



**Members Present**

Jennifer Cohan	Secretary of DelDOT
Jon Kirch	AHA/ASA
John Sisson	WILMAPCO
Jim Lardear	AAA
Marsha Carson	Department of State
Barbara Monaghan	DDDC
John McNeal	DelDOT
Kyle Hodges	SCPD
Janelle Cornwell	Sussex County Administrator
Rich Vetter	Dover/Kent MPO
Lloyd Schmitz	Citizen Representative
C.R. McLeod	Dept of State
William Payne	Governor Appointee

**DelDOT Support Staff**

Sarah Coakley	DelDOT
Drew Boyce	DelDOT
Nicole Majeski	Deputy Secretary
Annie Cordo	DelDOT

**Members Absent**

Susan Moerschel	DNREC
Jerry Peters	Bay Health
Tina Shockley	DOE
Richard Killingsworth	DHSS
Jana Simpler	OHS

**Guests**

Mark Luszc	DelDOT
Peter Haag	DelDOT
James Wilson	Bike Delaware
Tigist Zegeye	WILMAPCO
Fred Breukelman	DPH (attended on behalf of Richard Killingsworth)
Philip Horsey	Pennoni
Jaime Vargas	Pennoni
Angela Connolly	Bike/Ped. advocate
Richard Klepner	OHS
Rob McCleary	DelDOT
Jennifer Pinkerton	DelDOT
Tom Nickel	DelDOT - PAR

**I. Welcome**

The meeting was called to order at 10:10 am by Council Chairperson Jonathan Kirch.



## II. Introductions

All members, staff, and guests introduced themselves.

## III. 1/26/2016 Meeting Minutes Review

Jim Lardear made a motion to approve the meeting minutes. John McNeal seconded the motion. The meeting minutes were approved without changes.

## IV. Old Business

### 1. **Review of Goals of the Pedestrian Council**

- a. Mr. Kirch read the Council's goals and asked for any feedback the Council has on them. The goals include:
  1. Identify gaps in the system of pedestrian paths and sidewalks to create continuous, interconnected pathways
  2. Provide advice regarding design standards for crosswalks, sidewalks, and pathways ensuring ADA compliance
  3. Provide advice regarding implementation of DelDOT's Sidewalk and Multi-Use Path Maintenance Policy
  4. Review traffic rules to help support a safe pedestrian environment
  5. Provide advice regarding accessibility and connectivity to make transit a more viable option for DE citizens
  6. Develop strategies for pedestrian safety, education, and awareness

Barbara Monaghan brought up an example of how some private property owners, such as restaurants, have curb cuts in a location that requires a curb cut user to travel a long distance to be able to utilize it. She asked if there was a way the Council could advise private property owners about this problem that is more than likely statewide. Kyle Hodges will discuss this issue offline with Ms. Monaghan.

Mr. Kirch discussed the Council with co-chairperson Jana Simpler. Both chairs agree it is imperative for the group to analyze the existing data and understand the issues that are present before offering solutions to the pedestrian issues. Without understanding the problems and causes the solutions offered may not be effective. Both chairs also agreed that the goals of the group do not preclude the Council from commenting on any area pertaining to pedestrian safety.

### 2. **Subcommittee assignments and election of subcommittee chairs – Legislative and Policy, Education and Enforcement, Built Environment**

- a. This discussion was tabled for the next meeting scheduled for March 22, 2016.
- b. Mr. Lardear agreed to participate on the education and enforcement subcommittee. Richard Klepner volunteered to chair the subcommittee.

## V. New Business

### 1. **Richard Klepner presented “Pedestrian Crashes and Fatalities”**

This presentation will be placed on the Pedestrian Council Website.

[http://www.deldot.gov/information/community\\_programs\\_and\\_services/pedestrian\\_council/index.shtml](http://www.deldot.gov/information/community_programs_and_services/pedestrian_council/index.shtml)



Discussion that surrounded the presentation included:

1. Mr. Lardear mentioned that there is a good understanding of the demographics of pedestrian crashes in the night hours, but is there a good understanding of what is going on between the 3 pm and 8pm group of crashes? Mr. Klepner responded that during this time period the majority of the people involved in these crashes are children in residential areas potentially playing in the street or walking home from school. There are less victims who are under the influence when compared to the number of those under the influence during the evening and overnight hours.
2. Mr. Payne asked if the crash data included bikes. Bikes are under a separate group of data not included here today. However, bicycle fatalities throughout the state are very low.
3. While the data does not show information such as proximity of a crash to an existing crosswalk, Mr. Payne asked the group what is a reasonable distance to expect someone to walk to a crosswalk. While an exact distance cannot be determined at this point, the group agreed that most people will not walk very far to use a crosswalk versus crossing midblock or at some other location that is more convenient to where they are headed.

The group also discussed some locations where there are long stretches without crosswalks. For example, near the 5-Points intersection in Lewes, DE there is a two mile stretch without any crosswalks. The speed limit on this roadway is 45 mph and the area is dangerous for pedestrians. This is an example of a corridor where pedestrian safety improvements could be analyzed.

It was explained that when DelDOT takes “action” toward a cluster of pedestrian crashes it is a two phase approach. In the short-term DelDOT places signs and messages to address pedestrian safety. If the posted signs do not improve the conditions, longer term options are used such as enforcement measures and infrastructure analysis or improvements.

The Council was asked to recognize that crosswalks are not a solution to every pedestrian accident or fatality.

The Council suggested inviting the Delaware State Police to the Council meetings so that discussions such as the crash report forms that are currently used could be discussed. The forms used by police at crash scenes do not include data that would be useful to pedestrian analysis such as proximity to crosswalks. Also there is usually one check mark placed by a particular cause; however, more than one cause may be applicable to the pedestrian crash. It was agreed that additional information would be helpful for pedestrian crash analysis such as cell phone use by driver and pedestrian, crosswalk location, urban center (such as Wilmington or Newark) versus suburban area or rural. There is also no data on whether the pedestrians are transit users. The data could then be broken up into areas or similar causes rather than placing all the data in one bucket and looking for general causes or solutions. For example, discussions could be held to prepare an education component for transit riders and how to safely disembark a bus or travel to the bus stop.

4. Mr. McNeal wanted to express some thoughts that enforcement and education of drivers



is equally as important as the enforcement and education of pedestrians. Mr. Klepner explained to the group that the police like doing pedestrian enforcement the least. They prefer to do the education component and since their participation is dependent on them agreeing to work overtime it can be difficult to coordinate pedestrian enforcement measures. Enforcement is largest at the beach areas when compared to enforcement in New Castle County.

The group asked if there is data that shows that enforcement reduces pedestrian crashes. Based on data seen in Ocean City, MD it does reduce pedestrian crashes.

5. The group discussed that Delaware is a unique state. It is small and narrow. A number of high vehicle count, higher speed roadways are adjacent to neighborhoods and commercial centers. Are there other states or communities with similar characteristics that we could use as a data center for comparable statistics and possible solutions? The issue is that every state is dealing with pedestrian safety and data is being analyzed at the same rate and speed as Delaware. Everyone is taking a lessons learned approached and sharing what they have, but there is no resounding state or community with enough data to really match our specific scenario yet.
6. While there is not an exact report on the number of enforcement tickets written there are two metrics used to determine whether pedestrian safety campaigns are successful. Those two metrics are crash data and marketing research, which reports how many people the information reached.

## **2. Mark Luszcz presented the Delaware Strategic Highway Safety Plan: Toward Zero Deaths**

This presentation will be placed on the Pedestrian Council Website.

[http://www.deldot.gov/information/community\\_programs\\_and\\_services/pedestrian\\_council/index.shtml](http://www.deldot.gov/information/community_programs_and_services/pedestrian_council/index.shtml)

Mr. Luszcz mentioned that his data may vary from Mr. Klepner's because the information analyzed may incorporate different data sets, such as injuries plus fatalities versus only fatalities.

Discussion that surrounded the presentation included:

1. Mr. Schmitz asked if hawk systems are being simulated so that people know how to use them. The University of Delaware and high schools are being educated on their use. These systems are also presented in the driver's manual. DelDOT developed pamphlets and education campaigns that have been used. So far there have been no fatalities or pedestrian crashes at the locations that are in place; however, additional outreach would be beneficial.
2. Automated speed enforcement has been discussed throughout Delaware; however, it requires legislation and those conversations have stalled. There are states that have successfully used it and others who had it passed but then had it revoked. Mr. Luszcz would like to see it run similar to Delaware's red light running camera program, where they are placed based on a needs analysis.
3. Since 2010/2011 a pedestrian safety working group has been meeting two to three times a year to prepare safety audits on high crash corridors. The group includes DelDOT, University of Delaware, City of Wilmington, and other agencies. The group's focus is on pedestrian safety



campaigns and engineering infrastructure improvements. Safety audit locations so far have included Route 13, from Route 273 north to the Market St/Walnut St split, and Kirkwood Highway, from St. James Church Road to Route 141. One safety audit along Route 13 determined that additional crosswalks, enforcement, and lighting could improve safety. A follow up audit showed that the data for pedestrian safety has not improved over a three year period. As a result, the group will be looking into other measures such as barrier placement to restrict pedestrians from crossing.

4. While barriers along a roadway are not the optimum solution and are not necessarily in keeping with Complete Street's beliefs, there are some roadways where pedestrians simply should not cross except at marked locations. These types of roadways, such as Route 13 for example, were built decades ago. While major infrastructure improvements including complete streets and pedestrian friendly measures would be optimum, funding does not immediately allow these types of large scale multi-million dollar improvements. In addition to funding issues, these large scale projects must go through a prioritization process, as well as, a design process both of which take time to progress. As a result, measures such as barrier could help in the near future to reduce pedestrian injuries or fatalities. For example, Route 13 is an 8-lane corridor with high commercial land use. DelDOT has to work with what the vehicular traffic and land use is to implement solutions that work for the specific scenario. In addition, a high number of pedestrian crashes involve pedestrians under the influence. A barrier could prevent someone under the influence from stepping or falling into a travel lane and being injured. Other agencies have shown great success with barrier and a planner from New York City will be discussing this type of solution at the upcoming Walkable/Bikeable summit in May.
5. The group requested a future presentation on a pedestrian audit, as well as, DelDOT's prioritization process with respect to pedestrian safety issues. Mr. Luszcz and Mr. McCleary will address the Council in future meeting on these topics.
6. Another topic the Council would like discussed at a future meeting is the obligation of sidewalk construction and maintenance. The discussion on this topic surrounds who owns which sidewalk and who is in charge of its maintenance. Mr. McCleary will also cover this topic in a future meeting.
7. DelDOT has changed its perspective on various type of design over the past decade. For example, years ago signal design did not account for pedestrian activity. Now almost all signal design accounts for pedestrians. This change has increased signal cost and increased signal timing, which in turn causes some motorist delays. However the benefits outweigh the negatives. The issue is when an intersection is unsignalized. It is sometimes difficult to determine where the pedestrian should cross. If there is an area that has 10 pedestrians a day there is not good data available nationwide on what to do with those 10 pedestrians. Most treatments account for 20 pedestrians an hour or more. If there is a high pedestrian count a signal can be placed and some signals throughout Delaware are driven by that pedestrian demand. However, if there are only 10 pedestrians a day spread out through a corridor where to cross them is one of the big questions that needs to be discussed further and solved.
8. Another topic discussed was walking along the Route 1 corridor in a wheelchair. There is a lack of sidewalks, crosswalks, and lighting in some areas. An analysis needs to be completed to determine solutions for that area and then monitor the pedestrian crashes to determine if more needs to be done after the initial phase.
9. Pedestrian overpasses were discussed. These treatments are high in cost. If there are 10 pedestrians per day across a corridor the question remains where do you put the overpass. In



addition, people may fear the height of an overpass and not use it. An excellent example of a pedestrian overpass is the one on S. College Ave on the University of Delaware campus. However, despite its look and feel a pedestrian signal was placed nearly 300 feet away because pedestrians are not using the overpass. Another issue with these overpasses is the high cost to make them ADA compliant. To add compliant ramps adds cost and right of way requirements, while elevators are a maintenance issue. However, in the right scenario these are a solution in the tool box that can be implemented.

10. Land use was discussed. For example, it would have been great if the outlets at the beach were built at the street with overpasses going between buildings or crossing the streets. However, the outlets are built and everyone has to work within the existing infrastructure.
11. Transit was also discussed. While paratransit and public transportation is available during the day there are fewer options for transit during the night. Mr. Sisson would love to extend bus service where necessary and will look into this as the Council development moves forward as a possible solution in the toolbox.

### 3. Pedestrian Council budget information

The fiscal year for 2016 ends June 30<sup>th</sup> and the 2017 fiscal year begins July 1<sup>st</sup>. For this year since the Council did not operate for a full year, a portion of the allotted \$20,000 budget was spent on Safe Routes to School activities for education, equipment for crossing guards throughout the state, and consultant support through May for the Council.

The state operating funds have budgeted \$20,000 for the Pedestrian Council for the 2017 fiscal year. The Council will need to prepare and submit a budget by May for 2017. This budget could include continued Consultant services, supplies, and conference attendance as a few examples.

Currently McCormick Taylor is pleased to provide consultant support to prepare meeting minutes, prepare graphics or PowerPoints, and other services that are helpful to the Council.

### 4. General discussion

Mr. Kirch discussed how car safety has increased over the past 40 years. As car safety has increased people feel safer and so they may tend to drive more dangerously. That behavior can tend toward more aggressive behavior. This will be difficult to shift in a year or two of time.

## VI. Public Comment

1. Motorists need to take responsibility. If they were driving slower maybe a pedestrian crash could have been an injury rather than a fatality or if a person darted out into traffic maybe they would have had time to stop and not hit the person at all. Education needs to be increased for texting and other distracted driving issues.
2. A discussion was held about the timing of the pedestrian phase across crosswalks. If you increase the pedestrian phase, motorists will complain about the delay. DelDOT Traffic can look at any specific intersection to see if improvements can be made to allow a longer pedestrian phase. It should be noted that the walk symbol on a pedestrian signal head starts the pedestrian off on the crosswalk route and usually lasts about 7-12 seconds. Then the pedestrian is meant to finish walking across the street during the countdown phase. Pedestrian change intervals (flashing hand) are based on the length of the crosswalk and an



assumed pedestrian walking speed of 3.5 feet per second.

**VII. Adjourn**

Motion to adjourn the meeting was made. No one opposed. The meeting adjourned at 12:07.

Meeting Minutes reported by:

Sonia Marichic-Goudy, PE

