelters, specifically at high ridership locations (*requires coordination with DTC*)	Complete: Email request to DTC on 1/31/2023	Yes
5	General	Short-Term	n/a	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 (*requires coordination with DTC*)	Survey conducted by Delaware Office of Highway Safety in 2016. Surveyed riders along various transit routes including Route 6 along Kirkwood Highway.	Yes
6	General	Short-Term	n/a	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)		No
7	General	Short-Term	n/a	Investigate the feasibility of providing prerecorded audio messages on buses directing pedestrians to cross at designated crosswalks *(requires further discussion with DTC)*	Implemented by DTC on 3/10/2023	Yes
8	General	Short-Term	n/a	Consider utilizing audible messages on DART buses along the corridor to emphasize safe crossing (*requires coordination with DTC*)	Implemented by DTC on 3/10/2023	Yes
9	Corridor-Wide	Short-Term	n/a	Replace/install directional arrows on pedestrian pushbuttons where missing	Incomplete per 6/10/2024 field review [SR 2 at SR 7, SR 2 at Kirkwood Plaza, and SR 2 at SR 41 intersections have APS Buttons and no longer need directional push button arrows]	No
10	Corridor-Wide	Short-Term	n/a	Perform a full lighting evaluation along the corridor to identify the need for additional lighting	Lighting evaluation completed by WRA in January 2015	Yes
11	Corridor-Wide	Mid-Term	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 sent NTP to Delmarva in May/April 2015 for installation of leased lighting on north and south sides of SR 2. Lights installed as of July 2018 Google Streetview.	Yes

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12	Corridor-Wide	Long-Term	2	As part of future projects such as pavement and rehabilitation, install ADA-compliant curb ramps and sidewalks throughout the corridor		Ongoing
13	Corridor-Wide	Long-Term	3	As part of future projects, install lighting at all bus stop locations along the corridor (*requires coordination with DTC*)	Revised DTC Bus Stop Policy includes guidance regarding the placement of lighting at bus stops. This improvement recommendation is ongoing as projects are developed along the corridor	Ongoing
14	Corridor-Wide	Long-Term	5	Consider reducing the number and frequency of access points along the study corridor as part of any future redevelopment	To be coordinated with DelDOT's Development Coordination Section and addressed as part of future development plans along the corridor	Ongoing
15	SR 2 at St. James Church Road / Griffin Drive	Short-Term	n/a	Install a signalized crosswalk across the south leg of SR 2 at St. James Church Road/Griffin Drive *(to be included as part of Contract T201206110)*	Completed as part of T201206110	Yes
16	SR 2 at St. James Church Road / Griffin Drive	Mid-Term	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	Yes
17	SR 2 at Old Capitol Trail	Short-Term	n/a	Install ADA-compliant curb ramps along the south side of SR 2 at Old Capitol Trail *(to be included as part of Contract T201206110)*	Completed as part of T201206110	Yes
18	SR 2 at Old Capitol Trail	Short-Term	n/a	Replace the faded crosswalks on the north and south legs of SR 2 at Old Capitol Trail/Midway Plaza Shopping Center driveway *(to be included as part of Contract T201206110)*	Complete per 12/31/20 field review	Yes
19	SR 2 at Old Capital Trail / Midway Plaza driveway	Mid-Term	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)	Study completed as of 12/2022. Pedestrian hybrid beacon not recommended. USE CROSSWALK signs are recommended short-term and median barrier recommended long-term	Yes
20	SR 2, West of SR 7	Short-Term	n/a	Reduce the 1-inch vertical elevation difference at the sidewalk joint located along the south side of SR 2 west of SR 7 *(to be included as part of Contract T201206110)*	Completed as part of T201701108 - Limestone Road (SR 7) and Kirkwood Highway (SR 2) ADA Compliance project	Yes
21	SR 2, West of SR 7	Short-Term	n/a	Remove the SHARE THE ROAD plaque posted on westbound SR 2 west of SR 7 *(to be included as part of Contract T201206110)*	Completed as part of T201206110	Yes
22	SR 2 at SR 7	Short-Term	n/a	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 *(to be included as part of Contract T201206110)*	Completed as part of T201206110	Yes

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23	SR 2 at SR 7	Short-Term	n/a	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 *(potentially to be completed as part of DelDOT Traffic Safety's ongoing pedestrian initiatives)*	Incomplete per 6/10/2024 field review	No
24	SR 2 at SR 7	Short-Term	n/a	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 (*requires coordination with businesses*)	Per 12/31/2020 field review, signs observed during the study's original field review have since been removed. There are lawn signs present behind the sidewalk, however, they are low to the ground and not obstructing sight lines. This is considered to be complete	Yes
25	SR 2 at SR 7	Short-Term	n/a	Install Keep Right (R4-7) signs at SR 2 at SR 7 in accordance with *2011 DE MUTCD* Figure 2B-16 *(to be included as part of Contract T201206110)*	Completed as part of T201206110	Yes
26	SR 2 at SR 7	Mid-Term	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).	Further evaluation conducted as part of T201701103 PAR project. Signalizing northbound SR 7 right-turn movement not recommended and is not being considered further based on public opposition and improved crash frequency. Turning radii improvements will not be included in PAR project. EB bus stop relocation is not feasible due to site constraints WB bus stop relocation is not feasible due to site constraints	Yes, determined infeasible
27	SR 2, East and West of SR 7	Short-Term	n/a	Repair the deteriorating sidewalk along the south side of SR 2 east and west of SR 7*(to be included as part of Contract T201206110)*	West of SR 7 completed as part of T201701108 East of SR 7, completed as part of T201701103 (overall project currently in construction) per 12/31/20 field review	Yes
28	SR 2 at Kirkwood Plaza	Mid-Term	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)*	Complete as per Google Maps Street View (September 2017)	Yes
29	SR 2 at Kirkwood Plaza	Mid-Term	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)	Complete as per Google Maps Street View (September 2017)	Yes
30	SR 2 at Kirkwood Plaza	Mid-Term	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	Complete per 4/18/22 field review	Yes

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31	SR 2 at Farrand Drive	Short-Term	n/a	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 *(potentially to be completed as part of DelDOT Traffic Safety's ongoing pedestrian initiatives)*	Incomplete per 6/10/2024 field review	No
32	SR 2 at Farrand Drive	Mid-Term	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	Complete per 4/18/22 field review	Yes. Bus stop relocated 80' further away from intersection.
33	SR 2 at Evelyn Drive	Short-Term	n/a	Repair/replace guardrail end treatment along eastbound SR 2 at Evelyn Drive	Complete per 4/18/22 field review	Yes
34	SR 2 at Duncan Road	Short-Term	n/a	Install a signalized crosswalk across the north leg of SR 2 at Duncan Road	Complete as per Google Maps Street View (August 2017)	Yes
35	SR 2 at Duncan Road	Short-Term	n/a	Install intersection lighting at the SR 2 at Duncan Road intersection	DelDOT sent NTP to Delmarva in May/April 2015 for installation of leased lighting on north and south sides of SR 2. Lights installed as of July 2018 Google Streetview.	Yes
36	SR 2 at Duncan Road	Short-Term	n/a	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 *(potentially to be completed as part of DelDOT Traffic Safety's ongoing pedestrian initiatives)*	Complete per 12/31/20 field review	Yes
37	SR 2 at Duncan Road	Mid-Term	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	Complete per 4/18/22 field review	Yes
38	SR 2 at Duncan Road	Long-Term	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	Complete per 4/18/22 field review	Yes
39	SR 2 at Duncan Road	Long-Term	1	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	Complete per 4/18/22 field review	Yes
40	SR 2 at Duncan Road	Long-Term	1	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	Complete per 4/18/22 field review	Yes
41	Anna P. Mote Elementary School	Short-Term	n/a	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	Coordinate with Safe Routes to School Program	No
42	Anna P. Mote Elementary School	Short-Term	n/a	Install school warning signs adjacent to Anna P. Mote Elementary School	Complete per 12/31/20 field review	Yes

SR 2 Pedestrian Safety Study: Improvement Matrix						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
43	SR 2 at SR 41	Mid-Term	3	Install intersection lighting at SR 2 at SR 41	DelDOT sent NTP to Delmarva in May/April 2015 for installation of leased lighting on north and south sides of SR 2. Lights installed as of July 2018 Google Streetview.	Yes
44	SR 2 at Albertson Boulevard	Short-Term	n/a	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	Complete per 12/31/20 field review	Yes
45	SR 2 at Albertson Boulevard	Mid-Term	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	Incomplete per 6/10/2024 field review	No
46	SR 2 at Albertson Boulevard	Mid-Term	7	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)	Complete	Yes
47	SR 2 at Albertson Boulevard	Mid-Term	7	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)	Complete	Yes
48	SR 2 near Prices Corner	Short-Term	n/a	Install ADA-compliant curb ramps along eastbound and westbound SR 2 in the vicinity of Prices Corner	Complete	Yes
49	SR 2 at Prices Corner	Mid-Term	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 (*requires coordination with DTC*)	Complete	Yes
50	SR 2, Albertson Boulevard to SR 141	Long-Term	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	Continue coordination with DelDOT's Development Coordination Section	Ongoing
51	SR 2 at Prices Corner	Long-Term	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	Continue coordination with DelDOT's Development Coordination Section	Pending Future Project