

Members Present

CR McLeod, Chair	DelDOT
Ken Grant	AAA
Richard Klepner	OHS
Mark Luszcz	DelDOT
Tom Nickel	DelDOT
Amy Wilburn	Citizen Representative

DelDOT Support Staff

Maria Andaya	DelDOT
Farzana Atique	McCormick Taylor

Members Absent

Tracy Condon	DSP
Kimberly Holmes	DHCA
James Wilson	Bike Delaware

I. **CALL TO ORDER.** The meeting was called to order at 10:04 am by Chair CR McLeod.

II. **DISCUSSIONS**

A. **Pedestrian Safety Awareness Month.** The subcommittee will look into permanently declaring October as Pedestrian Safety Awareness Month in Delaware through a legislation. Since it's too late to get this done this year, CR said we will table this item as one of our goals for 2019. We will still request for a proclamation from the Governor and plan an event to draw attention to pedestrian safety this October that can include the Governor and legislators. Then we can announce that going forward we will work with legislators to make this a permanent one.

CR will talk to Secretary Cohan as to who we can approach as lead sponsor for this legislation so we can have this all ready to go when the legislature convenes. Senator Sokola and Representative Mitchell are potential legislators who can help. James Wilson might be able to help with this.

Richard Klepner said that OHS is planning a media event beginning of October at the Elsmere Fire Hall. No exact date yet. Richard will provide CR with the date of their event once final. Their plan is to announce their statewide mobilization. They're also working on a Halloween event – trunk or treat with officers and some events at various elementary schools

Ken Grant said AAA has materials and studies relating to pedestrian safety. Also, AAA Foundation is doing safety patrol at various elementary schools in October. Safety patrols will be around helping with crosswalks, etc.

CR asked if DelDOT has any pedestrian improvement projects in the area that we can showcase. Tom Nickel said he is working on a project in the Limestone Road/Kirkwood Highway area. The group will make a determination as to what project to highlight.

Ken suggested concentrated posters at bars and liquor stores since most pedestrian fatalities tend to be under the influence.

Amy Wilburn asked about partnering with social service agencies in areas where we have high pedestrian fatalities since they have one to one contact with the population at most risk.

CR said to invite them to the event and offer them a role.

B. Share the Road Safety Class. This is a program based on one that they're doing in Oregon. According to Richard, when he spoke to someone from Oregon about the program, he was told that fatalities went significantly down particularly among bicyclists. He found out that Las Vegas, Nevada is also doing a similar program. They don't charge the pedestrians or bicyclist a fee to take the class but they charge the drivers so they don't get many driver participation because the fee to take the class and the fines are nearly the same. They use the fees to purchase pedestrian safety materials.

There was a question as to whether it would make sense to make the program similar to other traffic violations where taking the class is mandatory after a progression of penalties? Also if we know how many gets ticketed for these kind of offenses in Delaware and how many are repeat offenders?

Richard said that right now, officers are hesitant to issue tickets to offenders because of the burden of the cost of ticket and most of those ticketed are in the lower socio-economic areas. At least with this class, people will have the option to take a free class and learn something and officers won't be hesitant in writing tickets. Tickets are usually \$25 per pedestrian plus other cost which is approximately \$83 which means a total of \$108 more or less.

Amy said that taking the class is better than paying \$83 or more but we have to be aware of transportation issues wherever this class is going to be held. It has to be accessible.

Portland does theirs at a hospital so that is an option for us.

Portland did their program through a court order. Ours might need to be through legislation but CR will check with DAG Annie Cordo first.

Farzana Atique is going to look into Nevada's program.

The group unanimously voted to add this item to the 2019 goals.

III. Review of 2016 Recommendations made by the subcommittee to DelDOT. In 2016, the Subcommittee made six recommendations to DelDOT. James Wilson suggested that the subcommittee review the status of these recommendations including the updates from DelDOT.

1. DelDOT reported that the bus stop policy revision is done and the recommended language by the subcommittee was adopted. The subcommittee wants to know what's next after the adoption of the bus stop policy. Will there be training? We should reach out to DART. Tom Nickle emailed everybody a link to DART's revised bus stop policy.
2. Complete Streets Implementation Plan. According to Maria, this is still not done. CR and Maria will reach out to Anthony Aglio regarding the status of this.

3. E-Crash form has been revised for investigating officers to include pedestrian trip origin and destination. According to Richard, however, CARS needs to be updated yet so they will be able to see the information. Mark Luszcz will look into this.
 4. Pedestrian Safety Audits. Audits were conducted in 2017 but things are always on-going. First, studies are conducted then recommendations are implemented. Probably a better way of reporting this in the future is to provide a status of all pedestrian audits. When we finish a study, we have a list of things that we said we are going to do and if they have been done. Mark's intent is to have a matrix on the website of recommendations and corresponding status of each. On the Annual Report, we can report what pedestrian audits have been completed and point them to the website www.safety.deldot.gov
 5. There are limitations to DelDOT's authority to enter onto private land to repair existing facilities. They can be found in the Design Guidance Memorandum, Right of Way Verification. There will be trainings at DelDOT regarding this.
 6. There's a question on whether we can compel developers to extend sidewalks outside their project limits to connect to logical termini. This can be incorporated into the Complete Streets Policy. One thing the subcommittee can look into is how to give the department authority to compel developers to provide for non-motorized users. Most of the time, we can force developers to construct pedestrian facilities but forcing an existing development to which they're connecting to is a different story.
- IV. **ADJOURN.** Meeting was adjourned at 11:15 am. A doodle poll will be sent out for the next meeting.