



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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SHAILEN P. BHATT
SECRETARY

MEMORANDUM OF MEETING

Date: August 8, 2013
Revised August 15, 2013

Date of Meeting: July 30, 2013

Location: TMC – Newark Conference Room

Topic: Pedestrian/Bicycle Safety Working Group

Attendees: Dave Blankenship – City of Wilmington
Sarah Coakley – DelDOT Planning
Heather Dunigan – WILMAPCO
Melanie Earnest – WR&A
Dan Garibaldi– University of Delaware Police
Peter Haag – DelDOT Traffic
Lt. Robert Jones – Delaware State Police
Pat Kennedy - FHWA
Alison Kirk - Office of Highway Safety
Richard Klepner - Office of Highway Safety
Earl “Rusty” Lee – University of Delaware
Mark Luszcz – DelDOT Traffic
Jana Simpler – Office of Highway Safety
Dana Trone – WR&A
Rich Vetter – Dover/Kent MPO
Adam Weiser – DelDOT Traffic
James Wilson – Bike Delaware

This was the second 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 and to review the data analyses conducted by DelDOT to determine the corridors with higher than average pedestrian crash rates. Our goal is 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 March 21st meeting and then asked each agency to provide an update related to their current pedestrian/bicycle safety initiatives. Peter also reviewed a draft summary of barrier research that was performed. The following summarizes the discussions that were held:

Review of Action Items from March 21st Meeting:

- Please refer to the March 21st meeting for the action items noted.
- DelDOT Traffic needs to continue to compare pedestrian data with surrounding states.



- Peter Haag presented several potential pedestrian barrier ideas. See discussion topic below for further information.
- DeIDOT Traffic reviewed the pedestrian crash data to determine if there was a cluster of crashes related to school age children. The review of the data did not find any trends related to school age children being involved in pedestrian crashes.
- James Wilson brought up the topic of “hot response” pedestrian signals. This is not currently DeIDOT’s practice as it will significantly disrupt vehicular traffic flow. DeIDOT will consider this idea further and potentially test this concept on a trial basis on an appropriate corridor during off-peak periods.
- Adam mentioned that all new pushbutton installations now include an indicator light and these pushbuttons are being added to all new installations moving forward.
 - Pat Kennedy asked if Accessible Pedestrian Signals (APS) were included on the SR 1 pedestrian project. Mark confirmed this.
- Dave Blankenship stated that thermal cameras were nearly online in the City of Wilmington on Saturday July 27, 2013. They are being installed at the intersection of MLK Blvd and Justison Street. DeIDOT Traffic has been involved in the installation as well.
 - Mark stated that DeIDOT is using new detection technology for bikes at two location, SR 54 @ Cape Windsor and SR 141 @ Faulkand Road. We are also looking at thermal or other similar wireless detection tools as well. We are looking at how best to deal with bicycle detection on side streets.
- Jana Simpler gave an update regarding the pedestrian safety campaign. OHS, DeIDOT and DSP have teamed up on this year’s campaign. Jana noted that two pedestrian “checkpoints” have been completed and that additional events were upcoming. She noted that various agencies have been involved, but we are not getting a lot of public participation at the events. People are stopping and getting information though. The Zombie has received lots of attention and the media is promoting the information through various news stories/articles.
 - Dave Blankenship and Rusty Lee asked if the checkpoints were going to be completed in Wilmington and Newark, respectively. Jana stated that checkpoints would occur in both locations.

Pedestrian Barriers:

- Peter Haag distributed a draft summary of different pedestrian barrier options. A copy of the document is included as an attachment to these minutes. Adam stated that we were trying to find barriers that met the crashworthiness requirements to be installed at the side of the road. Peter and Adam asked Pat Kennedy for assistance in getting additional information from California regarding one of the barrier options.
- Adam noted that the High-Tension Cable Barrier (HTCB) option could be used in more rural settings and serve dual purposes.
 - Mark Luszcz asked if the HTCB has been used for pedestrian control in other parts of the country. Adam stated that there was no available information on such a use but we would research further.
 - Mark asked if the post/chain system at the University of Delaware has been effective. Heather Dunigan and Rusty Lee both stated that they believe it is effective. Heather mentioned that the landscaping helps as well.
- Adam mentioned that Dewey Beach Police are considering the use of a pedestrian channelizing barricade (similar to that used in work zones) to help control pedestrian movements. UPDATE: Dewey Beach Police was using this as a trial situation. They have not yet purchased barricade sections to be used on a more permanent basis.
- Peter Haag showed a type of barrier that has been used on Las Vegas Blvd. We will reach out to Las Vegas to get more information.
- Mark asked about next steps regarding the use of barrier.
 - Adam stated that we could try various types of barrier on certain projects/corridors on a case-by-case basis, but we would try other options first and use barrier as a last resort due to maintenance concerns.

Data Review/Site Ranking:

- Peter Haag discussed how we ranked all pedestrian crash data along various corridors. It was noted that municipalities were separated out as we will work with the various municipalities individually to look at potential education, enforcement and engineering countermeasure opportunities.
- Peter noted that two corridors were picked for further study. SR 2 from St. James Church Road to SR 141 and SR 4 from east of Newport to Wilmington. UPDATE: The section along SR 4 is being postponed for further study as DeIDOT is still completing signal and pedestrian improvements along this corridor. We are reviewing the data to pick another corridor to study further.
- DeIDOT has enlisted the services of Whitman, Requardt & Associates (WRA) to assist with the pedestrian studies along the SR 2 corridor and the second corridor to be named later. WRA is currently working on a proposal to do these studies. Adam mentioned that we will be enlisting the assistance of the working group membership to review site conditions. A meeting date in September will be forwarded to the group.
- Rusty asked if bikes would be added to the crash analysis.
 - Mark said as we dig deeper into the data, all crash types will be evaluated.
- Dana discussed some questions regarding the scope of work, mainly related to the times for data collection. The group discussed this extensively and it was decided that daytime data collection would occur with some additional nighttime data collection in specific areas depending upon land use and other determining factors. This will be discussed further with the group during the field review.
- Mark mentioned that SR 1 at the beach is under review as well. There is a panel that is tasked with looking at pedestrian safety along SR 1 from Five Points to Dewey Beach. This panel is being led by Representative Schwartzkopf and the first meeting is Wednesday August 7, 2013.
- Pat Kennedy asked if the nighttime pedestrian crashes correlate with overall nighttime crashes on some of the corridors that we are evaluating. Adam stated that we would review this further.
 - **ACTION ITEM:** DeIDOT Traffic will review crash data further to determine if such a pattern exists.

General Discussion:

- Dave Blankenship mentioned that there was a pedestrian safety article in the July 30th edition of the Wall Street Journal. The link to the article is here:
<http://online.wsj.com/article/SB10001424127887323971204578627662186656032.html>
- Adam suggested using portable message boards to alert to drivers to pedestrian crossings. This has previously been done to promote bicycle safety on SR 1 at the beach.
 - UPDATE: On Wednesday August 7, 2013, Adam sent several emails to his staff and the TMC to get messages on several portable and permanent message boards with pedestrian safety related messages. We will be placing portable message boards on SR 1 between Five Points and Dewey Beach and also utilizing the permanent message board on SR 1 northbound at the DE/MD state line and US 13, south of Hares Corner in New Castle County.
 - **ACTION ITEM:** Adam to follow-up with status of message board use.
 - **UPDATE (08/15/2013):** Message boards are in place on SR 1 in Sussex County. Also DeIDOT will be putting out message boards in school areas reminding drivers that schools are back in session.
- Mark asked Jana if OHS has anything going on at the beach. Jana stated that the majority of pedestrian campaign items are focused on New Castle County. She also mentioned that Maryland/Ocean City have a pedestrian safety program and she is in discussion with the organizer about teaming for next year's safety campaign. It was suggested to do a "border-to-border" program.
- Sarah Coakley gave an update on the Safe Routes to School Program. There are several projects in design or construction throughout the state. She also noted that six bicycle rodeos were completed at several schools in May, 2013.
- Lt. Jones gave an update on DSP initiatives. He stated that DSP is working with OHS on staffing the pedestrian safety checkpoints. He also noted that pedestrian violations are the "violation of the quarter". Lt. Jones had sent a link to an article from the Orlando Sentinel related to pedestrians. The link to the article is here: <http://www.orlandosentinel.com/news/local/pedestrian-deaths-central-florida/>

- Rich Vetter noted that there is a new HAWK (pedestrian hybrid traffic signal) signal being installed on SR 8 at the new Dover High School. Rich also noted that Delaware State University is looking at installing vegetative screens/barriers on US 13 and elsewhere around campus to improve pedestrian safety.
- Adam mentioned that his group is starting a pedestrian safety study at the intersection of US Route 40 and Rickey Boulevard based on comments received at the US Route 40 Railroad Crossing Replacement Public Workshop.
- Performance measures were discussed. DeIDOT will more formally evaluate all Strategic Highway Safety Plan performance measures on an annual basis. A report for 2012 will be ready for next meeting.
 - **ACTION ITEM:** DeIDOT to prepare formal evaluation for SHSP performance measures for 2012.
- Adam discussed the previous US 13/US 40 and SR 273 pedestrian safety studies completed by DeIDOT Traffic. The link to the studies is here:
http://www.deldot.gov/information/community_programs_and_services/DSHSP/pedestrian_safety.shtml

The next meeting will be scheduled for the end of November/early December. However, a field review will occur in September with the limits of the Pedestrian Safety Studies along DE 2 and the other selected corridor.

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.

Cc: Michelle Arford
Anthony Aglio
Natalie Barnhart
Lt. William Hargrove
Dawn Hopkins
Chief Patrick Ogden
Lt. Robert Simpson
John Yeomans
File