



**Members Present**

|                 |                              |
|-----------------|------------------------------|
| Jim Lardear     | AAA                          |
| James Wilson    | Bike DE                      |
| Nicole Majeski  | Deputy Secretary             |
| Richard Klepner | OHS                          |
| Bill Thatcher   | DTC                          |
| Adam Weiser     | DelDOT                       |
| Amy Wilburn     | Bike and Pedestrian Advocate |
| Tom Nickel      | DelDOT                       |
| Matthew Cox     | DSP                          |

**DelDOT Support Staff**

|               |        |
|---------------|--------|
| Sarah Coakley | DelDOT |
|---------------|--------|

**Members Absent**

|             |      |
|-------------|------|
| Kyle Hodges | SCPD |
|-------------|------|

**Guests**

|                 |                     |
|-----------------|---------------------|
| Peggy Bell      | DELJIS              |
| Chris Sylvester | Century Engineering |
| Evan Park       | DelDOT              |

**I. CALL TO ORDER**

The meeting was called to order at 8:33 am by Co-chair Jim Lardear.

**II. INTRODUCTIONS**

All members, staff, and guests introduced themselves. Mr. Lardear went over the agenda.

**III. DRAFT PEDESTRIAN RULES-OF-THE-ROAD LEGISLATION LETTER TO SENATOR SOKOLA FROM PEDESTRIAN COUNCIL**

Mr. James Wilson passed out a draft letter for subcommittee members to read, which is included as an appendix to these minutes. He summarized the main points of the letter, that the council is not ready to endorse changing the rules of the road until there is an education and enforcement campaign to go along with it. He said that the main reason to change the rules of the road would be to enable a proposed new enforcement or education campaign or tactic; and that changing the rules of the road would not - by itself - have any pedestrian safety benefit. The Council should therefore withhold endorsement of rules of the road legislation until it is linked to a specific new enforcement or education campaign.

Ms. Amy Wilburn expressed that she is upset that she didn't get to review a draft ahead of time and explained the history of the draft legislation. She indicated the effort to change the laws began two years ago, before the Pedestrian Council existed. She said we need an education and enforcement campaign and that she gave a lot of information on what other states are doing at a previous Pedestrian Council meeting. She asked how are we going to do an education and enforcement campaign without good code to back it up.



Mr. Adam Weiser explained that Delaware does existing pedestrian safety campaigns, with DelDOT paying half of the costs using federal safety funding, partnering with Office of Highway Safety (OHS) and Delaware State Police (DSP). He said education and enforcement is based on current code. Ms. Wilburn said the current code puts the responsibility on the pedestrian, since they have to step off the curb into the crosswalk to trigger driver yielding. She asked why do we have to wait to change this. Mr. Weiser clarified that education and enforcement efforts are based on the Strategic Highway Safety Plan, with \$160,000 spent for enforcement efforts this year alone. He stated that our crash problem is not at intersections or crosswalks. Crashes are at mid-block, uncontrolled locations. Ms. Nicole Majeski clarified that there is no bill yet for the legislative changes. She said no one is ready to do this right now, but that it should be handled comprehensively and with broad support. She indicated that no one is against it but wants to work on it over the next 8 months to have a bill ready in January 2017. Ms. Wilburn asked if the letter could be modified to not be so negative and to express general support. Mr. Richard Klepner expressed that OHS campaigns are data-driven and won't be changed unless the data supports it. Ms. Wilburn expressed that perhaps why pedestrians cross mid-block is because they don't feel safe at intersections due to drivers not yielding. Mr. Lardear commented that everyone here is looking to make the environment better for pedestrians. Ms. Wilburn left the meeting. Mr. Weiser mentioned the idea of looking at the results of the pedestrian survey OHS is about to conduct and tailoring changes based on that.

Ms. Majeski suggested modifying the wording in paragraph five to indicate that the council wants to work on code changes comprehensively. Mr. Weiser suggested changes to the third paragraph to strike the word "traffic" and to not limit enforcement to one "activity." It was also suggested to include local police in addition to DSP. Ms. Majeski made a motion that the subcommittee co-chairs send the letter with these revisions to the co-chairs of the Pedestrian Council for consideration at the next council meeting. Mr. Weiser seconded the motion and it passed unanimously, with Ms. Wilburn, Mr. Hodges, and Lt. Cox absent.

#### **IV. BUS STOP POLICY DISCUSSION**

Mr. Weiser shared that a comprehensive review by DelDOT is needed to ensure safe access for pedestrians, safe pull-offs for buses, and not promoting mid-block activity. Ms. Majeski agreed that internal review and an opportunity for public comment should be provided, though as an internal policy it does not have to go through the Register of Regulations process. Bill Thatcher said DTC agrees, that they get requests for bus stops regularly and evaluate safety and operations. He said DTC generally agrees and the specifics need to be ironed out. Mr. Weiser shared that crosswalks with an arrow sign are being installed as bus stops to direct pedestrians to the nearest crosswalk. Mr. Lardear asked if DTC gets concerns from riders. Mr. Thatcher said concerns are more like access from one point to another and are generally not bus-stop specific. Mr. Weiser asked that DTC coordinate with DelDOT regarding bus stops that are in need of access improvements.

#### **V. E-CRASH REPORTING DISCUSSION**

Mr. Lardear asked that introductions be done again since Lt. Matthew Cox arrived. After this, Lt. Cox shared that his section used to coordinate statewide initiatives to address crashes and that it was a reactive process. DSP has been phasing in a new process that is troop-based, with each troop addressing particular issues in their areas based on data. Lt. Cox then shared screen shots of the E-crash reporting system, including fields such as primary contributing circumstance and first harmful event which is what the vehicle struck. He showed that if a non-motorist is involved, it brings up additional input fields including action prior to crash, action at time of crash (may input more than



one), location prior to crash (related to roadway), and safety equipment. He said that DSP is not objecting to adding another field or choices to an existing field, but that care needs to be taken given the risk of not getting good data.

Mr. Wilson asked if something could be taken out. Lt. Cox explained that is not a good idea and that the existing system was based on MMUCC (Model Minimum Uniform Crash Criteria Guideline). Mr. Klepner shared that MMUCC is getting ready to undergo an update and there may be an opportunity for comment. Ms. Peggy Bell shared that Delaware's fields are based on MMUCC. Mr. Weiser suggested that either the subcommittee or full council could comment on MMUCC. He stated that the existing fields help to determine the circumstances around a crash for data analysis. Mr. Klepner stated that the menu fields are really helpful so that he doesn't have to go through every narrative for analysis. Lt. Cox agreed that the narratives are long. Mr. Weiser agreed that word searches may be done on the narrative but things may be missed. Lt. Cox stated that he doesn't think there is not a reason to make changes but wants to reiterate that there needs to be a very specific, focused effort to add what is most beneficial.

Mr. Wilson asked if a write-in field could be added for origination and destination. Ms. Bell said this is not likely as people don't like to give specific information and it will end up being left blank. Mr. Klepner suggested that bus stops be included as an option. Mr. Weiser suggested adding the information needed as options to existing fields and training police on how to use it. Lt. Cox explained that adding fields, especially write-ins, requires expanding resources and more time to complete the reports. He suggested menu fields with general origin and destination choices. Ms. Bell shared that her agency gets calls all the time asking about the use of data and her agency provides education to police departments. Mr. Weiser said the reports take time to fill out and from an incident management perspective the longer it takes the longer people are exposed to risk. Mr. Lardear asked if police officers are able to go back in to the reports afterwards. Lt. Cox answered that the narrative and drawing are entered separately, after the officer is out of the roadway. Lt. Cox emphasized that training of police is needed so that they understand how the data is used, perhaps during police academy or electronic training. Mr. Weiser stated that Rhode Island uses podcasts. Ms. Bell said her section reaches out and offers training if they notice issues.

Mr. Lardear stated that the goal is to keep this process data-driven. Lt. Cox asked if a drop-down field and training of police to use the narrative would work for the analysis that Mr. Weiser and Mr. Klepner conduct. Both agreed that a drop-down field helps with mapping and tracking which crashes to look at, then they look at the narrative for more specifics. Mr. Weiser gave an example that they are looking at pedestrian addresses to see if there is a relationship. Mr. Lardear suggested a drop-down with general origin and destination and then another free-form field for more specific information. Ms. Bell said her section is very small, she has one staff person who does all the coding for the forms. Mr. Weiser said that he could develop tool tips, as is being done for other non-motorized fields, to explain what is being looked for and why to assist with choosing a drop-down option. Lt. Cox said he is hesitant to add free-form and would prefer quality drop-down fields for origin and destination.

Mr. Weiser suggested that DelDOT, DELJIS, and DSP staff could convene a meeting to come up with ideas for drop-down fields for origin and destination for the subcommittee to consider at another meeting. Mr. Lardear asked for the E-crash reporting and drop-down boxes to be on the agenda for the July subcommittee meeting, to allow staff to meet in June. Mr. Lardear shared that for the next subcommittee meetings they are going to schedule standing meetings and that the subcommittee will receive information about that soon.



**VI. PUBLIC COMMENT**

Mr. Lardear opened the floor to public comment at 10:23 a.m. and no public comments were received.

**VII. ADJOURN**

Mr. Lardear made a motion to adjourn the meeting. Mr. Wilson seconded the motion. All subcommittee members present were in favor of the motion, no members were opposed, the motion passed. The meeting adjourned at 10:25 a.m.

Meeting Minutes reported by:  
Sarah Coakley, AICP

Revised Draft version transmitted May 23, 2016

Appendix: Draft letter handout at 5/18 meeting

Dear Senator Sokola:

The Advisory Council on Walkability and Pedestrian Awareness was created by Governor Markell's executive order in late 2015.

Given Delaware's serious pedestrian safety challenge, the Council's top priority is reduction in pedestrian crashes resulting in death or serious injury and it is through that lens that we have considered whether it could be helpful to change the Rules of the Road for pedestrians in Delaware.

Rules of the Road define behaviors that road users are required by law to follow. However, the Rules of the Road do not, in and of themselves, change behavior in the absence of education, traffic engineering or enforcement activity.

In Delaware, road safety education is primarily the responsibility of the Delaware Office of Highway Safety while enforcement of Rules of the Road is primarily the responsibility of the Delaware State Police.

We would be enthusiastic to evaluate a proposal to change Delaware's Rules of the Road relating to pedestrians in the context of a proposal from either the Office of Highway Safety or the Delaware State Police for a new education or enforcement tactic or campaign. As the Council only began meeting in January, we have not yet received any such proposal from either agency. Nor have we received any specific education or enforcement proposal that requires a change to the Rules of the Road in Delaware in order to be implemented from any other party. As a result, we do not endorse any legislation to revise the Rules of the Road in Delaware at this time.

Thank you for your long-standing commitment to improved road safety in Delaware, especially for cyclists and pedestrians. We deeply appreciate your interest in this topic and we look forward to working with you in the future.

Sincerely,

Jana Simpler, Co-Chair

Jonathan Kirch, Co-Chair

*(List names of other members of Council)*

Advisory Council on Walkability and Pedestrian Awareness