

# **TRAVEL SAFE DELAWARE:** An Action Plan for Safe Streets

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*Appendix E. Stakeholder Engagement and Feedback Summary*

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## Stakeholder Engagement

The chart in *Figure 1* below lists the stakeholders who were engaged throughout the process of developing Travel Safe Delaware.

*Figure 1. List of Stakeholders*

Stakeholder Name	Agency or Affiliation	Position or Title
Jessica Ormeroid	ODOT District 6	Highway Safety District Coordinator
Jerry Sanor	ODOT District 6	Transportation Engineer
Kimberly Schwind	Ohio Traffic Safety Office in the Ohio Department of Public Safety	Assistant Director & Training Programs Administrator
Mark Donnelly	FHWA Ohio Division	Transportation Safety Engineer
Tiffany Jenkins	Delaware County Engineer's Office	Senior Project Engineer
Andy Volenik	Delaware County Transit	Executive Director
Jackie Bain	Delaware Public Health District	Safe Communities Coalition Coordinator
Abbey Trimble	Delaware Public Health District	Community Health Program Manager
Josie Bonnette	Delaware Public Health District	Community Health Specialist
Carrie Fortman	City of Delaware Engineering Services	Land Development Lead Engineer
Nathan McCoy	City of Delaware Public Works	Operations Manager
Ted Miller	City of Delaware Parks and Recreation	Parks & Recreation Director
Jordan Selmek	City of Delaware Planning & Community Development	Planning & Zoning Administrator
Rachel Wolff	City of Delaware	Project Engineer
Kyle Kridler	City of Delaware	Assistant City Manager
Adam Moore	City of Delaware Police Department	Chief of Police
Tim Pyle	City of Delaware Fire Department	Interim Fire Chief
Jason Sherman	Delaware City Schools	Director of Facilities and Transportation
Brad Fisher	Delaware County Regional Planning Commission	Senior Planner
Jackie Haight	SourcePoint	Age-Friendly Coordinator
Amelia Tucciarone	SourcePoint	Chief Programs Officer
Brande Urban	United Way of Delaware County	Director of Collective Impact

## Stakeholder Input and Feedback

Stakeholders were engaged multiple times throughout the development of *Travel Safe Delaware*. Two stakeholder workshops were held to gather stakeholder input, discuss safety challenges citywide, and develop priorities for the plan. Additionally, stakeholders were contacted throughout the process of developing the plan documents to provide their thoughts and feedback on the content as it was developed.

### *Stakeholder Input from Workshop #1*

The first stakeholder workshop was held on Wednesday, April 24, 2023. During the workshop, MORPC staff provided an overview of the SS4A Grant Program, the NRSS, and the Safe System Approach as context for why the City chose to develop a Safety Action Plan and what would need to be included in the plan. The remainder of the workshop focused on initial highlights from the crash data and discussion around priorities for the City to incorporate into the Safety Action Plan.

The following workshop summary organizes all stakeholder input into two primary categories:

- **Safety Action Plan Components:** This section includes feedback received on the development of and specific content for the Action Plan.
- **The Safe System Approach:** This section documents the stakeholder input received regarding specific safety challenges organized by each element of the Safe System Approach.

### Safety Action Plan Components

During the first stakeholder workshop, discussion was had regarding the required components for a Safety Action Plan and which of those should be the highest priorities for the City of Delaware. Four of the following six components must be included in the Plan, at a minimum:

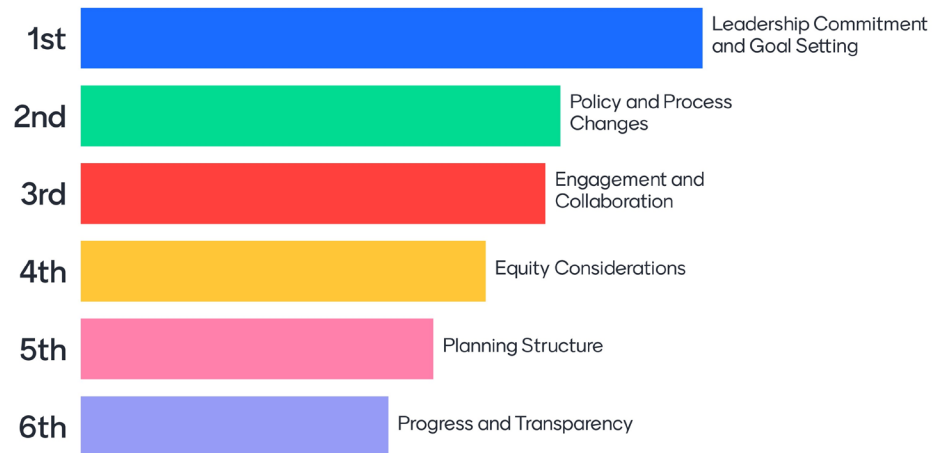
1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Engagement and Collaboration
4. Equity Considerations
5. Policy and Process Changes
6. Progress and Transparency

The stakeholder group participated in two exercises to help prioritize these Safety Action Plan components, as well as identify key safety priorities for the plan. Through the first exercise, the stakeholder group voted on which components of the Safety Action Plan they felt the City should prioritize. The results, illustrated in *Figure 2* on the following page, identified **Leadership Commitment and Goal Setting as the highest priority** component for the City of Delaware's Safety Action Plan. This would involve a public commitment from City leadership to the goal of zero roadway fatalities and serious injuries, as well as a target to achieve that goal by a set date. **The remaining three items the stakeholder group prioritized include:**

- Assessing existing policies and procedures to identify opportunities for improvement;
- Engaging the public, in addition to the stakeholder group, and incorporating all feedback into the plan; and
- Identifying underserved communities and assessing how proposed projects and strategies will impact those populations.

Figure 2. Stakeholder Voting Results for Action Plan Component Priorities

## Which Items Would You Prioritize?

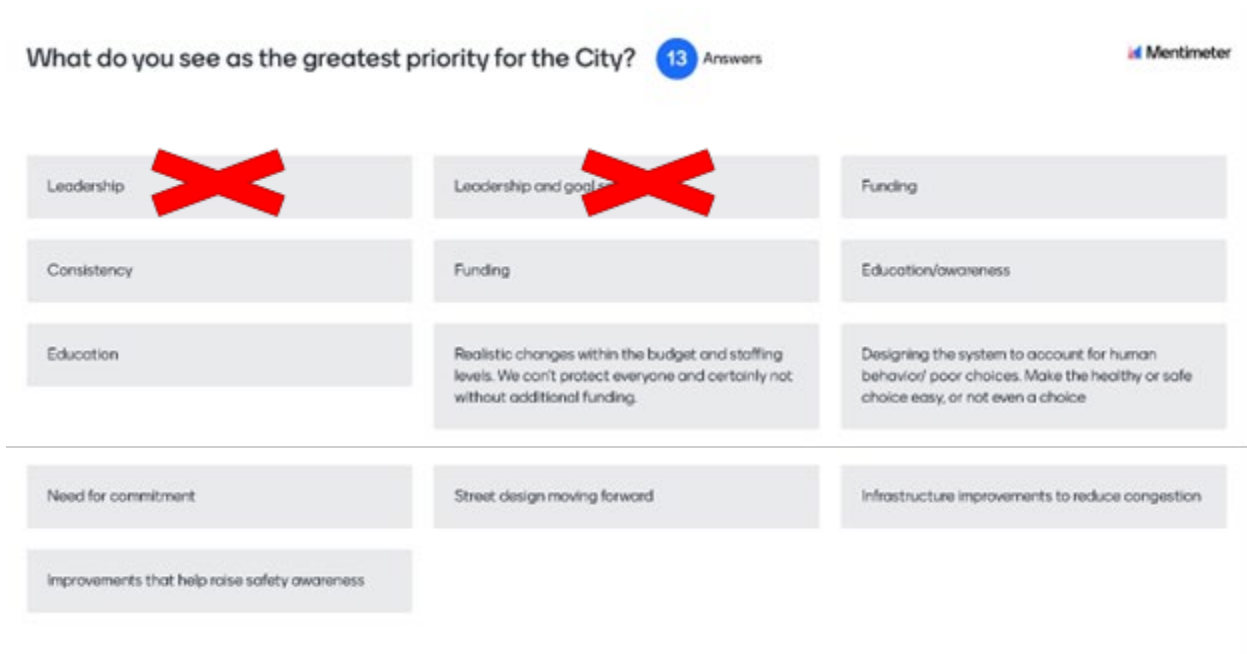


The second exercise to identify priorities for the Safety Action Plan was completed after a review and discussion of high-level crash trends throughout the city of Delaware. The results of this exercise are illustrated in *Figure 3* on the following page. Note that the first two responses (“leadership,” and “leadership and goal setting”) were intended for the first exercise and are not relevant for the second – there was an error in the initial use of the activity. **The three main priorities identified through this second exercise include:**

- Funding
- Education; and
- Infrastructure improvements

These priorities were used to inform the development of *Travel Safe Delaware* as well as key action items in the Safety Action Plan.

Figure 3. Stakeholder Input Results Regarding General Transportation Safety Challenges and Priorities



### The Safe System Approach

Specific comments and feedback from the stakeholder group during the first workshop are organized below based on how they relate to each of the five elements of the Safe System Approach. Additionally, some initial considerations based on discussion from the workshop are noted for each element.

#### **Safe Road Users**

*“Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.”*

Stakeholder discussion during the first workshop touched on the following items related to roadway users:

- The quality of driver education has degraded over time – we no longer have driver’s education programs in schools, etc. What can be done locally to address this? Can resources be made available for more engagement?
- Older road users have a hard time adjusting to significant changes in roadway design (e.g., roundabouts).

### *Considerations:*

- Collaboration with local school districts to re-start driver's education courses
- Collaboration with SAFE Delaware / OTSO on key educational opportunities
- Partnerships with Law Enforcement to host special events
- Potential campaigns to influence perceptions and behaviors:
  - Friendly Driver Programs, etc.
  - Concept of "Shared Responsibility" and the Safe System Approach
  - Partnerships with local age-friendly organizations to educate older drivers

### **Safe Speeds**

*"Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement."*

Stakeholder discussion during the workshop touched on the following items related to speed:

- The Chief of Police gets lots of calls about speeding in neighborhoods, says he finds that children are often playing in the streets in those neighborhoods.
  - *Ideally, neighborhood streets would be safe for play like this.*
- Delaware is not immune to the ongoing enforcement personnel shortage. Where can redundancy be built into the system so that when enforcement isn't an option, alternative solutions can address the issue (i.e., how can the other Safe System Elements fill in any gaps)?

### *Considerations:*

- Review and assess current posted speed limits throughout the city.
- Where do posted speeds not align well with adjacent land uses?
- City standards regarding roadway design and safe speed management
- Identify and map opportunities to address speeding concerns:
  - Are there specific neighborhoods that regularly complain?
  - Has any data been collected?
- Evaluate potential for "Neighborhood Slow Zones" style program (School Streets, etc.).

## Safe Roads

*“Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.”*

Stakeholder discussion during the workshop touched on the following related to road design:

- Residents complain a lot about afternoon peak congestion on east-west corridors. There are not many options for traveling east-west; the Point is a significant hurdle right now for traffic but should improve with ongoing improvements.
- There are a lot of new and different modes of transportation all converging on the roadways and creating conflicts. There is also the general conflict between people getting around *within* the city vs. traveling through it.
  - Limited east-west connections in Delaware force through-traffic to mix with local traffic, turning those corridors into more local roads through downtown areas, but motorists aren't necessarily slowing down commensurately.
- Concerns were raised about pedestrian signals downtown requiring pedestrians to push buttons to activate the walk phase. Also: Do the walk phases in the city allow enough time for people to cross? Are there LPIs on any crosswalks? Mention of conflicts between left-turning vehicles and pedestrians trying to cross.
- Desire to build out the city's trail network, fill in gaps, so that people walking and bicycling have less conflict with vehicular traffic.
- Specific locations noted with safety concerns:
  - Cheshire Road at Berlin Manor neighborhood, lots of pedestrian crossings occurring at a visually impeded area coming out of a new neighborhood.
- Rear-end crashes comprised the most fatalities and serious injuries (more than 23%) during the 2017-2021 time period. This varied significantly from regional trends, where rear-end crashes only comprised around 13% of all fatalities and serious injuries. This could be due to a number of potential factors including, but not limited to:
  - Many arterials that function as both through-corridors and local streets.
  - Motorists traveling at highway speeds coming upon red lights/stopped traffic and not slowing down in time.
  - Generally, motorists traveling at higher speeds and driving more aggressively.

### *Considerations:*

- Land use / zoning policy for new development – can additional network connections be provided through new development to aid in mitigating these major bottlenecks?
- Does the current Delaware Thoroughfare Plan propose any relief for east west travel?
- What is the feasibility of alternate routes for truck and/or through-traffic?
- How is the City implementing the existing Complete Streets Policy?
- Evaluate current policy for pedestrian signal phasing, timing, and use of LPIs.

## **Post-Crash Care**

*“Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.”*

Little to no discussion was had during the workshop regarding post-crash care. However, some potential considerations include:

- Procedures, estimated response times throughout the community – disparities for certain areas?
- Access to appropriate emergency care/trauma centers?
- Traffic incident management practices?
- Potential for education, new technology, etc.?

## **Safe Vehicles**

*Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants. (USDOT, 2022)*

Little to no discussion was had during the workshop regarding vehicle safety. However, some potential considerations include:

- Potential opportunities with City fleet vehicles?

The stakeholder comments and related considerations helped to inform the development of plan priorities as well as specific strategies and action items identified in the Safety Action Plan.



## ***Stakeholder Input from Workshop #2***

A second stakeholder workshop was held on Thursday, July 20, 2023. During the second workshop, MORPC staff provided an overview of additional data analysis that was conducted after the first workshop and discussed stakeholder priorities and input regarding targets to set for decreasing the number of fatalities and serious injuries on Delaware roadways. Highlights were also provided on the initial results of the public survey that was conducted. The main focus of the meeting was reviewing the draft strategies and action items with the stakeholders.

### Target Setting

The stakeholder discussion regarding targets to set related to reducing fatalities and serious injuries focused around what was actually feasible to achieve in order to keep the public trust throughout implementation of the plan. Concerns were noted that the City should pick a target that they can realistically fulfill, rather than overshoot and lose public trust. Some discussion was also had about the growth Delaware is undergoing and expects to continue and how that may impact reaching the established targets.

Ultimately, the stakeholders voted on a target for the plan and arrived at a 5% annual reduction in fatalities and serious injuries as the best choice for the City of Delaware. Based on current data, this annual reduction would lead the City to achieve significant declines, as well as the ultimate goal of zero fatalities and serious injuries around the year 2040. This is in line with many similar Vision Zero plans and initiatives around the country. It was also noted that a 5% annual reduction is more significant than the target of 2% annual reduction currently adopted by the Ohio Department of Transportation and MORPC.

### Action Item Discussion

Following the target setting discussion, stakeholders were engaged in review of additional data and information to further explore the challenges and opportunities related to traffic safety in Delaware. MORPC staff then provided a series of draft strategies and action items for the stakeholders to review and provide their feedback on. The strategies and action items were categorized based on the Safe System Elements. Input and feedback from the stakeholders is organized in the same fashion below.

## **Safe Road Users**

### *Drivers Education:*

- Teenagers going through drivers' education could take it at their local school -- this would allow people to contextualize what they're learning in their own neighborhood and environment.
  - A lot of younger drivers may wait until they are 18 to get their drivers' license, which means the graduated license law wouldn't apply and drivers' education would not be required to get a license
  - The Delaware school district phased out drivers' education -- could we implement this in a health class requirement?
  - This is a very systemic change
  - Could we implement this as a selective after-school activity? If it takes on a different structure than a class, would it be helpful in achieving the city's goals?

### *Expanding Existing Efforts:*

- Highlight things that are already going on and market events in a way that reach more people in the community.
- Is there a way for the City to promote/highlight existing efforts on traffic safety?
  - CarTeens program in high schools
  - Increased access to programs on safety and transportation access for older adults (CarFit programs, implementing alternate forms of transportation for older adults)
- Legislation regarding distracted driving
  - Hands-free driving: Delaware could explore looking into a hands-free driving law
  - Research in other states with statewide laws on distracted driving has shown that these laws are very effective at first but then their efficacy tapers off
  - Laws that are passed should be taught in schools
- Strategic enforcement events to highlight roadway safety
  - Based on data and collaboration with law enforcement officials
  - When law enforcement pulls someone over, give them a warning and educational information
  - The City had a speed enforcement program where if high speeds were detected on certain roads, they would send an officer out to the area
  - Funding is available through ODPS
  - This isn't always consistent, but it could be effective
- Many of the existing programs are targeting young and old drivers, but not a lot of people in between those age groups.
  - Potential to focus on education for parents of teenagers?
- Traffic safety education for non-English speakers
  - Tap into Ohio Wesleyan students who study a foreign language
  - 5% of Delaware residents speak a language other than English at home

### **Safe Speeds**

- Evaluate current posted speed limits throughout the city
  - Setting of speed-limits in Ohio is not context sensitive
- Identify the speeds that people are actually travelling at
- Implement low-cost safety improvements to test different ways to address speed issues
  - Improving neighborhood traffic calming program
  - Are there ways we can implement technology so that officers can focus on other priorities?
  - Expand central business district designation to expand 25 mph speed zone

## Safe Roads

*Little discussion was had on this element, since the City's Engineering Department is leading the development of the Safety Action Plan.*

## Post-Crash Care

- Post-crash care consists of a number of things and is a diverse area where a multitude of action items can be implemented to reduce fatalities and serious injuries -- trauma care, emergency response times, traffic management
- Stakeholders were passionate about educational programs to bring awareness about crashes, share details about recent crashes, and mitigate psychological trauma
  - Make sure that data that is shared doesn't lead to personal identification
  - Some things adjacent to this are already underway in Delaware (memorializing crash victims, etc.)
- Signal pre-emption for emergency vehicles
  - Project was being implemented throughout city systems, can be branched out through different systems in Delaware County
  - Every vehicle needs the GPS in it for the system to be utilized
  - New system: call comes in from 911, GPS generates the route, communicates back to city's central system that controls all the signals and tells it what to do
    - Depends on optic fiber, high speed
    - Less infrastructure based
  - Not fully implemented in Delaware, but can be built upon

## Safe Vehicles

- Feedback on partnerships with local agencies
  - ODOT should be included as a stakeholder because 36/37 cuts through Delaware
- Bumper-mounted auxiliary warning lights on school buses -- data shows somewhat of a drop in crashes
  - Stops on Route 23 are problematic
- Health District's fleet vehicles are all low to the ground: is there a way that drivers of fleet vehicles can adjust their seats for the best visibility
  - Make sure that drivers' seats in fleet vehicles are able to be adjusted based on a person (fit the seat/car to the driver)

All of this stakeholder input helped to inform the final strategies and action items included in *Travel Safe Delaware*.