



**Delaware Bicycle Council
June 4, 2014
DeIDOT Administration Building
Meeting Notes**

Members Present

Dean Betts, Department of Education
Fred Breukelman, Dept. of Public Health Representative
Walt Bryan, Sussex County Representative
Fran Cardaci, At-Large Representative
Tom Felice, DeIDOT Representative
Tom Hartley, Kent County Representative
Sgt. George Heberling, DE State Police Representative (Late)
Roger Roy, At-Large Representative
Mike Tyler, At-Large Representative
James Wilson, At-Large Representative

DeIDOT Support Staff

Anthony Aglio, Bicycle Coordinator DeIDOT
Kari Glanden, Administrative Support, DeIDOT
Fritz Schranck, Deputy Attorney General, DeIDOT

Members Absent

James Ireland, DE Greenways Council
Allison Kirk, Office of Highway Safety
Mike Krumrine, DNREC Representative
Amy Wilburn, Chair & At- Large Representative
Ted Williams, Council on Transportation

Guests

Bill Pfaffenhauser, Sussex Cyclists
Mark Luszcz, DeIDOT Traffic Engineer
John Kurptjuweit, Sussex Cyclists
Barbara Boyce, Bike Delaware
Carol Ireland, Bike Delaware, WCBC
Maria Ruocco, Self-Representation
Maureen Thomas, Sussex Cyclist
Michael Ruocco
Carol Senerchia, Self-Rider, Sussex County

I. WELCOME

The meeting was called to order at 5:00 PM by Roger Roy who ran the meeting on behalf Amy Wilburn. Roger went around the room and had everyone introduce themselves.

Roger Roy asked the members to look over the meeting notes. Roger made a motion to pass the minutes as provided, it was second by Walt Bryan. All voted to approve the minutes. Motion passed.

II. OLD BUSINESS

Changes to the Vulnerable Users Law:

Fritz Schranck gave an over view of the original law which states: *SB 269 amends the careless or inattentive driving law by enhancing the penalty for a careless or inattentive driver who contributes to the serious physical injury of a vulnerable user in a public right of way* - The group wants a moving violation for careless driving that causes serious injury under some conditions you will be charged with careless driving that causes serious injury but it is just a check for the violation and they don't even have to show up in court. The next level of careless driving causes death. The serious injury language is put in to enhance the sentences where folks are charged with vulnerable user law. The revised would ask for enhanced sentencing when a vulnerable user is involved in any other traffic code violation. This is more difficult to draft. The way the Motor Vehicle Code is set up other Policies that must be considered. There has been no communication with the Governor's Office to seek this change.

Police Academy Training:

Bud was not at the meeting. No update was given on his behalf.

Anthony Aglio mentioned that some of the current police academy students are assisting with the bicycle training at the beach so this is helping them to become familiar with the bicycle laws. Anthony also gave an overview of the classes he teaches with the LRAC/Church community. He also trains with employers such as Resort Quest/Thrashers/Fun land etc. The schedule is up on the website, twitter and social media sites so students can get to a checkpoint.

Driver's Education:

Tom Felice will meet with Jennifer Cohan this month to discuss questions to be added to the driver's education test. Dean Betts informed the council that he was in a meeting with teachers who work on the Driver's Ed curriculum that morning and the bicycle and pedestrian safety issues have been mentioned at the meeting. There will be changes coming to the curriculum to address these concerns.

Idaho Stop:

James Wilson met with DelDOT and police to put language in front of them about the Idaho Stop. He has informal feedback from DelDOT and no feedback from the local police. James and Roger will revisit this after the summer months.

Anthony got back to the council about the fee in lieu of funds. By County the money breaks down to approximately \$75,000.00 in one county and approximately \$50,000.00 in the other two.

III. UPDATES

Letter of Support for Proposed Bond Bill:

This was discussed at the last meeting and Anthony drafted the letter for the Council to review. Changes that were asked to be made are to carbon copy the Bond Bill Committee and send the letter also to Secretary Bhatt. Motion was made to send the letter with the changes by James Wilson and was second by Walk Bryan. All voted in favor. Motion passed.

IV. UP COMING EVENTS

Gordon's Pond Trail:

A flyer was handed out to the Council for the Gordon's Pond Trail Grand Opening Ceremony. The ceremony will be June 18th, 2014 at 10:00 a.m. at Herring Point, Cape Henlopen State Park. Please RSVP if you plan to attend. There will be an informal ride after the ribbon cutting.

Checkpoints:

The checkpoint schedule was handed out. Anthony let everyone know if they wanted to help with a checkpoint all are welcome.

Dedication of part of Junction Breakwater Trail:

There will be a dedication of part of the Junction Breakwater Trail to Larry Wonderland. Larry was one of the people who helped to start the Junction Breakwater Trail. Larry passed away two months ago. He also formed Sussex Cyclists. This will be on June 25th at 1:30 p.m.

Hagley Museum:

July 2nd Tom Felice will be handing out bicycle safety materials at the Hagley Museum from 5:00-7:00 pm.

June 14th the Governor will be signing a bill to make bicycling the state sport.

A ride is being planned for Tour d' Sussex with DelTech Georgetown and Sussex Cyclist on September 13th. This will be a 30 mile, metric century and full century ride with Gordon's Pond included in the rides.

White Clay Bike Club will have its annual double cross ride on Sunday July 6th at the Middletown High School. The short fire ride is the 4th Saturday August 23rd, also is in Middletown.

V. NEW BUSINESS

Rumble Strips:

DelDOT installed rumble strips in some undesired locations for bicyclists. Mark Luszc from DelDOT Traffic is going to address the concerns that have been raised in the email traffic.

Mike Tyler raised his concern for rumble strips and his displeasure with where the rumble strips are placed in some places 16 inches from the white line. Other places they are 8 inches from the white line. In some cases there are breaks in the strips and no breaks in other areas.

Mark Luszcz:

“ Half of the fatal crashes that happen in the state are run off the road type crashes. So this is the biggest issue in our Highway Safety Strategic Plan. The types of roads where the crashes happen are usually rural roads where they are more prevalent. Just guardrails and more signage in one area will not help. The next part of the plan is other countermeasures. Rumble strips are another countermeasure in this plan. They are effective to help the run off the road type crashes. We are installing rumble strips on rural collector roads. The contract in question on Rt. 24/Rt. 9 is with a new contract that just started in March that is for 300 + miles of rumble strips to be installed across the state. There is a policy, but just because you see things one way, they do change over time. Of the 70 miles of rumble strips in Sussex County that have been installed there is 1 mile of problems. That is one mile too many but there are 69 miles that are perfectly Bikeable. There is 6 to 8 feet of usable space left over. We have a policy that has been in place since 2011. The policy explicitly explains 4 feet must be left for bikes. There was a meeting with the Secretary and Amy Wilburn. I can't get into why it happened for possible claim reasons but what is far more important is when we are going to fix it. When working with a contractor we can't make things happen instantly b/c it is a negotiation process. The contractor has a proposed method to fix the problem. There is a patching fix, talking to the construction staff they are optimistic that this might work but not confident. It has not been used in Delaware. If this works they will fix all of the area and it should all be fixed by the end of June. The approximate one mile of area that was improperly installed in Sussex County will be what is fixed. I found maybe less than 200 ft. on Rt. 72 in New Castle County that I inspected that would also need to be fixed. I have not heard of any other complaints on Routes that we have done since March of this year. The other Routes are 896, 273 but the whole list is not here.”

Mike Tyler advised Mark that on Rt. 24 there is a rumble strip from Dorman Rd to the Pond that is about a quarter of a mile with no break. Mark agreed that would need to be fixed.

Question was asked if there should be rumble strips on the bridges. Mark answered that rumble strips can be on bridges. This is a case by case basis depending on the bridge deck.

Anthony Aglio asked to consider not running off the bridge b/c of the abutments and rumble strips aren't needed. Mark mentioned that running into the abutments aren't a good solution either. Anthony also pointed out that the abutments collect all of the debris and it doesn't get washed off. Mark commented that the biggest problem is where they put them in and there is less than four feet. He knows this is clearly a problem and it must be fixed right away. His most heard complaint from New Castle County is the area where the rumble strip is the best part for biking, then there is 4 feet left over and that collects all the debris. Traffic would like to rewrite the policy where the rumble strip is right next to or as close to the white line as possible. The standard width of the strip is sixteen inches wide. We are looking at narrowing this size and putting it as close to the line as possible. When we have a draft policy for the new strips we will extend it out to this group for comments before finalization.

Tom Hartley asked if the contractor is still placing rumble strips. Mark stated that this area must be fixed before more rumble strips are put into place. There is a three year contract with this company. They won't be given more work until they fix the current problem.

Tom Hartley asked if Mark had a map of the "bad spots" that he could provide to everyone as to where the problem areas are. Mark said someone has a map and he can get it for the council.

Where the rumble strip is placed is based on the joint of the pavement and the stripe. The rumble strip can't be in the stripe and it can't be placed too close to the pavement joint. If it is placed too close to the joint the pavement integrity is lower and it needs to be replaced sooner.

Bud Heberling asked if Traffic was considering putting any rumble strips in the center lines. Mark answered yes. The first place they have ever placed them is on 301 b/c of head on collisions. There are some center line rumble strips that are a part of this contract. They will be placed in several locations. They have been installed on Rt. 9. They are being placed where needed.

Fran Cardaci asked if there were any plans for Routes 8/10/12/14? Mark said not any that he is aware of with the current contract. As part of paving jobs strips are installed but he doesn't know of any currently. Route 13 in Bridgeville has been proposed. Fran also asked about the patching material. The material that they are going to use is a new material. Not a material that has been used before.

Carol Ireland asked what is the best way to alert DelDOT if cyclists see an issue with a rumble strip. Mark offered his email Mark.Luszcz@state.de.us , and you can call Anthony or DelDOT and he will look into it.

Low Traffic Stress Bike Network Modeling and Planning

James Wilson spoke to the Council about the report card they received for the bicycle state ranking and the feedback they received on what we need to do to keep that ranking. James passed out information on low traffic stress routes. Anthony Aglio said the Planning GIS group is working to clean up data to run a similar program. This is a work in progress for the next bike plan. James asked if a letter from the Council to Director of Planning explaining they are appreciative of this initiative be helpful. Anthony said this will happen either way but if the Council would like to send a letter in support he wouldn't be in disagreement. James brought a letter he had already prepared. The letter was passed around for comments. It was mentioned to add that the State sport is bicycling. In the 2nd paragraph there is an inconsistency with I and everything else in the paragraph is we. James was also asked to add in the 3rd paragraph to add that the Council will assist in any way possible. Roger Roy made a motion to send the letter with the mentioned comments after the next meeting with Amy's signature. Motion was second by James Wilson. No one opposed. Motion passed. Letter will be recirculated with changes by email to the council for final comments and resubmitted to the Council in August.

The floor was then opened for public comments.

ADJORN

Motion to adjourn the meeting was made by Walt Bryan and second by James Wilson. No one opposed.