Pedestrian Issues and the Delaware Pedestrian Action Plan

DelDOT

Presented at:
2024 Delaware Highway Safety Summit

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DelDOT Division of Planning



Benefits of Walking

- Economical
- Healthy
- Environmentally Friendly

To provide pedestrians with facilities that are:

- **Safe**
- **Convenient**
- **Connected**
- **Equitable**
- **Will offer pleasant experience**



Statewide Pedestrian Plan of 2007

STATE OF DELAWARE
EXECUTIVE DEPARTMENT
DOVER

EXECUTIVE ORDER NUMBER EIGHTY-THREE:

RE: CREATING AN ADVISORY COUNCIL ON WALKABILITY AND PEDESTRIAN AWARENESS

WHEREAS, walking is the most fundamental mode of transportation and a simple fitness activity that can prevent disease and improve physical health and mental well-being; and

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

WHEREAS, my administration's Livable Delaware agenda promotes the walkability of communities through principles such as traditional neighborhood design, mobility-friendly design, mixed-use and infill developments; and

WHEREAS, improving the walkability of a community increases property values by making these communities more desirable places to live; and

WHEREAS, over-reliance on the automobile can worsen traffic congestion which is a disincentive to businesses choosing where to locate or whether to expand; and

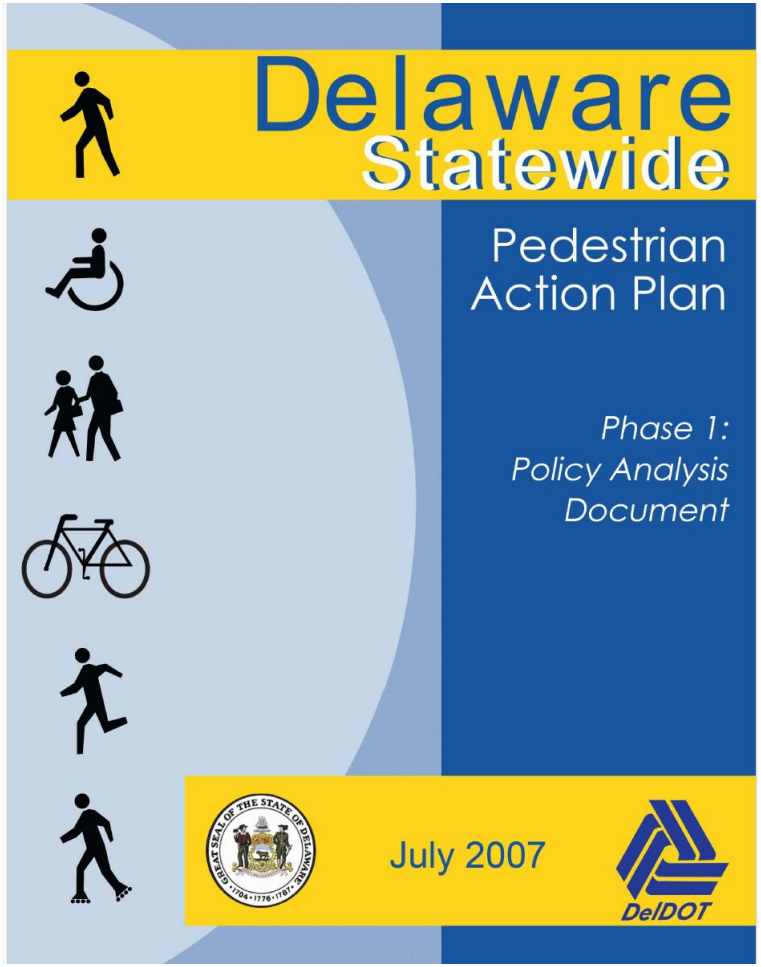
WHEREAS, land-use and traffic patterns and a lack of interconnectivity in many suburban areas make families dependent on motor vehicles for almost every activity; and

WHEREAS, 71 percent of parents say they walked or biked to school when they were children, but only 18 percent of their children now walk or bike to school; and

WHEREAS, there is a lack of understanding of Delaware law and how motorists are expected to approach and respond to pedestrians in crosswalks,

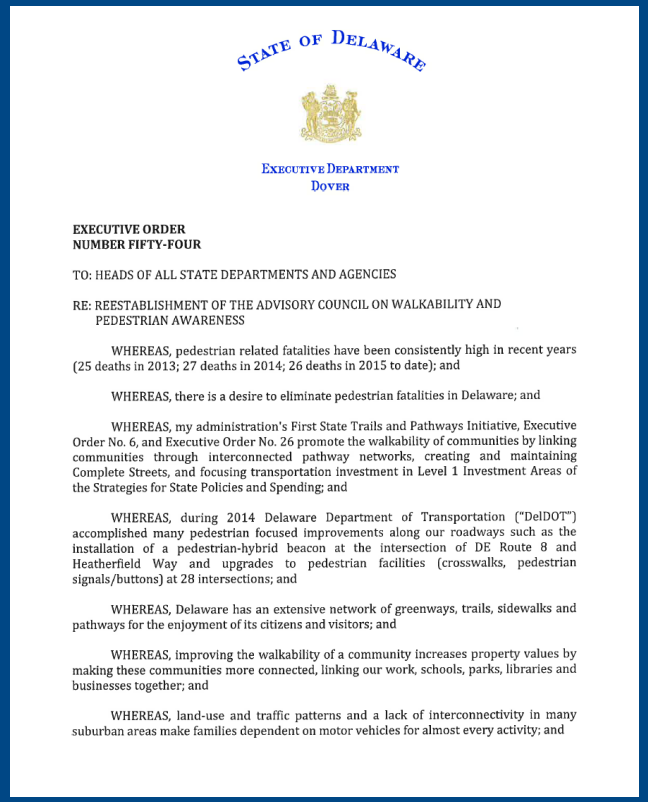
NOW, THEREFORE, I, RUTH ANN MINNER, by virtue of the authority vested in me as Governor of the State of Delaware, do hereby declare and order the following:

1. An Advisory Council on Pedestrian Awareness and Walkability ("Advisory Council") be established to advise the Delaware Department of Transportation ("DelDOT");
2. The Advisory Council shall assist DelDOT with the development, adoption and implementation of a Statewide Pedestrian Action Plan:
3. The following organizations and interests shall be represented on the Advisory Council:
   a. Division of Planning, Delaware Department of Transportation, one representative who shall serve as chair;
   b. Division of Parks and Recreation, Department of Natural Resources and Environmental Control, one representative;
   c. Office of Highway Safety, Department of Safety and Homeland Security, one representative;
   d. Delaware Greenways, one representative;
   e. American Heart Association of Delaware, one representative;
   f. American Lung Association of Delaware, one representative;
   g. From each county, one representative of a civic or homeowners association;
   h. From each county, one representative of an organization that promotes physical activity, including



Pedestrian Council

Executive Order
October 2015



STATE OF DELAWARE

EXECUTIVE DEPARTMENT
DOVER

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

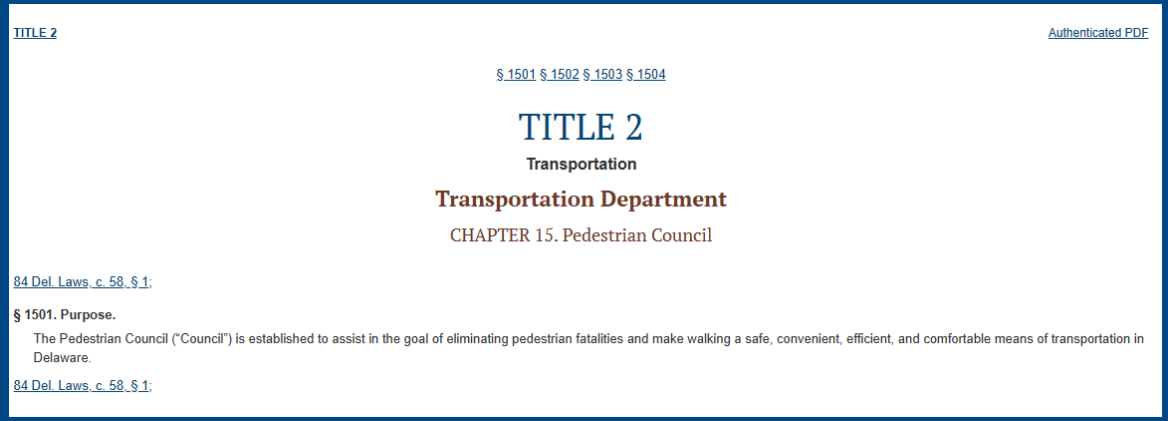
WHEREAS, during 2014 Delaware Department of Transportation ("DelDOT") accomplished many pedestrian focused improvements along our roadways such as the installation of a pedestrian-hybrid beacon at the intersection of DE Route 8 and Heatherfield Way and upgrades to pedestrian facilities (crosswalks, pedestrian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

Codified
June 2023



TITLE 2 Authenticated PDF

§ 1501 § 1502 § 1503 § 1504

TITLE 2

Transportation

Transportation Department

CHAPTER 15. Pedestrian Council

84 Del. Laws, c. 58, § 1;

§ 1501. Purpose.

The Pedestrian Council ("Council") is established to assist in the goal of eliminating pedestrian fatalities and make walking a safe, convenient, efficient, and comfortable means of transportation in Delaware.

84 Del. Laws, c. 58, § 1;

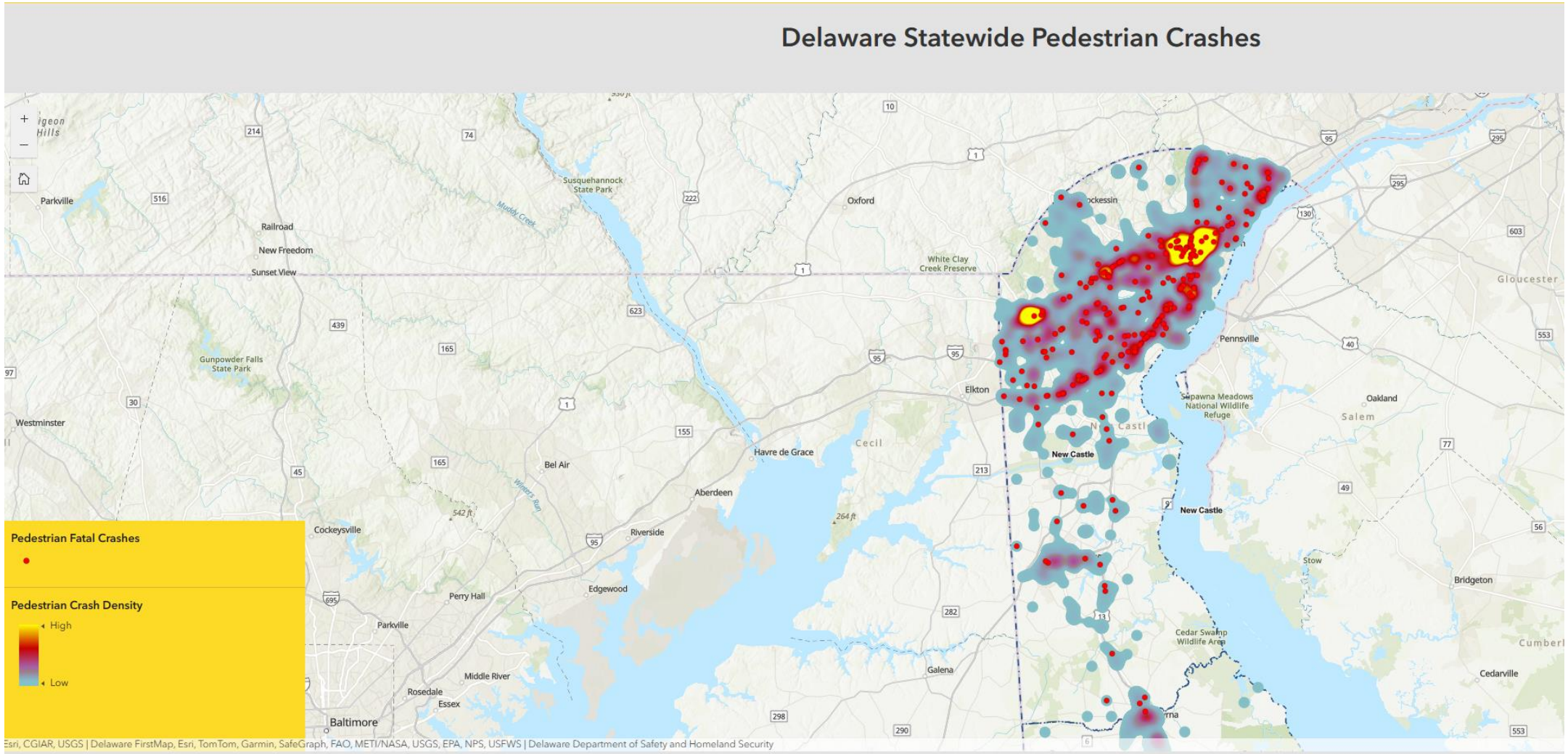
Delaware Pedestrian Action Plan

Purpose: Update the 2007 Delaware Pedestrian Action Plan.

Phase 1 (Published in October 2022)

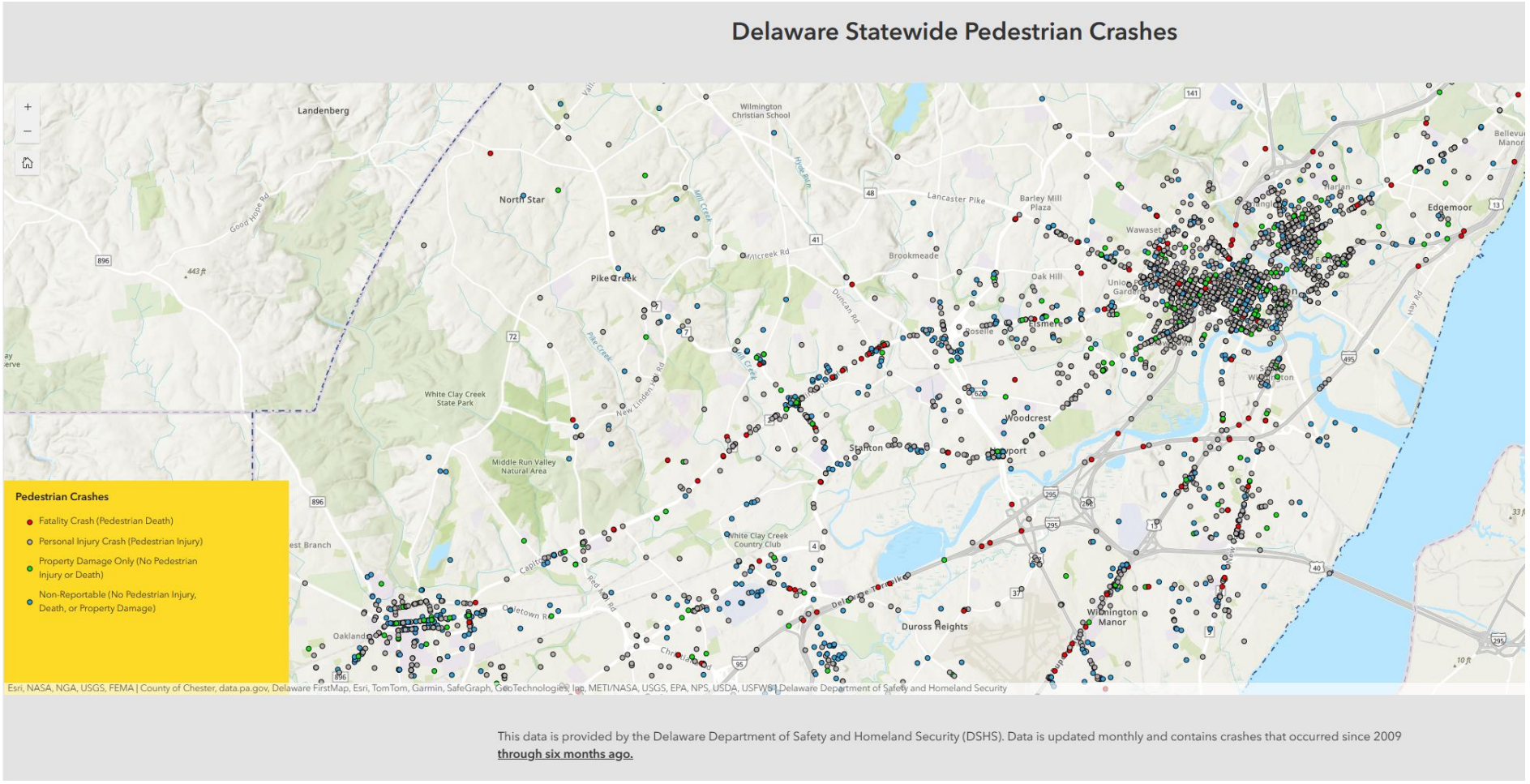
- Collected and summarized existing pedestrian plans and DelDOT initiatives.
- Mapped pedestrian crash clusters and connectivity.
- Developed project website.
- Began Public Involvement.

Delaware Statewide Pedestrian Crashes



This data is provided by the Delaware Department of Safety and Homeland Security (DSHS). Data is updated monthly and contains crashes that occurred since 2009 **through six months ago.**

Delaware Statewide Pedestrian Crashes

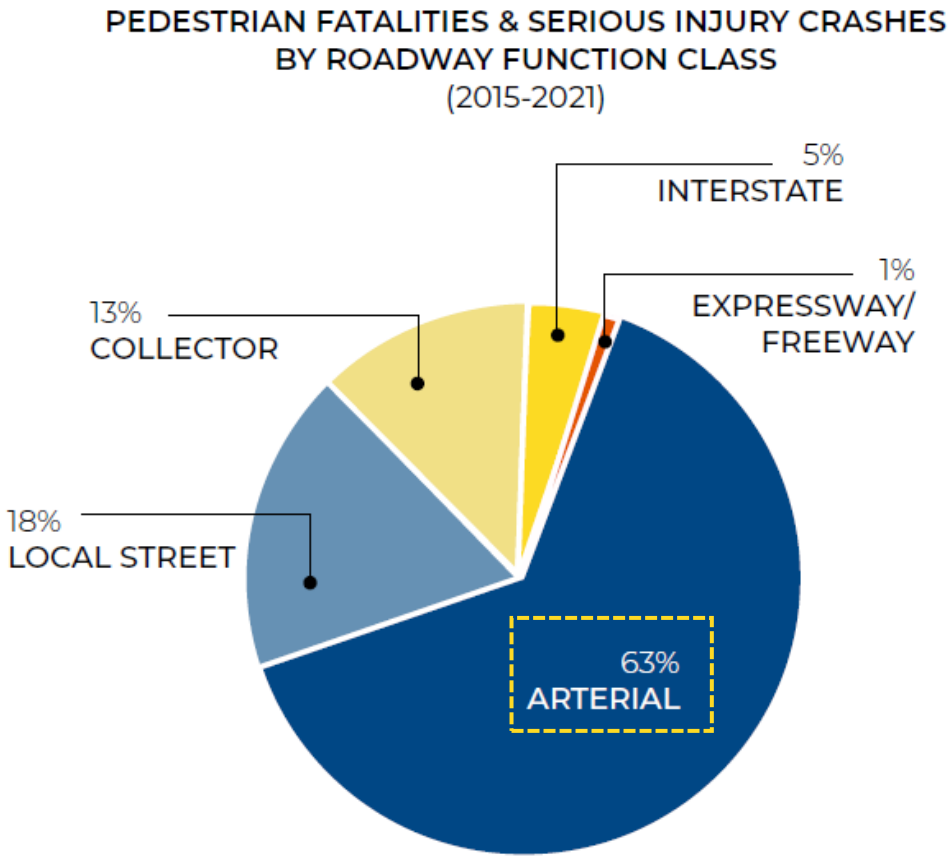


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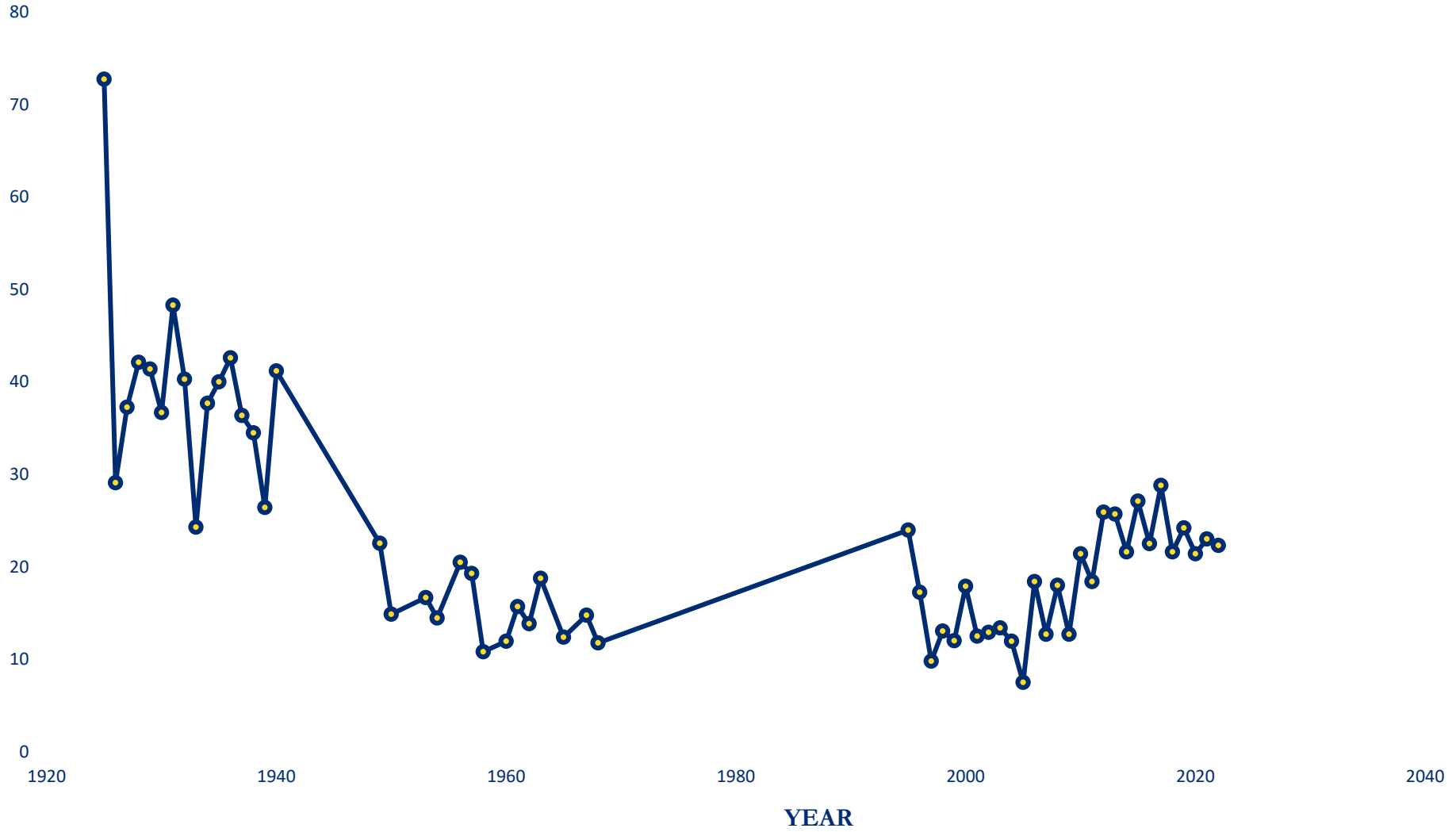
Where Pedestrian Crashes Occur

Only 9.7% of Delaware roadways are arterials, yet the majority of pedestrian crashes occur along arterial roads.

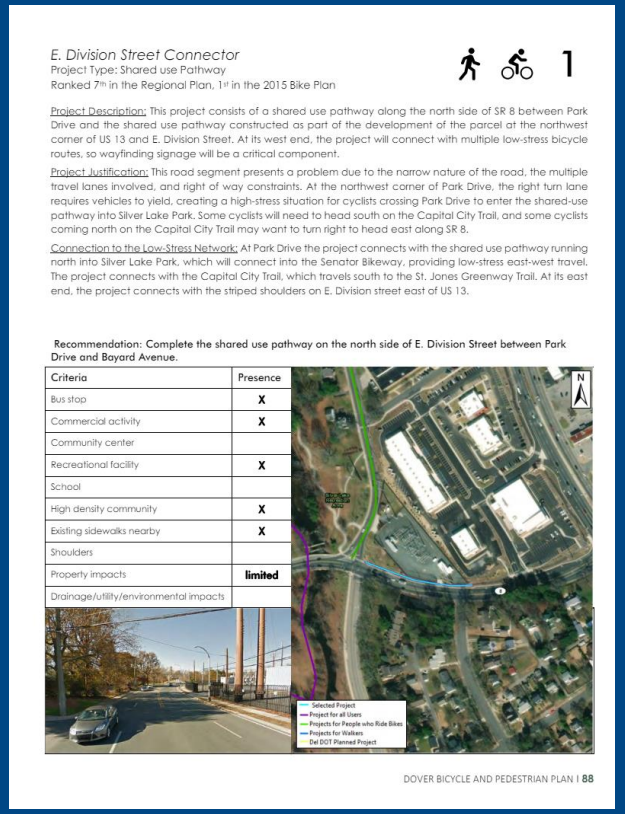




Historical Data - Pedestrian Fatalities as Percentage of Traffic Fatalities – 1920s to 2020s



Delaware Pedestrian Action Plan Phase II



E. Division Street Connector 1

Project Type: Shared use Pathway
Ranked 7th in the Regional Plan, 1st in the 2015 Bike Plan

Project Description: This project consists of a shared use pathway along the north side of SR 8 between Park Drive and the shared use pathway constructed as part of the development of the parcel at the northwest corner of US 13 and E. Division Street. At its west end, the project will connect with multiple low-stress bicycle routes, so wayfinding signage will be a critical component.

Project Justification: This road segment presents a problem due to the narrow nature of the road, the multiple travel lanes involved, and right of way constraints. At the northwest corner of Park Drive, the right turn lane requires vehicles to yield, creating a high-stress situation for cyclists crossing Park Drive to enter the shared-use pathway into Silver Lake Park. Some cyclists will need to head south on the Capital City Trail, and some cyclists coming north on the Capital City Trail may want to turn right to head east along SR 8.

Connection to the Low-Stress Network: At Park Drive the project connects with the shared use pathway running north into Silver Lake Park, which will connect into the Senator Bikeway, providing low-stress east-west travel. The project connects with the Capital City Trail, which travels south to the St. Jones Greenway Trail. At its east end, the project connects with the striped shoulders on E. Division street east of US 13.

Recommendation: Complete the shared use pathway on the north side of E. Division Street between Park Drive and Bayard Avenue.

Criteria	Presence
Bus stop	X
Commercial activity	X
Community center	
Recreational facility	X
School	
High density community	X
Existing sidewalks nearby	X
Shoulders	
Property impacts	limited
Drainage/utility/environmental impacts	

DOVER BICYCLE AND PEDESTRIAN PLAN | 88

Phase II (Underway now)

- Public outreach.
- Internal DelDOT coordination to explore changes to programs and policies.
- New goals and action items:
  - Explore pedestrian project priority area program.
  - Look for more funding for more stand-alone pedestrian projects.
  - Assist local governments in developing their own Pedestrian Plans.
  - Keep pedestrian inventory up to date.
  - Better integration of programs to implement more pedestrian safety and accessibility projects.
  - Pilot studies, performance measures, etc.

Public Outreach

Outreach Conducted

In-person engagement:

Rose Hill Community Center (Table Event):
- 8:00 AM to 10:00 AM
- Spoke to around 15 people

Delaware State Fair (Table Event):
- 12:00 PM to 6:00 PM
- Spoke to around 40 people

Fox Run Shopping Center (Pop-Up):
- 12:00 PM to 3:30 PM
- Spoke to around 10 people

Arts in the Park Concert Series at Brecknock Park (Table Event):
- 2:30 PM to 6:00 PM
- Spoke to around 35 people

DART Bus Route 40
- 10:00 AM to 3:00 PM
- Spoke to 13 people

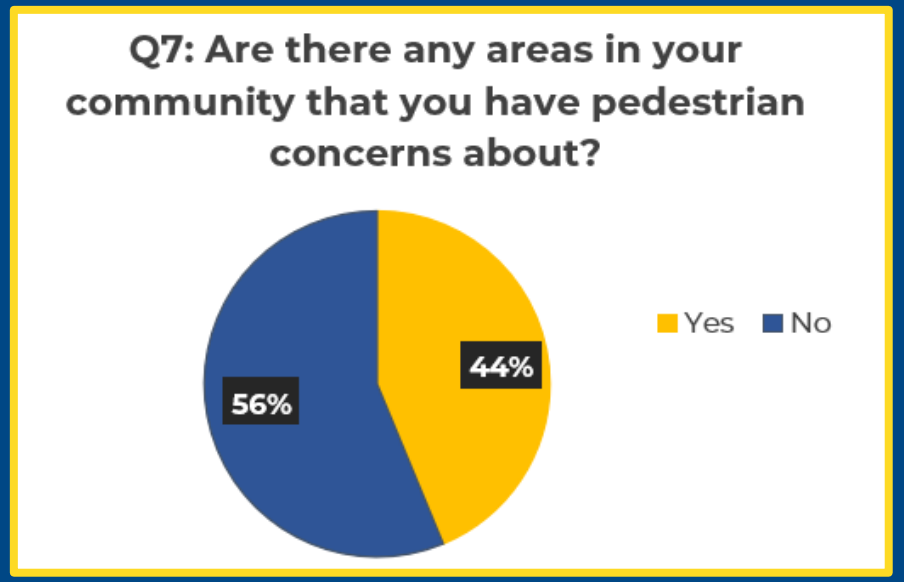


- **134 total responses** were collected between April 3rd and August 8th

Public Outreach

Survey Results

- Common Discouraging Factors
  - Destinations are too far away to walk to
  - Lack of pedestrian infrastructure
  - Having to cross roads where cars are driving too fast
  - Poor conditions of pedestrian infrastructure
- Approximately 80% of respondents walk to meet their daily needs or to access goods and services



Public Priorities from Outreach



- Increasing overall sidewalk / pedestrian network and connectivity of existing facilities
- Improving crosswalks
- Slowing traffic / lowering speed limits
- Increasing the separation between roads and sidewalks



- Improving pedestrian access to parks



- Adding more protected bike lanes

Thank you!

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Department of Transportation

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DelDOT Ped Action Plan (arcgis.com)