

Members Present

Linda Osiecki, Co-Chair	DelDOT
Tom Nickel, Co-Chair	DelDOT
Peter Haag (for Mark Luszcz)	DelDOT
Jared Kauffman	DTC-Planning
Jim Galvin	Dover/Kent MPO
Paul Moser	DelDOT Planning
Tigist Zegeye	WILMAPCO
Tom Lawless	DelDOT Project Development North

Members Absent

Debra Young	Empowerability
Jennifer Walls	Sussex County
William Payne	Citizen Representative

Guests

Anson Gock	DelDOT
------------	--------

DelDOT Support Staff

Farzana Atique	McCormick Taylor
----------------	------------------

I. CALL TO ORDER

The meeting was called to order at 1:00 pm by Ms. Linda Osiecki.

II. MEETING MINUTES REVIEW (03/19/2018)

Ms. Osiecki asked members if there were any comments on the March 2018 meeting minutes. Meeting minutes from March 19, 2018 had no comments. Mr. Tom Nickel made a motion to accept meeting minutes as is and Mr. Paul Moser seconded the motion. All voted in favor of accepting the meeting minutes as is. The motion passed.

III. NEW BUSINESS

1. Philadelphia Pike Pedestrian Safety Audit

Mr. Peter Haag presented the Philadelphia Pike Safety Audit to the subcommittee. Mr. Haag informed that the inquiry from two individuals prompted the initiation of the safety audit. One of the person's husband was deceased in a fatal pedestrian crash. She was very proactive and provided information for the audit process.

The audit encompassed the whole Philadelphia Pike corridor, starting from Lea Boulevard and ending at Pennsylvania State line. The corridor has a varying speed limit. Mr. Haag noted that there is inconsistency between speed limit and AADT relationship. There is a record of 5 pedestrian fatal crashes between January 2005 to December 2015. There is also a record of 32 pedestrian injury crashes and 12 bike crashes in the same period.

Mr. Haag mentioned that some of the reasons for pedestrian crashes in the safety audit correspond

with the general reasons identified for pedestrian crashes in urban areas. Some of the reasons identified are

- Inadequate intersection and roadway lighting.
- Faded crosswalks.
- Overgrown tree branches obstructing sidewalks.
- Lack of pedestrian refuge area for crossing the roadway.
- Sun glare affecting the drivers.

Mr. Haag continued to discuss the plans to implement improvements on the corridor. Some of the short and mid term plans include:

- Overhead lighting
- Installation of signs
- Education on pedestrian crossing safety, coordinating with area schools.
- Safe Route to School (SRTS) coordination
- Enhanced pedestrian crossing
- Bus Stop relocation/ coordination with DTC
- Provide road diet

Mr. Kauffman emphasized the importance of coordinating with DTC for cases where bus stops need relocation.

Mr. Haag presented the proposed road diet for the Philadelphia Pike corridor. The FHWA guidance for road diet is used for analysis and is based on AADT. The proposed lane configuration would be chosen from four lane undivided roadway to two lanes with two way left turn lanes. The corridor was analyzed for 2017 existing traffic, 2017 traffic volumes with a lane reduction and 2017 volumes with a lane reduction considering 0.5% annual growth. Mr. Haag mentioned that 0.5% is too liberal and in reality it may not be that high. All the intersections showed acceptable level of service (LOS), with only the intersection of Harvey Road during the afternoon showing LOS D. Based on the delay and LOS analysis road diet is feasible for existing and future traffic condition. A separate analysis was conducted based on queuing length. All existing queuing lengths were measured in the field. The observed queue length did not spill back to other intersection. Mr. Haag mentioned that locations were also identified where a road diet cannot be implemented because of separate left turn lane, merging lane etc.

Mr. Haag discussed the implementation strategy for implementing the improvements. Pavement and rehab was done for the corridor in 2012. It will be another 10-15 years before resurfacing will be done. Mr. Haag mentioned looking into ITE/TRB publications for cases studies to search for ways to implement the road diet before the scheduled pavement and rehab time frame. In case the road diet cannot be implemented, he suggested that other measures such as pedestrian signals, RRFB, or HAWK beacons can be used.

Mr. Moser inquired whether there was any indication that thermoplastic paint is eroding in the crosswalk pavement marking. Mr. Haag suggested that paint erosion could be studied by the environment and material department. Mr. Gock inquired about the life cycle of the 2012 pavement and rehab project. Mr. Haag replied that it is unknown. Mr. Gock also inquired whether re-development will take place for the corridor. Mr. Nickel mentioned that the area is stable and few developmental changes will take place in future.

Ms. Zegeye mentioned that WILMAPCO has a master plan for the area that has been adopted for mixed-use land development. The plan can be used for public outreach. Mr. Gock inquired how different speed limits were established for the corridor. Mr. Haag replied that the speed limits were imposed in the 1960's and 1970's. Mr. Moser inquired whether different speed limits were incorporated in the signal modeling. Mr. Haag informed that yellow time based on the speed limit for the traffic signal is incorporated in the modeling.

2. DeIDOT Self-Assessment and Transition Plan Pedestrian Access Routes Prioritization Process

Mr. Tom Nickel gave a presentation on the DeIDOT Self Assessment and Transition Plan, Pedestrian Access Routes (PAR) prioritization process. Three years ago this task was set up to assess the Department's responsibility in fixing existing pedestrian access routes. Mr. Nickel mentioned that the PAR includes sidewalk, street crossings, overpasses and underpasses among others. Mr. Nickel noted that a significant percentage of sidewalk and curb ramps in Delaware do not meet the ADA standards.

DeIDOT has taken an initiative to incorporate ADA compliance programs identified in the Capital Transportation Program (CTP). DeIDOT programs, Paving & Rehabilitation Program and PAR Programs will also incorporate upgrading Delaware's sidewalk and curb ramps to ADA standards. Mr. Kauffman inquired whether the curb ramps identified for upgrading are within New Castle County or within the whole state. Mr. Nickel stated that since most of the old structures are located in New Castle County the list mostly includes curb ramps from New Castle County. Mr. Nickel also shared the recently published right to enter guidance and limitation guidelines. The guidelines will make it easier to proceed with DeIDOT's curb, sidewalk rehabilitation program regarding access to property to perform public work. Mr. Nickel also mentioned that many times contractors do not use the information shown on the plans for their construction. Future design guidelines will be published to reflect those concerns.

3. Striping innovations

Ms. Osiecki presented several striping innovations to the sub-committee. Ms. Oseicki talked about the smart paint that has been used in the Ohio School for the Blind crosswalk. The white stripes at the edges are made with smart paint. If a visually impaired student crosses while using a cane with a sensor on the tip, the cane will vibrate when it touches the edges. Ms. Oseicki mentioned the cost of paint will increase 10%, whereas there will be some added cost for the sensor on the cane.

Also discussed, the glow-in-the-dark road markings in the Netherlands and a bike and pedestrian path located in Northern Poland. Glowing lines uses luminescent paint charged by solar energy during the day and then glows when it gets dark. Ms. Osiecki mentioned that questions remain about the durability of the material used in these cases.

4. Others

Mr. Kauffman proposed meetings between DTC and DeIDOT personnel twice a year to discuss and coordinate transit issues affecting DeIDOT's projects. Mr. Lawless and Mr. Gock agreed that such meetings can be arranged in future.

Mr. Moser made the motion to adjourn the meeting and Mr. Nickel seconded. The meeting adjourned at 2:27 p.m.

Meeting Minutes reported by:
Farzana Atique, PE

