

SR1 SHORT-TERM BICYCLE SAFETY COUNTERMEASURES

After the completion of the sidewalk project along SR1, bicyclists have the option of using the designated bike lane providing the bicyclist is riding with traffic or use the sidewalk and ride with or opposite of traffic. Since 2016 annually there have been numerous accidents involving bicyclists. The accident that typically occurs when a motorist is leaving an entrance/intersection and is only looking at the oncoming traffic and when there is an opening the motorist enters traffic. However, the motorist does not make a legal stop or look in the other direction prior to entering traffic and overtakes a bicyclist. Understand that the bicyclist also has the responsibility to make sure the motorist sees him/her prior to crossing and should be riding defensively in order prevent this from happening. Most of the accidents involve the international students where many go unreported to the police providing nobody is severely injured. In 2017 the Delaware Bicycle Council requested DelDOT to investigate what could be done in order to reduce these accidents along SR1. The request was studied where the following countermeasures have been implemented or on-going;

- Continue to address these concerns using education and enforcement strategies. The Department currently has on the Delaware Bicycle Council website bicycle safety brochures and bicycle laws outlining what all users should do to make bicycling safe for everyone. Each summer DelDOT Bicycle Program distributes bicycle maps and safety information to the state parks and municipalities for the residents and tourists who visit.
- Continue the bicycle safety seminars by partnering with the International Student Outreach Program (ISOP) and other businesses who employ international students during the summer months. The DelDOT Bicycle Program continues to provide bicycle safety seminars to those students who are loaned a bike during the summer months. All students must complete the seminar in order to receive a bike from DelDOT. DelDOT also conducts these seminars with ISOP during their student orientations as well as businesses such as Resort Quest in Bethany Beach.
- Continue the bicycle safety checkpoints. The DelDOT Bicycle Program continues to partner with Sussex Cyclists and municipality law enforcement on conducting the bicycle safety checkpoints during the summer months. These checkpoints consist of providing bicycle safety information, bicycle and trail maps, bicycle repairs that includes adjusting seats, pumping tires and installing bicycle lights as well as providing bicycle helmets.
- In 2018 DelDOT approved a sidewalk stencil stating, “**SLOW DOWN LOOK FOR TRAFFIC**”. These stencils were placed at more than 40 high-volume entrances between Five Points and the Rehoboth Canal and re-stenciled in 2019. For 2020 DelDOT will inspect existing stencils to determine which needs to be re-stenciled or added along the corridor.
- In 2019 DelDOT approved the installation of traffic control devices for egress movements, whether at driveways or key intersections warning motorists about pedestrian and bicycle usage. These signs have been installed per the SR1 Bike Sign Improvements plan located at <http://deldot.gov/Programs/bike> under DBC Agenda & Meeting Minutes.
- The use of message boards for public awareness campaign. Planning is going to investigate the possibility of purchasing two (2) message boards in FY21. The price for a portable message board is approximately \$15,500 or \$31,000 for both.
- Project Development South is working on the right-turn island at SR1/Kings Highway. Tentatively, the goal is to implement prior to summer 2021.
- Delaware Route 1 Parallel Shared Use Path – In January the Delaware Bicycle Council made a presentation to DelDOT for parallel shared-use paths along each side of SR1. DelDOT was able to allocate funding for a feasibility study for the parallel paths. The funding was approved and once the notice to proceed is issued Whitman, Reardon & Associates Feasibility Associates will begin the study and will take approximately one year to finalize. The study will be looking for a low stress pathway parallel with SR1 but closer to destinations.

There are other groups that have or are currently adding recommendations. The Route 1 Pedestrian Safety Task Force report and recommendation (January 2014) and the Five Points Corridor Study. For more information go to;

Route 1 Pedestrian Safety Task Force report and recommendations

<https://deldot.gov/Programs/DSHSP/pdfs/Rt1PedSafetyTFRpt.pdf?cache=1585582075076>

Five Points Corridor Study

<https://deldot.gov/projects/Studies/fivepoints/>

