DelDOT



Pedestrian
Action Plan

Phase II

2024



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INTRODUCTION

Everyone walks at some point when getting around in Delaware, including walking to a parked car or getting off a bus. While cars are the most used form of transportation in our state, walking is a universal and fundamental mode of transportation. For some Delawareans, walking is their primary mode of transportation. The Delaware Pedestrian Action Plan provides a path for DelDOT to make safe, accessible, connected, and equitable transportation facilities for all.

This introduction describes how the Delaware Pedestrian Action Plan is being developed, some history on DelDOT's role in pedestrian transportation, and some of the interworking efforts occurring at DelDOT. It builds on previous planning work and provides a path forward to prioritize the needs of people walking along state-maintained roadways throughout the state.

VISION **STATEMENT**

"DelDOT continues to strive toward zero deaths in order to eliminate fatalities and serious injuries for all modes of travel. This plan will outline clear steps toward ensuring a safe, accessible, connected, and equitable network for pedestrians traveling along state-maintained roadways."

ABOUT **THE PLAN**

The Delaware Pedestrian Action Plan is an actionable plan that highlights the work already underway at DelDOT to improve pedestrian safety, accessibility, connectivity, and equity and will provide an actionable framework for DelDOT to continue working with planning partners and communities to improve pedestrian travel.

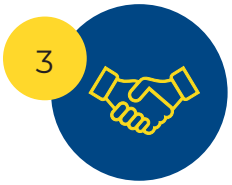
The Pedestrian Action Plan is being developed in three phases. This plan represents the completion of both Phase 1 and Phase 2. **Phase 1 focused on three main objectives.**



Review of Existing Plans – Synthesized existing DelDOT pedestrian-related planning documents, policies, programs, and initiatives.

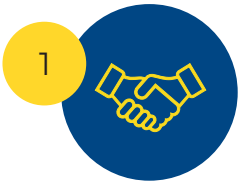


Initial Pedestrian Crash Data Analysis – Analyzed pedestrian crash data statewide to identify potential pedestrian crash clusters and connectivity needs.



Public Engagement – Developed project website and began public involvement via online survey and in-person engagement events.

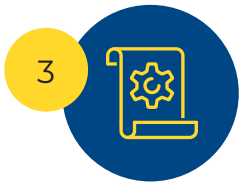
Phase 2 of the Pedestrian Action Plan focused on three main objectives.



Public Engagement – Continued to engage with the public via online and in-person engagement.

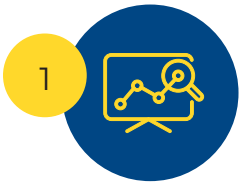


Internal DelDOT Coordination – Explored changes to DelDOT programs and policies to evaluate Phase 1 goals and identify any new goals, objectives, or action items.

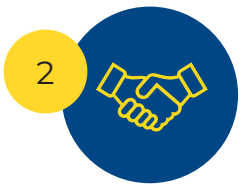


Implementation Plan – Developed a plan to implement changes to DelDOT policies, programs, or procedures to achieve the goals, objectives, and action items of the Pedestrian Action Plan.

Phase 3 of the Pedestrian Action Plan will focus on three main objectives.



Additional Pedestrian Crash Data Analysis – Analyze pedestrian crash clusters, connectivity, and equity mapping to better understand and prioritize need.



Public and Stakeholder Engagement – Continue to engage with the public via online and in-person engagement. Expand engagement to include stakeholder group involving planning partners to refine or create new goals, objectives, and action items.



Evaluation – Explore performance measures and evaluation methods to track progress towards meeting the goals and objectives of the Pedestrian Action Plan.

HISTORY

Timeline of DelDOT pedestrian planning efforts and investments involving the Statewide Pedestrian Action Plan.

2006 — Delaware Pedestrian Council established to develop the Statewide Pedestrian Action Plan.

2007 — Delaware Statewide Pedestrian Action Plan published.

2010 — DelDOT Complete Streets Policy adopted.

2011 — Trails and Pathways Program established to begin investing in trail networks. Trail network projects are now funded through the Delaware Statewide Bicycle and Pedestrian Program.

2012 — ADA Self-Assessment of the pedestrian network within the State right-of-way.

2013 — Update to Sidewalk and Multi-Use Path Maintenance Policy.

2014 — Pedestrian Access Routes (PAR) Program funding added to the Delaware Capital Transportation Program (CTP).

2015

- DelDOT ADA Self-Assessment and Transition Plan published.
- DelDOT Pedestrian Accessibility Standards (PAS) for Facilities in the Public Right-of-Way published.
- Delaware Advisory Council on Walkability and Pedestrian Awareness (the "Pedestrian Council") reestablished to advise the Secretary of DelDOT on ways to make walking a safe, convenient, efficient, and comfortable means of transportation.



Enhanced Pedestrian Crossings in Dover, Delaware

2018

- Update to DelDOT ADA Self-Assessment and Transition Plan.
- First update to Pedestrian Accessibility Standards (PAS) for Facilities in the Public Right-of-Way.

2020

The Pedestrian Council dissolved with a recommendation to form a stakeholder group of expanded membership to implement the Pedestrian Council recommendations and the Strategic Highway Safety Plan (SHSP) to improve safety and connectivity for pedestrians.

2021

Second update to Pedestrian Accessibility Standards (PAS) for Facilities in the Public Right-of-Way.

2022

Delaware Statewide Pedestrian Action Plan Phase 1 and website launched.

2023

Delaware Statewide Pedestrian Council was codified.

2024

Delaware Statewide Pedestrian Action Plan Phase 2.

CURRENT STATE **POLICIES, REGULATIONS, AND PRACTICES**

Existing DelDOT pedestrian-related plans, policies, standards, and initiatives already underway in Delaware were reviewed in developing the foundation of this plan. Results from this review shaped the plan's goals, objectives, and actions.

The review included DelDOT planning documents, design guides and manuals, policies and programs, and other select state initiatives related to pedestrians. The summary of these review items is below.

DelDOT Planning Documents Reviewed

Delaware Statewide Pedestrian Action Plan (2007)

The Delaware Statewide Pedestrian Action Plan (2007) is a policy analysis document that advocated for pedestrian transportation and summarized issues and concerns for pedestrians in Delaware. The document analyzed statewide, countywide, and select municipal policies, regulations, and practices in Delaware related to pedestrians and used that analysis to formulate goals, objectives, and recommended actions to promote pedestrian travel and safety.

DelDOT Traffic Calming Design Manual (2012 Update)

The purpose of the Traffic Calming Design Manual is to provide administrative procedures needed to evaluate and implement traffic calming measures, as well as guidance on applications for traffic calming and on geometric design, signing, and pavement marking related to traffic calming measures. This guidance is geared toward DelDOT personnel, local governments, and community groups, as well as individual citizens. The manual includes many traffic calming design solutions that improve pedestrian safety and comfort such as crosswalks, raised crosswalks, curb extensions, pedestrian median islands, and other solutions.

ADA Self-Assessment and Transition Plan (2018 Update)

The DelDOT ADA Self-Assessment and Transition Plan is a document required for compliance with the Americans with Disabilities Act (ADA) of 1990. DelDOT is currently working to update the Transition Plan and anticipates this update to be released in 2024. The purpose of the Transition Plan is to present the Department's ADA Self-Assessment and identify the actions DelDOT will take to transition the transportation system under DelDOT jurisdiction to be accessible in compliance with the requirements of the Americans with Disabilities Act.



Innovation in Motion, the Delaware Long Range Transportation Plan (2019)

Innovation in Motion, the Delaware Long Range Transportation Plan (2019) is DelDOT's long range plan with a focus on embracing new technologies and strategies to improve the transportation system to adequately meet the needs of the traveling public into the future. This plan defines the statewide transportation goals, strategies, actions, and performance measures to make the state economy more competitive, our communities more vibrant, and our environment more sustainable for future generations.

This plan identified statewide pedestrian transportation challenges and innovations. It summarized existing funding programs used to implement pedestrian projects throughout the state and identified DelDOT divisions' and additional partners' roles and responsibilities related to planning for pedestrian travel within the state. It also identified specific actionable strategies focused on pedestrian transportation with recommended implementation timeframes and performance metrics and targets. The plan set a goal to reduce pedestrian fatalities and serious injuries by 50% by 2035. DelDOT is in the process of updating its Long Range Transportation Plan with a draft anticipated by Fall of 2024.

2020 and 2021 Annual Supplements – Innovation in Motion, the Delaware Long Range Transportation Plan

The 2020 and 2021 Annual Supplements to the Long Range Transportation Plan continue the vision statement of the original plan and serve as a reporting mechanism for the progress towards goals outlined in the original plan. A major accomplishment reported in the 2020 supplement was DelDOT's work on creating a GIS-based network system of ADA-compliant curb ramps and crosswalks on public roadways. The 2021 supplement reported the revamping of the "Report a Pedestrian Issue" website, allowing for citizens to notify DelDOT of pedestrian safety concerns.



Shared Use Path in Lewes, Delaware

Strategic Highway Safety Plan (2020)

The Delaware 2021-2025 Strategic Highway Safety Plan: Toward Zero Deaths is a comprehensive transportation safety plan seeking to reduce fatalities and serious injuries on public roads. The plan used crash data from various government agencies to formulate goals, objectives, emphasis areas, priorities, and countermeasures for Delaware to move towards zero deaths on public roads.

The plan has included pedestrian safety as one of the major emphasis areas since the first Strategic Highway Safety Plan (SHSP) in 2006. Pedestrian fatalities accounted for 25% of all fatalities and 9% of all serious injuries from 2015 through 2019. Emphasis areas represent key factors contributing to crashes for which the development of strategies and detailed actions could have the greatest potential to reduce fatalities and serious injuries. The plan set a goal to reduce pedestrian fatalities and serious injuries by 15% over the next 5 years. The plan provided 5-year crash data on numbers of pedestrian fatalities and serious injury crashes, the gender and ages of pedestrian crash victims, when crashes were occurring, and where crashes were occurring. This data was used to develop strategies and actions to increase pedestrian safety on state-owned and -maintained roadways.

DelDOT Design Guides and Manuals Reviewed

DelDOT Road Design Manual (2011 Update)

The purpose of the DelDOT Road Design Manual was to ensure that DelDOT plans, designs, and implements projects that serve existing and future transportation needs, including the need for alternate modes that are safe and have a long service life and low maintenance costs. The Road Design Manual included design guidelines focused on safety, as well as access and mobility. It included guidance and standards for roadway improvement projects to assure that roadways are consistently designed with consideration of appropriate levels of traffic service, safety, and economy, consistent with the environmental and social context of the area.

Delaware Manual on Uniform Traffic Control Devices (MUTCD) (2011 Update)

The Delaware Manual on Uniform Traffic Control Devices (MUTCD) is used as the state standard for all traffic control devices installed on any state-owned or -maintained street, highway, bikeway, or private road open to public travel. The policies and procedures of the Delaware MUTCD are used to obtain basic uniformity of traffic control devices, including for pedestrian facilities.

DelDOT Traffic Design Manual (2015 Update)

This manual sets forth the latest design concepts and standard practices for DelDOT engineers and technicians when preparing plans and specifications for traffic system design projects. This manual represents DelDOT's practices, techniques, and procedures that will be applied in developing plans, special provisions, standards, and specifications for any new or modified traffic system devices that will be installed or maintained by DelDOT. The manual includes pedestrian signal guidelines for timing, phasing, and ADA compliance.

DART Bus Stop Policy

This policy outlines criiteria for amenities as well as logistics for bus stop spacing and placement.



Pedestrian Accessibility Improvements Completed by the Pedestrian Access Routes (PAR) Program



Sidewalk Link Installed through the Pedestrian Access Routes (PAR) Program

DelDOT Development Coordination Manual (2019 Update)

The purpose of the DelDOT Development Coordination Manual is to set forth DelDOT requirements for the planning, design, construction, and acceptance of residential and commercial development entrances and subdivision streets, and how they connect to state-maintained roadways. It is intended to regulate and control the location, design, and operation of access points and transportation facilities maintained by DelDOT. The manual includes pedestrian considerations, including connectivity requirements for shared use paths, sidewalks, walkways, and transit facilities, as well as pedestrian access into sites from frontage facilities and other forms of pedestrian infrastructure.

Pedestrian Accessibility Standards (PAS) Manual (2021 Update)

DelDOT developed this manual to document all pertinent pedestrian accessibility standards, as well as subsequent guidance and best practices to be used in the design, construction, and maintenance of pedestrian facilities within the public right-of-way along streets and highways under DelDOT's jurisdiction. This manual is to be used by all designers and contractors who design for or work within the public right-of-way. The manual was originally published in 2015 with updates in 2018 and 2021.

DelDOT Policies and Programs Reviewed

Sidewalk and Multi-Use Path Maintenance Policy (2013 Update)

The Sidewalk and Multi-Use Path Maintenance Policy outlines which roads DelDOT has maintenance responsibility for and what kinds of maintenance DelDOT will perform. The original policy was published in 1995 and was revised in 2013. DelDOT's sidewalk maintenance responsibility includes all sidewalks in the state right-of-way, excluding sidewalks owned or maintained by municipalities, privately-owned sidewalks, and sidewalks maintained by others through an agreement or other written obligation. DelDOT does not maintain sidewalks in subdivisions. On the roads that DelDOT has maintenance responsibility for, DelDOT will perform structural repairs, vegetation control, and snow removal. Other maintenance (sweeping, trash removal, etc.) will be performed as resources are available. Additionally, DART has MOAs with landowners regarding maintenance of bus stops and pedestrian pathways, typically in shopping centers.

Pedestrian Access Routes (PAR) Program (2014)

The Pedestrian Access Routes (PAR) Program was initiated in 2014 to supplement other DelDOT programs with a primary focus on the accessibility of DelDOT's existing pedestrian network and Americans with Disabilities Act (ADA) compliance identified in the DelDOT ADA Self-Assessment and Transition Plan. The PAR Program has a dedicated source of funding in the Capital Transportation Program (CTP). The program was initially funded in 2014 at $3 million and is currently receiving $4.5 million in funding. The PAR Program is used to supplement other DelDOT programs but can also be used to implement independent projects that address pedestrian accessibility deficiencies identified in the DelDOT Transition Plan.

ADA Compliance Inspection Application (ACIA) (2019)

The ADA Compliance Inspection Application (ACIA) is a web-based application that is used to assess facilities (curb ramps, sidewalks, bus pads, etc.) in the state's right-of-way at the end of project construction. The information from the application is used by DelDOT's Engineering Support Group to create an ADA compliance review report that is provided to the project manager. The ADA compliance review report lists all of the facilities on the project along with each facility's compliance status based on the applicable ADA standard. Accepting pedestrian facilities into DelDOT's inventory is subject to ADA Title II/Section 504 Coordinator approval, which ensures that ADA compliance is achieved.

Report An Issue Web Tool

DelDOT maintains an online application where members of the public can report pedestrian (or other modal) issues or conditions that they have observed along roadways of concern. The tool is available online and in a mobile application format.

DelDOT Lighting Policy (2020)

The purpose of the DelDOT Lighting Policy is to provide improved visibility for those traveling on roadways at night. Lighting can provide an additional level of comfort for a driver that sometimes cannot be achieved through the installation of raised pavement markers, pavement striping, roadway signing, or other effective passive methods. All customers that utilize the state-maintained roadway network system in Delaware, including drivers, pedestrians, and bicyclists, can benefit from improved visibility in nighttime conditions. Lighting is especially vital for those who use public transit so that they are able to be seen by bus drivers while waiting at bus stops. The policy establishes a method for DelDOT to evaluate roadway lighting needs, considering pedestrian safety in addition to many other factors.



Overhead Light Pole

Other State Pedestrian-Related Initiatives Reviewed

Delaware's Annual Traffic Statistical Report (2020)

This document is an annual report completed by the Delaware State Police (DSP). It is a compilation of crash statistics for crashes occurring on public roadways which produced injuries and/or property damage over $1,500. The report includes general traffic statistics, general crash statistics, vehicle and driver statistics, other special topics, alcohol-related crash statistics, and DSP statistics. The summary of 2020 pedestrian crashes is as follows: 307 pedestrian-involved crashes, 8% of crashes were fatal, 61% were personal injury crashes, 31% were property damage only, and 17 of the 25 pedestrians killed were under the influence of alcohol or drugs. In 2020, the fatality rate for pedestrians involved in crashes was 5.8% in New Castle County, 8.6% in Kent County, and 19.6% in Sussex County.

Better Models for Development in Delaware

Better Models is a publication by the Delaware Office of State Planning Coordination. Its purpose is to encourage developers, citizen leaders, and local officials to make land use and development decisions that will deter suburban sprawl and promote walkable communities. The guide includes six principles: conserve farmland, open space, and scenic resources; maintain a clear edge between town and countryside; build livable communities; preserve historic resources; respect local character in new construction; and reduce the impact of the car. The guide puts emphasis on meeting the needs of all road users – non-motorized and motorized alike – in order to provide Delawareans with true transportation choice.

STRATEGIES **SUMMARY**

As Part of the Phase 2 Pedestrian Action Plan efforts, DelDOT created an internal pedestrian focus group made up of representatives from across the Department to dive deeper into the goals, strategies, and actions identified in the Phase 1 Pedestrian Action Plan. The working group identified four topic areas with 10 strategies and accompanying actions aimed at enhancing pedestrian safety, connectivity, and equitable access to Delaware's pedestrian system in the coming five years. Below is a summary of the strategies per topic area.



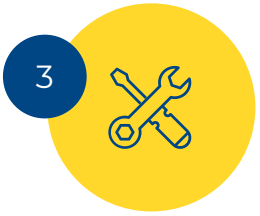
INVENTORIES & PROACTIVE PLANNING

Provide and promote pedestrian safety, mobility, connectivity, and accessibility through better inventory of data and proactive planning.



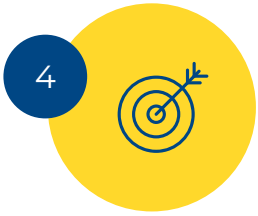
PARTNER OUTREACH & COLLABORATION

Collaborate with partners across the state to better plan and implement pedestrian projects and increase pedestrian safety.



MAINTENANCE RESPONSIBILITY

Enhance the operation and maintenance of pedestrian facilities by providing clearer delineation of responsibilities.



PUBLIC EDUCATION & OUTREACH

Develop programs and strategies to improve pedestrian safety through strategic and intentional public education and outreach.



Goal 1:

INVENTORIES & PROACTIVE PLANNING

Provide and promote pedestrian safety, mobility, connectivity, and accessibility through better inventory of data and proactive planning.

Georgetown to Lewes Multi-Use Trail

What has been completed since the 2007 plan:

Pedestrian Facilities Inventory Database – DelDOT created inventory databases of existing pedestrian facilities throughout the state that serve as asset management tools to track location, width, length, materials used, maintenance responsibility, and compliance status to the Americans with Disabilities Act (ADA) of sidewalks, shared use paths, and curb ramps. The inventory is regularly updated by pulling data from counties, municipalities, and the DelDOT ADA Construction Inspection Application (ACIA).

DelDOT ADA Self-Assessment and Transition Plan – DelDOT developed the DelDOT Self-Assessment and Transition Plan in 2018, and an updated plan is set to be released in 2023. The plan identifies all deficiencies in pedestrian facilities, programs, services, and activities that serve people with disabilities and do not meet ADA requirements.

DelDOT Complete Streets Policy – The DelDOT Complete Streets Policy was adopted in 2010 to ensure that DelDOT system modifications are routinely planned, designed, constructed, operated, and maintained in a way that enables safe and efficient access for all users.

Organizational Changes – DelDOT developed an organizational structure to address ADA compliance. The new organizational structure includes a full-time DelDOT Title II ADA Coordinator, a Bicycle Coordinator, and a Pedestrian Coordinator. Additional technical and support staff are provided, as needed.

Goal 1 Strategies:

Strategy 1.1 – Improve existing pedestrian programs and develop new programs with sustainable funding sources.

Action 1.1.1 - Complete a Vulnerable Road User Safety Assessment

DelDOT will incorporate Vulnerable Road Users (VRU) as part of Delaware's Strategic Highway Safety Plan (SHSP) which aims to eliminate fatalities and serious injuries on Delaware's roadways. To understand crash and demographic statistics, a Vulnerable Road User Safety Assessment is completed, accounting for pedestrians and bicyclists. DelDOT will work to achieve this by doing the following:

1. Complete a data-driven process to identify areas of high-risk for vulnerable road users for the Safety Assessment.

2. Compile a list of safety strategies and actions stemming from the analysis.

3. Identify funding source or program(s) that can be used to implement VRU Safety Assessment strategies and actions. A goal is to implement recommendations stemming from the VRU Safety Assessment faster than those being implemented by current funding programs.

- Timeframe: Mid-Term (completed by 2030)
- Potential Partners: Delaware State Police, Office of Highway Safety, Local Governments, and MPOs

Action 1.1.2 - Pilot Project Installations - Increase the number of pilot installation projects and improve data tracking of results to better evaluate the effectiveness of installations for reducing vehicular speeds and improving pedestrian safety.

DelDOT aims to increase the number of pilot installation projects conducted internally and externally to pilot or "test" pedestrian and complete streets installations such as pedestrian bulb outs, road diets, mini traffic circles, bike lanes and other temporary safety improvements. These pilot projects are a great way to quickly test a solution and evaluate the effectiveness in increasing overall road user safety. DelDOT will work to achieve this by doing the following:

DelDOT will create a pilot installation projects process guide to explain how the projects should be requested and conducted. The guide will include criteria for project selection, methods to create more uniform data tracking methods, performance measures, and a list of temporary materials that can be used for installations.
DelDOT will work with local governments and planning partners to share pilot installation projects process guide so that local entities can also conduct their own pilot projects and share their findings with DelDOT.
As DelDOT expands these types of pilot projects, new design guidance may be created to incorporate the most effective design treatments on other Delaware roadways.

- Timeframe: Mid-Term (completed by 2030)
- Potential Partners: Local Governments and MPOs

Action 1.1.3 - Before-and-After Studies - Increase the number of before-and-after studies and improve data tracking of results to better evaluate the effectiveness of traffic calming features and design modifications aimed at increasing pedestrian safety and increase the implementation of success features

DelDOT aims to increase the number of before-and-after studies conducted after traffic calming features have been installed to evaluate the effectiveness in increasing pedestrian safety as well as overall road user safety. Such features include radar speed signs, vertical traffic calming measures, median fencing, raised intersections, pedestrian scramble phasing, road diets, pedestrian detection at signalized intersections and along high-risk corridors, and other safety improvements. DelDOT will work to achieve this by doing the following:

DelDOT will create a Before-and-After study process guide to explain how the studies should be conducted, criteria for project selection, and methods to create more uniform data tracking methods, performance measures, and overall study results.
Work with municipal partners to identify opportunities to perform before-and-after studies and share results.
As DelDOT expands these types of before-and-after studies, new design guidance will be created to incorporate the most effective design treatments on other Delaware roadways and shared with partners.

- Timeframe: Mid-Term (completed by 2030)
- Potential Partners: Local Governments and MPOs



Signal and Lighting Improvements at Gracelawn Cemetery

Action 1.1.4 – Study the Feasibility of a Pedestrian Priority Area Program

Currently, DelDOT lacks a dedicated funding program and process to systematically plan, prioritize, construct, or maintain sidewalks or shared-use paths. Instead, pedestrian projects are implemented sporadically on an ad hoc basis using different funding sources as the opportunity or need presents itself. Part of the challenge is that there is no consistent funding program or process to systematically plan, prioritize, or maintain pedestrian facilities and expand the pedestrian network.

It is not currently known how much need exists for such a program, nor how much funding would be needed to implement such a program and what number of measurable benefits would result. DelDOT is looking to study and understand the options for funding and managing a program like this. DelDOT will investigate the potential of creating a pedestrian project priority area program to promote walkability, connectivity, safety, and asset management, while prioritizing pedestrian improvement projects in equity focus areas, marginalized communities, and areas with high concentrations of pedestrian crashes.

To accomplish this, DelDOT plans to focus on the following efforts:

- **Inventory** - Use the inventory of sidewalks and shared use paths that DelDOT already owns, updating the inventory as the network is further built out. Explore adding DART's bus stops into the inventory as well.
- **Gap Analysis & Prioritization** – Perform a gap analysis to identify where pedestrian infrastructure improvements or additions are needed and create a prioritization plan to implement the projects. DelDOT will work with planning partners including local governments and MPOs to identify pedestrian safety, connectivity needs, and ridership needs, and to prioritize projects where the need is greatest. There has already been some progress made on this item, specifically regarding pedestrian origin-destination data. Improved data about pedestrian travel patterns and crashes. In December 2016, the Delaware Criminal Justice Information System (DelJIS) added pedestrian origin and destination fields to E-Crash. E-Crash is an electronic reporting system that responding officers use to document crashes when they happen. Police officers are now being automatically prompted to enter pedestrian origin and destination data for pedestrian crashes. This data helps engineers and planners analyze pedestrian crashes and identify infrastructure needs. DelDOT will continue to implement best practices for the use of this new pedestrian origin-destination data to capture improved data about pedestrian travel patterns and crashes.
- **Explore Best Practices from Other States** – Reach out to other state Transportation Departments to learn more about similar pedestrian programs and develop list of best practices and ideas to build off of.

- **Pedestrian Origin - Destination Data -** – Implement best practices for the use of new pedestrian origin - destination data to capture improved data about pedestrian travel patterns and crashes.

- **Feasibility Study** - Conduct a feasibility study to estimate the costs to continue to build and maintain the existing network and future sidewalk and shared use path network. As part of the study, explore different funding mechanisms such as dedicated taxes, impact fees, grants, public-private partnerships, or a combination thereof to fund such a program. Develop financial models to estimate revenue streams and potential costs associated with pedestrian facility construction and maintenance.

- **Policy Changes** - Formulate a clear policy outlining the importance of pedestrian infrastructure and safety within the state's transportation system and draft legislation or regulations to enable the creation of a dedicated funding mechanism for pedestrian facilities.

    - Timeframe: Long-Term (completed by 2035)
    - Potential Partners: Local Governments, and MPOs



Junction and Breakwater Trail Before Paving

Strategy 1.2 – Promote land use and transportation facilities and policies that improve pedestrian connectivity, accessibility, and safety.

Action 1.2.1 - Continue Coordination with Land Use Partners through Transportation Improvement Districts (TIDs)

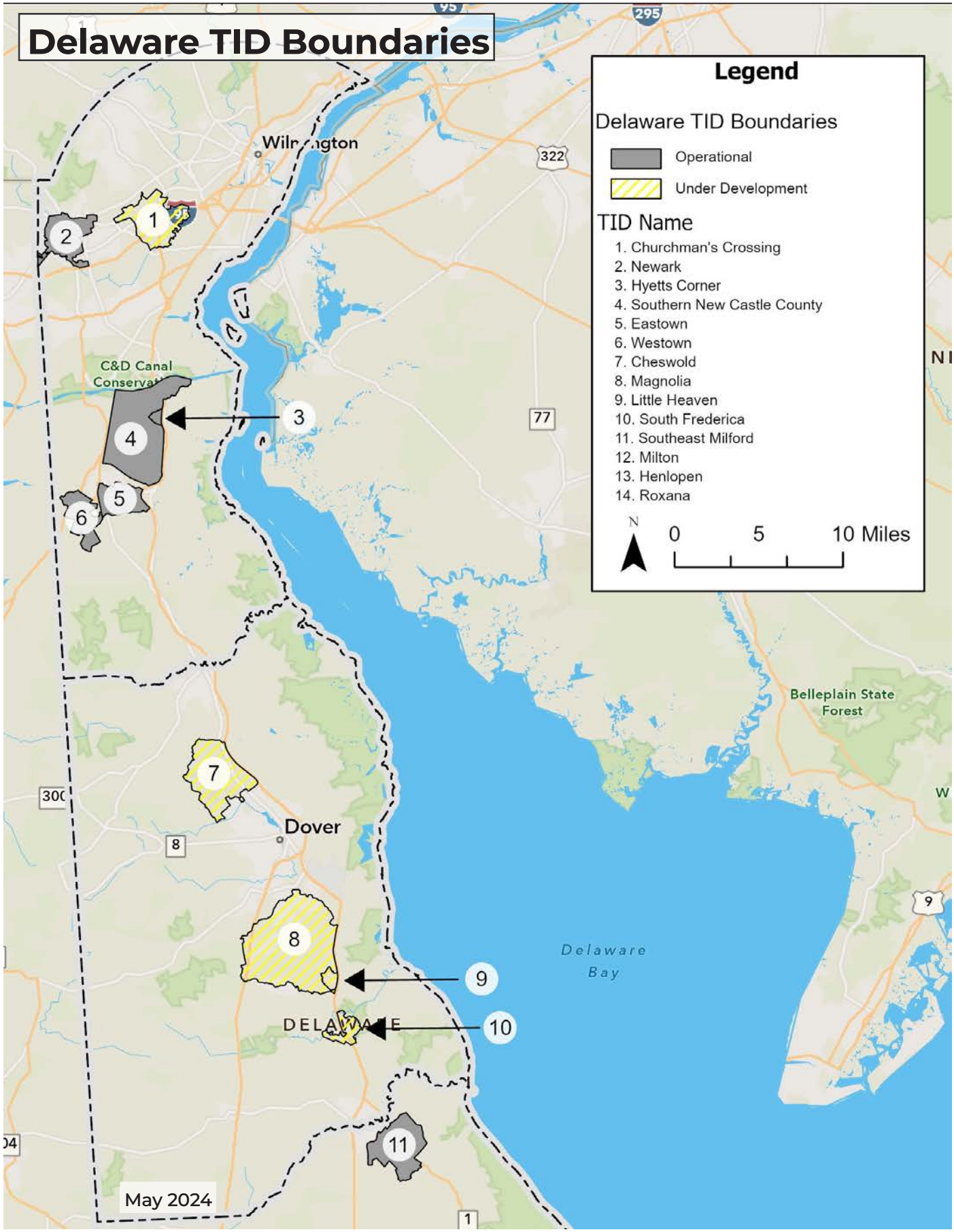
One way that DelDOT integrates transportation planning with local government land use planning is through Transportation Improvement Districts (TIDs). TIDs comprehensively identify, plan, and fund needed transportation improvements. TIDs consider pedestrian travel and accessibility needs in the identification and cost estimation of needed transportation improvements. Pedestrian TID improvements typically consist of extending sidewalk and shared use path facilities, providing additional crossing locations at signalized intersections when possible, and recommending rebuilding existing substandard facilities to meet needed requirements. At the conclusion of each TID, the lists of TID improvements eligible for TID funding include are locally prioritized. As part of this prioritization, a separate scoring criterion for multi-modal improvements is used to provide TID pedestrian improvements additional weightage compared to improvements that do not have multi-modal impacts. DelDOT will continue to support the implementation of the transportation improvements in the existing TIDs and will continue to look for opportunities to expand the TID program with the designation of new TIDs based on need.

There are currently 14 TIDs across Delaware:

1. Churchman's Crossing TID in New Castle County*
2. Newark TID in New Castle County
3. Hyetts Corner TID in New Castle County
4. Southern New Castle County TID
5. Eastown TID in New Castle County
6. Westown TID in New Castle County
7. Cheswold TID in Kent County*
8. Magnolia TID in Kent County*
9. Little Heaven TID in Kent County*
10. South Frederica TID in Kent County*
11. Southeast Milford TID in Sussex County
12. Milton TID in Sussex County*
13. Henlopen TID in Sussex County
14. Roxana TID in Sussex County*

* Currently Under Development

- Timeframe: Ongoing Action
- Potential Partners: Local Governments and MPOs


Delaware TID Boundaries
Legend
Delaware TID Boundaries
Operational
Under Development
TID Name
1. Churchman's Crossing
2. Newark
3. Hyetts Corner
4. Southern New Castle County
5. Eastown
6. Westown
7. Cheswold
8. Magnolia
9. Little Heaven
10. South Frederica
11. Southeast Milford
12. Milton
13. Henlopen
14. Roxana
N
0
5
10 Miles
Wilmington
C&D Canal
Dover
Belleplain State Forest
Delaware Bay
DELAWARE
May 2024

Action 1.2.2 - Continue Private Development Coordination for Access to State Owned Roadways

DelDOT reviews all private development requests for subdivision streets and access to state-maintained roadways to ensure that the site land use and any access modifications are designed to provide safe and reasonable access to the site while providing the least impact on the existing roadway system and its users. Part of this review process includes reviewing pedestrian access and safety improvements that would provide connected, accessible, and safe pedestrian facilities to the travel public.

- Timeframe: Ongoing Action
- Potential Partners: Local Governments and MPOs

Strategy 1.3 – Revise and consolidate standards and guidelines to ensure safe pedestrian access to all transportation facilities.

Action 1.3.1 - Consistent Administration of Policies, Standards, and Guidelines

DelDOT is continuing to improve consistency in the administration of policies, standards, and guidelines. DelDOT is currently finalizing the Complete Streets Design Guide and Complete Streets Checklist to ensure that complete streets considerations are included in every project during the planning phase of project development. These documents are anticipated to be finalized and released in 2024. DelDOT is committed to continuous staff training in how to use the guide and checklist and will continue to evaluate and update the documents to continually expand the information and to streamline and improve complete streets planning and design processes at DelDOT.

The Project Development Manual is also being updated to include additional pedestrian considerations (among other updates). DelDOT will continue to focus on improving consistency in the administration of policies, standards, and guidelines to ensure that considerations for all users including pedestrians is a consistent and thorough consideration. As DelDOT policies, standards, and guidelines are updated, best practices for pedestrian safety and design will be included in updates to various DelDOT manuals, program and project guides, and planning documents as appropriate.

- Timeframe: Ongoing Action
- Potential Partners: Pedestrian Council, MPOs, Municipalities

Action 1.3.2 – Explore Feasibility to Meet the State Determined Goal of Transitioning the State-Owned Pedestrian Network into a Fully Compliant Network by the year 2033

In 2018, DelDOT created the DelDOT ADA Self-Assessment and Transition Plan, setting a 15-year goal to transition the existing state-owned pedestrian network into a fully compliant network by the year 2033. However, at that time the Department was not able to fully understand the extent of the non-compliant network nor track progress towards compliancy as pedestrian facilities were constructed or altered through many DelDOT projects and programs. DelDOT is now approximately five years into the transition period and has made progress being able to better track transition plan progress and identify needs more proactively. Based on recent five-year data the department was able to transition approximately 27% of the pedestrian network's non-compliant features into compliant features over a five-year period. This includes a variety of non-compliant features such as sidewalks, curb barriers, curb ramps, pedestrian signals, and crosswalks, just to name a few.

With this new understanding of how quickly progress has occurred under current funding and programmatic constraints, the Department is better situated to re-evaluate the feasibility of meeting full compliance by 2033. The Department plans to reevaluate its ability to meet the transition plan goal year of 2033 for a fully compliant pedestrian network and identify ways to increase the Department's progress through potential changes to internal work plans, policies, and funding programs and processes. The Department will also explore where to prioritize accessibility improvements based on pedestrian safety and volumes. Potential focus areas to prioritize progress towards compliance could be in pedestrian priorities areas such as downtowns, commercial and retail areas, schools, parks, or transit stops that lack pedestrian accessibility connections to the surrounding network.

- Timeframe: Mid-Term: 2030
- Potential Partners: Internal to DelDOT



Georgetown to Lewes Trail, Delaware

Action 1.3.3 - Ensure that all new or altered pedestrian facilities constructed within the public-right-of-way are constructed to meet the Americans with Disabilities Act (ADA) compliance to the maximum extent feasible using sound engineering judgment.

DelDOT will continue to ensure that any new pedestrian facilities constructed or altered within the public right-of-way meet ADA compliance to the maximum extent feasible using sound engineering judgment. This is accomplished as a multi-stepped process. First, DelDOT provides designers and engineers with design standards and resources for designing facilities to ensure appropriate accessibility design considerations are part of any DelDOT administered project. Once a facility is constructed, DelDOT performs an ADA compliance inspection through DelDOT's engineering support team. Any ADA issues identified by this team are then conveyed back to the contractor to resolve. Once the contractor has resolved the identified concerns DelDOT's Civil Rights Division will perform a secondary field inspection to validate that the contractor has resolved the identified ADA issues as well as verify no other ADA issues exist before the final acceptance of any project.

- Timeframe: Ongoing
- Potential Partners: Internal to DelDOT

Strategy 1.4 – Improve data collection and analysis to better inventory and plan for pedestrian infrastructure improvements.

Action 1.4.1 - Improve Data Collection of Pedestrian Crashes and Monitor Trends

Study and understand correlations between pedestrian crashes and equity focus areas in Delaware to identify pedestrian priority improvements and safety counter-measures. Many pedestrian crashes are occurring in areas with concentrations of people that have low incomes, low automobile ownership or private vehicle access, and rely on public transportation or walking to access goods, services, and jobs. Additionally, many of these pedestrian crashes are occurring along high-volume suburban arterials. DelDOT is continuing to study and monitor these crash trends to be able to better predict areas that may be more likely to have increased pedestrian crashes and to plan and prioritize safety improvements for pedestrians using these roadways.

- Timeframe: Short-Term (completed by 2026), then Ongoing Action
- Potential Partners: Pedestrian Council, MPOs, Municipalities

Action 1.4.2 - Improve Tracking of Pedestrian Safety Counter Measures Success Rates

DelDOT implements a variety of pedestrian safety counter measures routinely, especially those identified in pedestrian safety audits (PSAs). However, the success rate of these counter measures is not routinely tracked and monitored for how successful they are in reducing pedestrian crashes along corridors. Part of the challenge to this is that there is no dedicated funding source to implement projects quickly. In addition to the funding changes DelDOT is exploring to implement PSA recommendations, DelDOT plans to create a monitoring program to better track counter measures success rates which will enable DelDOT to proactively install similar successful countermeasures on roadways with similar crash patterns to increase safety.

- Timeframe: Mid-Term (completed by 2030)
- Potential Partners: Pedestrian Council, Law Enforcement Agencies, MPOs, Municipalities

Action 1.4.3 - Address Pedestrian Crashes on Freeways

DelDOT is currently working to install additional reformatted signs on freeways to inform stranded drivers to stay in their vehicles with their flashers on until emergency help arrives in areas that have experienced these types of safety concerns or may be likely to have these issues in the future. DelDOT Traffic Engineering has been working on developing the plans for adding Emergency signs along Freeways statewide. Below is an image of the current design that will be fabricated/installed at 47 locations statewide.



DelDOT routinely updates digital messages on their dynamic message signs, urging people to stay in their cars in the event of a vehicle break-down.

While the majority of pedestrian crashes on freeways involve stalled vehicles, there are also pedestrian crashes that result from people walking along freeways as a way to get to places they need to be. It is difficult to understand why people are walking on freeways because these crashes typically result in fatalities leaving little information as to why the person was walking along the freeway. DelDOT is working with the State Police to better understand the circumstances leading to these events in order to better provide a transportation system that will not result in people making this dangerous decision.

- Timeframe: Mid-Term (completed by 2030)
- Potential Partners: State Police



Pedestrians boarding the #103 bus line in Dover, Delaware

Action 1.4.4 - Establish Statewide Pedestrian Count Program

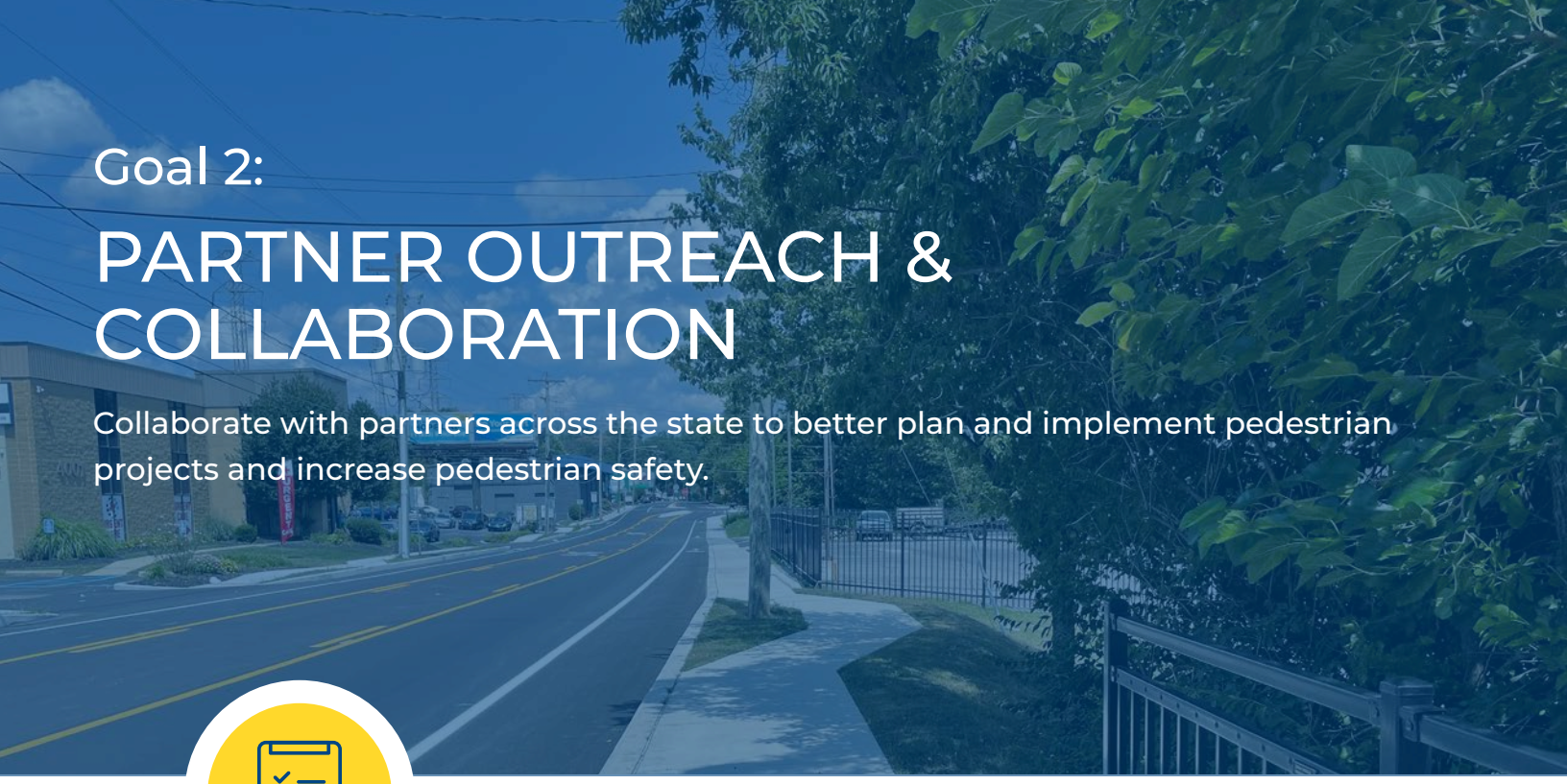
Pedestrian counts are most often done when projects are in the planning stage to better understand corridor needs early in the planning and design process. There is currently no state-wide comprehensive pedestrian count program to inventory pedestrian volumes and project need. DelDOT is interested in setting up an annual pedestrian count program to better understand pedestrian needs based on volumes of users. There are a variety of ways that DelDOT could achieve such a program but to achieve this statewide on any kind of reoccurring bases along all state roads will be costly and time consuming. DelDOT iwill look for ways to do such a program efficiently in the future.

- Timeframe: Long-Term
- Potential Partners: MPOs, local governments, Pedestrian Council

Action 1.4.5 - Establish a Statewide Modal Shift Goal

Explore, design, and implement a program to help determine baseline data, track changes in modes of transportation, and create a goal for the prevalence of walking in Delaware.

- Timeframe: Long-Term
- Potential Partners: University of Delaware, Pedestrian Council



Goal 2:

PARTNER OUTREACH & COLLABORATION

Collaborate with partners across the state to better plan and implement pedestrian projects and increase pedestrian safety.

What has been completed since 2007 plan:

Design Process and Development Review Enhancements – To improve consistency in the administration of policies, standards, and guidelines, DelDOT implemented the new DelDOT Standards and Regulations for Subdivision Streets and State Highway Access to coordinate the review of development proposals. DelDOT modified the design process and subdivision review process to include plan review by the Title II ADA Coordinator, Pedestrian Coordinator, and Bicycle Coordinator.

Pedestrian Accessibility Standards (PAS) Requirements – Pedestrian Accessibility Standards (PAS) requirements are included in all permits as a condition of approval and a condition of acceptance of subdivision streets. PAS requirements apply to all pedestrian facilities in the public right-of-way that are under DelDOT's jurisdiction. In addition, the PAS applies in all permits as the language currently states.

Traffic Lighting Policy (2020 Update) – The DelDOT Traffic Lighting Policy was updated in 2020 and provides guidance on lighting along state-maintained roadways to create safer facilities for all road users, including pedestrians. The updated policy takes into consideration aspects such as high pedestrian volumes or the presence of marked crosswalks to help justify more lighting, both in terms of area illuminatedand the level of illuminance. The policy also provides guidance to collect detailed pedestrian data for consideration when evaluating a facility.

School Collaboration – Since 2007, DelDOT has worked on infrastructure, education, or assistance with logistics with the following schools:

- Banneker Elementary
- Bayard Elementary
- Carrcroft Elementary
- Clayton Elementary
- Cooke Elementary
- Downes Elementary
- Eisenberg Elementary
- North Dover Elementary
- WB Simpson Elementary
- Lake Forest
- McCullough Middle
- Wilmington Montessori

Delaware Pedestrian Council – The Pedestrian Council was reestablished in October 2015 by Governor Jack Markell to address concerns related to the high number of pedestrian fatalities, lack of awareness about pedestrian laws, and desire to improve the walkability of the state. The Pedestrian Council was charged with advising the Secretary of DelDOT on making walking a safe, convenient, efficient, and comfortable means of transportation.



Pedestrian Council Logo

For five years, members of the Pedestrian Council and its three subcommittees worked on analyzing data, reviewing policies, developing recommendations, and raising public awareness to help improve pedestrian safety in Delaware. The council concluded in 2020 with a report of recommendations for DelDOT to take under consideration.

In 2023, the Pedestrian Council was codified (84 Del. Laws, c. 58, § 1.) to assist in the goal of eliminating pedestrian fatalities and making walking a safe, convenient, efficient, and comfortable means of transportation in Delaware. The Council is responsible for advising the Secretary of the Department of Transportation and the Commissioner of the Department of Safety and Homeland Security on a variety of issues. Those include identifying gaps in the pedestrian system, ensuring compliance with the Americans with Disabilities Act of 1990, developing strategies for pedestrian safety education and awareness, and other duties as outlined in the Delaware Code. The Council held its first meeting in January of 2024 and meets on a quarterly basis.



Rectangular Rapid Flashing Beacons on Lorewood Grove Road in Middletown, Delaware

Rectangular Rapid Flashing Beacons (RRFBs) – DelDOT has installed 43 rectangular rapid flashing beacons (RRFBs) throughout the state since 2016 to increase awareness of pedestrian crosswalks and increase the number of vehicles yielding to pedestrians. RRFBs are devices with flashing lights that alert drivers when pedestrians are crossing roads. When activated, studies have shown that motorists tend to yield to pedestrians in marked crosswalks more frequently, making pedestrian crossings safer for all road users. DelDOT continues to perform before-and-after studies to understand the success rates of RRFBs and to plan for future RRFBs throughout the state. These studies have shown increased motorist yielding between 2% and 59% for the 35 RRFBs studied.

Driver's Manual Revisions – Section 4 of the Driver's Manual was first revised in 2012 and is annually updated to emphasize pedestrian fatalities, awareness of nonmotorized roadway users, and safety instructions for pedestrians. In addition, the Defensive Driver curriculum was amended in May 2021 to include discussions of situations on the road with vulnerable users including pedestrians, pedestrian safety, yielding to pedestrians, the White Cane Law, and active traffic devices for pedestrian crossing such as HAWK signals and rectangular rapid flashing beacons (RRFBs). With new laws related to vulnerable users, such as the White Cane Law, and with new traffic control devices, such as pedestrian-dedicated traffic signals, it is important that Delaware's drivers be educated on how they operate.

Strategy 2.1 – Partner with municipal, regional, state, federal, and public partners to enhance pedestrian projects and create a connected and safe pedestrian network within the state.

Action 2.1.1 - Increase Grant Applications from Local Governments

DelDOT aims to collaborate with local governments to boost grant applications for federal and state-funded pedestrian studies and projects. Currently, DelDOT supports municipalities by actively researching and sharing funding resources from various sources including federal, state, county, and private entities for safety education and pedestrian projects. DelDOT also directs municipalities to seek assistance from the University of Delaware Institute for Public Administration's Grant Assistance Program (GAP) for funding opportunities. DelDOT commits to continuing aid in identifying funding sources for pedestrian projects and offers technical assistance as needed. Given the changing funding landscape, DelDOT collaborates by providing support in identifying funding sources when projects are proposed. Additionally, DelDOT offers technical assistance to municipalities, aiding in implementing existing plans such as the Dover-Kent MPO's assistance to the City of Dover.

DelDOT will achieve this goal by doing the following:

Partnering with local governments, councils, and legislators to promote available grant funding for local pedestrian projects.

Continuing to administer the Transportation Alternatives Program (TAP) grant program for enhancing pedestrian infrastructure.

Providing technical assistance data analysis, and planning support to municipalities pursuing pedestrian-related grant applications.

- Timeframe: Ongoing
- Potential Partners: Local Governments, MPOs, local councils, legislators, and University of Delaware Institute for Public Administration's Grant Assistance Program (GAP)

Action 2.1.2 –Encourage Local Governments to Create and Implement Pedestrian Plans That Reflect the Needs and Priorities of Their Communities

Establish a streamlined process to assist local governments in securing funding for developing pedestrian plans. Projects identified in these plans will be prioritized based on community input and safety considerations, focusing on areas of high pedestrian activity such as schools, parks, and transit stops. Additionally, grant applications from local governments could be given extra weight when applying for TAP or other state funding for projects that are included in their locally developed pedestrian plans. DelDOT should explore ways to provide ongoing support in implementing these plans, including technical assistance for project design and

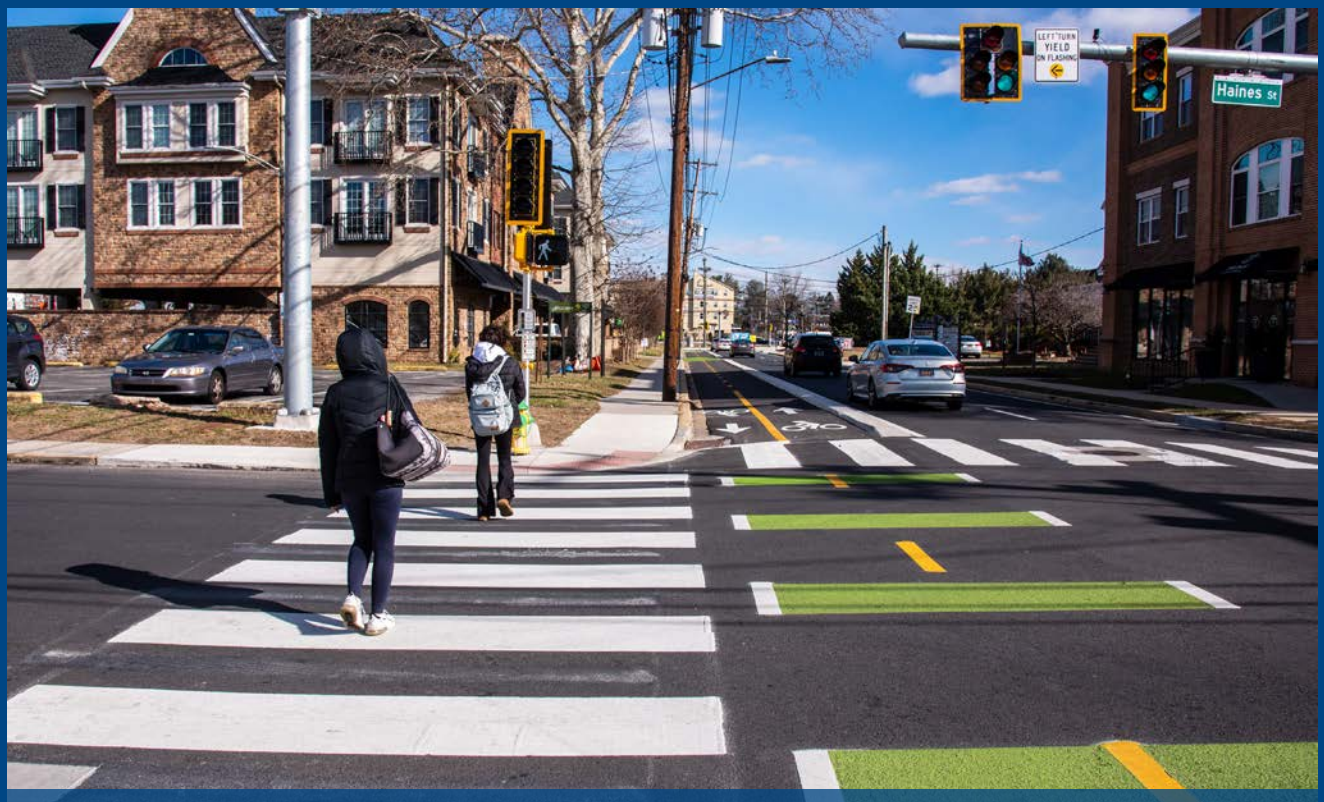
implementation, and ensuring effective translation of community priorities into actionable pedestrian infrastructure improvements, as well as focusing on areas of high pedestrian activity such as schools, parks, and transit centers.

- Timeframe: Mid-Term (completed by 2030)
- Potential Partners: Local governments, MPOs, and local councils

Action 2.1.3 – Support and Recommend Legislative Action

DelDOT regularly supports legislative action to strengthen pedestrian safety laws and enforcement measures. For example, DelDOT supported the expansion of legislation permitting the use of automated speed enforcement in Delaware. DelDOT will continue to identify and support legislative action to enhance pedestrian safety and increase connectivity, accessibility, and transportation equity for pedestrians.

- Timeframe: Ongoing
- Potential Partners: Local Governments, MPOs, local councils, legislators, and Pedestrian Council



Pedestrians using a crosswalk in Newark, Delaware



Pedestrian Multi-Use Trail

Action 2.1.4 - Support the newly established Delaware Pedestrian Council by Providing Ongoing Technical Assistance

Provide support as needed to the Delaware Pedestrian Council, established in 2024. The Pedestrian Council is comprised of members representing various state agencies, local governments, advocacy organizations, and the public. The council is working collaboratively with DelDOT and other state agencies to implement the actions within this Pedestrian Action Plan and to advise the Secretary of the Department of Transportation and the Commissioner of the Department of Safety and Homeland Security on matters focusing on pedestrian safety and connectivity improvements, pedestrian safety education and awareness, and prioritization of pedestrian infrastructure improvements, among other topics.

- Timeframe: Ongoing
- Potential Partners: Pedestrian Council

Action 2.1.5 - Continue to collaborate with Metropolitan Planning Organizations (MPOs) to implement and enhance pedestrian projects

Continue working with Delaware MPOs to better plan and implement pedestrian projects throughout the state, prioritizing areas most in need. DelDOT and the MPOs currently collaborate on pedestrian infrastructure projects that have regional transportation implications. DelDOT works with the MPOs to exchange data, conduct joint analyses, and engage with the public to identify areas with high pedestrian activity, safety concerns, and infrastructure gaps. This helps inform decision-making processes and prioritize pedestrian projects to areas most in need. DelDOT aims to strengthen this collaboration by working even more closely with MPOs to identify and pursue grant funding opportunities for pedestrian projects. Additionally, efforts will be made to improve information exchange processes to foster better collaboration between DelDOT and MPOs. This enhanced collaboration will ensure that pedestrian projects address critical needs effectively and efficiently throughout the state.

- Timeframe: Ongoing
- Potential Partners: Delaware MPOs

Action 2.1.6 - Engage in cross-collaboration with federal partners

DelDOT plans to further strengthen partnerships and explore collaboration opportunities with federal partners and other state Departments of Transportation (DOTs) to exchange and implement pedestrian best practices for project and program planning and design. This could include forming inter-agency working groups or information exchange platforms. It could also entail participating in joint workshops, conferences, or other collaboration and educational efforts.

- Timeframe: Ongoing
- Potential Partners: National Highway Institute (NHI), U.S. Department of Transportation Federal Highway Administration (FHWA), other state Departments of Transportation

Action 2.1.7 - Increase Collaboration with Enforcement Agencies

DelDOT will continue to collaborate with the Delaware State Police to conduct safety checkpoints, pedestrian safety trainings, and other outreach and educational events.

Work with state and local law enforcement agencies to proactively identify areas where law enforcement has safety concerns and work together to identify areas where fatal crashes are likely to occur (based on crash data and law enforcement observations).

Occasional meetings with law enforcement around the state (focusing on areas with high pedestrian crashes) could help proactively identify issue areas before fatal crashes occur.

- Timeframe: Ongoing
- Potential Partners: Law Enforcement Agencies



Goal 3: MAINTENANCE RESPONSIBILITY

Enhance the operation and maintenance of pedestrian facilities by providing clearer delineation of responsibilities.

US 13 Sidewalk at Boulden Boulevard

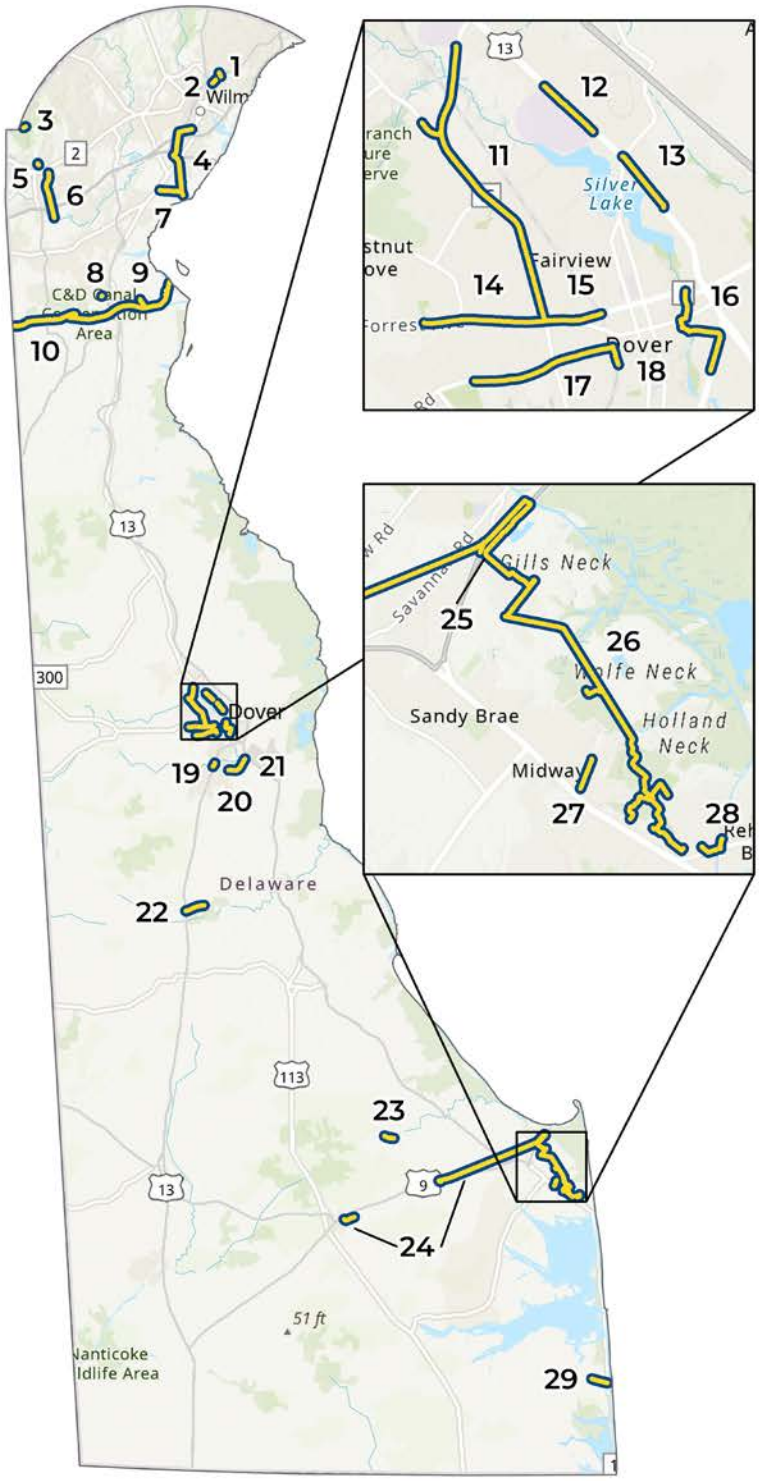
What has been completed since 2007 plan:

Sidewalk and Multi-Use Path Maintenance Policy – DelDOT adopted its Sidewalk and Multi-Use Path Maintenance Policy effective June 17, 2013. It is DelDOT's goal to ensure that all efforts are undertaken in determining the need and justification for installing, reconstructing, improving, requiring, or extending sidewalks for its transportation projects as well as for other initiating parties in public or private development. The policy specifies that DelDOT will assume maintenance responsibility for sidewalks (including structural repairs, vegetation control, and snow removal) located in the state right-of-way so long as the sidewalks are not:

- Owned or maintained by municipalities.
- Located in subdivisions.
- Privately owned.
- Maintained by others through an agreement or other written obligation.

Millions Invested in Trails – DelDOT has invested millions of dollars on trails and shared use paths across the state both for recreational use and as an alternative mode of transportation. These investments were made through the former Trails and Pathways Program, whose vision was to create a truly multimodal transportation network in Delaware. The Trails and Pathways Program has since become the DelDOT Statewide Bicycle and Pedestrian Program, which has dedicated funding in the DelDOT Capital Transportation Program (CTP). The projects completed since 2007 include the Jack A. Markell Trail which connects the cities of New Castle and Wilmington, the Georgetown to Lewes Trail and the Junction & Breakwater Trail in Sussex County, and the Capital City Trail in Kent County.

Investments in Trails over the Last 10 Years



1 - Talley Road Trail Improvements
2 - Miller Road Streetscape
3 - Hopkins Road Ped. Improvements
4 - Jack Markell Trail
5 - White Clay Creek Bike/Ped. Bridge
6 - SR 72 Trail Resurfacing
7 - SR 273 Multi-Use Trail
8 - McCoy Road Ped. Bridge
9 - St. Georges and Biddle Point Access Road Repaving
10 - C&D Canal Trail
11 - Saulsbury Road Trail Resurfacing
12 - Delaware State University Ped. Safety Improvements
13 - US 13 Sidewalks
14 - Forest Ave Trail Resurfacing
15 - Senator Bikeway
16 - Capital City Trail
17 - North Street Trail Resurfacing
18 - West Street Connector
19 - Brecknock Park Trail
20 - Capital City Trail Phase III, Gateway to South State Street
21 - SR 10 Bridge Crossing to Gateway Shopping Center
22 - Killens Pond Road Trail Resurfacing
23 - Milton Rail Trail
24 - Georgetown to Lewes Trail, Phase 8 & 1-3
25 - Savannah Road Sidewalk
26 - Junction & Breakwater Trail
27 - Munchy Branch Trail
28 - Junction & Breakwater Trail, Rehoboth Avenue Extension
29 - Garfield Parkway Ped. and Bicycle Improvements

May 2024

Strategy 3.1 – Clarify maintenance responsibilities for pedestrian facilities, delineating roles for state and local governments, as well as private entities.

Action 3.1.1 - Consistent Administration of Policies, Standards, and Guidelines

DelDOT is continuing to improve consistency in the administration of policies, standards, and guidelines. DelDOT is currently finalizing the Complete Streets Design Guide and Complete Streets Checklist to ensure that complete streets considerations are included in every project during the planning phase of project development. These documents are anticipated to be finalized and released in 2024. DelDOT is committed to continuous staff training in how to use the guide and checklist and will continue to evaluate and update the documents to continually expand the information and to streamline and improve complete streets planning and design processes at DelDOT.

The Project Development Manual is also being updated to include additional pedestrian considerations (among other updates). DelDOT will continue to focus on improving consistency in the administration of policies, standards, and guidelines to ensure that considerations for all users including pedestrians is a consistent and thorough consideration. As DelDOT policies, standards, and guidelines are updated, best practices for pedestrian safety and design will be included in updates to various DelDOT manuals, program and project guides, and planning documents as appropriate.

- Timeframe: Ongoing Action
- Potential Partners: Pedestrian Council, MPOs, Municipalities

Action 3.1.2 – Explore Feasibility to Meet the State Determined Goal of Transitioning the State-Owned Pedestrian Network into a Fully Compliant Network by the year 2033

In 2018 DelDOT created the DelDOT ADA Self-Assessment and Transition Plan setting a 15-year goal to transition the existing state-owned pedestrian network into a fully compliant network by the year 2033. However, at that time the Department was not able to fully understand the extent of the non-compliant network nor track progress towards compliance as pedestrian facilities were constructed or altered through many DelDOT projects and programs sometimes sporadically sometimes systematically. DelDOT is now approximately five years into the transition period and has made progress in being able to better track transition plan progress and identify needs more proactively. Based on recent five-year data the department was able to transition approximately 27% of the pedestrian network's non-compliant features into compliant features over a five-year period. This includes a variety of non-compliant features such as sidewalks, curb barriers, curb ramps, pedestrian signals, and crosswalks.

With this new understanding of how quickly progress has occurred under current funding and programmatic constraints, the Department is better situated to reevaluate the feasibility of meeting full compliance by 2033. The Department plans to

reevaluate its ability to meet the transition plan goal year of 2033 for a fully compliant pedestrian network and identify ways to increase the departments progress through potential changes to internal work plans, policies, and funding programs and processes. The Department will also explore where to prioritize accessibility improvements based on pedestrian safety and volumes. Potential focus areas to prioritize progress towards compliance could be in pedestrian priorities areas such as downtowns, commercial and retail areas, schools, parks, or transit stops that lack pedestrian accessibility connections to the surrounding network.

- Timeframe: Mid-Term: 2033
- Potential Partners: Internal to DelDOT

Action 3.1.3 - Ensure that all new or altered pedestrian facilities constructed within the public-right-of-way are constructed to meet the Americans with Disabilities Act (ADA) compliance to the maximum extent feasible using sound engineering judgment

DelDOT will continue to ensure that any new pedestrian facilities constructed or altered within the public right-of-way meet ADA compliance to the maximum extent feasible using sound engineering judgment. This is accomplished as a multi-stepped process. First, DelDOT provides designers and engineers with design standards and resources for designing facilities to ensure appropriate accessibility design considerations are part of any DelDOT administered project. Second, submitted construction plans are reviewed for compliance and logical termini by DelDOT's Pedestrian Coordinator and Bicycle Coordinator. Once a facility is completed, DelDOT performs an ADA compliance inspection through DelDOT's engineering support team. Any ADA issues identified by this team are then conveyed back to the contractor to resolve. Once the contractor has resolved the identified concerns, DelDOT's Civil Rights Division will perform a secondary field inspection to validate that the contractor has resolved the identified ADA issues as well as verify no other ADA issues exist before the final acceptance of any project.

- Timeframe: Ongoing
- Potential Partners: Internal to DelDOT



Temporary Traffic Circle at 16th Street, Wilmington, Delaware



Temporary Bike Lanes on Delaware Avenue, Newark, Delaware



Goal 4:
PUBLIC EDUCATION & OUTREACH

Develop programs and strategies to improve pedestrian safety through strategic and intentional public education and outreach.

What has been completed since 2007 plan:

Pedestrian Safety Awareness Month – In 2017, Delaware declared October as Pedestrian Safety Month becoming one of the first few states to do so. The month of October was chosen because the state sees an uptick in pedestrian fatalities as the days get shorter. NHTSA started to do this in 2020.

Statewide Pedestrian Safety Campaign – DelDOT has continued statewide pedestrian safety campaigns to promote a change in behavior by drivers, bicyclists, and pedestrians with the intent to reduce avoidable pedestrian fatalities and injuries. These campaigns have included content regarding pedestrian safety displayed on electronic variable message signs, pop-up events, handing out educational and reflective materials at various community outreach events, and press events with the Delaware State Police (DSP) and Office of Highway Safety (OHS). Additionally, DelDOT has participated in numerous activities during Pedestrian Safety Month (October), including visiting homeless shelters, talking with residents, hosting pop-up demonstration events, passing out pedestrian safety information, and attending walk to school events.

Increased School Participation in Safe Routes to School Program – DelDOT developed strategies with the Safe Routes to School program to increase school participation in the program. These strategies included updating the Safe Routes to School Guidelines and Sourcebook, developing a strategy to determine which schools would benefit most from the program or infrastructure improvements, and increasing outreach through partnership with Safe Kids Delaware and local law enforcement and through general solicitation of the Transportation Alternatives Program (TAP).

Strategy 4.1 – Improve communication and education efforts aimed at the public regarding pedestrian infrastructure.

Action 4.1.1 - Develop a Pedestrian Outreach Strategy to Improve Public Outreach and Education for New Pedestrian Facilities

As DelDOT continues to construct Complete Streets projects, the Department will continue to increase awareness regarding pedestrian infrastructure improvements and incorporate educational outreach in conjunction with implementation of pedestrian improvement projects.

DelDOT aims to expand outreach and education to the public as new facilities are built and to engage communities in the project development process. DelDOT will work to develop an overall pedestrian outreach strategy that can be used for priority pedestrian facility projects or projects that are determined to need additional outreach and engagement. This strategy should identify target audiences, outreach goals, and the most effective tools and methods to reach them. This outreach strategy will identify ways to expand educational channels such as in-person and online workshops, community meetings, informational videos, social media campaigns, newsletters or flyers, and how to work with community organizations for more effective outreach. The strategy should include guidance on post-construction educational programs to inform the public about the new facility's operations, benefits, and potential impacts. These programs should be designed to be accessible, engaging, and relevant to the community. This new strategy will provide project managers with training and reference guidance on how to conduct effective public outreach events and educational sessions. This training will focus on communication skills and how to tailor information, design productive opportunities for public input and feedback to specific audiences.

- Timeframe: Mid-Term
- Potential Partners: Local Governments, MPOs, local councils, legislators, and Pedestrian Council

Action 4.1.2 - Educate the Public on Pedestrian Benefits of Road Diets

DelDOT continues to propose road diets on multiple roads throughout the state to increase safety, however public support for road diets is often lacking because road diets often result in some increased congestion and increased travel times. DelDOT will continue to work to educate the public on the safety benefits of road diets and explain the benefits these projects can bring to communities that prioritize safe streets and active transportation over reducing travel times. Often road diets create only minimal delay for travel time but provide immense benefits for safety and improved access and connectivity for people walking and biking.

- Timeframe: Ongoing Action
- Potential Partners: Local Governments, MPOs, local councils, legislators, and Pedestrian Council



Jack A. Markell Trail in New Castle County, Delaware

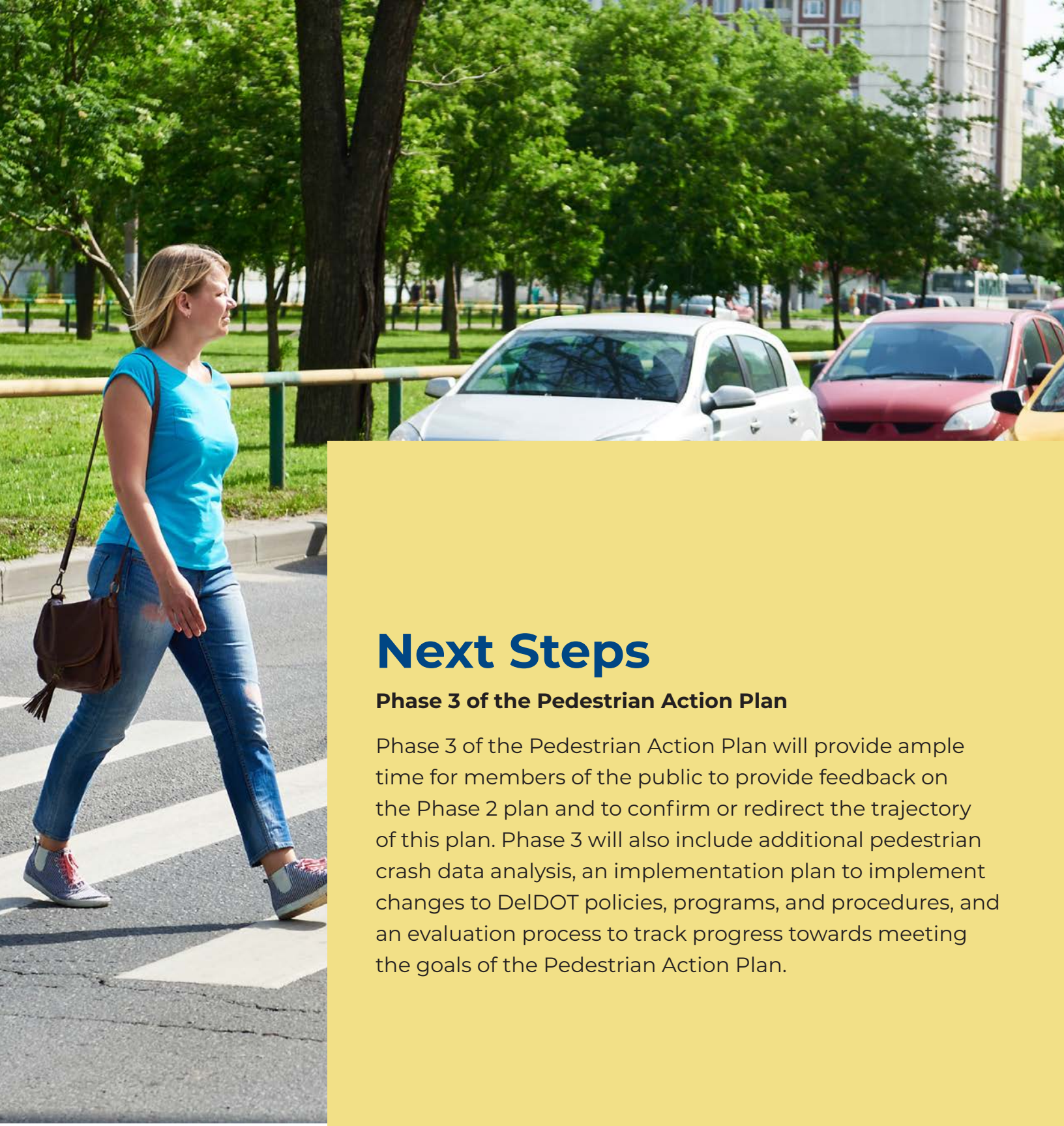
Strategy 4.2 – Enhance outreach procedures to ensure more effective and informative public education on pedestrian safety.

Action 4.2.1 - Increase Public Education on Pedestrian Safety and Awareness.

DelDOT regularly hosts booths at community events to spread public awareness and educate the public on the importance of pedestrian safety and awareness. DelDOT's public education and awareness campaigns focus on pedestrian safety, rights and responsibilities, and teaching pedestrians and drivers to navigate Delaware roadways more safely. DelDOT will work to expand public education on pedestrian safety and awareness by doing the following:

- Increase outreach to targeted areas based on specific crash data-driven trends (e.g., impairment, visibility, etc.).
- Promote Pedestrian Education for School Children – DelDOT is updating educational resources for school children, targeting pedestrian and bicycle safety issues. DelDOT will partner with the Office of Highway Safety (OHS), schools, and other youth focused community associations (YMCA, Boys and Girls clubs, Scouts, etc.) to distribute these materials to elementary school students in English, Spanish, and Haitian Creole .
- Find sources of ongoing funding for these outreach materials and campaigns.

- Timeframe: Ongoing Action
- Potential Partners: Schools, Local Governments, Police Departments, MPOs, local councils, legislators, Pedestrian Council, Libraries, Community groups, State agencies

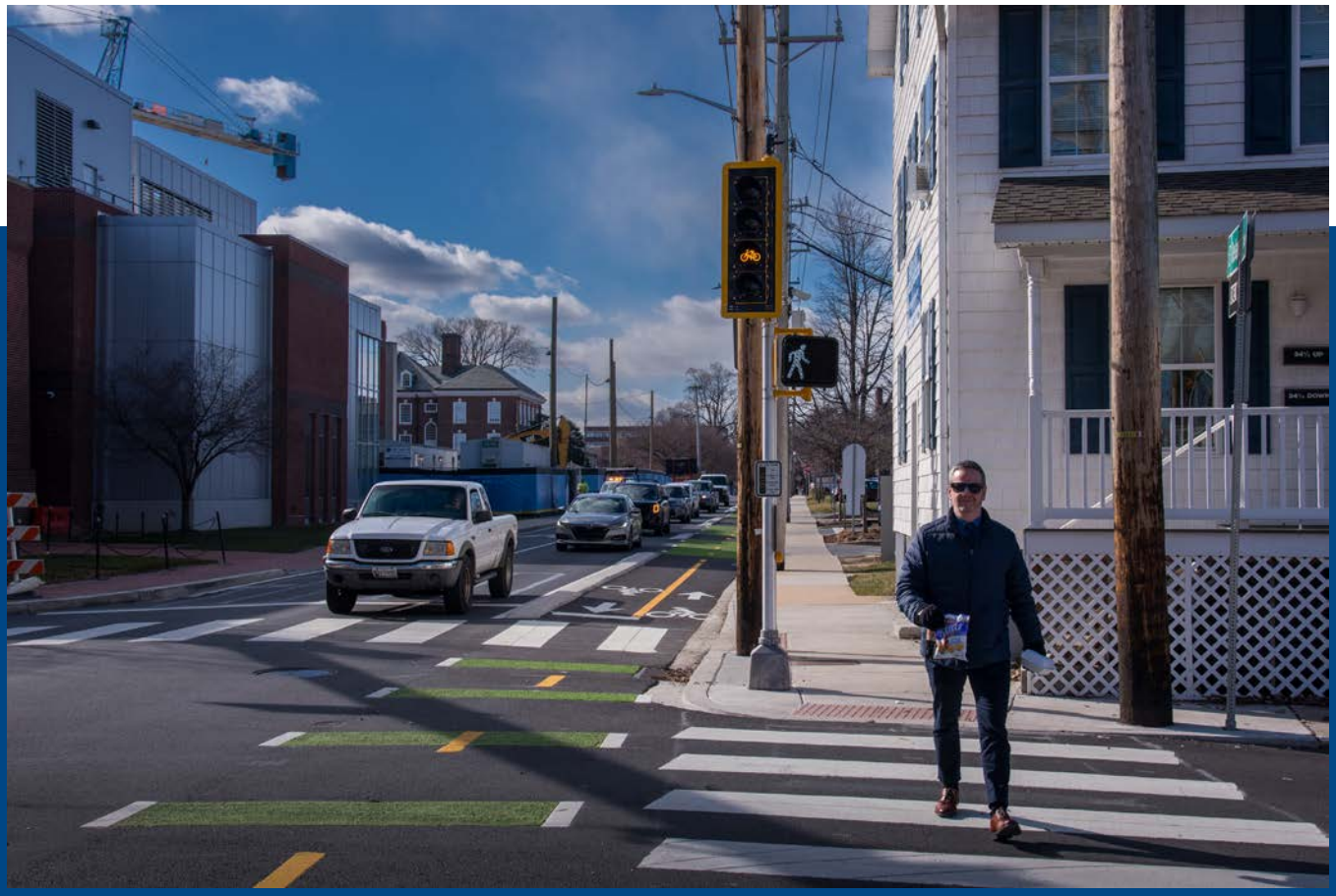


Next Steps

Phase 3 of the Pedestrian Action Plan

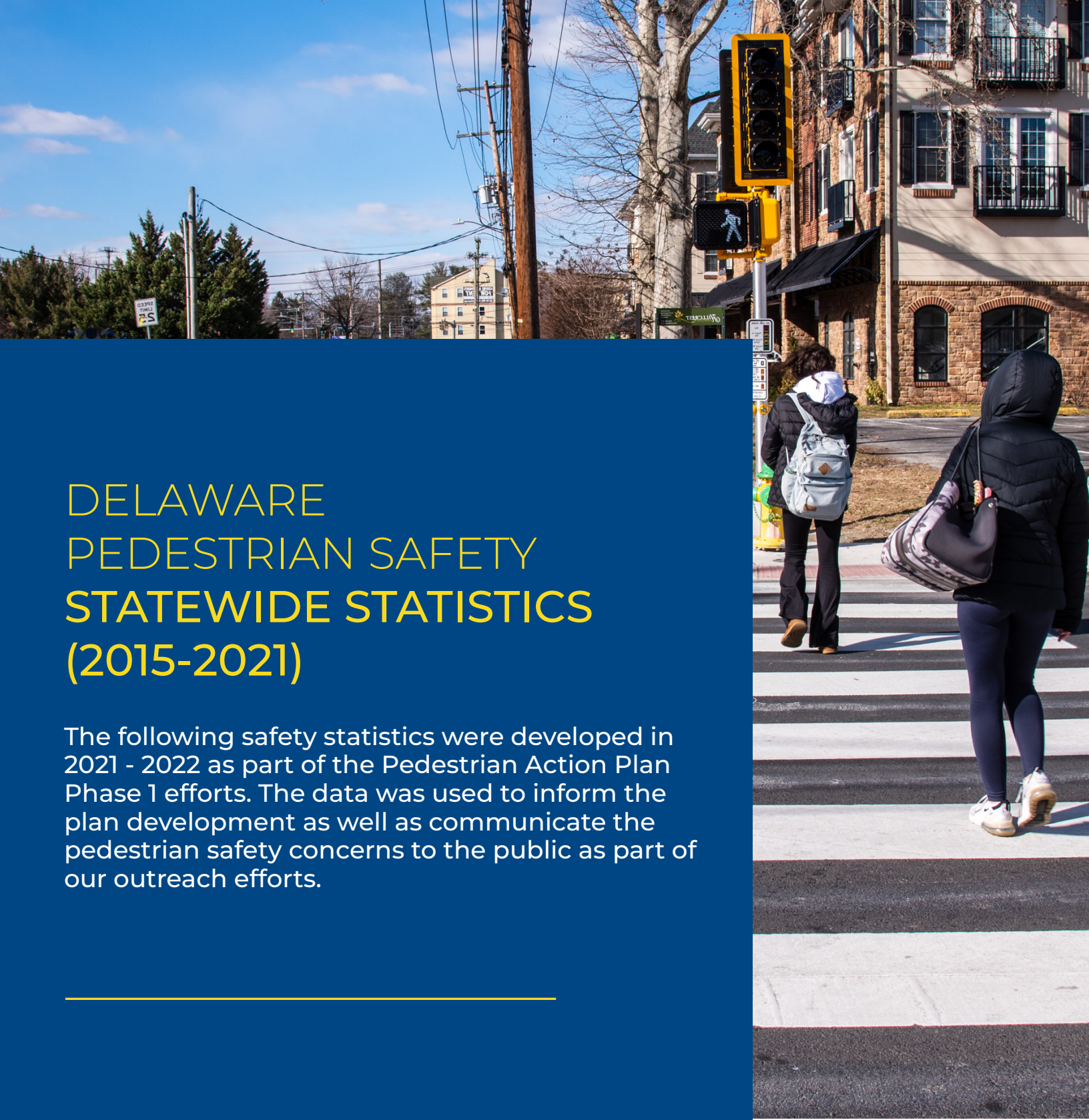
Phase 3 of the Pedestrian Action Plan will provide ample time for members of the public to provide feedback on the Phase 2 plan and to confirm or redirect the trajectory of this plan. Phase 3 will also include additional pedestrian crash data analysis, an implementation plan to implement changes to DelDOT policies, programs, and procedures, and an evaluation process to track progress towards meeting the goals of the Pedestrian Action Plan.

CALL TO ACTION



Please visit the project's "Get Involved" page here, where you can provide DelDOT with general comments on the Pedestrian Action Plan, or sign up for the project email list to stay up-to-date on project information.

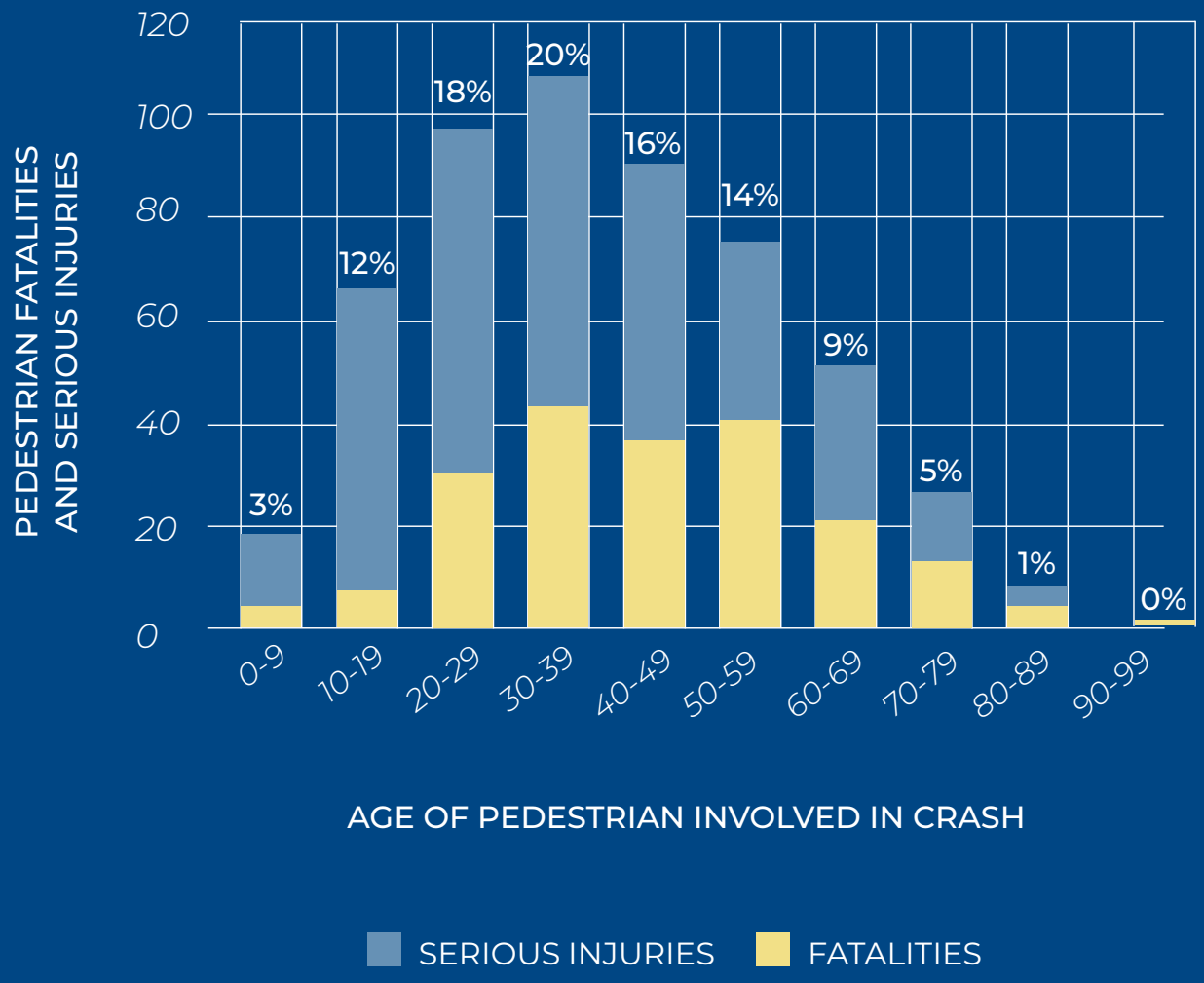
DelDOT will continue to engage with the public and stakeholders in the coming months to discuss ideas, concerns, or actions that they would like DelDOT to consider in Phase 3 of this plan.



DELAWARE PEDESTRIAN SAFETY **STATEWIDE STATISTICS (2015-2021)**

The following safety statistics were developed in 2021 - 2022 as part of the Pedestrian Action Plan Phase 1 efforts. The data was used to inform the plan development as well as communicate the pedestrian safety concerns to the public as part of our outreach efforts.

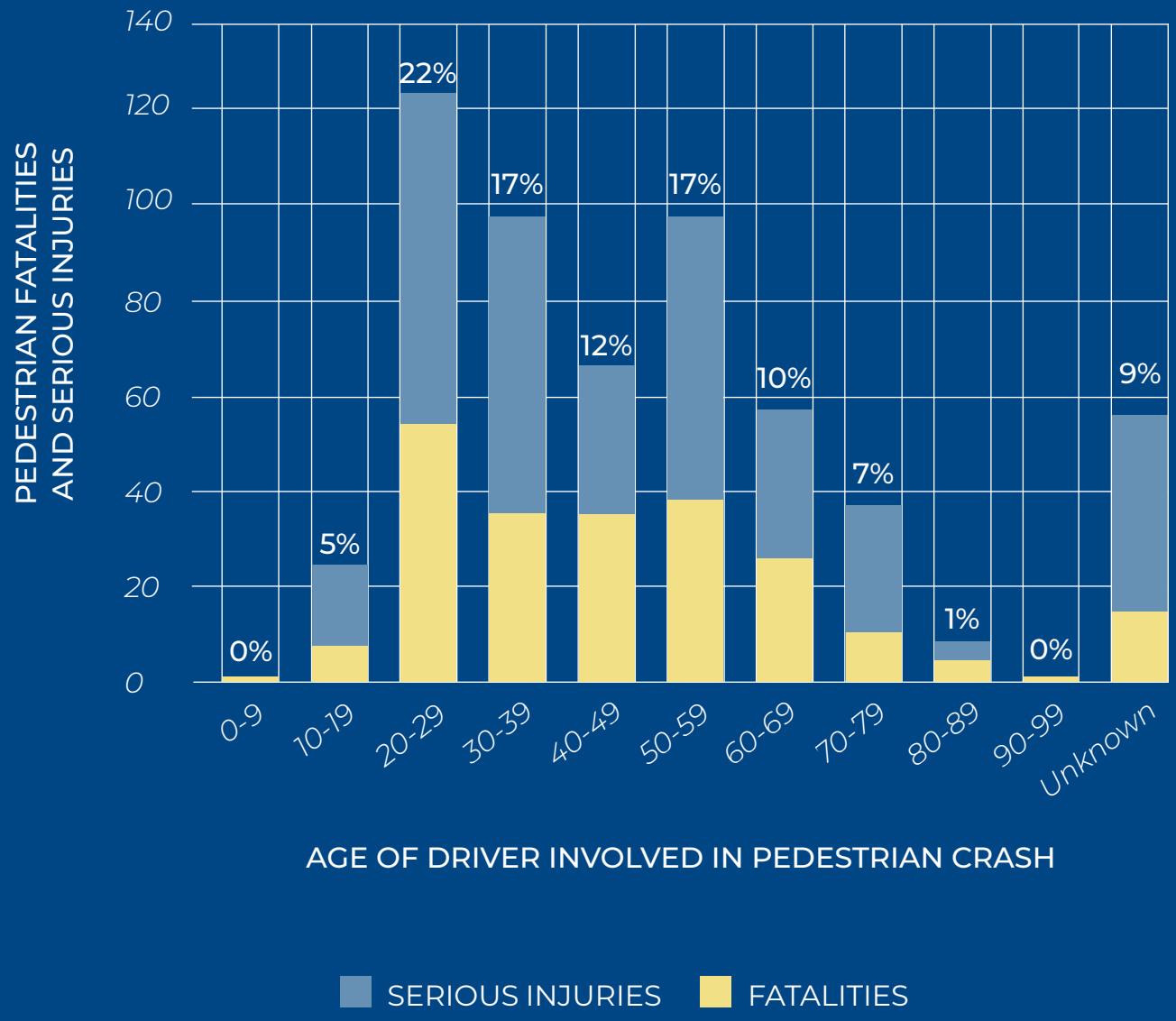
PEDESTRIAN SAFETY IN DELAWARE
STATEWIDE STATISTICS (2015-2021)



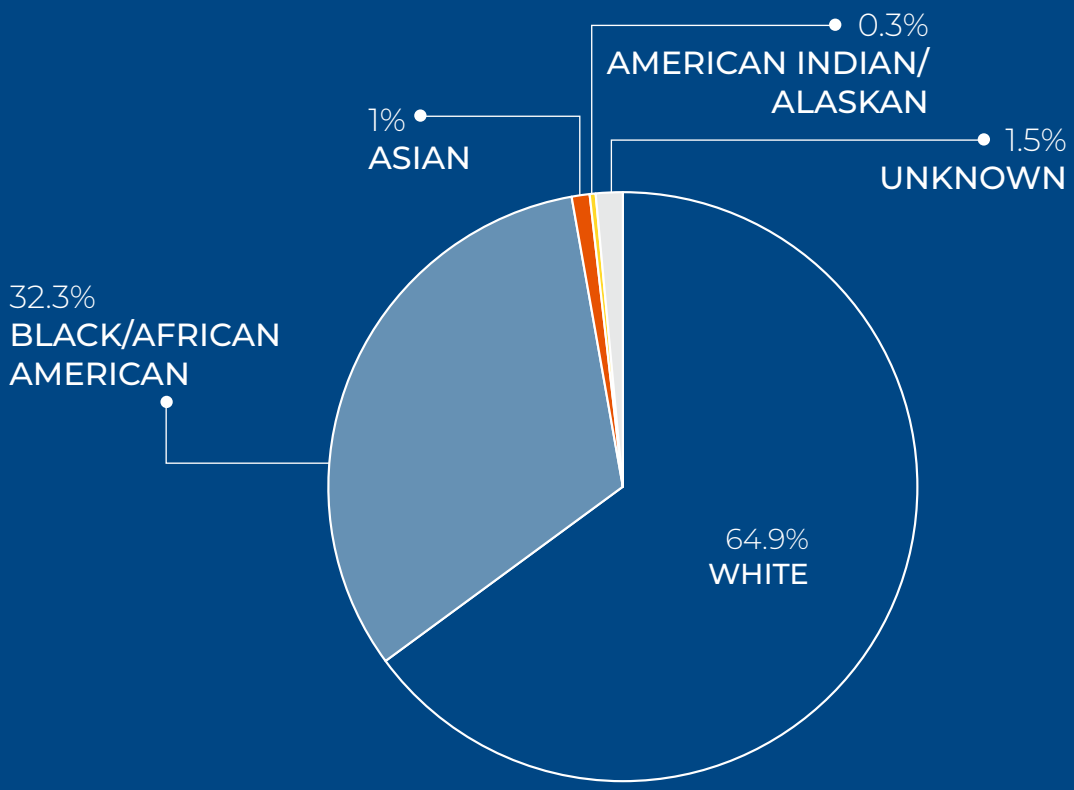
- Pedestrian crashes accounted for 13% of all fatal and serious injury crashes in Delaware between 2015 and 2021.

- Pedestrian fatalities accounted for 24% of all fatal crashes in Delaware between 2015 and 2021.

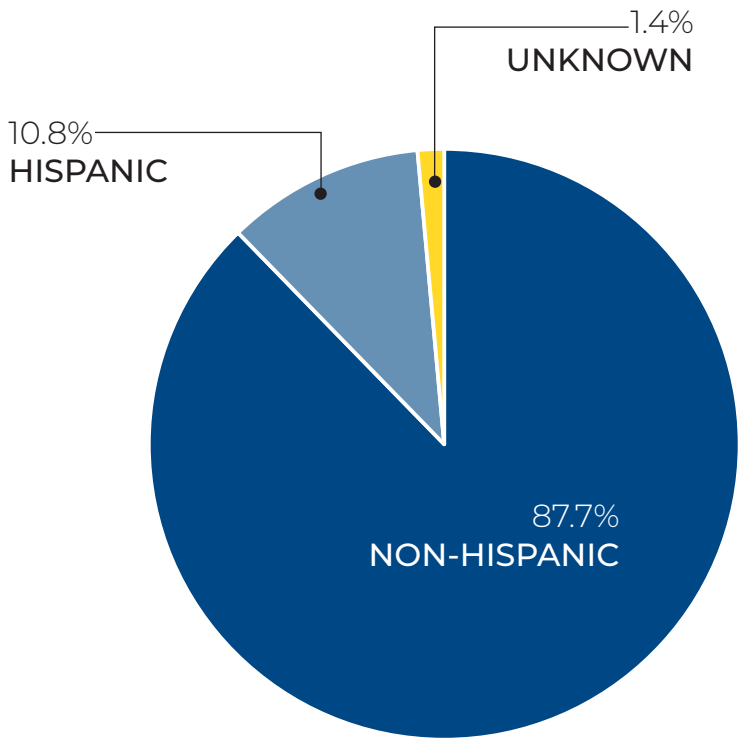
PEDESTRIAN SAFETY IN DELAWARE
STATEWIDE STATISTICS (2015-2021)



- Between 2015 and 2021, 51% of pedestrian fatalities and 14% of seriously injured pedestrians involved were impaired pedestrians.



PEDESTRIAN FATALITIES & SERIOUS INJURIES BY RACE



PEDESTRIAN FATALITIES & SERIOUS INJURIES BY ETHNICITY

WHERE PEDESTRIAN **CRASHES OCCUR**

88%
ON URBAN ROADWAYS

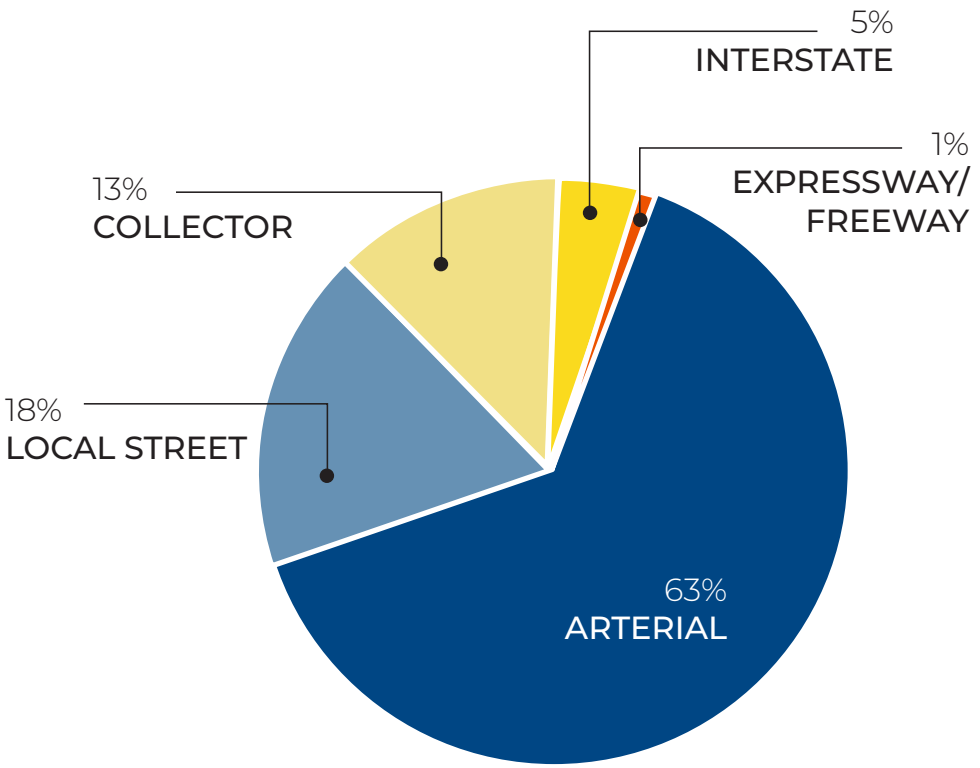
76%
AWAY FROM INTERSECTIONS

34%
WITHIN THE TRAVEL LANE

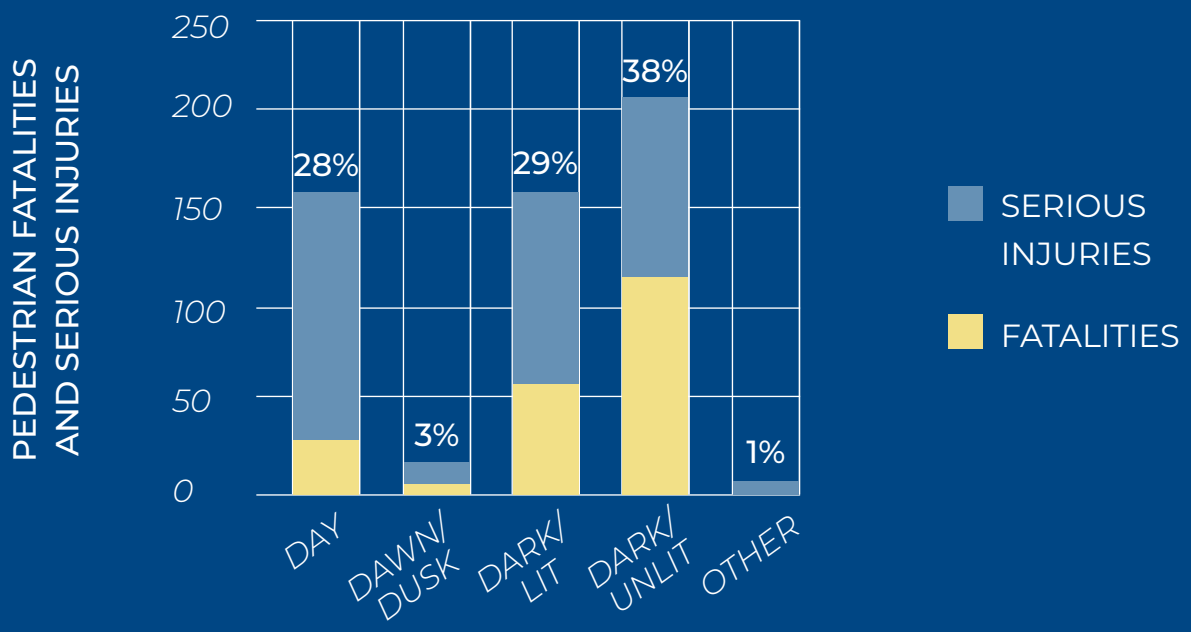
20%
ON THE SHOULDER/ ROADSIDE AREA

12%
ON RURAL ROADWAYS

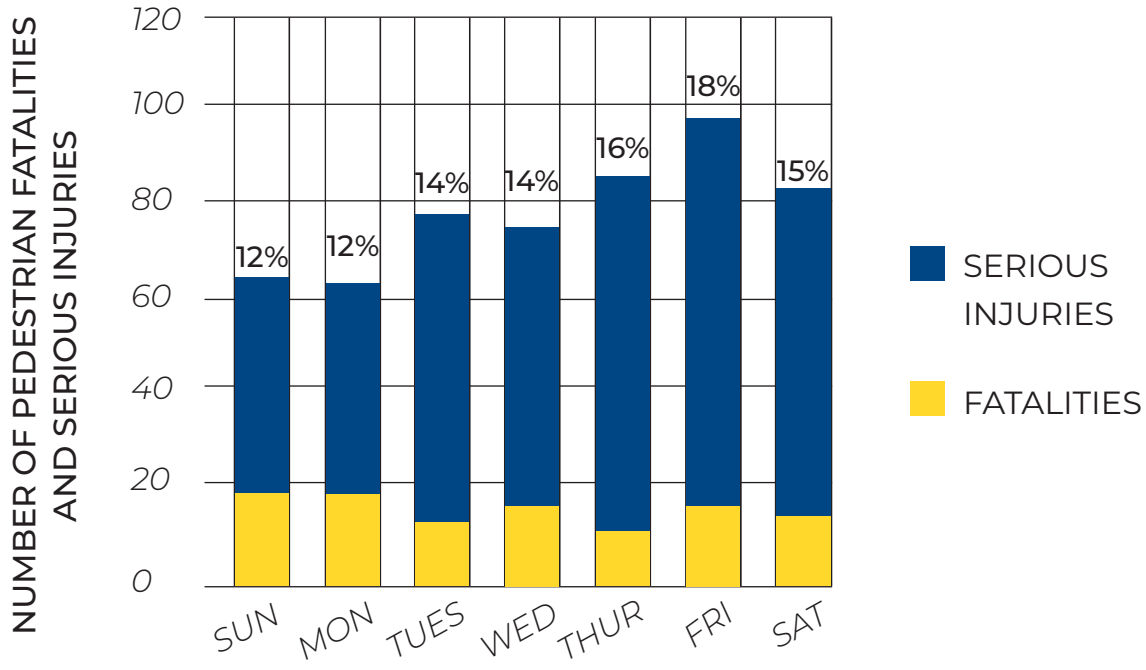
PEDESTRIAN FATALITIES & SERIOUS INJURY CRASHES BY ROADWAY FUNCTION CLASS
(2015-2021)



WHEN PEDESTRIAN **CRASHES OCCUR**

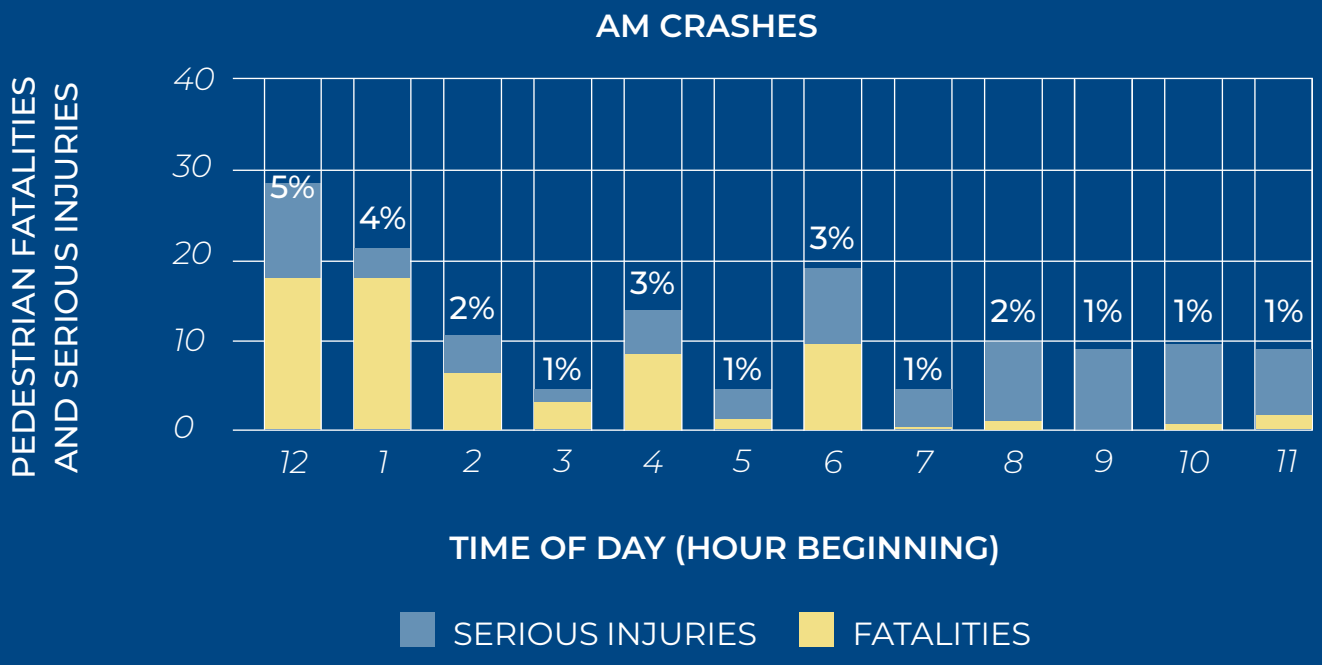


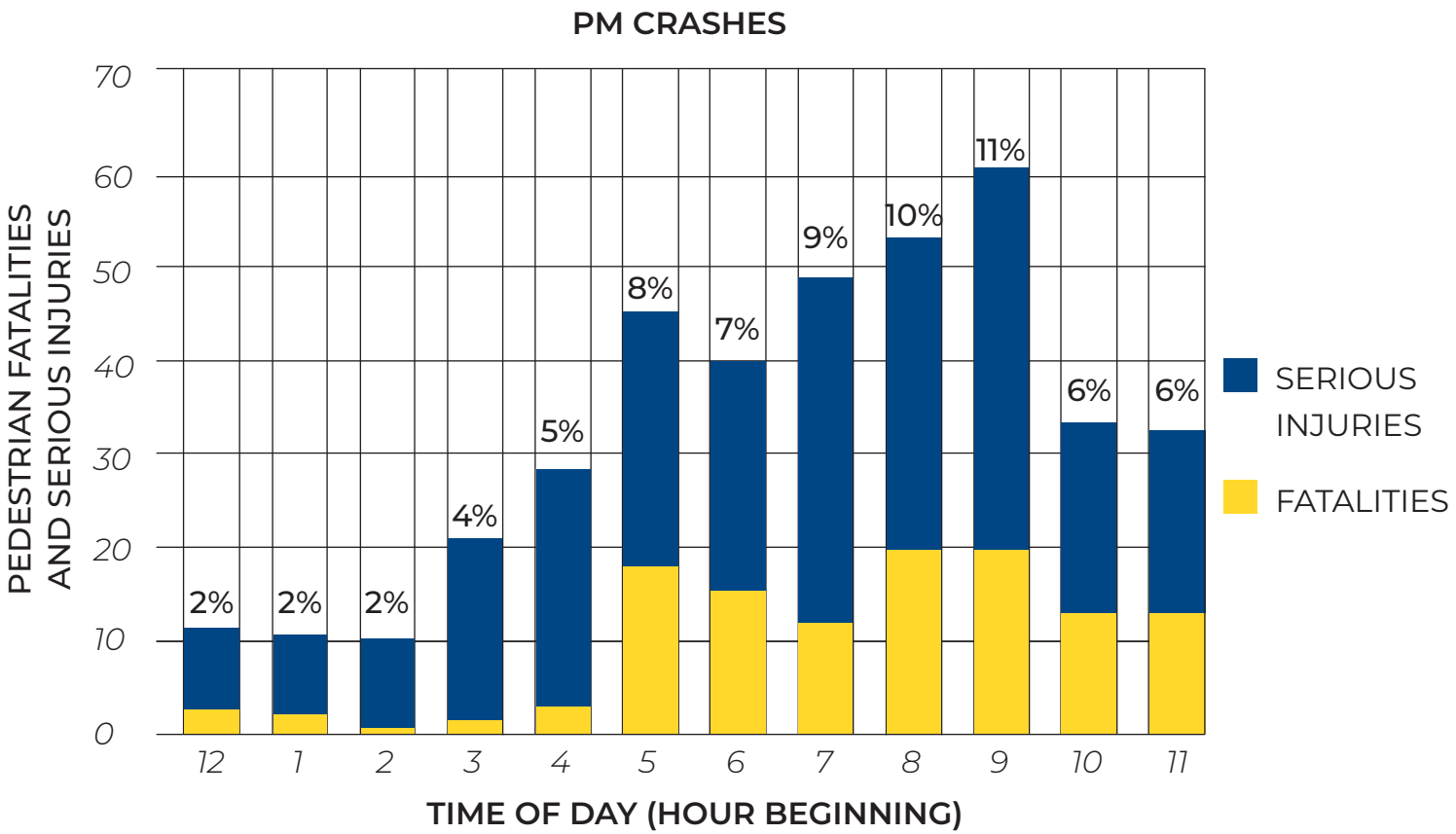
LIGHTING CONDITION WHEN CRASHES OCCUR



DAYS OF THE WEEK WHEN CRASHES OCCUR

WHEN PEDESTRIAN **CRASHES OCCUR**





NEW CASTLE COUNTY PEDESTRIAN **CRASH STATISTICS** (2015-2021)

2,227

TOTAL PEDESTRIAN CRASHES

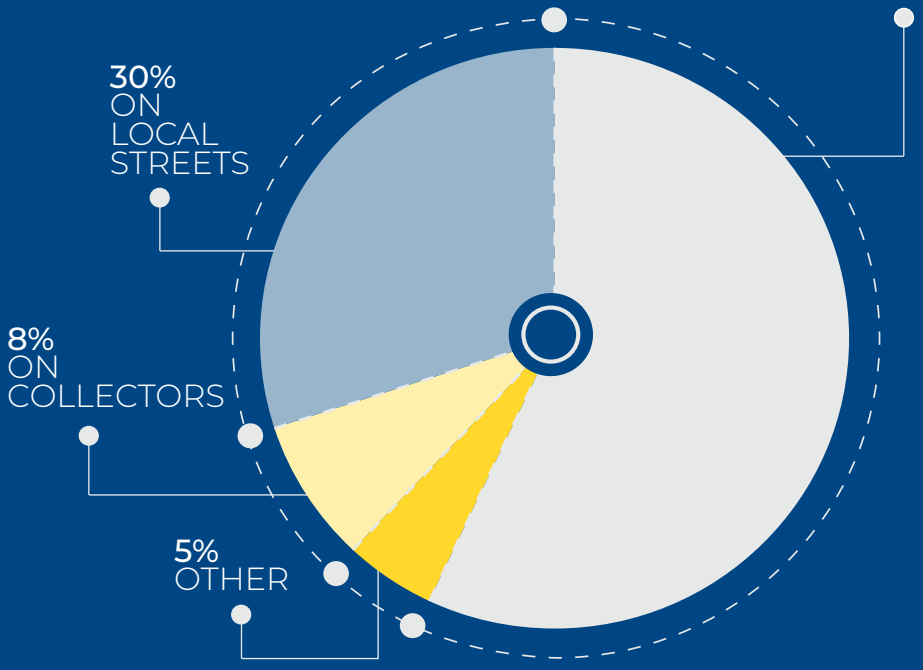
1,458

PERSONAL INJURY PEDESTRIAN CRASHES

123

FATAL PEDESTRIAN CRASHES

PEDESTRIAN CRASH LOCATION



Data Source: Delaware Public Crash Data 2.0 provided by Delaware Department of Safety and Homeland Security (DSHS).

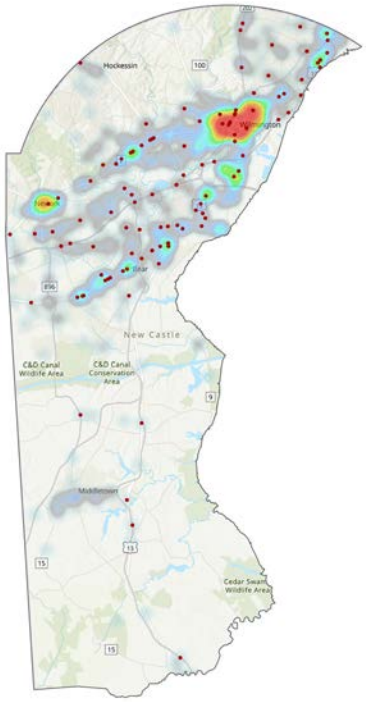
PEDESTRIAN CRASHES IN NEW CASTLE COUNTY

PEDESTRIAN CRASH DENSITY (ALL PEDESTRIAN CRASHES)

FEWER

MORE

PEDESTRIAN FATALITIES



LAND USE CONTEXT & PEDESTRIAN FATALITIES

99% OCCURRED ALONG URBAN ROADWAYS

1% OCCURRED ALONG RURAL HIGHWAYS

570,719

NEW CASTLE COUNTY POPULATION (2020 CENSUS)

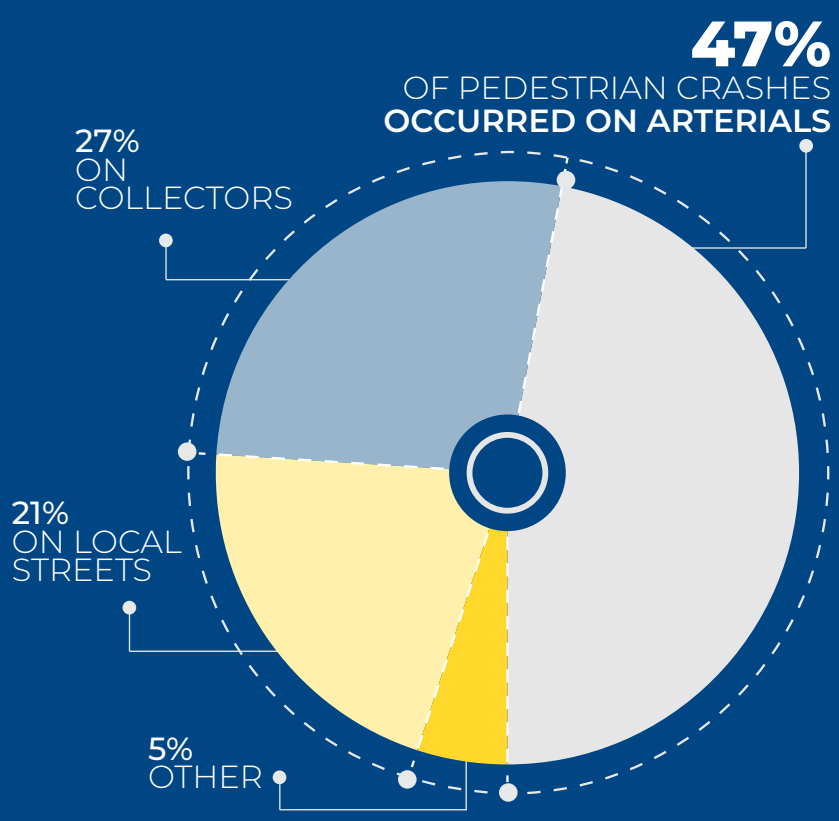
KENT COUNTY PEDESTRIAN
CRASH STATISTICS (2015-2021)

489
TOTAL PEDESTRIAN CRASHES

241
PERSONAL INJURY PEDESTRIAN CRASHES

32
FATAL PEDESTRIAN CRASHES

PEDESTRIAN CRASH LOCATION



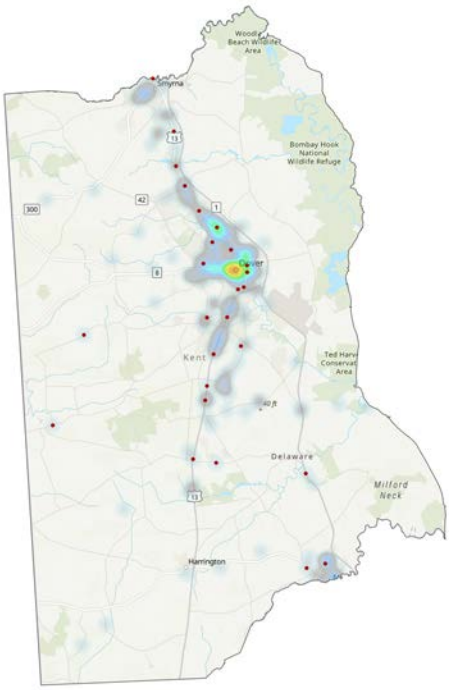
Data Source: Delaware Public Crash Data 2.0 provided by Delaware Department of Safety and Homeland Security (DSHS).

PEDESTRIAN CRASHES IN KENT COUNTY

PEDESTRIAN CRASH DENSITY (ALL PEDESTRIAN CRASHES)

FEWER
MORE

PEDESTRIAN FATALITIES



LAND USE CONTEXT & PEDESTRIAN FATALITIES

84% OCCURRED ALONG URBAN ROADWAYS

16% OCCURRED ALONG RURAL HIGHWAYS

181,851
KENT COUNTY POPULATION (2020 CENSUS)

SUSSEX COUNTY PEDESTRIAN
CRASH STATISTICS (2015-2021)

535

TOTAL PEDESTRIAN CRASHES

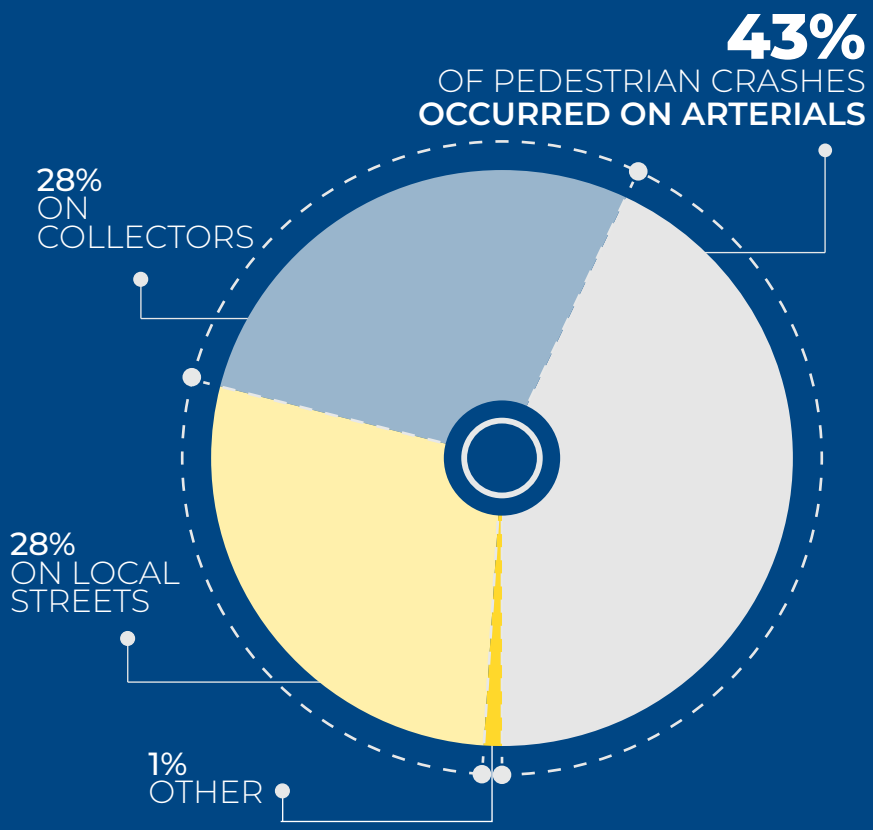
247

PERSONAL INJURY PEDESTRIAN CRASHES

43

FATAL PEDESTRIAN CRASHES

PEDESTRIAN CRASH LOCATION



Data Source: Delaware Public Crash Data 2.0 provided by Delaware Department of Safety and Homeland Security (DSHS).

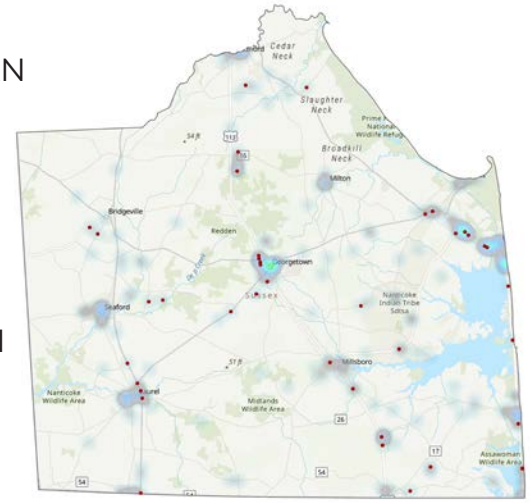
PEDESTRIAN CRASHES IN SUSSEX COUNTY

PEDESTRIAN CRASH DENSITY (ALL PEDESTRIAN CRASHES)

FEWER

MORE

PEDESTRIAN FATALITIES



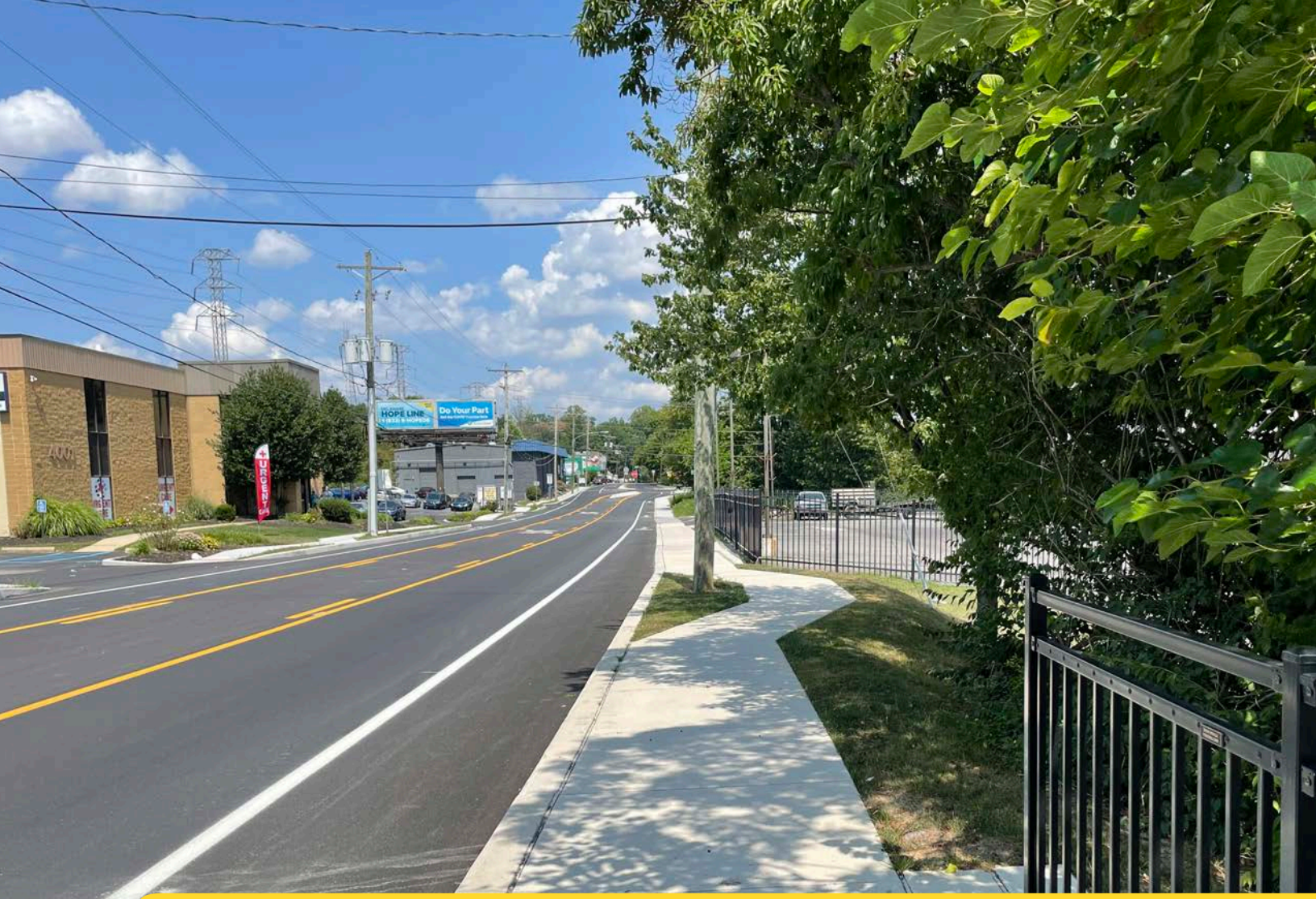
LAND USE CONTEXT & PEDESTRIAN FATALITIES

60% OCCURRED ALONG URBAN ROADWAYS

40% OCCURRED ALONG RURAL HIGHWAYS

237,378

SUSSEX COUNTY POPULATION (2020 CENSUS)



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www.deldot.gov

Prepared by: