We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Trip.
We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.
We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Dollar.
We seek the best value for every dollar spent for the benefit of all.

Everyone.
We engage our customers and employees with respect and courtesy as we deliver our services.
Agenda

- Statistics & SHSP Pedestrian Emphasis Areas (7)
- Overview of Council – Goals, Accomplishments
- Response to findings and recommendations
- Present recommendations DelDOT wants JLOSC to consider
### Delaware Traffic Fatalities as of 1/1/2022

<table>
<thead>
<tr>
<th></th>
<th>2021</th>
<th>2020</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Year-to-Date</strong></td>
<td><strong>Totals</strong></td>
</tr>
<tr>
<td><strong>Fatilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delaware Residents</td>
<td>139</td>
<td>117 (19%)</td>
<td>117</td>
</tr>
<tr>
<td><strong>Person Types</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Occupant</td>
<td>83</td>
<td>75 (11%)</td>
<td>75</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>30</td>
<td>25 (20%)</td>
<td>25</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>2</td>
<td>3 (-33%)</td>
<td>3</td>
</tr>
<tr>
<td>Motorcyclist</td>
<td>24</td>
<td>14 (71%)</td>
<td>14</td>
</tr>
<tr>
<td><strong>Crash Types</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curve Related</td>
<td>23</td>
<td>19 (21%)</td>
<td>19</td>
</tr>
<tr>
<td>Roadway Departure</td>
<td>59</td>
<td>47 (26%)</td>
<td>47</td>
</tr>
<tr>
<td>Intersection Related</td>
<td>53</td>
<td>32 (66%)</td>
<td>32</td>
</tr>
<tr>
<td>Median Crossover</td>
<td>7</td>
<td>3 (133%)</td>
<td>3</td>
</tr>
<tr>
<td>Wrong Way</td>
<td>0</td>
<td>1 (-100%)</td>
<td>1</td>
</tr>
<tr>
<td>Work Zone</td>
<td>7</td>
<td>3 (133%)</td>
<td>3</td>
</tr>
</tbody>
</table>
21-29% of Traffic-Related Fatalities
Strategies & Actions for Improving Pedestrian Safety

2021-2025 SHSP: deldot.gov/Programs/DSHSP/
Strategies & Actions for Improving Pedestrian Safety

• Strategy 1: Develop and distribute consistent public information messages to educate the public about pedestrian safety
  • Increase targeted public outreach, based on specific data-driven trends
  • Increase awareness regarding pedestrian infrastructure improvements and incorporate educational outreach in conjunction with implementation of pedestrian improvement projects
  • Develop and distribute targeted public information messages to increase public awareness regarding safety issues during vehicle breakdowns

• Strategy 2: Develop educational training programs to improve pedestrian safety awareness
  • Incorporate pedestrian (and other road user) laws and rules of the road into Drivers Education and Defensive Driving curricula
  • Develop an educational outreach program for school children targeting pedestrian safety issues
  • Develop and implement formal crossing guard certification requirements, similar to programs for flaggers in highway work zones
Strategies & Actions for Improving Pedestrian Safety

• Strategy 3: Strengthen pedestrian safety laws and enforcement efforts
  • Utilize a strategic law enforcement and social services approach to address substance abuse related to pedestrian crashes and behaviors
  • Conduct high-visibility enforcement campaigns targeting both pedestrians and drivers to promote pedestrian safety
  • Support expansion of legislation permitting the use of automated speed enforcement in Delaware
  • Evaluate the need for a “Pedestrian Safety Behavior Modification” class and require those charged with various pedestrian safety violations to participate in the class
• Strategy 4: Install effective engineering countermeasures to improve pedestrian safety
  • Continue conducting pedestrian safety audits at high-crash locations and critical corridors and incorporate pedestrian behavioral surveys into the audits
  • Install infrastructure improvements to reduce pedestrian exposure, the potential for pedestrian/vehicle conflicts, and increase pedestrian visibility
  • Perform before/after studies to evaluate and identify the most effective pedestrian safety treatments
  • Research, and where appropriate, implement innovative pedestrian detection at signalized intersections and at other locations along high-risk corridors where driver feedback can be provided via signs and signals
Strategies & Actions for Improving Pedestrian Safety

• Strategy 5: Develop policies and/or guidelines to support pedestrian safety measures
  • Consider revising DelDOT’s design policies and guidelines to promote design practices that reduce vehicular speeds and promote pedestrian safety
  • Revise DelDOT’s Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments
  • Evaluate the need for revisions to DelDOT’s Complete Streets policy and implementation plan
  • Initiate a Pedestrian Safety Stakeholder group with membership from appropriate state agencies, advocacy groups and the public to identify pedestrian safety and connectivity improvements, policy updates and improved collaboration between state and local agencies, consistent with the objectives of the 2021-2025 SHSP

2021-2025 SHSP: deldot.gov/Programs/DSHSP/
Strategies & Actions for Improving Pedestrian Safety

• Strategy 6: Improve data collection of pedestrian crashes and monitor trends
  • Working with the Division of Substance Abuse and Mental Health (DSAMH), share data to link mental health issues and substance abuse with traffic and pedestrian travel patterns to improve education outreach to vulnerable populations
  • Correlate pedestrian crashes with population changes associated with summer resort seasons, holiday shopping and other times that increase pedestrian activity and if necessary, identify appropriate pedestrian safety countermeasures
  • Correlate pedestrian crashes to income levels and homeless populations in Delaware and if necessary, identify appropriate pedestrian safety countermeasures
  • Implement best practices for the use of the new pedestrian origin-destination data to capture improved data about pedestrian travel patterns and crashes

• Strategy 7: Improve emergency services and incident management to address pedestrian safety
  • Evaluate the expansion of DelDOT’s Motorist Assistance Patrol (MAP) to increase services along interstates, freeways, and expressways to reduce pedestrian exposure during vehicle breakdowns
Executive Order #54
Re-established Advisory Council of Walkability and Pedestrian Awareness

• Signed by Governor Markell on October 12, 2015

• Replaced Governor Minner’s Executive Order #83 dated March 9, 2006
Goals of Executive Order #54

• Identify gaps in the system of pedestrian paths and sidewalks to create continuous, interconnected pathways

• Provide advice regarding design standards for crosswalks, sidewalks, and pathways ensuring ADA compliance

• Provide advice regarding implementation of DelDOT’s Sidewalk and Multi-Use Path Maintenance Policy

• Review traffic rules to help support a safe pedestrian environment

• Provide advice regarding accessibility and connectivity to make transit a more viable option for DE citizens

• Develop strategies for pedestrian safety, education, and awareness

• The Pedestrian Council shall assist DelDOT with the periodic re-evaluation and implementation of the Statewide Pedestrian Action Plan and shall make recommendations regarding the prioritization of pedestrian infrastructure improvements especially within Level 1 and 2 Investment Areas
3 Sub-Committees
23 Meetings
17 Recommendations

Council met from
Jan 26, 2016 to July 28, 2020

- Built Environment
- Education and Enforcement
- Legislative and Policy
ACCOMPLISHMENTS - Completed

- Add pedestrian origin and destination fields to E-crash - completed in Dec 2016
- Adopt the revised bus stop policy - completed in May 2017
- Pedestrian Safety Awareness Month in October - since 2017
- ADA Transition Plan - completed in July 2018
- Recommend that section 3.2.14 of the Defensive Driver curriculum be amended from its current language of “Pedestrian” to read “Pedestrians, including pedestrian safety, yielding to pedestrians, White Cane Law, and active traffic devices for pedestrian crossing such as HAWK signals and Rectangular Rapid Flashing Beacon.” - completed May 2021
Accomplishments –

Partnerships with homeless shelters

Sussex Code Purple
Dover Interfaith Mission for Housing
Accomplishments – Public Outreach
Accomplishments – Materials shared with OHS & DSP
On-going Tasks

- Conduct pedestrian safety audits
- Implement roadway median treatment projects (Ex. US 13)
- Update DelDOT’s sidewalk policy to include a schedule of inspection, maintenance and repair
- Develop a Complete Streets Implementation Plan
On-going Tasks

• Create one section within DelDOT that coordinates various programs to ensure that gaps in the bike and pedestrian networks are filled and resources are maximized

• Crossing guard training prior to each school year
Tasks Under Study

• Work with Delaware State Police, local law enforcement, Office of Highway Safety, and others to develop and conduct a “Share the Road Safety Class” as well as endorse the class as an educational supplement to pedestrian ticketing

• Establish and use data-driven thresholds for targeted outreach to specific schools regarding the Safe Routes to Schools program

• DelDOT, Office of Highway Safety, Department of Education, and school districts to consider including pedestrian safety education for school-aged children
Response to Recommendations & Findings

DelDOT response to report on Feb 2, 2022 was in support and agreement

3 Recommendations:
   1. Continue Advisory Council
   2. Codify Advisory Council
   3. Release from Review

8 Findings including new goals focusing on:
   1. Network connectivity and accessibility
   2. Equity in transportation and bridging diverse communities
   3. Ensuring transportation for every mode
   4. Providing linkages to sidewalks, trails, and pathways
Recommendations JLOSC To Consider

• Revise the goals of the Pedestrian Council to focus on network connectivity and accessibility, education and awareness, and use of innovation and technology

• Ability to make recommendations to other agencies outside of DelDOT, as needed

• Evaluate its composition to include land use agencies, law enforcement, transit agencies and others

• Continue public outreach as in integral role of the Council
Thank you!

Questions/Comments?