

Table 8 – Summary of Recommendations

Priority	Recommendation
General	
Short-Term	<ul style="list-style-type: none"> • 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 • 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>) • 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>) • Develop pedestrian safety advertisements to install at bus stop shelters, specifically at high ridership locations (<i>requires coordination with DTC</i>) • Develop and distribute questionnaires to transit riders along the US 13 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>) • Investigate the feasibility of providing prerecorded audio messages on buses directing pedestrians to cross at designated crosswalks (<i>requires further discussion with DTC</i>).
Corridor-Wide	
Short-Term	<ul style="list-style-type: none"> • Upgrade the pedestrian clearance intervals at the pedestrian signals provided along the corridor as indicated below: <ul style="list-style-type: none"> ○ <i>US 13 at School Lane</i> - Increase the pedestrian clearance interval for phase 3 (SB US 13 crossing) from 18 to 22 seconds and the pedestrian clearance interval for phase 4 (northbound US 13 crossing) from 14 to 16 seconds ○ <i>US 13 at Bacon Avenue/Boulden Boulevard</i> - Increase the pedestrian clearance interval for phase 4 (northbound US 13 crossing) from 19 to 21 seconds ○ <i>US 13 at Marsh Lane/Wildel Avenue</i> - Increase the pedestrian clearance interval for phase 3 (US 13 crossing) from 53 seconds to 60 seconds AND increase the pedestrian clearance interval for phase 6 (west leg crossing) from 30 to 34 seconds ○ <i>US 13 at Memorial Drive</i> - Increase the pedestrian clearance interval for phase 4 (southbound US 13 crossing) from 17 to 19 seconds AND increase the pedestrian clearance interval for phase 6 (west leg crossing) from 8 to 10 seconds
Short-Term	<ul style="list-style-type: none"> • Replace/install directional arrows on pedestrian pushbuttons where missing • Replace/install pedestrian pushbutton signs with existing pedestrian signal throughout the corridor • Consider utilizing audible messages on DART buses along the corridor to emphasize safe crossing (<i>requires coordination with DTC</i>) • Perform a formal lighting evaluation along US 13 from SR 273 to the Market Street/Walnut Street split to identify the need for additional roadway lighting • Install speed limit signs along northbound and southbound US 13 to match the latest speed resolutions • Install a marked crosswalk across the Wawa driveway located along southbound US 13 approximately 675 feet south of McMullen Avenue

Priority	Recommendation
Mid-Term (Priority 11)	<ul style="list-style-type: none"> • Pending discussions with DTC, install bus stop shelters at the northbound and southbound US 13 bus stops at Millside Drive and at the southbound US 13 bus stop at Bacon Avenue (<i>requires coordination with DTC</i>) • Pending discussions with DTC, install benches at the northbound US 13 bus stop at Stahl Avenue and southbound US 13 bus stop at Lincoln Avenue (<i>requires coordination with DTC</i>)
Mid-Term (Priority 1)	<ul style="list-style-type: none"> • Install corridor lighting along US 13 from SR 273 to the Market Street/Walnut Street split, as identified in the proposed lighting evaluation, specifically at the following locations: <ul style="list-style-type: none"> ○ Install lighting along US 13 from Rogers Road to the bridge located approximately 1,200 feet north of Rogers Road ○ Install lighting along US 13 within the vicinity of School Lane
Long-Term (Priority 1)	<ul style="list-style-type: none"> • Pursue construction of sidewalk along the US 13 study corridor as part of a future capital improvement project. As part of the design and implementation of sidewalk along the US 13 corridor, DelDOT should investigate the feasibility and practicality of installing shared-use paths in areas where the path could be installed for a long enough distance to be practical for travel by both pedestrians and bicyclists. Prioritization of sidewalk segments should be performed as a first step. SR 273 to Memorial Drive is included as part of the limits of the US 13, US 40 to Memorial Drive Pedestrian Improvement project which is included in the proposed FY17 to FY22 CTP; however, Memorial Drive to the Market Street/Walnut Street split is not included as part of the CTP project's limits. Consideration should be given to extending the limits of the US 13, US 40 to Memorial Drive Pedestrian Improvement project farther north to the Market Street/Walnut Street split in order to include the full length of this study's project limits. • As part of future projects such as pavement and rehabilitation, install ADA-compliant curb ramps and address existing sidewalk compliance issues (see DelDOT's ADA inventory and assessment) throughout the corridor
Long-Term (Priority 3)	<ul style="list-style-type: none"> • Consider reducing the number and frequency of access points along the study corridor as part of any future redevelopment
Long-Term (Priority 4)	<ul style="list-style-type: none"> • Investigate the need for and impacts of modifying and/or closing the unsignalized median openings along the study corridor
<i>US 13 at SR 273</i>	
Mid-Term (Priority 7)	<ul style="list-style-type: none"> • Consolidate the southbound US 13 bus stops provided on the north and south legs of the US 13 at SR 273 intersection by removing the bus stop on the north leg of the intersection. However, maintaining this bus stop may be preferred pending discussions with DTC and the status of the proposed New Castle Town Center. (<i>requires coordination with DTC</i>)
Long-Term (Priority 2)	<ul style="list-style-type: none"> • As recommended by the Churchmans Road Trail Study, install a crosswalk across the north leg of US 13 at SR 273 intersection

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<i>US 13 at School Lane</i>	
Mid-Term (Priority 4)	<ul style="list-style-type: none"> • Install a signalized crosswalk across the east leg of US 13 at School Lane (<i>consideration should be given to incorporating with planned improvements as part of the New Castle County Airport Expansion recommended improvements</i>) • Relocate the southbound US 13 bus stop from the south leg to the north leg of the US 13 at School Lane intersection and consolidate southbound US 13 bus stops at School Lane and the New Castle County Airport right-in only access (<i>pending coordination with DTC</i>). Additionally, install sidewalk along the west side of US 13 from the northwest corner of the US 13 at School Lane to the relocated bus stop. • Install sidewalk along the east side of US 13 to connect the northeast corner of the US 13 at School Lane intersection to the existing northbound US 13 bus stop (<i>consideration should be given to moving the northbound bus stop as close as possible to the intersection</i>)
<i>US 13 at Lincoln Avenue</i>	
Mid-Term (Priority 8)	<ul style="list-style-type: none"> • Install a signalized crosswalk across the west leg of the US 13 at Lincoln Avenue intersection
<i>US 13 at Harrison Avenue/Stahl Avenue</i>	
Mid-Term (Priority 10)	<ul style="list-style-type: none"> • Install a signalized crosswalk across the west leg of the US 13 at Harrison Avenue/Stahl Avenue intersection
<i>US 13 at Roosevelt Avenue</i>	
Mid-Term (Priority 9)	<ul style="list-style-type: none"> • Install a signalized crosswalk across the west leg of the US 13 at Roosevelt Avenue intersection
<i>US 13 at Bacon Avenue/Boulden Boulevard</i>	
Mid-Term (Priority 6)	<ul style="list-style-type: none"> • Install a signalized crosswalk across the east leg of US 13 at Bacon Avenue/Boulden Boulevard • Realign the signalized crosswalk across the south leg of US 13 at Bacon Avenue/Boulden Boulevard to provide a more direct pedestrian path (<i>turning paths for northbound U-turning trucks should be evaluated as part of design</i>)
<i>US 13 at Marsh Lane/Wildel Avenue</i>	
Mid-Term (Priority 5)	<ul style="list-style-type: none"> • Relocate the signalized crosswalk across US 13 at Marsh Lane/Wildel Avenue to the north leg of the intersection, install a signalized crosswalk across the east leg of the intersection, and install countdown pedestrian signal indications at the intersection • Relocate the bus stop provided along northbound US 13 approximately 215 feet north of Marsh Lane/Wildel Avenue approximately midway between its current location and the intersection (<i>pending approval from DTC Operations and the adjoining property owners</i>). At a minimum, the bus stop should be relocated 50 feet farther south to discourage pedestrians from crossing midblock at the paved emergency crossover. (<i>identified as party of the State of Good Repair program in June 2014</i>) • Remove the bus stop provided along northbound US 13 approximately 625 feet south of Marsh Lane/Wildel Avenue in front of Collins Business Systems (<i>identified as part of the State of Good Repair program in June 2014</i>)

Priority	Recommendation
<i>US 13, E. Hazeldell Avenue to Memorial Drive</i>	
Mid-Term (Priority 2)	<ul style="list-style-type: none"> Install sidewalk along the north side of the large grass island provided between the eastbound Memorial Drive and W. Hazeldell Avenue (i.e., spur road) approaches to US 13. Consider additional parking restrictions along W. Hazeldell Avenue and signing to encourage crossing at the Memorial Drive signal.
<i>US 13 at Hessler Boulevard</i>	
Short-Term	<ul style="list-style-type: none"> Replace the two left-turn pavement marking arrows provided on the eastbound Hessler Boulevard approach to US 13 with pavement marking arrows indicating a left-turn and a shared left-turn/through lane
Mid-Term (Priority 3)	<ul style="list-style-type: none"> Install a signalized crosswalk across the north, east, and west legs of the US 13 at Hessler Boulevard intersection
<i>US 13, north of Rogers Road</i>	
Short-Term	<ul style="list-style-type: none"> Install oversized Pedestrian (W11-1) warning signs along both northbound and southbound US 13 approaching the area north of Rogers Road Perform enforcement and public outreach at establishments along US 13 north of Rogers Road regarding pedestrian safety through the Division of Alcohol and Tobacco Enforcement (DATE)