



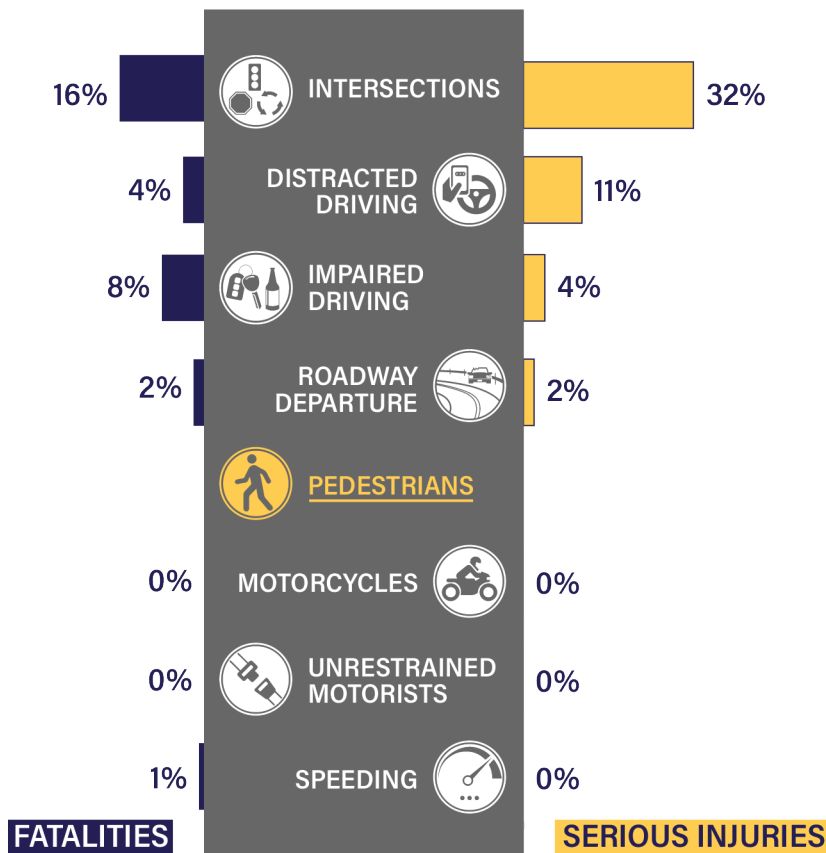
Emphasis Area 5 Pedestrians

All Delawareans are pedestrians for a portion of their daily travel. For some Delawareans, walking is their primary mode of transportation. Pedestrian fatalities accounted for 25 percent of all fatalities and 9 percent of all serious injuries from 2015 through 2019. Compared to 2007 through 2014 data used to develop the 2016-2020 SHSP, pedestrian fatalities have increased by 15 percent; however, there has been a 48 percent decrease in seriously injured pedestrians. In a 2016 report by the Governor’s Highway Safety Association, Delaware’s pedestrian fatalities per capita ranked highest in the nation, based on data from 2015. Improvements have been made to pedestrian infrastructure; however, addressing pedestrian-involved crashes remains a challenge. Fifty-six percent of pedestrian fatalities and serious injuries occur on divided highways, which are typically high-speed, multi-lane suburban corridors that are surrounded by commercial and residential land uses and significant transit usage which combine to create a potentially unsafe environment for pedestrian crossings.



Providing safe pedestrian facilities on these roadways is a primary focus of the engineering countermeasures that have been deployed over the last ten years; however, many pedestrians do not cross at established crossing locations. Educating pedestrians on safe crossing techniques and having proper reflectivity at night can impact pedestrian behavior resulting in a reduction of pedestrian crashes. Improving driver awareness of pedestrians is also critical to increasing pedestrian safety.

Pedestrians Emphasis Area Overlap with Other Emphasis Areas (2015-2019 Crashes)



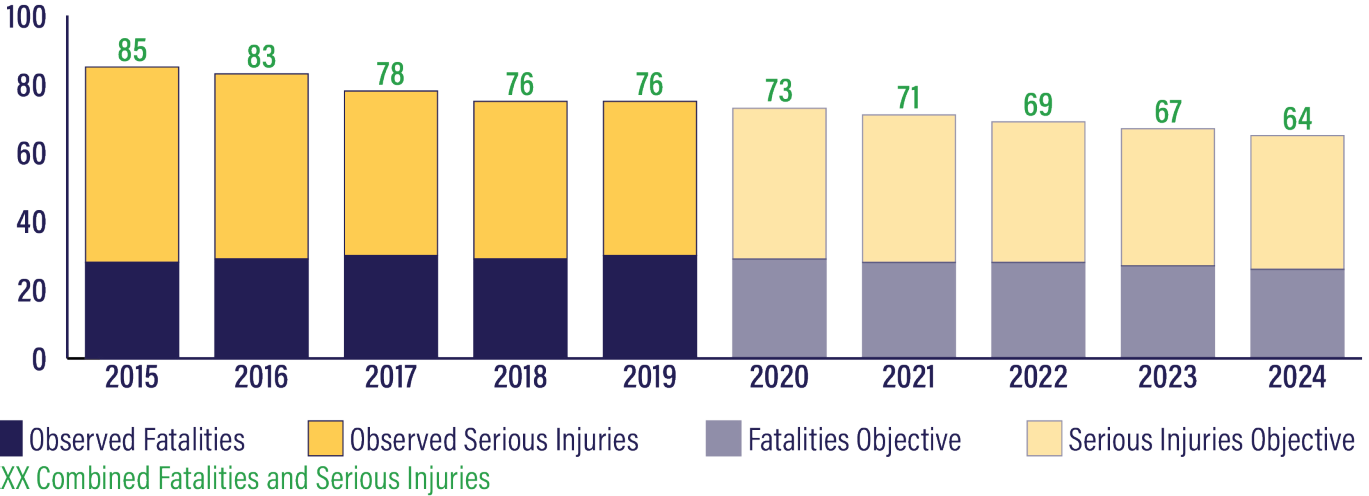
EMPHASIS AREA OBJECTIVE

REDUCE
Pedestrian
Fatalities &
Serious Injuries by
15%
from **76 to 64,**
over the next **5 years.**

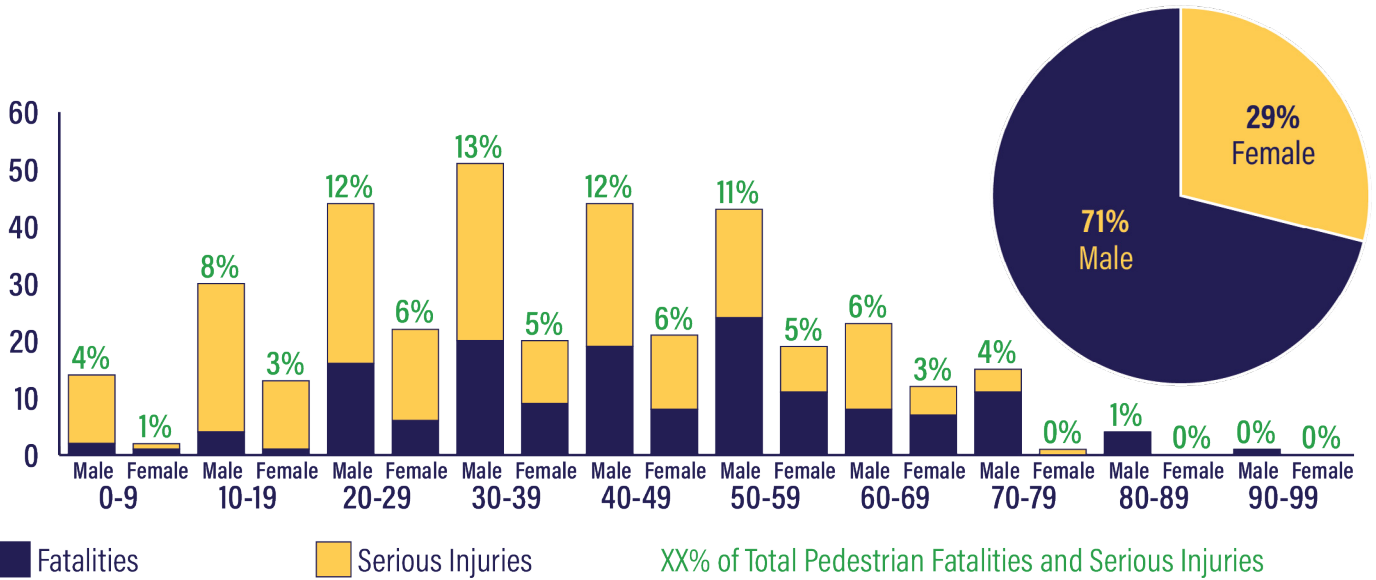
Crash Data Summary (2015-2019)

Pedestrian Crash Definition: Pedestrians fatally or seriously injured.

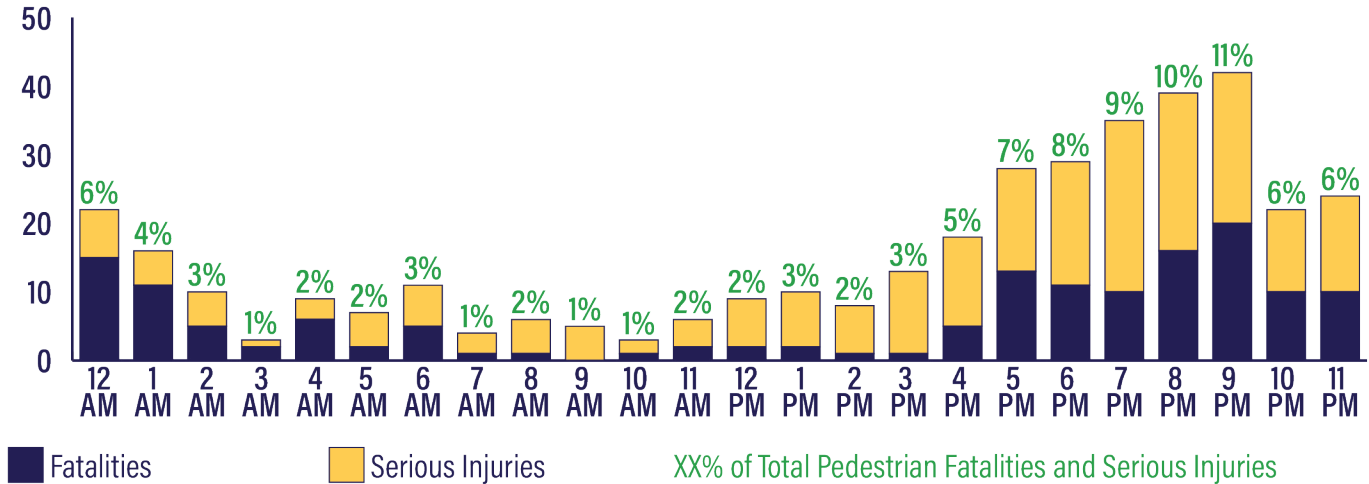
Pedestrian Fatalities and Serious Injuries (5-Year Rolling Averages)



Age/Gender of Crash Victim



When?



	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sunday	4	7	1	1		1	1				1	1			1	2	1	3	8	4	4	7			47
Monday	2	1			1		2				1		1	4	1	2	3	4	3	6	7	3	4	1	46
Tuesday	4	2				2	5	1	2	1	1	2		1		2	4	4	2	3	3	6	3	8	56
Wednesday	2		3		2	1	1	1	2	2		1	1	2	1	1	2	6	3	5	3	7	1	2	49
Thursday	1	1	2		5	1		2	1	1		1	4		3	3	1	3	4	2	6	2	5	4	52
Friday	3	1	2			1	2						2	3	1	1	6	3	3	8	9	12	6	6	69
Saturday	6	4	2	2	1	1			1	1		1	1		1	2	1	5	6	7	7	5	3	3	60
Total	22	16	10	3	9	7	11	4	6	5	3	6	9	10	8	13	18	28	29	35	39	42	22	24	379

XX Pedestrian Fatalities and Serious Injuries during Day of Week and Hour of Day

Lower Frequency

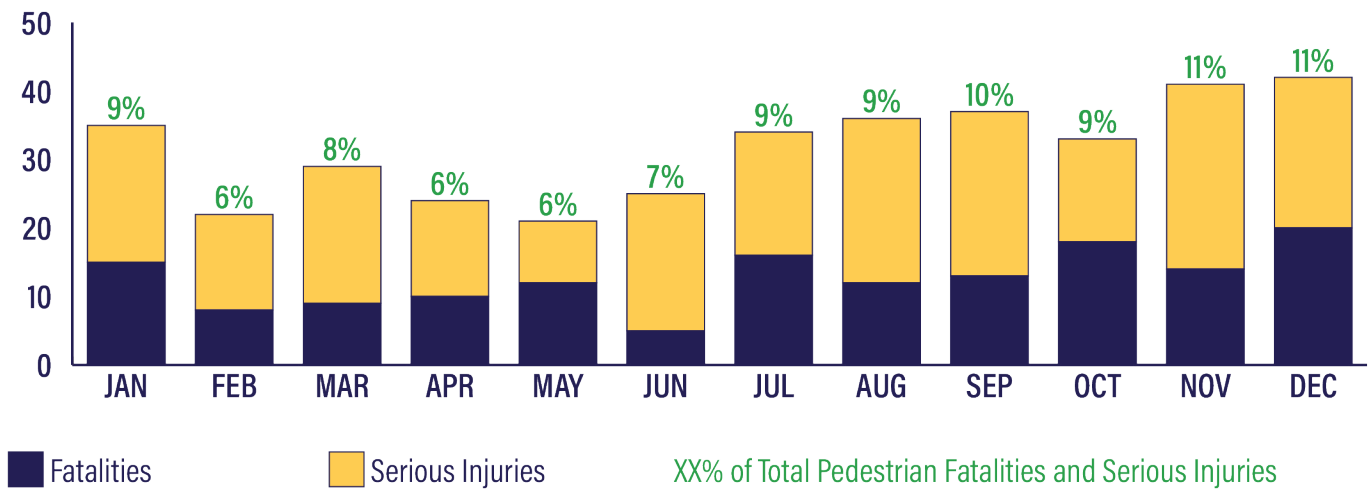
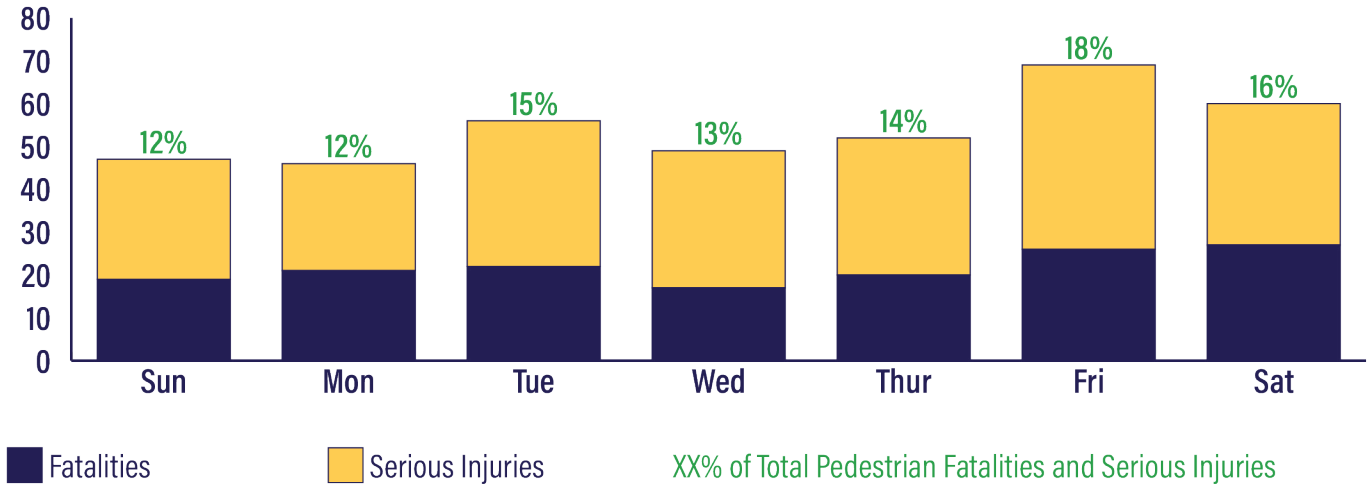
Higher Frequency

2015 to 2019 Pedestrian Fatalities & Serious Injuries

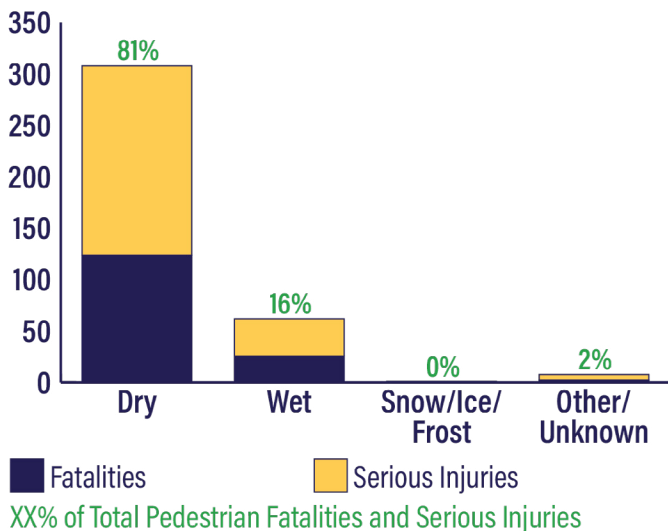
- 89% occurred in urban areas
- 63% occurred in New Castle County
- 73% occurred between 4 PM and 2 AM
- 71% were male
- 69% involved no contributing factor on the part of the vehicle driver
- 56% occurred along divided roadways
- 53% were 20 to 49 years old
- 41% occurred on principal arterials
- 36% occurred during dark (unlit) conditions
- 34% occurred on a Friday or Saturday



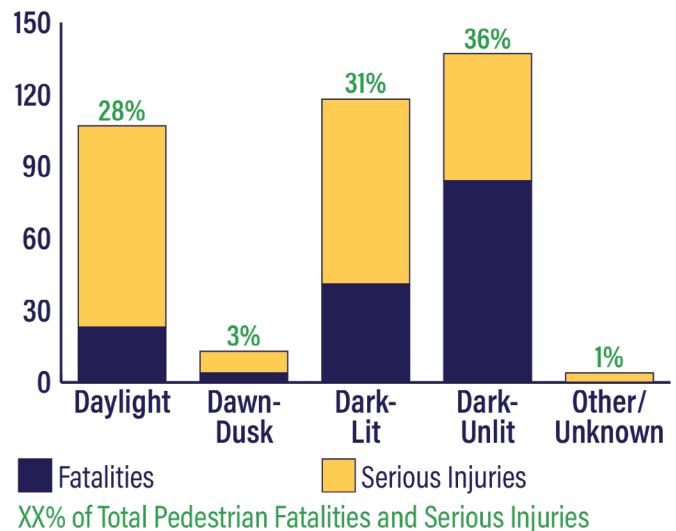
When?



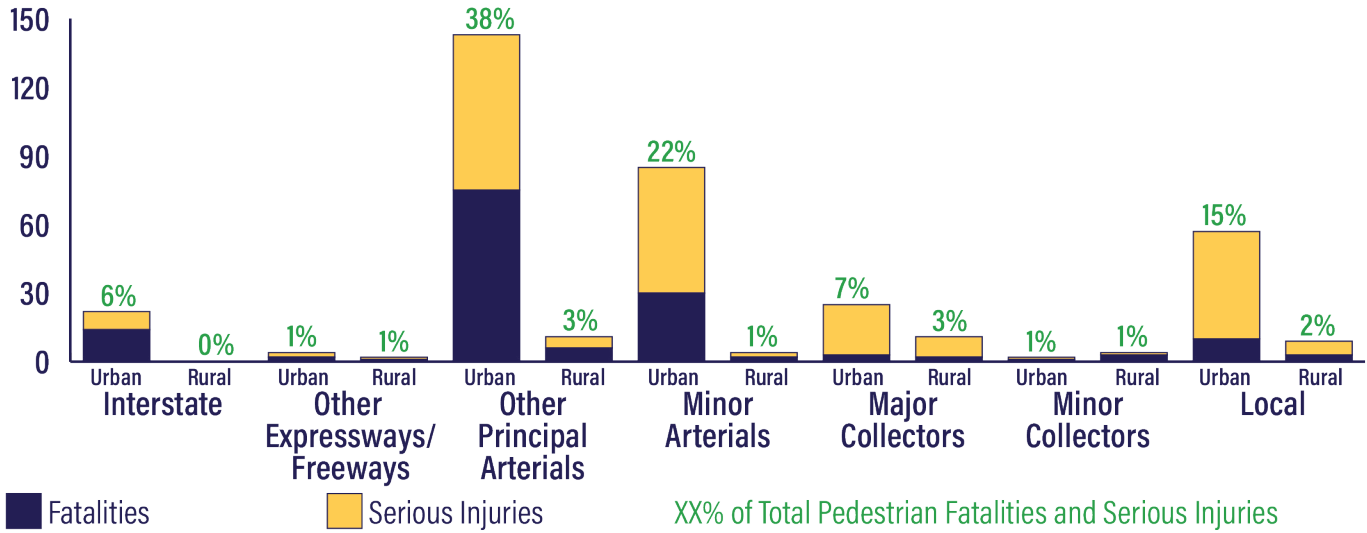
Surface Condition



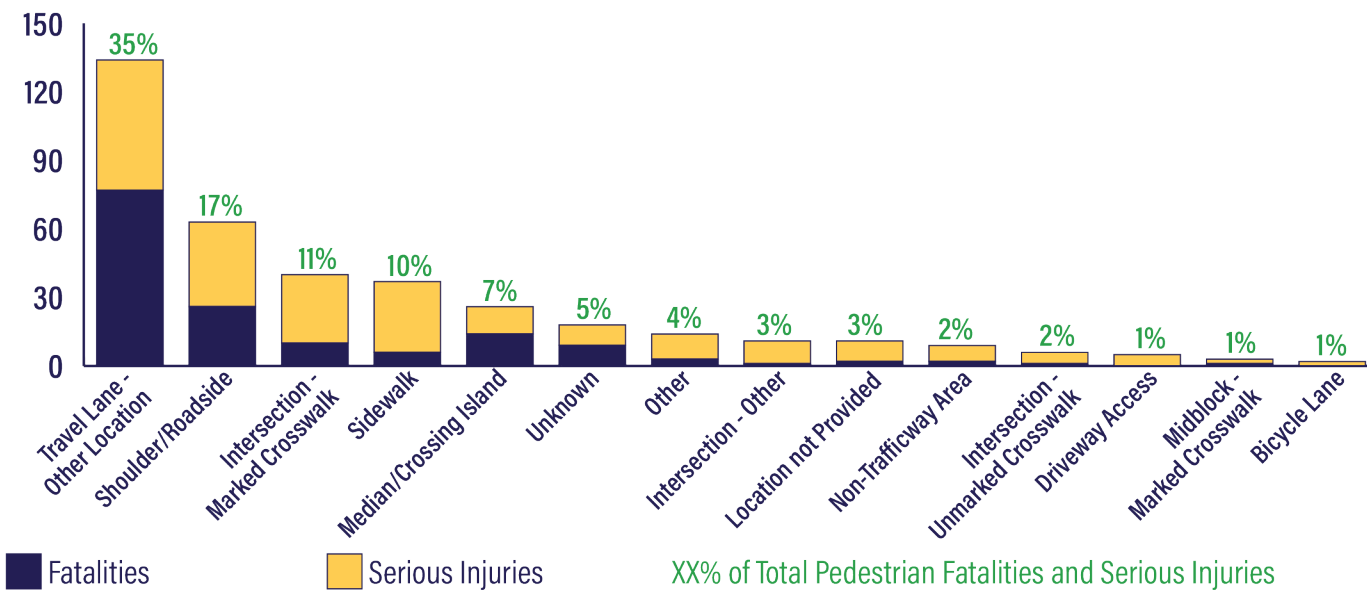
Lighting Condition



Roadway Functional Classification



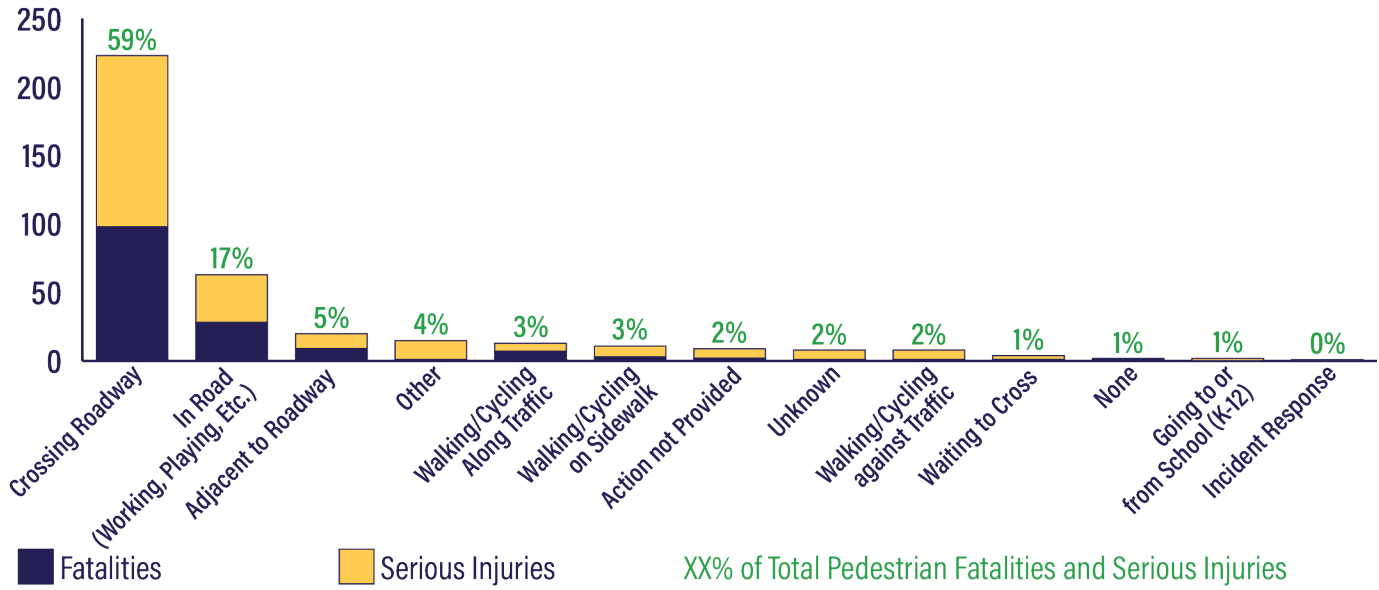
Pedestrian Location Prior to Crash



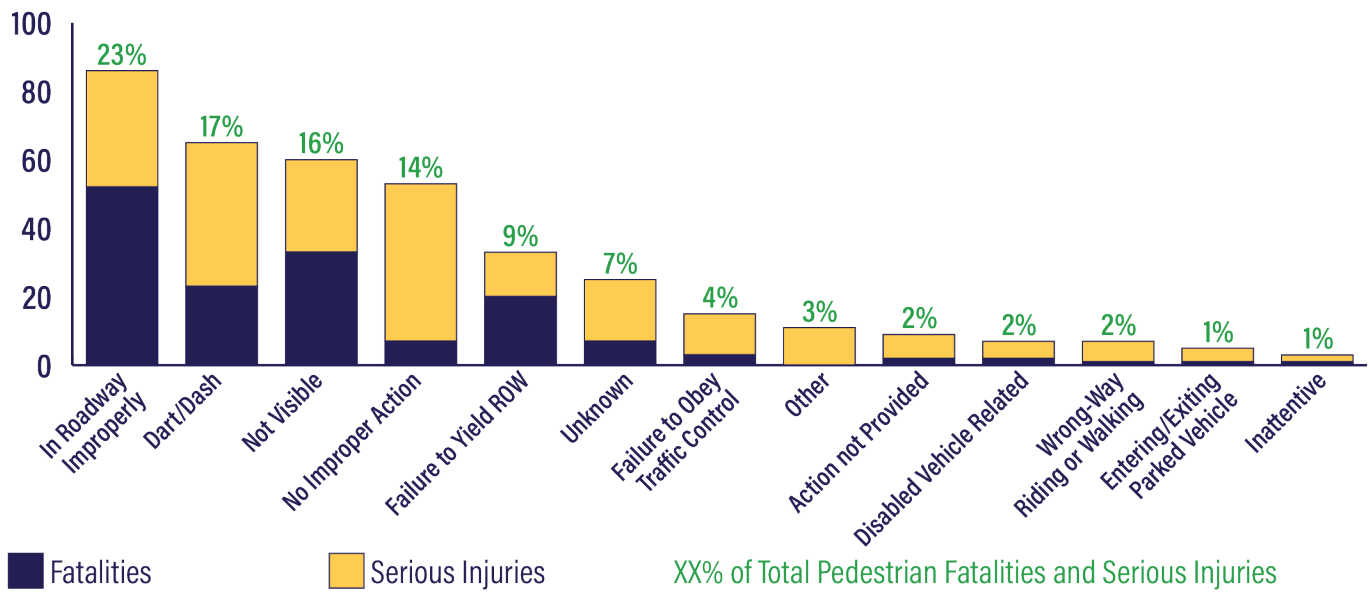
SLOW DOWN. CHILDREN CROSSING.



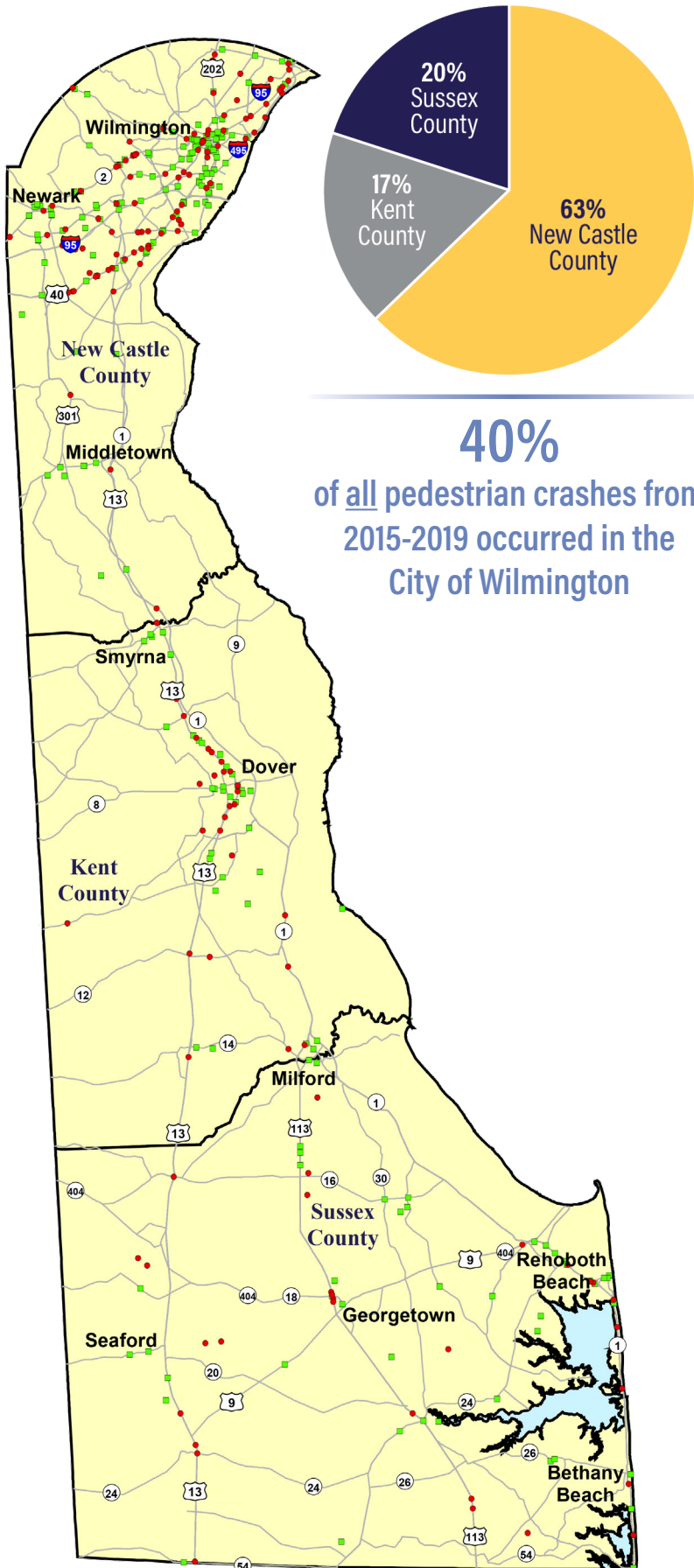
Pedestrian Action Prior to Crash



Pedestrian Action at Time of Crash



Where?



52%
of pedestrians fatally injured
were impaired



Each symbol represents a crash location. Multiple crashes may have occurred at or near the same location; therefore, symbols may overlap. Additionally, multiple fatalities and/or serious injuries may have resulted from a single crash.

- Fatality
- Serious Injury

Emphasis Area Strategies: Pedestrians



Strategy 1: Develop and distribute consistent public information messages to educate the public about pedestrian safety.

- 1.1 Increase targeted public outreach, based on specific data-driven trends (e.g., impairment, visibility, etc.).
- 1.2 Increase awareness regarding pedestrian infrastructure improvements and incorporate educational outreach in conjunction with implementation of pedestrian improvement projects.
- 1.3 Develop and distribute targeted public information messages to increase public awareness regarding safety issues during vehicle breakdowns.



Strategy 2: Develop educational training programs to improve pedestrian safety awareness.

- 2.1 Incorporate pedestrian (and other road user) laws and rules of the road into Drivers Education and Defensive Driving curricula.
- 2.2 Develop an educational outreach program for school children targeting pedestrian safety issues.
- 2.3 Develop and implement formal crossing guard certification requirements, similar to programs for flaggers in highway work zones.



Strategy 3: Strengthen pedestrian safety laws and enforcement efforts.

- 3.1 Utilize a strategic law enforcement and social services approach to address substance abuse related to pedestrian crashes and behaviors.
- 3.2 Conduct high-visibility enforcement campaigns targeting both pedestrians and drivers to promote pedestrian safety.
- 3.3 Support the expansion of legislation permitting the use of automated speed enforcement in Delaware.
- 3.4 Evaluate the need for a "Pedestrian Safety Behavior Modification" class and require those charged with various pedestrian safety violations to participate in the class.



Strategy 4: Install effective engineering countermeasures to improve pedestrian safety.

- 4.1 Continue conducting pedestrian safety audits at high-crash locations and critical corridors and incorporate pedestrian behavioral surveys into the audits.
- 4.2 Install infrastructure improvements to reduce pedestrian exposure, the potential for pedestrian/vehicle conflicts, and increase pedestrian visibility.
- 4.3 Perform before/after studies to evaluate and identify the most effective pedestrian safety treatments.
- 4.4 Research, and where appropriate, implement innovative pedestrian detection at signalized intersections and at other locations along high-risk corridors where driver feedback can be provided via signs and signals.

Emphasis Area Strategies: Pedestrians



Strategy 5: Develop policies and/or guidelines to support pedestrian safety measures.

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



Strategy 6: Improve data collection of pedestrian crashes and monitor trends.

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



Strategy 7: Improve emergency services and incident management to address pedestrian safety.

- 7.1 Evaluate the expansion of DelDOT's Motorist Assistance Patrol (MAP) to increase services along interstates, freeways, and expressways to reduce pedestrian exposure during vehicle breakdowns.