

**Members Present**

Jana Simpler	OHS
John McNeal	SCPD
Jennifer Walls	Sussex County
William Payne	Citizen Representative
Marsha Carson	Department of State
Nicole Majeski	DelDOT Deputy Secretary
David Bartoo	DNREC
John Sisson	DTC/WILMAPCO
Rich Vetter	Dover/Kent MPO
Todd Webb	DelDOT

DelDOT Support Staff

Maria Andaya	DelDOT
Sonia Marichic-Goudy	McCormick Taylor

Members Absent

Wayne Smith	Delaware Healthcare Association
Barbara Monaghan	DDDC
Michael Wagner	DOE
Doug Denison	Department of State
Jonathan Kirch	AHA/ASA
Jim Lardear	AAA
Richard Killingsworth	DHSS

Guests

Tigist Zegeye	WILMAPCO
Robert McCleary	DelDOT
Brad Eaby	DAG
Lloyd Schmitz	Citizen Representative
Jonathan Adkins	GHSA
Philip Horsey	Pennoni
Tom Nickel	DelDOT
Tracy Condon	DSP
Richard Klepner	OHS
Linda Osiecki	DelDOT
Lenny Massotti	JMT
Lauren DeVore	DNREC
Liz Dubravcic	DHSS/DPH

I. CALL TO ORDER

The meeting was called to order at 10:06 am by Chair Jana Simpler.

II. INTRODUCTIONS

Ms. Simpler welcomed the group, asked all present to introduce themselves, and then stated the purpose of the meeting was to vote on the 2016 Annual Report and discuss the Governor's Highway Safety Association Report. Council Members introduced themselves. Council meeting guests introduced themselves.

III. MEETING MINUTES REVIEW (2/21/2017)

Ms. Jana Simpler asked Council if there were any comments on the February 2017 meeting minutes. Ms. Marsha Carson made a motion to approve the meeting minutes. The motion was seconded by Ms. Nicole Majeski. The meeting minutes were approved by all Council Members in attendance with no changes.

IV. ACTION ITEM – VOTE ON THE 2016 ANNUAL REPORT

Ms. Jana Simpler explained that she reviewed the 2016 Annual Report in conjunction with Jim Lardear. They made no deletions or changes since the Council saw it last. Ms. Simpler asked if anyone had any changes, deletions, or comments on the report. Mr. William Payne asked for the group to include the subject of Land Use in the Annual Report. Ms. Simpler stated this matter was previously a topic of discussion at the February meeting, which was characterized as a robust discussion on whether the Council should include Land Use and Safety. Land Use was voted down at the last Council Meeting. It was discussed that the Council does not include representation from the majority of collaborators (state, county, etc.) to make conclusions about Land Use. Mr. Payne suggested to the Council to include the request for a new committee or the addition of a subcommittee to the Council in the Annual Report. He stated this new committee (or subcommittee) should contain the appropriate individuals to make recommendations about Land Use.

Mr. Payne motioned the Council to include a recommendation to the Governor in the Annual Report to create another group, working group, subcommittee, or committee that would cover topics related to Land Use. Mr. Richard Vetter seconded the motion. Mr. William Payne, Mr. Rich Vetter, and Mr. David Bartoo voted for the motion. Ms. Jana Simpler, Ms. Nicole Majeski, Ms. Marsha Carson, and Mr. John Sisson were opposed. Mr. Todd Webb, Mr. John McNeal, and Ms. Jennifer Walls did not vote. More Council Members opposed the vote, therefore this recommendation will not be added to the Annual Report.

Mr. John Sisson motioned the Council to approve the 2016 Annual Report to the Governor. Mr. Rich Vetter seconded the motion. All were in favor with none opposed. The 2016 Annual Report to the Governor was approved and is ready for submission.

Ms. Jana Simpler thanked Sarah Coakley and McCormick Taylor for their efforts with the Council and the 2016 Annual Report.

V. OLD BUSINESS

Subcommittee Reports

Legislative and Policy – No report presented.



Built Environment – Mr. John Sisson reported that the subcommittee met on March 23, 2017. Mr. Lenny Massotti presented to the subcommittee on Pedestrian Accessibility Standards with respect to the requirements of on-street parking. Rehoboth Avenue was used as an example. The group will meet again on May 9, 2017. Left over topics from 2016 that the group is still discussing, includes travel training. New topics moving forward into 2017 discussions include accessible parking and education to the general public on how to report pedestrian deficiencies. The reporting of pedestrian deficiencies is already possible; however, the general public does not know how to report, or where to look to find the reporting.

Education and Enforcement – Mr. Richard Klepner reported that the subcommittee met on February 28, 2017 and April 25, 2017. The agenda for this subcommittee for the remainder of the year includes child-friendly education through working with schools to promote pedestrian safety. Department of Education representative Mr. Michael Wagner was not present at the Council Meeting because he was attending a teen driving event at Dover Downs. It was suggested the subcommittee collaborate with Mr. Michael Wagner on this agenda item, but also reach out to educators who work with younger children, such as superintendents.

Mr. Klepner explained, despite new efforts the state is still observing high pedestrian fatality rates. The subcommittee is studying alternative strategies and analyzing what methods other states are effectively implementing to reduce pedestrian fatalities. For example, the subcommittee is interested in a method Las Vegas is implementing.

Update on Bike Summit

The Delaware Bikeability/Walkability Summit is a one day event on Thursday May 4, 2017. Bike Delaware is running the program. Linda Osiecki reported this year's summit will focus on Land Use. Maria Andaya will circulate the flyer with information about the event and how to sign up. Registration was still open at the time of the Pedestrian Council Meeting.

Budget

The Office of Highway Safety purchased tags and has provided them to agencies for distribution. The Council approved this purchase at the last meeting.

There were no new budget updates or requests.

VI. NEW BUSINESS

Jonathan Adkins presented an overview of the preliminary 2016 data of the Governor's Highway Safety Association (GHSA) Report.

Mr. John McNeal asked for a definition of "urban areas" in the context of "high pedestrian fatalities occurring in urban areas". Mr. Adkins explained that "urban areas" would be defined as major cities such as New York or San Francisco. Delaware would qualify more as a suburban state. One issue the research showed for Delaware is the limited accessibility to bus stops on two lane roadways.

Mr. Todd Webb said educating young students has made a lot of progress increasing pedestrian safety awareness among younger age groups. What age is most susceptible to pedestrian fatalities? The pedestrian fatality risk increases as people get older, with the highest risk



age group currently being between 30 and 40 years old. However, the challenge is younger students are not walking to school as much as in past years (for a variety of reasons), so for this reason the data may show a reduction in the younger age group's pedestrian fatalities, without measureable statistics that education is or is not effective. Mr. Webb asked if any states required safety to be a part of the school curriculum, for example in health class. Mr. Adkins was not aware of any related programs but will verify with the Department of Education.

Mr. Lenny Massotti mentioned there has been a decrease in alcohol related fatalities, but there has been an increase in alcohol related walking fatalities. Mr. Massotti questioned whether education about not driving under the influence has moved a group of people into the walking while intoxicated group. He asked if Mr. Adkins knew if there is any education that goes beyond the dangers of driving under the influence to include walking under the influence. Mr. Adkins said there is not an education program currently in place that he is aware of, but he is looking for an opportunity for this type of education. In addition Mr. Adkins explained part of the education needs to start at the bars to educate the employees that people should not be driving or walking while intoxicated. He also suggested partnering with a ride share program. In Washington DC ride share programs provide free rides home for people too intoxicated to drive or walk at key times or after big events. The media loves reporting on these types of programs, which increases the use and awareness that these programs exist.

Ms. Linda Osiecki offered the suggestion that complete streets with a completed sidewalk network may also help gain some traction for the pedestrian safety topic. Mr. Adkins agreed that complete streets are very important. He believes everyone should be able to walk everywhere and have all the users share the space; make room for everyone.

Attendees also discussed there is a change in the demographics of who is driving. Younger people do not want to drive and older citizens are walking more. Younger people have a new way of getting around through ride share programs. Mr. Payne said although young people may not want to drive it should be put into the context of urban versus suburban. In Delaware you have to drive. Mr. Adkins suggested partnering with ride share programs such as Uber to increase their availability in those areas.

VII. DISCUSSION

Ms. Simpler introduced a discussion about the effectiveness of the Council. She would like to "show some wins". She suggested an agenda topic for future meetings to include a discussion about the status and implementation of the Council's recommendations. She would like to hear where DelDOT stands with the recommendations and what the Council can do to support DelDOT's implementation. Ms. Simpler believes this may assist the Council in determining their next steps.

Ms. Simpler opened the floor to a discussion on the effectiveness of the Council. She asked if the appropriate people are representing the Council and/or if there are missing representatives from groups or agencies that should be at the Council Meetings. Ms. Simpler relies on the Built Environment Subcommittee to advise the Council on engineering matters. Mr. Sisson explained that this subcommittee is very diverse and works with Mr. Rob McCleary (DelDOT Chief Engineer) often for recommendations and direction. Ms. Linda Osiecki mentioned that Project Development North, Project Development South and Bridge Design from DelDOT have not

participated in the Council. Mr. Rob McCleary agreed these internal groups from DelDOT, as well as, some engineering groups from Land Development may be beneficial members of the Council. Mr. McCleary explained that Land Use decisions versus the infrastructure that actually gets constructed are two very different realities. Both entities should be a part of these discussions. He will discuss his thoughts with Mr. Sisson and they will report back to the Council at a later date.

Ms. Jennifer Walls suggested Delaware's Office of State Planning be a part of the Council Meetings and Ms. Simpler agreed.

Mr. John McNeal suggested evaluating who should be on the Pedestrian Council and possibly adding or changing representatives. Ms. Simpler explained that the Council is limited to those positions chosen by the Governor. She suggested the Council discuss any additional agencies, groups, or individuals who might be seen as necessary or possible additions to the Council and then send that request in a formal letter request to the Governor. The Executive Order does give the Governor the ability to add members if the Governor chooses. Mr. McNeal suggests this become an agenda item at the next meeting.

Mr. Todd Webb explained that while Kent County, WILMAPCO, and Sussex County are represented there is a gap where local municipalities do not require the same infrastructure improvements as DelDOT, which sometimes results in gaps in accessibility. He would like to see a partnership between the MPOs and DelDOT so that all infrastructure is upgraded for accessibility in a consistent manner.

Mr. McNeal also discussed making sure that those on the Council attend the Council Meetings. He asked where the Council stands in updating the Council Members based on any changes to the appointees made by the new Governor. This effort is in progress.

Ms. Simpler asked that names of individuals and organizations be discussed at the next Pedestrian Council Meeting.

VIII. PUBLIC COMMENT

Mr. Lloyd Schmitz said in order to decrease pedestrian fatalities one needs to increase their visibility by wearing reflective vests and clothing. He believes there should be an education component that deals with garments of visibility. He encourages the Council to act swiftly so education can be implemented prior to the fall when dusk, darkness, and low visibility will happen much earlier than in the summer. He would like to see a marketing campaign developed to discuss visibility at night and have it ready sooner than later.

A main component of the Office of Highway Safety is visibility and is a consistent/constant message of theirs. Our weather is mild in winter so that encourages people to walk in low light conditions. While efforts specific to visibility have been occurring, Mr. Schmitz would like to see additional efforts to increase awareness. Ms. Simpler is very willing to consider suggestions for creating a new visibility campaign. Ms. Simpler tasked Mr. Klepner with discussing this topic with the Education and Enforcement Subcommittee to see what additional efforts the Council can provide.

Mr. Payne asked Mr. Adkins if he was aware of any reflective clothing lines. He was not aware of any at this time.

Mr. Klepner suggested people walking home from bars could at a minimum be educated to use their cell phone flash light to provide a light. Mr. McNeal suggested bars could give out reflective bands to wear around one's ankles when leaving. He said it would be a low cost solution and very useful. Ms. Simpler will ask the Education and Enforcement subcommittee to review the idea.

Council Members were made aware that the Department of Education may already be exhausting their resources but before and after school programs at boys and girls clubs and the LACC (Latin American Community Center) are always looking for education components. Giveaways could be provided to these children to teach an important message, which will then get taught to the parents through the children. In addition, the Modern Maturity Center and senior centers are also potential opportunities to educate individuals who will pass on the knowledge to their families. There are newsletters at senior centers and Veterans Services that can be used to educate the older communities.

Mr. Lenny Massotti mentioned there is not current legislation for speed cameras in Delaware. Perhaps in hot spot areas, speed cameras could be installed and give modification of a vehicle's speed rather than a ticket. The notification alone, he believes, may get someone's attention to slow down. Ms. Nicole Majeski is unsure if this could be an option. Mr. Adkins mentioned to the group that New Jersey has an effective speed limit campaign that he will share with Ms. Simpler. In some states, Mr. Adkins said speed cameras are used for a 6 month experimental period to evaluate and be tested in areas of high crash rates. Mr. McNeal suggested high speed routes with high crash rates such Kirkwood Highway would be a good candidate for this type of study. It was mentioned that this approach for speed cameras has not been discussed previously. This may be a topic of future discussions particularly in areas such as school zones.

It was noted that Delaware has currently reported 11 pedestrian fatalities in the year 2017 compared to 7 pedestrian fatalities at this time last year.

Other states also have created a pedestrian safety zone which acts similar to a work zone. These locations are generally placed in high crash, dangerous pedestrian zones and have the ability to double traffic fines.

Mr. Brad Eaby suggested that if 1/3 of all pedestrian fatal crashes are due to visibility then why not hand out glow sticks and glow bands. Even bars could hand them out as they are relatively inexpensive. The campaign could be "Make sure you glow when you go".

Ms. Tracey Condon believes the current heroine crisis is impacting the state's pedestrian related accident rate. She stated as heroine usage has increased so have the pedestrian related accident rates. Ms. Condon wonders if these statistics are connected and more specifically if the heroine users are walking and being struck by vehicular traffic. She requested the Council to research and report on this topic. Ms. Simpler asked what the data shows. Mr. Klepner explained that due to privacy laws and limited variables noted in crash reports, the data to support knowledge confirming pedestrian accidents related to drug use is insufficient. Ms. Condon says she was informed this information is reported. Mr. Klepner said usually a pedestrian is injured so they are



not drug tested at the time of the accident and if the pedestrian is tested, the results do not always get imported to the crash report. The testing rate appears to be low and the reporting rate is at zero. Ms. Condon will look into this further. It was suggested to look at middle and high school surveys conducted through the University of Delaware, as well as, a Youth Risk Survey.

IX. NEXT MEETING INFORMATION

The next meeting will be held on Tuesday, June 27, 2017 at 10:00 a.m. to approximately 12:00 p.m., at the DelDOT Administrative Building, 800 Bay Road, Dover, DE, Farmington/Felton conference rooms. Council Members are asked to review meeting minutes and suggest topics for the next meeting. Topics for future discussion include follow up to today's discussions, as well as, Subcommittee updates and follow ups. Please send Ms. Simpler any additional topics that may come up for discussion.

X. ADJOURN

The meeting adjourned at 11:35 a.m.

Meeting Minutes reported by:

Sonia Marichic-Goudy, PE

