

**Members Present**

Jana Simpler, Chair	OHS
Jim Lardear, Co-Chair	AAA
David Bartoo	DNREC
Marsha Carson	Department of State
Jim Galvin	Dover/Kent MPO
Jonathan Kirch	American Heart Association
John Sisson	DTC/WILMAPCO
C.R. McLeod	DelDOT
John McNeal	SCPD
William Payne	Citizen Representative
Michael Wagner	Department of Education
Todd Webb	DelDOT

**DelDOT Support Staff**

Maria Andaya	DelDOT
Farzana Atique	McCormick Taylor

**Members Absent**

Doug Denison	Department of State
Wayne Smith	Delaware Healthcare Association
Jennifer Walls	Sussex County

**Guests**

John Gaines	DelDOT
Josh Johnson	JMT
Lenny Massotti	JMT
Tom Nickel	DelDOT
Linda Osiecki	DelDOT
Hermes Rodriguez	DelDOT
Derek Sapp	DelDOT
Tigist Zegeye	WILMAPCO

**CALL TO ORDER**

The meeting was called to order at 10:04 am by Chair Jana Simpler.

**INTRODUCTIONS**

Ms. Simpler thanked the group for attending and asked everyone to introduce themselves.

**MEETING MINUTES REVIEW (8/22/2017)**

Ms. Simpler asked the Council if there were any comments on the August 2017 meeting minutes. Meeting minutes from August 22, 2017 had no comments. Mr. Jim Lardear made a motion to accept meeting minutes as is and Mr. John Sisson seconded the motion. All voted in favor of accepting the meeting minutes as is. The motion passed.

## **NEW BUSINESS**

### **1. Pedestrian Fatalities to Date**

Ms. Simpler reported that there were 24 pedestrian fatalities in Delaware at the time of the meeting (Oct 24, 2017).

- Of the 24 fatalities, 19 pedestrians were identified at fault.
- 11 pedestrians were impaired, 3 unknown, and 10 pending.
- Location wise, 12 fatalities occurred in New Castle County, 6 in Kent County, and 6 in Sussex County.
- Age wise, two-thirds of the fatalities were 59 years old or more.
- Based on gender, 17 were male and 7 were female.

### **2. Presentation on the West Dover Connector Project/ POW/MIA Parkway (Bike-Ped component)**

Mr. John Gaines, Project Manager at DelDOT, gave a presentation on the West Dover Connector Project. A proposed alignment plan showing the project with an aerial background was distributed to the council members. The project is located on the southwestern side of Dover and to the north of Camden and Wyoming. The roadway project starts near the Rodney Village Shopping Center on US 13, crosses New Burton Road and finishes at the intersection of North Street and Saulsbury Road. Mr. Gaines said that there are 80 members on a working group for this project, 27 different alternatives were considered for the project and the presented plan is the final alignment that was chosen. The pedestrian facility of the project, consists of 5-foot sidewalk, becoming 7-foot path and meeting North Street as 10 foot of multi-use path. The idea of a multi-use path is based on the complete streets concept.

Mr. Gaines said that on southbound of the alignment, there is extra barrier between the travel way and multi-use path. The path connection to the Eden Hill Development will be a signalized intersection. Mr. Kirch inquired whether there is any separation between the path and roadway. Mr. Gaines said yes. Mr. John McNeal commented that the intersection at the beginning of the project, at Route 13 has a history of pedestrian fatalities. He asked if there is any long term plan for pedestrian improvement on Route 13. Mr. Todd Webb informed that there are future plans for a path from Walmart to Rodney Village. Mr. McNeal talked about concerns from Rodney Village Community about the high volume of pedestrians leaving the football games at the nearby school. It was asked if there is any plan to connect the proposed path to Caesar Rodney High school. Mr. Gaines said that the proposed path will tie into the entrance of Brecknock County Park. Mr. David Bartoo mentioned that county is putting a pedestrian bridge behind the high school which will create a walkway loop.

Mr. William Payne expressed concern for the lack of connectivity to the developments in the proposed plan and said that any proposed path loses its objectivity if it fails to create connection for the communities. Mr. Kirch remarked that there are many of communities around the area and it is reasonable to inquire about the connectivity for those developments. Mr. Gaines said that residents of the developments did not want to lose their property area and preferred paths that are least impactful to the communities. Mr. McLeod emphasized that the project is a major improvement for the community. The communities in Dover are expected to grow in the future. There is a vision of a connective loop for Dover community and said that there is always room for

improvement. Mr. McNeal, being a resident of the community noted that the existing sidewalk condition for the development is in poor condition. He also noted about the new Boys and Girls Club, low income communities surrounding the area will benefit from the development of walkways.

Ms. Simpler inquired about the location of the bus stop on the project. She inquired why the bus stop is not located at the signalized intersection. Mr. Gaines said that there is a turn lane at the signalized intersection which prevented placing the bus stop at that location.

### **3. Presentation on pedestrian facilities built by private developers as required by DeIDOT**

Mr. Derek Sapp of DeIDOT's Project and Development Coordination Section began his presentation by describing what is known as path to nowhere. He showed images of paths where sidewalks were constructed for developments and the end portion of the sidewalk or path had no connection to any travel or sidewalk path. For cases such as this, DeIDOT has a shared-use path and/or sidewalk termination policy. Mr. Sapp explained the requirement is that if there is at a minimum 5-foot wide shoulder, the sidewalk/path shall tie into the shoulder at a 45 degree angle with a detectable warning surface and a Type 2 curb ramp.

He explained that SUP/sidewalks are required for all projects requesting an entrance plan approval in all Investment Level I and Investment Level II areas as defined by the State Strategies for Policies and Spending Maps. If it is not possible to build the path due to physical conditions, then the SUP/sidewalk fee in lieu of construction shall be paid. SUP/Sidewalks shall be required for all projects requesting entrance plan approval for Investment Level III and Investment Level IV areas if the project abuts an existing facility.

Mr. McNeal said that there needs to be a better understanding of how to spend the fee in lieu money. Mr. Sapp said that there is a current fund of fee in lieu money to be used for future sidewalk projects. Ms. Osiecki informed the group that the New Castle Route 13 sidewalk project received some fee in lieu money from a site. Mr. Sapp remarked that it would be good to have a list of locations where sidewalk connection work may be needed, to determine where the money can be best used.

Mr. Massotti said that there is tracking of pedestrian generations to determine where sidewalk are needed. Boys and Girls club near Rodney Village is an example of high pedestrian volume which may require having a connective path.

Mr. Sapp explained the letter of no contention (LONC)/ Permit for Entrance Construction (PEC) vs. Letter of No Objection to Recordation (LONOR). Mr. Sapp shared an example on Route 9, where an existing vacant business has applied for a new business. The amount of traffic generated was considered to determine whether new pedestrian facilities are required for proposed business facilities. According to the Development Coordination Manual, if a project generates a Total Average Daily Traffic (ADT) of 200 or greater, proper Right-of-Way Dedication must be confirmed to exist or to be provided via Record Plan or Deed. If the project site generates ADT between 200 and 1999 and is located within Investment Level I and Investment Level II, the applicant will be required to pay the SUP/Sidewalk fee in-lieu of construction. Or the applicant may choose to construct the pedestrian facilities.

Mr. William Payne brought up the issue of the lack of biking routes between the Lowes parking lot and nearby developments in Dover. Mr. Sapp said that the roadway project around the area is in phase development. In the future, there will be a shoulder expansion which will accommodate a bike lane.

Mr. Todd Webb took the opportunity to present a case where lack of a connectivity pathway was omitted from the development by the developers. Mr. Webb pointed at of Hardee's restaurant near Delaware Technical Community College in Georgetown. There is currently no existing sidewalk connection between the adjacent Dunkin Donuts and Hardee's. Dunkin Donuts and Quality Inn Hotel share a common entrance but Hardee's did not allow any connection to go through their property

#### **4. Discuss and vote on changing the Council meetings to quarterly**

Ms. Simpler moved on to discuss changing the Council meeting frequency to quarterly. Currently it is held every other month, which totals to 6 meetings per year. With the suggested change it will be four meetings per year. The change of meeting frequency will give the sub-committees more time to meet and explore pedestrian safety issues. Mr. Sisson called a motion in favor of the change. All voted in favor of accepting the change. The action of changing the Council meetings to quarterly passed. Next the discussion was to schedule the first meeting of the next calendar year. Ms. Simpler asked Ms. Maria Andaya to make a calendar to get the dates out for the next meeting. Maintaining the 4<sup>th</sup> Tuesday of the month, adds January 30<sup>th</sup>, 2018 as a possible date for the next meeting. The annual report is also due early next year. Even though there is no specified due date, it was decided to work through to have the annual report prepared. Mr. William Payne then, brought up several issues concerning bicyclists and Ms. Simpler suggested that he bring the issues to the Bicycle Council.

### **OLD BUSINESS**

#### **1. Pedestrian Safety Awareness Month Update**

Ms. Maria Andaya informed the group regarding activities conducted for pedestrian safety awareness month. She said that 246 schools were sent flyers listing ways on how to make walking safer for everyone. Newark Charter School requested an electronic copy of the flyer, so that it could be distributed to all the class rooms. Ms. Andaya and Mr. Chip Kneavel took part in Walk to School Day on October 4th. Ms. Andaya also mentioned their participation in the 2017 Governor's Cup 5K Run/Walk, held on Oct 17<sup>th</sup>. Information was handed out regarding pedestrian safety measures. They used a "Spin the wheel", with tips on how to become a safe pedestrian and gave out reflective t-shirts and other safety items as prizes.

### **POSSIBLE FUTURE TOPICS**

Ms. Simpler brought up several issues that can be addressed by subcommittees such as educating and working with impaired pedestrians and how law enforcement officials can be trained to better identify who is at fault during pedestrian fatalities cases. Mr. Sisson said that the effects of median barriers need to be known. Mr. Bartoo said that social science regarding pedestrian behavior can also be looked into. Mr. McNeal expressed concern that Delaware is seeing a significant number of pedestrian fatalities where the drivers were not at fault. Ms. Farzana Atique suggested that University of Delaware (UD) may have done research work on pedestrian safety and pedestrian

psychology. Mr. Troy Mix was suggested as a contact person to obtain more information from UD.

Mr. Michael Wagner told the committee how he was driving home one night and spotted a pedestrian walking in the dark. He stopped and gave his reflective t-shirt to the pedestrian.

### **ADJOURN**

The meeting adjourned at 12:03 p.m. The next meeting is on Tuesday, January 30, 2018 starting at 10:00 am at DelDOT in Dover.

Meeting Minutes reported by:

Farzana Atique, PE

