

The Cleveland Avenue Task Force was created in anticipation of an upcoming DelDOT paving/rehabilitation project on Cleveland Avenue. The goal of the Task Force was to make recommendations for changes to Cleveland Avenue that could be accomplished during the DelDOT project. The following recommendations are being submitted for the Traffic Committee's approval:

1. Add bicycle lane striping for eastbound/westbound W. Cleveland Avenue.
2. Change the timing of the pedestrian signals at the N. College Avenue/Cleveland Avenue intersection, making an exclusive pedestrian phase scramble (pedestrians would only be permitted to cross when all traffic signals are red). The scramble is push button activated. Right turn on red will be prohibited.
3. Recommend that DelDOT investigate options regarding the construction of a northbound right turn lane on N. College Avenue at Cleveland Avenue.
4. Remove residential parking on the south side of E. Cleveland Avenue, except for two handicapped spaces that are currently in place unless acceptable off-street alternatives are provided for the handicapped residents. This will allow for the installation of eastbound and westbound bicycle lanes. The removal of parking will not be in effect any earlier than June 1, 2017.
5. Create a pedestrian "refuge island" (pedestrian waiting area) on E. Cleveland Avenue, just east of Wilbur Street and provide a left turn pocket for turns onto Wilbur Street. Bicycle lanes will be restricted to sharrows markings in this area due to the road width.
6. Change Margaret Street into a one-way street northbound from E. Cleveland Avenue to Annabelle Street on the condition that a traffic signal be installed at Paper Mill Rd and Creek View Road to allow for vehicles to turn left onto southbound Paper Mill Road.
7. Reduce E. Cleveland Avenue between Paper Mill Road and Capitol Trail to a three lane roadway- also known as a "Road Diet" (one eastbound lane, one westbound lane, and a center left turn lane). Eastbound and westbound bicycle lanes will be created with sharrows markings in the areas of the intersections of Paper Mill Rd/Cleveland Ave and Capitol Tr/Cleveland Ave due to lane width restrictions. Ask DelDOT to review the legality of using the central shared left turn lane for loading and unloading.
8. Creation of a "Florida-T" intersection at Woodlawn Avenue and Capitol Trail. Woodlawn Avenue would become unsignalized with a right turn in/right turn out only. Capitol Trail eastbound would have a constant green light.
9. If approval of the "Florida-T" intersection and the "Road Diet" are given, install a crosswalk on E. Cleveland Avenue, just west of McKees Lane with a central pedestrian refuge island. Also install a "Hawk" (High-intensity Activated crossWalk) signal for the crosswalk. This is a signal that would stop traffic on E. Cleveland Avenue at the crosswalk when activated by a pedestrian.
10. If the "Road Diet" is approved, but the "Florida-T" intersection is not approved, install a crosswalk on E. Cleveland Avenue west of McKees Lane (as close as possible to the intersection) with a central pedestrian refuge island.