

Members Present

Richard Klepner	OHS
Peter Haag	DelDOT
Linda Osiecki	DelDOT
Tina Shockley	DOE
Todd Webb	DelDOT
Lauren DeVore	DNREC
Matthew Cox	DSP
Darlene Cole	DHSS
Brian Clarke	DelDOT

DelDOT Support Staff

Sarah Coakley	DelDOT
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Members Absent

None

Guests

Fred Nelson	Newark Police Department
James Peiffer	Wilmington Police Department

I. CALL TO ORDER

The meeting was called to order at 8:20 am by Co-Chair Richard Klepner.

II. INTRODUCTIONS

All members, staff, and guests introduced themselves.

III. REVIEW AND APPROVAL OF THE JULY 26 MEETING MINUTES

Mr. Klepner asked if there were any changes to the minutes. Ms. Linda Osiecki made a motion to approve the minutes. Ms. Lauren DeVore seconded the motion and it was approved by all subcommittee members in attendance.

IV. OLD BUSINESS

Agree on Recommendation language and Vote on recommendations

Mr. Peter Haag, co-chair, read the draft recommendation language. Ms. Osiecki pointed out a correction was needed to the third recommendation, regarding the White Cane Law, as the word "Cane" was misspelled. For the Pedestrian Safety Education recommendation, Mr. Todd Webb asked if it could be revised from being for elementary school children to school-aged children so that middle and high-schoolers could be included. Ms. Tina Shockley asked if the word "include" could be changed to "consider including." The subcommittee members agreed to these changes. Mr. Haag asked for a motion. Ms. Shockley made a motion to approve all of the recommendations with the changes noted and to send them to the Pedestrian Council. The motion was seconded by Ms. Osiecki and approved by all subcommittee members. Appendix A includes the recommendations as presented at the meeting, with the approved changes shown in red font.

V. NEW BUSINESS

Open Conversation on Pedestrian Enforcement

Mr. Klepner opened the floor by stating that the subcommittee hasn't really discussed enforcement yet and shared that he invited the two guests, who represent law enforcement in Newark and Wilmington, to assist the subcommittee in its conversation.

Lt. Matthew Cox shared that pedestrian fatal crashes are mostly on State roads. He shared that State Police had already been formulating a strategy when the News Journal article regarding Delaware's pedestrian safety problem was published last fall. As shared at the Walkable/Bikeable Delaware Summit in May, State Police has moved to targeted enforcement of issues relevant to each troop area, instead of statewide enforcement of all issues. Lt. Cox shared about the DSP enforcement effort on a 3-mile stretch of Rt. 13 in New Castle County in Fall 2015. He said it was a 3-week effort, with 2 of the weeks being education-based and the last week including enforcement. He said it included about 200 contacts during the education phase and 20 tickets during the enforcement phase. There has been one pedestrian fatality in this area since the fall. He said he believes the reduction is due to not just enforcement but also the extensive media coverage and that behavior change is not permanent but cyclical. He said enforcement can be a good tool but is not the answer by itself. Lt. Cox continued by sharing that the Legislative and Policy Subcommittee looked at the idea of changing pedestrian laws. However, for the majority of pedestrian crashes, reckless behavior on the part of the pedestrian is the main contributing factor. He said that driver behavior is still important, but we need a different attitude on the part of the pedestrian. He said the answer is not making drivers stop, but drivers need to let pedestrians cross when the pedestrian is in the crosswalk. Regarding ticketing of pedestrians, Lt. Cox said that pedestrians in high crash areas have to walk for transportation, so they would be getting a ticket for behavior that impacts only them and the ticket could potentially be taking away two days of pay. He also shared that there are organizations advocating for behaviors such as jaywalking and loitering to be legal, as some see such laws as oppressive.

Master Cpl. James Peiffer of Wilmington Police Department shared that his department sees drivers at fault during pedestrian crashes, especially drivers making turns and failing to yield to pedestrians who are in marked crosswalks. He said Wilmington had 8 pedestrian fatalities in 2008. He said addressing the mindset of people is a challenge and said pedestrians seem to think they can cross anywhere but giving them a ticket could be giving them a hardship. He shared how he goes into daycares and childcare centers to educate kids. He said once children get past age 10 or 11, they tend to not listen to adults, but younger kids can have a positive impact on parents and older siblings.

Lt. Fred Nelson of Newark Police Department shared about their enforcement campaigns which include giving out warnings for a month or so, followed by ticketing. He said all it takes is for one person to get a ticket and everyone knows about it and is on high alert. He said Newark does not have many pedestrian fatalities, due to low-speed roadways with congestion. He said Kirkwood Hwy, late at night, is an issue, with DUIs and both pedestrians and drivers at fault.

Mr. Klepner said that high crash locations are on state roads such as Rt. 13 and Rt. 40. Lt. Cox said that DelDOT has a long-term strategy that includes adding pedestrian signals at signalized intersections. He mentioned the Rt. 896 and Delaware Avenue intersection where all pedestrian crossings take place at one time. He said it takes a long time to get intersection improvements implemented. Ms. Darlene Cole said that the environment can encourage people to cross at mid-block locations, for example the presence of bus stops. Mr. Klepner shared that the Legislative and Policy Subcommittee is looking at that. He also said that the Office of Highway Safety Pedestrian Survey indicated people are only willing to walk 100 feet to a crosswalk. Master Cpl. Peiffer said

that on 4th Street in Wilmington people cross everywhere and they try to time it. Mr. Klepner said there are many pedestrian crashes and significant injuries on 4th Street. Master Cpl. Peiffer said that kids running out in the street is an issue, especially in summer, and he would cite the parent for not watching them. Mr. Klepner asked if there are any school issues. Master Cpl. Peiffer said Wilmington Police Department has 44 crossing guards who are trained and know where kids are coming from and when and where they are crossing. Wilmington provides some and private schools pay for their own. Lt. Nelson said that New Castle County provides crossing guards for schools in Newark and he is not aware of any issues near schools.

Mr. Klepner shared the “Share the Road” Safety Class idea that came from Portland, Oregon, where those receiving tickets involving bikes or pedestrians are eligible to take the class and pay a small fee instead of paying the ticket. Lt. Cox said it may help, some may think the class is worse because it takes more time, others may want to attend the class especially if it means avoiding points and/or fees. He asked about how it is received in Portland. Mr. Klepner said it has high attendance in Portland but that their course is aimed for bicyclists. Master Cpl. Peiffer asked where would the classes be held and how would people get there, especially if they are walking. Mr. Klepner said Oregon holds its classes at hospitals. Ms. Osiecki suggested using voting locations. Master Cpl. Peiffer suggested schools. Lt. Nelson said he believes University students would just pay the ticket, but lower-income people may be more interested in the class. Master Cpl. Peiffer said that points are just given to drivers for violations. Lt. Cox said that drivers may attend the class to reduce points. He said that a ticket plus fees is over \$100.00. Mr. Klepner said that it is \$137.00 with administrative fees and court costs.

Mr. Todd Webb said that for the last 30 years he has seen traffic stops for drunk driving and commercials and asked if drunk driving has been reduced. Master Cpl. Peiffer said he has been in law enforcement since the end of 1981 and there has been alcohol enforcement, education, and media campaigns, including in schools. He said the same has been done for seat belt use. He said in 2001 there were about 17,000 deaths, now it is closer to 9,000 or 10,000 annually. Mr. Klepner said that there has been a huge spike nationally in pedestrian fatalities and asked if either police officer saw the need for additional information in the drivers’ education curriculum. Master Cpl. Peiffer said he thinks education and enforcement go hand in hand. He said there are about 30,000 speeding violations given in Wilmington each month and if cars slow down, the risk of fatalities goes down. Ms. Cole gave an example of a crossing at Lancaster Avenue, where a visual impaired client uses a guide dog to cross, but drivers in the right turn lane don’t want to yield. Master Cpl. Peiffer said in Wilmington the red-light cameras have helped, but some are being removed and they have to justify them each year. He said that if the camera works and has reduced crashes, why do we have to remove it.

Mr. Klepner said that Office of Highway Safety provides funding for overtime to law enforcement for pedestrian safety and that these campaigns have been targeted at pedestrians. He asked if drivers should also be included. Lt. Cox said that law enforcement should be looking for both drivers and pedestrians. Lt. Nelson suggested looking for both as well and said that more officers may participate if the campaigns include both.

Ms. Osiecki had to leave the meeting at 8:55 am.

Mr. Peter Haag mentioned Master Cpl. Peiffer going into daycares and childcare facilities and asked if going into low-income housing, such as Delaware Housing Authority, to provide education would be a feasible idea. Master Cpl. Peiffer said that targeting kids and families seems to work. Mr. Klepner said his office reached out to Paroles and gave information through them. Master Cpl. Peiffer said they have 3 officers that work with Wilmington Housing Authority. Mr. Klepner suggested reaching out to the kids department, Department of Services for Children, Youth and Their Families. Mr. Webb asked about current Department of Health and Social Services outreach

strategies. Ms. Cole said that if someone is receiving assistance, they are going to the office on a regular basis. She said a lot of low-income communities do not have any retail nearby. She said travel trainers help people with fixed-route transit, including how to get to the bus stops. Master Cpl. Peiffer suggested using DART for outreach. Mr. Haag asked about the idea of establishing a pedestrian enforcement unit, similar to the existing truck enforcement unit. Lt. Cox said that in order for a unit to work, there has to be enough people in it to have a consistent presence. He said if the pedestrian problem continues to increase, this may be needed, but he does not see the State Police doing it now. Master Cpl. Peiffer said that pedestrians are only putting themselves in danger, which is different than DUIs for example where non-perpetrators are impacted. He said one officer could be involved in educational efforts and the City is busy with guns and stabbings. Mr. Klepner asked about outreach to schools. Lt. Cox said that school resource officers are available and that there is a community services unit that handles education. Master Cpl. Peiffer said Wilmington's community units are being disbanded but there are school resource officers in schools. Lt. Nelson said Newark also has school resource officers, and Newark Police are also involved in city camps for low-income kids. Mr. Klepner asked of school resource officers do enforcement. Lt. Cox said yes in the immediate vicinity of schools. Lt. Nelson said that the school resource officer for Newark is at five different schools, so there is limited opportunity for outreach. He said patrols deal with truancy. Mr. Klepner asked if crossing guards are right in school zones how do we reach others. Master Cpl. Peiffer said in Wilmington crossing guards are at main roads.

Mr. Klepner asked if there was anything specific that law enforcement would like the subcommittee to consider. Lt. Cox said that there is not any one thing that will fix the problem. He said a 20 minute educational talk could fit in with what State Police do to address particular spots. He said troops 2 and 6 could address pedestrian safety because the pedestrian problem is in those areas. Lt. Nelson shared that DelDOT has a Pavement and Rehabilitation project along Cleveland Avenue planned for 2018 and there is a working group looking at re-striping and putting things in different places. He said the working group is to make recommendations to accommodate bicyclists and pedestrians.

Mr. Klepner suggested committees to promote pedestrian safety. Lt. Nelson said this could be helpful in Newark if it was geared towards traffic as pedestrians cause congestion. Master Cpl. Peiffer said the message in Wilmington would depend on location. He said the issue during the daytime in the business district is drivers turning into pedestrians. In neighborhoods, people cross wherever. He said they need to look at roadways and how they are marked in an effort to have consistent crosswalks. Mr. Webb asked if there are community leaders that law enforcement works with. Master Cpl. Peiffer said yes but they are looking more at addressing recent shootings. He said officers are looking more at pedestrians and working with kids.

VI. PUBLIC COMMENT

Mr. Klepner opened the floor to public comment. None were received.

VII. ADJOURN

Lt. Cox made a motion to adjourn the meeting. Ms. Shockley seconded the motion. All subcommittee members present were in favor of the motion, no members were opposed, the motion passed. The meeting adjourned at 9:27 a.m.

Meeting Minutes reported by:
Sarah Coakley, AICP

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JENNIFER COHAN
SECRETARY

Education and Enforcement Subcommittee of the Advisory Council on Walkability and Pedestrian Awareness (Pedestrian Council)

- Recommendation Language (Peter)
 - Share the Road Safety Class
 - Recommend that DelDOT work with Delaware State Police, local law enforcement, Office of Highway Safety, and others to develop and conduct a “Share the Road Safety Class” and that the Pedestrian Council endorse the class as an educational supplement to pedestrian ticketing.
 - Driver’s Education and Defensive Driving Curriculum
 - Recommend that DelDOT work with Division of Motor Vehicles and Department of Education to provide additional pedestrian information in Delaware’s Driver’s Education Curriculum and Defensive Driving Courses.
 - White Cane Law
 - Recommend Division for the Visually Impaired Orientation and Mobility Specialists include information on the White Cane Law in their training of DART Travel Trainers.
 - Recommend white cane law training be included in Delaware’s Driver’s Education Curriculum and Defensive Driving Courses.
 - Crossing Guard Training
 - Recommend that DelDOT work with Office of Highway Safety, Department of Education, and school districts to conduct crossing guard training prior to each school year and that the Pedestrian Council endorse the recommendation that crossing guard training be required on an annual basis for all non-law enforcement crossing guards in Delaware.

- Safe Routes to School
 - Recommend that DelDOT establish and use data-driven thresholds for targeted outreach to specific schools regarding the Safe Routes to School program.

- Pedestrian Safety Education for ~~Elementary School~~School-Aged Children
 - Recommend that DelDOT work with Office of Highway Safety, Department of Education, and school districts to ~~include~~consider including pedestrian safety education for school-aged children ~~in elementary school~~.

- Public Awareness Campaign
 - Recommend that DelDOT and Office of Highway Safety hold a contest for videos concerning pedestrian safety issues that will be posted on YouTube to help raise the awareness of pedestrian safety for the general public.