



Pedestrian IMPROVEMENTS



PROJECT STATUS AND MEDIAN SAFETY INITIATIVES UPDATE

US 13, US 40 TO MEMORIAL DRIVE
PEDESTRIAN IMPROVEMENTS

CONTRACT NO. T201601102
AGREEMENT 1710 – TASK 1.1

Delaware Pedestrian Council Meeting - July 24, 2018



PARTNERS FOR WHAT'S POSSIBLE

www.pennoni.com

National Pedestrian Fatality Rates

In 2016, Delaware was the 5th deadliest state for pedestrians (fatalities per capita)

Pedestrian Traffic Fatalities by State

2017 PRELIMINARY DATA

Table 2

Pedestrian Fatalities by State per 100,000 Population, 2016

Source: State Highway Safety Offices and U.S. Census Bureau

Table 2 shows the rate of pedestrian fatalities per 100,000 population by state for 2016, based on the number of pedestrian fatalities reported by the states and U.S. Census population data.

Sorted by State		Sorted by Fatality Rate	
State	Pedestrian Fatalities per 100K Population - 2016	State	Pedestrian Fatalities per 100K Population - 2016
Alabama	1.62	New Mexico	3.45
Alaska	2.85	Florida	3.22
Arizona	1.64	South Carolina	2.96
Arkansas	2.43	Arizona	2.85
California	1.52	Nevada	2.76
Colorado	1.73	Louisiana	2.73
Connecticut	2.83	Alabama	2.44
Delaware	1.32	Texas	2.43
DC	3.22	California	2.41
Florida	2.25	Vermont	2.32
Georgia	2.24	Oklahoma	2.25
Hawaii	0.71	Georgia	2.24
Idaho	1.15	Hawaii	2.00
Illinois	1.28	North Carolina	1.94
Indiana	0.73	Mississippi	1.85
Iowa	1.41	New Jersey	1.81
Kansas	1.69	Oregon	1.78
Kentucky	2.73	Maryland	1.73
Louisiana	1.28	Connecticut	1.69
Maine	1.17	Kentucky	1.69
		Michigan	1.64
		Arkansas	1.63

Spotlight on Highway Safety



Pedestrian Traffic Fatalities by State

2017 PRELIMINARY DATA

Prepared for Governors Highway Safety Association

by Richard Retting
Sam Schwartz Consulting



Delaware Strategic Highway Safety Plan: Toward Zero Deaths

DELAWARE STRATEGIC HIGHWAY SAFETY PLAN

TOWARD ZERO DEATHS

SHSP Stakeholder Summit

June 26, 2018

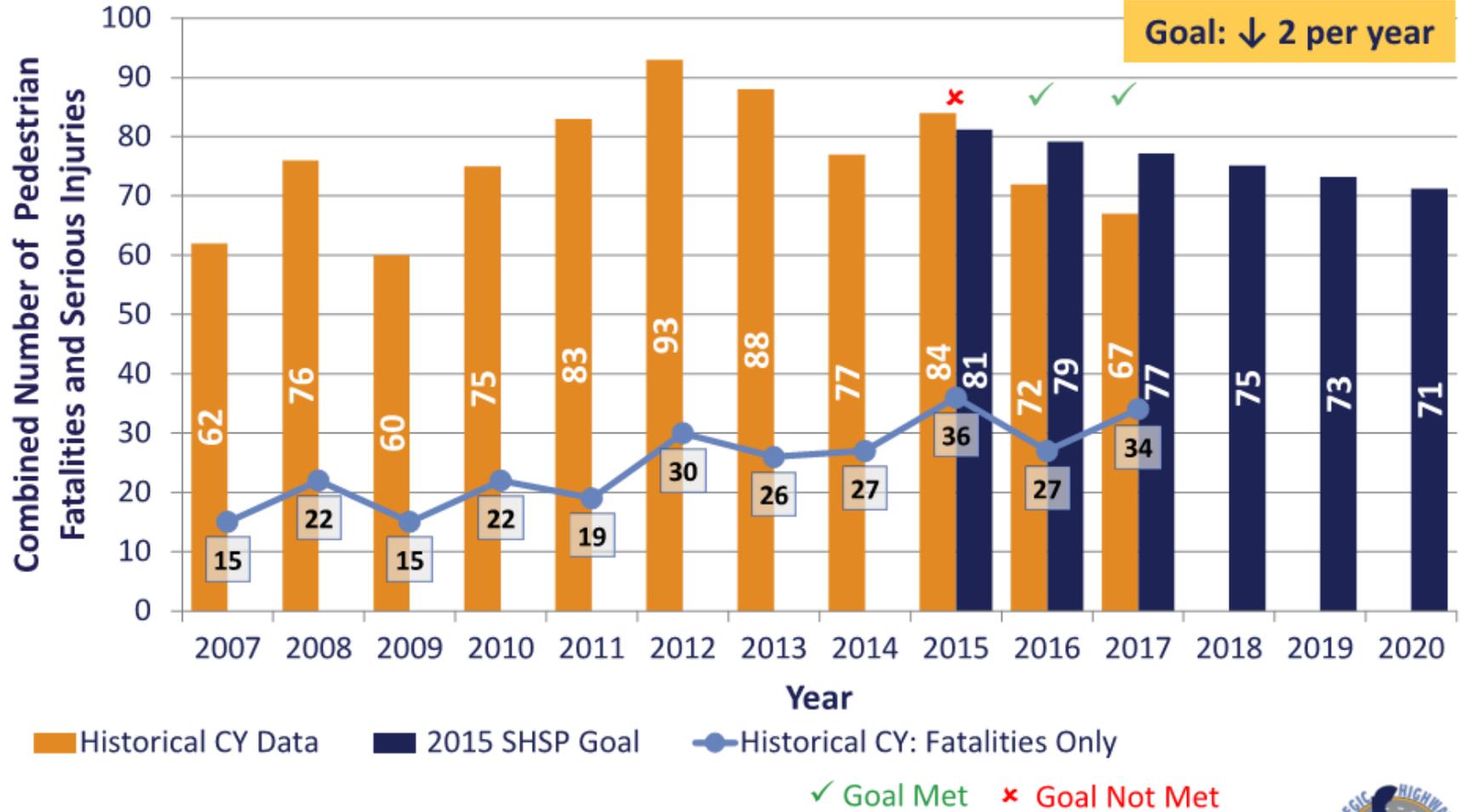
Logos: DelDOT, Delaware State Police, Delaware Office of EMS, NHTSA, Federal Highway Administration

Source: June 26, 2018
Strategic Highway Safety
Plan Stakeholder Summit

Delaware Strategic Highway Safety Plan: Toward Zero Deaths

EA 7: Pedestrian

(Combined Fatalities and Serious Injuries)



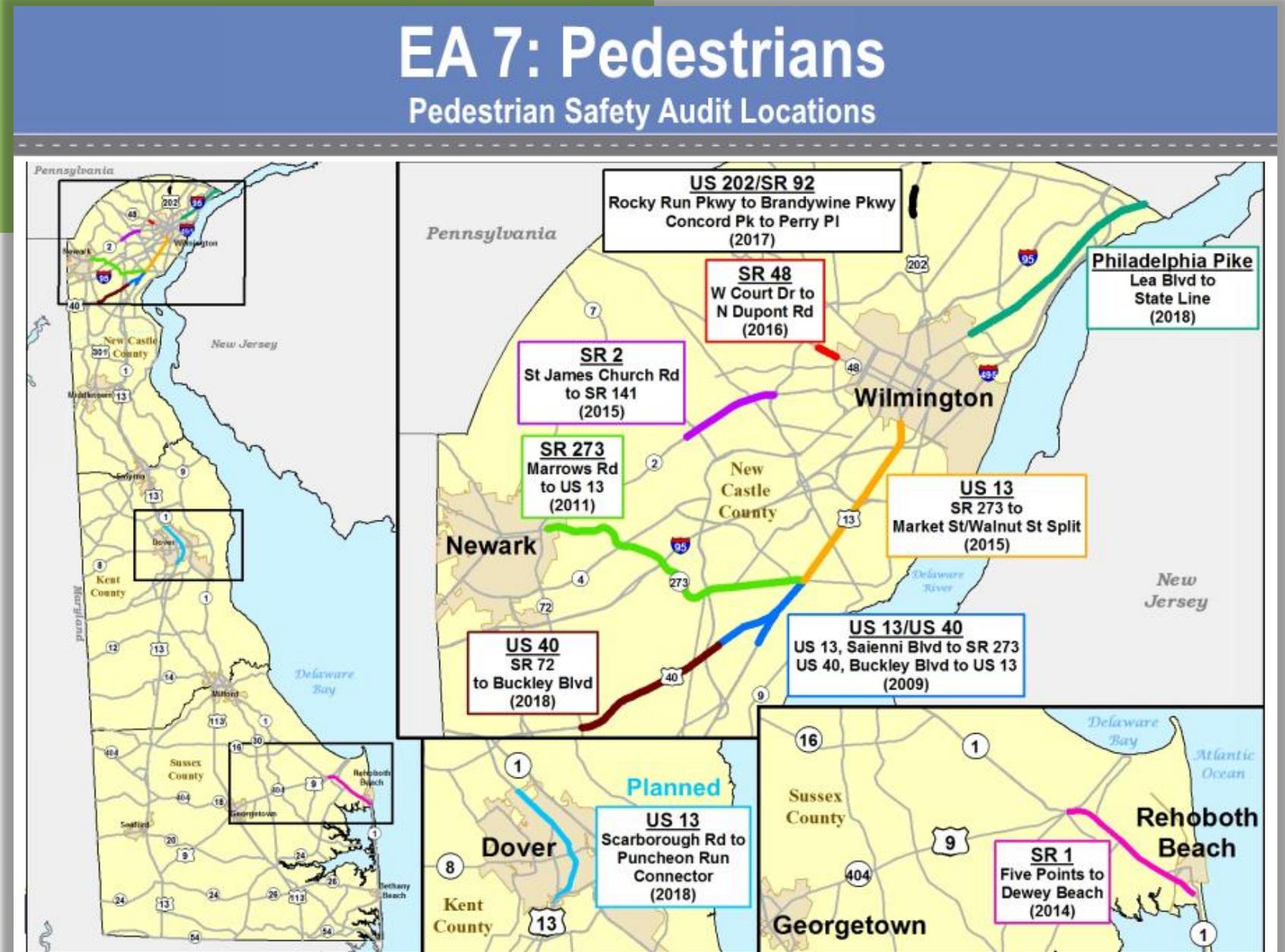
Source: June 26, 2018 Strategic Highway Safety Plan Stakeholder Summit

Source: CARS



Delaware Strategic Highway Safety Plan: Toward Zero Deaths

Source: June 26, 2018 Strategic Highway Safety Plan Stakeholder Summit



Delaware Strategic Highway Safety Plan: Toward Zero Deaths

EA 7: Pedestrians

Pedestrian Barriers

- DeIDOT is considering barrier options to prevent pedestrians from crossing midblock

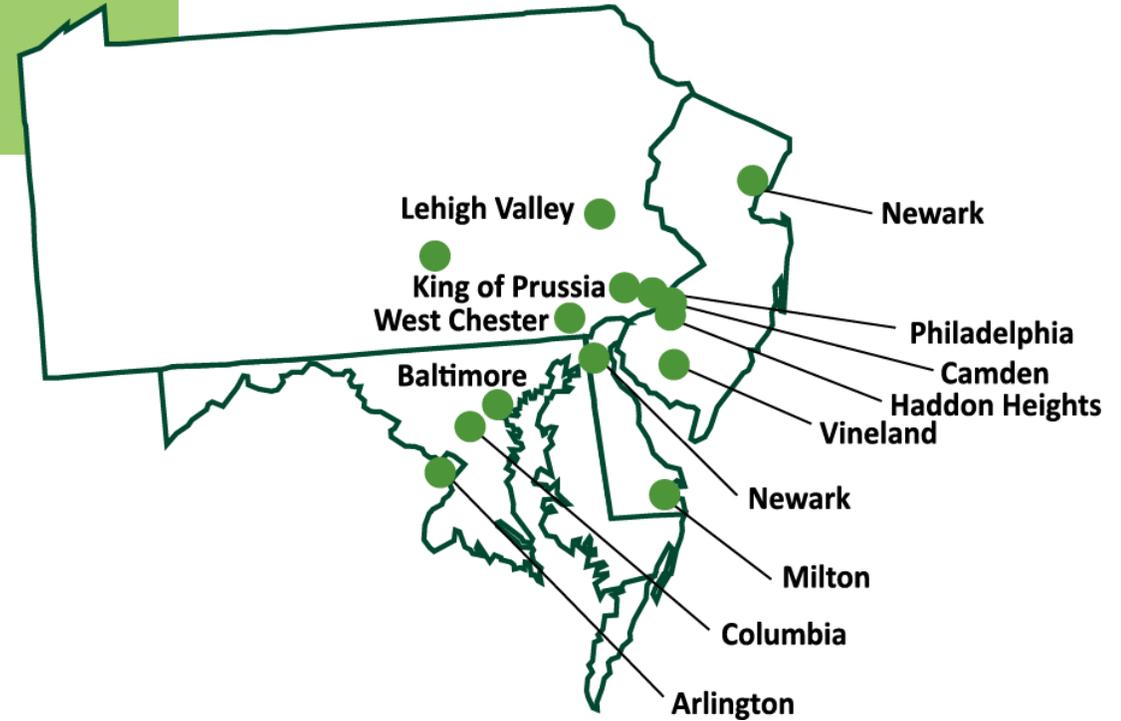


Source: June 26, 2018
Strategic Highway Safety
Plan Stakeholder Summit



About Pennoni

- Working with DelDOT, PennDOT, Pennsylvania Turnpike Commission, MDSHA, MDTA, VADOT, NJDOT and numerous municipalities
- DelDOT Agreement 1710 – Project Development
- DelDOT Agreement 1791 – Pedestrian Access Routes



220+
SITE/CIVIL ENGINEERS,
PLANNERS, LANDSCAPE
ARCHITECTS, &
SURVEYORS

75+
STRUCTURAL, MEP,
FOUNDATION/
GEOTECHNICAL
ENGINEERS

275+
PROJECT MANAGERS,
CONSTRUCTION
MANAGERS AND
INSPECTORS

295+
ADMINISTRATIVE,
DESIGN, CADD,
TECHNICIANS, & OTHER
PERSONNEL

- Newark, DE Transportation Group
 - Led by Philip Horsey
 - 25+ bridge, highway and traffic engineers

Agenda

- The Why – Pedestrian Safety Improvements
- US 13 Corridor Progress
- Visualization Examples
- Education and Enforcement
- Median Treatments
- Q&A, Next Steps

May 22, 2018

Delaware still top-ranked in pedestrian fatalities

Josephine Peterson, The News Journal Published 8:00 a.m. ET May 22, 2018 | Updated 3:41 p.m. ET May 24, 2018



(Photo: Jerry Habraken, The News Journal)

Editor's Note: The Pedestrian Safety Council last met in April, said Mitch Topal of the Office of Highway Safety. The council's website had not been updated and members had not returned phone calls about the council, before the story was published.

Michelle Williams drove home past an intersection filled with police and firefighters at Kirkwood Highway and Duncan Road on May 11, exasperated she couldn't use the turn lane.

"I remember thinking, 'Like, are you for real?' I needed to use that turn lane that they were in to get home," Williams said.

A car with a broken windshield and a dismantled front bumper sat amidst flashing police lights and uniformed officers.

It wasn't until the next morning she found out her sister, Aquisha Williams, 30, had been fatally struck by the car.

US 13 – A Notorious Reputation



- Delaware Strategic Highway Safety Plan: pedestrian fatalities accounted for **20%** of all traffic fatalities from 2007-2014
- Along the US 13 study corridor, pedestrian fatalities accounted for **66%** of all traffic fatalities (2007-2016)
- **13%** (31 /240) of all pedestrian fatalities in Delaware from 2007-2016 occurred within the US 13 study corridor

Studies Available

- **2009** – US 40 to SR 273
- **2015** – SR 273 to Memorial Drive
- **2016** – US 40 to A Street
- Various Intersection Safety Studies
 - *Former Hazard Elimination Program (HEP)*
 - *Highway Safety Improvements Program (HSIP)*
- Available on DelDOT's Delaware Strategic Highway Safety Plan website

Delaware.gov Agencies News Topics Contact

ABOUT CITIZEN BUSINESS SERVICES CONTACTS TRANSLATE

DELAWARE DEPARTMENT OF TRANSPORTATION

Delaware Strategic Highway Safety Plan

Section Home

Information

Contact Us

Community Relations
 302.760.2080
 800.652.5600

Safety Programs Manager
 Adam Weiser, P.E., PTOE
 Division of Transportation
 Solutions - Traffic Section

Making Walking and Street Crossing Safer

Pedestrians must consider safety, in addition to infrastructure and proximity of destination, when deciding to walk as a transportation alternative. Therefore, improving pedestrian safety has the potential to increase pedestrian activity, reduce congestion on Delaware's roadways. Providing livable communities, communities that provide safe and convenient transportation choices for all citizens, including pedestrians, bicyclists, transit users and motorists, are a high priority in Delaware. In addition to engineering safer transportation solutions for pedestrians, educating and enforcing the public on pedestrian laws and improving driver awareness of pedestrians are also critical strategies to advance pedestrian safety.

[See the Making Walking and Street Crossing Safer section of the Delaware Strategic Highway Safety Plan.](#)

Pedestrian Bicycle Working Group

The Delaware Department of Transportation, in conjunction with our partners at the Office of Highway Safety and the Delaware State Police established the pedestrian/bicycle safety working group in February 2013 due to the number of pedestrian and bicycle related fatalities and incapacitating injury crashes in 2012. The purpose of the working group was to develop ideas and methods for improving pedestrian and bicycle safety through engineering, education, enforcement, and emergency service related activities. [More information...](#)

Pedestrian Safety Campaign

- [Pedestrian Countdown Signals Press Release - October 12, 2009](#)
- [Pedestrian Countdown Signals Explained](#)
- [Pedestrian Safety Brochure](#)

OHS Pedestrian Safety Information

US 13/US 40 Pedestrian Safety Study

During 2006, the State of Delaware experienced an unusually high number of pedestrian fatalities. Research conducted by DelDOT's Division of Planning identified several corridors within New Castle County with unusually high concentrations of pedestrian crashes including US 13, US 40, and SR 273.

The **US 13 and US 40 Pedestrian Safety Study** evaluated the existing pedestrian accommodations for the US 13 corridor between SR 273 (Frenchtown Road) and Salsani Boulevard and the US 40 corridor between US 13 and Buckley Boulevard. The evaluation included an extensive data collection effort including crash data, pedestrian observations and counts, intersection turning movement counts, physical inventory, DART ridership information and general observations of traffic operations and pedestrian activity, and an in-depth investigation to identify problem locations, underlying deficiencies and opportunities for improvements. Short and long-term recommendations were developed to address the problem locations. The short-term recommendations include improvements that potentially could be implemented relatively quickly, and in fact several have been implemented already. The long-term recommendations include improvements that would require additional study, coordination, public notification and/or additional funding resources. The study was completed in April 2009.

[US 13/40 Photos](#)

[Improvement Recommendation: US Route 13 From DE Route 273 To Buena Vista Drive \(Figure 11A\)](#)

Next Steps

(from 8.22.17 Pedestrian Council Meeting)

- CTP funding for construction increased from \$5M to \$20M
- Capital projects in construction by FY20
- Public Workshops
- Median fencing pilot program
- Continued education and enforcement

Next Steps (from 8.22.17 Pedestrian Council Meeting)



CTP funding for construction increased from \$5M to \$20M

- DelDOT has \$26M allocated for construction

US13, US40 to Memorial Drive Pedestrian Improvements

PROJECT AUTHORIZATION SCHEDULE

IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2018			FY 2019			FY 2020			FY 2021			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T201601102	PE	80% FHWA	1,000.0														
T201601102	ROW	80% FHWA	1,000.0	200.0	800.0	Z001									200.0	800.0	
T201601102	C	80% FHWA	25,982.1							5,200.0	2,000.0	Z001		2,400.0	5,200.0	4,400.0	
T201601102	C	100% OTHER	17.9														
Total			28,000.0	200.0	800.0					5,200.0	2,000.0			2,400.0	5,400.0	5,200.0	

Z001 - National Highway Performance Program (NHPP)

* AC Conversion

Next Steps (from 8.22.17 Pedestrian Council Meeting)



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Capital projects in construction by FY20
 - Pennoni Received Design NTP



2018 CRBA

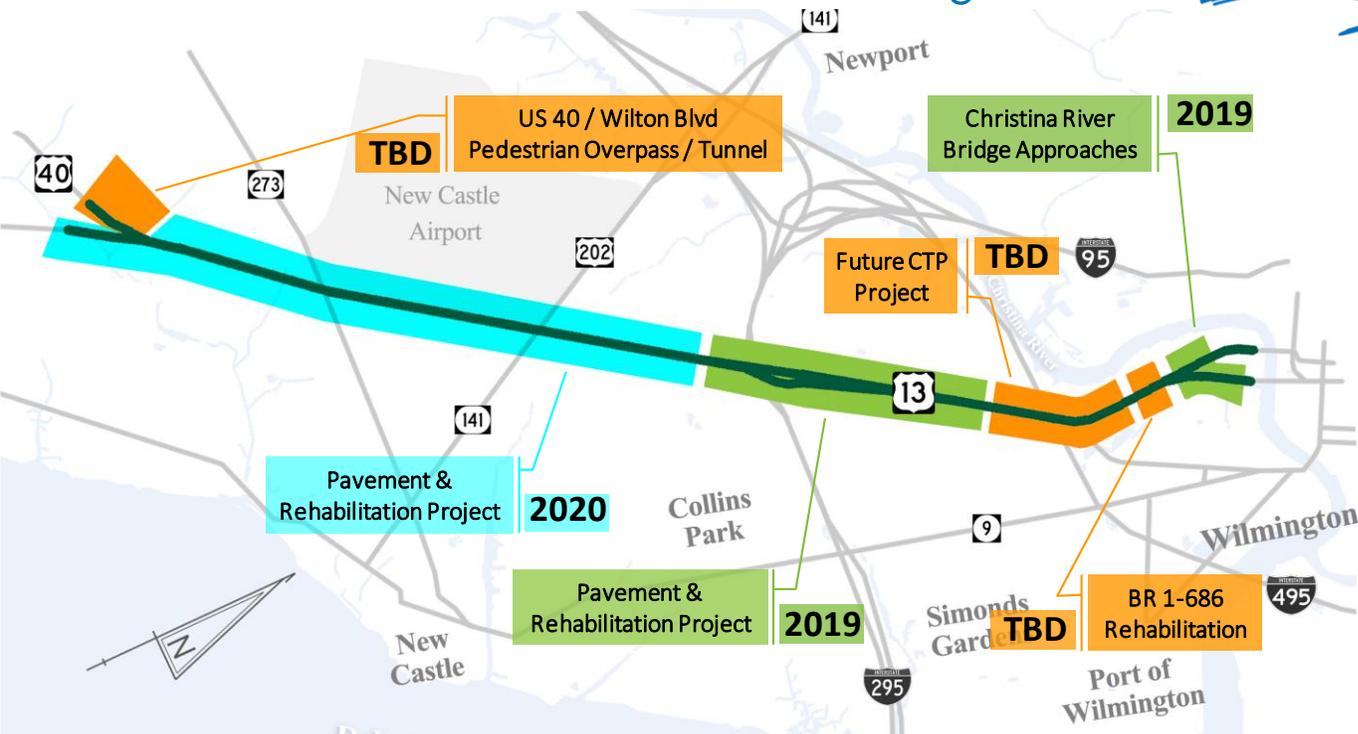
2019 Pavement & Rehabilitation

- Semi-Final Plans
- Final Plans - Winter 2018
- Spring / Summer Construction

2020 Pavement & Rehabilitation

- Semi-Final Plans
- Final Plans - Winter 2019
- Spring / Summer Construction*

* Subject to change pending I-95 Corridor Rehabilitation construction schedule



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Public Workshops
- July 24 Pedestrian Council Update
- Virtual workshop online

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Public Workshops
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Median fencing pilot program
 - Monthly Meetings
 - Preferred Alternatives

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 - July 24 Pedestrian Council Update
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Median fencing pilot program
 - Monthly
 - Preferred Alternatives



Continued education and enforcement
 - Where we need your help!

2018 CRBA

2019 Pavement & Rehabilitation



Semi-Final Plans



Final Plans - Winter 2018



Spring / Summer Construction

2020 Pavement & Rehabilitation



Semi-Final Plans



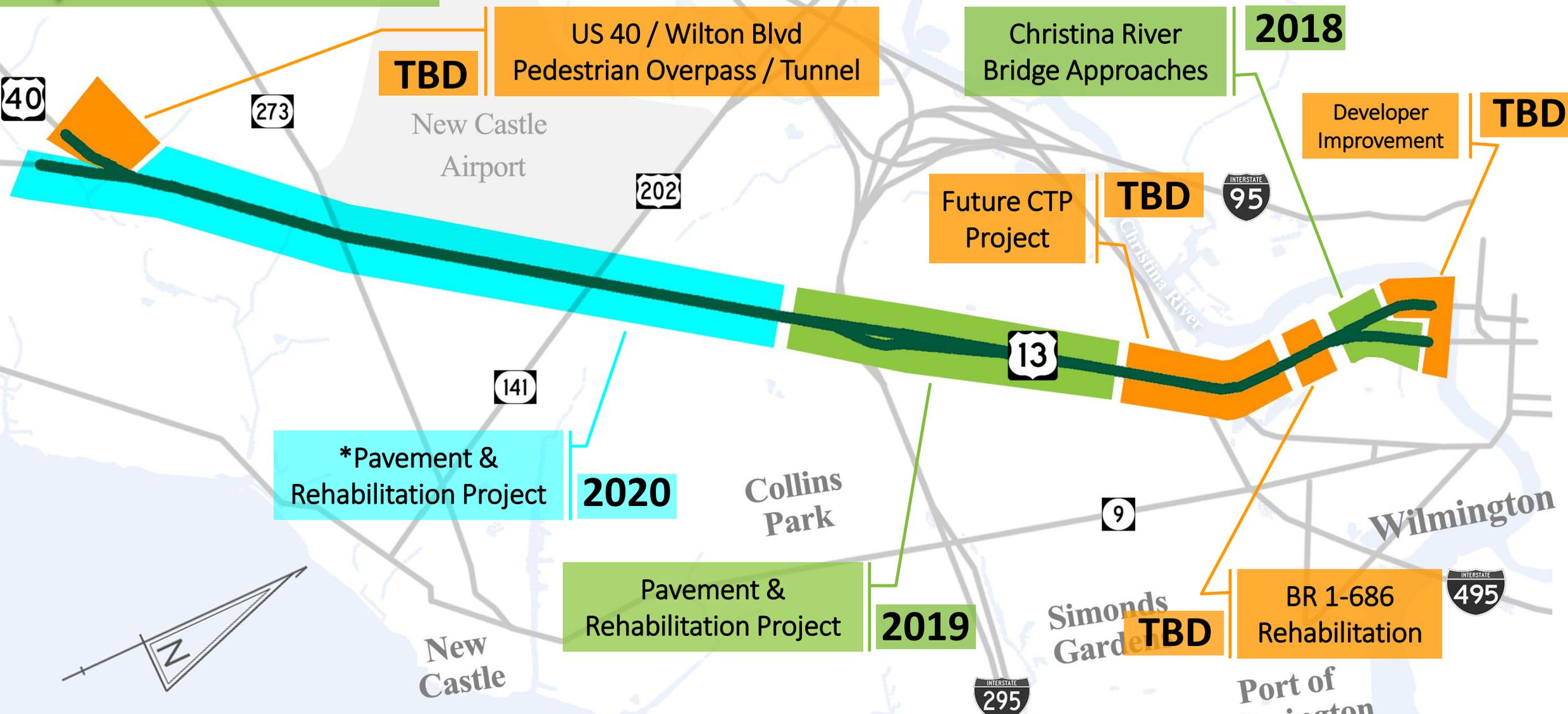
Final Plans - Winter 2019



Spring / Summer Construction*

* Subject to change pending I-95 Corridor Rehabilitation construction schedule

Implementation Schedule



* Subject to Change Pending I-95 Corridor Rehabilitation Construction Schedule

Recommended Improvements

(from 8.22.17 Pedestrian Council Meeting)

- **Signalized Crosswalks**
- Corridor Lighting
- ADA curb ramp upgrades
- Provide missing sidewalk links
- Relocate/consolidate transit stops
- Enhanced Signing & Striping
- Education & Enforcement
- Median Fencing

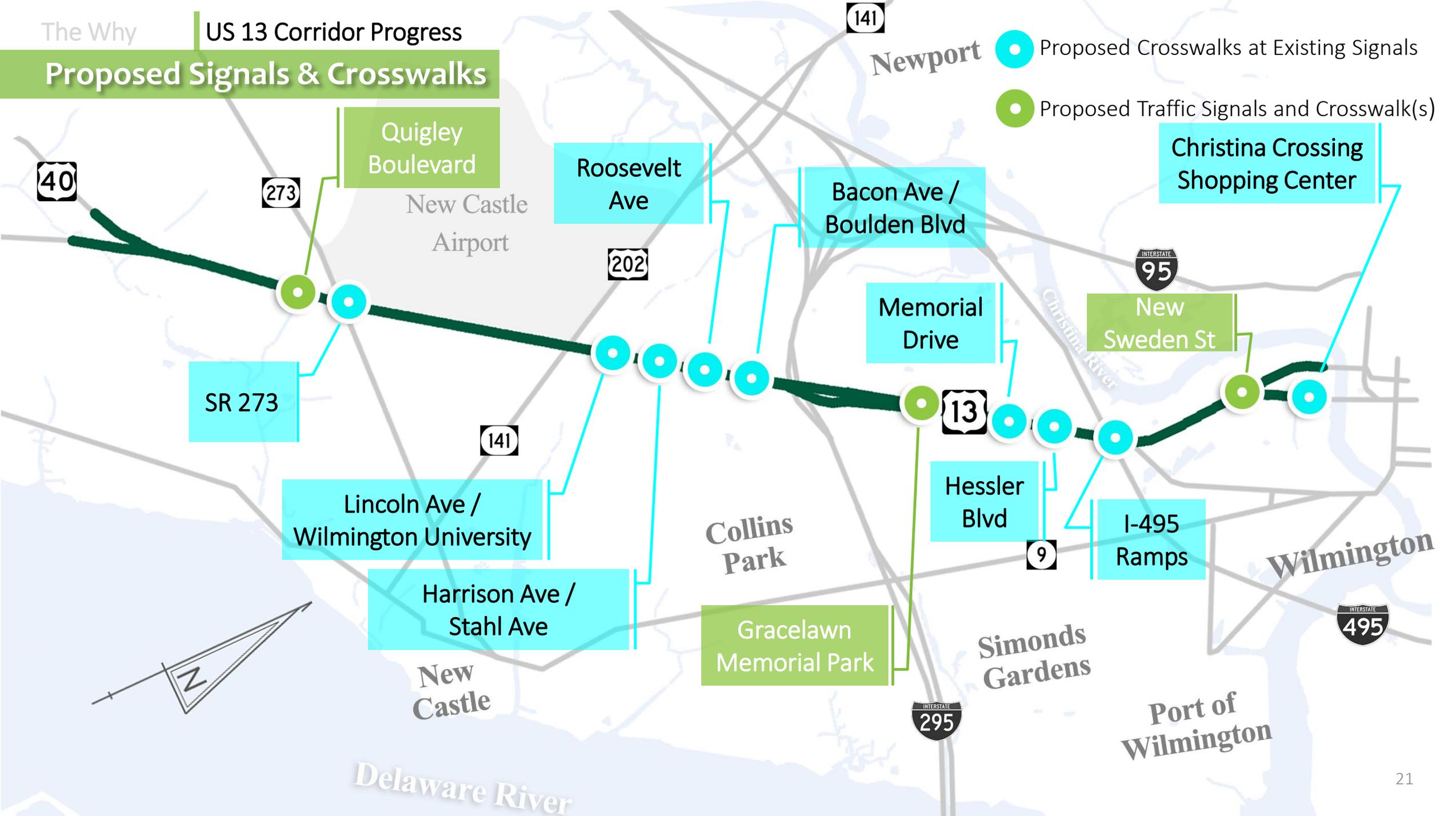
Existing Signals & Crosswalks

-  New Crosswalks Installed (2007 – Present)
-  Existing Crosswalks (PRE-2007)



Proposed Signals & Crosswalks

-  Proposed Crosswalks at Existing Signals
-  Proposed Traffic Signals and Crosswalk(s)

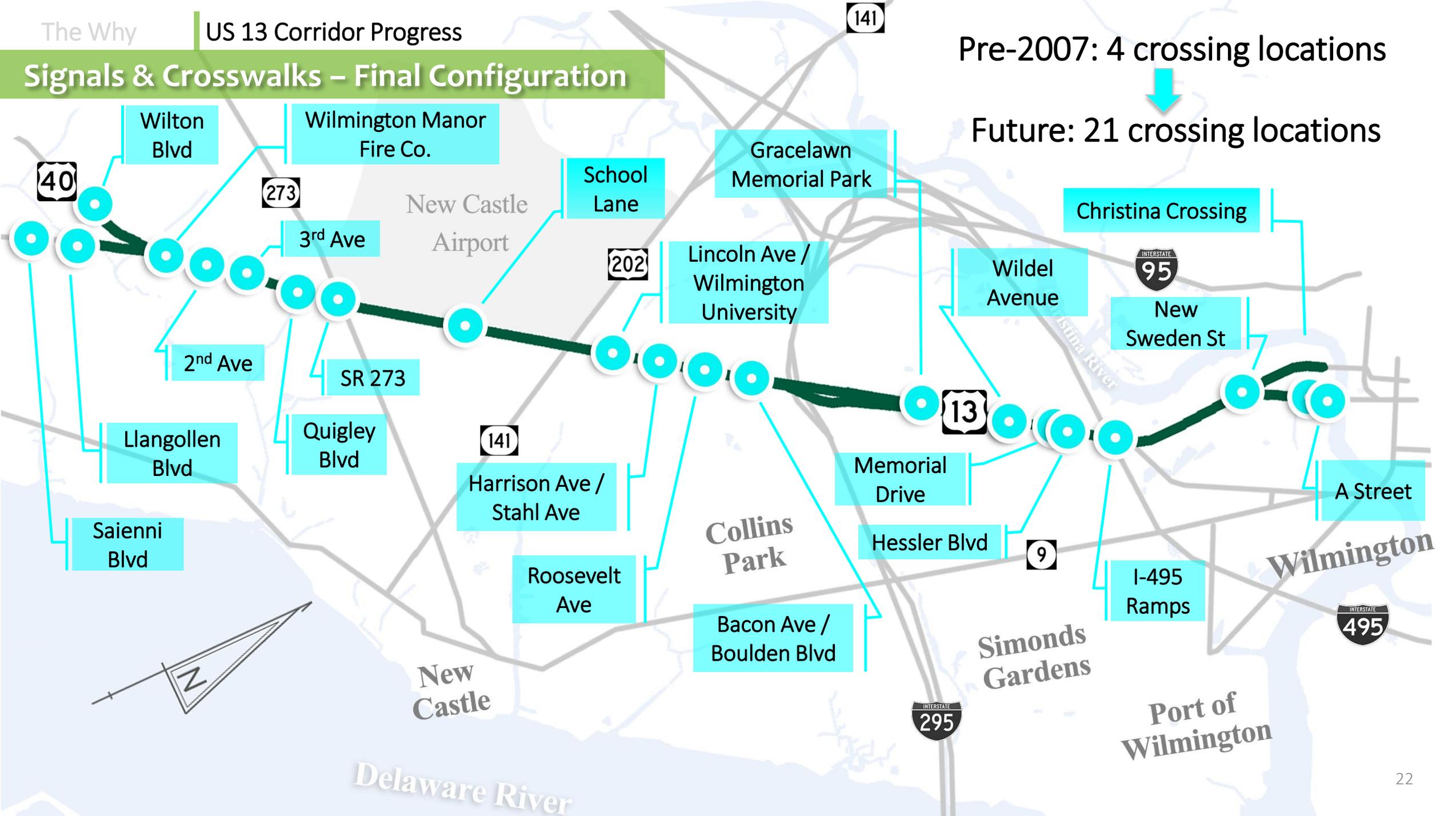


Signals & Crosswalks – Final Configuration

Pre-2007: 4 crossing locations

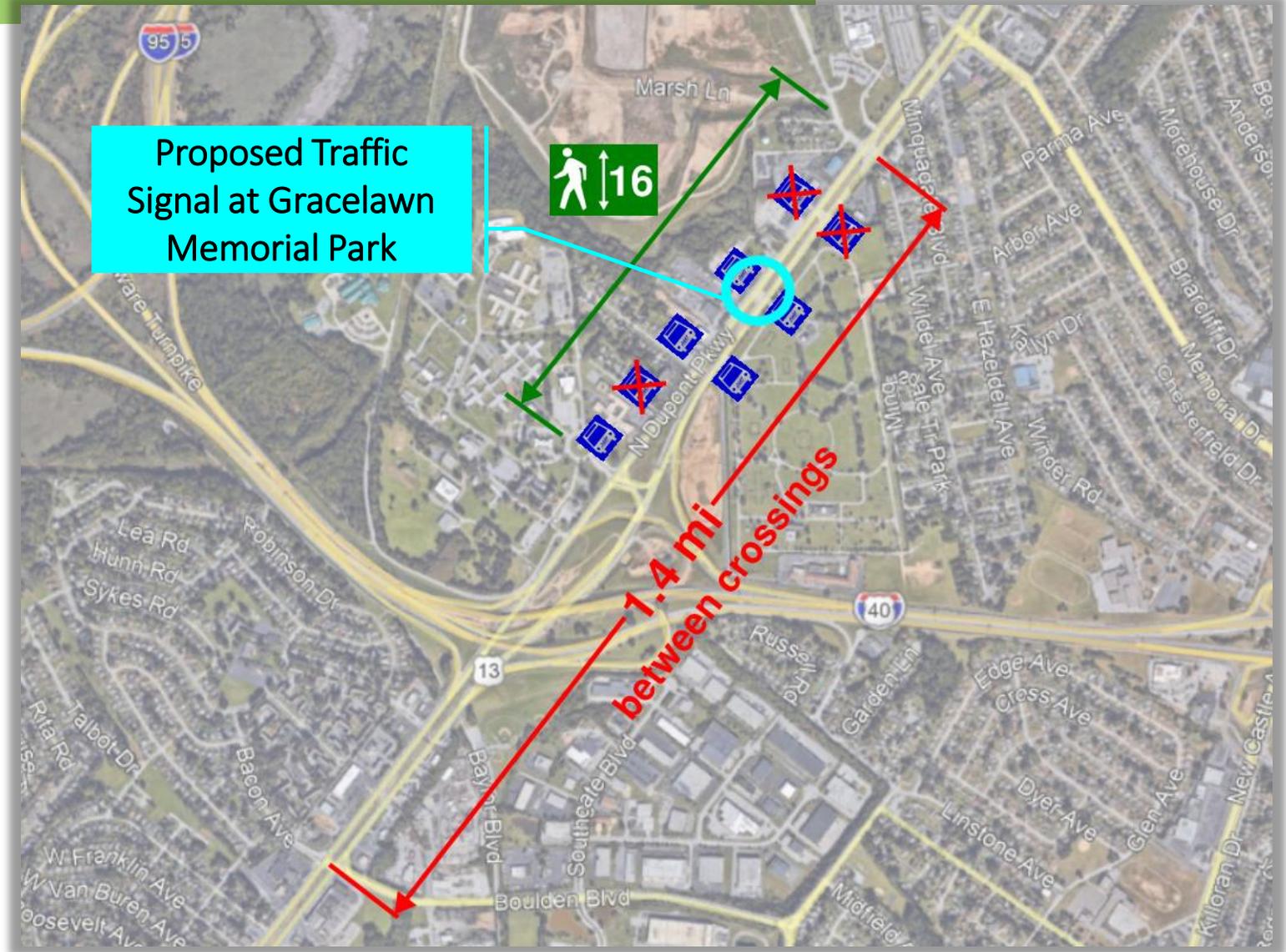


Future: 21 crossing locations



New Signal at Gracelawn Memorial Park

- Provides new pedestrian crossing opportunity – 1.4 miles between existing crossings
- Significant transit ridership and transit modifications
- Deter mid-block pedestrian crossings in conjunction with median fencing (16 / hour)
- Warranted based on vehicular volumes
- Previous history / Legislator request for signal



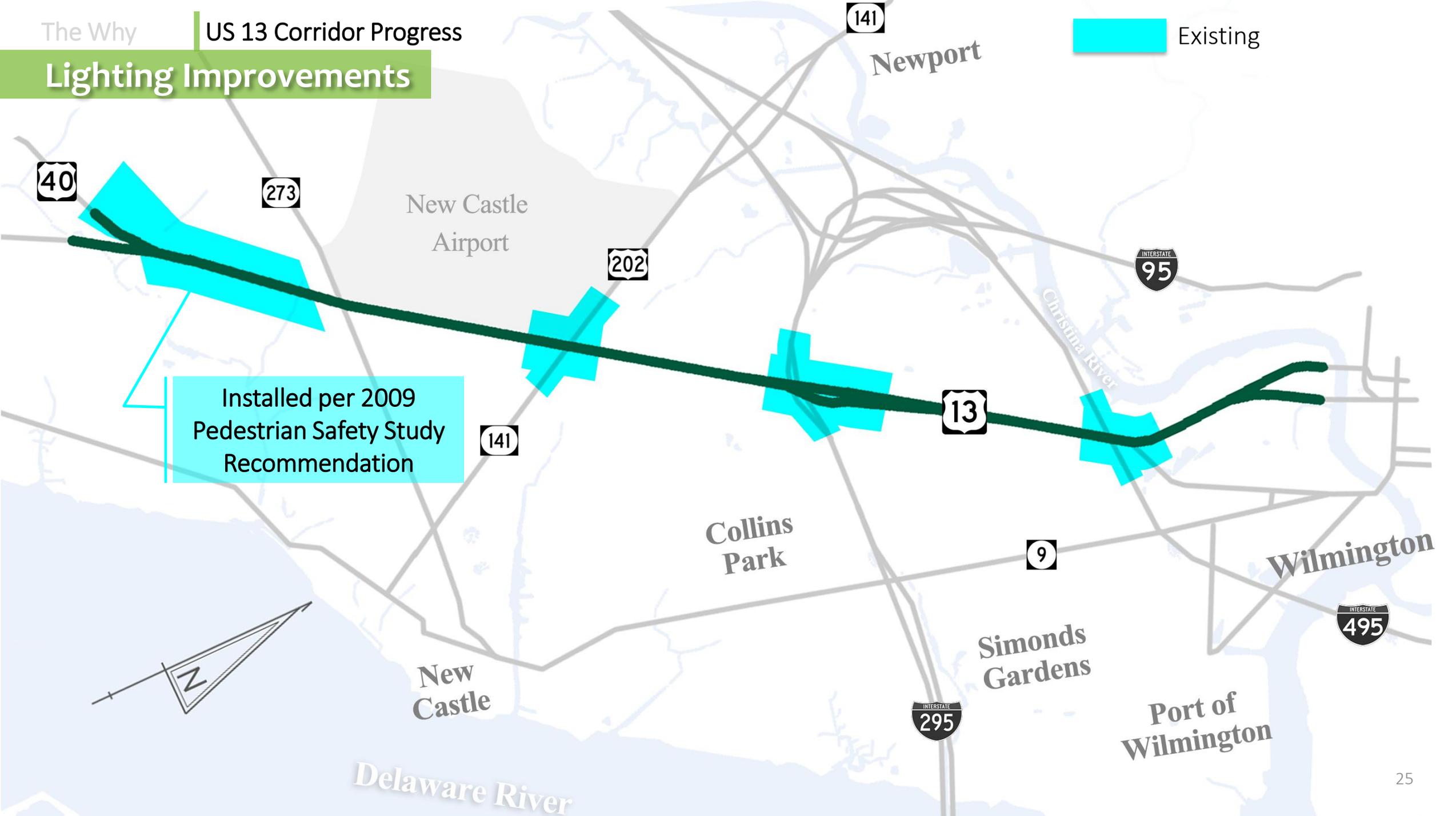
Recommended Improvements

(from 8.22.17 Pedestrian Council Meeting)

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- **Corridor Lighting**
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- Median Fencing

Lighting Improvements

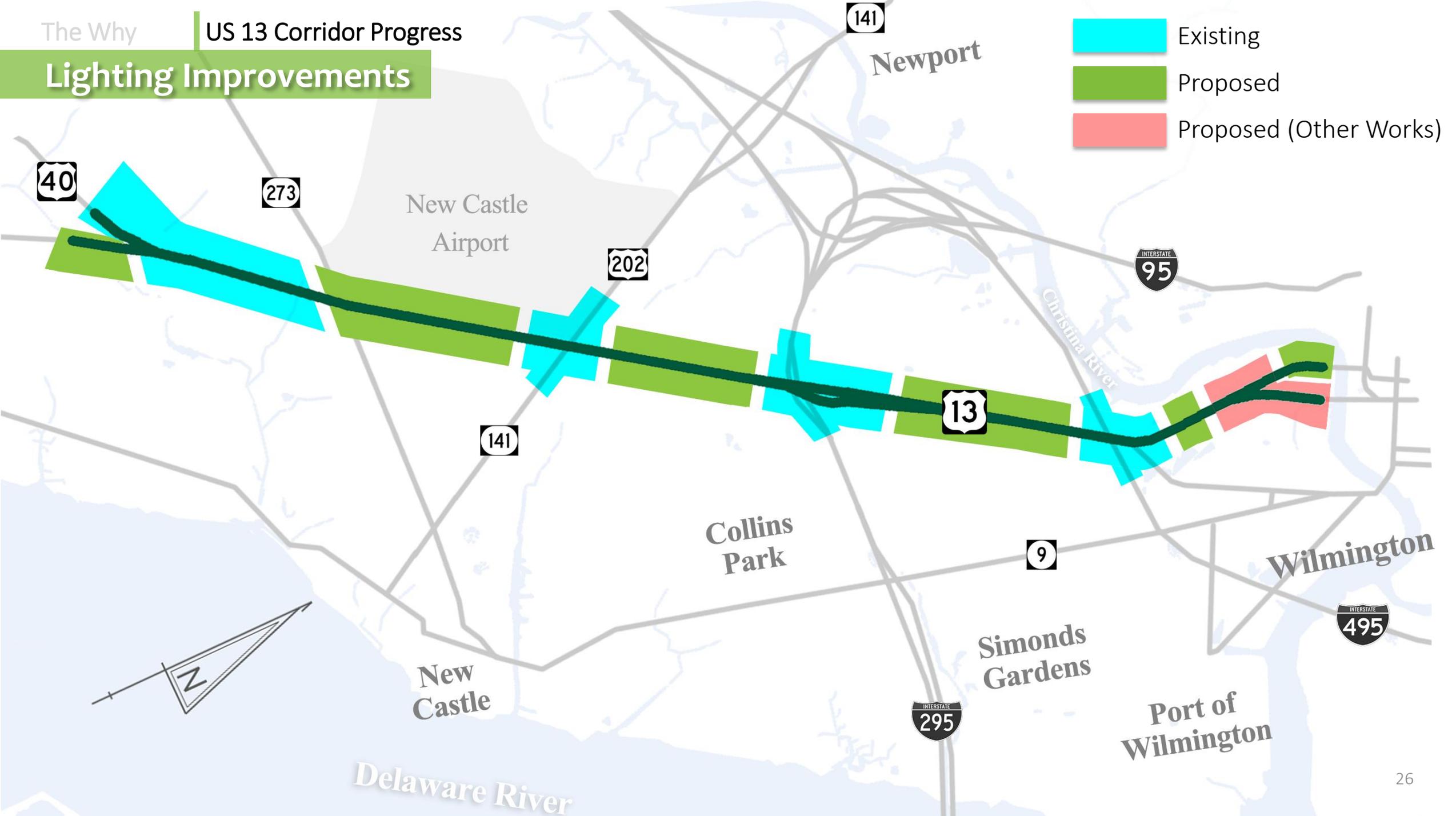
 Existing



Installed per 2009
Pedestrian Safety Study
Recommendation

Lighting Improvements

- Existing
- Proposed
- Proposed (Other Works)



Effects of Lighting on Pedestrian Safety

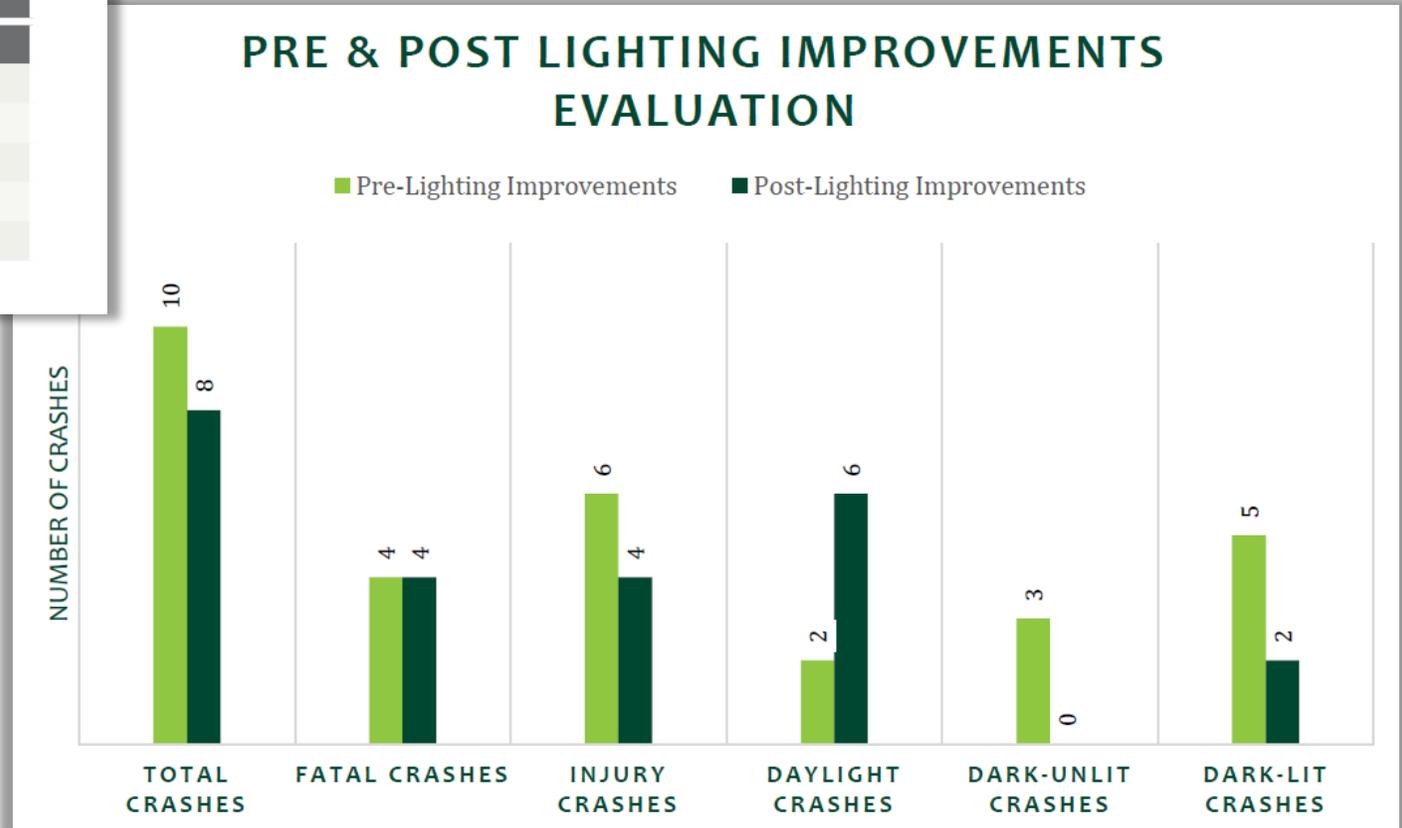
In five states (New Mexico, South Carolina, Texas, Delaware, and Louisiana), 80 percent or more of pedestrian fatalities occurred in the dark based on the past three years of FARS data (Table 4).

Table 4 States Where $\geq 80\%$ of Pedestrian Fatalities Occurred in the Dark (2014-2016)

State	Total Pedestrian Fatalities with Known Light Levels	Pedestrian Fatalities that Occurred in Dark	
		#	%
New Mexico	201	169	84%
South Carolina	373	309	83%
Texas	1,695	1,356	80%
Delaware	89	71	80%
Louisiana	334	266	80%

Source: FARS

- US 40 to SR 273 –Lighting Installed 2011
- 4 years prior: 8 nighttime crashes, 4 fatalities
- 4 years after: 2 nighttime crashes, 2 fatalities
- 60% of pedestrian crashes occurred at night for entire study area from 2007-2016



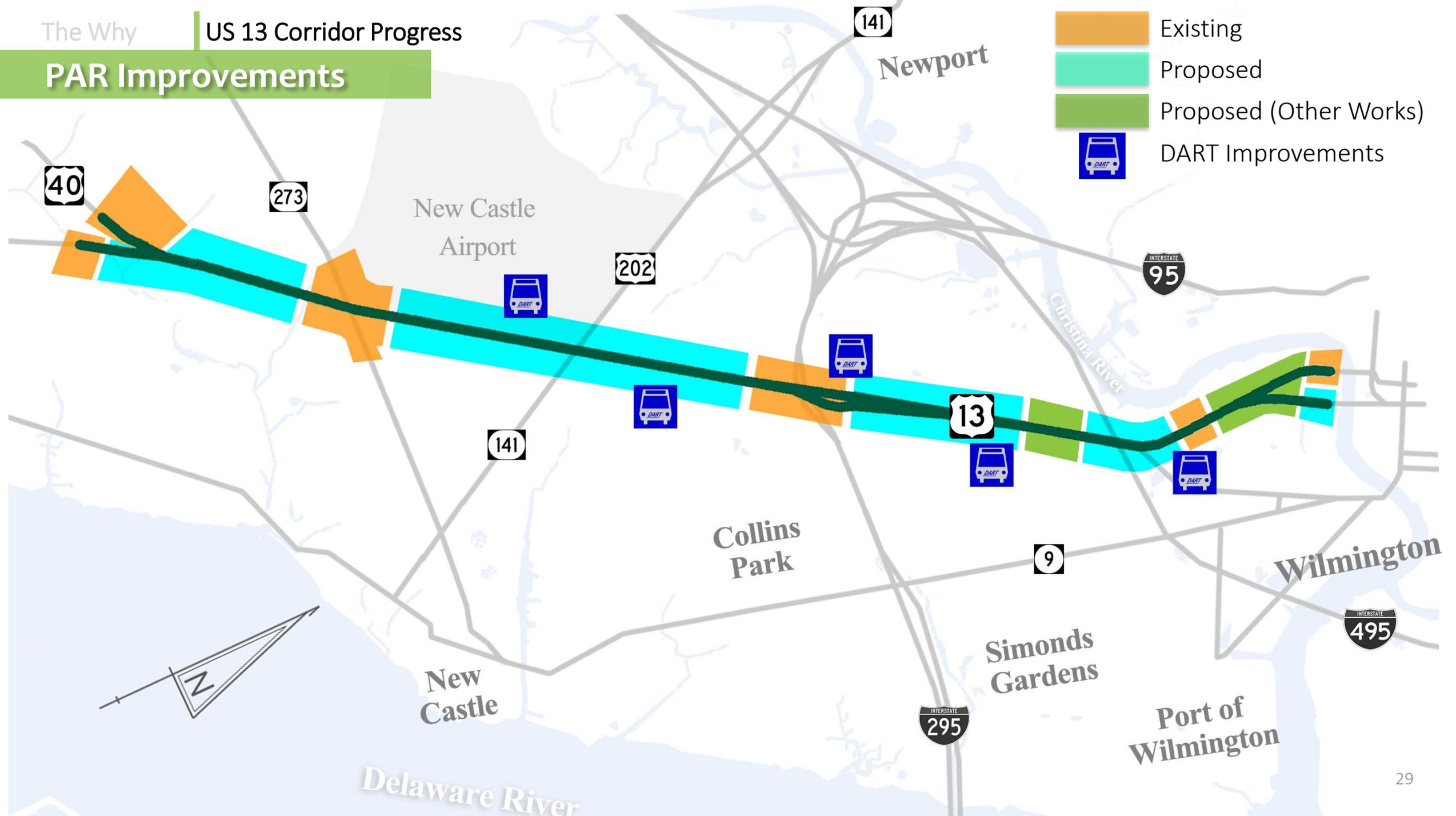
Recommended Improvements

(from 8.22.17 Pedestrian Council Meeting)

- Signalized Crosswalks
 - Corridor Lighting
 - **ADA curb ramp upgrades**
 - **Provide missing sidewalk links**
 - **Relocate/consolidate transit stops**
 - Enhanced Signing & Striping
 - Education & Enforcement
 - Median Fencing
- 
- PAR Improvements

PAR Improvements

- Existing
- Proposed
- Proposed (Other Works)
- DART Improvements



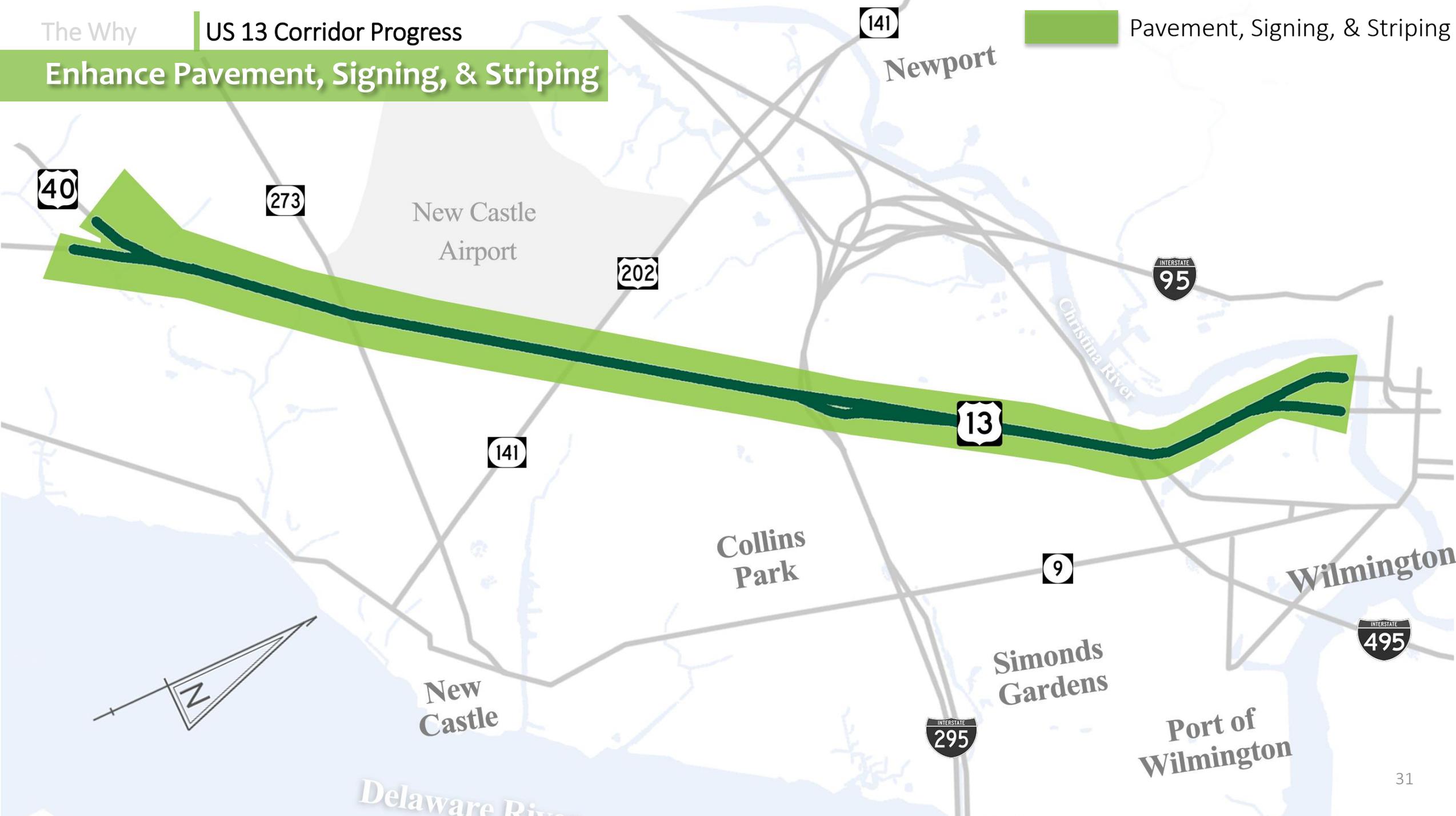
Recommended Improvements

(from 8.22.17 Pedestrian Council Meeting)

- Signalized Crosswalks
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- ADA curb ramp upgrades
- Provide missing sidewalk links
- Relocate/consolidate transit stops
- **Enhanced Pavement, Signing & Striping**
- Education & Enforcement
- Median Fencing

Enhance Pavement, Signing, & Striping

 Pavement, Signing, & Striping



Recommended Improvements

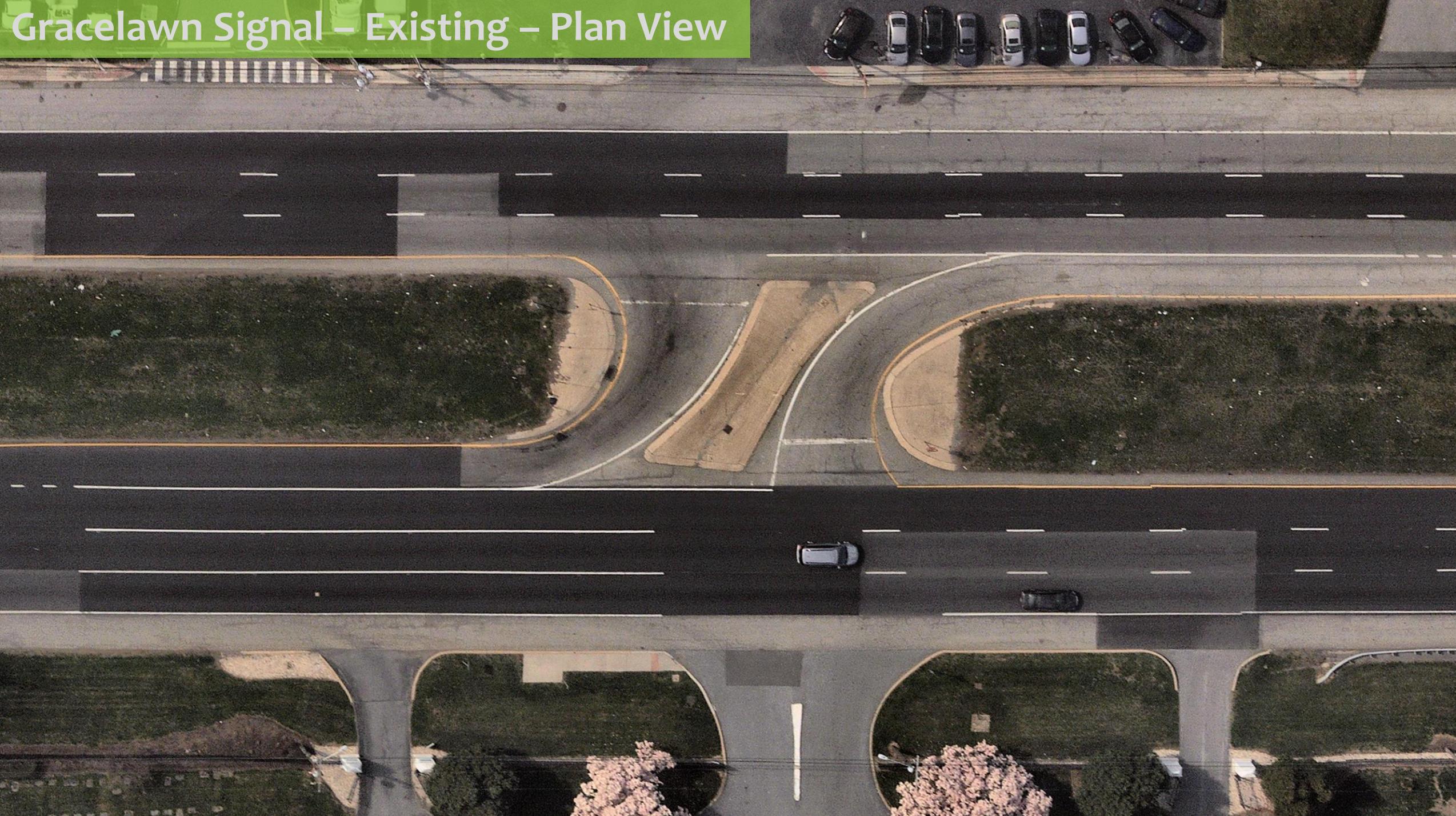
(from 8.22.17 Pedestrian Council Meeting)

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- **Corridor Lighting**
- **ADA curb ramp upgrades**
- **Provide missing sidewalk links**
- **Relocate/consolidate transit stops**
- **Enhanced Pavement, Signing & Striping**
- Education & Enforcement
- Median Fencing



Sample Visualization Examples

Gracelawn Signal – Existing – Plan View



Gracelawn Signal – Proposed - Plan View



Gracelawn Signal – Pedestrian View Looking North - Day



Gracelawn Signal – Pedestrian View Looking North – Night



Gracelawn Signal – Looking Southbound – Day



Gracelawn Signal – Looking Southbound – Night



Gracelawn Signal – Driver's View Looking Northbound – Night



Gracelawn Signal – Pedestrian View Looking West – Day



Gracelawn Signal –Pedestrian View Looking West – Night



Recommended Improvements

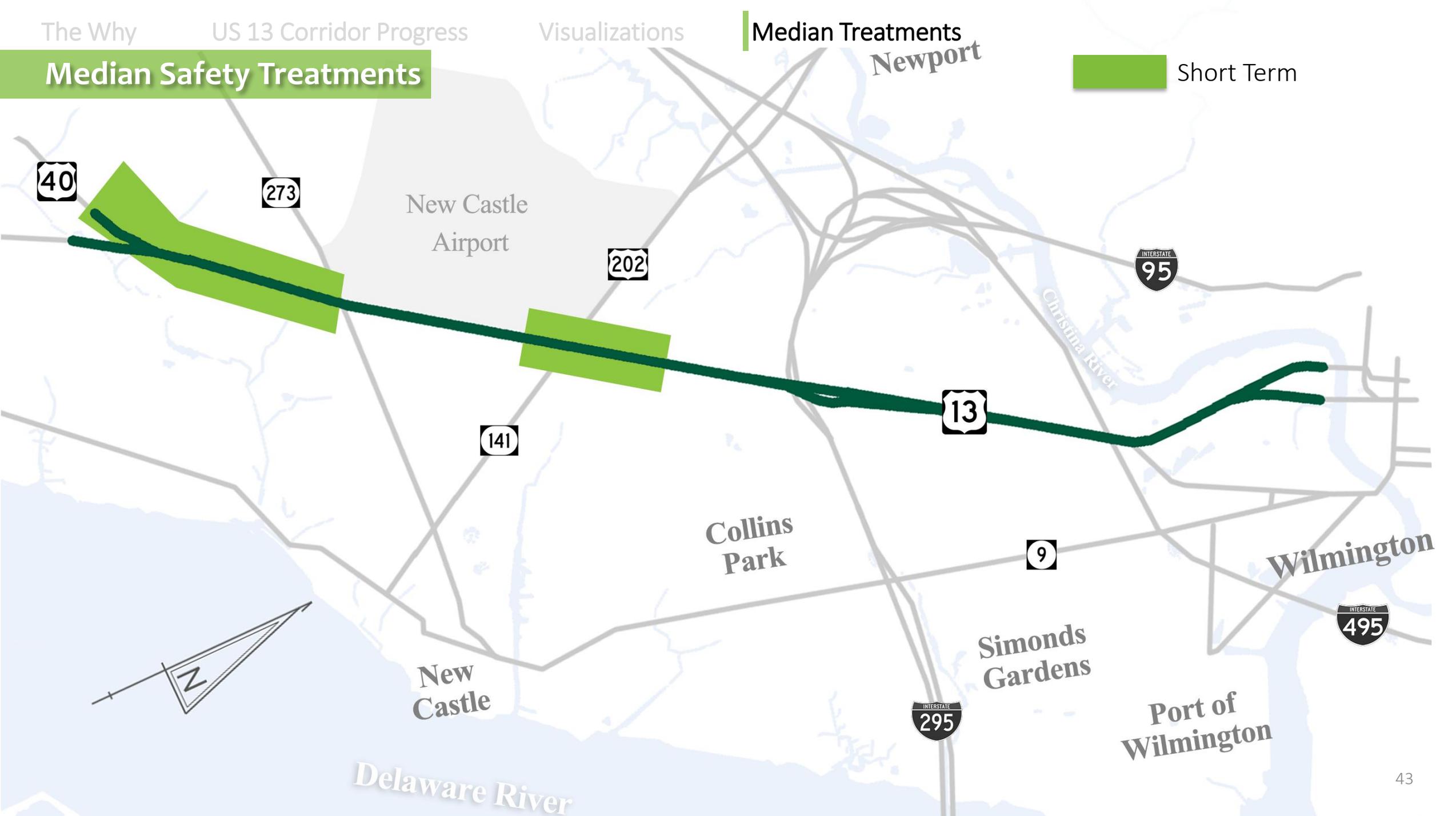
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- **Median Fencing**
- Education & Enforcement

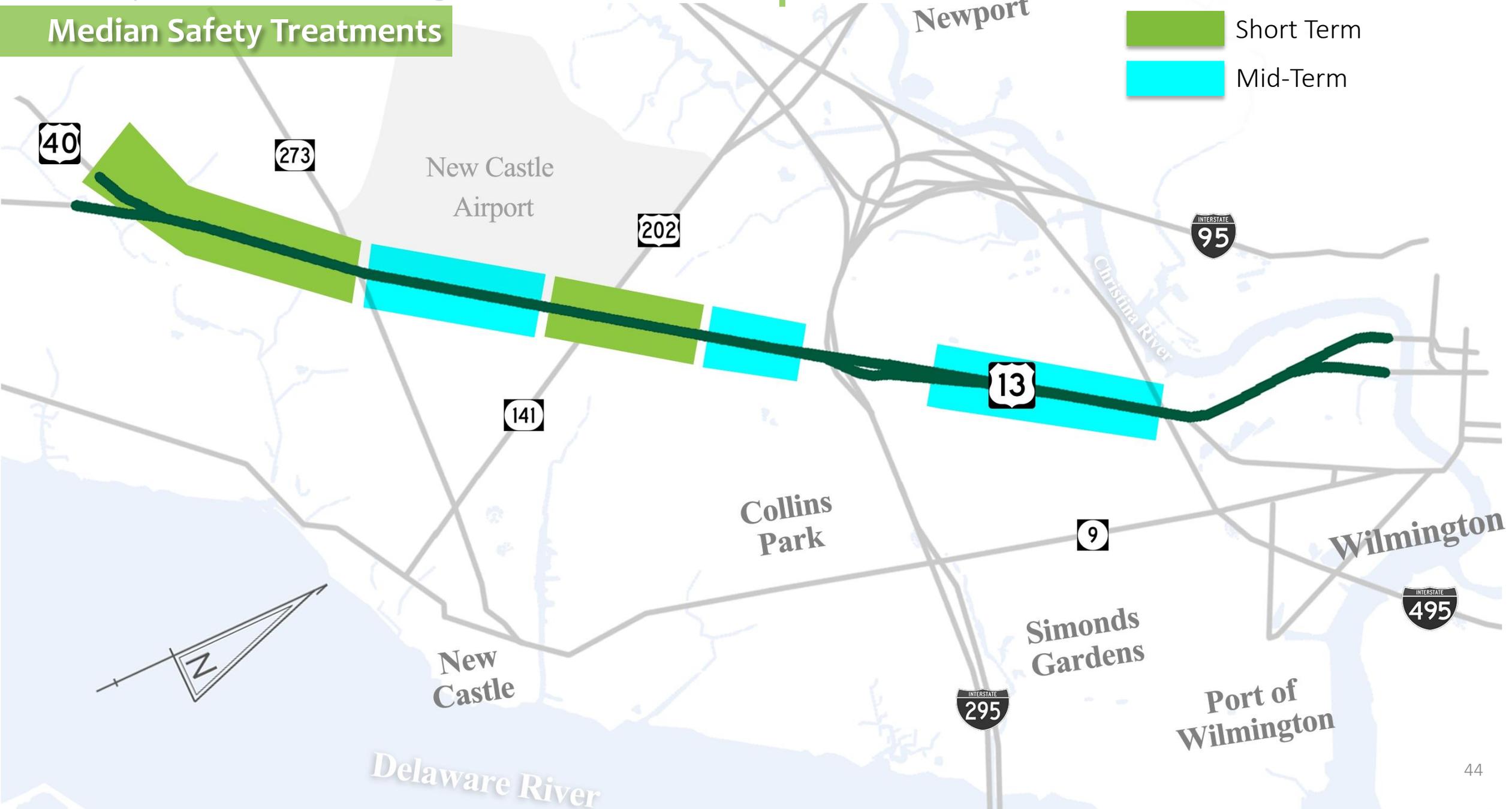
Median Safety Treatments



Short Term

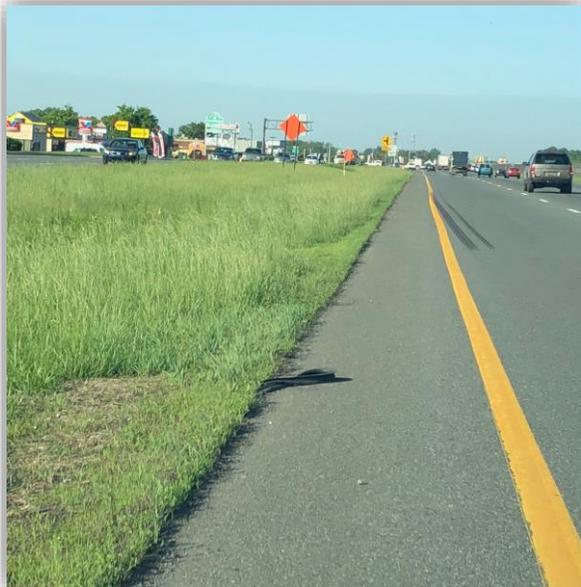


Median Safety Treatments



Median Treatments

- Median Safety Committee Meetings
- Proven Results
- Existing Conditions & Challenges
- Treatments Considered
- Path Forward



T201601102 – US 13 Pedestrian Improvements Program

MEETING MINUTES

Subject: US 13 Pedestrian Improvements Program - Median Safety Working Group Kickoff Meeting
Contract: T201601102 – US 13 Pedestrian Improvements
Meeting Date: March 22, 2018, 11 AM
Meeting Location: Pennoni - 121 Continental Drive, Suite 207, Newark, DE 19713
Attendees:

Agreement 1710, Task Order No. 1.2
Contract T201601102
US 13, US 40 to Memorial Drive Pedestrian Improvements

MEETING MINUTES

Subject: US 13 Pedestrian Improvements Program - Median Safety Working Group Meeting No. 2
Contract: T201601102 – US 13 Pedestrian Improvements
Meeting Date: May 24, 2018, 10 AM

Agreement 1710, Task Order No. 1.2
Contract T201601102
US 13, US 40 to Memorial Drive Pedestrian Improvements

MEETING MINUTES

Subject: US 13 Pedestrian Improvements Program - Median Safety Working Group Meeting No. 3
Contract: T201601102 – US 13 Pedestrian Improvements
Meeting Date: June 28, 2018, 10 AM
Meeting Location: Pennoni - 121 Continental Drive, Suite 207, Newark, DE 19713
Attendees:

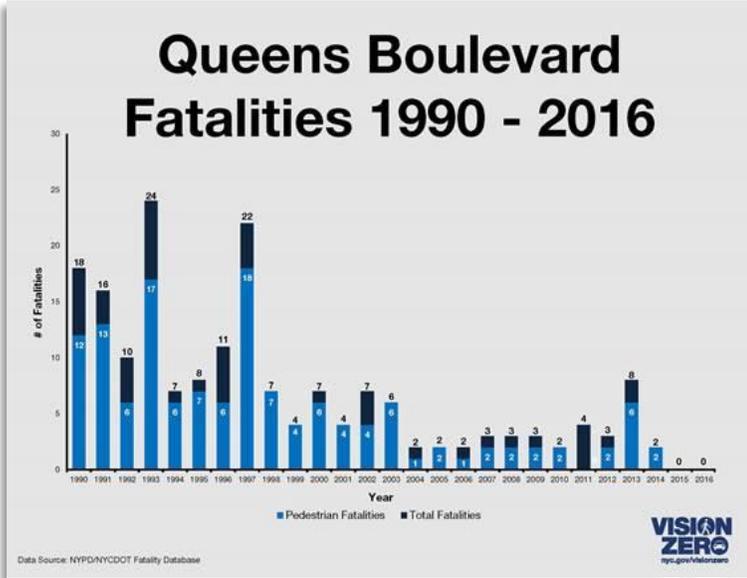
Name	Representing	Phone No.	Email
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Mike Beulah	DelDOT – PMD	760-2067	Mike.Beulah@state.de.us
Kevin Canning	DelDOT – M&O	326-4471	Kevin.Canning@state.de.us
Brian Schilling	DelDOT – M&O	326-4525	Brian.Schilling@state.de.us
Tom Nickel	DelDOT – PAR	760-2401	Thomas.Nickel@state.de.us
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Kyle Clevenger	Pennoni	351-5263	KClevenger@pennoni.com
Mike Steimer	Pennoni	351-5254	MSteimer@pennoni.com

Discussion:
 The meeting was focused on reviewing the DRAFT Pedestrian Council Presentation that Pennoni developed to highlight progress on the US 13 Pedestrian Improvements project and outcomes of the Median Safety Working Group meetings. Below is a list of discussion points and recommendations provided by DelDOT representatives for revisions to the presentation:

- o Present the various median treatment alternatives that were considered and focus on the preferred alternatives that the Median Safety Working Group has developed:
 - Provide maintenance provision for grass growth in the median while implementing narrow mow strips along the edge of pavement (Kevin Canning to discuss with Darin Callaway if selective mowing in Spring will promote growth). Consider supplemental shallow-rooted vegetation
 - Install aluminum decorative fencing throughout a majority of the corridor, particularly at locations with wide grass median. Consider supplemental shallow-rooted vegetation.
 - Use concrete barrier with decorative fencing mounted on top in areas with narrower medians and guardrail
 - Consider supplemental post-and-chain systems along the outside shoulders (in conjunction with median treatment), particularly along stretches of roadway without commercial entrances or other conflicts
- Preferred options are subject to utility company input and community/legislative input



Proven Results



“The Boulevard of Death”
NY-25/Queens Blvd - Queens, NYC



Proven Results

- 16 Median Treatment Sites & 16 Control Sites
- At Median Treatment Sites:
 - *14% Reduction in Total Crashes*
 - *9% Reduction in Severe Crashes*
 - *No Effect on Ped/Bike Crashes*
 - ***86% Reduction in Ped/Bike Fatalities***
- Rate of bike/ped crashes unchanged, but severity drastically reduced – moved from mid-block locations to intersections
- Survey Results:
 - *>60% likely to cross at mid-block locations*
 - *>50% believe median treatments effective in preventing mid-block crossings*

MD-17-SHA/UM/4-28

Larry Hogan, Governor
Boyd K. Rutherford, Lt. GovernorPete K. Rahn, Secretary
Gregory Slater, AdministratorMARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Research Report

ANALYZING THE IMPACT OF MEDIAN TREATMENTS ON
PEDESTRIAN/BICYCLIST SAFETYLei Zhang, Sepehr Ghader, Arash Asadabadi,
Mark Franz, Chenfeng Xiong, and Julia LitchfordNational Transportation Center
Department of Civil and Environmental Engineering
University of MarylandFINAL REPORT
May 2017

Existing Conditions & Challenges

- Existing Features in the Median:

Utilities and Drainage Facilities



Landscaping



Guardrail



Existing Conditions & Challenges

- Existing Features in the Median (continued):

Emergency Service Access



Structures



Variable Median



Existing Conditions & Challenges

- Location / Alignment
- Aesthetics
- Maintenance
- Crashworthiness
- Footing/foundation depth
- Cost



Treatments Considered

- Guardrail
- Cable Barrier
- Chain Link Fence



Treatments Considered

- Concrete Barrier
- Concrete Barrier with Bracket Mounted Fence
- Vegetation / Brush / Landscaping



Treatments Considered

- Post & Chain Fence – UD and Del State
- Decorative Fence
- Decorative Fence with Supplemental Landscaping



Median Fencing throughout the region

- Applications in the region

Contract Description	State	Agency	Posted Speed Limit	AADT	Type	Status	Location / Application
US 13 from N Dover Mall Entrance to College Rd	DE	DelDOT	45	61,000	Post and Chain	Construction Complete	SB Shoulder
SR 141 from Morton Ave to SR 34	DE	DelDOT	35	32,000	Metal	Construction Complete	SB Shoulder / Frontage
S College Ave from Kent Way to Amstel Ave	DE	DelDOT	25	10,500	Post and Chain	Construction Complete	Shoulders
US 40 from Old Frederick Rd to N Athol Ave	MD	Balt. City DOT	30	TBD	Metal	Construction Complete	Median
Orleans St from N Central Ave to N Caroline St	MD	Balt. City DOT	TBD	TBD	Metal	Construction Complete	Median
MD 41 from Cold Spring Ln to Pentwood Rd	MD	Balt. City DOT	TBD	TBD	Metal	Construction Complete	Median
Cold Spring Ln from Falls Rd to I-83	MD	Balt. City DOT	TBD	TBD	Metal	Construction Complete	Median
Randolf Rd from Selfridge Rd to Veirs Mill Rd	MD	MC DOT	TBD	TBD	Metal	Construction Complete	Median
MD 170 from Stoney Run Rd to S Camp Meade Rd	MD	NG	*	*	Metal & Wire	Construction Complete	NB Shoulder
US 1 from Hartwick Rd to Knox Rd	MD	SHA	25	24,000	Metal	Construction Complete	Median
SR 214 from Addison Rd to Cabin Branch Rd	MD	SHA	30	53,000	Metal	Construction Complete	Median

Contract Description	State	Agency	Posted Speed Limit	AADT	Type	Status	Location / Application
US 29 at Briggs Chaney Rd interchange	MD	SHA	55	61,000	Spiked Metal	Construction Complete	NB Shoulder
US 40 from McCain Dr to Waverly Dr	MD	SHA	45	48,000	Powder-Coated Aluminum	Construction Complete	Median
US 50 BUS from Ward St to 1000' E of Main St	MD	SHA	35	20,500	Metal	Contract Awarded	Median
SR 528 from SR 90 to Convention Center Dr	MD	SHA	35	30,000	"Dune"	Contract Awarded	Median
SR 650 from Larsh Ave to Devinshire Ave	MD	SHA	35	35,000	Metal	Construction Complete	SB Shoulder / Frontage
SR 650 from Holton Ln to Merrimac Dr	MD	SHA	35	38,000	Metal	Construction Complete	Median
Las Vegas Blvd from Harmon Ave to Tropicana	NV	TBD	30	80,000	TBD	Construction Complete	Median
Queens Blvd from SR 678 to Roosevelt Ae	NY	NYDOT	30	160,000	Metal	Construction Complete	Median / Frontage
City Hall Ave from St Paul Blvd to Monticello Ave	VA	VDOT	25	8,300	Metal	Construction Complete	Median
St Paul Blvd from E Charlotte St to Market St	VA	VDOT	30	41,000	Metal	Construction Complete	Median
York St from Elizabeth River trail to Dunmore St	VA	HRT	25	500	Metal	Construction Complete	Shoulder

Median Fencing Examples

US 40, Frederick, MD



US 1, College Park, MD



City Hall Ave, Norfolk, VA



Las Vegas Blvd, Las Vegas, NV

US13 Decorative Fencing Concept



US13 Decorative Fencing Concept



Path Forward

- End Mowing Operations - Implemented
- Map Utility Facilities & Drainage Systems
- Advertise Median Treatment Contract which Includes:
 - Decorative fencing
 - Concrete barrier with bracket mounted fence
 - Post & chain fence where feasible on adjacent sidewalks
 - Supplemental vegetation where appropriate

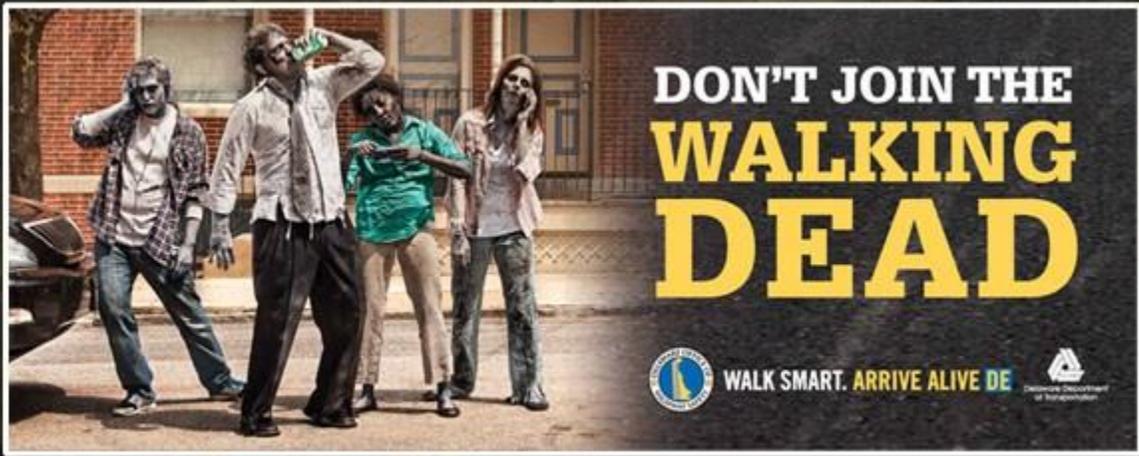


Recommended Improvements

(from 8.22.17 Pedestrian Council Meeting)

- Signalized Crosswalks
- Corridor Lighting
- ADA curb ramp upgrades
- Provide missing sidewalk links
- Relocate/consolidate transit stops
- Enhanced Signing & Striping
- Median Fencing
- **Education & Enforcement**

Education & Enforcement



(2013)

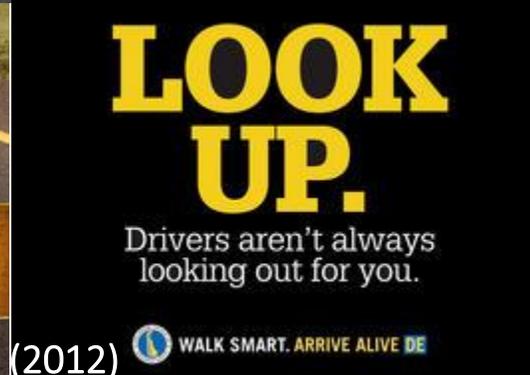


(2014)



Every pedestrian needs to know when it's safe to cross the road, because sometimes there's no turning back. In the last five years, 146 pedestrians have been killed crossing Delaware's busy roads, and even more have been injured. Be careful and walk smart. Use crosswalks and make sure you're visible.

ArriveAliveDE.com/WalkSmart



(2012)



(2014)

Agenda

- The Why – Pedestrian Safety Improvements
- US 13 Corridor Progress
- Visualization Examples
- Median Treatments
- Education and Enforcement
- **Q&A, Next Steps**

