

Members Present

Richard Klepner	OHS
Peter Haag	DelDOT
Linda Osiecki	DelDOT
Lloyd Schmitz	Citizen Representative
Tina Shockley	DOE
Todd Webb	DelDOT
Lauren DeVore	DNREC

DelDOT Support Staff

Sarah Coakley	DelDOT
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Members Absent

Matthew Cox	DSP
Darlene Cole	DHSS
Brian Clarke	DelDOT

Guests

None

I. CALL TO ORDER

The meeting was called to order at 8:20 am by Co-Chair Richard Klepner.

II. INTRODUCTIONS

All members, staff, and guests introduced themselves.

III. REVIEW AND APPROVAL OF JUNE 28 MEETING MINUTES

Ms. Linda Osiecki asked for clarification of the recommendation regarding the White Cane Law in the minutes, as she was not in attendance for that part of the June meeting. Mr. Lloyd Schmitz clarified that the recommendation is that both DART and the Division for the Visually Impaired travel trainers include it in their training programs. Mr. Schmitz made a motion to approve the minutes with this part amended to include the clarification. Ms. Tina Shockley seconded the motion and it was approved by all subcommittee members in attendance.

IV. OLD BUSINESS

Agree on Recommendations

Mr. Peter Haag, co-chair, reviewed the subcommittee goals (develop strategies for pedestrian safety, education, and awareness; and assist DelDOT with re-evaluation, implementation, and recommendations regarding the Statewide Pedestrian Action Plan) and the five areas for recommendations: Share the Road Safety Class, Drivers' Education Curriculum, White Cane Law, Crossing Guard Training, and Establishing thresholds for targeted outreach regarding the Safe Routes to School program. Mr. Haag explained that the subcommittee makes recommendations for the full Pedestrian Council to consider and these ought to be high level recommendations that staff would then implement. Ms. Shockley commented that she may be able to assist in getting information on the Drivers' Education material that is currently presented to public school students. Ms. Osiecki commented that the subcommittee should make specific recommendations in each area.

Mr. Schmitz commented that the crossing guard training needs to be mandatory in order to ensure that all school districts participate. Ms. Shockley commented that even with legislation or regulations, school districts have flexibility in how they implement the legislation or regulations. Mr. Haag commented that the crossing guard issue has a lot of moving pieces. For example, with the pedestrian crash with fatalities that occurred near Wilmington University, that location would never have a crossing guard present. He suggested that DelDOT and Department of Education need to work together to come up with specific plan for crossing guard training. Ms. Osiecki said she would like to see specific action item recommendations. Ms. Shockley suggested the subcommittee could recommend to the full council that crossing guard training be conducted, the council could consider and vote on it, and then it would be up to staff to implement the recommendation. Mr. Todd Webb asked if there is a standard for crossing guard equipment, procedures, or training. Mr. Haag shared that the DE MUTCD (Delaware Manual on Uniform Traffic Control Devices) includes required equipment and procedures, and recommended qualifications for crossing guards. He said the training offered by AAA is consistent. Mr. Klepner suggested that the list of recommended qualifications or characteristics of crossing guards could be evaluated, perhaps to add training. Mr. Haag commented that there is a need for consistent training, including consistency between law enforcement conducting school crossing guard duty and adult crossing guards that are not law enforcement. He suggested a train-the-trainer model, where each school district would have a trained crossing guard trainer. He also suggested that guidelines may be needed on the placement of crossing guards.

Ms. Osiecki said she would like to see specific written text for each recommendation. She made a motion that the subcommittee agree on the five recommendations listed. Ms. Lauren DeVore seconded the motion and it was approved by all subcommittee members present. Ms. Sarah Coakley will prepare draft language for each recommendation and send to the subcommittee members for review and a vote at the August subcommittee meeting.

V. NEW BUSINESS

Office of Highway Safety Pedestrian Survey Report

Mr. Klepner shared that there has been a recent increase in pedestrian fatalities along high-speed arterials and Office of Highway Safety conducted the Pedestrian Survey to try to learn why people are crossing these roadways at uncontrolled locations. He asked everyone to look at the pedestrian survey report handout. He said that for pedestrian crashes where impairment is present on the part of pedestrians, the average Blood Alcohol Content is 3 times the legal limit. He summarized the survey methodology that is outlined on pages 1-3 of the report: the survey targeted pedestrians on DART buses traveling along 3 corridors with high pedestrian crash rates, these corridors are Kirkwood Hwy, DuPont Hwy, and US RT 40, a drawing for a month-long DART pass was offered as an incentive for survey completion. Mr. Schmitz asked about the limits for the Rt. 13 corridor. Mr. Klepner referenced bus routes 22 and 25 on page 2 of the report, indicating it was Rt. 13 in New Castle County, from Llangollen Blvd north to Wilmington city limits. Mr. Klepner pointed out that for the 16-20 age group, almost all reported that they cross highways without using traffic signals or crosswalks. Mr. Schmitz suggested that the targeted areas don't include marked crosswalks. Ms. Osiecki said she would provide a map of the exact bus routes targeted.

A discussion of crash reporting took place and Mr. Haag and Mr. Klepner explained that information on the presence or absence of pedestrian facilities is not regularly included in law enforcement crash reports. Mr. Webb asked about the DelDOT Traffic Safety response to crashes. Mr. Haag reported that DelDOT assists with clearing the scene, maintenance of traffic around the scene, and taking photos of the crash scene. Mr. Klepner noted that the Legislative and Policy Subcommittee is looking to improve crash reporting with pedestrian origination and destination

information. Mr. Haag shared that DelDOT has its own form, but information on it is not included in the Delaware State Police report which is the official, legal crash report.

Mr. Klepner reviewed the highlights on pages 4-7 of the pedestrian survey report. Mr. Haag stated that Delaware State Police has a truck enforcement unit and suggested the idea of having a pedestrian safety unit for pedestrian enforcement. He suggested sharing the report with the other subcommittees. He also suggested making median barriers a standard element on new arterial roadway projects. Ms. Osiecki reminded the subcommittee of the Share the Road Safety Class as a possible alternative to pedestrian ticketing, which DSP does not like to do. Mr. Schmitz concurred with the idea of recommending a pedestrian safety unit but also pointed out that other law enforcement agencies are involved with pedestrian enforcement, not only DSP.

Mr. Klepner reviewed pages 22-23 of the report, which includes information on how often respondents cross the highways without using traffic signals or a crosswalk and why. Mr. Haag reminded the subcommittee that pedestrian safety audits of Rt. 13 and portion of Kirkwood Hwy have been completed and Rt. 40 will be done soon. Additional information on these is available at: http://www.deldot.gov/information/community_programs_and_services/DSHSP/pedestrian_safety.shtml. He commented about how to get pedestrian safety projects elevated over vehicular projects. Ms. Osiecki suggested a specific funding source is needed specifically for pedestrian safety projects. Ms. Shockley said that there is enough data to support a focus on pedestrian safety.

Mr. Haag pointed out the data on page 6 of the report regarding 3 of 4 respondents aged 16 to 20 reporting that they do not have a driver's license and asked for suggestions on how to educate this group. Mr. Schmitz suggested increased pedestrian crossing and warning signage, so people know where to cross and drivers are informed to watch for pedestrians. Mr. Haag stated that DelDOT is looking at cross at crosswalk signage with arrows pointing to the closest crosswalk for bus stops. Mr. Webb suggested an audible message is needed as well. Mr. Schmitz stated that DART uses GPS and knows where the buses are located, and could indicate to passengers where the nearest crosswalk is located, using an audible message such as "crosswalk is in front of the bus" or "crosswalk is behind the bus stop." Mr. Schmitz also suggested that DTC's poster contest could be an opportunity to focus on pedestrian safety. Discussion about opportunities in schools took place, including health and physical education courses. Ms. Shockley shared that the health standards include content on personal safety, environmental health, community safety, CPR, AED but not pedestrian safety specifically. Ms. Coakley shared about the BEST curriculum given out at an earlier meeting and she will re-send it to everyone including the new subcommittee members. Ms. Shockley shared that in her experience a broad-based campaign tends to be effective. Mr. Webb suggested combining both approaches, a comprehensive campaign and targeted outreach. Mr. Klepner spoke about previous campaigns, including the Zombie campaign and the "How did the chicken cross the road?" campaign, and how this survey shows the need to re-think the strategy. It only takes one time crossing the street to get hit by a car. Ms. Shockley reminded the subcommittee of the residential speeding campaign "At 25 mph she's hurt. At 35 mph she's dead" DelDOT conducted several years ago, and how it worked well. Mr. Klepner shared that Office of Highway Safety is looking for testimonials. Mr. Klepner said that for 2016 so far, total crashes and fatalities are up, but key indicators such as pedestrians, motorcycle, and impaired crashes and fatalities are down.

VI. PUBLIC COMMENT

Mr. Klepner opened the floor to public comment. None were received.

VII. ADJOURN

Mr. Schmitz made a motion to adjourn the meeting. Mr. Haag seconded the motion. All



subcommittee members present were in favor of the motion, no members were opposed, the motion passed. The meeting adjourned at 9:34 a.m.

Meeting Minutes reported by:
Sarah Coakley, AICP

Draft minutes distributed July 26, 2016