



Delaware Bicycle Council
February 2, 2022
Zoom Webinar
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Mack Cochran, Trails & Greenways Council
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Mike Krumrine, DNREC Representative
Martin Lessner, Council on Transportation
Jackie McDermott, Office of Highway Safety
Mike Tyler, At-Large Representative
Mike Wagner, Department of Education
James Wilson, New Castle County Representative
Cpl. Tyler Wright, DE State Police Representative

Members Absent

Fran Cardaci, At-Large Representative
Evette Morrow, At-Large Representative
Wendy Polasko, DelDOT Representative

DelDOT Support Staff

John Fiori, Bicycle Coordinator, DelDOT
Christina Thomas, Administrative Assistant, DelDOT

Guests

Chris Asay, Public
John Bare, Bike Delaware
Marc Cote, Rossi
Michael Hahn, DelDOT
Paul Moser, DelDOT
Pamela Steinebach, Director of Planning - DelDOT
Bill Weller, Sussex Cyclists

I. Welcome/Introductions

The meeting was called to order at 5:05 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 December 1, 2021. John Fiori indicated he has not received any minutes from Group 1. During the meeting James Wilson e-mailed John the minutes for Group 1. John then updated the minutes and presented them to the Council, where there were no additional comments. Scott Hoffman asked for a motion to accept the minutes from December 1, 2021. Michael Krumrine made the motion to accept the meeting minutes. Michael Tyler seconded the motion. All agreed, no one opposed. Motion passed.

II. Public Comment

No public comments.

III. New Business

Nominees & Vote for 2022 Chair & Vice-Chair:

Martin Lessner overseen the vote for the 2022 Chair and Vice Chair. John Fiori stated that at the December 1, 2021, meeting Scott Hoffman was nominated for Chair and Walt Bryan was nominated for Vice-Chair and no other nominations were e-mailed to him. Martin verified with Scott and Walt that they accepted the nominations where both agreed. Martin asked if there were any other nominations by the Council, which there were none. Martin put the nominations before the Council for vote. All members voted yes, and no members opposed. Scott Hoffman was voted in as Chair and Walt Bryan was voted in as Vice-Chair for 2022.

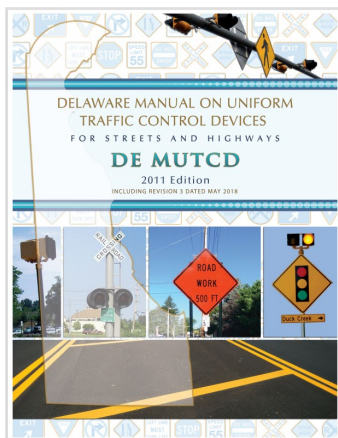
Delaware Yield/Bike Stop Sign:



John Bare with Bike Delaware made a presentation on the Delaware Yield and Bike Stop Sign, in hoping to replace the bicycle stop sign with the bicycle yield sign. The Safe Yielding was part of

the Bicycle Friendly Delaware Act that was passed in 2017. Safe Yield is defined as a bicyclist must stop completely or yield to other traffic at stop sign controlled intersection. The safe yielding had a 4-year sunset clause applied in 2017 and was made permanent in 2021. John Bare thanked the Council for their letter of support to make safe yield permanent. Currently the bicycle stop signs are used on trails, side paths and roads like on the Georgetown to Lewes Trail, Kings Highway and Route 113 in the Millsboro. John Bare had worked with RK&K and Mark Luszcz with DelDOT and were able to remove some of the bicycle stop signs from a road where they were installed on Delaware Route 141 and Delaware Route 50 and replaced with the SR1-17-DE sign, which is the bicycle yield sign. The reason for this is the use of the bicycle stop sign is just plain obsolete; it has no legal meaning, or the "Stop" has no legal meaning because there is no violation as long you are yielding and as long you go once the coast it is clear, that is the message it is supposed to be sending. By leaving it in place, it conveys some very vague message or wrong messages to cyclists, most of whom never did stop and certainly will not stop simply because that is a stop sign as opposed to a yield sign. It also conveys the wrong message to motorists and do not need to enhance that vision when there is a really simple way to do that; first is to have the Council vote for a formal request to DelDOT to stop using the SR1-16-DE in favor of the yield sign going forward, and second, ask Traffic who has responsibility for the physical signs on the road to remove the bicycle stop signs and replace them with the bicycle yield sign as opportunistically as possible. John Bare concluded that he hopes the Council can have a vote and request DelDOT to do these things. Scott Hoffman asked a question on if there are any initiatives to do these two things that Mr. Bare is asking. John Fiori responded as of right now we do not. The bicycle stop signs are placed per the Delaware MUTCD but maybe Planning can take the request under consideration. This will also have to be discussed with Development Coordination as the Development Coordination Manual has bicycle stop signs being installed on shared-use paths where it intersects with entrances but does use the bicycle yield sign where the shared-use path ties into the shoulder along a roadway. If it is the intent to not even place the bicycle stop sign where the shared-use path crosses an entrance, that would have to go through our Development Coordination section to get the manual revised but there is a process for that as well but as of right now Planning is not changing how those signs are installed. James Wilson asked the question is the Development Coordination Manual is so descriptive for the bike stop sign that there is no discretion for Department officials to use the yield sign? John responded that is determined by the either the Subdivision Engineer, the Assistant Director, or the Director of Planning. James then asked if it written as you must, where John indicated it is in the manual but would need to verify if it written as "shall" or "should". Pamela Steinebach also responded that we can check to see exactly what the Development Coordination Manual says and provide that to the Council but John is right, if there are any changes or revisions that the Council does want to make to the Delaware MUTCD, then we would just request that it formally be submitted and the explanation in the request and we can get that to our Traffic section and will get it to the right individuals to make that decision. Paul Moser asked the question to John Bare if you think that we should just totally scrap the sign or probably a few instances where we are going to want bikes to stop? There are sections where maybe there is bad sightlines, traffic with gaps is not exactly what they look like and maybe there is a safety reason that we want that to be a stop control. John Bare responded the sign has no meaning of stop but has no issues if the sign remains if there is a benefit. Paul then asked if the Delaware Yield refers to just stop signs or include the bicycle stop sign? John Bare responded that it refers to the stop sign but did not reference signs by their code number. Paul

asked if that leaves a hole or exemption in the Delaware Yield law? John Bare responded that personally he did not think so. Corporal Tyler Wright wanted to speak on safety issues, where the Council is here to create safety and might not always be geared to those of us who ride and are very familiar with the rules of the road, but you are also talking about people who are vacationing here who are not familiar with the area to have something that is calling their attention to come to a stop and make sure that nobody is coming is a good thing. Rather than a child is going to see a big red sign and hopefully stop rather than just venturing out into the road. Having a stop sign to create more safety is beneficial. Why would we take away a stop sign when we talked about the issues with the intersection over by Hopkins Dairy where it is not lighted and there is so many things that have been worked on in that area, where if you can get someone to come to a stop to make sure that no one else is coming and they are not going to get hit. I don't see that as a bad thing. Whether it can be enforced or not it would still be a good safety measure. Paul Moser agreed but want to hone on the frivolous use of it and get rid of times where there are stop signs related to the bicycle traffic that are not appropriate. The times when we do use that stop sign it has meaning and maybe that is ten times in the entire state but think we would rather have ten of those where they are needed and then get rid of the rest of them and have them be yields rather than just stop using it. I think we do want some discretion and sort of subtlety in where they are applied. James Wilson asked if the Council wanted to want to go along with that way of thinking so not to eliminate this the bicycle stop sign all together, but to reduce its use in places where it is not appropriate, is there a role for the Council to try and move the conversation in that direction? Paul Moser responded it could be guidance language in the MUTCD, maybe that is a question for Traffic but at least put that idea forward and try to get a more formalized somewhere that we want to get rid of the frivolous use of these stop signs is a worthy cause. Bill Weller asked what does the acronym MUTCD mean and what is that? Michael Tyler responded it is the Manual on Uniform Traffic Control Devices. John Fiori added that is the manual used pertaining to the installation of signs on roadways, so it tells you if a trail intersects a roadway, these types of signs need to be installed for safety reasons. If you're at a signalized intersection, they tell you what type of signs need to be installed. Basically, a manual to go over situations on where and what type of signs are installed along roadways. Bill then asked is that a Delaware document or is there a national one? John responded that there is a federal document, but Delaware has adopted their own. **NOTE: The Delaware Manual on Traffic Control Devices is located at the following link: https://deldot.gov/Publications/manuals/de_mutcd/index.shtml**



Michael Tyler wanted to make a statement that he agrees with Corporal Wright about the fact that people are not frequent cyclists in many cases and a stop sign does mean something to them. To a cyclist like me when I come to a stop sign anywhere, not just on a trail, I look both ways and if there is not anything coming, I go through, but I don't bolt through. I come to at least a cautious pace and then if I see no cars I keep going. Corporal Wright has a good point that there are people that are not frequent cyclists, and they know a stop sign says stop where fathers and mothers will tell their children and say, "see that, that is a stop sign so you have to stop." I would be in favor of keeping the Stop sign if you want to put a cyclist up there that is fine but think the yield would think would create some ambiguity. Paul Moser stated he thinks that having a population specific interpretation of a regulatory sign is ambiguous but having a yield that applies to everyone and if you want to you can stop but when you put up a stop sign, we want that authority that people can and should stop. James Wilson stated he put in the chat, language of the MUTCD for stop signs where the language seems fine which says you put stop sign where bicyclists are to stop and yield signs where bicyclists are to yield. Tom Hartley wanted to make a statement that at the east terminus at the Lewes to Georgetown Trail by the canal, the trail ends at Gills Neck Road and you do not realize at first that there is no shoulder and all of a sudden, even if you are yielding and you are slowing down, if you are unfamiliar with it, you might wind up with your wheel at the end of the travel lane and a car could come by, even though they are doing 35-mph, could clip your front wheel. This is a good spot where the stop sign should stay in place. It would be nice to take and amend the standards book to say, use the yield sign, and only use the stop sign when there are good reasons and people will tend to recognize the difference. Just concerned that if you road from Georgetown and rode through 15 yield signs and they were all kind of lackluster, then you get to the end and you do not realize this is the end and there is a road with quick moving traffic and have very poor sight line and you kind of roll out there just a little bit and all of a sudden you get hit or your wheel comes very close to or you scare someone. I think there is a good point that very few people in Delaware know what the laws are. We write them but they do not know what they are for bicycles. We should not have stop signs up where we really mean it is okay to yield. We should change out the signs, just like John Bare said, where or when it is convenient, and we can change the signs from stop signs to yield signs where it is in most cases reasonable. Scott Hoffman had a question that he thought the Delaware Yield Law allows a bicyclist to go through a stop sign? John Fiori responded that you are to slow down, yield and slowly go through but if you are going 15-mph you can't continue going 15-mph through the stop sign. Scott asked if all the signs on the trail are stop signs, so can't you do the same? Tom Hartley responded that technically yes and Paul Moser added that those are the small ones, but the law did not reference the bicycle stop sign, where a lawyer and traffic engineers may need to look at it but still think that has some level of authority. Scott asked if the bicycle sign is different? Paul clarified it is a different regulatory sign, where additional guidance or how people apply the MUTCD existing language is needed, maybe training or a formal statement that would govern how we apply bicycle stop controls. John Bare indicated if this is to stop bicycle instead of the R1-1, the test he uses is what is the violation? When an officer must write something up the officer must write down the title and subsection for the violation. John Bare has looked for the violation but has not found anything. Corporal Tyler Wright responded there is a catch all violation of failure to obey traffic devices, however, certain instances where obviously you can only enforce that on a public highway but there's also language within the code that allows us to apply any traffic violation for a vehicle to a bicyclist. It is all up

to interpretation. It would have to probably come down to an Attorney General's opinion. John Base volunteered to help the DBC to write something that would imply just to reduce the number of bicycles stop signs because they are ridiculous. Putting fewer up might give a little more weight to the bicycle stop sign than if you just sprinkled them liberally everywhere like they are now. Pamela Steinebach recommended if the Council wanted to proceed with this to prepare a letter and send it to her that lays out all their questions and concerns. Also provide specific examples and pictures and recommendations the Council would want to have considered changing. James Wilson suggested John Bare and Scott Hoffman work on a draft letter that follows Pam's suggestion and that in advance of the next meeting so that everyone can see the letter and vote on it at the next meeting. Scott asked if there were no objections and there were none.

IV. Old Business

Safety Initiatives:

Scott Hoffman sated that at the last meeting there were two breakout groups to discuss ideas on things that the Council could do to promote new safety initiatives. One idea was to create a video and the second idea was related to a bicycle training program. Michael Wagner debriefed the breakout room he was in where he thought it went well. They took a simple idea and said what can we do with it if we had a bike trailer to teach kids how to ride bikes and to assist with that? Mike Wagner and Sabra Collins, a colleague from Department of Education met with John Fiori to look at the bike trailer DelDOT has. Mike took notes from that meeting bout would like to go over them with Sabra before presenting to the Council but thinks there are some things we can do, like someone could do a YouTube video on the bike trailer and send it to all the teachers, where some teachers may ask if we could come to their school. This school year may be a wash in introducing anything new but there are steps to take with the next school year and getting this out to the schools and doing a train the trainer. Mike believes this could be a long-range product but there were some suggestions that Sabra had about what the bike trailer would need because of different levels of kids, both size and age and bike experience. This would be something we could promote not only through our schools but other organizations. Scott Hoffman responded that this has the potential in moving forward. Shebra Hall wanted to comment that although she was not on the breakout group but in our group, they were thinking along the same line of education videos that could be implemented for either children or adults but could not figure out the type of situation. Shebra supported the idea would work with DOE on this. Corporal Tyler Wright stated that in the summers our Collision Reconstruction Unit, specifically in Sussex County, meets with visa students and do a presentation of safety and with majority of them using bicycles, that would obviously be something that would be beneficial to them as well, and something that we could probably get use out of as well. Scott Hoff asked Michael Wagner what are the next steps? Michael Wagner would like to debrief on notes and hear from Jackie McDermott as she made a couple of comments as well. We have this great resource, and it looks like we have a couple of other potential partners who would like to support that resource. The key is how do we develop a plan to promote and market that resource. Michael Wagner will provide a debrief at the next meeting and then potentially form a formal plan. Scott Hoffman indicated this will be an agenda item at the next Council meeting. Jackie McDermott indicated that Office of Highway Safety (OHS) worked with the Division of Alcohol and tobacco Enforcement (DATE) to get their simulator trailer started as well and it has been to the Delaware State Fair, Dover Downs or Firefly so maybe tapping into

those folks who were intimately involved in how they started. It is a joint effort as well so maybe they have some lessons learned. OHS assisted in some of the funding and NHTSA (National Highway Traffic Safety Administration) likes seeing projects that are through several stakeholders. If we can get \$5,000 from this one and \$5,000 from this one and this is our plan, it is an easier sell when you do it that way. Would be interested in seeing a bike rodeo and would like to share pedestrian stuff as well. James Wilson had a question for Jackie if she has ever communicated with anybody at NHTSA and asked the question from the point of view of what has been studied and what data exists and what evidence we can point to, is there anything that NHTSA points to that says this is a good direction to spend federal NHTSA money on terms of bicycle safety with data that shows that will have an impact? Jackie responded that has not been explored yet. James asked if she could ask that question on behalf of the Delaware Bicycle Council, and she agreed.

Bicycle Route 1 Update:

Scott Hoffman provided an update were there was a meeting attended by some Council members, DelDOT that included John Fiori and Anthony Aglio, as well as Chris Asay. One action item was to take the work that has been done for Kent and Sussex County and ask Paul if he has time to overlay those on the level of traffic stress maps and provide feedback on if we are making some improvements in terms of the new route. The other action item was we were considering if should be two route ones; one being kind of the traditional route that goes through multiple towns and connects places together and the second being a more westward route, which would be for a different type of cyclist community to use. There have been a couple things done for New Castle County but does not seem like we have made any serious progress on deciding if there should be any realignments in New Castle County. Michael Krumrine volunteered to help Paul Moser on this.

Priority Bikeway Projects Update:

John Fiori stated that there were no new updates at this time but did receive and inquiry about Senator Bikeway Phase 3 from Mifflin Road to Dover High School, in which a notice to proceed was issued but at this time there is not design schedule. When there are more details, this project will be put on the list. Walt Bryan had a question on when construction will begin on the Georgetown to Lewes Trail from Cool Spring Road to Fisher Road? John responded it will be this Spring but will talk with Anthony Aglio and will provide Walt an update. James Wilson asked if DelDOT has been contacted about a grade separated crossing of Route 9 for the Georgetown to Lewes Trail. Pamela Steinebach responded just in the last few weeks we heard of a bridge across Route 9, but it is just preliminary talks, there is no task for DelDOT and there has not been any firm coordination. James Wilson asked John Fiori if the Delaware Avenue Bikeway website was shared with the Council. John responded he was not aware of the website in which James added it to the chat. **Newark bikeway project:** <https://www.delawareaveseparatedbikeway.com/>

Michael Tyler had a couple of items to discuss prior to concluding the meeting. The rumble strips in front of the Mountaire Chicken Plant are bumping up and making it difficult to ride. The rumbles strips were filled in but have raised. James Wilson recommended to Michael to report this issue to DelDOT first, then if not addressed to bring this back to the Council. Michael indicated he will do that. The other was a person was upset about the Gordons Pond Trail and how people were acting and that it was unsafe and that the raised boardwalk was too narrow. James Wilson indicated that

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Ray Bivens, Secretary of State Parks is looking preliminary at possibly making that boardwalk wider. James asked Michael Krumrine if he could reach out to Ray and bring something back and present to the Council at the next meeting. Michael Krumrine responded that they are finishing up a study in making the raised boardwalk wider, so that is in the process now and he could provide a brief narrative at the next Council meeting.

Scott Hoffman entertained a motion to adjourn. Martin Lessnar made the motion to adjourn the meeting. Walt Bryan seconded the motion at 6:35 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday April 6, 2022, from 5:00 p.m. to 7:00 p.m. to be held virtually unless otherwise determined.

To view the Delaware Bicycle Council video on YouTube: <https://youtu.be/viVPZAEurlg>