

Members Present

Richard Klepner	OHS
Peter Haag	DelDOT
Linda Osiecki	DelDOT
Lloyd Schmitz	Citizen Representative
Darlene Cole	DHSS
Brian Clarke	DelDOT

DelDOT Support Staff

Sarah Coakley	DelDOT
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Members Absent

Tina Shockley	DOE
Matthew Cox	DSP

Guests

Matthew Eskridge	AAA
Jim Lardear	AAA
Lisa Flowers	OHS
Jim Johnson, Jr.	Wallace Montgomery

I. CALL TO ORDER

The meeting was called to order at 8:15 am by Co-Chair Richard Klepner.

II. INTRODUCTIONS

All members, staff, and guests introduced themselves.

III. OLD BUSINESS

Discussion of Crossing Guard Training

Mr. Klepner introduced Mr. Matthew Eskridge of AAA. Mr. Eskridge handed out copies of the basic curriculum for adult school crossing guard training. He explained that the Mid-Atlantic Foundation for Safety and Education conducts the training and he has experience working with crossing guards in Kent and Sussex counties in the past. He said that they work with the school or school district to identify specific requirements or needs and tailor the training. He indicated the training is free, and the Foundation is a non-profit organization. The training is a one-hour long course that goes over the basics and then delves into what issues the training recipient has. He explained how he is a retired police officer and can relate to issues they may have. The training also includes role playing to address traffic scenarios such as how to hold the stop paddle, how to create gaps in traffic, how to stop kids, such as stopping them behind you, not next to you. They work with schools in Pennsylvania, but not in New Jersey. New Jersey has their own comprehensive program. Some issues to consider is that there are not dedicated crossing guards in Kent and Sussex counties, where it is often an extra duty position for a school employee. Mr. Eskridge has also been given 30 minutes to conduct the hour long training and also been asked to conduct the training in March. He said time of year should be considered and he recommends August right before school begins.

Mr. Klepner stated that there is definitely a need for this. He asked Mr. Eskridge what his thoughts were regarding making the training mandatory. Mr. Eskridge commented that we are talking about children who are vulnerable users. Ms. Linda Osiecki asked if there is a maximum class size. Mr. Eskridge said there is none and that he has done the training with up to 93 people in one class. Mr. Klepner asked Mr. Eskridge to describe further his experiences in Kent and Sussex counties. Mr. Eskridge shared that about 60 people attended the training in Caesar Rodney School District and a similar number attended one in Lewes and that both were mandatory. Mr. Lloyd Schmitz asked if there is a specific uniform that crossing guards wear. Ms. Sarah Coakley answered that the Delaware Manual on Uniform Traffic Control Devices (DE MUTCD) specifies a stop paddle and an ANSI Class 2 reflective vest, but in her experience, not all the crossing guards use them. Ms. Lisa Flowers asked if there were any other statewide requirements for crossing guards. Ms. Coakley said that she is only aware of what is outlined in the DE MUTCD. Mr. Klepner stated that Office of Highway Safety might be able to fund uniforms, as part of a mandatory training program.

Mr. Jim Johnson, Jr. asked if there have been any recorded fatalities near schools. Mr. Klepner shared that there was one middle school student killed in a crash in April, about ¼ mile from the pedestrian bridge near Wilmington University. Mr. Eskridge stated that we need to create a culture of safety. Ms. Darlene Cole asked if crossing guards are using pedestrian pushbuttons at signalized intersections and teaching students to do the same. Mr. Peter Haag stated that it is difficult to ascertain information on where children are going or coming from based on the information in crash reports. Mr. Klepner stated that children under 18 years old are more likely to be hit and injured in a pedestrian crash. Mr. Eskridge stated that crossing guards have limited control over the behavior of students and that the school needs to address children who are noncompliant. He suggests that crossing guards meet with school administration at the start of the school year to establish procedures and consequences for noncompliant students. Mr. Schmitz asked about the availability of data on signals near schools and if they have pushbuttons. Ms. Coakley shared that all facilities within the walking boundary are evaluated when a school participates in Safe Routes to School. She also said that DelDOT's GIS mapping system has information on the Department's traffic signals and many at schools are warning flashers only. She stated that as DelDOT has projects near schools, they are evaluated for conversion to full traffic signals with pedestrian pushbuttons and countdown signals.

Mr. James Lardear asked Mr. Eskridge if he could talk about the programming AAA does in elementary schools. Mr. Eskridge talked about their bicycle and pedestrian safety programs and using Otto the Auto, a remote control car that talks about safety. They also offer a school safety patrol program, for older elementary students in 4th or 5th grades. These students wear a badge and belt and serve as safety ambassadors at their schools. In Christina School District and downstate AAA also provides high school safety education, as a 90 minute block within the Drivers' Education course. In addition to going over rules of the road for bicycles and pedestrians, they also explain the reasons for the rules. Mr. Schmitz asked if they distribute any posters in schools? Mr. Eskridge stated that they distribute "Schools Open, Drive Safely" posters to schools in late August or early September. Mr. Schmitz asked if AAA has enough supply of the posters. Mr. Eskridge said supply is not a problem but they would like to get more requests. Ms. Osiecki suggested that perhaps the subcommittee could assist in spreading the word about their availability. Mr. Eskridge gave the website for additional information, which is <http://midatlantic.aaa.com/Foundation/Overview>. Mr. Schmitz asked how the subcommittee could help. Mr. Eskridge said help with getting the word out on their programming would be appreciated. He also said complacency seems to be an issue sometimes. Co-chair Mr. Haag stated that the subcommittee will discuss in detail how to move forward at a later time and that members

should submit any questions to himself or Mr. Klepner.

Discussion of Safe Routes to School

Mr. Haag summarized the discussion from the last meeting and stated that the subcommittee needs to continue its discussion with Ms. Tina Shockley regarding what type of educational material and outreach to the schools is appropriate. He would like to review existing educational programming to make sure consistent messaging is used. Ms. Coakley confirmed that current outreach efforts include an email at the beginning of each school year to each elementary and middle school explaining the program and its availability. Mr. Haag and Mr. Klepner discussed the strategy of establishing thresholds, such as number of pedestrian crashes, to trigger more targeted outreach to specific schools. Mr. Haag suggested 1,000 feet as an example. Ms. Osiecki suggested ½ a mile. Mr. Klepner explained that crash reports do not always specify if they are school related. Mr. Haag stated that this is a high level subcommittee and council and that the subcommittee could recommend use of thresholds for targeted outreach but let professional staff determine what those thresholds are. Ms. Coakley agreed that establishing and using thresholds would be helpful to her, to focus the program on areas that need the improvements the most. Ms. Osiecki had to leave the meeting at 9 am. Mr. Lardear shared that if he notices a problem in an area he reaches out to specifically address it. Mr. Klepner said that he would work with Mr. Haag and Ms. Coakley to prepare ideas to discuss at the next meeting. Mr. Schmitz stated that audible pedestrian signals (APS) and marked crosswalks should be provided everywhere within the school's walking boundary. Mr. Haag explained that APS is by request (request form is available at http://www.deldot.gov/information/community_programs_and_services/pedestrian_signals/DE_Accessible_Ped_Signals_Guidelines_rev2-8-08.pdf?121108), but as DelDOT has projects in the areas, we upgrade signals with pedestrian pushbuttons and countdown signals. Mr. Haag stated he also wants to get Ms. Shockley's feedback also on outreach efforts to schools. Mr. Klepner asked Ms. Coakley to send an email to subcommittee members asking for ideas to be discussed at future meetings.

Discussion of establishing a reoccurring meeting date and time

Mr. Klepner began the discussion by proposing that the subcommittee establish a recurring monthly meeting date and time. Mr. Haag proposed that the subcommittee continue to meet the 4th Tuesday of each month, from 8:15 to 9:45 am. Ms. Coakley shared that Ms. Osiecki has plan review meetings at 9 am on these days, which is why she had to leave. Mr. Klepner stated that this day and time seems to work for everyone else, so the subcommittee could at least meet then for now and adjust it if the need arises. No one objected. Ms. Coakley will send out a meeting notice.

Acknowledgement of Share the Road Safety Class

Mr. Klepner shared that Portland, Oregon has a Share the Road Safety Class, that is similar to defensive driving but focuses on bicycle and pedestrian safety. He said that people may pay a small fee and attend the class instead of paying a fine for a traffic ticket. More information is available at <http://www.legacyhealth.org/health-services-and-information/health-services/for-adults-a-z/trauma/trauma-nurses-talk-tough/court-ordered-classes/share-the-road-safety-class.aspx>

Acknowledgement of Driver's Education Curriculum

Mr. Haag mentioned that the Drivers' Education Curriculum in Delaware requires specific timeframes for each of the parts of the manual, with pedestrian safety having a very small portion. He said increasing the time and information on pedestrians could be a recommendation to the full pedestrian council for consideration. Mr. Klepner stated that he would invite someone from DMV

to attend the next subcommittee meeting. Ms. Cole shared that she had just recently attended the Defensive Driving Advanced Course and there was no mention of pedestrians.

Discussion of White Cane Law

Mr. Haag mentioned the White Cane Law, sharing that a lot of people do not know about it and asking the subcommittee members for ideas on how to address it. Ms. Cole and Mr. Schmitz suggested the need for more education regarding the existing law and that a recommendation could be that both DART and the Division for the Visually Impaired travel trainers include it in their training programs.

IV. NEW BUSINESS

Discussion of the suggestions for the Built Environment and Legislative/Policy Subcommittees

Mr. Haag shared that one area for the Built Environment Subcommittee to consider could be the geometrics for channelized right turn lanes, to determine if the radius could be made smaller to encourage lower speeds. An idea for the Legislative and Policy Subcommittee is to evaluate DTC's bus stop policy. Mr. Haag and Ms. Coakley confirmed that the Legislative and Policy Subcommittee is already reviewing this.

V. PUBLIC COMMENT

Mr. Klepner opened the floor to public comment. Mr. Johnson asked if there is a baseline of education for pedestrians. Mr. Klepner shared that crash data is used to find target areas for education efforts and described additional education efforts conducted by Office of Highway Safety, including social media campaigns, DART bus stop advertisements, the pedestrian behavioral survey just completed, and overtime for police officer enforcement in high crash areas. Mr. Haag shared the success story of Rt. 1 in Sussex and shared that DelDOT, OHS, and DSP are trying to determine what worked and to apply it elsewhere.

VI. ADJOURN

Mr. Schmitz made a motion to adjourn the meeting. Ms. Cole seconded the motion. All subcommittee members present were in favor of the motion, no members were opposed, the motion passed. The meeting adjourned at 9:47 a.m.

Meeting Minutes reported by:
Sarah Coakley, AICP

Minutes Approved July 26, 2016