

Members Present

Richard Klepner	OHS
Joe Ellis (for Linda Osiecki)	DelDOT
Tina Shockley	DOE
Todd Webb	DelDOT
Lauren DeVore	DNREC
Tracy Condon	DSP
Peter Haag	DelDOT

DelDOT Support Staff

Kari Glanden	DelDOT
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Members Absent

Brian Clarke	DelDOT
Darlene Cole	DHSS

Guests

Jim Lardear	AAA Mid-Atlantic
Michael Wagner	DOE
Pam Lilly	DelDOT
Kim O'Malley	DSFS

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. BRIEF REVIEW OF THE GOALS OF THE SUBCOMMITTEE

Mr. Klepner reviewed the goals of the subcommittee and recognized that there a few new subcommittee members. The first one is to develop strategies for pedestrian safety, education, and awareness. The second is to assist DelDOT with re-evaluation, implementation, and recommendations regarding the Statewide Pedestrian Action Plan, which was adopted back in 2007. Mr. Klepner said that the subcommittee brings up specific recommendations to meet the general goals.

IV. REVIEW AND APPROVAL OF THE NOVEMBER 29, 2016 MEETING MINUTES

Mr. Klepner asked for a review of the minutes. Ms. Tina Shockley made a motion to approve the minutes. Ms. Lauren DeVore seconded the motion and it was approved by all subcommittee members in attendance.

V. OLD BUSINESS

Review Draft Report Recommendations

Mr. Klepner summarized the six recommendations that the subcommittee provided to the full Pedestrian Council, so that new members would have background information on the direction of

the subcommittee. The first one is to develop and conduct a “Share the Road” Safety Class. This class is for those who receive a ticket regarding pedestrian or bicycling issues. They have a voluntary one-time opportunity to have the fine waived, if they complete the class. The Pedestrian Council voted to include this recommendation as the most important one from this subcommittee.

The second one is to recommend that DelDOT use data-driven thresholds for targeting outreach regarding Safe Routes to School. Sarah Coakley who is the SRTS coordinator and our staff support indicated that the current process involves broad outreach to all eligible schools on an annual basis. With targeted, data-driven outreach provided, hopefully more schools would be encouraged to participate.

The third recommendation is mandatory crossing guard training. Through discussions we learned that New Castle County is mostly covered with crossing guards, through New Castle County law enforcement. However, for Kent and Sussex Counties, there is an extreme lack of training for crossing guards. Since they are crossing children, we want to make sure they know the rules.

Children ages 5-9 are ranked as one of the highest age groups that are hit as pedestrians. Unfortunately we do not have information on if any are going to or from school, but we know a lot are on residential roadways, so we also recommended working with Department of Education to increase pedestrian safety education in schools.

For the next one, we learned through conversations with Defensive Driving coordinators that the curriculum requirements contain the word “Pedestrian.” When we discussed with DMV, they wanted to keep the requirement open to allow for creativity, but we wanted to make sure that some very important points are included in the course. We recommended replacing the word “pedestrian” with “pedestrians, including pedestrian safety, yielding to pedestrians, White Cane Law, and active traffic devices for pedestrian crossing such as HAWK signals and Rectangular Rapid Flashing Beacons.” These types of signals are popping up all over Delaware and we want to make sure that people know what they mean.

The last one is to recommend upon request that the annual Pedestrian Council budget consider including pedestrian safety and educational materials.

For this year, we want to discuss the white cane law. We’ve sent some recommendations to Council, but they have sent them back to us, for us to clean them up a bit. The second area for discussion is Drivers’ Education. The issue is similar to defensive driving. Pedestrian safety is in the curriculum a little bit but a full message on how to be a pedestrian and interact with pedestrians is missing. The highest age group of people hit are 15-19 years old. Last year, Office of Highway Safety conducted a Pedestrian Behavior Survey, and we were lucky enough to get responses from this age group. The responses indicated that they will walk where they want to and they think that cars will just stop for them. The last topic is pedestrians under the influence. It is about 9 or 10 percent of pedestrians that are under the influence. But the majority of fatalities are pedestrians under the influence. Their reaction time is reduced and they are unable to judge speed and distance. The average level of intoxication is 2 ½ times the legal limit. We had one earlier this year that just passed out in the middle of the road, so it’s a very dangerous situation.

Mr. Klepner asked if anyone had any comments. Mr. Joe Ellis asked how the recommendation regarding educating school students would be implemented. Mr. Klepner asked Ms. Tina Shockley if she could answer. Ms. Shockley indicated that it’s very difficult to get a new curriculum or specific items as part of a curriculum into the schools. Department of Education cannot tell the schools specifically what to teach. It is up to the individual schools on how they teach the content areas. Some schools may choose to include information on how to be a safe pedestrian; other schools may say they don’t have time to put it in their curriculum. Safe Routes to School is a good way to get it into schools. Mr. Ellis said that he has given presentations to students leaving high

school and entering college and has asked about their educational background in bike safety, which most have had. However, no one answered that they had received pedestrian safety education. Mr. Ellis asked how this happens. Ms. Shockley said she believes parents are relied upon to teach their children social skills, such as biking and walking. Ms. Shockley asked Mr. Michael Wagner, who will be replacing Ms. Shockley on the subcommittee and Council, to introduce himself. He is a new Education Associate at Department of Education, in charge of Drivers' Education and Private School Services. Discussion continued on ways to get more pedestrian safety education to students. Mr. Wagner mentioned an educators' conference in June and suggested having a table there showing what lesson plans are available. Mr. Wagner shared how pedestrian information is included in the current Drivers' Education curriculum.

Mr. Ellis asked if there have been any suggestions on addressing pedestrians under the influence. Mr. Klepner answered that it has not been discussed yet but working with DATE is probably best. Mr. Klepner said a new pedestrian enforcement campaign will be starting at the end of March. Mr. Ellis mentioned having information in order to fill in pedestrian network gaps. Mr. Peter Haag said that is a good idea for the Built Environment subcommittee to consider.

White Cane Law Discussion

Mr. Klepner would like Ms. Linda Osiecki and Ms. Darlene Cole, who are not able to attend this meeting, to research what other states are doing and bring two or three recommendations back to the subcommittee. Mr. Klepner also said the subcommittee learned at its last meeting that the law itself is in the health and social services section of state code. It needs to be moved to the rules of the road section of state code. This is something for the Legislative and Policy Subcommittee to work on. It was discussed that the White Cane Law information is included in the Drivers' Education curriculum.

VI. NEW BUSINESS

Discuss DeIDOT Educational Involvement

Mr. Klepner welcomed Pam Lilly from DeIDOT. Ms. Lilly shared how she represents DeIDOT at various events that are already planned. She said that through Community Relations funding, she is able to give out flashing reflectors. The pedestrian campaign materials with the chicken crossing the road are also given out. She described the culture change regarding the seat belt law as a model for changing behavior regarding pedestrians. Ms. Lilly asked if there is a week dedicated to pedestrian safety. Ms. Kim O'Malley shared that the first full week of October is pedestrian safety week and Safe Kids provides activities during that week each year. Ms. Lilly also mentioned that DeIDOT engineers will also speak with students in the classroom, and there could be the opportunity to include some pedestrian safety-related giveaways or pedestrian safety information.

Lieutenant Condon suggested providing a handout with pedestrian safety information to parents, through their children, by partnering with Department of Education and the schools. Parents would need to sign that they have read it. Ms. Shockley said something like this would be best to go through the individual schools. Ms. O'Malley suggested getting approval for handouts at the school district level. Partnering with parent teacher organizations or school boards was also suggested.

Mr. Klepner mentioned a Youtube video that was done in partnership with New Castle County two or three years ago. He said they mimicked driving 25 mph and 35 mph on a residential road. They showed the car being able to stop at 25 mph and hitting a dumbie at 35 mph. Mr. Wagner mentioned that he would like to show the video as a resource during a summer drivers' education teachers' course.

Mr. Klepner said that he would like to ask the subcommittee, if you had all the resources in the

world, what is the one thing you would like to do? Ms. Lilly mentioned somehow reaching the masses of people. Right now she can only reach whoever comes to the table at a specific event. Ms. Lilly mentioned the DelDOT 100th anniversary event coming up on May 10. She plans on having tables set up and one could be on safety.

Mr. Haag asked if DelDOT ever conducts our own events along high crash corridors, such as Rt. 40 and 13 in New Castle County, or Kirkwood Hwy. He said he knows we do the Sea Witch festival which is great, but most of our pedestrian crashes are occurring in other locations. It is a different demographic of people that are being impacted. He asked if DelDOT ever partners with another group, such as a volunteer fire company, to host an event along one of the corridors. Ms. Lilly said she hits the big events, such as Dover Days and the 55 and over event at Dover Downs. She said we get a captive audience by going to existing events. Mr. Klepner said Office of Highway Safety used to do events also, such as at Rodney Square and the beach. But once they became no longer able to fund giveaways, that stopped. Mr. Klepner mentioned the need for pedestrian safety only events along the high crash corridors and perhaps AAA could be a partner. Mr. Ellis mentioned the DelDOT giveaways at the LIFE conference and how everything was given away. Ms. O'Malley mentioned that a lot of fire companies host open houses in the fall and they would likely be willing to allow for displays and giveaways of safety information. Mr. Todd Webb mentioned that DelDOT Traffic has a model Accessible Pedestrian Signal that could be taken to these events, so people can see how they work. Mr. Wagner asked about the possibility of playing safety information at the DMV, for people to look at while they are waiting. Ms. Lilly said that the televisions in the waiting room are run by an outside vendor as paid advertising. She said sometimes they will allow for DMV public service announcements. Mr. Haag said discussions are also taking place regarding messages on DTC buses. He referenced the pedestrian behavior survey that was conducted on DTC buses and asked if we ever do educational outreach on buses. It was recommended to get more information from DTC. Mr. Klepner suggested pedestrian safety checkpoints, along the high crash corridors, and partnering with first responders, in order to get visibility and reach those who have to be pedestrians.

Mr. Jim Lardear referenced the "Killed here by DUI" signs that he has seen along the roadway and asked about the opportunity for pedestrian signs at pedestrian crash locations. Mr. Haag explained that DelDOT does not put up these signs, as they are not MUTCD compliant and could interfere with authorized traffic control devices. He said usually it is the family of the deceased that puts up those signs. Ms. Lilly mentioned the Memorial Park at Smyrna Rest Area, where people can purchase a brick to honor their loved one's memory. Mr. Klepner mentioned the idea of sidewalk decals instead. He also said a testimonial type video has also been discussed.

Mr. Klepner repeated some of the ideas discussed: pedestrian checkpoints along high crash corridors; working with Department of Education on Drivers' Education curriculum; a pledge to be distributed to parents for them to discuss with their children and sign.

Mr. Haag mentioned enforcement as a future overall topic that needs to be discussed more. He also mentioned inviting someone from DMV and DTC to talk about additional educational opportunities.

Determine next steps of draft report recommendations

This topic was tabled to a future meeting, for after the Pedestrian Council approves its 2016 annual report.

VII. PUBLIC COMMENT

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

VIII. ADJOURN

Ms. Shockley 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 9:30 a.m.

Meeting Minutes reported by:
Sarah Coakley, AICP
via meeting audio recording

Draft minutes distributed March 15, 2017