US 40 (SR 72 to Buckley Boulevard) Pedestrian Safety Study: Improvement Matrix						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
1	Corridor Wide	Long-Term		Continue to pursue pedestrian and bicycle improvements outlined in the Route 40 20-Year Implementation Plan	Ongoing	Ongoing
2	Corridor Wide	Mid-Term		As identified in the Route 40 20-Year Implementation Plan, continue pursuing continuous sidepaths on boths sides of US 40. The following locations for sidepaths are recommended for prioritization from this study: *- South side of US 40 from east of SR 72 to Rickey Boulevard* *- South side of US 40 from west of SR 72 to the SR 72 Intersection*		
3	Corridor Wide	Mid-Term		Pursue lighting the entire study corridor using light poles within the US 40 median with dual luminaires. Due to pedestrian and vehicular crash history, Salem Church Road/Porter Road to SR 7 should be prioritized	Various lighting projects underway as of 1/27/2021 *Median lighting from Church Road to Walther Road Completed* *Lighting from west of Salem Church/Porter to Church Road in Design; including in US 40 Widening project (anticipated construction Spring 2025)* *Lighting at US 40 @ Scotland Drive Completed*	In Design/Construction (see status)
4	Corridor Wide	Mid-Term		Install lighting at all bus stops along corridor that are currently unlit *(Requires coordination with DTC)*	Corridor lighting complete between Salem Church Road and Walther Road Further discussion with DTC required for remaining bus stops	Ongoing
5	Corridor Wide	Mid-Term/ Long-Term		Install median barrier treatments along these identified "priority segments" of US 40: *- Glendale Blvd/Walther Rd to Governor's Square/Geissler Park* *-SR 72 to Scotland Drive - median barrier treatement should be re-evaluated following installation of the proposed signalized pedestrian crossing at Rickey Boulevard* *- Church Rd/Wellington Rd to Glendale Blvd/Walther Rd median barrier* *- Porter Rd/Salem Church Rd to Glasgow Dr*	Requires further coordination with various sections of DelDOT. *Not included in US 40 Widening, Salem Church to Walther Road due to various median constraints and lack of space at edge of roadway for a barrier treatment.* Design underway for entire limits of US 40, including sections outside of the original pedestrian audit limits. Not currently funded for construction	In Design
6	Corridor Wide	Mid-Term/ Long-Term		Monitor crashes along other sections of US 40 (i.e., locations not identified above as "priority segments" to consider installation of barrier treatments		
7	US 40 at Rickey Boulevard	Short-Term		Install a bus stop shelter at the EB US 40 bus stop at Rickey Blvd.	Bus pad completed	Complete
8	US 40 at Rickey Boulevard	Short-Term		Install a new traffic signal at US 40 at Rickey Blvd as follows: - US 40 lefts/U-turns to operate with FRA - Signalized pedestrian crossing of US 40 to operate concurrently with EB/WB US 40 lefts/U-turns - Provide sidewalk connection to eastbound US 40 bus stop - Install mountable curb between WB left-turn and WB through lanes to prevent SB PGA Boulevard traffic from weaving across WB traffic	Construction completed, awaiting Delmarva Power transformer to activate signal	In Construction

US 40 (SR 72 to Buckley Boulevard) Pedestrian Safety Study: Improvement Matrix						
#	Location	Timeframe	Priority	Recommendation	Status	Done?
9	US 40 at Rickey Boulevard	Long-Term		Following completion of US 40 at SR 72 capital project, perform comprehensive study along US 40 from SR 72 to Scotland Drive to consider the feasibility of accommodating all movements at a US 40 and Rickey Boulevard signal in conjunction with access management at adjacent median openings (study should include Rue Madora and consider realignment of Rickey Boulevard across from PGA Boulevard to form a four-legged intersection)		
10	US 40 at Brookmont Drive	Mid-Term		Install a bench at the westbound US 40 bus stop at Brookmont Drive	To be included in US 40 Widening (Salem Church Road to Walther Road) *Construction start Spring 2025*	In Design
11	US 40 at Brookmont Drive	Mid-Term		Install continuous sidewalk along the east and/or west side of Brookmont Drive between US 40 and Kemper Drive	*PAR Program: missing gap identified on ADA inventory map, evaluate existing conditions; Work Order 27 to be evaluated by WM*	Under Evaluation
12	US 40 at Brookmont Drive	Mid-Term		Extend west leg median nose to provide pedestrian refuge area and a pedestrian push button stub pole at US 40 at Brookmont Drive	Recommendation determined to be infeasible due to median impacts associated with US 40 Widening (Salem Church Road to Walther Road) - median narrowing removes ability to provide median pedestrian refuge	Complete Infeasible
13	US 40 at Church Rd/ Wellington Drive	Mid-Term		Install a bus stop shelter at the EB US 40 bus stop at Church Road/Wellington Drive	To be included in US 40 Widening (Salem Church Road to Walther Road) *Construction start Spring 2025*	In Design
14	US 40 at Church Rd/ Wellington Drive	Mid-Term		Extend east leg median nose to provide pedestrian refuge area and a pedestrian push button stub pole at US 40 at Church Road/Wellington Drive	Recommendation determined to be infeasible due to median impacts associated with US 40 Widening (Salem Church Road to Walther Road) - median narrowing removes ability to provide median pedestrian refuge	Complete Infeasible
15	US 40 at Glendale Blvd/ Walther Road	Mid-Term		Monitor crashes at US 40 at Glendale Blvd/Walther Road to consider future signing enhancements		
16	US 40 at Quintillo Drive	Short-Term		Post signing (i.e., USE CROSSWALK) to discourage mid-block pedestrian crossings at the westbound US 40 bus stop at Quintillo Drive		