

Delaware Pedestrian Council

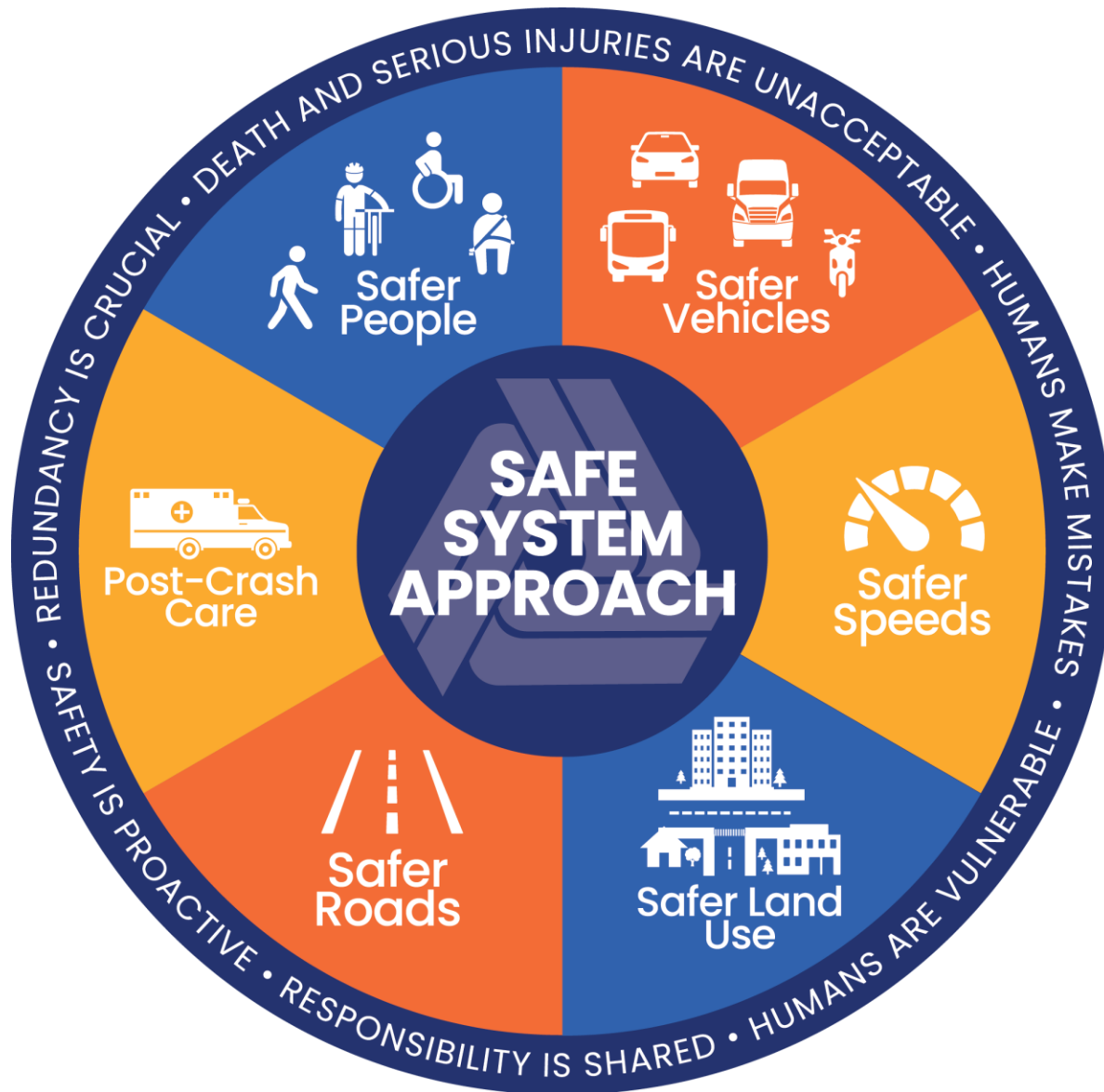
Meeting #9



DELAWARE
Pedestrian Council

October 23, 2025

Delaware Pedestrian Council | Meeting #9



Delaware Pedestrian Council | Meeting #9

2025 Delaware Total Fatalities									
as of 10/23/25									
	2025	2024			2023				
	Year-to-date	Year-to-Date		Total	Year-to-Date			Total	
Fatalities	92	110	↓	-16%	130	114	↓	-19%	137
Delaware Residents	69	92	↓	-25%	110	90	↓	-23%	110
Person Types									
Vehicle Occupant	50	58	↓	-14%	65	75	↓	-33%	89
Pedestrian	20	24	↓	-17%	34	19	↑	+5%	28
Bicyclist	3	4	↓	-25%	5	5	↓	-40%	5
Motorcyclist	17	19	↓	-11%	21	14	↑	+21%	14
Other Person Type	2	5	↓	-60%	5	1	↑	+100%	1
Crash Types									
Curve Related	12	20	↓	-40%	23	26	↓	-54%	28
Roadway Departure	41	37	↑	+11%	42	60	↓	-32%	69
Intersection Related	29	43	↓	-33%	48	29		0%	37
Median Crossover	1	0	↑	+100%	0	8	↓	-87%	8
Wrong Way	4	4		0%	4	1	↑	+300%	1
Work Zone	4	5	↓	-20%	5	9	↓	-56%	9

Delaware Pedestrian Council | Meeting #9

Today's Agenda

1. Roll Call and Approval of Previous Minutes
2. Public Comment
3. Review Fatal Pedestrian Crashes in Previous Quarter
4. Pop-Up Materials Update
5. Subcommittee Updates
6. Council Budget
7. Agency/Legislative Updates
8. Pedestrian Priority Area Program
9. 2025 Annual Report
10. Discuss Next Meeting Date

Delaware Pedestrian Council | Meeting #9

1. Roll Call and Approval of Previous Meeting Minutes



Roll Call

Please say here when your name is announced.

2. Public Comment



Public Comment

Please limit comments to three minutes or less.

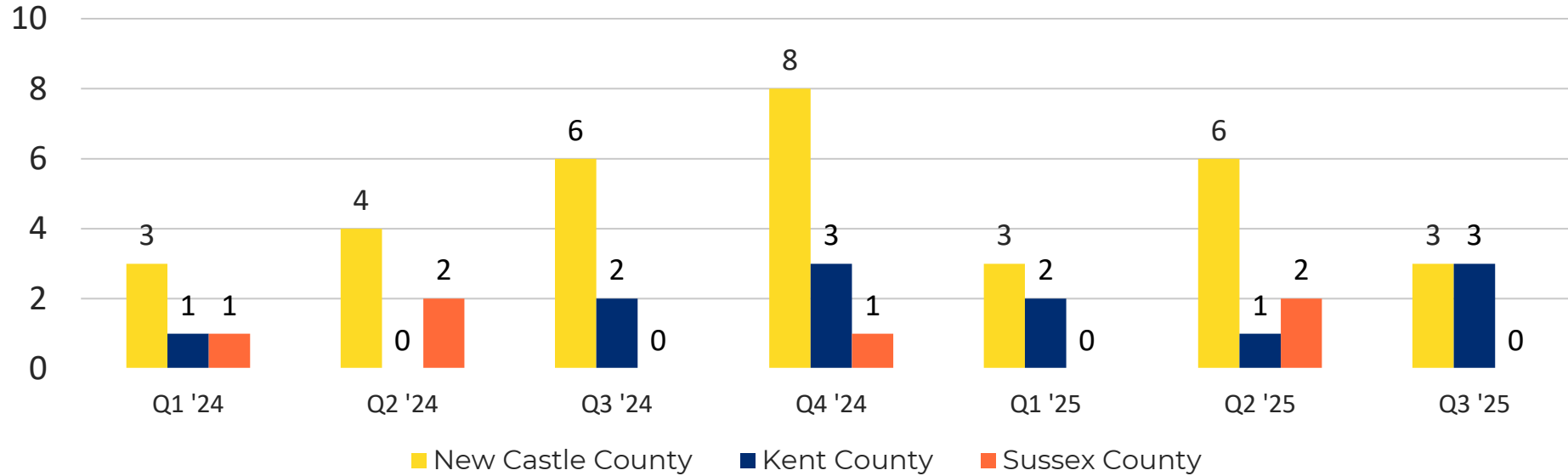
3. Fatal Pedestrian Crashes - Quarter 3 of 2025

Fatal Pedestrian Crashes July – September 2025

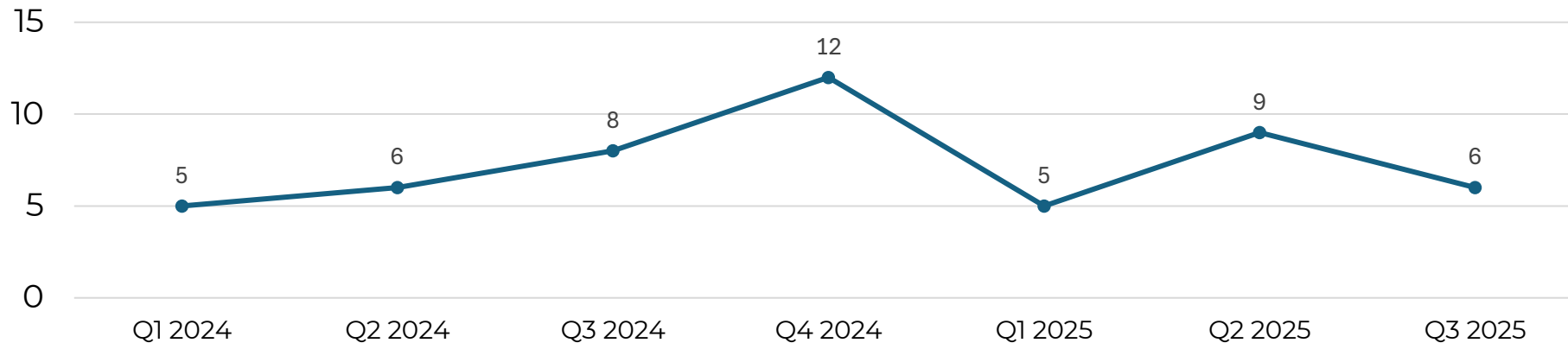
Date	Day	Time	County	Full Location	Functional Class.	# Ped
07/04/25	Fri	5:07 AM	N	US 40 Pulaski Hwy WB & Biddle Ave; Glasgow	Other Principal Arterial	1
08/01/25	Fri	9:19 PM	K	Sandtown Rd, east of John Hurd Rd	Minor Collector	1
08/19/25	Tue	8:46 PM	K	SR 15 S Saulsbury Rd, south of Clara St Ext; Dover	Minor Arterial	1
08/31/25	Sun	2:48 AM	K	US 13 N DuPont Hwy SB, north of Kings Hwy NE/White Oak Rd; Dover	Minor Arterial	1
09/08/25	Mon	7:42 PM	N	US 13 S DuPont Hwy SB, south of US 40 Pulaski Hwy	Other Principal Arterial	1
09/18/25	Thu	6:38 PM	N	SR 4 W Newport Pike & Rothwell Dr/First State Blvd	Other Principal Arterial	1

3. Fatal Pedestrian Crashes - Quarter 3 of 2025

Quarterly Fatal Pedestrian Crashes by County (Q1 2024 – Q3 2025)



Statewide Fatal Pedestrian Crashes (Q1 2024 – Q3 2025)



University of Delaware Living Labs Research Group

Project Updates for Delaware Pedestrian Council
10/23/2025



Who We Are...

We are a research collaborative which seeks to **catalyze community-driven active transportation pop-up demonstrations** that test the viability of **long-term built-environment improvements** and **placemaking initiatives** in Delaware

Our mission: Co-create pop-up demonstrations, aimed more **people-centered public spaces** through data, design, and community partnerships



The Team

- Matt Harris, UD, Associate Policy Scientist
- Paul Moser, DelDOT, Program Manager
- Nina David, UD, Associate Professor
- Anna Wik, UD, Associate Professor
- Collin Willard, UD, Assistant Policy Scientist
- Alex McClellan, UD Graduate Research Fellow

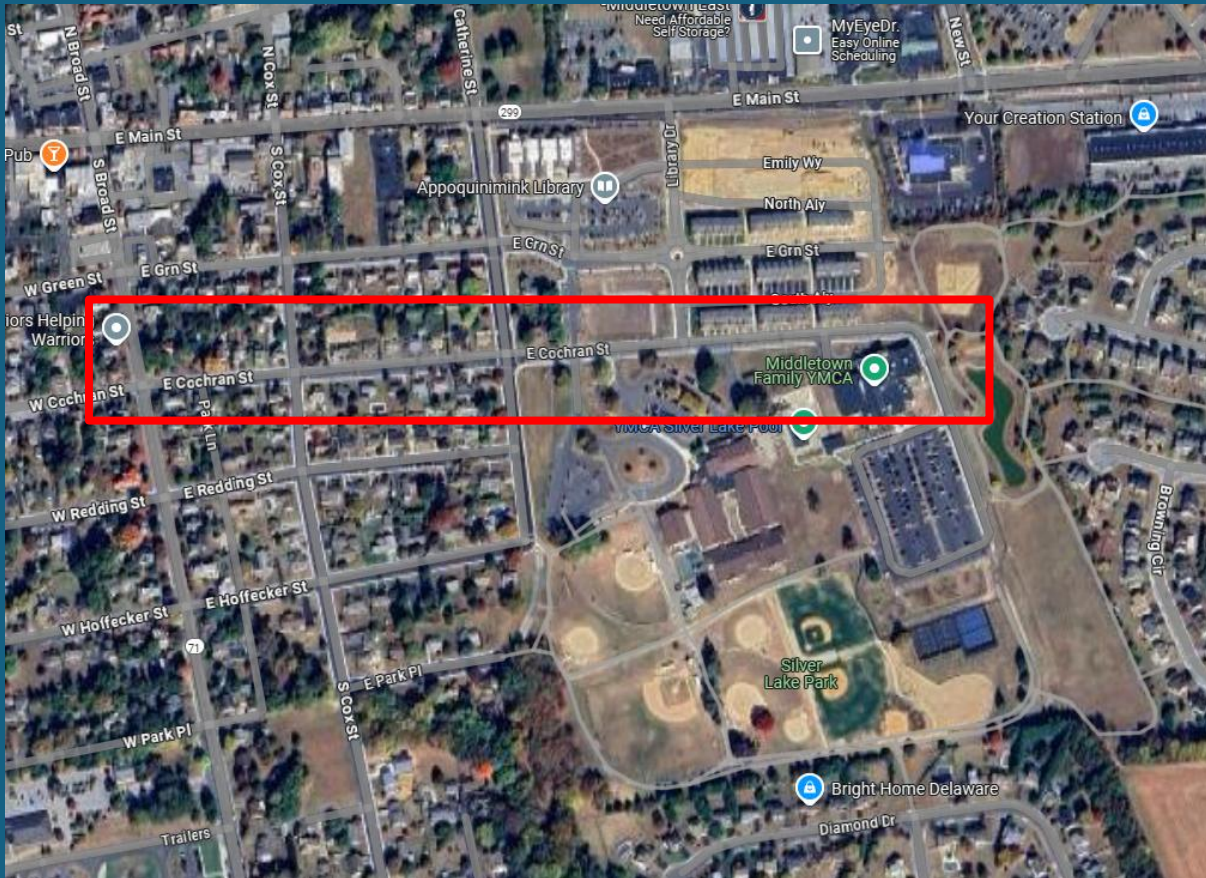


Why Did We Do This Project?

The Town of Middletown asked us to take a closer look at Cochran Street because **speeding had become a concern**. We wanted to make the street safer and more welcoming for kids, families, and neighbors. With heavy foot traffic occurring between Silver Lake Elementary, the library, and the YMCA, calming traffic here helps everyone, especially students, **feel safer** and more comfortable getting around.

Middletown Project

East Cochran Street / S. Catherine Street



Challenges and Opportunities:

- Speed Reduction
- Crossing Safety
- Placemaking

Funding for pop-up project materials

- **\$14,000 for traffic calming materials** (Funded by the Delaware Pedestrian Council)
 - \$5,000 for modular rubber curbs for chicanes
 - \$9,000 for speed cushions
- **\$8,837** for planters/plants/tools/traffic control (Provided by the Town of Middletown)
 - Design of the traffic calming layout by DelDOT Staff
 - Outreach by UD Living Labs Staff under DelDOT SPR Grant
 - Installation of the traffic calming materials by Middletown Public Works
- **Total Capital Expenditure: \$22,837**

Stakeholders

- Silver Lake Elementary School
- Crossing Guards
- The YMCA
- The Library
- Residents
- Anyone who utilizes the corridor

Outreach

Outreach Events:

- Middletown Public Library: May 26th
- Middletown Farmers Market: May 28th
- Silverlake Back to School Night, Sept, 18th

Results of Outreach Events:

- 30 surveys completed
- 36 conversations with residents

Common Themes:

- Additional Crosswalks
- Lots of traffic and moving vehicles with the School
- Traffic moves at what feels an unsafe speed
- Traffic utilizes Library Parking areas as cut-through
- Not much Tree canopy



SAFER STREETS, STRONGER COMMUNITIES: LIVING LABS AT WORK ON YOUR BLOCK

Why Did We Do This Project?:

The Town of Middletown asked us to take a closer look at Cochran Street because speeding had become a concern. We wanted to make the street safer and more welcoming for kids, families, and neighbors. With heavy foot traffic occurring between Silver Lake Elementary, the library, and the YMCA, calming traffic here helps everyone, especially students, feel safer and more comfortable getting around.



What's Happening on E Cochran Street?:

- **Public Greening / Placemaking:** Adding trees, planters, benches, or art helps transform streets into community spaces, not just roads for cars. These features make walking more pleasant, help calm traffic, and create a more welcoming corridor that connects Silver Lake Elementary, the library, and the YMCA.
- **Chicane:** A gentle S-curve in the road, created with curb extensions or islands. Drivers weave slightly left and right, which slows traffic by 5-13 mph. The extra space can hold greenery, benches, or art, making the street safer and more welcoming.



- **Speed Hump:** A smooth, stretched-out bump in the road that slows cars to about 15-20 mph. Well-designed humps cut speeding and greatly reduce crash risks.



What Are the Results?:

- Max speed recorded was reduced from 64 mph to 43 mph
- 85th percentile speed (the speed at or below which 85% of drivers are traveling) was reduced from 31 mph to 22 mph
- Average speed was reduced from 25.8 mph to 17.8 mph

HOW DO YOU FEEL ABOUT THESE IMPROVEMENTS? SCAN THE QR CODE HERE TO LET US KNOW:

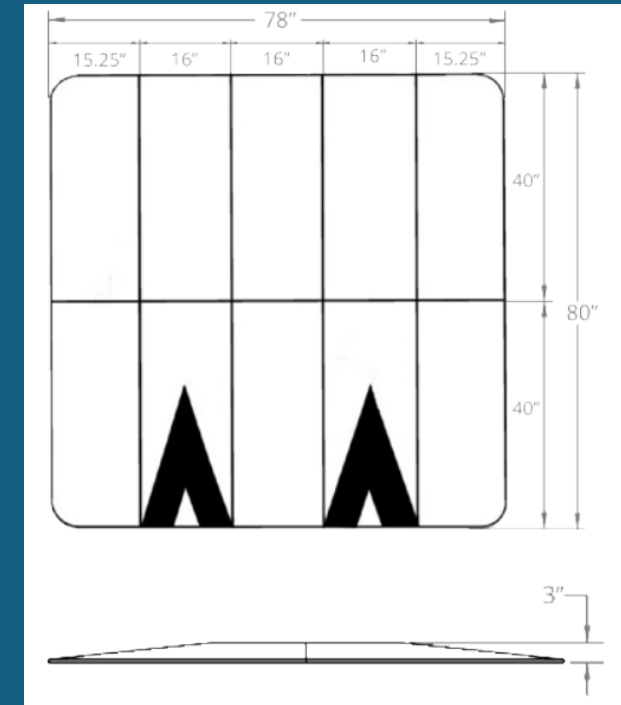
UNIVERSITY OF DELAWARE



Pop-Up Demonstration - Interventions



Speed Cushion: a 3" speed hump with wheel cut outs to allow larger emergency response vehicles with wider axles to pass through. Also allows bikes and scooters to ride through without riding over the bump.



Pop-Up Demonstration - Interventions



Chicane: 6' curb extensions throughout the road which require drivers to slow down and adjust their drive path.

While there is still a 20' clear roadway width at the chincanes, some people may choose to yield to oncoming traffic.

The extra space can hold greenery, benches, or art, making the street safer and more welcoming.

Pop-Up Demonstration - Interventions



Public Greening / Placemaking: Adding trees, planters, benches, or art helps transform streets into community spaces, not just roads for cars. These features make walking more pleasant, help calm traffic, and create a more welcoming corridor that connects Silver Lake Elementary, the library, and the YMCA.

Data Results

Speed - Volume Matrix																		
Date Range: 2024-11-04 - 2024-11-11																		
Direction: Both																		
Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	9			4	2	2			1									
01:00 - 01:59	81	24	57															
02:00 - 02:59	57	9	44	2	2													
03:00 - 03:59	4	3	1															
04:00 - 04:59	100			1	26	53	19	1										
05:00 - 05:59	400		1	12	108	197	70	12										
06:00 - 06:59	547	3	5	18	169	247	87	17	1									
07:00 - 07:59	666	9	7	17	176	318	120	16	2	1								
08:00 - 08:59	912	4	6	55	321	379	134	13										
09:00 - 09:59	1195	4	21	85	372	503	181	27	2									
10:00 - 10:59	1170	4	10	79	397	473	178	24	3	2								
11:00 - 11:59	950	3	13	91	389	316	114	20	3	1								
12:00 - 12:59	783	2	18	90	268	298	89	14	3	1								
13:00 - 13:59	585	3	17	54	185	228	80	14	2	2								
14:00 - 14:59	610	2	11	53	211	212	97	20	4									
15:00 - 15:59	741	7	26	77	233	259	115	21	2		1							
16:00 - 16:59	1030	3	10	80	316	412	165	36	6	1			1					
17:00 - 17:59	1100	5	20	110	393	444	108	18	1		1							
18:00 - 18:59	1053	5	20	89	416	392	118	11	2									
19:00 - 19:59	718	6	22	87	300	228	62	10	3									
20:00 - 20:59	372	5	14	42	126	120	47	16		2								
21:00 - 21:59	186	20	58	15	35	40	16	2										
22:00 - 22:59	57	18	30	4	4	1												
23:00 - 23:59	5				2	3												

	Before
Avg Speed	25.81 mph
85th percentile speed	31 mph
Max speed	64 mph

Data Results

Speed - Volume Matrix

Date Range: 2024-11-04 - 2024-11-11

Before

Direction: Both

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	9			4	2	2			1									
01:00 - 01:59	81	24	57															
02:00 - 02:59	57	9	44	2	2													
03:00 - 03:59	4	3	1															
04:00 - 04:59	100			1	26	53	19	1										
05:00 - 05:59	400		1	12	108	197	70	12										
06:00 - 06:59	547	3	5	18	169	247	87	17	1									
07:00 - 07:59	666	9	7	17	176	318	120	16	2	1								
08:00 - 08:59	912	4	6	55	321	379	134	13										
09:00 - 09:59	1195	4	21	85	372	503	181	27	2									
10:00 - 10:59	1170	4	10	79	397	473	178	24	3	2								
11:00 - 11:59	950	3	13	91	389	316	114	20	3	1								
12:00 - 12:59	783	2	18	90	268	298	89	14	3	1								
13:00 - 13:59	585	3	17	54	185	228	80	14	2	2								
14:00 - 14:59	610	2	11	53	211	212	97	20	4									
15:00 - 15:59	741	7	26	77	233	259	115	21	2		1							
16:00 - 16:59	1030	3	10	80	316	412	165	36	6	1						1		
17:00 - 17:59	1100	5	20	110	393	444	108	18	1		1							
18:00 - 18:59	1053	5	20	89	416	392	118	11	2									
19:00 - 19:59	718	6	22	87	300	228	62	10	3									
20:00 - 20:59	372	5	14	42	126	120	47	16		2								
21:00 - 21:59	186	20	58	15	35	40	16	2										
22:00 - 22:59	57	18	30	4	4	1												
23:00 - 23:59	5				2	3												



Data Results

Speed - Volume Matrix

Date Range: 2025-08-31 - 2025-09-08

After

Direction: Both

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	50	16	32	1	1													
01:00 - 01:59	9	3	2	1	3													
02:00 - 02:59	2			1	1													
03:00 - 03:59	2			1	1													
04:00 - 04:59	231	7	80	72	68	4												
05:00 - 05:59	749	11	212	299	194	31	2											
06:00 - 06:59	902	15	229	365	273	19	1											
07:00 - 07:59	1191	23	314	543	272	38	1											
08:00 - 08:59	1908	26	549	836	455	41	1											
09:00 - 09:59	2114	48	674	942	422	27	1											
10:00 - 10:59	2106	42	599	1039	401	25												
11:00 - 11:59	1582	22	438	779	318	24	1											
12:00 - 12:59	1355	21	385	599	309	37	3	1										
13:00 - 13:59	1037	12	259	457	276	33												
14:00 - 14:59	1003	15	280	446	222	40												
15:00 - 15:59	986	20	283	421	238	24												
16:00 - 16:59	1378	42	385	590	324	36	1											
17:00 - 17:59	1423	27	408	601	348	36	2	1										
18:00 - 18:59	1257	32	354	560	280	30	1											
19:00 - 19:59	969	25	237	471	215	19	1	1										
20:00 - 20:59	453	3	90	185	156	19												
21:00 - 21:59	144	12	31	50	48	3												
22:00 - 22:59	29	7	7	10	2	3												
23:00 - 23:59	22	3	6	5	8													

Speed Data Collection on E Cochran Street

	After
Avg Speed	17.8 mph
85th percentile speed	22 mph
Max speed	43 mph

Data Results

Speed - Volume Matrix

Date Range: 2024-11-04 - 2024-11-11

Direction: Both

Before

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	9			4	2	2			1									
01:00 - 01:59	81	24	57															
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06:00 - 06:59	547	3	5	18	169	247	87	17	1									
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08:00 - 08:59	912	4	6	55	321	379	134	13										
09:00 - 09:59	1195	4	21	85	372	503	181	27	2									
10:00 - 10:59	1170	4	10	79	397	473	178	24	3	2								
11:00 - 11:59	950	3	13	91	389	316	114	20	3	1								
12:00 - 12:59	783	2	18	90	268	298	89	14	3	1								
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14:00 - 14:59	610	2	11	53	211	212	97	20	4									
15:00 - 15:59	741	7	26	77	233	259	115	21	2		1							
16:00 - 16:59	1030	3	10	80	316	412	165	36	6	1		1						
17:00 - 17:59	1100	5	20	110	393	444	108	18	1		1							
18:00 - 18:59	1053	5	20	89	416	392	118	11	2									
19:00 - 19:59	718	6	22	87	300	228	62	10	3									
20:00 - 20:59	372	5	14	42	126	120	47	16		2								
21:00 - 21:59	186	20	58	15	35	40	16	2										
22:00 - 22:59	57	18	30	4	4	1												
23:00 - 23:59	5				2	3												

Speed - Volume Matrix

Date Range: 2025-08-31 - 2025-09-08

Direction: Both

After

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	50	16	32	1	1													
01:00 - 01:59	9	3	2	1	3													
02:00 - 02:59	2			1	1													
03:00 - 03:59	2				1	1												
04:00 - 04:59	231	7	80	72	68	4												
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12:00 - 12:59	1355	21	385	599	309	37	3		1									
13:00 - 13:59	1037	12	259	457	276	33												
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17:00 - 17:59	1423	27	408	601	348	36	2	1										
18:00 - 18:59	1257	32	354	560	280	30	1											
19:00 - 19:59	969	25	237	471	215	19	1	1										
20:00 - 20:59	453	3	90	185	156	19												
21:00 - 21:59	144	12	31	50	48	3												
22:00 - 22:59	29	7	7	10	2	3												
23:00 - 23:59	22	3	6	5	8													

	Before	After
Avg Speed	25.8 mph	17.8 mph
85th % speed	31 mph	22 mph
Max speed	64 mph	43 mph

Key Outcomes

- Significant speed reduction on Cochran Street
- Evaluated new materials for future applications
- Elicited broader conversations on traffic calming in Middletown

A special thanks to our project partners at the Town of Middletown and the Delaware Pedestrian Council!



5. Subcommittee Updates

Land Use Coordination Subcommittee

The Land Use Coordination Committee last met on October 20th.

The next meeting is planned for November 17th.

Recent Discussion Items:

- Creation of yearly recommendations and review of draft Annual Report
- Improving pedestrian safety through modifications and improvements to land use planning, regulations, and processes in Delaware, such as the Pedestrian Priority Area program and the Complete Streets Design Guide.
- How state agencies and municipalities can better identify gaps in the system of pedestrian paths and sidewalks to create a system of sidewalks and pathways that is continuous and interconnected.

5. Subcommittee Updates

Pedestrian Safety Outreach and Education Subcommittee

- The Pedestrian Safety Outreach and Education Committee last met on October 8th.
- The next meeting is planned for November 12th.

Recent Discussion Items:

- Creation of yearly recommendations and review of draft Annual Report
- Discussion of donating reflective safety materials to the Hope Center
- Discussion of ideas for FY 26 budget
- Messages for effective outreach
- Education and outreach to decision-makers

6. Council Budget

Potential Council Spending Plan for FY 2026:

Budget Uses	Price
Pop-Up Project Materials	\$16,250
Safety Outreach Materials	\$3,000
Everyone Gets Home Summit	\$750
Total	\$20,000

- Safety outreach items have been received and are being distributed.
- Attend the next Council meeting on January 22nd to vote.



7. Agency Updates - Pedestrian Safety Month

Pedestrian Safety Awareness Events (DeIDOT)

National Night Out	Seaford	Parking lot of Seaford Police Department (with adjacent Boys & Girls Club)	Thursday, October 9, 2025	5 - 7 p.m.
Bike Rodeo	Dover	Calvary Christian Academy	Tuesday, October 14, 2025	1:30 - 2:30 p.m.
Pedestrian Safety Event	Dover	Kenton Road and Forrest Avenue	Tuesday, October 14, 2025	
5th Annual Open House	Lewes	Fire Department	Thursday, October 16, 2025	4 - 8 p.m.
Transit Ctr	Christiana	Western perimeter of loop road (west of Nordstrom)	Monday, October TBD	11:30 a.m. - 1 p.m.
Transit Ctr	Dover	Dover Transit Center	Thursday, October TBD	11:30 a.m. - 1 p.m.
Trunk or Treat	Dover	Dover Little League	Saturday 10/18/2025 - rain 10/25	6 - 8 p.m.
Trunk or Treat	Dover	Modern Maturity Center	Friday, October 24, 2025	5 - 6:30 p.m.
Good Will Fire Company Open House	Historic New Castle	Fire House - 401 South St	Saturday, October 25, 2025	11 a.m. - 3 p.m.
Transit Ctr	Wilmington	Walnut St and Front St - middle bay Lane B	Tuesday, October TBD	6 - 8:45 a.m.

7. Agency Updates - Pedestrian Safety Month

DeIDOT Social Media Campaign

 Delaware Department of Safety & Homeland Security
October 6 at 9:33 AM · 🌐


October is Pedestrian Safety Month. Everyone is a pedestrian at some point, so be cautious and follow these valuable tips from the Delaware Department of Transportation (DeIDOT) and the Delaware Office of Highway Safety.



PEDESTRIAN
SAFETY
AWARENESS

 BE DELAWARE.
BEDELAWARE.DEIDOT.GOV

 Delaware Department of Transportation (DeIDOT)
October 2 at 8:31 AM · 🌐



WHAT YOU CAN DO TO STAY SAFE AS A PEDESTRIAN

- ✓ Be visible!
- ✓ Never dart out into traffic
- ✓ Use pedestrian push buttons
- ✓ Wait for walk signal
- ✓ Make eye contact with drivers
- ✓ Walk on sidewalks/shoulder facing traffic
- ✓ Keep alert at all times
- ✓ Avoid alcohol and drugs

Today's #TuesdayTip is for pedestrians. Your safety is in your hands—and your feet! Follow these tips to have safe commute:

- 👉 Be visible! When walking at night, wear bright colored clothing. Use a flashlight or reflective items.
- 👉 Never dart out! Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- 👉 Use pedestrian push buttons and wait for the walk signal to cross.
- 👉 Take your time to cross. If a crosswalk or intersection is not available, locate a well-lit area and wait for a gap in traffic that allows you enough time to cross safely. Continue to watch traffic as you cross.
- 👉 Make eye contact with drivers as they approach. Never assume a driver sees you.
- 👉 Walk on sidewalks whenever they are available.
- 👉 Walk on the shoulder facing traffic if no sidewalk is available.
- 👉 Keep alert at all times. Don't be distracted by cellphones and electronic devices that take your eyes (and ears) off the road.
- 👉 Avoid alcohol and drugs. They impair your judgment and coordination.

#PedestrianSafety #BeDelAWARE #WalkSmart #ArriveAliveDE See less

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7. Agency Updates - Pedestrian Safety Month

Pedestrian Safety Awareness Events (Office of Highway Safety)

Sharon Bryson will be sharing a presentation from the Office of Highway Safety, including a video developed in conjunction with the University of Delaware.





Office of Highway Safety

Pedestrian Safety Initiatives

Washington and 5th in Hoboken, N.J.

Pedestrian Related Crashes							
Primary Contributing Circumstance Year	2020	2021	2022	2023	2024	Total	%
Animal in Roadway - Deer	0	0	0	1	0	1	0%
Animal in Roadway - Other Animal	0	1	0	2	0	3	0%
Disregard Traffic Signal	1	3	3	2	6	15	1%
Driver inattention, distraction, or fatigue	55	41	59	49	44	248	14%
Driving in a careless or reckless manner	25	13	17	17	21	93	5%
Driving in an aggressive manner	3	3	5	4	3	18	1%
Driving under the influence	4	7	5	6	4	26	2%
Failed to yield right of way	14	15	26	21	23	99	6%
Following too close	0	3	1	0	1	5	0%
Improper backing	14	7	4	9	5	39	2%
Improper lane change	2	3	1	0	1	7	0%
Improper passing	2	1	2	2	1	8	0%
Made improper turn	0	0	2	2	0	4	0%
Mechanical defects	1	2	2	0	0	5	0%
Other	17	12	19	21	28	97	6%
Other environmental circumstances - weather, glare	6	2	3	4	4	19	1%
Other improper driving	3	2	3	1	3	12	1%
Passed Stop Sign	5	1	1	0	2	9	1%
Pedestrian	111	191	142	147	140	731	43%
Roadway Circumstances - debris, holes, work zone	0	1	0	1	0	2	0%
Speeding	1	5	1	1	3	11	1%
Unknown	45	35	49	53	72	254	15%
Wrong side wrong way	1	0	1	0	4	6	0%
Grand Total	310	348	346	343	365	1712	

Pedestrian Related Crashes



Pedestrian Related Fatalities



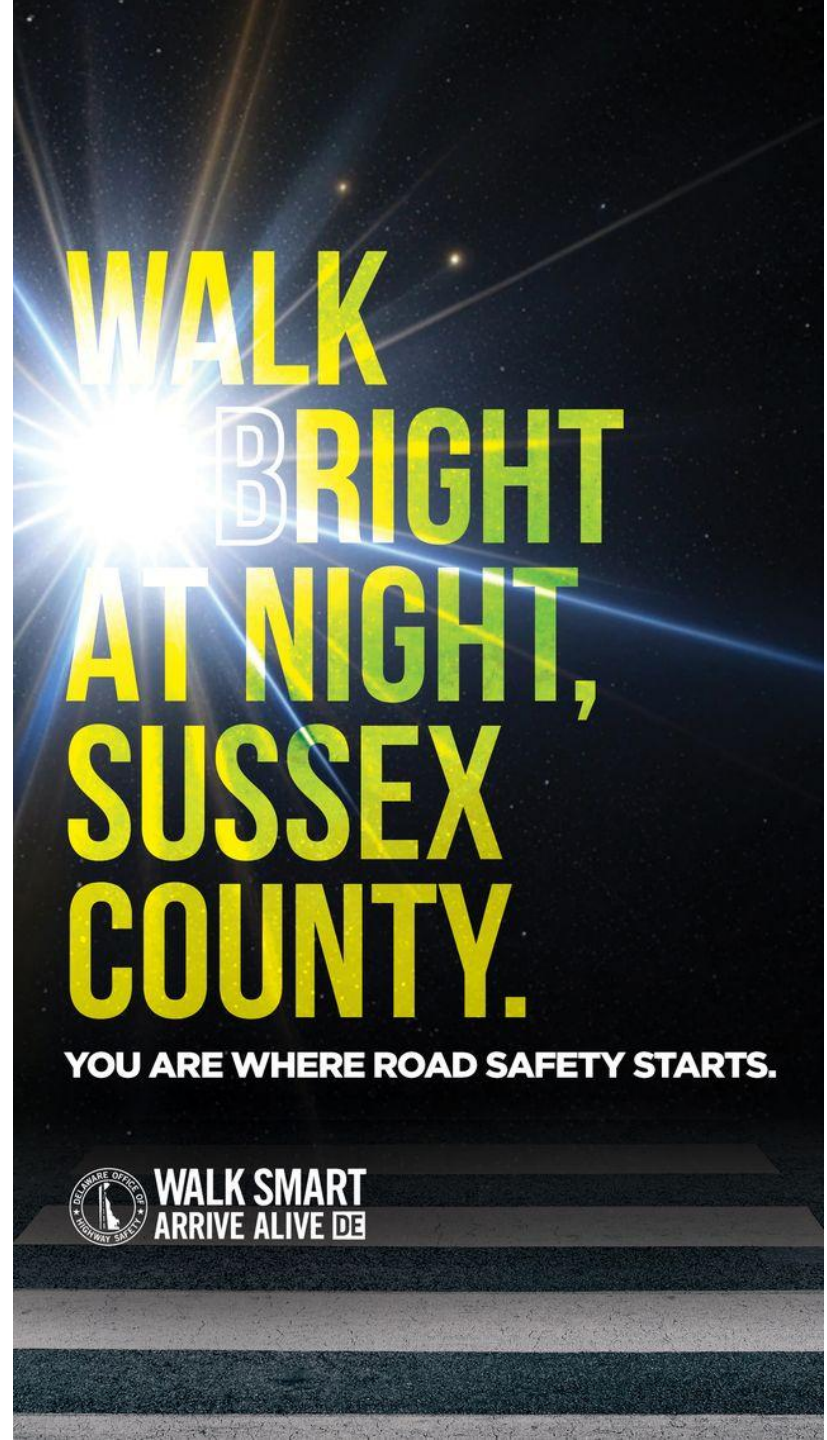
Pedestrian Related Fatalities

Primary Contributing Circumstance Year	2020	2021	2022	2023	2024	Total	%
Driver inattention, distraction, or fatigue	1	0	0	0	1	2	1%
Driving in a careless or reckless manner	2	0	1	0	1	4	3%
Driving under the influence	0	1	0	1	3	5	3%
Failure to yield right of way	0	1	0	0	0	1	1%
Improper lane change	0	1	0	0	0	1	1%
Other	0	0	1	0	1	2	1%
Other improper driving	0	0	2	0	0	2	1%
Pedestrian error	19	24	25	26	24	118	79%
Speeding	0	1	0	0	0	1	1%
Unknown	3	0	3	1	3	10	7%
Wrong side or wrong way	0	0	0	0	1	1	1%
Improper Passing	0	0	1	0	0	1	1%
Improper backing	0	1	0	0	0	1	1%
Grand Total	25	29	33	28	34	149	

Pedestrian crashes peak around the evening rush hour, with 3 p.m. – 8 p.m. being the worst times for crashes.

In 2024, the worst times for crashes were:

- 6-7 p.m.
- 3-4 p.m.
- 5-6 p.m.



Paid Media Tactics

- Meta: Facebook/Instagram
- Spotify

October Pedestrian Activations

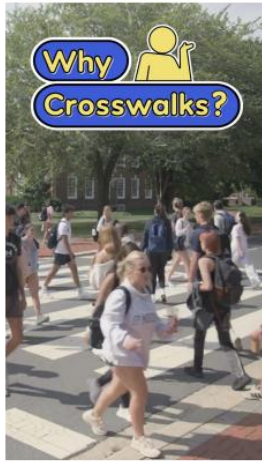
- University of Delaware Blue Hen Friday (New Castle)
- Harrington Halloween Bash (Kent)
- Apple Scrapple (Sussex)





Pedestrian Safety Initiative

Video in partnership with University of Delaware and Newark Police Department



Organic Social Media

- *Think on Your Feet* Pedestrian campaign
 - Why Crosswalks?
 - Why Walk Alert?
 - Why Walk Sober?

OHS Outreach Materials

arrivealivede.com



Cars are big and fast. Pedestrians are vulnerable. If you're walking on Delaware's roads, make sure to use crosswalks, wear bright clothing, carry a flashlight, and stay alert. Explore the resources available to help you inform and educate Delawareans on pedestrian safety. You are where road safety starts.



[Distribution Guidelines](#)



A screenshot of the arrivealivede.com website. The top navigation bar includes "Home" and "Toolkits". A prominent banner reads "DRIVE SOBER AND SAVE LIVES, DELAWARE." with a yellow car icon and the slogan "LOVE YOUR NEIGHBOR". Below the banner are three main buttons: "Filtering", "Ordering", and "Downloading". The "Toolkits" section is visible, featuring four categories: "Speed", "Distractions", "Aging Driver", and "Click It or Ticket". Each category includes a small image of related brochures and a brief description of the resources. A "Snipping Tool" window is open in the bottom right corner, showing a screenshot of the website's header and the "Click It or Ticket" toolkit.

Thank You



7. Agency Updates

Update from ADA Title II Coordinator

The US DOJ has withdrawn the 2023 PROWAG Final Rulemaking and no longer intends to pursue. What does this mean?

- DOJ; Withdrawal of Rulemaking Notice: [Federal Register : Department of Justice; Withdrawal of Rulemaking Actions](#)
- RIN 1190-AA77 (Nondiscrimination on the Basis of Disability by State and Local Governments; Public Right-of-Way): [View Rule](#)
- August 2023 Federal Registry PROWAG Final Rule publication: <https://www.access-board.gov/files/prowag/2023-16149.pdf>

7. Agency Updates

Updates from Council Members Representing Agencies

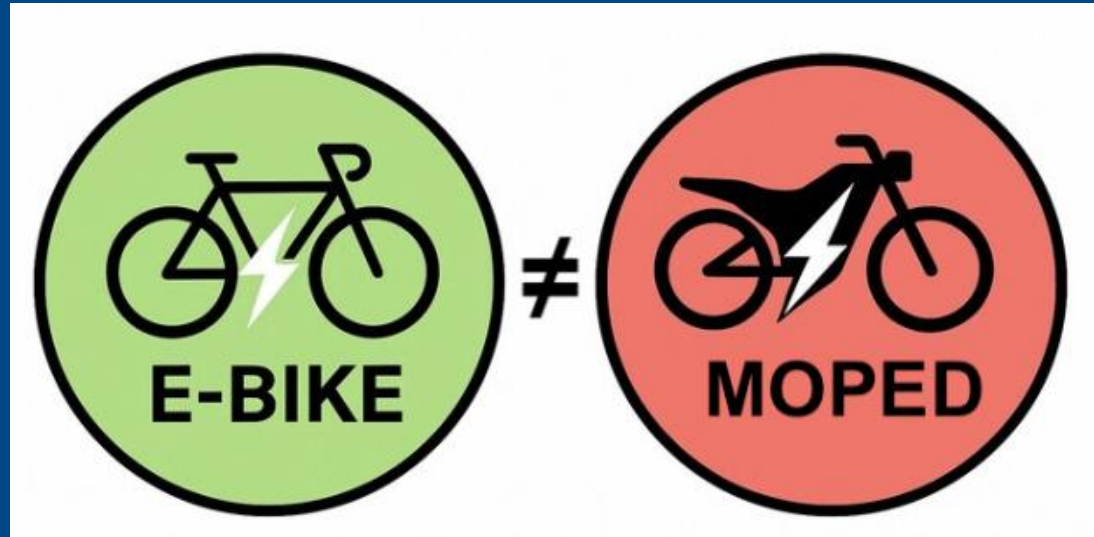
Round-robin updates from the following agencies.

- Department of Safety and Homeland Security
- State Council for Persons with Disabilities
- ADA Title II Coordinators
- DTC
- Department of Land Use and Planning for the City of Wilmington
- Department of Planning Services for Kent County
- Sussex County Planning & Zoning
- League of Local Governments

7. Legislative Updates

Push for Electric Scooter/Moped Changes

- In Delaware Law, E-Bikes are classified as electric bikes which can travel up to 28 mph. These bikes do not require a drivers license to operate.
- Electric bikes which exceed 28 mph are considered mopeds and do require a drivers license.

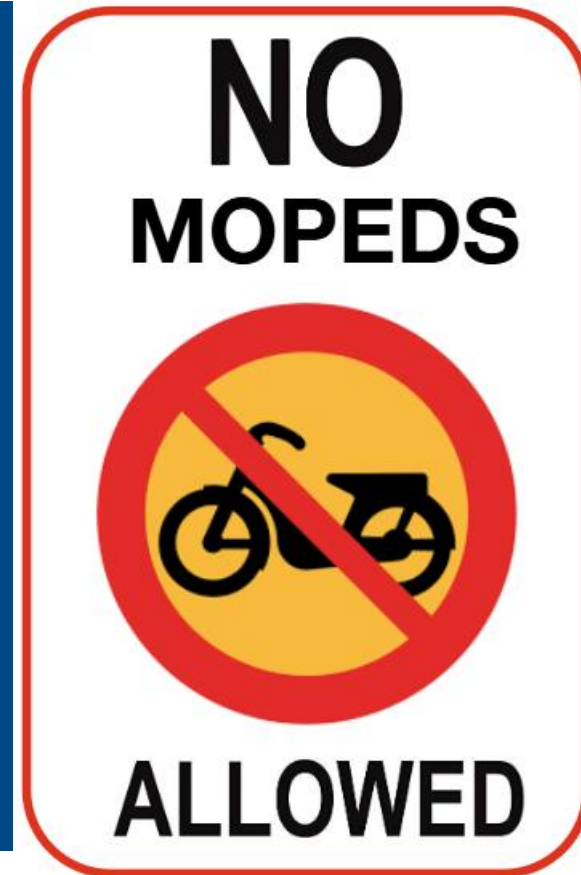


7. Legislative Updates

Push for Electric Scooter/Moped Changes

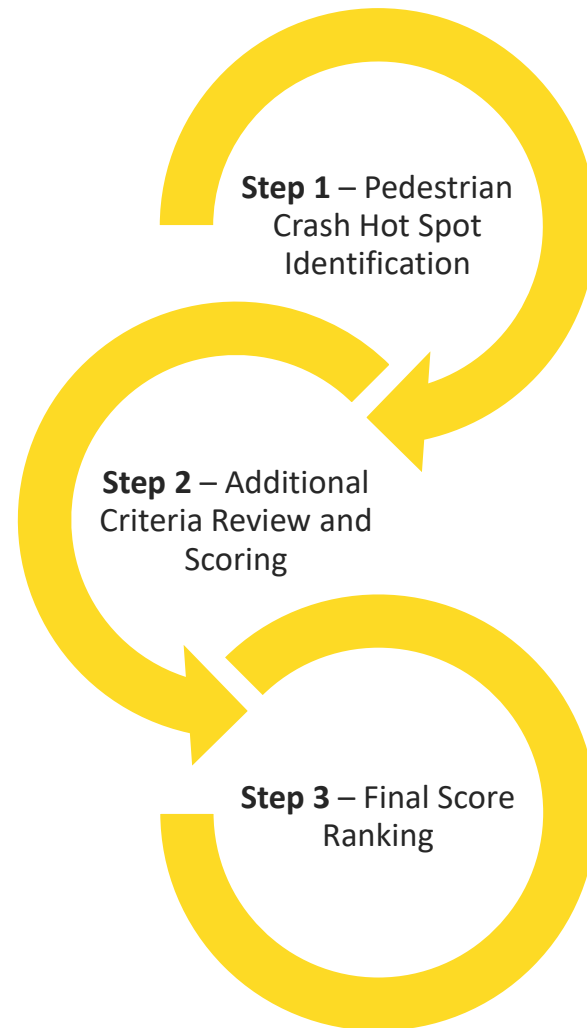
The Delaware Bicycle Council is proposing signage changes to begin to restrict mopeds on Delaware's network of paved pathways and trails.

- The Delaware Bicycle Council recently voted to ask DelDOT to create 'No Mopeds' signs.
- The high speed of mopeds make moped-pedestrian crashes a serious concern for pedestrians on shared use paved pathways/trails.
- The City of Harrington is also considering a ban of all electric bicycles within city limits.

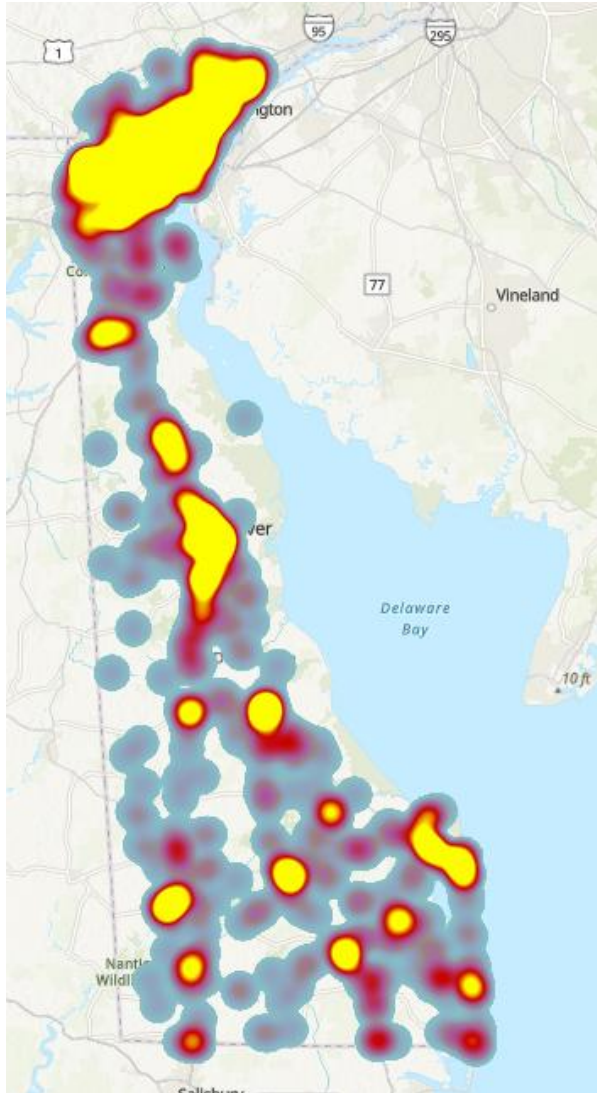


8. Pedestrian Priority Areas

3 Step Process



8. Pedestrian Priority Areas

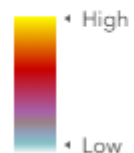


Step 1 – Pedestrian Crash Hot Spot Identification

- Identified pedestrian crash “hot spots” based on pedestrian crashes occurring between (2018 -2023)
- Visually identified pedestrian crash clusters on state roads and outlined hotspot areas based on crash density.
- Added in data to show existing studies and projects, removed a few hot spot areas where projects were ongoing.

Legend

Pedestrian Crashes Hot Spots



8. Pedestrian Priority Areas



Legend

Priority Area Locations



- 26 Areas Identified
 - Total number of crashes per areas ranges from 7 – 92 (highest density of crashes in Wilmington)

Pedestrian Priority Areas Per County

New Castle County

Kent County

Sussex County

18 Total

2 Total

6 Total

6 - New Castle

2 - Dover

1 - Seaford

12 - Wilmington

2 – Georgetown

1 – Dewey Beach

1 – Rehoboth Beach

Link to webmap to view results: [Delaware Pedestrian Priority Area Map](#)

8. Pedestrian Priority Areas

Step 2 – Additional Criteria Review and Scoring

using the following criteria:



Total Pedestrian Crashes (2018 -2023)



Number of Pedestrian Fatalities



Equity Focus Area Level



Transit Ridership



ADA Accessibility of Current Facilities

*Also considered recent DeIDOT projects and studies when identifying priority areas

8. Pedestrian Priority Areas

Step 3 – Final Score Ranking

- Assigned a score per criteria to establish score per criteria.
- Final priority level based on overall score.

Priority Levels Based on Final Score:

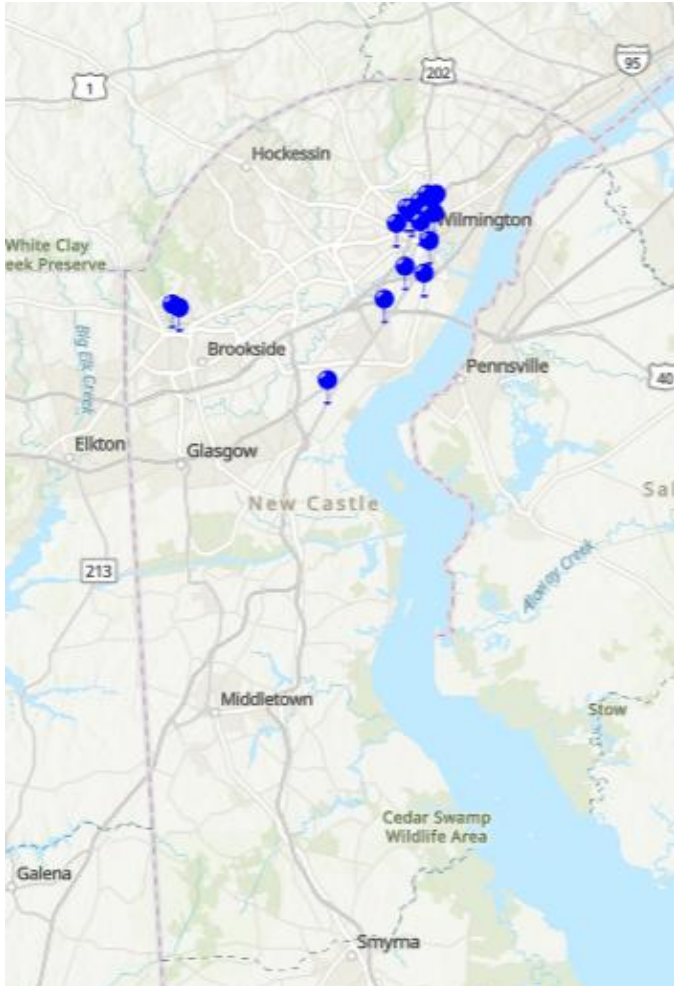
Low: 9 - 12

Medium: 13 - 16

High: 17 and above

8. Pedestrian Priority Areas

18 Ped Priority Areas in New Castle County



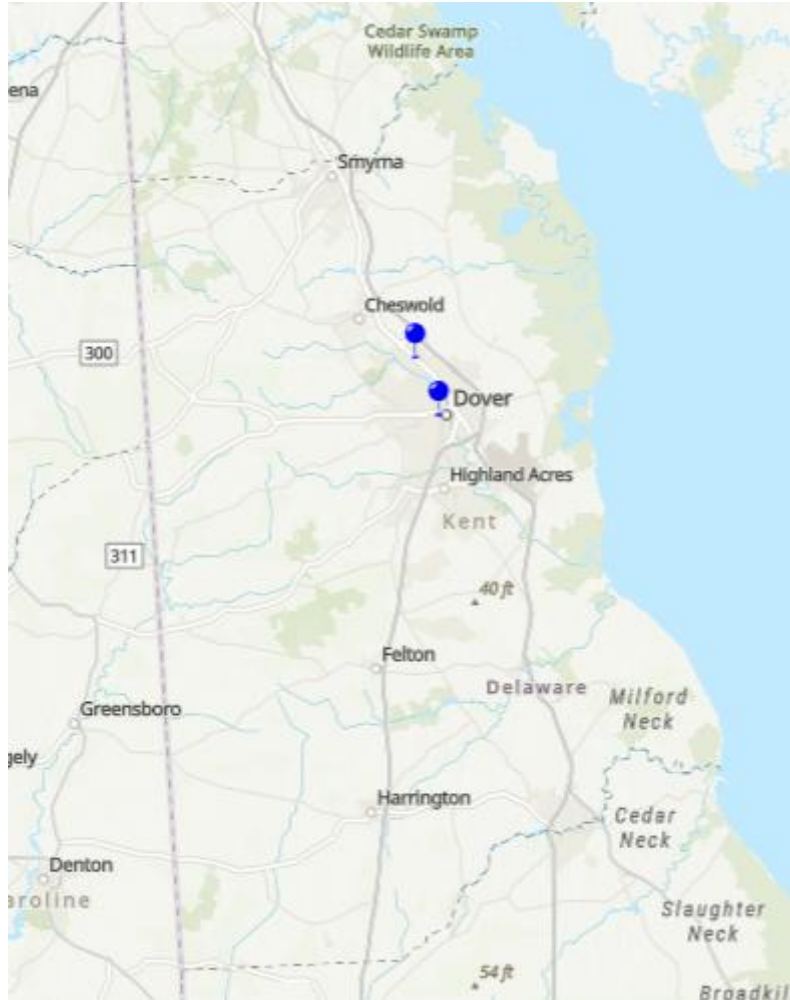
*Wilmington priority areas aligned with 2023 City of Wilmington Pedestrian Safety Study Recommendations.

Pedestrian Priority Areas in New Castle County

Location	Street / Corridor	Priority Level	Total Score
Wilmington	N King St	High	20
Wilmington	W 4th St	High	18
New Castle	New Castle Ave	High	17
Wilmington	S Heald St	High	16
New Castle	N Dupont Hwy	Medium	15
New Castle	S Dupont Hwy	Medium	15
Wilmington	Pennsylvania Ave	Medium	15
Wilmington	N Walnut St	Medium	15
Newark	E Main St	Medium	14
Wilmington	N Maryland Ave	Medium	14
Wilmington	E 2nd St	Medium	14
Wilmington	S Jackson St	Medium	14
Wilmington	Vandever Ave	Medium	14
Wilmington	N Washington St	Medium	14
Wilmington	Kirkwood St	Medium	13
Wilmington	N Market St	Low	11
New Castle	Dupont Hwy	Low	10
Newark	E Cleveland Ave	Low	9

Pedestrian Priority Areas

2 Ped Priority Areas in Kent County



Pedestrian Priority Areas in Kent County

Location	Street / Corridor	Priority Level	Total Score
Dover	N Dupont Hwy	Low	10
Dover	W Loockerman St	Low	9

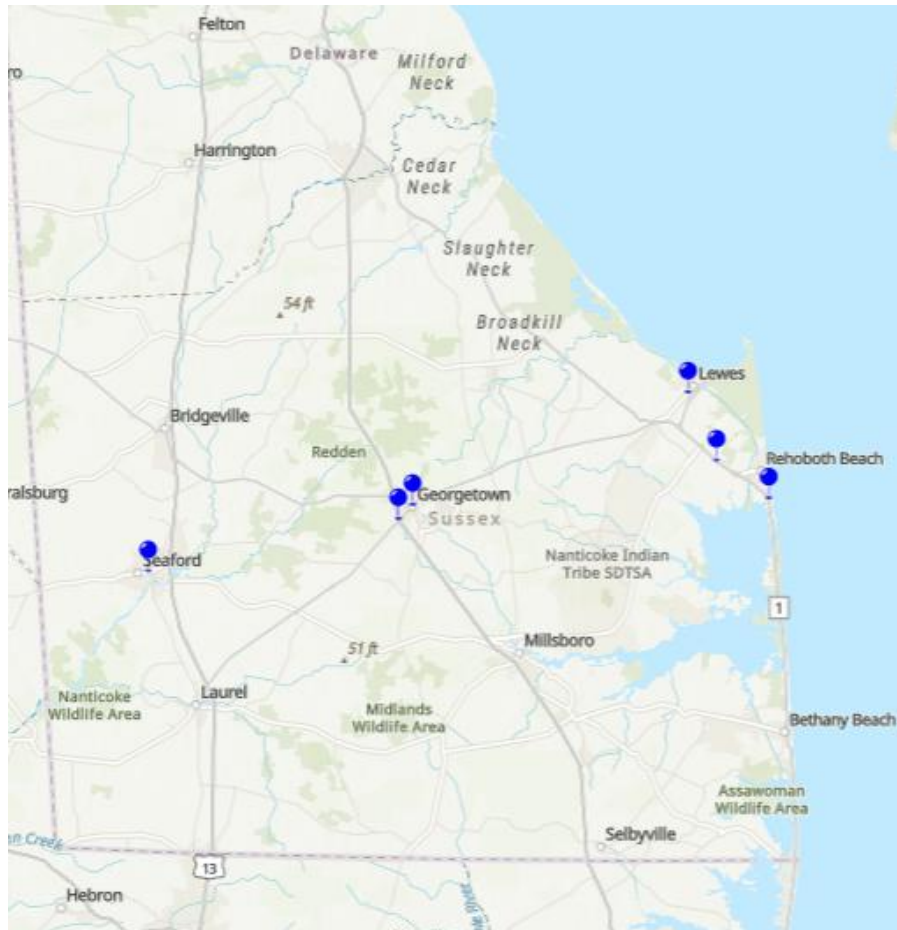
Legend

Priority Area Locations



8. Pedestrian Priority Areas

6 Ped Priority Areas in Sussex County



Pedestrian Priority Areas in Sussex County

Location	Street / Corridor	Priority Level	Total Score
Rehoboth Beach	Route 1	High	23
Georgetown	US 113	High	18
Georgetown	US 9	Low	11
Seaford	E Stein Hwy	Low	10
Dewey Beach	Route 1	Low	9
Lewes	Theo C Freeman Memorial Hwy	Low	9

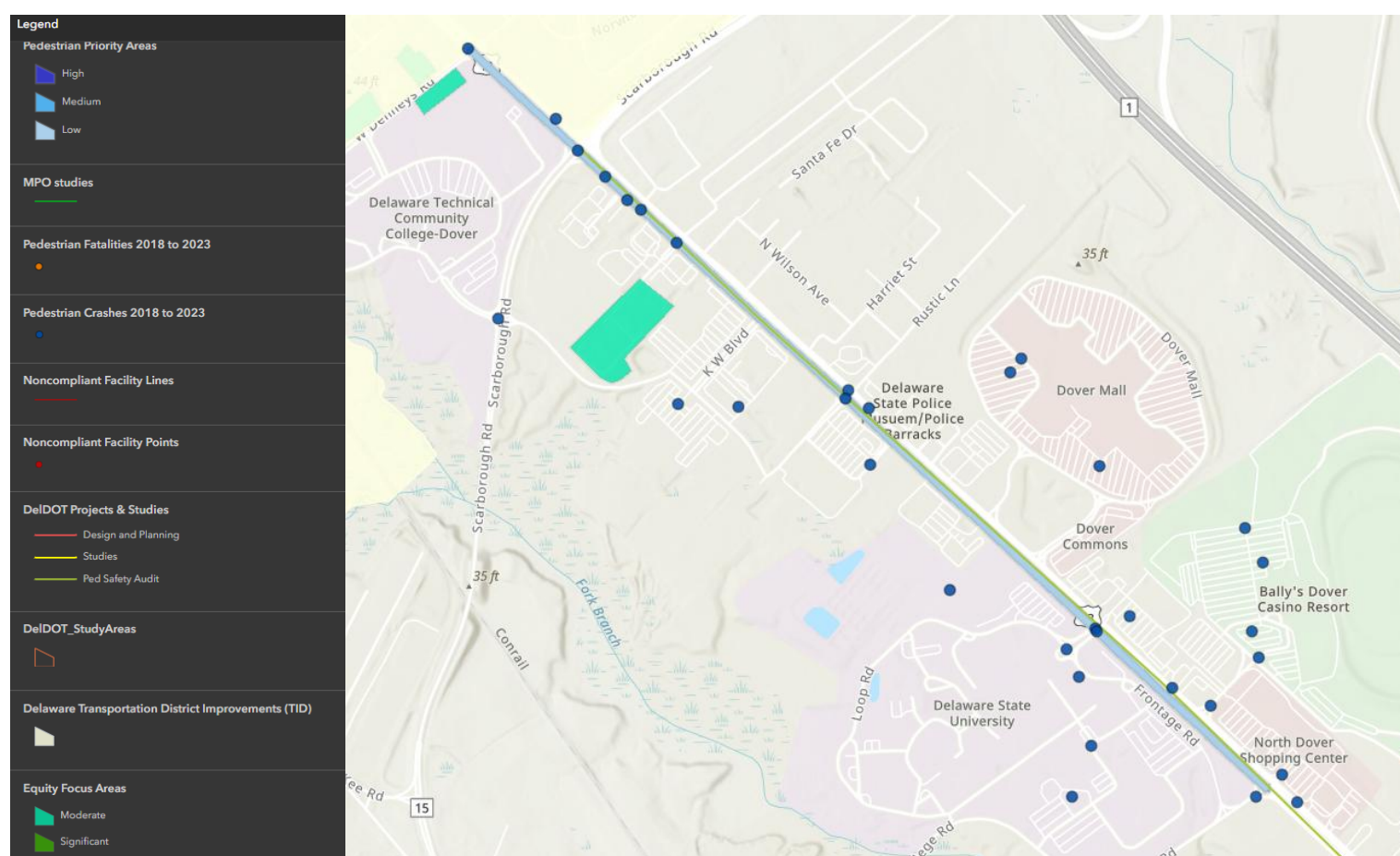
Legend

Priority Area Locations



8. Pedestrian Priority Areas

Example 1: N Dupont Hwy – OPPORTUNITY TO CONNECT PROJECTS



Limits:

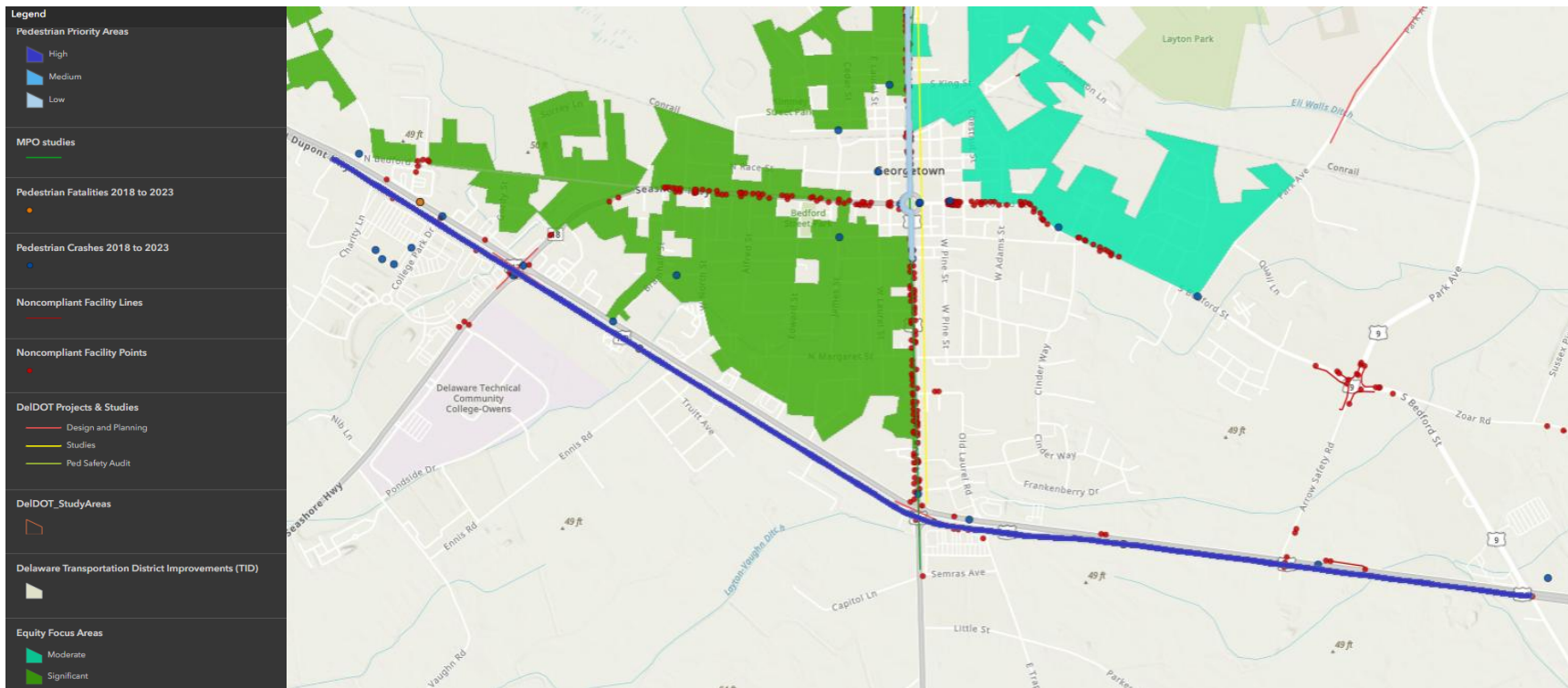
- W Denneys Rd to College Rd

Ranking:

- The segment of US 13 was given a low priority ranking, scoring a 10.
- There were 12 Pedestrian crashes and didn't fall within an equity focus area.
- Recent Projects/Studies:
 - US13 Pedestrian Safety Study 2020
 - Kent County Safety Action Plan 2025

8. Pedestrian Priority Areas

Example 2: US 113 in Georgetown (Sussex County) – No other recent studies occurring, good place to study.



Limits:

- S Bedford St to Mission Rd

Ranking:

- The segment of US 113 was given a high priority ranking, scoring an 18.
- There were 10 Pedestrian crashes and 3 pedestrian fatalities.
- Within the limits of an equity focus area
 - Significant Level

Pedestrian Priority Areas

What Did this Effort Reveal?

- Identified several areas that would benefit from a pedestrian safety study or pedestrian safety improvements.
- Identified locations that have pedestrian safety concerns that are not currently being studied.
- Provided a process that could be used by DeIDOT to more systematically identify and prioritize pedestrian focused projects using available data.

Recommendations for Future Improvements to Process:

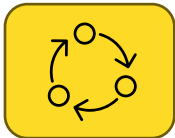
- Create a scripted process to automate the identification process when data is updated.
- Would need to create better system for creating and tracking current DeIDOT and MPO projects to feed into application.
- Consider adding a gap analysis process into criteria to systematically identify sidewalk network gaps near crash clusters (Potential overlap with DeIDOT Pedestrian Access Program).

8. Pedestrian Priority Areas

Next Steps



Pedestrian Council to vote on whether to provide recommendation to DeIDOT to further explore a pedestrian priority area program as part of annual report.



If pursued, DeIDOT would need to estimate the funding required and identify funding source, then develop an internal process to add this program to its project identification process.

9. Draft Annual Report

Review of Draft 2025 Annual Report

The Pedestrian Council is required to submit an annual report detailing the Council's activities with a list of recommendations to the Governor, General Assembly, and the Director and the Librarian of the Division of Research of Legislative Council.

Share your Feedback!



- Any comments on preliminary draft?
- The Full Draft 2025 Annual Report was shared with the Council by email in December.
- Final report to be approved during January 22nd Council Meeting.

8. Next Meeting Date

Dates for Upcoming Meetings:

First Council Meeting of 2026:

- 1:00 PM – 3:00 PM Thursday, January 22

Second Council Meeting of 2026:

- 1:00 PM – 3:00 PM Thursday, April 23

Third Council Meeting of 2026:

- 1:00 PM – 3:00 PM Thursday, July 23

Fourth Council Meeting of 2026:

- 1:00 PM – 3:00 PM Thursday, October 22

Thank you!

Kelly Valencik, AICP

Planner IV,
Department of Transportation

☎ 302-760-2254

✉ Kelly.Valencik@delaware.gov