

Members Present

Linda Osiecki, Co-Chair	DelDOT
Tom Nickel, Co-Chair	DelDOT
David Bartoo	DNREC
Jared Kauffmann	DTC
Jim Galvin	Dover/Kent MPO
Peter Haag (for Mark Luszcz)	DelDOT
Tigist Zegeye	Wilmapco
Tom Lawless	DelDOT
William Payne	Caregiver

Member Absent

Paul Moser	DelDOT
------------	--------

DelDOT Support Staff

Maria Andaya	DelDOT
Farzana Atique	McCormick Taylor

1. CALL TO ORDER

The meeting was called to order at 10:00 am by Co-Chair, Ms. Linda Osiecki.

2. MEETING MINUTES REVIEW (08/29/2018)

Ms. Osiecki asked members if there were any comments on the August 29, 2018 meeting minutes. Ms. Tigist Zegeye made a motion to accept the meeting minutes as is and Mr. Tom Nickel seconded the motion. Mr. Payne abstained. All voted in favor of accepting the meeting minutes as is. The motion passed.

III. ELECTION OF NEW CHAIR/CO-CHAIR

Ms. Andaya is not sure how often should a Chair/Co-Chair be elected. She will look for direction from DAG Annie Cordo. For the meantime, Ms. Osiecki and Mr. Nickel will continue to Co-Chair.

IV. PEDESTRIAN AUDITS

Mr. Peter Haag presented pedestrian audits performed by DelDOT in recent years. Mr. Haag distributed a few sheets on the pedestrian safety audit. The first sheet showed a map of the locations of safety audits completed or to be performed. Some of audits dated back to 2009.

Mr. Haag discussed the Route 40, SR72 to Buckley Blvd safety audit. For this audit, data has been collected and processed. DelDOT is now making final recommendations based on the studies.

Philadelphia Pike corridor study is completed and now it is on a legislative outreach level. The biggest concern is the recommendation of four lane undivided roads to become two lane roadways with a two way left turn lane as part of a road diet. Mr. Haag informed that they are trying to brief the legislators before moving to the public with the recommendations. Previously Mr. Haag has

presented this audit to the sub-committee.

Next Mr. Haag discussed Route 13 in Dover, Scarborough Rd to Puncheon Run Connector. Currently it is in the field walk-through process. Field review is scheduled on March 22nd. Many individuals outside and within the Department will take part in the process. Individuals will ride on a bus on the corridor, see what the concerns are, and provide a feedback. The Department then will process the study documents.

Mr. Tom Nickel asked Mr. Haag regarding a concern on US13/US 40 corridor. Mr. Nickel received a land development plan where a 5 ft sidewalk is to connect to a 10 ft multi-use path. Mr. Nickel inquired if there is any departmental consistency requirement, as far as pedestrian improvement needed (whether public improvement or developer improvement project) to ensure that what is being constructed is within departmental requirements. Mr. Haag remarked that such information may be available in the PAS Manual or Development Coordination Manual. Mr. Haag is not sure what is proposed for Route 13 corridor but remarked that the developer will have to install the required sidewalk or multi-use path based on what is agreed upon.

Ms. Osiecki remarked that John Fiori, the bicycle coordinator usually comments on such issues. Mr. Jim Galvin remarked Subdivision Departmental Coordinator Bill Brockenborough for Kent County usually notices those issues. Mr. Nickel summarized that US 40, which has a long range developmental plan, provides information on whether a five feet sidewalk or ten feet multi-use path is proposed for the corridor and any developer providing a connection piece within the corridor need to follow the proposed plan.

Ms. Tigist Zegeye asked Mr. Haag to discuss the US202 projects as WILMAPCO has a Master Plan covering Wilmington to the state line. Mr. Haag remarked that US 202 audits are more from a PAR perspective than traffic. Among them are upgrades to pedestrian enhancements like pedestrian crossings and pedestrian signalization. Mr. Nickel discussed some of the pedestrian improvement projects ongoing in the Wilmington area.

Mr. Haag went on to discuss pedestrian crashes and audits from each county, audits which are dated back to 2009 until now and the pedestrian crashes and injuries dated from 2013 to 2017. Mr. Haag remarked that now the Department is contemplating what is next. DelDOT chose the high-speed arterial corridors, Kirkwood Highway, US 13 and Pike Creek quantitatively as they had high concentration of fatalities. The biggest challenge now is for Wilmington is whether to consider it not as a corridor base but as a municipality base. There are many questions for an audit such as what can be done, what the limitations are or is it going to be from an engineering perspective or education enforcement, etc. Wilmington has sporadic pedestrian fatalities throughout the city on low speed streets but with high volume of traffic and pedestrian.

Mr. Haag remarked when the audits were picked they were high speed arterial corridors but now they are investigating further. In Sussex County there is also a high cluster of accidents.

Mr. Haag remarked that people from outside the State sometimes do not know pedestrian crossing laws in Delaware. The Department is working on signage for tourists for yielding to pedestrians at crosswalks. He also remarked that there are ongoing projects that are not within audits but they are working on to make pedestrian safety improvements.

Mr. Galvin remarked that we talked about Wilmington but Dover also has high pedestrian crashes,

especially on Route 13, and inquired about audits in the area. Mr. Haag remarked that the Project Development South Section group is working on a Puncheon Run to Loachmeath Way project. The project includes pedestrian improvements. Once the reports are available, the study will be included in the audit study group.

Mr. Haag remarked that he attends City of Dover quarterly meetings and the officials are invited to the audit meeting, which can lead to discussion on whether to do a municipality audit for Dover. Mr. Haag however remarked that first they need to determine what will be the strategic planning to such audit as previous audits were based on high crash and high speed corridors. Mr. Galvin expressed hope that a City of Dover pedestrian audit can be made and they should meet to determine what should be included in the audit and include that in a scope of work.

Mr. William Payne asked how the prioritization is done for the audits and if they are based on accident reports. Mr. Haag remarked that accident reports do play an important part in prioritizing audits. Mr. Payne inquired if a community provided funds for pedestrian improvements, does that help in bump up the prioritization for an audit. Mr. Haag replied that he is not sure if that is possible as the project may have zero fatalities and that will make it difficult to justify an audit.

Mr. Haag and Ms. Zegeye discussed going forward how to work on audits for City of Wilmington and agreed to share information to moving forward.

V. PEDESTRIAN FATALITIES

Ms. Maria Andaya next discussed the update on pedestrian fatalities. In 2018 in Delaware there were 24 fatalities. Almost 30% of 24 fatalities happened in December and in January 2019 there were 3 fatalities, which is 10 fatalities in two months. Ms. Andaya noted that all are men. Most of the fatalities happened on a Friday.

The breakdown per county is:

6 in New Castle County

2 in Kent County

2 in Sussex County

Two of the crashes were hit and run and one was a DUI. Ms. Andaya remarked that there was a spike in the last two months. Ms. Osiecki asked whether this was similar in previous years.

Ms. Atique remarked that in past years there is usually high fatalities in Fall and that continues in the Winter. Due to the pedestrian month observation and activities, surrounding it there was a drop on fatalities in October 2018 but again a rise in December.

Mr. Lawless remarked if there is a correlation between fatalities and paycheck or benefits day as most of the fatalities occurred on the Friday. Ms. Osiecki remarked that this can be studied to see if there is a correlation.

Mr. Payne inquired when the pedestrian fatalities are reported is there information about how far the pedestrian was from the nearby crosswalk. Ms. Osiecki read some of the pedestrian crash reports and remarked that there is now more information about the location of the crash and report on the movement of the pedestrian. She remarked that Lt. Tracy Condon has been involved in training the officers to provide more information, such as origin destination of the pedestrians in the crash report, and that information is starting to be available.

Mr. Haag remarked that it may be difficult for the officers to report on certain pedestrian elements. He remarked that a crosswalk can be a difficult interpretation if there is no marked piano key crosswalk but there is a depression area for crossing. Similarly, to if, there is an ADA curb ramp nearby, it may not be possible for the officer to interpret what is an ADA compliant curb ramp. Ms. Osiecki remarked that more discussion with Lt. Tracy Cordon will be done to enhance the training for officers to complete a full report. Mr. Haag also discussed the difficulty of determining origin destination information in cases of fatal crashes where there are no witnesses.

Mr. Bartoo inquired if the traffic cameras are recorded and if the cameras can provide more information on the crashes. Mr. Haag remarked that he is not sure if they are recorded. He remarked that he had to request to have traffic camera recordings so he assumes that those are not recorded but live.

Ms. Andaya brought up some new pedestrian signs for the subcommittee members to discuss. The signs include information about the number of pedestrians killed at a location or pedestrian crossing signs that are used in New York. Mr. Haag remarked that DUI signs are not traffic control device signs. Regarding the pedestrian crossing signs, the question is how much information a driver can process. He also remarked that OHS did a pedestrian behavior survey. The pedestrians remarked that they were unwilling to walk 50 ft to get to a crosswalk, which is common pedestrian behavior. He remarked that DelDOT was willing to put signs at DART bus stops showing arrows where to cross the road. But it is believed that such signs may not be useful as pedestrians ignore such signs. He remarked that success is achieved if all three elements are done together (1) do the audit (2) do the enforcement campaign and (3) do the education campaign. He discussed the recent pedestrian safety month activities on Kirkwood highway. The first 10 days of the month there is a message board campaign reading “ Motorist be careful pedestrian are crossing”, the next 10 days were high enforcements days of ticketing and then 10 days were again on education.

Mr. Payne inquired whether variable message boards can be utilized to notify tourists of Delaware pedestrian laws or the number of pedestrians killed in Delaware. Mr. Haag remarked that there are message boards in Delaware but there are always other campaigns being performed. It is difficult to prioritize which campaign message to pick.

Mr. Payne inquired whether the message board can show color sized message boards like advertisement boards. Mr. Haag remarked that the current boards are not equipped to show color messages, it would be expensive to upgrade them, and there are limitations on showing messages on boards.

VI. REVIEW OF SUBCOMMITTEE GOALS

Ms. Andaya discussed reviewing the goals of the subcommittee. She informed that Mark Luszc and Tigist Zegeye have given feedback regarding the goals. Ms. Andaya inquired regarding this goal:

“Identify gaps in the system of pedestrian paths and sidewalks to create continuous, interconnected pathways “she asked whether this can be done by the subcommittee. Mr. Nickel remarked that the Department has done an ADA inventory process and the sidewalk committee is studying connectivity issues. Mr. Nickel thinks that others have currently addressed the issue. Mr. Mark Luszc recommended that research for best practices be added as a goal. Ms. Andaya recommended to remove the bullet point of identifying gaps, however Ms. Zegeye inquired whether the sub

committee can monitor the gap issue. Mr. Bartoo remarked that there is currently no GIS gap sidewalk file. Mr. Nickel suggested to bring in Stephanie Johnson or Bernie Gilbert who have done work on GIS sidewalk layers. Ms. Andaya inquired what the wording in the goal should be “monitor” instead of “identify” gaps.

Mr. Payne remarked for state roads in a municipality the responsibility of sidewalk maintenance falls on municipality. Mr. Payne suggested that the subcommittee work with municipalities in bringing towns in the process of identifying the gaps in the sidewalk. Mr. Nickel informed that Mr. Todd Webb, DelDOT’s ADA Title II Coordinator, is currently developing a plan where he wants to be working with the municipalities because each of the municipalities could be considered a sub-recipient of federal funding to perform an assessment of their facilities. Ms. Andaya informed that Fenwick came to the subcommittee and made a presentation. Mr. Galvin remarked that perhaps the state has an obligation of contacting the town officials to let them know what issues we are facing so they can also prioritize.

It was suggested to add a goal of working together with municipalities, towns and others to assess with developing and identifying inventories and identifying gaps in analysis.

Mr. Bartoo asked what year is the sidewalk layer from on GIS. Mr. Nickel informed that the current sidewalk layer on Gateway is from 2011. Mr. Nickel remarked that Ms. Stephanie Johnson can provide more information on this issue as she will be invited to the subcommittee to make a presentation. Ms. Andaya commented that the subcommittee can continue to work on the goals in future meetings.

Mr. Payne asked what can be considered a gap in sidewalk connection. He discussed about a gap in pedestrian connectivity in a turning lane area. It was suggested to bring pictures of such examples in the next meeting to discuss the topic.

VII. OTHERS

Next, Ms. Osiecki discussed the recently published report “Dangerous by Design.” Ms. Osiecki remarked that the report noted that there was a 35% increase in pedestrian deaths from 2008 to 2017. She remarked that during this time period there has not been a significant increase in number of people walking. Ms. Osiecki noted that the PDI (Pedestrian Danger Index) used in the report showed Delaware to be ranked 3rd in the 2019 report. In 2016 Delaware was ranked 8th. Ms. Andaya then described the project “Words Matter.” It is a Nashville based initiative. The project aims at the urgency to call for safe streets in Nashville. Instead of victim blaming rhetoric, the project shifts the narrative toward the human faces behind these tragedies. Ms. Osiecki suggested studying this initiative more and discussing this initiative in future meetings.

A doodle poll will be sent out to schedule the next meeting in May.
Meeting was adjourned at 11:50 am.

Meeting Minutes reported by:
Farzana Atique, PhD, PE