

### **Members Present**

CR McLeod, Chair	DelDOT
Ken Grant	AAA
Richard Klepner	OHS
Mark Luszcz	DelDOT
Amy Wilburn	Citizen
James Wilson	Bike Delaware

### **DelDOT Support Staff**

Maria Andaya	DelDOT
Farzana Atique	McCormick Taylor

### **Members Absent**

Tom Nickel	DelDOT
Lt. Tracy Condon	DSP

### **CALL TO ORDER.**

The meeting was called to order at 10:09 am by Mark Luszcz.

### **APPROVAL OF MEETING MINUTES.**

Upon the motion of Mr. Grant and seconded by Mr. Wilson, the minutes for the September 12, 2018 meeting was approved.

### **OLD BUSINESS**

**Share the Road Safety Class Update.** Ms. Andaya said that she will meet with the University of Delaware Institute of Public Administration to get a scope or cost estimate to further investigate this program.

Nevada's program was funded by FHWA's 402 funds and Nevada DOT.

**Comparison of Codes.** Ms. Farzana talked about the research that she did about the Pedestrian Code of other states/cities. In Delaware, our code states: *"Between adjacent intersections at which traffic-control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk."*

In Portland, Oregon, their code says, *"No pedestrian may cross a street other than within a crosswalk if within 150 feet of a crosswalk."*

For Massachusetts: *"Pedestrians shall obey the directions of police officers directing traffic, and whenever there is an officer directing traffic, a traffic control signal or a marked crosswalk within 300 feet of a pedestrian, no such pedestrian shall cross a way or roadway except within the limits of a marked crosswalk as provided in this article."*

California clarified the term “adjacent” as *“The controlled intersections must be adjacent to one another. This means intersections that are not separated by any other intervening intersections, which includes both streets and alleys”*. Some cities in California have specific codes such as: Sacramento, which states no pedestrian shall cross a through-street within 300 feet of a crosswalk other than within such crosswalk, except at a location where a school bus is stopped and is displaying flashing red lights.

Long Beach, CA: *No pedestrians shall cross a roadway other than by a crosswalk, in the central traffic district, or in any business district, except at intersections where pedestrian traffic is controlled by a scramble-system automatic signal.*

Pasadena, CA: *No pedestrian shall cross a roadway other than a crosswalk in any business district.*

Mr. Luszc said he will check with the National Committee for Uniform Traffic Control Devices to see if they talked about updating and making uniform the codes. It would be nice to have uniformity.

### **Share the Road Safety Class**

The group went back to talking about the Share the Road Safety Class. Regarding the potential work program with UD, Mr. Wilson cautions about inadvertently taking the City of Newark as a model. Compared to other municipalities in the state, the City of Newark is proactive in their handling of pedestrian matters due to the presence of the University of Delaware.

Also the rates of fatalities are lower in the urban areas. Possibly the injuries are less because the speeds are slower. The group agreed that we should design a program that will tailor to Delaware needs. They also agreed to send it back to the Education and Enforcement Subcommittee.

Ms. Wilburn suggested piloting an area and see if we can make a difference, say like Kirkwood Highway or Route 13 in Dover. Then tweak it and expand it.

Ms. Wilburn has some concerns about educating traffic officers about pedestrian laws. Ms. Andaya said that is something they always talk about at the Education and Enforcement Subcommittee. Ms. Wilburn will join that subcommittee.

**E-Crash Data Quality.** Ped Origin-Destination (OD) data is being tested in CARS as per Mr. Luszc. The hope is they can deploy it by the end of the year. Since the end of 2016, police has been collecting OD data. But they are only able to look at data on E-Crash per crash basis.

Mr. Luszc also reported that they are conducting a Pedestrian Safety Audit of Route 13 in Dover right now. They will use the data as part of their safety audit.

He further said that Lt. Condon worked with DelJIS to emphasize the importance of filling out

all the fields on E-Crash.

Mr. Wilson wanted to know if we can ask Lt. Condon to show a demo of E-Crash. He also suggested asking DelJIS for a report on the last 60-70 fatalities showing the OD. He asked if we can invite DelJIS to speak at the next subcommittee meeting to show us the last 60-70 fatalities.

Mr. Klepner reported that fatalities so far is 18 versus 33 this time last year.

Right, now that's the only category that's down as per Mr. Luszcz. The dramatic increase started in 2012. Since then, we've been hovering around 30s.

Mr. Klepner told the group about their efforts to educate transit riders. Their contractors rode DART busses and went on several routes distributing reflective materials and talking to transit riders.

Mr. Wilson said it would be good if there's a way to find out if the effort resulted in the decrease in fatalities. Otherwise, what else is going on that can be attributed to the drop?

Mr. Luszcz said he is more interested in finding out what happened in 2012 that started the increase.

**Review of Senate Bill 78 (Vulnerable User Law).** Nicole Majeski asked the subcommittee to look into this to see if this will clarify the question about the term adjacent. They didn't see any.

**Others.** Due to recent school bus crashes, Mr. Grant said that AAA Foundation increased its efforts in training of school children in the use of crosswalks and proper boarding of school busses. They are trying to get the word out to drivers too.

Rental motorized scooters are popping up in cities. People are getting hurt because they're on the sidewalks where they shouldn't be.

AAA is also launching a huge campaign against texting while driving. It will be called Intexticated.

**ADJOURN.** Meeting was adjourned at 11:27 am. A doodle poll will be sent out for the next meeting.