



Annual Report

Delaware Pedestrian Council





Pedestrian Council Members	03
Council Establishment and Delaware Code Requirements	04
2025 Pedestrian Fatalities	06
Council's 2025 Highlights	09
Summary of Council Meetings	10
Subcommittees	12
Land Use Subcommittee	13
Pedestrian Safety, Outreach, and Education Subcommittee	15
Council's 2025 Progress	18
Council Plans for 2026	21
Recommendations for State Agencies	23



Pedestrian Council Members

Organization	Name
The Secretary of the Department of Transportation	Maureen Kelley (Alternate for Shanté Hastings)
The Secretary of the Department of Safety and Homeland Security	Sharon Bryson (Alternate for Nathaniel McQueen)
The Chair of the State Council for Persons with Disabilities	John McNeal
The Americans with Disabilities Act Title II Coordinator with the Department of Transportation	Thomas Nickel
The Americans with Disabilities Act Title II Coordinator with the Department of State	(Vacant)
The Chief Executive Officer of the Delaware Transit Organization	John Sisson
The General Manager of the Department of Land Use of New Castle County	Dawn Thompson (Alternate for Antoni Sekowski)
The Director of the Department of Land Use and Planning for the City of Wilmington	Elliott Larkin
The Director of the Department of Planning Services for Kent County	Kris Connelly (Alternate for Sarah Keifer)
The Director of the Sussex County Planning & Zoning Office	Jamie Whitehouse
The Executive Director of the League of Local Governments	Janelle M. Cornwell
(Governor Appointed) Resident of New Castle County	Michael Smith
(Governor Appointed) Resident of Kent County	Brian Goff
(Governor Appointed) Resident of Sussex County	Bill Payne
(Governor Appointed) Citizen with physical disability	William Jiron Jr.
(Governor Appointed) Citizen with developmental disability	(Vacant)
(Governor Appointed) Citizen with visual impairment	(Vacant)

Council Establishment Delaware Code Requirements

(84 Del. Laws, c. 58, § 1.)

As explained by Delaware Code (84 Del. Laws, c. 58, § 1), the Pedestrian Council (“Council”) was reestablished and codified in 2023 to assist in the goal of eliminating pedestrian fatalities and make walking a safe, convenient, efficient, and comfortable means of transportation in Delaware. (84 Del. Laws, c. 58, § 1.)

The Council shall do all of the following:

- 1.** Advise the Secretary of the Department of Transportation and the Commissioner of the Department of Safety and Homeland Security on the following issues:
 - a.** Identifying gaps in the system of pedestrian paths and sidewalks in an effort to create a system of sidewalks and pathways that is continuous and interconnected.
 - b.** Designing standards for crosswalks, sidewalks, and pathways, ensuring compliance with the Americans with Disabilities Act of 1990, as amended, [42 U.S.C. § 12101 et seq.] and considering the practicality of completing projects using the standards.
 - c.** Implementing the Department of Transportation’s Sidewalk and Multi-Use Path Maintenance Policy.
 - d.** Reviewing traffic rules to help support a safe pedestrian environment.
 - e.** Accessibility and connectivity in an effort to make transit a more viable option for all Delaware residents.
 - f.** Developing strategies for pedestrian safety education and awareness.

2. Assist the Department of Transportation with the periodic reevaluation and implementation of the Department of Transportation's Statewide Pedestrian Action Plan and make recommendations regarding the prioritization of pedestrian infrastructure improvements, especially within Level 1 and Level 2 Investment Areas, as the areas are determined under § 9101 of Title 29.
3. Provide advice or recommendations to other appropriate agencies or municipalities.
4. Assist with annual pedestrian safety events and outreach initiatives.
5. Review facts and circumstances of Delaware pedestrian fatalities on a quarterly basis. The review should identify trends, if any, and make recommendations to improve pedestrian safety.
6. Submit an annual report of the Council's activities and recommendations to the Governor, General Assembly, and the Director and the Librarian of the Division of Research of Legislative Council. The Council shall also provide copies of the annual report to each affected state agency or municipality and make the report available on the Council's website.
 - a. The Council may form a subcommittee or multiple subcommittees to assist in completion of the Council's duties under this chapter. A subcommittee may include members of the public or from another state agency or non-governmental organization relating to relevant areas of expertise. A subcommittee member is not required to be a council member.

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

The Council will **advise DeIDOT** by identifying gaps in the pedestrian system, suggesting ideas for improvements, developing strategies for pedestrian safety education and awareness, assisting outreach events, and more.

2025 Pedestrian Fatalities

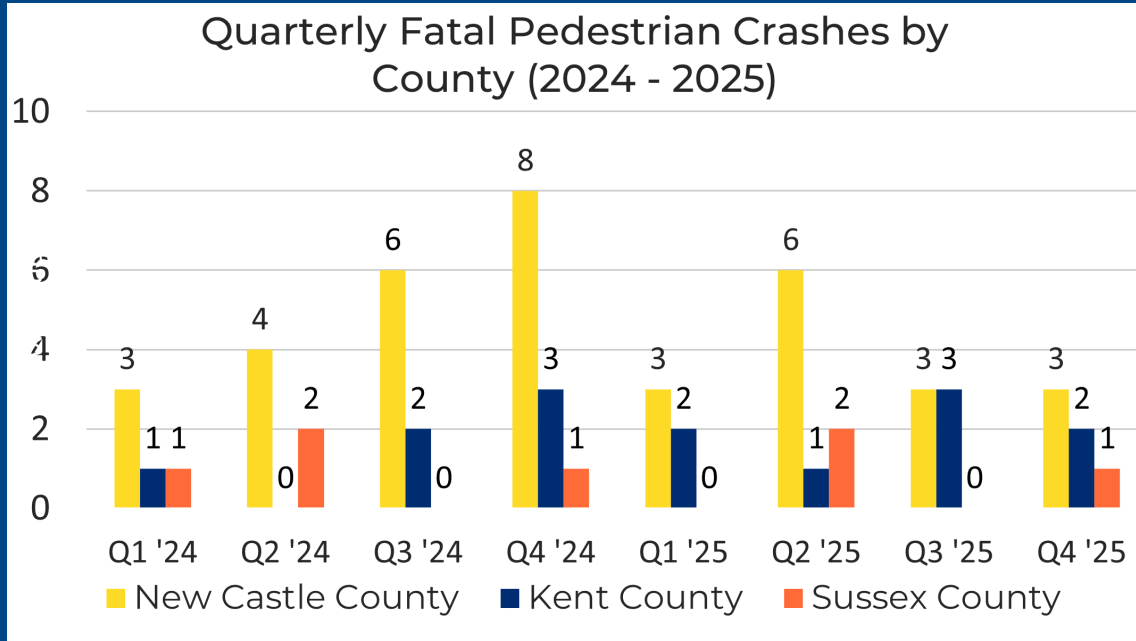
The charts on the following pages depict information about the fatal pedestrian crashes that occurred in 2025, and highlight how crash patterns have shifted across counties year over year. **Overall, Delaware has experienced a reduction in fatal pedestrian crashes statewide in 2025 compared to 2024.**

- There were 26 fatal pedestrian crashes in Delaware in 2025, compared to 36 in 2024. **This marks a 28% decrease in fatal pedestrian crashes from 2024 to 2025.**
- New Castle County decreased from 21 crashes in 2024 to 15 in 2025, and **had the largest yearly reduction in crashes per county.**
- **Kent County increased from 6 crashes in 2024 to 8 in 2025.** This growth was driven by higher incidents in Q1 and Q3 of 2025.
- Sussex County decreased from 4 crashes in 2024 to 3 in 2025, and **remains the lowest-volume county across both years.**
- Overall, **Quarter 2 (April through June) saw the most crashes per quarter in 2025, with 9 crashes.** New Castle County accounted for most of the crashes in this quarter.



Quarterly Fatal Pedestrian Crashes by County

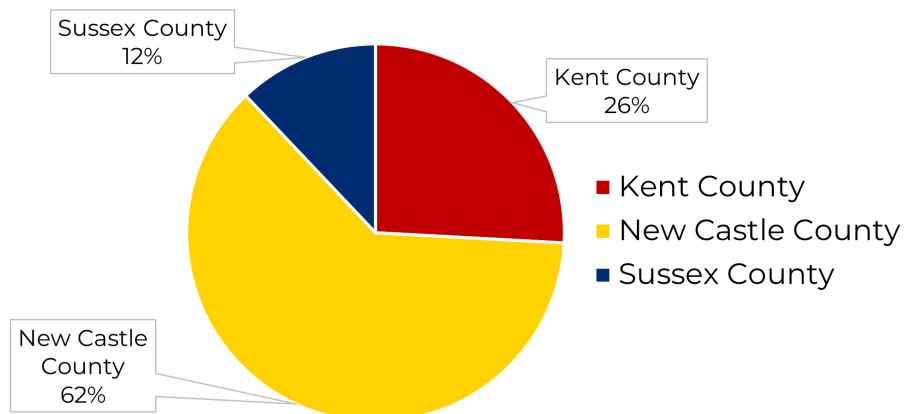
(2024 - 2025)



Fatal Pedestrian Crashes by County

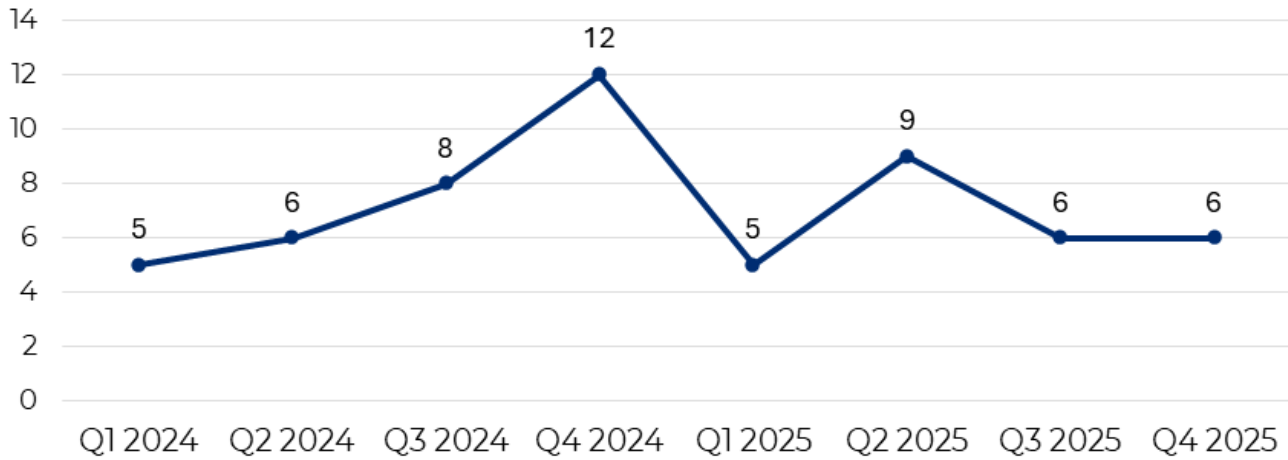
(2024 - 2025)

Fatal Pedestrian Crashes by County (2024 - 2025)



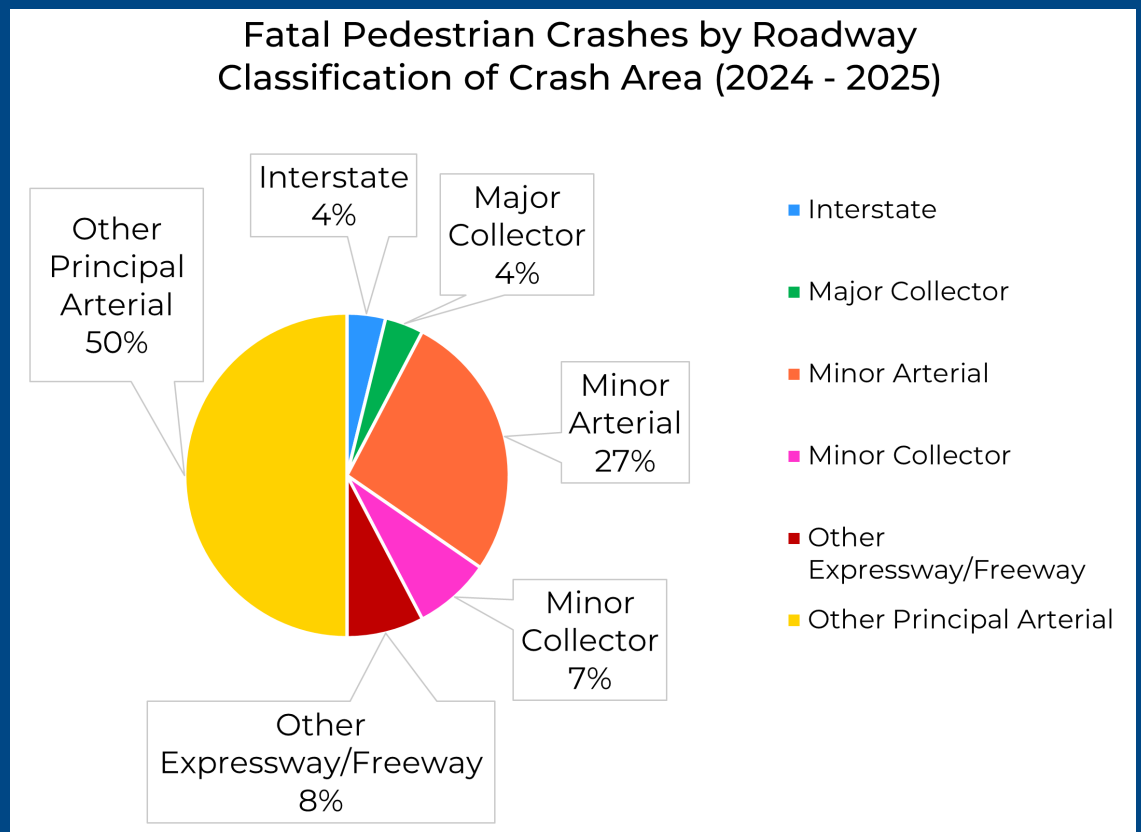
Statewide Fatal Pedestrian Crashes

(2024 - 2025)



Fatal Pedestrian Crashes by Roadway Classification of Crash Area

(2024 - 2025)



Pedestrian Council's 2025 Highlights

The Pedestrian Council continued its duties in 2025. Below is a summary of the activities and accomplishments of the Council in 2025:

- Hosted Heidi Simons from Smart Growth America during January 2025 to provide additional training to council members, discussing trends in pedestrian fatality data at the national, state, and local level, causes of pedestrian fatalities and strategies to address them, Complete Streets as a way to achieve mobility, health, environmental, and economic goals, and transportation safety as an equity issue.
- Continued regular updates to the Pedestrian Council website with links and helpful information for the public to understand the Council's purpose and ways to be involved, including additional information about pop-up safety materials.
- Sponsored and attended the 2025 Everyone Gets Home Summit at Legislative Hall in Dover to support and discuss safe modes of transportation in Delaware and spread information about the Delaware Pedestrian Council.

- Sponsored pop-up materials through a partnership with the University of Delaware's Living Labs to create pedestrian pop-up safety demonstration projects, which help increase pedestrian safety and teach local governments about various safety improvements.
- Hosted Sonya LaGrand from DeIDOT's Traffic section during the July 2025 meeting, who provided an overview of DeIDOT's Traffic Calming Design Manual.
- Purchased and distributed pedestrian safety items such as reflective tote bags, fanny packs, lights, and other similar items to The Hope Center as well as at public events to help increase pedestrian visibility and safety.



Summary of Council Meetings

The Pedestrian Council meets on a re-occurring quarterly basis. The majority of Council members must be present at a council meeting in order to have a quorum and conduct official business. Counting for quorum does not include member positions which are vacant. If a Council member is absent from 3 consecutive, regular council meetings, the Council may consider the member to have resigned and their position to be vacant. Governor appointed Council members serve for a term of 2 years.

The agendas and minutes from each Council meeting are posted to the Pedestrian Council's website: https://deldot.gov/Programs/pedestrian_council/index.shtml. **Below is a summary of each of the five Council meetings which were held in 2025, with an overview of the topics and outcomes of each meeting.**

Pedestrian Council Meeting #5 – January 23, 2025

During the fifth meeting, the Council approved the 2024 Annual Report with no additional modifications requested. Additionally, the Council reviewed the fatal pedestrian crash data from Quarter 4 of 2024. The Council also hosted Heidi Simon, a guest speaker from Smart Growth America. Topics which she shared included: Trends in pedestrian fatality data at the national, state, and local level, causes of pedestrian fatalities and strategies to address them, Complete Streets as a way to achieve mobility, health, environmental, and economic goals, and transportation safety as an equity issue.

Pedestrian Council Meeting #6 – April 17, 2025

At the sixth meeting, the Council reviewed Quarter 1 2025 fatal pedestrian crash data, discussed the potential to use Pedestrian Council funds to sponsor the cost of pop-up materials to create safety demonstrations through the University of Delaware's Living Lab group. The Council learned about previous pop-up projects and reviewed a breakdown of costs and possible different uses and re-uses for the items. Unfortunately, the Council did not have a quorum at this meeting and were unable to vote to put funds towards the meeting minutes, pop-up project materials, or any other budget items.

Pedestrian Council Meeting #7 – May 7, 2025

The seventh meeting of the Pedestrian Council was a special pop-up meeting which was held on May 7th in order to conduct a vote on Council budget items, due to a lack of previous quorum. The Council approved \$15,000 of funding towards safety pop-up materials, \$3,500 of funding for safety wearables (including reflective tote bags, fanny packs, and flashing lights), and \$1,500 of funding to sponsor and attend Bike Delaware's Everyone Gets Home Summit.



Pedestrian Council Meeting #8 – July 17, 2025

During the eighth meeting, the Council reviewed the fatal pedestrian crash data from Quarter 2 of 2025, and hosted Sonya LaGrand from DelDOT's Traffic Department, who provided an overview of the DelDOT's Traffic Calming Design Manual. The Council discussed potential public events to distribute the previously purchased Safety Materials. The Council also reviewed Focus Areas for 2025 (FY26).

Pedestrian Council Meeting #9 – October 23, 2025

During the ninth meeting, the Council reviewed the fatal pedestrian crash data from Quarter 3 of 2025 and received an update on the status of the pop-up projects from University of Delaware's Living Labs group. Council members also received an update from Agency members regarding the Office of Highway Safety's pedestrian safety initiatives, and an ADA update. The Council also reviewed the draft 2025 Annual Report, and the initial results of the Pedestrian Priority Area Program.



Subcommittees Overview

The Pedestrian Council did not form any new subcommittees in 2025 and instead continued progressing through the action items of the Land Use Subcommittee, and the Pedestrian Safety Outreach and Education Subcommittee.

Land Use Subcommittee Members

Position	Name	Affiliation
Chair	Michael Smith	Governor Appointed Resident from New Castle County
Council Member	Jamie Whitehouse	Sussex County Planning and Zoning
Council Member	Bill Payne	Governor Appointed Resident from Sussex County
Non-Council Member	Jared Kauffman	DART
Non-Council Member	Anthony Aglio	DeIDOT
Non-Council Member	Sabrina Shultz	DNREC
Non-Council Member	Dawn Thompson	New Castle County
Non-Council Member	Michael Petit de Mange	Dover Kent MPO
Non-Council Member	Collin Willard	University of Delaware

Land Use Subcommittee

Mission Statement:

We strive to create vibrant, walkable communities that prioritize safety, accessibility, and the well-being of all residents, while fostering environmental stewardship and equitable land use development.

Goals:

- **Safe Streets for All:** Ensure that all land use decisions prioritize pedestrian safety by advocating for the implementation of traffic calming measures, safe crossing infrastructure, and well-lit pathways, reducing pedestrian-related accidents, and fostering a secure walking environment for all residents.
- **Promote Walkable Communities:** Advocate for land use policies that prioritize pedestrian-friendly infrastructure and reduce car dependency.
- **Enhance Accessibility:** Ensure that all land use planning considers the needs of individuals of all abilities, ages, and backgrounds.
- **Foster Sustainable Development:** Encourage the integration of green spaces, sustainable design, and environmentally responsible practices in land use decisions.
- **Support Equitable Growth:** Advocate for land use strategies that promote social equity, ensuring that all communities benefit from safe and accessible pedestrian environments.
- **Collaborate and Educate:** Work closely with local governments, planners, and communities to share best practices and raise awareness about the importance of pedestrian-focused land use planning.

Land Use Subcommittee 2025 Summary

The Land Use Subcommittee met six times in 2025. Below is a summary of the activities and accomplishments of the subcommittee throughout the year:

- Discussed challenges in implementing pedestrian infrastructure, such as disconnected subdivisions, delayed trail implementation, resident opposition, and lack of local ordinances requiring multimodal infrastructure.
- Finalized the Land Use Subcommittee's mission statement and goals and selected a reoccurring meeting date (the third Monday of each month from 1:00 pm to 2:00 pm).
- Discussed developing MOUs or templates for developers to commit to early pedestrian infrastructure, creating one-pager handouts with high-level recommendations for county working groups, and considering walkability as a criterion in growth area planning
- Developed recommendations for the Council on how to better align land use strategies with pedestrian safety goals.

Pedestrian Safety, Outreach, & Education Subcommittee Members

Position	Name	Affiliation
Chair	Jared Kauffman	DART
Council Member	Bill Payne	Governor Appointed Resident from Sussex County
Non-Council Member	Robin Martin	Office of Civil Rights ADA Compliance Specialist
Non-Council Member	Malasia Reid	DART
Non-Council Member	Brian Goff	Chesapeake Utilities
Non-Council Member	Megan Niddrie	DeIDOT
Non-Council Member	Thomas (Chip) Kneavel	DeIDOT
Non-Council Member	Paul Moser	DeIDOT
Non-Council Member	Collin Willard	University of Delaware
Non-Council Member	Matt Harris	University of Delaware
Non-Council Member	Caitlyn Reed	OHS
Non-Council Member	Kayla Mason	OHS



Pedestrian Safety, Outreach, & Education Subcommittee

Mission Statement:

We aim to amplify diverse voices, raise awareness about pedestrian safety, and empower residents with the knowledge and tools to prioritize pedestrian safety in their lives and neighborhoods.

Goals:

- **Increase Public Awareness:** Develop and implement outreach campaigns focused on pedestrian safety, educating the public on best practices for creating safe walking environments.
- **Engage Communities:** Actively involve residents in safety initiatives, ensuring their voices and concerns are central to the development of pedestrian-friendly policies and infrastructure.
- **Promote Safety Education:** Collaborate with schools, local organizations, and municipalities to deliver safety education programs that target all age groups, fostering a culture of pedestrian safety statewide.
- **Advocate for Safer Streets:** Work with local and state officials to promote policies and infrastructure improvements that enhance pedestrian safety, such as traffic calming measures, safe crossings, and improved signage.
- **Empower Vulnerable Populations:** Focus outreach efforts on vulnerable and underserved communities, ensuring they have access to the resources and support needed to advocate for safer pedestrian environments.
- **Coordinate with Community Centers to Support Outreach Efforts:** Collaborate with contacts from low income and unhoused community centers to plan future outreach events. This collaboration includes gathering feedback from both staff and residents to understand their pedestrian safety needs, plan for future outreach materials, and ensure that distributed safety items can effectively support vulnerable community members.

Pedestrian Safety, Outreach, and Education Subcommittee 2025 Summary

The Pedestrian Safety Outreach and Education Subcommittee met six times in 2025. Below is a summary of the activities and accomplishments of the subcommittee throughout the year:

- Discussed strategies for education and outreach to decision-makers, such as developing and gathering training modules for local officials regarding Complete Streets, funding sources, DeIDOT collaboration, and the potential to use pop-up project funds to create safety demonstrations.
- Attended the third annual Everyone Gets Home Summit in June of 2025 to discuss safety and the increasing numbers of fatalities on Delaware roads. Subcommittee members heard from several speakers and networked with other pedestrian-oriented individuals and groups.
- Finalized the Pedestrian Safety Outreach and Education Subcommittee's mission statement and goals and selected a reoccurring meeting date (the second Wednesday of each month from 10:00 am to 11:00 am).
- Conducted six different survey/polling public feedback activities to best identify which reflective and light-up safety items are most favored by the public. Identified that hoodies, fanny packs, beanies (hats), and lights are the most popular items, which will be prioritized in next year's Council purchase.
- Created a list of reflective and light-up safety materials which were recommended to the general Pedestrian Council for purchase with FY 2025 funds.
- Distributed reflective and light-up safety items to residents at the New Castle County Hope Center, explaining the importance of being visible when walking outside at night.





Pedestrian Council's 2025 Progress

This section of the Annual Report provides an overview of the Pedestrian Council's progress in 2025 fulfilling the requirements included in Delaware Code (84 Del. Laws, c. 58, § 1.).

This section has been organized by the following categories:

- Pedestrian Network & Infrastructure Planning
- ADA Compliance & Accessibility
- Traffic Safety & Regulation
- Land Use & Coordination
- Education, Outreach, & Awareness
- Data Monitoring & Reporting

Pedestrian Network & Infrastructure Planning

- The Council prioritized understanding DeIDOT's methodology for identifying gaps in the pedestrian path and sidewalk system, with the goal of fostering a more continuous and interconnected network. DeIDOT staff presented how these gaps are addressed within the state system, acknowledging that funding limitations remain a persistent challenge. This issue is especially pronounced in the Pedestrian Accessible Routes (PAR) program, one of the state's only funding programs dedicated to developing new accessible pedestrian paths and upgrading non-compliant to create a safe, reliable, convenient, and fully connected pedestrian network for all users.
- The Council collaborated with DeIDOT to explore the creation of a Pedestrian Priority Area Program as outlined in the Pedestrian Action Plan. This program would prioritize infrastructure improvements in areas with high pedestrian crash rates.

ADA Compliance & Accessibility

- DeIDOT's ADA Title II Coordinator actively participated in Council meetings and consistently provided meaningful responses to ADA-related inquiries.
- The Council noted that the Sidewalk and Multi-Use Path Maintenance Policy is over 10 years old and flagged it for future review.
- The Council's Land Use Subcommittee has expressed concern regarding the inconsistent enforcement and maintenance ADA compliance measures, particularly in areas such as accessible parking, signage, and maintenance of pavement markings. While ADA laws exist, their effectiveness is often undermined by a lack of sustained enforcement and upkeep.

Traffic Safety & Regulation

- The Council did not identify specific traffic rules requiring modification. However, the Council held discussions about motorized scooters and bikes sharing pathways with pedestrians. The Council also received a presentation from Sonya LaGrand from DeIDOT's Traffic Department, providing an overview of the DeIDOT's Traffic Calming Design Manual.

Land Use & Coordination

- The Land Use Subcommittee held multiple discussions and developed input for the Council on how to better align land use strategies with pedestrian safety goals.

Education, Outreach, & Awareness

- The Safety, Outreach and Education Subcommittee held multiple discussions and developed input for the Council on how to improve pedestrian safety outreach and education.
- The subcommittee worked with DeIDOT and DSHS to better understand current pedestrian safety education and outreach efforts, particularly during Pedestrian Safety Month, with the goal of providing more specific input to agencies next year on ways to improve.
- The Council used funds to purchase pedestrian safety education and awareness giveaways (see financial summary section of the annual report).

Data Monitoring & Reporting

- Fatal pedestrian crash data was reviewed quarterly at Council meetings. The Council examined trends and worked to obtain more detailed information about the circumstances of each crash.
- DelDOT and DSHS provided breakdowns of crash data, including contributing factors and pedestrian behavior.
- This annual report fulfills the Council's statutory reporting requirement and will be submitted to the Governor, General Assembly, and the Division of Research of Legislative Council. It will also be made publicly available on the Council's website. Since 2025 activities only involved recommendations for state agencies, no municipalities will receive the report directly.

Pedestrian Council's 2026 Plans

In preparation for the coming year, the Council has prepared the following list of activities which they plan to undertake in 2026.

Pedestrian Network & Infrastructure Planning

Strengthen Advocacy Efforts to Advance Pedestrian Infrastructure Statewide

- Work with state, regional, and local partners to continue to advance pedestrian projects statewide to create a safe and connected pedestrian network.
- The Pedestrian Council will explore opportunities to advocate for increased funding for state programs, including the PAR program, by leveraging data from ongoing and recently completed pedestrian safety studies and initiatives, collaborating with DeIDOT and other planning partners to present a unified case for investment.
- Work with MPOs and local governments to assess recent and ongoing pedestrian safety studies, identify priority project recommendations, and advocate for the funding and programs needed to bring those projects forward.

ADA Compliance & Accessibility

Continue to Collaborate with DeIDOT ADA Title II Coordinator

- Recommend continued collaboration with the ADA Title II Coordinator to identify improvements in PAS Manual implementation.

Traffic Safety & Regulation

Review Traffic Regulations for Shared Pathways

- Recommend continued review of traffic regulations to improve pedestrian safety.
- Review safety concerns and usage patterns involving motorized scooters, bicycles, and pedestrians on shared pathways and work with DeIDOT to develop policy and design recommendations to reduce conflicts and improve user safety.

Land Use & Coordination

- The Land Use Subcommittee will continue to develop input and recommendations for the Council on how to better align land use strategies with pedestrian safety goals.

Education, Outreach, & Awareness

Lead by the Safety, Outreach & Education Subcommittee, the Council Will Gather and Share Existing Education and Training Resources

- Compile a toolkit of existing materials to serve as a foundation for training and outreach, including:
 - T2 Center modules or other in-state resource centers to create a new module addressing the consequences of uncoordinated planning, including sprawl and pedestrian safety risks.
 - Smart Growth America resources and other national training resources
 - Existing DeIDOT trainings
- Once created, the toolkit will be distributed to local elected officials and planning staff to be used as a training resource.

Data Monitoring & Reporting

Continue to Review Quarterly Pedestrian Fatality Reporting

- Recommend DeIDOT and DSHS Council Members continue quarterly reporting and presentations on pedestrian fatalities during Council Meetings.
- The Council will review data, identify trends, and make recommendations to relevant agencies responsible for the transportation facility where the incident occurred.

Recommendations for State Agencies



As required by Delaware Code (84 Del. Laws, c. 58, § 1), the Council submits the following recommendations to the Secretary of the Department of Transportation and the Commissioner of the Department of Safety and Homeland Security and offers additional advice to other relevant agencies and municipalities.

Pedestrian Network & Infrastructure Planning

1. DeIDOT to Advance the Pedestrian Priority Area Program

- Recommend DeIDOT continue developing a pedestrian priority area program to help fund pedestrian projects statewide, collaborating with the Council on data methodology, program updates, and funding allocation.
- If pursued, DeIDOT should estimate funding needs, identify sources, and establish an internal process to integrate the program into project planning.
- If funding is unavailable, the Council will advocate legislative support.

2. DeIDOT to Support Sidewalk Gap Identification Programs

- Recommend DeIDOT and other relevant agencies include the Council as a stakeholder focus group in developing programs to identify and address sidewalk gaps.

3. Update DeIDOT Sidewalk and Path Maintenance Policy

- Recommend the Secretary of Transportation direct a review and update of DeIDOT's Sidewalk and Multi-Use Path Maintenance Policy.
- Request Council participation in an advisory capacity during the update.

ADA Compliance & Accessibility

1. Provide PROWAG Implementation Guidance

- Recommend DeIDOT provide leadership and training to municipalities on the implications of PROWAG adoption.

Traffic Safety & Regulation

- The Council recommends that DeIDOT's Traffic Department develop and maintain a system to track the implementation of traffic calming measures outlined in the Traffic Calming Design Manual and evaluate their effectiveness in improving pedestrian safety.
 - This system should include before-and-after speed studies, crash data analysis, and community feedback surveys.
- The Council further recommends that DeIDOT make this information readily accessible to local and regional planning partners to broaden the shared knowledge base and support the advancement of similar projects at the local level. The Council recommends that DeIDOT's Traffic Department develop and maintain a system to track the implementation of traffic calming measures outlined in the Traffic Calming Design Manual and evaluate their effectiveness in improving pedestrian safety.
 - This system should include before-and-after speed studies, crash data analysis, and community feedback surveys. The Council further recommends that DeIDOT make this information readily accessible to local and regional planning partners to broaden the shared knowledge base and support the advancement of similar projects at the local level.

Land Use & Coordination

- 1. Recommend for the governor and legislators to work together to help promote funding for DeIDOT to continue to advance the exploration of a pedestrian priority area program.**
 - This includes working with counties, municipalities, and the council on the data approach, how program will be kept updated, and to determine how to allocate funds to this effort.
 - If pursued, DeIDOT would need to estimate the funding required, then develop an internal process to add this program to its project identification process.
- 2. Recommend DeIDOT to encourage local municipalities to adopt and use the DeIDOT Complete Streets Design Guide**
 - This effort should include providing complete streets related trainings annually for municipalities.
- 3. Recommend that the Department of State Planning, DeIDOT, and DTC collaborate to identify and disseminate best practices and legislative strategies that support the development of self-explaining roads and other land use practices**
 - This effort should include guidance for local governments on leveraging land use policies to promote "Transit-Oriented Development" near DART and SEPTA stops, encouraging denser housing, mixed-use development, and safe, accessible pedestrian connections.
 - Establish mechanisms for the ongoing monitoring and tracking of policy recommendations to ensure alignment with statewide planning goals and to support continuous improvement through policies that have been effective in other states (such as daylighting in Hoboken, New Jersey, or SB 79 in California).

4. Encourage collaboration between municipal maintenance teams and law enforcement to ensure regular monitoring and upkeep of ADA infrastructure

- The Land Use Subcommittee has expressed concern regarding the inconsistent enforcement and maintenance of ADA compliance measures, particularly in areas such as accessible parking, signage, and maintenance of pavement markings. While ADA laws exist, their effectiveness is often undermined by a lack of sustained enforcement and/or upkeep.
- As part of this coordinated effort, law enforcement should play a proactive role in ensuring that ADA infrastructure remains unobstructed and accessible, such as addressing vehicles blocking sidewalks, access aisles, and curb ramps. Municipal maintenance teams should ensure that ADA-required markings, signage, and access features are regularly inspected and properly maintained.
- By improving communication and joint monitoring protocols between enforcement and maintenance staff, agencies can better uphold ADA standards and ensure equitable mobility for residents with disabilities.

Education, Outreach & Awareness

1. Develop a comprehensive state-led training program for local governments and decision makers through collaboration between the Department of State Planning, DeIDOT, and DTC

- Develop new training programs for local governments and elected officials who influence the built environment but may be unaware of pedestrian safety techniques.
- Include guidance on:
 - Using land use strategies to create self-explaining roads.
 - Encouraging Transit-Oriented Development near DART and SEPTA stops to promote denser housing, mixed-use retail, and safe pedestrian linkages.
 - Leveraging the TAP program and other state funding mechanisms for local implementation. Include examples of successful partnerships and funding strategies.
 - Understanding the benefits of lane diets and traffic calming, with emphasis on how increased foot traffic can support local businesses.
 - Reviewing evidence-based examples through case studies or pilot projects to dispel misconceptions and demonstrate successful outcomes.

2. DeIDOT to Further Leverage Pop-Up Projects for Demonstration and Education

- Recommend formalizing the 'Pop-Up Projects' program to be able to expand this as a resource more proactively to reach more communities in Delaware. DeIDOT should continue supporting this effort, providing the implementation of temporary street treatments that showcase Complete Streets principles.
- These demonstrations should be paired with educational outreach to build public and stakeholder understanding of Complete Streets.

3. State Collaboration on Outreach and Messaging

- The Council recommends that OHS, DeIDOT, and Delaware State Police work with the Council in an advisory capacity to improve pedestrian safety messaging and outreach, especially during Pedestrian Safety Month and annual campaigns.
- This messaging would serve to engage pedestrians who are using active transportation and would also aim to engage drivers so that they are able to better understand the experience of a pedestrian.

Data Monitoring & Reporting

1. DeIDOT to continue to provide annual progress report regarding the Implementation of the Pedestrian Action Plan

- DeIDOT should continue implementing the Pedestrian Action Plan and provide an annual progress report detailing milestones, challenges, and achievements of the year, or any changes in priorities or actions.
- DeIDOT should also commit to a comprehensive plan review and update being conducted every five years to ensure continued relevance and effectiveness.