



Delaware Bicycle Council
June 2, 2021
Teleconference Call
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Jackie McDermott, Office of Highway Safety
Wendy Polasko, DelDOT Representative
Mike Wagner, Department of Education
Cpl. Tyler Wright, DE State Police Representative
James Wilson, New Castle County Representative

Members Absent

Fran Cardaci, At-Large Representative
Mack Cochran, Trails & Greenways Council
Mike Krumrine, DNREC Representative
Marty Lessner, Council on Transportation
Roger Roy, New Castle County Representative
Mike Tyler, At-Large Representative

DelDOT Support Staff

Marc Coté, Director of Planning, DelDOT
John Fiori, Bicycle Coordinator, DelDOT
Christina Thomas, Administrative Assistant, DelDOT

Guests

Jeff Niezgodá, DelDOT
John Kurpjuweit, Sussex Cyclists
John Bare, Bike Delaware
Richard Klepner, Office of Highway Safety
Tracy Condon, Public
Adriane Ward, Waste Management
Jim Kramer, Public
Karen Zakarian, Public

Anthony Aglio, DelDOT
Bill Weller, Sussex Cyclists
Rebecca Gross, University of Delaware
Carol Ireland, White Clay Creek Bike Club
David Racca, Public
Mike Thomas, DRPI
Mary Kate Mckenna, Public
Ray Quillen, Public

I. Welcome/Introductions

The meeting was called to order at 5:13 p.m. by Scott Hoffman. The Council meeting was held virtually in which John Fiori took a roll call of Council members present. The quorum was met for the meeting.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from the April 7, 2021. John indicated that although Shebra Hall could not attend, she did e-mail her revisions which she was added twice as being present and being absent. John revised the minutes and removed her of being present. There were no other revisions to the meeting minutes. Scott Hoffman asked for a motion to accept the minutes from the April 7, 2021. James Wilson made the motion to accept the meeting minutes. Walt Bryan seconded. All agreed, no one opposed. Motion passed.

II. New Council Member Introduction

Scott Hoffman introduced Wendy Polasko to the Council who is taking over Tom Felice's position. The council members introduced their selves. Wendy indicated she lives and works Kent County Delaware and is currently the Subdivision Engineer within the DelDOT's Division of Planning under Development Coordination. This section is responsible to review and approve all entrances for both state-maintained subdivision, privately maintained subdivisions, and all commercial entrances throughout the state, in which the majority of them have some sort of pedestrian connection or shared-use path/bike lane.

III. Public Comment

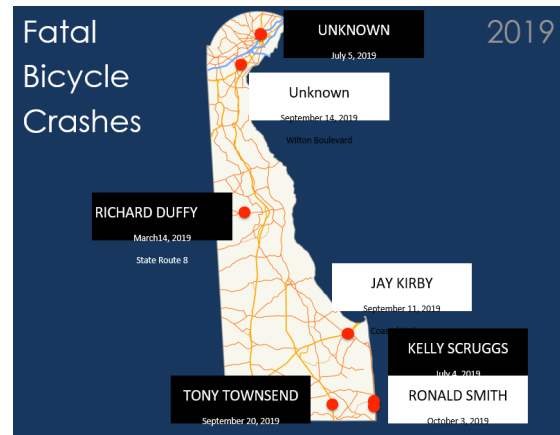
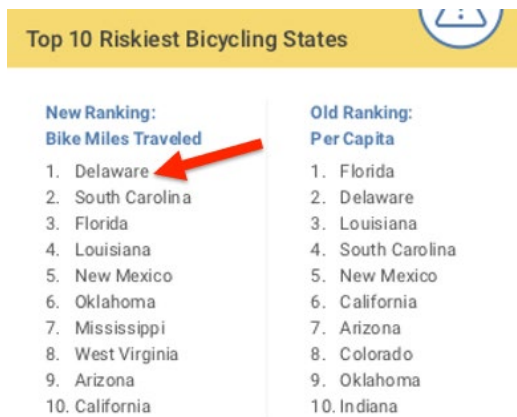
There were no public comments.

IV. New Business

StreetLight Report on Comparative Riskiness of Cycling by State

James Wilson did a presentation on the Riskiness of Cycling by State. The Fatal Bicycle Crash Rate in 2018 and 2019 is 2.6 while the Delaware rate is 2.5, where Delaware would be between 2 and 3 fatal bicycle crashes per year. Unfortunately, this is not what happened in 2018 and 2019. In 2018 Delaware tied the record high of six and in 2019 set a record high of seven fatal bicycle crashes. In 2018, comparing to other states, Delaware had the second highest bicycle fatality rate, only to Florida, in the country. The StreetLight report came out about a month or so ago, where this company takes location data from a smart phone apps and does all kinds of data analysis and gets transportation information extracted from the location data from the smart phone apps. In transportation, VMT (Vehicle Miles Traveled), has been a metric that has been in the center of transportation planning for decades. StreetLight then reconfigured the ranking of fatal crashes but instead of dividing by population they did divided by bicycle miles traveled. Unfortunately makes Delaware look a little worse. According to StreetLight data, in 2018 and 2019, Delaware was the single riskiest state in the entire United States for bicycling. James showed a slide of the seven

bicycle crashes plotted on Delaware in 2019. Most of the fatal bicycle crashes except for one, occurred in the suburban areas.



Analysis of Crash Report Data

John Fiori made a presentation on the crash report data and how it could be used by DeIDOT or by someone in the Department in terms of StreetLight report. Prior to the presentation John indicated that the crash data and the associated police report are intended for DeIDOT use only and shall not be transmitted, copied, distributed, or provided by any other entity. John indicated this presentation will most likely be the same that Jackie McDermott did in February 2021. In 2020 there were 124-crashes where 22% (28-crashes) were reportable. For manner of impact, the highest was 74% (92-crashes) was classified as “Not a collision between two vehicles”. Under alcohol related crashes, 116-crashes were non-alcohol while 8-crashes were alcohol related. During the day of the week, the highest was 19% (24-crashes) that occurred on a Thursday. For time of day during the a.m. hours, the highest was at 9% (11-crashes) that occurred 1000 AM to 1059 AM. For time of day during the p.m. hours, the highest was at 13% (16-crashes) that occurred 1800 PM to 1859 PM. For surface conditions, 88% (110-crashes) of crashes were in dry conditions while under lighting conditions 72% (90-crashes) occurred during daylight and under weather conditions 73% (91-crashes) occurred during clear weather. Under type of crash considered harmful event, 52% (64-crashes) were pedacycle, collision with person, motor vehicle or non-fixed objects and the highest primary contributing circumstance was driver distraction or fatigue at 22% (28-crashes). For driver action 54% (61-crashes) were no contributing action while 14% (16-crashes) were operating vehicles recklessly carelessly negligent or aggressive. After the presentation, James Wilson had questions. In the overall report under Harmful Event, the column says Pedal Cycle, which is understandable because that is what the Council is talking about but a lot of them say Motor Vehicle and Transport. What does this mean? John did not know and would have to ask another section on where is the clear that it is a bicycle crash. The other concerns the difference between Maintenance Road and Roadway ID. David Racca indicated the Maintenance Road is the linear referencing system while the Roadway ID is with the GIS system. James requested if a map could be generated based on the report to show if there are focus areas where bicycle safety needs to be addressed. John indicated if the Council sends him an e-mail requesting a map, then he will

reach out to the appropriate section to see if that is possible. Scott Hoffman volunteered to put the request together and then to run it by James and the Council prior to forwarding on the request.

Delaware Office of Highway Safety's Plans to Improve Bicycle Safety

Jackie McDermott discussed plans that the Office of Highway Safety (OHS) has for improving bicycle safety, where Scott Hoffman previously sent her four topic questions. The first question, what are the typical educational efforts that OHS spearheads? OHS mission is to improve the safety of Delaware's motoring public by focusing on behavioral traffic safety issues. OHS addresses public safety as it relates to driver behavior. OHS provides funding for law-enforcement to conduct pedestrian Enforcement education throughout the year as well as paid media efforts during mobilizations based on the crash data. Officers are also encouraged to interact with bicyclists during the summer season. Additionally, OHS recently revised Rehoboth Police Department and a homeowner's association pamphlet for pedestrian and bicyclists within their community. OHS shares information between corporate partners and municipalities across several platforms. OHS has previously met with beach community representatives to discuss the pedestrian and bicycle issues in their jurisdiction. The second question, generally how does OHS decide to allocate resources towards educational efforts? OHS is fully funded by NHTSA (National Highway Traffic Safety Administration) and develops a year-long safety plan based on crash data and funding from previous years and once funding is awarded, adjustments are made to that plan and then carries out that plan to the next physical year. The third question, specifically why are the resources all directed to pedestrian safety at this time? Traditionally Delaware has the most pedestrian fatalities per capita in the nation over the last several years. Recent years Delaware has ranked between first and fifth in the nation. The fourth question, what would OHS need to direct more resources towards bicycle safety? The highway safety plan is developed using crash data and other requirements from NHTSA based on the anticipated building. Other project proposals are entertained throughout the year and if funding is available the project proposals are granted. After the presentation, Scott had a question, where during the Streetlight report that James shared and the previous years of being number 1 in the nation in terms of bicycle fatalities. Is that information is considered when doing the highway safety plan? Jackie responded that from the OHS perspective, they are not familiar with Streetlight and the credibility behind the report. We obviously take something like that seriously but am not positive we are the most dangerous bicycle state in the country, especially since we rank so high for many years as being a Bicycle-Friendly State but will not argue with their logic. When it comes to pedestrian safety vs. bicyclists, our funding levels, we do not get enough to do what we want to do with pedestrian safety. That report says that we have ten times as many pedestrian fatalities on state average than we do bicyclists. Do not want to say OHS is unwilling to do anything bicycle safety or something related but we do accept project proposals throughout the year. If there is something that DelDOT is looking at or the Bicycle Council is looking at, we are happy to discuss some of those programs. Karen Zakarian suggested looking into COVID financing, which might be helpful.

Georgetown-Lewes Trail Crossing Updates

Jeff Niezgoda opened by reporting that a phase for the Georgetown-Lewes Trail was awarded in Georgetown from the Little league Ball Fields to Sussex Academy. Another phase from Cool Springs to Fisher Road is almost ready to be awarded. Anthony Aglio then made a presentation on the trail crossing along the Georgetown-Lewes Trail, where there are currently 15 active crossings

and about six to seven months ago discussed conducting an analysis on some of the crossings. Also, there are some capital projects that will be changing some of the existing crossing entirely. Keep in mind that most of our trail users are older and are using the trail for recreational purposes. There is now the Delaware Yield Law for the bicyclists and have our pedestrian crosswalk law which means pedestrians in the crosswalk on the same side of the motorist, where the motorist needs to yield to that pedestrian. Both laws leave it to the discretion of either the driver or the bicyclist for the pedestrians. There's a lot of give-and-take that must happen for it to work. At our crossings on each location, bicycles stop signs specifically for bicycles are installed but within the City limits of Lewes, the smaller octagonal stop signs are installed. All the municipal street crossings are relatively low risk and the idea behind that is not to treat them all the same way so that where we really need the bicyclist to stop, you should have the most intuitive stopping or intuitive warning to let the bicyclist know that this is a dangerous crossing. Savannah Road has a median island crosswalk and even have spinners on the tops of the stop signs to make the signs more visible to motorists. The Old Orchard Road crossing has a higher speed where Atlantic Concrete is on the left a new development is proposed on the right coming. DelDOT has a capital improvement project that will realign this crossing which will also have a median island. The Nassau Road crossing is a medium risk but does have about 1,000 users during the week and about 2,000 users per weekend and even more over holidays. Luckily have not had a lot of accidents here. This crossing has the red concrete ramps, yellow bollards, the stop sign for bicyclist and stop ahead sign. This crossing will also be realigned as part of a DelDOT capital improvement project. Minos Conaway Road crossing is a high-risk crossing but are working on lowering the posted speed limit. The sight lines are good; had some trees removed. This crossing has the red concrete ramps, yellow bollards, the stop sign for bicyclist and stop ahead sign. Will look at lighting, make sure signs are spaced appropriately. Sweetbriar Road crossing has about 3,000 users per day. This crossing does have a median island and our Traffic section will be installing a rapid flashing beacon. Jeff indicated he spoke with Peter Haag and later this year they are going to put overhead signals up for rapid flashing beacon and it's going to be motion activated so will not be pushbutton activated. Funding is already in place for this work. The Log Cabin Road crossing has concerns due to the angle of the crossing and may need to look at this crossing. Joseph Road crossing is a high-risk road although the volume road is low with about 300 trips a day. The sight lines are not very good and are going to have to look at this one. In the low-risk local street network that maybe take stop signs out. But most of those are on private streets or municipal streets. It would have to talk to City of Lewes to see if agreeable to that. James Wilson asked about Speed Tables, where Anthony responded that the traffic calming manual doesn't allow us to put traffic calming such as speed tables to state roads and it only applies to local streets. Michael Wagner asked what the date is to have the entire Georgetown-Lewes Trail completed, where Jeff responded based on the current schedule the entire alignment would be completed in seven years.

V. Old Business

Delaware Bicycle Council access to Bicycle Accident Data Update:

This was already discussed by John Fiori earlier in the meeting and no further discussions required.

Cycling Innovation Grant Update & Reach outs:

Tom Hartley indicated there are several applications that are in the works but think we need to encourage other towns. Tom also requested if James Wilson can be added to the Innovation Grant Working Group. James said he would help if the Council would be kind enough to put him on the working group. Tom Hartley asked for a motion to add James to the Innovation Grant Working Group. Walt Bryan made a motion to add James to the working group. Scott Hoffman seconded. All approved no one opposed. Motion passed.

HB 121 (Delaware Yield Law) Update:

Scott Hoffman indicated that the Council sent letters of support to Representative Andria Bennet and Senator David Sokola about keeping the law and removing the sunset provision. James Wilson also testified before the first committee that had a hearing on the bill where it was moved through that committee and that the bill could be moved to the House early next week. **NOTE:** HB 36 that removed the sunset provision was approved.

Bicycle Route 1 Update:

Scott Hoffman has been working on updating Bicycle Route 1 for a while. Scott presented work that he and Chris Assay done in Kent County by creating a simple rating color system. Also put together suggestions for how to make the adjustments to the map. Scott wanted to acknowledge Bill Weller and others from Sussex Cyclists for doing the same thing for Sussex County. Scott took the information for both counties and put them together and thoughts on the roads and suggestions what could be done to either improve road sections or relocate the route. Scott indicated this still needs to be done for New Castle County.

Priority Bikeway Projects Update:

John Fiori indicated the Breakwater Junction Trail Rehoboth Connector has been completed that now connects Lewes and Rehoboth Beach. This is a Two-Way Cycle Track that was installed from Church Street and goes behind the motel and along Business Route 1 that connects to the museum after the bridge. **NOTE:** The ribbon cutting ceremony was held on June 25, 2021. For additional information go to;

<https://www.wboc.com/story/44184502/junction-and-breakwater-trail-final-portion-now-open>

Next meeting: Wednesday August 4, 2021 from 5:00 p.m. to 7:00 p.m. to be as a hybrid of in-person and virtually.