

Delaware Department of Transportation

Joint Legislative Oversight and Sunset Committee Advisory Council on Walkability and Pedestrian Awareness (Pedestrian Council)

February 22, 2022





Excellence in Transportation

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

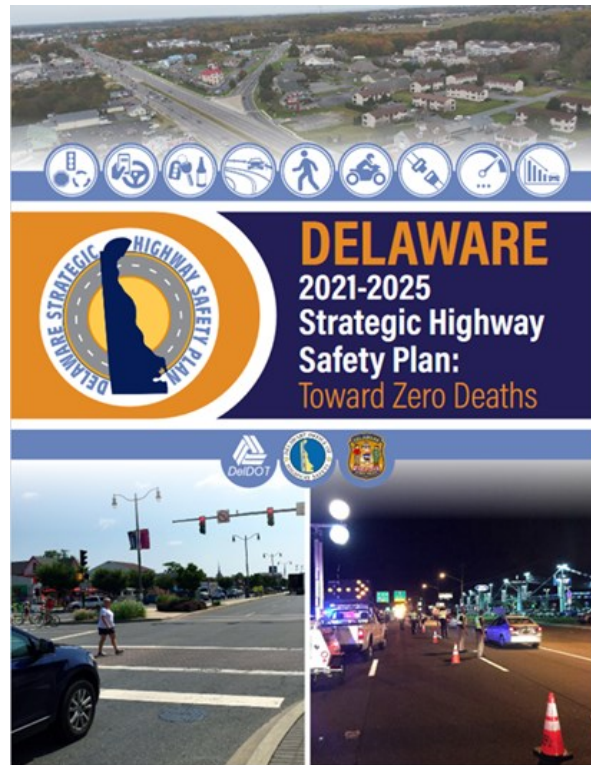
- ▶ Statistics & SHSP Pedestrian Emphasis Areas (7)
- ▶ Overview of Council – Goals, Accomplishments
- ▶ Response to findings and recommendations
- ▶ Present recommendations DelDOT wants JLOSC to consider



SAFETY

Delaware Traffic Fatalities as of 1/1/2022

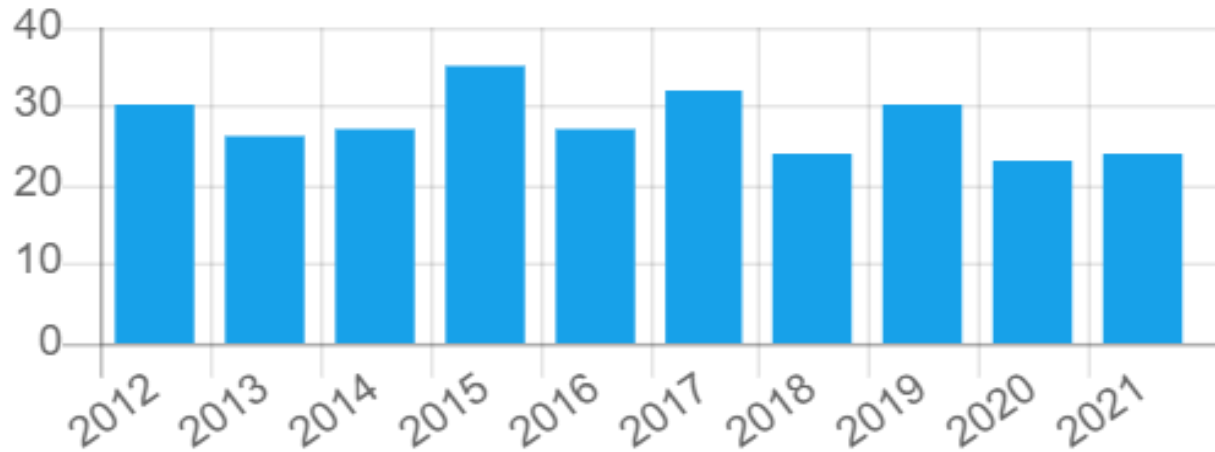
	2021	2020		Totals	2019		Totals
		Year-to-Date			Year-to-Date		
Fatalities	139	117	↑ 19%	117	133	↑ 5%	133
Delaware Residents	114	93	↑ 23%	96	N/A	N/A	N/A
Person Types							
Vehicle Occupant	83	75	↑ 11%	75	75	↑ 11%	75
Pedestrian	30	25	↑ 20%	25	32	↓ -6%	32
Bicyclist	2	3	↓ -33%	3	7	↓ -71%	7
Motorcyclist	24	14	↑ 71%	14	19	↑ 26%	19
Crash Types							
Curve Related	23	19	↑ 21%	19	18	↑ 28%	18
Roadway Departure	59	47	↑ 26%	47	43	↑ 37%	43
Intersection Related	53	32	↑ 66%	32	40	↑ 33%	40
Median Crossover	7	3	↑ 133%	3	2	↑ 250%	2
Wrong Way	0	1	↓ -100%	1	0	N/A	0
Work Zone	7	3	↑ 133%	3	7	0%	7



DeIDOT Dashboard

21-29% of
Traffic- Related
Fatalities

PEDESTRIAN FATALITIES • HISTORICAL





Strategies & Actions for Improving Pedestrian Safety



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



Strategies & Actions for Improving Pedestrian Safety

- 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



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
NUMBER FIFTY-FOUR**

TO: HEADS OF ALL STATE DEPARTMENTS AND AGENCIES

RE: REESTABLISHMENT OF THE ADVISORY COUNCIL ON WALKABILITY AND
PEDESTRIAN AWARENESS

WHEREAS, pedestrian related fatalities have been consistently high in recent years (25 deaths in 2013; 27 deaths in 2014; 26 deaths in 2015 to date); and

WHEREAS, there is a desire to eliminate pedestrian fatalities in Delaware; and

WHEREAS, my administration's First State Trails and Pathways Initiative, Executive Order No. 6, and Executive Order No. 26 promote the walkability of communities by linking communities through interconnected pathway networks, creating and maintaining Complete Streets, and focusing transportation investment in Level 1 Investment Areas of the Strategies for State Policies and Spending; and

WHEREAS, during 2014 Delaware Department of Transportation ("DelDOT") accomplished many pedestrian focused improvements along our roadways such as the installation of a pedestrian-hybrid beacon at the intersection of DE Route 8 and Heatherfield Way and upgrades to pedestrian facilities (crosswalks, pedestrian signals/buttons) at 28 intersections; and

WHEREAS, Delaware has an extensive network of greenways, trails, sidewalks and pathways for the enjoyment of its citizens and visitors; and

WHEREAS, improving the walkability of a community increases property values by making these communities more connected, linking our work, schools, parks, libraries and businesses together; and

WHEREAS, land-use and traffic patterns and a lack of interconnectivity in many suburban areas make families dependent on motor vehicles for almost every activity; and

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 DeIDOT'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 DeIDOT 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



were killed on DeKalb
pedestrians died, it represents an alarming 22.5 percent of persons killed in crashes (22.5 percent).

WHAT CAN WE DO TO IMPROVE PEDESTRIAN SAFETY?

PLEASE LEAVE COMMENTS ON THE STICKY NOTES.

Importance of Nighttime Visibility
Wearing White is NOT Enough!

WHAT CAN BE DONE TO IMPROVE PEDESTRIAN SAFETY?

These white shoes are known as "glow shoes" and are made of reflective material. When they are reflective, they can be seen from 1,000 feet away. They also have reflective strips on the sides. They are also made of a material that is highly reflective. They are also made of a material that is highly reflective.

DENSE, MIXED-USE
LAND USE WITH
WALKWAYS
LEADS TO REDUCE DEATHS
- WORKING COMMUNITY!

PROMOTE VULNERABLE COMMUTERS
- OLDER, YOUNGER, AND ARE
WALKING, BICYCLING, AND
PEOPLE IN THE BUILDING PLANS
TO THAT USE THE LIGHT PANTS IS
- TRANSPARENT AND IS LOVED
- THE SOLUTION

Accomplishments – Public Outreach

Accomplishments – Materials shared with OHS & DSP



WHAT CAN YOU DO TO STAY SAFE AS A PEDESTRIAN?

- **Be visible!** When walking at night, wear bright colored clothing or use a flashlight or reflective items.
- **Never dart out!** Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- **Use pedestrian push buttons** and wait for the walk signal to cross.
- **If a crosswalk or intersection is not available,** locate a well-lit area. Wait for a gap in traffic that allows you enough time to cross safely, and continue to watch traffic as you cross.
- **Be cautious. Never assume a driver.** Make eye contact with drivers as they approach.
- **Walk on sidewalks whenever they are.** If no sidewalk is available, walk on the left side of the road, facing traffic.
- **Keep alert at all times;** don't be distracted by electronic devices that take your eyes (and off the road).
- **Avoid alcohol and drugs** when walking; they impair your judgment and coordination.

YOU DO AS A DRIVER?

pedestrians everywhere.
not be walking where they
are hard to see—especially in
the dark/dusk/dawn/night

pedestrians in the crosswalk or
crosswalk signs are posted.
stopped at a crosswalk.

- **Slow down and look for pedestrians.** Be prepared to stop when turning or otherwise entering a crosswalk.
- **Never drive under the influence of alcohol and/or drugs.**
- **Follow the speed limit;** slow down around pedestrians.



PEDESTRIAN SAFETY TIPS



*In 2018, 6,227 pedestrians were
killed across the country.
Don't become another statistic.*

A project of the Delaware Pedestrian Council
For more information, visit https://delstat.gov/programs/pedestrian_council/index.shtml



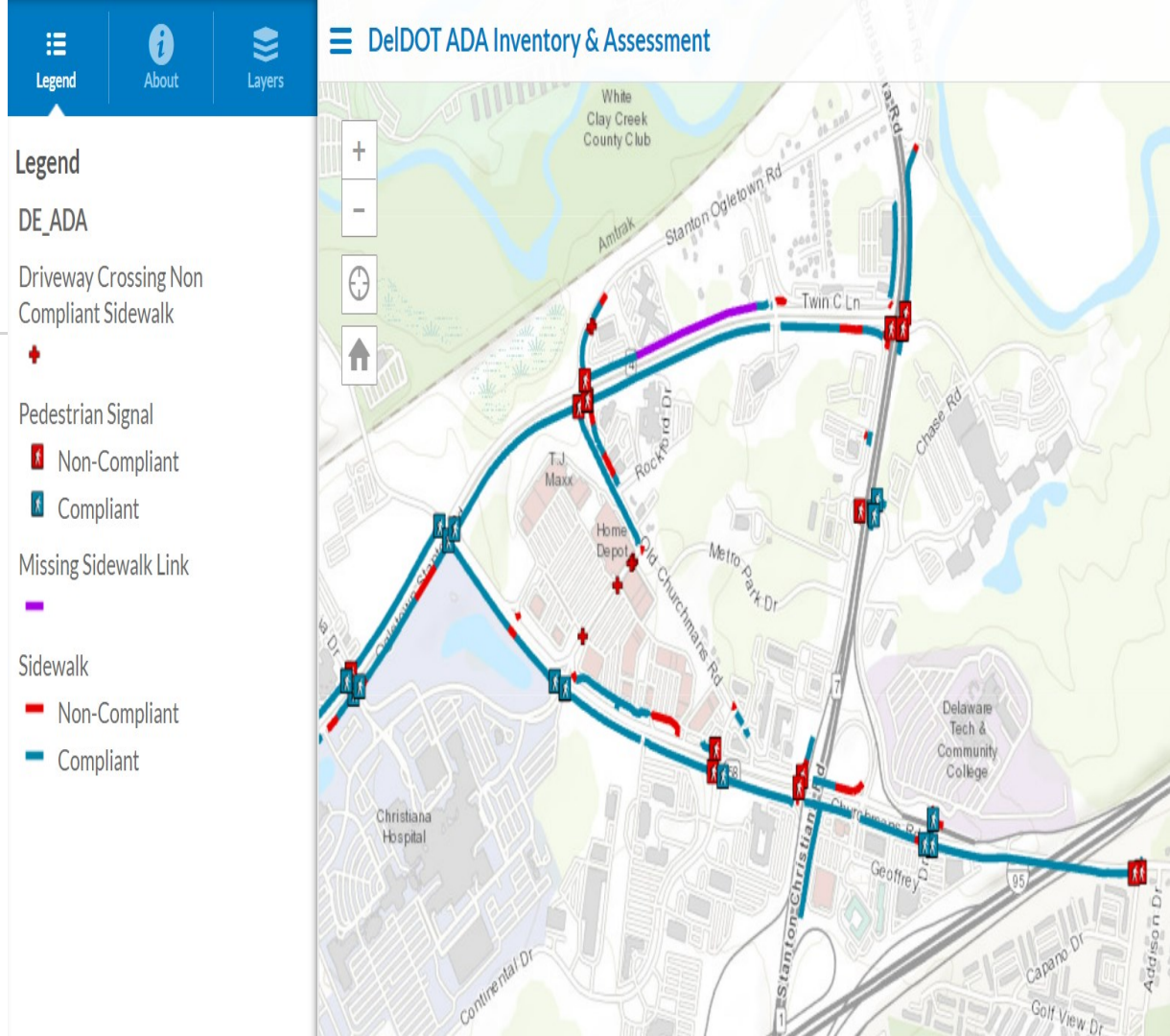
On-going Tasks

- 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
- DeIDOT, 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?