

TRAFFIC IMPACTS OF PEDESTRIAN SIGNALS

Signalized pedestrian crosswalks across SR 1 are currently proposed at 14 of 15 signalized intersections between the Lewes and Rehoboth Canal and Five Points (US 9). Accessible (audible) pedestrian signals will be provided across SR 1 on either the north or south side of the intersection and across all side-street approaches. Due to the sloped median along SR 1 at Wescoats Road, a pedestrian crossing of SR 1 is not proposed at this intersection.

Providing signalized pedestrian crossings across SR 1 will require significant reductions in the amount of green time available for motorists traveling along SR 1, which will consequently result in:

- Substantially longer queues and travel times throughout the corridor
- Increases in stops and delays for through traffic along SR 1
- Loss of signal coordination (i.e., "out of sync") for several signal cycles (in excess of 5 to 10 minutes) for each pedestrian actuation
- Omission or shortening of signal phases to get back in "sync"
- Delayed response for right-of-way transfer for fire and EMS personnel during emergencies

TO REDUCE IMPACTS TO MOTORISTS, DELDOT IS IMPLEMENTING VARIOUS INTERSECTION CAPACITY IMPROVEMENTS, INCLUDING:

- The pedestrian signals will be pushbutton activated, slightly reducing the frequency of impacts to vehicular traffic
- Identifying crosswalk locations that minimize the amount of additional time required to safely serve pedestrian movements
- Changing side-street lane configurations and/or widening side-street approaches to provide additional travel lanes
- Modifying traffic signal operations to improve efficiency and reduce stops along SR 1