



Route 1 Pedestrian Safety Task Force

Report and Recommendations

January 31, 2014

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Route 1 Pedestrian Safety Task Force Members

- *Co-Chair* Speaker Pete Schwartzkopf, Representative for the 14th District
- *Co-Chair* Sec. Shailen Bhatt, Secretary of the Delaware Department of Transportation
- Rep. Steve Smyk, Representative of the 20th District
- Sen. Ernie Lopez, Senator for the 6th District
- Councilwoman Joan Deaver, Sussex County Councilperson for the 3rd District
- Councilman George Cole, Sussex County Councilperson for the 4th District
- Mayor Samuel Cooper, Mayor of the City of Rehoboth Beach
- Leonard Read, Designee of the Mayor of the Town of Dewey Beach
- Lt. Mike Nelson, Delaware State Police Troop 7 Commander
- Donald E. Mitchell, Jr., Designee of the Chief of the Rehoboth Fire Company
- Bill Klemkowski, Designee of the President/CEO of the Rehoboth Beach-Dewey Chamber of Commerce
- Roger Roy, Member of the public appointed by the Speaker of the House
- Dayna Quillen, Member of the public appointed by the Speaker of the House
- Bob Frederick, Member of the public appointed by the Speaker of the House

Auxiliary Members

- Mayor Diane Hanson, Mayor of the Town of Dewey Beach

Support Staff

- Lauren Cutajar-Wynne, House of Representatives
- Nancy Hickman, House of Representatives
- Shanté Hastings, DelDOT
- Mark Luszcz, DelDOT
- George Spadafino, DelDOT
- Geoff Sundstrom, DelDOT
- Brett Taylor, DelDOT
- Roberta Geier, DelDOT

Preface

In response to several fatal accidents along Route 1 in Sussex County, lawmakers and community leaders recognized the significant need to improve pedestrian safety along the Route 1 corridor. Speaker Pete Schwartzkopf sponsored House Resolution 22, creating the Route 1 Pedestrian Safety Task Force, with the objective to recommend options to improve pedestrian safety from the Nassau Bridge to the southern town limits of Dewey Beach. This resolution was passed the Delaware House of Representatives on July 1, 2013. The committee heard testimony from the public during three evening meetings and evaluated options for pedestrian safety improvements.

DelDOT unveiled a proposal for pedestrian safety improvement project in August 2013. The Task Force reviewed this plan in detail and used it as a basis for their discussions. DelDOT's improvement plans begin just north of the Five Points (U.S. 9) intersection and end at the Lewes-Rehoboth Canal Bridge. The Task Force was tasked with looking at a larger section of the Route 1 corridor, from the Nassau Bridge to the southern town limits of Dewey Beach. This includes the "forgotten mile," the stretch of Route 1 between the Lewes-Rehoboth Canal Bridge and the town of Dewey Beach.

Pedestrian Accident History

In order to understand the pedestrian safety problems along the Route 1 corridor, Delaware State Police from Troop 7 mapped the locations of pedestrian and bicycle crashes from 2011 to August 2013. The State Police Fatal Crash Team provided the circumstances of each crash they investigated from 2012 and 2013 along the corridor to the committee. DelDOT mapped the locations of all reported pedestrian and bicycle crashes from July 2005 to August 2013 to see particular intersections and areas along the corridor where injuries and fatalities occurred in clusters, including the intersection of Route 1 and Route 24, and the split at Rehoboth Avenue.

State-wide crash data from 2012 through July 10, 2013 concluded that most pedestrian fatalities occurred after dark while pedestrian injuries occurred more often in daylight. The committee reasoned that increased visibility during the day gave drivers and pedestrians the opportunity to react more quickly, improving outcomes. In 2012, police reports cited a lack of visibility of the pedestrian in 13 of the 30 deaths in Delaware. Only 22 of the 347 pedestrians injured in 2012 were noted as not visible. Officers also record safety equipment worn by pedestrians in their report. State-wide data showed that only five of the 347 injuries in 2012 noted reflective clothing being worn by the pedestrian. These state-wide conclusions held true for the cases along the Route 1 corridor.

A look at the crashes specifically in this particular stretch of Route 1 from 2011 until August 2013 shows a total of 14 injuries and five fatalities with two fatalities in 2012 and three in 2013. Most accidents occurred from Thursday to Sunday, in the evening and early morning and during the summer months. Incidents along the Route 1 corridor show that most pedestrians are waiting to cross the roadway or are in the roadway. Alcohol was involved in many of the cases. The State

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Police established that a high percentage of pedestrians are at fault or partially at fault for the crash and are cited doing one of the following: darting or dashing, be in the roadway improperly, failing to yield right of way.

The Troop 7 analysis concluded that pedestrians are getting killed because they try to cross the road after dark in unlit areas. Pedestrians are darting into the road, are in the road improperly, or are failing to yield the right of way. The majority of fatalities are happening in the evening or early morning when it is dark, and pedestrians are not wearing reflective clothing or using safety equipment to make themselves visible.

Challenges & Constraints

The committee identified the very real road challenges along the corridor. With the development of Route 1 being so extensive, the committee recognized that it cannot turn back the clock to redesign Route 1 to ideally protect pedestrians. It must fit improvements into Route 1's current structure.

The main challenge the committee faced was balancing the conflicting interests of the users of Route 1. For some, Route 1 should be quickly and efficiently moving traffic through the corridor like a traditional highway. For other users, Route 1 is a local road providing direct access to their homes and businesses. Route 1 experiences high traffic volume with an average daily traffic (ADT) of 60,000 vehicles and a peak ADT of 80,000 vehicles. For context, Delaware's I-95 has an ADT of 150,000 vehicles. Roads with such as high traffic volume are typically designed as traditional highways with service roads providing access for local traffic to businesses and developments. On Route 1, residents have direct access from homes and businesses to the roadway. These numerous access points are dangerous for motorists and pedestrians with vehicles merging onto a large, fast-moving roadway from a standstill.

Financial constraints were a significant consideration to the committee members who are hoping to see real improvement in the corridor quickly.

Recommendations

The committee made a number of recommendations to improve the safety of the corridor. The committee hopes that DelDOT will continue the work of this committee by considering common sense solutions to the safety problems along Route 1.

Support for DelDOT's Current Plans:

- Support DelDOT's revised plan of Route 1 pedestrian safety improvements. The revised plan calls for the addition of six new ADA complaint crosswalks, giving pedestrians eight safe crosswalk options, two pedestrian hybrid beacons (HAWK beacons)¹, continuous sidewalks from just north of the Five Points (U.S. 9) intersection to the Lewes-Rehoboth Canal Bridge, and some lighting. DelDOT has also called for continued monitoring of the corridor after the improvements are completed to make necessary adjustments and changes. DelDOT's improvements are scheduled to start in the fall of 2014.
- Support DelDOT's plan to evaluate road signage along the corridor to reduce sign clutter while adding useful warning signs.
- Support DelDOT's plan to align bus stops with the new crosswalks as proposed in DelDOT's Route 1 pedestrian safety improvement plan.

Physical Road Improvement:

- 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.
- Add bicycle-friendly rumble strips between 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.
- Update all of the road striping throughout the corridor to improve visibility and clarity for drivers and pedestrians.
- Add seating at all bus stops along the Route 1 corridor.
- Add a flashing caution pedestrian sign at the north end of the "forgotten mile."
- Reduce access points to Route 1 by considering reconfigurations of current access points and not allowing the creation of new access points.
- Encourage DelDOT to remove impediments such as utility poles, light poles, and business signs along existing sidewalks.

¹ See October 22, 2013 meeting minutes for more information about HAWK beacons.

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Further Study:

- 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.
- Encourage cooperation between DelDOT and the town of Dewey Beach to improve sidewalks, signage and lighting.

Education, Enforcement and Monitoring:

- Educate bicycle riders so they understand that they are permitted to ride on the sidewalks along the corridor with the expectation of the town limits of Dewey Beach.
- Educate pedestrians on the rules of the road and potential hazards.
- Encourage the use of reflective clothing when walking or bicycling on Route 1.
- Increase enforcement of posted speed limits and jay-walking by pedestrians.
- 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.
- Dedicate resources to the long-term maintenance sidewalks and medians to allow for safe use by pedestrians.

Additional Consideration

In addition to the recommendations made by the committee, there were other items of interest that require more consideration.

- Further monitoring of traffic speed and discussion is needed to consider reducing the speed limit along the Route 1 corridor. This will require a larger conversation with DelDOT and law enforcement to determine its viability. The committee recognizes the challenges law enforcement officers face trying to enforce the speed limit along Route 1.
- The use of physical barriers to channel pedestrians to crosswalks and prevent people from crossing at undesignated areas requires more consideration. Once good crosswalk options are in place along the corridor for pedestrians, it might be determined that the crosswalks are being utilized and barriers are not necessary.
- The committee discussed the use of wide multi-use paths instead of sidewalks. The implementation of any plan involving multi-use path will require significant right-of-way land acquisition and planning. The reconsideration of multi-use paths as a long-term investment is suggested.
- More collaboration is needed to develop a public awareness campaign and to garner a sustaining investment from the local government, businesses and residents along the

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Route 1 corridor to effectively educate the public about pedestrian safety. Educating the public on how to protect themselves and to remain acutely aware of the dangers along this corridor is essential.

Conclusion

The committee concluded that common sense improvements can be made to enhance pedestrian safety of the Route 1 corridor. Coupling physical improvements such as fixing sidewalks, adding crosswalks, updating road striping and adding additional lighting with a public education strategy is the best way to ensure the safety of residents and visitors of the Route 1 corridor. The committee looks forward to DelDOT's Route 1 safety improvement project as revised which will provide pedestrians safe options to cross and walk along Route 1 while not overburdening traffic with additional significant sustained back-ups.

Appendices

Appendix 1: House Resolution 22

Appendix 2: Meeting Minutes, August 7, 2013

Appendix 3: Safety Audit Meeting Minutes, October 2, 2013

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Appendix 5: Meeting Minutes, December 16, 2013

Appendix 1: House Resolution 22



SPONSOR: Rep. Schwartzkopf & Rep. Longhurst & Rep. Smyk

HOUSE OF REPRESENTATIVES
147th GENERAL ASSEMBLY

HOUSE RESOLUTION NO. 22

CREATING A TASK FORCE TO STUDY AND MAKE RECOMMENDATIONS REGARDING PEDESTRIAN SAFETY ALONG THE ROUTE ONE CORRIDOR BETWEEN THE NASSAU BRIDGE AND THE SOUTHERN TOWN LIMITS OF DEWEY BEACH IN SUSSEX COUNTY.

WHEREAS, the Route 1 Corridor between the Nassau Bridge and the Southern Town Limits of Dewey Beach (hereinafter “Route 1 Corridor”) is used by pedestrians throughout the year; and

WHEREAS, traffic along Route One in Sussex County, Delaware, has steadily increased, particularly in the last decade; and

WHEREAS, the safety of pedestrians who use the Route 1 Corridor is a priority; and

WHEREAS, it is important to examine the safety needs and best safety practices to protect pedestrians along the Route 1 Corridor;

NOW, THEREFORE:

BE IT RESOLVED by the House of Representatives of the 147th General Assembly of the State of Delaware that a Task Force be established to study and make recommendations regarding pedestrian safety along the Route One Corridor;

BE IT FURTHER RESOLVED that the Task Force shall study and make recommendations regarding;

- a. How to improve pedestrian safety along the Route One Corridor; and
- b. Any improvements in engineering, infrastructure, education and/or lighting that would be effective in improving pedestrian safety along the Route 1 Corridor;

BE IT FURTHER RESOLVED that the Task Force shall be comprised of the following members:

- a. The Secretary of the Delaware Department of Transportation or a designee appointed by the Secretary of the Delaware Department of Transportation;

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- b. The Representative for the 14th District or a designee appointed by the Representative for the 14th District;
- c. The Representative for the 20th District or a designee appointed by the Representative for the 20th District;
- d. The Senator for the 6th District or a designee appointed by the Senator for the 6th District;
- e. The Sussex County Councilperson for District 3 or a designee appointed by the Sussex County Councilperson for District 3;
- f. The Sussex County Councilperson for District 4 or a designee appointed by the Sussex County Councilperson for District 4;
- g. The Mayor of the City of Rehoboth Beach or a designee appointed by the Mayor of the City of Rehoboth Beach;
- h. The Mayor of the Town of Dewey Beach or a designee appointed by the Mayor of the Town of Dewey Beach;
- i. The Delaware State Police Troop 7 Commander or a designee appointed by the Delaware State Police Troop 7 Commander;
- j. The Chief of the Rehoboth Fire Company or a designee appointed by the Chief of the Rehoboth Fire Company;
- k. The President/CEO of the Rehoboth Beach-Dewey Beach Chamber of Commerce, or a designee appointed by the President/CEO of the Rehoboth Beach-Dewey Beach Chamber of Commerce; and
- l. Three (3) members of the public appointed by the Speaker of the House of Representatives;

BE IT FURTHER RESOLVED that the Speaker of the House of Representatives may appoint additional members to the Task Force;

BE IT FURTHER RESOLVED that the Task Force shall be co-chaired by the Secretary of the Delaware Department of Transportation or his/her designee and the Representative for the 14th District or his/her designee;

BE IT FURTHER RESOLVED that the Task Force submits its findings and recommendations to the Speaker of the House of Representatives by January 31, 2014.

SYNOPSIS

This House Resolution creates a Task Force to study and make recommendations regarding pedestrian safety along the Route 1 Corridor from the Nassau Bridge to the Southern Town Limits of Dewey Beach.

Appendix 2: Meeting Minutes, August 7, 2013

**Route 1 Pedestrian Safety Task Force
Meeting Minutes- August 7, 2013**

Speaker Pete Schwartzkopf called the meeting to order at 7:04pm. Present members of the Route 1 Pedestrian Safety Task Force included Co-Chairs Speaker Pete Schwartzkopf and DelDOT Sec. Shailen Bhatt, Rep. Steve Smyk, Sen. Ernie Lopez, Sussex County Councilwoman Joan Deaver, Rehoboth Beach Mayor Samuel Cooper, Leonard Read, State Police Lt. Mike Nelson, Donald Mitchell, Bill Klemkowski, Roger Roy, Danya Quillen, and Bob Frederick.

Lt. Mike Nelson reported on the number of pedestrian and bicycle injuries and fatalities in recent years along the Route 1 corridor between the Nassau Bridge and the southern town limits of Dewey Beach. According to the State Police records, there have been a total of 14 pedestrian or bicyclist injuries and six fatalities in the past three years, with five injuries in 2011, three injuries and two fatalities in 2012, and six injuries and three fatalities in 2013.

Lt. Nelson summarized that most incidents occurred in the summer months from Thursday to Sunday in the evenings or early morning. Alcohol was involved in many cases. The incidents represent a mix of locations along the corridor. None of the pedestrians or bicyclists involved in an accident wore reflective gear. Lt. Nelson concluded that in most cases the pedestrian was at fault or partially at fault for the accident.

Sgt. Anthony Mendez with the State Police Fatal Crash Reconstruction Unit went through a number of the accidents the unit has investigated in more detail, highlighting relevant circumstances. All the accidents happened after dark. It was noted that people are confused that you walk against traffic but ride a bicycle with traffic.

Rep. Smyk asked Lt. Nelson to detail the State Police's efforts to educate the public on safety. Lt. Nelson explained that the Troopers patrol the forgotten mile – the stretch of road on Route 1 between the Lewes-Rehoboth Canal Bridge and the town limits of Dewey Beach – on weekends, stopping pedestrians, bicyclists, and drunk drivers. The State Police hosts bike checkpoints with the help of UD and bicycle organizations geared toward the exchange student population to give out lights and safety information. Programing at Epworth Church also allows the crash team to explain the rules of the road to the foreign exchange students.

Roger Roy noted that the Sussex Cyclists volunteer at the checkpoints to educate inexperienced bicyclists. DelDOT has provided orange blinking lights to put on clothing this year. Councilwoman Deaver stated that Sussex County spends millions of dollars for State Troopers to be in this area.

Speaker Schwartzkopf explained that the root of the problem in the area is expansive growth without a corresponding growth of infrastructure to deal with it. Thousands of cars come through the area and though it is expensive to fix the problems at this point, common sense ideas can help improve safety.

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Sec. Bhatt said that Route 1 is essentially a super highway. Mark Luszcz, a DelDOT planner, said the Route 1 corridor experiences high traffic volume, with about 60,000 vehicle average daily traffic (ADT). The corridor will hit 80,000 ADT at its peak. For context, I-95 has an ADT of 150,000 vehicles. The standard clearance interval for a pedestrian to cross Route 1 at a crosswalk is 50 to 60 seconds based on the Americans with Disabilities Act (ADA) standard of 3.5 feet per second.

Bob Frederick acknowledged the competing interests at play on Route 1. He asked if the goal was to get cars through the area quickly or to allow pedestrians to cross to get to the beach or outlets. Sec. Bhatt agreed that the community needs to identify desired goal for Route 1. Access management is a key concern for DelDOT. There are not typically entrances directly onto a highway, but exits and service roads to access businesses and homes. Councilwoman Deaver acknowledged the county's responsibility for zoning Route 1 and not adding service roads. It was zoned as a commercial highway.

Lt. Nelson noted that from a police stand point, the cars are not at fault in most of the accidents, but the pedestrians are not crossing at crosswalks or wearing reflective gear.

Speaker Schwartzkopf emphasized lighting up the highway so motorists have more reaction time. People will cross to get from point A to point B in the fastest way possible. Tourists are coming from all different states with all different pedestrian laws.

Lt. Nelson agreed with the Speaker that lighting the roadway is important. State Police visibility tests have shown totally dark areas between Five Points and Dewey Beach. The speed limit is also a factor, and enforcement is difficult on Route 1. Mayor Cooper asked if speed was a factor in recent accidents. Lt. Nelson noted that it is difficult to tell without physical evidence how fast someone was really going. Committee members also acknowledged distracted driving as a serious safety issue affecting the whole country.

Roger Roy asked Sec. Bhatt about DelDOT's plan, unveiled at a meeting hours earlier, to increase pedestrian safety. DelDOT planner Mark Luszcz explained the plan is to put in continuous sidewalks from the Nassau Bridge to the Canal, add 14 pedestrian crosswalks, and 62 additional street lights. Construction would begin in the summer of 2014.

Speaker Schwartzkopf was not supportive of the plan. He suggested putting in multi-use blacktop paths in place of sidewalks allow the corridor to get bicycles off the road. Most bicyclists won't ride on the side walk since it is not allowed in the town. The 14 additional crosswalks will create serious traffic backup by DelDOT's own admission. The Speaker emphasized seeing the total package when trying to solve a problem. If traffic worsens significantly, tourists will not come back.

Sen. Lopez asked on behalf of a constituent if alcohol was a factor in the accidents. Lt. Nelson explained that in some cases, alcohol was a factor. He detailed the procedure for establishing sobriety check points. Lt. Nelson noted that he is trying to put together a task force with officers from different municipalities and jurisdictions next summer to deal with alcohol and safety through the Office of Highway Safety. Rep. Smyk added that Troopers do not control where the

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checkpoints are placed. The location is based on the concentration of offenses and determined by the Office of Highway Safety.

Leonard Read asked if increasing the number of police officers would alleviate problems. Speaker Schwartzkopf suggested doing more daytime enforcement and education in the beginning of the summer.

Rep. Smyk added that the State Police are dispersed by geography. He requested that the state makes sure the State Police are hitting their minimum staffing levels and believed that they were short 60 to 70 troopers.²

Mayor Cooper said that this corridor needs a stronger reputation of speed enforcement in order to change behavior and cited Ellendale's reputation.

The committee highlighted the specific ways they want to explore to improve safety: improve lighting, install multi-use paths or sidewalks, increase Office of Highway Safety funding for police projects, reduce background lighting, review the speed limits, examine signage to reduce clutter while adding add variable speed signs or warning signs, establish a public awareness campaign, and create physical barriers to channel pedestrians to crosswalks.

Sec. Bhatt offered to organize a roadway safety audit after Labor Day to go out and drive the corridor with the committee members.

Bob Frederick asked the co-chairs of the Task Force to include a representative from the Tanger Outlets in future meetings. Roger Roy asked the committee to consider reaching out to other communities in the state that have dealt with these problems such as the City of Newark. Sec. Bhatt suggested a more analogous situation would be pedestrian safety improvements on Route 13 in Dover. DelDOT has worked with DSU to channel students to crosswalks using shrubbery and small walls.

Bob Frederick suggested trying to make the corridor look less like a highway by adding shrubbery to the median strips and developing public/private partnerships.

Speaker Schwartzkopf opened the meeting to public comment.

Dale Cooke expressed his frustration with the DelDOT meeting earlier that evening for not providing paper materials for the public to take home. He supported the idea of physical barricades on the sidewalks to prevent people from crossing anywhere.

Bruce Pell asked if the police coverage is based on the density of population and if the area gets more police during the summer season and suggested that bicycles ride against traffic rather than with traffic. Lt. Nelson noted that it is federal policy that dictates bicycles ride with traffic. Bruce also pointed out that the lines in turn lanes encourage people to use them as passing lanes. Sec.

² The Delaware State Police confirmed on August 8, 2013 that they are required by law to have 660 troopers and that they are currently above that staffing minimum.

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Bhatt and Mayor Cooper agreed that the lines should be reworked to provide more guidance to motorists.

Diane Hanson, Mayor of Dewey Beach, asked about enforcement on establishments where the alcohol was served to people who got into accidents. Sgt. Mendez explained that the State Police do follow up with establishments, but it is often difficult to determine where they were served. Delaware does not have 'dram shop' laws, which establish the liability of establishments for intoxicated persons.

Mable Granke asked the committee to not forget about the year-round residents when developing plans. She asked for improved bus transportation and better coordination between bus stops and crosswalks.

Chuck Quinlan noted problems with left turn lanes and suggested extending the green light time for left hand turns. Sec. Bhatt explained issues with left turns and suggested engineering 'Michigan lefts' where you remove some left hand turn lanes and make people pass their destination in order to make a left at a safer location. This limits traffic tie ups and is a part of access management.

Gwendolyn Jones supports barricades to provide visual breaks but noted that there are not enough crosswalks for people to cross properly. She suggested making bicyclists licensed so they have to take a mandatory bicycle safety problem like boaters.

Valerie Valeska suggested using landing zones in cross walks to stagger time for crossing between the northbound and southbound traffic.

Patrick Ogden pointed out that in many places the median is too small for people to stand and wait or the median is overgrown trees.

Karen Zakarian shared that her brother was killed while walking on Route 1 in June and she thanked the committee for doing something about this problem. She suggested an innovative safety campaign by marketing a positive family-first message. She requested that the committee include the forgotten mile in the plans and highlighted the state responsibility to get people safe options to travel in the corridor.

Scott Thomas with Southern Delaware Tourism acknowledged that they spend a lot of money to bring tourists to the region and they should do the same for safety. He wants to see local residents put less pressure on visitors.

Bruce Kauffman, a cyclist, noted that the bicycle lanes are not safe and they disappear in certain places. He wants to see the bike lane look more distinctive than the regular lanes and ensure lane maintenance.

Mr. Burke stated that pedestrian education needs to be pinpointed with out of the box advertising. Lt. Nelson added that most injuries happen to visitors, not locals, so educating visiting pedestrians is a key component to a safety plan.

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Adele Haas shared her frustration with the speed people travel on Route 1. She can barely turn out of her community. She opposed the new transit center being put in her community. Sec. Bhatt explained that the transit center will be a park and ride for people coming from the north to the beaches.

Anna Legates, a Dewey Beach commissioner, noted that underage drinking is a huge problem with 25% of all violations in the state coming from Dewey. As a year-round resident she knows she can't leave her house on Saturday or Sunday because of the traffic.

Bob Kaplan suggested visual messages, landscaping, and painting to educate visitors because this is an unfamiliar place for tourists.

Charlie Mowday supported Speaker Schwartzkopf idea to put in multi-use paths made of black top. He suggested doing a test of the path in a small area to see if they were effective.

Bob Frederick thanked the co-chairs for hosting this meeting. Speaker Schwartzkopf adjourned the meeting at 9:55pm.

Appendix 3: Safety Audit Meeting Minutes, October 2, 2013

**Route 1 Pedestrian Safety Task Force
Safety Audit Minutes- October 2, 2013**

Secretary Bhatt welcomed the members and guests onto a DelDOT bus to begin the DelDOT Safety Audit of Route 1 at 10:10am. Present members of the Route 1 Pedestrian Safety Task Force included Co-Chairs Speaker Pete Schwartzkopf and DelDOT Sec. Shailen Bhatt, Rep. Steve Smyk, Sen. Ernie Lopez, Sussex County Councilwoman Joan Deaver, Rehoboth Beach Mayor Samuel Cooper, Leonard Read, State Police Lt. Mike Nelson, Bill Klemkowski, Roger Roy, and Danya Quillen. DelDOT representatives present included Matt Buckley, Bobbie Geier, Jeff Leonard, Mark Luszcz, George Spadafino, Geoff Sundstrom, and Shante Hastings. Other guests included Dewey Beach Mayor Diane Hanson, Richard Klepner of the Office of Highway Safety, Bobbi Dunham of the Sussex Cyclists, and Joe Atkins Dept of Corrections.

The bus started Lowes at 20364 Plantation Rd, Lewes. Speaker Schwartzkopf encouraged the participants to pay attention to the right of way as they tour the corridor. George Spadafino noted that the right of way will vary from 150 to 200ft out from northbound center lane. Mark Luszcz reminded participants to evaluate the road elements and road side features. Ideally, they would do a safety audit during various times of day, under different weather conditions, and at different times of the year.

STOP 1: Tokyo Steak House, 17906 Coastal Hwy, Lewes

Lt. Mike Nelson pointed out the overgrowth of grass and weeds on the sidewalk. Joe Atkins of the Department of Corrections said he would get crews to this location to maintain this sidewalk. The group discussed the problem with easements and expressed frustration that businesses are not taking responsibility for the sidewalks in front of their stores. Sec. Bhatt shared that DelDOT is focused on creating complete streets whenever it is looking at a new project. This focus is tied to federal funding and the Americans with Disabilities Act (ADA).

There was discussion whether bicycles were allowed to ride on the sidewalk. Speaker Schwartzkopf clarified that bicyclists are allowed to ride on sidewalks unless it is restricted, typically by a municipality.

Councilwoman Deaver noted the safety concerns with all the entrances onto Route 1. Sec. Bhatt followed up noting that access management is key to improved safety on Route 1. Lt. Nelson added that the majority of accidents are angle collisions, so someone is pulling out of an entrance and they get hit by someone riding the shoulder. Mark Luszcz suggested changing the dotted line between the through lane and bus lane to a solid line. The solid line would discourage people from crossing into the bus line. Crossing the solid line is not a ticketed offense; it is discouraged but not prohibited. Mark Luszcz added that putting a bicycle friendly rumble strip down could also discourage people from entering the bus lane at any time. Roger Roy pointed out that the road markings for the right turn lane were faded at this point on the highway. Mark Luszcz said that DelDOT will be updating the markings on the road by next beach season. They plan to include a tapered line in the bus lane to clearly mark where you should enter if you plan to make

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a right turn. Rep. Smyk suggested that the goal should be to make the corridor idiot proof for visitors.

STOP 2: Tanger Outlets Midway, 34986 Midway Outlet Dr., Rehoboth Beach

Lt. Nelson noted that most of the fatalities on the Route 1 corridor are older males, and typically alcohol is involved. Speaker Schwartzkopf pointed out that traffic backup gets fierce before Tanger Midway due to the ADA compliant traffic light.

DelDOT representatives discussed the possibility of creating a barrier between the right turn lane and the other lanes using white tubes. Rep. Smyk asked about segregating the highway into high speed lanes and local lanes. Matt Buckley shared that jug handles could be used in order to reduce the number of left turn lanes. Mountable curbs could also be added to right turn lanes to prevent people from riding that lane without turning.

Speaker Schwartzkopf commented that eventually the bus lane will be the 4th through lane. Speaker Schwartzkopf and Danya Quillen expressed concerns about aggressive bus drivers riding up on cars.

Leonard Read suggested putting the bicycles in the middle of the highway with a barrier or on a multiuse path.

STOP 3: IHOP, 36670 Bayside Outlet Dr., Rehoboth Beach

Speaker Schwartzkopf asked DelDOT about other safe ways for pedestrians to cross the road without a full traffic light and crosswalk that can tie up traffic significantly. DelDOT suggested a string of lights, not at an intersection, that would be used as a pedestrian crosswalk called a pedestrian hybrid beacon. These lights would flash red when a pedestrian wanted to cross the road.

Roger Roy pointed out the utility poles that are in the middle of sidewalks impeding the route for bicycles or wheelchairs. DelDOT noted the significant utility project required to move the poles. Mark Luszcz noted that new sidewalks maintain a five foot width by curving sidewalk around one side of the utility poles; old sidewalks may not do that and are major impediments.

STOP 4: The Starboard, 2009 Coastal Hwy, Dewey Beach

Mayor Hanson pointed out the need for sidewalk repair in Dewey. Sec. Bhatt and Speaker Schwartzkopf discussed if the new sidewalks would need to meet ADA standards. They concluded that any new sidewalks have to meet the ADA standards.

The group stressed the need for enforcement of the rules for pedestrians, noting that pedestrian behavior changes when people get tickets. Mayor Cooper stressed the importance of keeping cars' speeds down. The co-chairs thanked everyone for their participation and the Safety Audit concluded at 12:20pm.

Appendix 4: Meeting Minutes, October 22, 2013

**Route 1 Pedestrian Safety Task Force
Meeting Minutes- October 22, 2013**

Speaker Schwartzkopf called the meeting to order 7:06pm. Present members of the Route 1 Pedestrian Safety Task Force included Co-Chairs Speaker Pete Schwartzkopf and DelDOT Sec. Shailen Bhatt, Rep. Steve Smyk, Sen. Ernie Lopez, Sussex County Councilwoman Joan Deaver, Sussex County Councilman George Cole, Leonard Read, State Police Lt. Mike Nelson, Donald Mitchell, Bill Klemkowski, Roger Roy, Bob Frederick and Danya Quillen. Patrick Gossett, a member of the Rehoboth Beach Board of Commissioners, was present on behalf of Mayor Cooper. DelDOT representatives present included Bobbie Geier, Brett Taylor, Mark Luszc, George Spadafino, Geoff Sundstrom, and Shante Hastings.

Bob Frederick motioned to adopt the minutes from the August 7th meeting. The motion was seconded and unanimously agreed upon. Roger Roy motioned to adopt the minutes from the October 2 safety audit. Danya Quillen seconded and the motion was unanimously accepted.

The committee agreed that the safety audit was a productive venture. Members recognized the importance of maintaining sidewalks for the long term. Roger Roy reminded the committee of the problems they saw in Dewey with utility poles in the middle of sidewalks. Sec. Bhatt noted that improvements to Dewey's sidewalks would be separate from the Route 1 project that DelDOT has already developed.

Mable Granke asked if the committee experienced enough heavy traffic during the audit to understand the pedestrian and traffic problems. Speaker Schwartzkopf pointed out that they were looking closely at the engineering of the road and the crossings which would remain constant regardless of traffic volume. Sec. Bhatt recognized that the group would experience different traffic patterns if the group went out on a summer day, but it was still a worthy experience.

Mike Tyler asked if you are allowed to ride your bicycle on the sidewalk in Dewey. Speaker Schwartzkopf explained that you can ride on any sidewalk unless strictly prohibited. Mark Luszc reminded the committee that there is no easy answer to integrating vehicles, buses, bicycles and pedestrians. Speaker Schwartzkopf suggested reducing the speed limit before cars enter Dewey as well as adding a flashing warning light to alert drivers to pedestrians.

Jim Miller asked the committee to consider people with disabilities. He won't cross Route 1 at Pelican Square near Midway because it is too dangerous. He asked how long is given for a person to cross the street at a crosswalk. Mark Luszc said that people are given 3.5 feet per second per the national standard. George Spadafino reminded the members of the public that DelDOT takes the Americans with Disabilities Act very seriously.

Karen Zakarian asked for clarification on the parameters of the task force versus the DelDOT Route 1 Corridor project. Speaker Schwartzkopf explained that DelDOT has been developing a plan for improvements to the Route 1 Corridor before the task force was formed. Their plans are their own, though DelDOT made modifications to their plan based on input from the Task Force.

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The task force is charged with looking at a larger portion of the corridor, the Nassau Bridge to the southern limits of Dewey, while the DelDOT project just covers from the Nassau Bridge to the Lewes Rehoboth Canal.

The committee then watched a short video explaining the HAWK system or a pedestrian hybrid beacon, <http://www.youtube.com/watch?v=x92c5SHc8yM>. The video was made by the City of Tempe, Arizona about their use of the HAWK system to deal with pedestrian safety. This is a signal that is placed between intersections, and it allows pedestrians to cross the road, but only stops traffic as needed. The light is activated by a pedestrian hitting a push-button. When activated, the beacon flashes yellow, then displays a solid yellow and then a solid red. Once the light is red, pedestrians get a walk signal. Once the pedestrian has crossed the beacon will then flash red and then it will stop.

The committee discussed the use of pedestrian bridges as well. Shante Hastings explained that the dimensions of the bridge would be substantial to accommodate Route 1 (16ft high by 825ft long.) In order to ramp up to the bridge, you need 3 tenths of a mile of graded pavement leading to the overpass. She explained that acquiring enough land for this would be difficult. Elevators could be used instead of the graded ramps, but maintenance costs and power outages are then factors. DelDOT has found that people do not use pedestrian bridges, so they feel that this would be an ineffective option for the corridor.

Shelia Savaliski suggested using a zig-zag ramp to take up less land. She suggested putting up barriers or snow fencing to prevent people from darting across the road and to push them to the pedestrian bridges. Sec. Bhatt explained that DelDOT has found that most people do not want to use the ramps and pedestrian bridges.

Speaker Schwartzkopf thought that the HAWK system could be used to allow crosswalks in places where there is no intersection with a light such as from one outlet to the other outlet. Mark Luszczy mentioned compliance problems with the HAWK system in Newark. He concluded that people are just not used to these systems.

Dale Lomas, a business owner, stated that since these systems are uncommon they may be confusing to drivers especially to new visitors. Speaker Schwartzkopf explained that the beauty of the HAWK system is that they are only activated when a pedestrian wants to cross, so you do not have traffic backup due to signal cycles. Mark Luszczy assured the Speaker that they can improve the current ADA signals at the traditional intersections to make them more efficient and limit cycle delays.

Shelia Savaliski suggested using land from the Tanger outlets to accommodate the ramps for a pedestrian bridge and stressed that safety should be the number one priority.

Sec. Bhatt described the DelDOT project along the Route 1 corridor. The project calls for installing continuous sidewalks for 12 miles from the Nassau Bridge to the Lewes Rehoboth Canal. The plans have changed from the original design adding 12 new ADA crosswalks to adding 6 new ADA crosswalks. DelDOT is making data driven decisions to make sure the crosswalks are going in strategic places. The plans call for lighting at all the intersections and in

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a few more locations which costs \$400,000. Lighting the entire corridor would cost \$1,000,000, so DelDOT plans to add more lighting in phases.

The committee discussed placing a solid line with rumble strips between the through lanes and the shoulder in order to protect bikers and better delineate the lane functions.

Sec. Bhatt stressed monitoring the project once it is complete is essential to make adjustments. The Speaker's idea for a multi-use path is a longer term solution due to property acquisition and restructuring utilities.

Julie Wheatley asked where the remaining crosswalks at intersections are going to be placed. Speaker Schwartzkopf emphasized the need to put the crosswalks in strategic locations. He reiterated his support for the multi-use paths, but recognized as a realist it will take land and time to make it a reality. The DelDOT project has money available now to make improvements.

Mike Tyler pointed out that there are too many curb cuts along the corridor. He suggested making connections between shopping centers so drivers do not have to go out on Route 1. He also noted that the bus hubs and bus stops need to be more intuitive. Sec. Bhatt agreed and DART is working on relocating bus stops.

Shelia Savaliski shared concern for people who ride bikes to get to work not just for pleasure. She strongly advocated for funneling people with barriers.

Herman Metiker complimented the co-chairs on finding middle ground between the DelDOT plan and the task force's ideas. He appreciated that the task force listened to the public and noted that in this case the perfect is the enemy of the good. He agreed that adding six additional crosswalks is reasonable and monitoring this project is essential.

Garabed Zakarian asked about the forgotten mile. Mark Luszc said lighting will be an important option there. He suggested using temporary barriers along this stretch. Dewey is also planning to use some temporary barriers next summer to see how it works. Karen Zacarian asked about a flashing light to slow traffic at the base of the bridge. Speaker Schwartzkopf strongly agreed that a flashing light warning drivers of pedestrians is essential, and he offered to secure the funding for it.

Bob Frederick suggested placing the flashing light speed limit sign at the canal bridge where trucks go 60 mph as an inexpensive solution. He suggested lowering the speed limit to 45 mph. The committee discussed the importance of enforcement of the rules to deter bad behavior. Mable Granke stressed that when the new sidewalks go in enforcement of the rules will be critical. Mable added that there is a need for more bus transportation year round.

Dale Lomas asked how you can make the crosswalks useful. Speaker Schwartzkopf responded that you need to put crosswalks where people are already crossing. Patty Mickey asked if the crosswalk at the entrance of Rehoboth was still in the plans. DelDOT confirmed that it is still in the plan.

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Mike Tyler asked whether the rumble strips are bike friendly. Mark Luzszc confirmed that DelDOT uses bike friendly rumble strips for all new projects.

Tony Laterio asked the committee to consider more shuttle services to the resort areas to get money from those visitors. Sec. Bhatt agreed that there is incentive for the outlets to bring people in from the resort with more shuttle services. Janney O'Conner said residents would be happy to use regularly scheduled buses.

Roger Roy asked the committee about the drafting of the final task force report due January 31st. Sen. Lopez noted that the committee has come a long way with input from public. They are all aware that the intersections were originally made as community access intersections. Rolling Meadows is a prime example of an intersection that is no longer a neighborhood intersection. Sen. Lopez reminded the committee that there is a lot of future growth that will be coming so improvements need to accommodate the future as well.

Rep. Smyk felt that signage is a key problem noting that once drivers go over the Nassau Bridge they are inundated with signs. Councilwoman Deaver suggested that the brightness of the signs be addressed in the Sussex County code.

Shelia Savaliski asked the committee about road signs. She felt that with so many out-of-towners, it is difficult for them to find their way around. People don't know that there is an alternate route to get to Ocean City or Bethany. Mark Luzszc agreed that DelDOT needs to put better information on message boards to direct people from Route 1 to Route 113 with real time travel times. Sec. Bhatt added that improvement to Route 113 and Route 26 will help pull people from Route 1.

Bill O'Connor noted that flyovers can be found all over of Europe and Asia with retailers on both sides. The flyover becomes key retail space. Jim Miller added that he did not think the elevator system was necessary for the flyovers.

The meeting was adjourned at 9:30pm.

Appendix 5: Meeting Minutes, December 16, 2013

**Route 1 Pedestrian Safety Task Force
Meeting Minutes- December 16, 2014**

Speaker Schwartzkopf called the meeting to order at 6:04pm. Present members of the Route 1 Pedestrian Safety Task Force included Co-Chairs Speaker Pete Schwartzkopf and DelDOT Sec. Shailen Bhatt, Sen. Ernie Lopez, Sussex County Councilwoman Joan Deaver, Sussex County Councilman George Cole, Mayor Samuel Cooper, State Police Lt. Mike Nelson, and Roger Roy. DelDOT representatives present included Mark Luszc, George Spadafino, Bobbie Geier, and Shante Hastings. Mayor Diane Hanson was present as well.

The group began the meeting by reviewing the DelDOT plan for the corridor. The plan calls for increasing lighting from just north of the Five Points (US 9) intersection to the Lewes-Rehoboth Canal Bridge. DelDOT shared that due to financial constraints they cannot light the entire corridor. Sidewalk improvements are a key component to the DelDOT plan. The committee acknowledged the merit of multi-use paths but noted that will take years to implement due to right-of-way acquisitions.

Lt. Nelson shared the good work of the Department of Corrections (DOC) to maintain the existing sidewalks. Inmates hauled the grass off the sidewalks. Lt. Nelson called on DOC and DelDOT to maintain this project in the future acknowledging that during the spring and summer it will be more difficult to get a DOC crew to Route 1. There are challenges getting transportation for inmates to the work sites. Sec. Bhatt offered to work with Lt. Nelson to make sure this project is maintained and committed to work out the logistics.

The committee then went through the Americans with Disabilities Act (ADA) compliant crosswalks established in the DelDOT plan. Once the project is completed there will be eight total ADA crosswalks, six new crosswalks and two existing. DelDOT's original plan called for 12 new ADA crosswalks which they reduced to six per the input of the group.

Crosswalk 1- Dartmouth Drive, Lewes NEW

Speaker Schwartzkopf confirmed with Mark Luszc that the pedestrian crossing would only be triggered if a pedestrian was present and pressed the button. Mark clarified that if the beacon is triggering without a pedestrian present there is a malfunction and DelDOT will be sent out to fix it. Speaker Schwartzkopf noted that emergency vehicles can throw off a light sequence for two or three cycles, which is unavoidable.

Crosswalk 2- Postal Ln & Melson Rd EXISTING

The committee discussed the existing problems at this intersection. Lt. Nelson specifically noted that eastbound traffic turning northbound have to sit at the light which only lets three cars go at a time. This causes road rage and frustration. Typically, these drivers are coming from Plantation Road. Mark Luszc suggested a review of that intersection to make it more efficient.

Crosswalk 3- Road House Midway NEW

Crosswalk 4- Rd 274/Old Landing Rd NEW

Speaker Schwartzkopf suggested moving the crosswalk to the south side of the intersection due to the Hotel and Atlantic Liquors. The Speaker reiterated the need to place these crossing where convenient for pedestrians so that the crosswalks get used. Lt. Nelson suggested moving the DART bus stop to be with the crossing. George Spadafino explained that DelDOT is reviewing all the bus locations to line them up with the new crosswalks.

Speaker Schwartzkopf asked if there will be bus shelters at the bus stops. Sec. Bhatt explained that the shelters are placed based on ridership. Each shelter costs \$30,000. Roger Roy suggested selling advertising space on the shelters to cover the costs. Councilwoman Deaver disagreed citing the existing sign clutter along the corridor as a distraction to drivers. Speaker Schwartzkopf suggested that DelDOT at least install benches so people won't sit on the curb with their feet in the bus lane. Lt. Nelson suggested contacting DOC for assistance with the benches.

Crossing 5- Camelot Dr. NEW

The group noted the KMART located across from Camelot Dr.

Crossing 6- Holland Glade NEW

This crossing will be located on the north side of the intersection between the Tanger Outlets. This will be a pedestrian hybrid beacon (HAWK beacon) crossing. Speaker Schwartzkopf suggested that if the area gets developed further they can consider making this a full crossing. Mark Luszczyk noted that they will need the cooperation of the outlets. Sec Bhatt added that DelDOT is interested in getting partners to solve the traffic problems created by increased development.

Crossing 7- Rehoboth Ave NEW

There will be a HAWK beacon by Applied Bank. It will be a split crossing system. So a pedestrian would cross half of the road, stop in the median, and then they would push another crossing button to cross the rest of the way. There will be two independent crossing systems at this location. Mark Luszczyk noted that DelDOT is still reviewing this crossing plan to make sure it is a safe option.

Crossing 8- Bay Vista Rd EXISTING

Speaker Schwartzkopf suggested moving this crossing to Big Fish at Church St. where more people cross. Mark Luszczyk explained that the placement of this crossing was because there was already a light at Bay Vista Rd. He added that the traffic study showed that a lot of people were using this crossing. Roger Roy noted that YMCA is a big draw for pedestrians. Mark Luszczyk suggested keeping this crossing at Bay Vista Rd and monitoring its usage. A HAWK beacon could be considered later on.

Speaker Schwartzkopf summarized the crossing plan that now consists of eight total ADA crosswalks, a reduction from the original DelDOT plan calling for 14 ADA crosswalks.

Sen. Lopez noted that he has received positive feedback on addition of a new crosswalk at Old Landing Rd.

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Se. Lopez motioned for the committee to agree with the DelDOT's lighting plan. Roger Roy seconded and the motion was unanimously accepted.

Roger Roy motioned for the committee to agree with DelDOT's sidewalk plan. Councilman Cole seconded and the motion was unanimously accepted.

Roger Roy motioned for the committee to agree with DelDOT's crosswalk plan. Councilman Cole seconded and the motion was unanimously accepted.

Councilwoman Deaver motioned for the committee to encourage DelDOT to have seating at all bus stops. Councilman Cole seconded and the motion was unanimously accepted.

Sec. Bhatt motioned to accept the minutes from the previous meeting. Sen. Lopez seconded and the motion was unanimously accepted.

Sec. Bhatt explained the timeline for the DelDOT improvement project. The construction will start in the fall of 2014. Lt. Nelson noted that speed limits are still an issue and residents are looking at status quo next summer if construction is beginning in the fall. The committee discussed the current speed limits up and down the corridor. Speaker Schwartzkopf emphasized the need to slow people down before the Nassau Bridge. Lt. Nelson noted that when a HAWK beacon is installed you will have people approaching pedestrians at 45 mph.

Sec. Bhatt shared his concerns with speed limit changes and highlighted enforcement is a key component in speed control. Councilwoman Deaver inquired about the current use of radar speed signs. Speaker Schwartzkopf said that there are three radar speed signs up right now that he has put up with Sen. Lopez. Mark Luszczyk said that they do not have any data showing that the radar speed signs are effective. DelDOT is doing a study with University of Delaware to look into it. DelDOT currently allows legislators to pay for radar speed signs using Community Transportation Funds.

Mayor Cooper agreed that enforcement is important. Mark Luszczyk said road features make people slow down more than signs. He then explained DelDOT's procedure to determine posted speed limits. Speeds are based on data to set a reasonable maximum speed limit. Councilwoman Deaver suggested lowering the speed limit and then raising it in the winter. Mark Luszczyk said that DelDOT has changed speed limits seasonally in the past, but they no longer do that. Councilwoman Deaver noted for the record that she supports lowering the speed limit.

Sec. Bhatt said that lower the speed limit can cause crash rates to go up because a drivers' depth perception is off when the differential speed between cars is too great. Speaker Schwartzkopf added that the speed limit sign in Dewey works to slow down the first car. Sec. Bhatt agreed to take the reducing speeds as a suggestion. Mark Luszczyk stressed the importance of keeping the speed limit set based on the 85th percentile which is an industry best practice, but ensuring that the limit is being more strictly enforced and upheld in court. Speaker Schwartzkopf noted how difficult and dangerous it is for law enforcement to stop someone on Route 1 for a speeding ticket. Sec. Bhatt agreed to take the speed concerns as a suggestion.

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Roger Roy reminded the committee of the lightening problem at the Forgotten Mile. Speaker Schwartzkopf pointed out that a lot of the lights at existing poles are very dim. Mark Luszc explained that the wood poles are owned by the utilities.

The committee recommended doing a light audit in the Forgotten Mile to improve lighting. Consistent lighting is important to prevent bright spots making dark spots even more difficult to see. Mayor Hanson asked if there was a decision on barriers. Sec. Bhatt said that the committee is giving pedestrians more options by adding crossings but has not come to a consensus on barriers.

Councilman Cole suggested identifying dangerous crossings and putting up signs that say “pedestrians yield to cars”. Anytime cars are driving over 25 mph, signage should not be encouraging pedestrians to enter the roadway.

George Spadafino added that those types of signs could definitely be considered in the areas where there are no crosswalks. Speaker Schwartzkopf identified the Forgotten Mile as a long strip in the corridor with no crosswalks. The committee noted the importance of clear striping of the crosswalks to make them visible.

Councilman Cole motioned for the committee to recommend DeIDOT do a complete study of the Forgotten Mile. Roger Roy seconded the motion, and it was accepted unanimously.

Speaker Schwartzkopf noted that cars travel southbound out of Dewey at 50 mph while northbound drives 30 mph. Fatalities are not happening in Dewey, but outside where the speed limit is higher. Mayor Hanson also noted that Dewey puts up barriers on nights and weekends to prevent people from going into the roadway. Councilman Cole asked if it is the State’s responsibility to maintain pedestrian safety in Dewey. Mark Luszc explained that the town is responsible for maintaining the lighting and signs. The committee recommended that DeIDOT work with Dewey.

Speaker Schwartzkopf asked the committee to entrust the rest of the committee action to the co-chairs and legislators. Councilman Cole motioned to entrust the committee to those members. Roger Roy seconded, and it was agreed upon unanimously.

Mayor Cooper added that markings need to be improved in the bus lanes. Speaker Schwartzkopf asked why the bus lanes are even being used in the winter if the rest of the lanes are running smoothly.

Sec. Bhatt commented that the bus lane is not meant for all buses, just DART buses. Shutting down the bus lane for parts of the year will impact driver expectations. Mark Luszc added that Sussex Cyclists has requested more separation between bike lanes and bus lanes. Mayor Cooper asked if the lane could say that they are meant only for DART buses.

The committee discussed striping improvement options including using solid line to separate the bus lane and through lanes, rumble strips, tapers to clearly denote when you should enter the right turn lane. Roger Roy motioned for the committee to recommend the addition of rumble

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strips and updated striping along the corridor. Councilman Cole seconded, and the motion was unanimously accepted.

Speaker Schwartzkopf suggested a concerted effort to educate bike riders where they can and can't ride the sidewalk. You can ride on the sidewalk in Dewey but not in Rehoboth.

Sec. Bhatt said DelDOT will be doing a sign audit to remove clutter. They will be consulting with the State Troopers to make sure they are not removing any signs needed for enforcement.

Ray Quillen, a Lewes resident, requested help for bicyclists trying to cross Route 1 before the Nassau Bridge. There is a trail that connects at that point, but it is difficult to get across that curved road with cars going 65 mph. DelDOT did a study at the request of Rep. Briggs King. The project would cost \$500,000. He would like a dirt path to provide a safe way for people to cross temporarily.

Sec. Bhatt explained that this crossing will be addressed when the Georgetown to the Lewes trail is complete in a couple of years. They cannot put in a temporary path since the work needs to be ADA compliant.

Lloyd Schmitz suggested adding a full intersection light at St. Jude's Church where they currently have flashing lights. There is access from Janice Rd. and Red Mill Pond. Mark Luszcz said the flashing light is paid for by the Church. DelDOT has looked at that intersection, and it does not warrant a full signal.

Virginia Donnelly pointed out an especially dangerous situation near the Pelican Square. At the southbound lane left turn cut outs, you will have people trying to make a U-turn in the wrong lane. She suggested added cones so that people don't turn into the wrong cut out. She added that jay walkers should be getting tickets. The fire company could get volunteers to give out tickets.

Debbie Donovan expressed the need to educate the residents and visitors to the rules of the road. She suggested calling on the realtors, schools, and business owners to educate people because the general public has no idea. She asked if there were plans to improve the bus routes.

Sec. Bhatt explained that DelDOT is trying to add more fixed routes in Sussex County. They are adding a new transit facility in 2015 in Five Points.

Lloyd Schmitz asked if Dartmouth Drive will be safe to walk northbound. Sec. Bhatt said once the transit facility is up there will be a HAWK beacon at that crossing.

Jim Miller, a resident of Lewes, identified an intersection that should be examined, Kings Highway coming on to Route 1. The light does not let enough people through, so they cut through the berm of the road.

Karen Zakarian asked for the caution light in the forgotten mile to be up before the summer. Speaker Schwartzkopf and Sen. Lopez agreed to split the cost of the caution light through the Community Transportation Funds program and get it up by the summer.

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Karen Zakarian complimented Dewey; it is evenly lit, has decent crosswalks, police enforcement, lower speeds, and signage. She asked the committee to consider reducing the speed limit throughout the corridor.

Dave Wilson, a representative of the Corrado family, expressed concerns that a full intersection is not being installed at Holland Glade Road. This may negatively impact Corrado Inc.'s ability to lease their land at that intersection.

Roger Roy thanked Speaker Schwartzkopf, Sen. Lopez and Rep. Smyk for putting this task force together. The meeting adjourned at 8:10pm.