

Recommendations for December 19 Pedestrian Council meeting

A. Legislative and Policy Subcommittee Recommendations

1. Adopt the revised bus stop policy being prepared by the Delaware Transit Corporation that contains the following language:
 1. A joint DelDOT Traffic/DTC engineering review shall be undertaken for any proposed new bus stops along multilane commercial highways that are located more than 200 feet from a signalized crosswalk to determine the appropriate means of crossing pedestrians across the highway at the midblock bus stop location before the new bus stop is constructed.
 2. If data indicates that an existing bus stop generates midblock crossings, DTC and DelDOT will make every effort to move the bus stop to a safer location within the near vicinity or provide a safe midblock pedestrian crossing at the site of the bus stop.

2. Adopt a Complete Streets Implementation Plan that contains the following:
 - More specific recommendations related to development projects, including requirements for developers along multilane commercial corridors to provide necessary pedestrian safety infrastructure to prevent midblock crossings from occurring due to development of specific parcels. Requirements for non-motorized safety improvements on these corridors will be provided by the Safety Programs Manager or designee.
 - More specific recommendations related to school projects

- Improved guidance regarding the selection of design speeds for non-freeway classified roadways that promote slower vehicular speeds and more compatibility with non-motorized road users.
- In the section “New Roads, Road Expansion & Roadway Redesign Projects”, add the following policy direction: “Widening projects will strongly consider and include as appropriate all pedestrian safety countermeasures including but not limited to signalized crosswalks, lighting, well placed bus stops and barriers to discourage pedestrian crossings at inappropriate locations.”
- More specific requirements for Department projects to extend the limits of Capital projects to include key pedestrian origins and destinations if necessary to ensure that these origins and destinations are connected seamlessly to safe pedestrian road crossing infrastructure.

In addition, DelDOT will offer, on an annual basis, training regarding Complete Streets for DelDOT and/or Municipal design, construction, maintenance staff and consultants. DelDOT will define staff required to take this training.

3. Develop guidance and design standards for pedestrian median and sidewalk barriers, and prioritize locations for their use.
4. Revise the state’s E-Crash Form so that it automatically prompts investigating officers to provide the pedestrian trip origin and destination (if known) for pedestrian crashes. It is noted that this recommendation is currently being implemented by the Delaware Criminal Justice Information System (DELJIS) and is in production as of December 2016.

5. DelDOT will prioritize, fund and expand the Pedestrian Safety Audit Program to complete a minimum of three (3) corridor audits per year. Improvements shall be programmed into the Capital Transportation Plan (CTP) within one year following the completion of the audit. One or more representatives from the Delaware Transit Corporation shall participate in all Pedestrian Safety Audit Program site visits.
6. To reduce time and difficulties encountered when DelDOT reconstructs existing pedestrian facilities crossing private property, amend Delaware Code to grant DelDOT the power and authority to temporarily trespass on private property, absent of compensation, to reconstruct existing public use pedestrian facilities to a contemporary standard.
7. DelDOT Planning liaisons with each County land use agency should promote non-motorized road user safety and accessibility concerns with the land use agency when reviewing development of parcels along multilane highways and work to incorporate necessary developer improvements to promote safe non-motorized movements.

B. Built Environment Subcommittee Recommendations

1. Recommend that DelDOT develop guidance and design standards for pedestrian median and sidewalk barriers, and prioritize locations for their use.
2. DelDOT create a method of tracking and recording progress on implementing the complete streets policy and reporting on waivers granted.

3. Recommend that DeIDOT offer, on an annual basis, Complete Streets training for DeIDOT/ municipal design, construction, maintenance staff and consultants. DeIDOT will define staff required to take this training.
4. Create a means for any professionals conducting travel training and orientation to report deficiencies in the pedestrian environment.
5. Update department's sidewalk maintenance policy to include a schedule of inspection. Dedicated funding and resources shall be made available for maintenance and repair of on and off-road DeIDOT bicycle and pedestrian facilities.
6. Recommend that DeIDOT prioritize, fund, and expand the Pedestrian Safety Audit Program to complete a minimum of 3 corridor audits per year. Improvements shall be programmed to the CTP within one year following the completion of the audit.
7. There should be one section, with appropriate resources (eg staffing, funding, etc.), within DeIDOT that coordinates various programs to ensure gaps in pedestrian network are filled and resources are maximized. This section shall be responsible for ensuring project limits include key pedestrian origins and destinations and are connected to the network at logical termini.
8. Recommend that DeIDOT complete and implement the ADA Transition Plan in accordance with FHWA requirements.

C. Education and Enforcement Subcommittee Recommendations

1. Recommend that a line item be established in the annual Pedestrian Council budget for pedestrian safety and educational materials.