



STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION  
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JENNIFER COHAN  
SECRETARY

**MEMORANDUM OF MEETING**

**Date:** March 11, 2016

**Date of Meeting:** October 29, 2015

**Location:** TMC – Newark Conference Room

**Topic:** Pedestrian/Bicycle Safety Working Group

**Attendees:** Mike Baez – University of Delaware Police Department  
Dave Blankenship – City of Wilmington  
Sarah Coakley – DelDOT  
Matthew Cox – Delaware State Police  
Alaina Crew – University of Delaware Police Department  
Heather Dunigan – WILMAPCO  
Greg Frisby – WR&A  
Peter Haag – DelDOT  
Kristen Jones – University of Delaware  
Richard Klepner - Office of Highway Safety  
Earl “Rusty” Lee – University of Delaware T<sup>2</sup> Center  
Mark Luszcz – DelDOT  
Rob McCleary – DelDOT  
Paul Moser – DelDOT  
Fred Nelson – Newark Police Department  
Marcia Scott – University of Delaware  
Dana Trone – WR&A  
Rich Vetter – Dover/Kent MPO  
Adam Weiser – DelDOT  
James Wilson – Bike Delaware

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This was the fourth meeting of the Pedestrian/Bicycle Safety Working Group. The purpose of this meeting was to review action items from previous meetings, provide agency updates related to pedestrian and bicycle safety initiatives, observe a presentation from the University of Delaware, and review the final recommendations for the US 13 Pedestrian/Bicycle Safety Study while keeping in mind our main goal to reduce the number of fatal crashes involving pedestrians or bicyclists by 5 percent every three years.

Adam Weiser began the meeting and noted that there are some new members. Adam asked the group to introduce themselves. Adam then turned over the meeting to Peter Haag. Peter Haag reviewed the action items that resulted from the January 16<sup>th</sup> meeting, asked each agency to provide an update related to their current pedestrian/bicycle safety, and introduced B.J. DeCoursey from the University of Delaware. The following summarizes the discussions that were held:



**Review of Action Items from January 16, 2015 meeting:**

- DeIDOT Traffic Safety will continue to coordinate efforts with Delaware Transit Corporation (DTC) regarding follow-up items for the SR 2 and US 13 Pedestrian Safety Studies.
  - Adam Weiser stated he will contact DART to setup a meeting.
  - Dave Blankenship mentioned training to DART employees about pedestrian safety could help assist in reducing the mid-block pedestrian movement near the DART stop locations.
  - Heather Dunigan mentioned DART drivers could utilize the rear-doors only at far-side DART stop locations that are near a crosswalk. This could help increase the utilization of the crosswalk, especially on high speed multi-lane divided roadways.
- DeIDOT Traffic Safety is still working on a systemic countermeasure for bus stop locations on multilane divided highways. The countermeasure entails implementing directional “Use Crosswalk” signs at bus stop locations that provide connectivity to nearby crosswalks.

**Engineering Updates:**

- Adam Weiser mentioned as of October 19<sup>th</sup> there were 28 pedestrian fatalities this year.
- Dave Blankenship mentioned adaptive lighting could be an alternative design for future locations to assist with energy-conservation. The technology allows states the ability to adjust lighting levels and roadway appearance when and where it is needed.
- DeIDOT Traffic Safety is currently working on identifying a new pedestrian safety study corridor (tentatively the corridor is US 40).
- DeIDOT Traffic Safety is currently reviewing all pedestrian and bicycle involved crashes within municipalities to create statistical fact sheets.
- DeIDOT Traffic Safety is currently working on post study evaluations for US 13/US 40 and SR 273.
  - Mark Luszczy mentioned the next improvement along these corridors could be median barrier based on the results of the studies.
  - Heather Dunigan asked if signal spacing could be evaluated as well as part of the post studies.
- **SR 2/Kirkwood Highway Pedestrian Safety Study:**
  - DeIDOT Traffic Safety coordinating the roadway lighting with Delmarva Power and improvements with the current Pavement & Rehabilitation Project between St James Church Rd and SR 7.
  - DeIDOT Traffic Safety is currently working on the recommendations from the final report. The final report can be accessed on Delaware’s Strategic Highway Safety Plan, Making Walking and Street Crossing Safer website: ([http://deldot.gov/information/community\\_programs\\_and\\_services/DSHSP/pedestrian\\_safety.shtml](http://deldot.gov/information/community_programs_and_services/DSHSP/pedestrian_safety.shtml)).
- **US 13 Pedestrian Safety Study:**
  - WR&A summarized the recommendations from the Pedestrian Safety Study along US 13 between SR 273 (Hares Corner) and the southern limits of the City of Wilmington. DeIDOT Traffic Safety is currently working on the recommendations from the final report. The final report can be accessed on Delaware’s Strategic Highway Safety Plan, Making Walking and Street Crossing Safer website: ([http://deldot.gov/information/community\\_programs\\_and\\_services/DSHSP/pedestrian\\_safety.shtml](http://deldot.gov/information/community_programs_and_services/DSHSP/pedestrian_safety.shtml)).
  - Adam Weiser mentioned the recommendation to install a crosswalk across the north leg of the intersection of US 13 and SR 273 will be evaluated further since a New Castle County Airport tower exists on the northern leg of the intersection. The crosswalk had been recommended by the Churchmans Road Trail Study.
  - Rob McCleary asked if New Castle County Airport’s exhaust deflector could affect the sidewalk usage along southbound US 13. This will be evaluated further during the design effort to install sidewalk along US 13 within the study limits.
  - Adam Weiser mentioned land and accessibility usage should continue to be evaluated during the development coordination process from a State, County, and Local level to

address pedestrian concerns and necessities. James Wilson followed up to Adam's comment stating State and County Agency's should work together to improve upon how the area/corridor should visually appear to the pedestrian. Mark Luszcz noted that this would be a good discussion topic for the recently created Governor's Pedestrian Council.

- Paul Moser asked what changes would be necessary for a rural environment to conform to an acceptable pedestrian friendly design.
  - Based on the current pedestrian crash statistics, Delaware does not experience a high crash rate in rural environments. However, coordination with the Working Group and technical experts on this matter should continue in the future.
- A follow-up study was completed at the intersection of US 13 and Memorial Drive & E. Hazeldell Avenue due to legislative requests. The final report can be accessed on Delaware's Strategic Highway Safety Plan, Making Walking and Street Crossing Safer website:  
[http://deldot.gov/information/community\\_programs\\_and\\_services/DSHSP/pedestrian\\_safety.shtml](http://deldot.gov/information/community_programs_and_services/DSHSP/pedestrian_safety.shtml).

### **Educational Updates:**

- The Happy Crab campaign occurred in Sussex County from June 11<sup>th</sup> to July 18<sup>th</sup> and August 6<sup>th</sup> to September 19<sup>th</sup>. DelDOT supplied message boards along SR 1 to promote the Walk Smart theme.
- Sidewalk decals for the new Chicken concept were installed in New Castle County and Kent County.
- Rusty Lee mentioned on October 13<sup>th</sup> the University of Delaware conducted educational campaigns within City of Newark to promote pedestrian safety. The "Walk Smart/Bike Smart" theme is planned to be incorporated into new student orientations at the University as well.
- Rusty Lee mentioned the University of Delaware T<sup>2</sup> Center will be conducting a study at the intersection of Delaware Ave and Haines St since the intersection was brought up by several attendees during the educational campaigns. Heather Dunigan recommended coordinating with the Delaware Avenue Cycle Track Study.
- Richard Klepner mentioned the Office of Highway Safety has setup initiatives for state and local police agencies to conduct outreach and enforcement efforts on specific corridors or areas within each jurisdiction. Below are the locations within each jurisdiction:
  - Wilmington Police Department: anywhere in jurisdiction
  - Elsmere Police Department: Route 2
  - Delaware State Police Department Troop 6
    - Kirkwood Highway between Red Mill Rd and Newport Gap Pike
    - Stanton-Ogletown Rd between Harmony Rd and Churchmans Rd
    - West Newport Pike between Tolliver Dr and Westmont Ave
  - Delaware State Police Department Troop 2 (December only)
    - Pulaski Highway between Route 896 and Route 1
    - Route 273 between S. Baltimore Pike and Troop 6 boundary
    - Route 13 between Route 40 and I-295
    - New Castle Avenue (Route 9) between Buttonwood Ave. and Rogers Rd
  - Newark PD
    - Main St between Chapel St and S. College Ave
    - Cleveland Ave between Chapel St and N. College Ave
  - Smyrna PD
    - Route 300 between W. Main St and N. High St
    - E. Commerce St between Route 13 and N. Howard St
  - Route 13
  - Dover PD
    - Route 13 by the Dover Mall/Dover Downs/Delaware St University
    - Route 8 between Salisbury Rd and Mifflin Rd
    - Court St/S. Little Creek Rd between Cowgill St and Levy Court Rd
  - Troop 3

- Route 13 by the Dover Mall/Dover Downs/Delaware St University
- Route 13 from S. State St to E. Lebanon Rd (Route 10)
- S. Governors Ave between Route 13 and Southbee Dr
- Milford PD
  - Front St between Route 113 and Rehoboth Blvd
  - Rt. 113 at Masten Circle
- Seaford Police Department: Stein Hwy (Route 20) between North St and Market St
- Laurel Police Department: Route 13 between 6<sup>th</sup> St and Oak Lane Dr

**Enforcement Updates:**

- A Safety campaign for US 13 between SR 273 (Hares Corner) and the southern limits of the City of Wilmington and US 40 between Walther Road to Buckley Boulevard occurred between July 10<sup>th</sup> and August 17<sup>th</sup>.
- Matthew Cox mentioned Delaware State Police will be working with the Office of Highway Safety to expand the educational and enforcement campaigns to local agencies.
- Matthew Cox mentioned the International Association of Chiefs of Police (IACP) requested states formulate a High Visibility Education and Enforcement initiative for a specific area within the state. Delaware State Police identified US 13 between US 40 split and I-295 as the corridor. The initiative took place between November 3 and November 21 that comprised of a two-week education component followed by a one-week enforcement component. In addition to the efforts to educate the pedestrians, a strategy was developed to also educate the drivers in the area.
  - Adam Weiser mentioned DelDOT supported the initiative by supplying message boards at various locations to display educational and enforcement messages.

**Emergency Medical Services Updates:**

- No updates at this time.

**University of Delaware presentation:**

- B.J. DeCoursey from the University of Delaware presented information on community assessment of bikeability as part of the Complete Communities Initiative. The idea is to give Delaware town's a starting point and a guide to assess low stress cycling as they work to improve bikeability and safety. He asked for input from the Working Group on the community assessment tool (handouts and presentation slides are attached).
- Paul Moser recommended the low stress mapping tool add trial locations.
- Peter Haag recommended the guide expand beyond a local level to allow Counties, Metropolitan Planning Organizations, and State agencies to utilize the tool.

**The next meeting will be scheduled for the end of April/early May 2016.**

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.