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Cheswold US13 Pedestrian Safety and Connectivity Study

February 2024

Summary of Findings

- US13 in Cheswold has incomplete pedestrian amenities
- New development is likely to increase the number of pedestrians
- A network of sidewalks, bicycle paths, and other improvements could greatly improve safety in the corridor

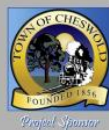
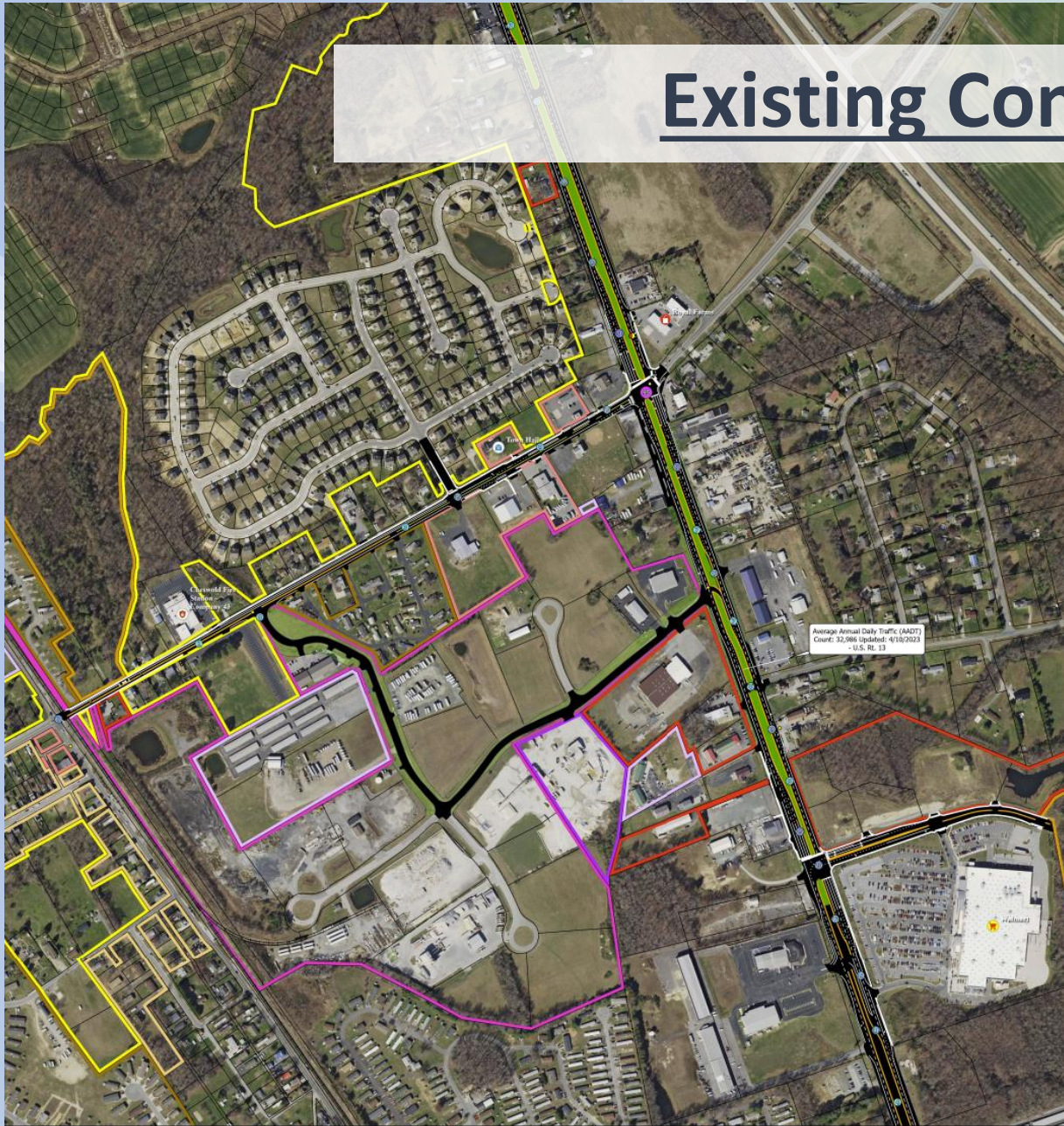


Research Process

- Mapping
- Literature review
- Fieldwork
- Pedestrian counts
- Outreach



Existing Conditions



Crash Data (January 1, 2017 - December 31, 2022)

Point Count

Low

Medium

High

Pedestrian and/or Bike Crashes (18)

Bike - Personal Injury (2)

Pedestrian - Personal Injury (7)

Pedestrian - Fatality (1)

Crosswalk

Curb - Island

Sidewalk

Town of Cheswold Pedestrian Crossing Study

Cheswold Zoning

- R-2 - Agricultural
- C-1 - Neighborhood Business
- C-2 - Highway Commercial
- I-1 - Light Industrial
- I-2 - Heavy Industrial
- M-1 - Industrial District (Default)
- R-1 - Old Town Residential
- R-2 - Old & New Family Residential
- R-3 - Family Residential & Townhome
- R-4 - Manufactured Homes
- R-5 - Age Defined Community

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Delaware Department of Transportation - Crash Data, AADT
Created: 26 Aug 2023 (10:00 AM EDT)



N



Outreach

- Heritage Day – September 30, 2023
 - Engaged with the public at a scheduled event
 - Collected survey data using sticky notes
- Redner's table event – February 5, 2024
 - Collected feedback on recommendations
 - Generally positive reception of separated path



Pedestrian Counts

US 13 Cheswold Pedestrian Observations							
Location:		1 - US 13 @ Main St (and vicinity) to Twin Oak Dr					
Time Period:		7-9 AM; 11 AM-1 PM; 3-5 PM		Date: 12/13/23			
Recorder:		Malcolm Jacob					
ID	Time	# of Peds	Approx. Age / Brief Description	Crossing Locations: see IDs on map or sketch and label path on map	Observations or other comments: origin/destination, behavior, vehicular interactions, notes on walking path, crosswalk/ped signal/pushbutton use, etc.	Bus Stop	
						On	Off
1	6:57 AM	2	Two elementary/middle schoolers (boys)	Boarded school bus at NW corner, didn't cross road	Walked eastbound on Main Street, boarded school bus at NW corner of intersection; bus turned right onto Main St).	X	(school)
2	7:34 AM	1	Man (Caucasian, 50s-60s, beard, yellow gloves): riding	Headed south (E and F); didn't use A to get across Main Street.	Started southbound on bike, turned at northwest corner and stopped at Valero. Continued southbound on 13 (E).		
3	7:45 AM	1	Woman (Black, 20s)	Turned south and boarded bus, didn't cross road	Walked eastbound on Main Street, turned south (E), picked up at southbound bus stop.	X	
4	7:46 AM	1	Man (Black, 20s)	Turned south and boarded bus, didn't cross road	Walked eastbound on Main Street, turned south (E), picked up at southbound bus stop.	X	



Pedestrian Counts

December 2023

Existing Conditions

US 13

Cheswold DE:
North of Main St
to Rose Bowl Rd

-  Traffic Signal
-  Existing Luminaire
-  Bus Stop
-  Daily Bus Board/Alight
-  Total Ped Volume (6 hours, AM/MID/PM Peaks)
-  Total Bicycle Volume (6 hours, AM/MID/PM Peaks)

-  Bicycle Non-Injury Crash
-  Pedestrian Injury Crash
-  Pedestrian Fatal Crash
-  Pedestrian Non-Injury Crash
-  Bicycle Fatal Crash
-  Bicycle Injury Crash
-  Nighttime Crash

Crash study period - January 2014 through December 2023

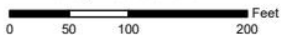


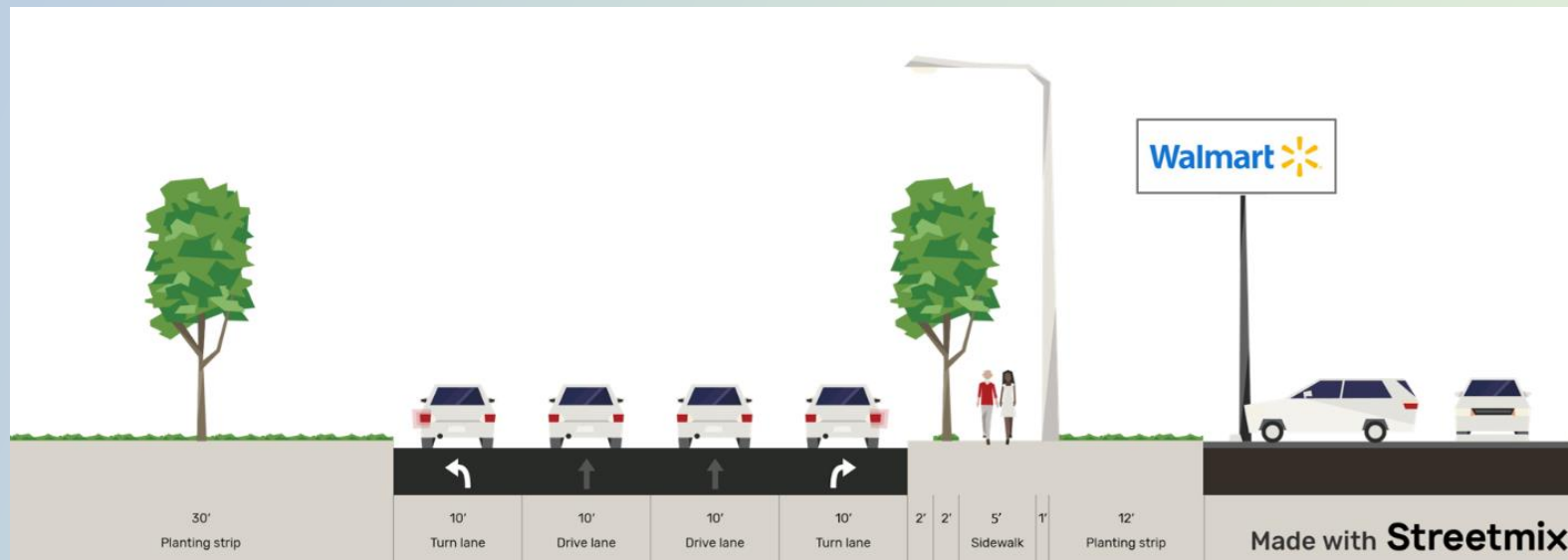
Figure 1



Figure 2

Recommendations

- Complete the network of sidewalks/shared use paths on US13 between Main Street and Walmart
- Add crosswalks at critical locations on US13 and Main Street
- Improve DART bus stop locations
- Calm traffic as it approaches Cheswold



Recommended Improvements



Potential Improvements (In-Progress)



Rapid Flash Beacon (RFB) and midblock crossing
(Example from Dewey Beach)



Median with plantings to help calm traffic
(Example from Smyrna)

Current Timeline

- PAC overview – February 8
- TAC overview – February 13
- MPO Council overview – March 6
- PAC recommendation – April 11
- TAC recommendation – April 16
- MPO Council approval – May 1



Questions?

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Thank you!