



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

JENNIFER COHAN
SECRETARY

MEMORANDUM OF MEETING

Date: May 21, 2015

Date of Meeting: April 15, 2015

Location: TMC – Newark Conference Room

Topic: Pedestrian/Bicycle Safety Working Group

Attendees: Dave Blankenship – City of Wilmington
Sarah Coakley – DelDOT Planning
Lt. Matthew Cox – Delaware State Police
Heather Dunigan - WILMAPCO
Gregory Frisby – WR&A
Peter Haag – DelDOT Traffic
Alison Kirk - Office of Highway Safety
Richard Klepner - Office of Highway Safety
Rusty Lee - Delaware T² / LTAP Center
Lt. Fred Nelson – Newark Police
Jana Simpler – Office of Highway Safety
Dana Trone – WR&A
Rich Vetter – Dover/Kent MPO
James Wilson – Bike Delaware

This was the first meeting of 2015 for 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, review the data and preliminary results for the US 13 Pedestrian/Bicycle Safety Study, and summarize recommendations for the SR 2 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.

Peter Haag began the meeting and asked the group to introduce themselves. Peter reviewed the action items from the January 16, 2014 meeting then asked OHS and DSP to provide updates related to their current pedestrian/bicycle safety initiatives. The following summarizes the discussions that were held:

Review of Action Items from January 16, 2014 Meeting:

- The following summarizes the action items and response.
 - DelDOT Traffic will look at the surrounding states to get information about successful pedestrian safety initiatives.
 - Peter stated contact was made with Maryland State Highway, Las Vegas Police Department, New Jersey Department of Transportation, and City of Raleigh, North Carolina Office of Transportation to determine what types of engineering, enforcement, and education efforts have occurred that we could possibly use in Delaware.



- DeIDOT Traffic will work with the University of Delaware to evaluate pedestrian and bicycle data within the City of Newark.
 - Peter stated crash data was reviewed for the City of Newark to determine crash patterns involving pedestrian or bicyclists with the city limits. A meeting was held with Newark Police and University of Delaware to determine what type of campaigns could occur. The meeting resulted in providing crash statistic memorandums for pedestrians and bicyclist and educational material to be displayed at events. This is an ongoing effort with the University and City of Newark.
 - Rusty stated the University of Delaware will conduct Pedestrian/Bicycle Safety campaigns on May 1st and 2nd as well as Alumni weekend.
- DeIDOT Traffic Safety and Delaware Transit Corporation (DTC) met to discuss our findings and recommendations along the SR 2/Kirkwood Highway Safety Audit but as well as statewide efforts/involvement.
 - ACTION ITEM: Peter stated further discussions will occur with DTC to determine how changes could be implemented as part of future transit locations or safety evaluations.
- DSP requested DeIDOT to install portable message boards along SR 2 between St. James Church Rd and DE 141.
 - Peter stated messages boards were placed in March/April 2014 to warn motorists and pedestrians of the historically high pedestrian crash rates along the study corridor. During the campaign, DSP issued warnings for not crossing at a crosswalk to 59 pedestrians, arrested 6 persons for dangerous moving violations, arrested 4 persons related to cell phone usage violations, arrested 5 persons for seatbelt violations, and arrested 24 persons for various traffic violations.
 - Lt. Cox stated Troop 6 will be conducting another pedestrian campaign towards the end of April. Peter advised Lt. Cox to let him know if message boards are necessary for the campaign or other campaigns in the future.
- DSP requested DeIDOT to install static signs along SR 2 between St. James Church Rd and DE 141 to warn pedestrians to use crossings.
 - Peter stated DeIDOT Traffic is currently 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.
- Peter stated the SR 1 Pedestrian Safety Task Force Report initiated by Representative Schwartzkopf was sent to the working group in February 2014.

Educational updates:

- Peter stated a live pedestrian safety demonstration occurred in New Castle County and Sussex County in April 2014. The demonstration was developed to show how a pedestrian may be unharmed when a vehicle brakes at 25 mph, but may sustain life-threatening injuries at 35 mph.
- Peter stated in August 2014 DeIDOT Traffic Safety presented information to Dover High School parents and students about the installation of the HAWK Signal along SR 8.
- Jana Simpler and Alison Kirk gave updates from an education standpoint for 2015:
 - The Happy Crab campaign will continue in Sussex County. Campaigns are tentatively scheduled for June 11 to July 18 and August 6 to September 19.
 - ACTION ITEM: OHS will coordinate with Peter should changes occur so DeIDOT could place message boards along SR 1 to promote the Walk Smart theme.
 - Delaware's Zombie campaign is tentatively planned for New Castle County and Kent County. However, a pedestrian safety focus group research effort is planned to obtain information/feedback regarding pedestrian/bicycle safety, such as why don't people use a crosswalk, does Delaware have adequate pedestrian facilities, and do you know about nighttime safety attire.
 - Jana stated the campaigns focus may change based on the information from the focus group.
- Jana stated USDOT has started a bicycle/pedestrian safety initiative in Dover. Rich stated the initiative is along the SR 8 corridor.
- Sarah stated Planning is the lead Section for the Pedestrian Council created by Governor Markell.

Enforcement updates:

- Peter stated other message board campaigns occurred along SR 1 between Lewes and Dewey and US 13 between Puncheon Run and Lochmeath Way. The campaigns were similar to SR 2/Kirkwood Highway.
 - June-August 2014 messages boards were placed on SR 1. During the campaign, DSP made 32 contacts and 4 pedestrian violation arrests.
 - December 2014 to January 2015 messages boards were placed on US 13. Collisions were reduced by 50% based on 2013-2014 data and 32 traffic citations were issued.
 - ACTION ITEM: Peter will work with Lt. Cox to coordinate/schedule a campaign for US 13 between SR 273 (Hares Corner) and the southern limits of the City of Wilmington.

Review of US 13 Pedestrian Safety Study:

- WR&A discussed their Pedestrian Safety Study along US 13 from SR 273 to Market St/Walnut St split.
 - Dave asked if corridor lighting was recently installed in the study area based on the nighttime crash information. WR&A stated the location of the recently installed lighting was part of a previous study. The previous study occurred along US 13 south of SR 273.
 - Rusty asked if there was any reason for the peak in pedestrian crashes for the 2007 and 2008 years. WR&A and DelDOT stated we weren't aware of any changes to the corridor that contributed to the higher crash years.
 - WR&A stated there were no crashes at a crosswalk along the corridor within the study period (i.e. 2005 through 2012). All crashes occurred midblock or on a leg without a crosswalk.
 - James asked how coordination with DSP will occur to improve pedestrian crash reports. Lt. Cox stated coordination would occur through him; however, DELJIS owns the crash reports and requires their approval to change or incorporate new fields. WR&A stated a Traffic Records Coordination Committee exists to discuss these types of improvements. James emphasized "location" should be a high priority to obtain as it pertains to a pedestrian or bicycle involved crash.
 - James asked if DTC's policy should be updated to reflect far side bus stops only and number of stops.
 - ACTION ITEM: Peter stated further discussions will occur with DTC to determine how changes could be implemented as part of future transit locations or safety evaluations. Near side stops can be beneficial at certain locations but should be evaluated in further detail.
 - Sarah stated DTC coordination occurs through DelDOT Planning for projects pertaining to DART locations.
 - Dave asked if cameras in DART bus could be rear-facing to monitor what pedestrians do once they depart from the bus. WR&A stated the use of the bus driver may be the best source for this type of information since they are witnessing what is occurring on a regular basis.
 - Richard asked if the push button operations were verified in the field. WR&A stated every push button was checked and all operational issues were provided to DelDOT's Transportation Management Center for repair.
 - Dave stated Wilmington has placed the street name designation on the push button signs to help identify the direction of travel to pedestrians. James asked if street name designation could potentially be a corridor wide improvement. WR&A stated a street name designation could be provided for locations that present confusion. Peter stated the improvement could be included if data showed crosswalk compliance occurred and pedestrian confusion existed. Sarah stated audible pedestrian signals provide street names for the visually impaired individual.
 - ACTION ITEM: A question will be added to OHS's focus group research effort to determine if pedestrians are confused about which push button to push in order to cross a specific leg of the intersection.
 - James asked if we should relocate the northbound bus stop at US 13 and School Lane closer to the intersection.
 - ACTION ITEM: This will be evaluated in further detail and be included as part of the recommendation in the final report.
 - James asked if we could relocate the southbound and northbound bus stops at US 13 and Lincoln Ave closer to the intersection. WR&A stated relocation of the bus stops would impact the DE 141

- interchange acceleration and deceleration lanes along US 13. This improvement is not recommended.
- James asked if we should relocate the northbound bus stop to the far side at US 13 and Roosevelt Ave closer to the intersection. WR&A and DeIDOT responded that if the northbound US 13 bus stop was relocated to the far side of the intersection it would not result in a significantly shorter distance to the crosswalk.
 - Dave asked if there are concerns with northbound truck U-turns at US 13 and Bacon Blvd/Boulden Blvd.
 - ACTION ITEM: Turning templates will be evaluated in further detail as part of design.
 - Heather asked if the parking on Hazeldell Ave was bus patrons. WR&A stated they did not notice this during the field observations and believe the parking is from local businesses.
 - Dave asked if a worn path exists where the sidewalk is being proposed on Memorial Dr. WR&A stated it was not noticed during field observations.
 - Heather asked if we could “square up” the proposed pedestrian crossing on Hazeldell Ave.
 - ACTION ITEM: Orientation will be evaluated in further detail.
 - Richard asked if barriers along the sidewalk could be provided to prevent pedestrians from crossing midblock. WR&A and DeIDOT stated the barrier was considered but dismissed because it may make the situation worse by channelizing pedestrians to an uncontrolled crossing location.
 - Dave asked is the median crossover at US 13 and Hazeldell Ave could be closed.
 - ACTION ITEM: The crossover will be evaluated in further detail to determine an appropriate countermeasure; however, the crossing currently serves emergency access and therefore a full closure is not likely to be feasible.
 - James asked if the concrete median noses could be changed since pedestrians may visually confuse this as a sidewalk.
 - ACTION ITEM: This will be evaluated in further detail. There may be drainage reasons to keep the concrete.
 - James asked for additional information on the pedestrian bridge request at US 13 and Hazeldell Ave & Memorial Dr.
 - ACTION ITEM: DeIDOT will provide information regarding this request.
 - Dave asked if Hazeldelle Ave could be cul-de-saced to force motorists and pedestrians to utilize Memorial Dr. WR&A stated cul-de-sacing the road may not deter pedestrians from crossing midblock. Additionally, a cul-de-sac design may not be feasible due to the limited physical conditions.
 - James asked if a crosswalk should be installed across US 13, north of Rogers Rd.
 - ACTION ITEM: This will be evaluated in further detail using NCHRP 562 - Improving Pedestrian Safety at Unsignalized Locations.
 - ACTION ITEM: Peter will provide James with a copy of the NCHRP 562 - Improving Pedestrian Safety at Unsignalized Locations report.
 - James asked if there are any traffic calming ideas that could be implemented on US 13, north of Rogers Rd. WR&A and DeIDOT stated there are not many traffic calming options for this type of functional classified road as well as a road with speeds greater than 45mph as it relates to pedestrian safety.
 - Heather stated WILMAPCO has recommended a pedestrian improvement project to DeIDOT Project Development North to include pedestrian facilities between US 40 and Memorial Drive.
- A copy of the US 13 Pedestrian Safety Study will be provided with these meeting minutes for the group to review. The group will have approximately 30 days to review the document and submit comments/questions.
 - WR&A will perform the additional studies noted in the PowerPoint that was discussed during the meeting.

Summary of SR 2 Pedestrian Safety Study Recommendations:

- WR&A summarized the recommendations from the Pedestrian Safety Study along DE 2 from St. James Church Rd to DE 141.
- Peter stated the report is finalized and will be uploaded to 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).

- ACTION ITEM: Peter stated DelDOT Traffic will evaluate the next steps for the recommendations.
- Sarah indicated a rectangular rapid flashing beacon could be considered at Old Capital Trail/Midway Plaza Shopping Center driveway in lieu of a HAWK signal. This will be evaluated as part of future studies to identify the appropriate control at this location.
- Sarah stated she spoke to Anna P. Mote Elementary School about educational outreach.

The next meeting will be scheduled for the end of August/early September.

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.