

**Members Present**

Nicole Majeski, Co-Chair	DelDOT
Dave Bartoo	DNREC
Marsha Carson	Department of State – ADA Title II Coordinator
Ken Grant	AAA
Bill Jiron Jr.	Governor's Appointee
Richard Klepner	OHS
Reed Macmillan	Dover/Kent MPO
Louie Phillips	American Heart Association – DE Chapter
William Payne	Citizen Representative
Jennifer Walls	Sussex County
Jessie Welch	Governor's Appointee
Tigist Zegeye	WILMAPCO

**Members Absent**

Fred Breukelman	DHSS
Doug Denison	Department of State
Kimberly Holmes	DE Healthcare Association
Mike Wagner	Department of Education
Todd Webb	DelDOT

**Guests**

Drew Boyce	DelDOT
Liz Byers-Jiron	Veterans Awareness Center
Kyle Clevenger	Pennoni
Theresa Colombo	DelDOT
Tracy L.Y. Condon	DSP
Ken Feaster	DOJ
Jim Galvin	Dover-Kent MPO
Philip Horsey	Pennoni
Joshua Johnson	JMT
Jonathan Kirch	American Heart Association
Tom Lawless	DelDOT
Mark Luszcz	DelDOT
CR McLeod	DelDOT
Tom Nickel	DelDOT
Linda Osiecki	DelDOT
Brian Polito	UD
Jaime Renman	UD
Jim Pappas	DelDOT
Lloyd Schmitz	Citizen
Marcia Scott	UD
Mike Steimer	Pennoni
Mark Tudor	DelDOT

**Staff**

Maria Andaya

DelDOT

1. **CALL TO ORDER:** The meeting was called to order by Co-Chair Nicole Majeski at 10:00 am.
2. **MINUTES:** On motion of Mr. Grant and seconded by Mr. Macmillan, the Council approved the April 24, 2018 meeting minutes.
3. **SUBCOMMITTEE UPDATES:**
  - a. **Built Environment Subcommittee:** Ms. Osiecki reported that they had a very good meeting on June 18, 2018. They listened to the following presentations: Philadelphia Pike Pedestrian Safety Audit by Peter Haag; DelDOT Self-Assessment and Transition Plan Pedestrian Access Routes Prioritization Program by Tom Nickel; and Striping Innovations by Linda Osiecki. The next meeting is yet to be scheduled. Mr. Bartoo asked to be included in the subcommittee. Ms. Majeski asked that subcommittee meeting information be published once available.
  - b. **Education and Enforcement.** Mr. Klepner said the subcommittee did not get the chance to meet after the April meeting but they are scheduled to meet on August 7, 2018.
  - c. **Legislative and Policy Subcommittee.** Mr. McLeod reported that they had a very productive meeting on June 27<sup>th</sup>. They talked about getting a proclamation from Governor Carney to recognize October 2018 as Pedestrian Safety Awareness Month. Moving forward to 2019, their intention is to work with legislators to make this a permanent event. They also talked about having an event the first week of October – possibly inviting Governor Carney and showcasing a pedestrian safety related project. They are going to be working with OHS.

They also set some goals for 2019 one of which is to delve deeper into the Share the Road Safety Class which is being implemented in Oregon. This might be a good model for Delaware. The subcommittee will try to figure out how to implement something similar in Delaware possibly through legislation. They also reviewed the 2016 recommendations and will continue to work on updates. Their next meeting is on Tuesday, September 12, 2018, 10:00 am at the Traffic Management Center in Smyrna.
4. **ACTION ITEMS:**
  - a. **FY 2019 Funding for McCormick Taylor.** Ms. Majeski said that a proposal by McCormick Taylor was emailed to Council members earlier for review. The proposal, in the amount of \$9,997.57, includes providing 40 hours of research and development, attendance to 7 or more meetings, graphic designs, etc. Ms. Majeski asked why she doesn't see anything about the Annual Report. Ms. Andaya said the report will be done in-house. Mr. Payne asked why we need engineers to assist the Council when they're an advisory council. Ms. Andaya said that the person helping the Council, Ms. Atique, is an associate engineer. She does a good job conducting research for the Council and they can use her expertise. Her rate is also very reasonable being an associate engineer.

Having no other questions, Ms. Zegeye made the motion to approve the proposal from McCormick Taylor. The motion was seconded by Mr. Bartoo and approved by all members. Motion passed.

- b. **To endorse reaching out to legislators to permanently declare October as Pedestrian Safety Awareness Month.** Ms. Majeski said that last year we got an official proclamation from Governor Carney and this is what we are going to do again this year. Mr. McLeod said that as he stated earlier, the Legislative and Policy Subcommittee will work with legislators to make this permanent. Ms. Majeski said she is aware of the number of requests that the general assembly receives to recognize various causes in the six months that the assembly is only in session. So if the Council agrees, they can send a letter to the general assembly to request that October be recognized as Pedestrian Safety Awareness Month through the Delaware Code. But if not, a resolution every year is also fine. It will be one of those things where they will pass a resolution outside of October but it will still carry some weight because we're still going to do an event. Ms. Andaya asked if we should address the letter to a specific legislator? Ms. Majeski said to address it to the Leadership at this point.

Mr. Kirsch urged the Council to include data as to how dangerous Delaware roads are to pedestrians and how urgent this is. Mr. Klepner also provided a background as to why the month of October was chosen by the Education and Enforcement Subcommittee because we see an uptick in pedestrian fatalities on that month. The days get shorter and it gets dark earlier and pedestrians are more vulnerable on the roads.

On motion of Mr. Grant and seconded by Ms. Welch, the Council approved sending a letter to the General Assembly requesting to recognize October as Pedestrian Safety Awareness Month either through the Delaware Code or a resolution.

## 5. PRESENTATION/DISCUSSION:

- a. **Mobility in Motion and Crowdsourcing Tools by Marcia Scott, Associate Policy Scientist, Institute of Public Administration, University of Delaware.** They are conducting a phased study to look at the state of mobility management in Delaware and specialized transportation among various human services. This is Phase 1 which wrapped up in 2017. It looked at the need for a comprehensive strategy to address the changing landscape of mobility coordination and management in Delaware. It also looked at initiatives to reduce cost pressure in all modes of transportation especially paratransit. Mr. Kirch asked if this was brought about by the cost of paratransit and how it is growing unsustainably. Ms. Scott said that is only one component of the study and it is broader. One of the issues is - the federal funding that's allocated to Section 5310 program for elderly and people with disability has changed. Back in 2007, to operate the Section 5310 program, there's a requirement called Coordinated Public Transit Human Services Transportation Plan. Delaware called that the Delaware Statewide Action Plan. Now, there's a broader range of population not just persons with disabilities and elderly. Now there's veterans, underprivileged persons, household with no cars, people who need non-emergency medical treatment to get to their doctor's appointment. And that's a huge issue here in Delaware as verified by the hospitals throughout the state in their

community assessment report. Persons that don't drive. There is need to coordinate transportation accessibility to human services agencies. Most transport agencies are now 100% percent accessible to the two sets of groups but there are still people who are not getting to where they need to go.

They have been conducting outreach to assess Delaware transportation landscape. They want to understand and obtain input about the needs of Delawareans for transportation. Ms. Scott asked for help in spreading the word about their survey. Their online survey can be found at [www.mobilityde.org](http://www.mobilityde.org). The deadline is Sept 30<sup>th</sup> but so far they only have 230 survey responses. They are hoping to get more responses to help understand gaps and barriers in transportation.

The other focus is the "First and Last Mile" to transit stops in Delaware. They have three tools for this: (1) Wikimap (an interactive online map that people can access from smart device <https://bit.ly.2ID1fRs> ); (2) Geoform (where people can upload photos while at bus stops or while on their way to and from the bus stops <https://bit.ly/2tWMa6L> ); (3) GIS Crowdsourc Story Map (share your story: <https://bit.ly/2IGWY51>

The purpose of these efforts is for transit riders to tell their experience – whether good or bad.

Mr. Kirch asked if these information are available at bus stops. Ms. Scott said no because they no longer have funding and the survey is scheduled to end on September 30.

Ms. Majeski said that the Council can help spread the word through its mailing list. Ms. Majeski asked if it matters which tool people use. Ms. Scott said no. People can use any of the three.

Mr. Schmitz suggested that Ms. Scott's group check out MOOVIT app.

A copy of the presentation will be available at:

[https://www.deldot.gov/Programs/pedestrian\\_council/index.shtml?dc=meetings](https://www.deldot.gov/Programs/pedestrian_council/index.shtml?dc=meetings)

- b. **Project Status and Median Safety Initiatives Update (US 13, US 40 to Memorial Drive Pedestrian Improvements): Presentation by Mark Luszcz, Mark Tudor and Kyle Clevenger.** This is a \$26 million dollar project in the Capital Transportation Program. It will include sidewalk connections, signals, median barriers, etc. Delaware is fifth in the country for pedestrian fatalities per capita.

This project area of US 13 has a history of high pedestrian fatalities and injuries. Sixty six percent of fatalities occurred on this corridor. That is 1 in every 8 pedestrian fatalities.

Additional signalized crossings will be put strategically in areas that generate pedestrian trips. There will be 21 crossing locations. Additional corridor lighting will be installed because as per the 2009 Pedestrian Safety Study, 60% of pedestrian crashes occur at night.

Curb ramps will be upgraded for ADA compliance missing sidewalk links will be put in place. Relocating/consolidating transit stops will also be considered.

Mr. Payne asked why crosswalks are only on one side of Gracelawn Signal? Mr. Clevenger said right now it's not feasible under this project to add more crosswalks that don't connect to anything. What their immediate plan is to cross people safely.

The Council was shown median treatments that were successful. The impacts to utilities are a major factor though. You want to avoid them or they will blow up the cost. Another factor for consideration is the crash worthiness of the material. They reached out to other state agencies but did not get any information. If cars crash on them, there are no data as to what could potentially happen. Will they break into small pieces that could potentially hurt other people? Right now, there are no data.

Mr. Payne asked about high tension barriers on Route 1 in Rehoboth. Mr. Steimer said unfortunately, they have seen pedestrians still get through them in between the wires.

In the end, they might use a combination of all. Decorative fencing where median is wider and there is less likelihood of errant vehicle striking the fence. Where medians are narrower, concrete barriers maybe used. You might also see chain and links and supplemental vegetation. One thing for sure, medians only deter. Education is still very important.

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#### 6. **PUBLIC COMMENT:**

Mr. Kirch asked that fatal crashes be reported at every meeting. He also urged the Council to invite the folks from Ocean City who were responsible for the changes there. Also to ask DNREC to do presentation regarding coordinating connectivity as they develop more trails.

Mr. Luszcz, reported that HAWK signals are being evaluated every year but their focus is vehicles and if they're stopping. This year they will include pedestrians.

#### 7. **ADJOURNMENT:** Meeting was adjourned at 11:43 am. Next meeting is on October 23, 2018 from 10:00 am – 12:00 pm.