

**Members Present**

Rich Vetter	Dover/Kent MPO
Linda Osiecki	DelDOT
Paul Moser	DelDOT
Tom Nickel	DelDOT
William Payne	Citizen Representative
John McNeal	DelDOT
Lloyd Schmitz	Citizen Representative
Todd Webb	DelDOT

**DelDOT Support Staff**

Sarah Coakley	DelDOT
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**Members Absent**

John Sisson	WILMAPCO/DTC
Susan Moerschel	DNREC
Barbara Monaghan	DDDC
Janelle Cornwell	Sussex County
Adam Weiser	DelDOT
Debra Young	Empower Ability LLC

**Guests**

Jim Johnson	Wallace Montgomery
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**I. CALL TO ORDER**

The meeting was called to order at 10:05 am by Co-Chair Rich Vetter.

**II. INTRODUCTIONS**

All members, staff, and guests introduced themselves.

**III. ACTION ITEM- APPROVAL OF THE AGENDA**

Mr. Vetter reviewed the agenda and asked for a motion. Mr. Tom Nickel made a motion to approve the agenda. The motion was seconded by Mr. William Payne and approved by all subcommittee members present.

**IV. ACTION ITEM- APPROVAL OF THE JUNE 21, 2016 MEETING MINUTES**

Mr. Vetter asked if there were any changes needed to the minutes. Ms. Linda Osiecki made a motion to approve the minutes. Mr. Nickel seconded the motion and it was approved by all subcommittee members present.

**V. OLD BUSINESS- POTENTIAL SUBCOMMITTEE RECOMMENDATIONS TO THE PEDESTRIAN COUNCIL**

Mr. Vetter reviewed the potential recommendations with the subcommittee. They include recommending that the DelDOT Pedestrian Coordinator sign-off on DelDOT plans and recommending that travel trainers notify DART of observed pedestrian system deficiencies. Mr.



Lloyd Schmitz asked that the second recommendation be applicable to both DART and Division for the Visually Impaired orientation and mobility specialists who also perform travel training. Ms. Sarah Coakley asked if the subcommittee was going to vote on the proposed recommendations. Mr. Vetter clarified that the list of proposed recommendations will be kept on the agenda for all meetings, to keep track of them, but that formal votes would come later, to ensure consistency of recommendations.

## **VI. NEW BUSINESS**

Mr. Vetter acknowledged the items on the agenda under new business and handed the floor to Ms. Coakley.

### **Complete Streets Policy Update**

Ms. Coakley shared that the Governor's Executive Order #6 issued in 2009 directed DelDOT to create a complete streets policy. The policy was subsequently adopted in 2010, as an internal DelDOT policy. The policy references the development of a Complete Streets Implementation Plan for DelDOT programs and projects. Mr. Ralph Reeb, former Assistant Director of Planning, was working on it but to date the implementation plan has not been adopted. Ms. Coakley shared that Director of Planning Drew Boyce has assigned Anthony Aglio II, Planning Supervisor, to finish it. Ms. Coakley indicated that Mr. Aglio will be meeting with Mr. Boyce to get further direction, as it is believed that the draft plan was not reviewed comprehensively and may be out-of-date due to recent DelDOT changes including the new Pedestrian Accessibility Standards.

There was a lot of discussion regarding the role of the subcommittee and full council and the appropriate means for reviewing the implementation plan. Ms. Coakley shared that it is not ready for review yet but she will get more information from Mr. Aglio and it can be on a future meeting agenda when ready. Mr. Nickel made a motion that the subcommittee recommend to the pedestrian council that it advises DelDOT to establish a goal and schedule for completion of the implementation plan in a timely manner. Mr. Schmitz seconded the motion and it was approved by all subcommittee members present.

### **Techniques to discourage pedestrians from crossing major highways at unsignalized areas**

Ms. Coakley shared that she put in a request to the listserv for the State Bicycle and Pedestrian Coordinators for information on strategies specific to addressing crossings at uncontrolled locations along high-speed, high-volume roadways and that she had a conference call with the coordinator from Florida, Mr. Dewayne Carver. Ms. Coakley summarized the key points from the conference call. Mr. Carver indicated that Florida has also been experiencing pedestrian crash issues along large, wide roadways, and he believes some may be due to increased exposure, since more people are walking. The Dangerous by Design report in 2012 really hit home to the Florida DOT cabinet secretary. They have an "Alert Today, Alive Tomorrow" campaign and a coalition of stakeholders that meets monthly to address pedestrian safety. Florida considers traffic signal placement every 1200 feet, but this is a far distance to walk, so they are considering shortening it to every 600 feet and possibly every 300 feet in the urban core. Florida is also making use of median barriers and mid-block, pedestrian actuated warning beacons or signals. They also have a specific pedestrian mid-block crossing signal warrant in their traffic engineering manual.

Ms. Coakley then gave a presentation on other locations where median barriers, along with other strategies, have been used. These included Tallahassee, Florida; Harford County, MD; Ocean City, MD; Atlantic City, NJ; and Newark, NJ. Other built environment strategies seen along with the median barriers include mid-block signalized pedestrian crossings; pedestrian warning signage; sidewalk with a grass buffer; sharrows; bus lanes; bus stops at intersections; pedestrian scale



lighting; sidewalks continuing through commercial entrances; marked crosswalks on all intersection approaches; “cross at crosswalk” signage; median street closures of side streets; two-phase pedestrian crossings; and outside fencing to funnel pedestrians to crosswalks.

Ms. Coakley asked Ms. Osiecki to share the information she obtained from Montgomery County, Maryland. The county is similar to Delaware in population size. She gave out handouts describing their pedestrian safety initiative (see Pedestrian Safety Initiative documents).

Mr. Payne stated that this was a lot of good information on pedestrian crossings, but what about the bus lanes along Rt. 1 in Sussex County being used by drivers and impacting bicyclists. It was discussed that this is an enforcement issue and is something that could be discussed further by the Bicycle Council. This subcommittee is to focus on pedestrians. Mr. Vetter asked if these locations have before and after data. Ms. Coakley said yes and pulled up slides from Montgomery County showing their before and after data. Mr. Vetter said he thought it is interesting that they use bike and pedestrian safety impact statements for all public projects and private development proposals.

Ms. Osiecki shared a bus stop concern, that she was told that when a bus stop has damages by a vehicle, the funding from the insurance or drivers goes back into the general funding pool and not necessarily the same funding as what was used for the repair or replacement. Discussion took place and the need for additional information was identified. Ms. Coakley will research the process for replacing facilities and how the funding works and report back to the subcommittee at the August meeting.

Mr. Vetter asked the subcommittee members to look at page 11 in the Montgomery County 2007 handout and reviewed their performance measures. He stated it would be great if the subcommittee could review the data for Delaware, such as how much sidewalk do we add annually, how many pedestrian signal upgrades, how many signal timing adjustments. Mr. John McNeal stated that Montgomery County seems similar to Delaware and they have a lot of good ideas. He mentioned the median barrier idea specifically. Ms. Osiecki said that the crash worthiness of any barrier would need to be evaluated. Mr. Schmitz said that he would support increased use of pedestrian warning signage. Mr. Paul Moser reminded the subcommittee that Florida has warrants for mid-block signalized crossings and asked if they have warrants for median barriers. Ms. Coakley said she does not believe so, but they focus on high crash areas. She explained that at one location, they installed 1200 feet of median barrier, but they are rethinking that particular location now with possible mid-block crossings, since the distance is too long for pedestrians. Mr. Moser asked if the subcommittee needs to designate or map high crash locations for Delaware. Mr. Nickel stated that this has already been done by Traffic Safety staff. Ms. Coakley shared that the Strategic Highway Safety Plan already recognizes high crash locations and these are the locations where pedestrian safety audits have been conducted or are planned for the future. Additional information on high crash locations and the Strategic Highway Safety Plan is available at [http://www.deldot.gov/information/community\\_programs\\_and\\_services/DSHSP/pedestrian\\_safety.shtml](http://www.deldot.gov/information/community_programs_and_services/DSHSP/pedestrian_safety.shtml)

Mr. Schmitz asked if there is a way to get this good information to municipalities. Ms. Coakley shared that the University of Delaware’s Institute for Public Administration has a Complete Communities resource website and she could see if the information could be added. Mr. McNeal stated the information and ideas are tools the council can and should use. Ms. Coakley said the Metropolitan Planning Organizations also do a good job of coordinating with the municipalities. Mr. Vetter suggested that the information be given to DelDOT’s three county circuit rider planners for increased coordination. Mr. Todd Webb asked about City of Milford’s MPO representation. Mr. Vetter answered that Milford is a permanent member of Dover/Kent County MPO’s Technical Advisory Committee. Mr. Payne asked about coordination with Delaware River and Bay Authority. Mr. Jim Johnson, who previously worked at DRBA, was able to answer that they are coordinated



with and involved. Mr. Vetter said he noticed all of the locations with median barriers also have marked crosswalks on all 4 legs of the intersections and stated that this could be a potential recommendation to look at this for Delaware.

#### **Discussion Item- Additional training for DelDOT design staff and consultants**

Ms. Osiecki said that there is a lot of good training materials available already and that she and Ms. Coakley have looked it over and there is enough for a two-day course. The materials are from FHWA (Federal Highway Administration). Mr. Schmitz suggested that the training be open to municipalities as well. Mr. Webb asked about the content of the training. Ms. Osiecki responded to Mr. Vetter that the issue of training had been raised by Mr. Adam Weiser, who could not attend today. Mr. Vetter shared that the goal is to train people on the benefits of Complete Streets and how to implement them. Mr. McNeal stated that the Department is able to find venues for training for large audiences. Ms. Osiecki stated that there are benefits to smaller audiences as well. It was suggested to hold smaller trainings and tailor it to the audience. Mr. Schmitz suggested one training for DelDOT staff and consultants and one for municipalities. Mr. McNeal stated that there are benefits to having DelDOT and municipal staff in training together and suggested training sessions in each county. Mr. Vetter asked about specific curriculum and a course description. Ms. Osiecki will provide him with the course materials she has located. Mr. Vetter will also contact University of Delaware to see what they have available. Ms. Coakley confirmed that there is \$9,500 left in the budget for the council for FY2017.

#### **Discussion of Possible Items for Next Meeting Agenda**

Mr. Vetter listed ideas for the next meeting agenda including Review of the draft Complete Streets Implementation Plan, Discussion of median barriers, Discussion of training, and review of the bus stop replacement information Ms. Coakley is to obtain. Mr. Payne asked about a bike plan for Sussex County. Ms. Coakley shared that DelDOT is getting ready to update its statewide bicycle plan and the Bicycle Council will be involved in that.

#### **VII. PUBLIC COMMENT**

Mr. Vetter opened the floor to public comment. No public comments were received.

#### **VIII. ADJOURN**

Mr. Schmitz made a motion to adjourn the meeting. Mr. Paul Moser seconded the motion. All subcommittee members present were in favor of the motion, no members were opposed, the motion passed. The meeting adjourned at 11:30 a.m.

Meeting Minutes reported by:  
Sarah Coakley, AICP

Draft version transmitted July 22, 2016