



Delaware Bicycle Council
December 2, 2020
Teleconference Call
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Fran Cardaci, At-Large Representative
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Mike Krumrine, DNREC Representative
Marty Lessner, Council on Transportation
Jackie McDermott, Office of Highway Safety
Roger Roy, At-Large Representative
Mike Wagner, Department of Education
James Wilson, At Large Representative

Members Absent

Mack Cochran, Trails & Greenways Council
Cpl. Tyler Wright, DE State Police Representative
Tom Felice, DelDOT 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

Nicole Majeski, Acting Secretary DelDOT	Jeff Niezgoda, DelDOT
Anthony Aglio, DelDOT	Linda Osiecki, DelDOT
Paul Moser, DelDOT	Anson Gock, DelDOT
Bruce Kauffman, DelDOT	Pat Carlozzi, Millcreek Neighbors
Chris Reno, Public	Karen Zakarian, Public
Seth Hamed, Coalition with Bethany	Mary Roth, Delaware Greenways
Boe Daley, Public	John Kurpjuweit, Sussex Cyclist
Bruce Jankowitz, Public	Bill Weller, Sussex Cyclists

I. Welcome/Introductions

The meeting was called to order at 5:00 p.m. by Tom Hartley. The council meeting was held virtually in which Tom Hartley took a roll call of Council members present. The quorum was met for the meeting.

Tom Hartley introduced the new council member, Jackie McDermott. Jackie is with the Office of Highway Safety and has been with Highway Safety for almost a year.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from the October 7, 2020. There were no revisions to the meeting minutes. Tom Hartley asked for a motion to accept the minutes from the October 7, 2020. Roger Roy made the motion to accept the meeting minutes. Fran Cardaci seconded. All agreed, no one opposed. Motion passed.

II. Public Comment

There was no public comment.

III. New Business

Introducing Acting Secretary of Transportation – Nicole Majeski

Tom Hartley introduced Nicole Majeski who is currently the Acting Secretary for the Department of Transportation when Jennifer Cohan retired at the end of October 2020. Nicole introduced herself to the Council where Governor Carney asked her to be the Acting Secretary and plans to nominate her going forward in January 2021 to be the permanent Secretary, pending Senate confirmation. Nicole has been with the Department for nine years, previously serving as the Deputy Secretary. Prior to her time here at DelDOT she worked for New Castle County for around seven years as Chief of Staff to Chris Coons when he was County Executive. She has a unique background of bringing together concerning land use decisions and transportation. Understand how well they need to work together for a safer network for all users. Excited for this opportunity where she has been here under the Markell administration that placed more emphasis on the biking community. Will be here to watch the First State Trails and Pathways evolve and continue to grow under Governor Carney and his administration. Her goal is to ensure we have a safe network for all users especially the cyclists as well as promoting bike safety and will be looking at biking from all different modes. Nicole indicate she has a beach cruiser, but her husband is an avid biker. They do a lot of trips camping and biking. Nicole wanted to end by saying she has a great team with DelDOT and appreciates everything the bike council does to make sure we have safe connections and networks. Council members congratulated Nicole Majeski.

New Castle Bicycle Plan Prioritization

Anthony Aglio stated that project recommendations were received from New Castle County. Based on those recommendations DelDOT will select seven or eight projects to place into our bike-ped project pool prioritization process as the Delaware bike plan requires. The other projects submitted were segregated into different project pools where we thought it would be most likely

get funded such as the TAP program or coordinated with another DelDOT project. Through this process we really rely on Paul's low stress prioritization process and the data collected. Paul Moser stated that WILMAPCO finished their New Castle County Bike Plan earlier in 2020. They got the results over to us from that and in that plan, they have laid out two different categories of projects. They had recommended 17 projects throughout the county ranging from municipal recommendations and county recommendations. Based on that list DelDOT took 7 or 8 of them that fit nicely in the bike-ped pool that will be prioritized for bike-ped pool funding, which is the program that Local Systems manages. Based from those projects, Local Systems has been working on the low stress model. Paul has been working with Dr. Peter G. Furth of Northeastern University in developing new methods of doing a level of traffic stress for intersections. Looking at accessibility as it exists today in New Castle County; can people get to school's parks, employment centers transit routes, community centers. Use of mobility tool to measure accessibility and bike ability. Looking at the conditions on the ground today and then model each of the projects that WILMAPCO has recommended. What is going to improve the accessibility the most, Local Systems will use that has a heavy influence on which projects are going to be awarded and basically program feasibility study for it go into project development. Paul would like to return and discuss the results at the February Council meeting.

Nominees for 2021 Chair and Vice-Chair

A nomination was made for Scott Hoffman to be Chair for 2021. Walt Bryan nominated himself to be Vice-Chair in 2021. No other nominations were made. Voting to occur at the next Council Meeting on February 3, 2021. Additional nominations could be e-mailed to John T. Fiori or at the next council meeting prior to voting.

Coalition for a Safer North Bethany

Seth Hamed began explaining that in February 2020 he wrote a letter to Governor Carney and DelDOT Secretary Jennifer Cohan concerning safety for bicyclists and pedestrians along SR1 from north of Bethany Beach to the Indian River Inlet Bridge. Seth described who the coalition for a Safer North Bethany is and what they are trying to accomplish. North Bethany is the area between south of the Indian River Inlet and the Town of Bethany Beach, that consists of approximately 1,200 homes. The goal of the coalition is to reduce the risk of futures accidents and loss of life on Route 1 in North Bethany specifically. There have been about 10 or 11 accidents so far this year. The coalition has a long list of supporters and is requesting if the Delaware Bicycle Council would provide a letter of support for the petition letter which was sent in February to Governor Carney and Secretary Cohan. Seth indicated the coalition has asked to lower the speed limit on Route 1 from the current 55-mph to 45-mph to improve the driver's field of vision; an analysis for traffic calming; improve driver awareness by making better signage and increase enforcement from the Indian River Inlet Bridge to the Town of Bethany. North Bethany is not an incorporated municipality and does not have a Mayor, Town Council or a Police Department. The residents have organized themselves into a coalition to help accomplish goals with DelDOT. They have already been in contact with Linda Osiecki, DelDOT Pedestrian Coordinator and Jen Cinelli, DelDOT Planner and met in the field to discuss these problems. **NOTE:** *It needs to be clarified for these minutes that the Council did not discuss and/or vote for a letter of support, however this item could be brought up again at a future Council meeting.*

Shared Lane Markings

At the October 2020 Council meeting, Chris Asay made public comments how sharrows are being used in the Dover area. His opinion was that two different type of messages are being sent to bicyclists. If he wanted to find out what DelDOT's policy was on the sharrows. Tom Hartley asked if John could prepare a summary of DelDOT's policy on the shared lane marking. John T. Fiori presented a summary on Shared Lane Markings. The information provided was taken from the *Delaware Manual on Uniform Traffic Control Devices (DE MUTCD)* under Part 9; Traffic Control for Bicycle Facilities, page 9C-20. For an overview, the shared lane marking shall not be used on shoulders or in designated bicycle lanes. The shared lane markings placement: should not be placed on roadways that have a speed limit above 35-mph; should only be placed on roadways with on-street parallel parking; if used in a shared lane with on-street parallel parking, markings should be placed so that the centers of the markings are at least 11-feet from the face of curb or from the edge of pavement where there is no curb; if used on a street without on-street parking that has an outside travel lane that is less than 14-feet wide, the centers of the markings should be a least 4-feet from the face of curb or from the edge of pavement where there is no curb; should be placed in locations that directs the bicyclist away from the door zone of parked vehicles and to keep the shared lane marking outside the vehicular wheel path; should be placed immediately after an intersection and spaced at intervals not greater than 250-feet thereafter and per Section 9B.06 describes a Bicycle May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane. The Shared Lane Markings may be used to: assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle; assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane; alert road users of the lateral location bicyclists are likely to occupy within the traveled way; encourage safe passing of bicyclists by motorists; reduce the incidence of wrong-way bicycling. Studies related to the Shared lane Marking have primarily shown benefits in the reduction of "dooring" related crashes in urban areas where on-street parking is present and lateral positioning of bicycles is a concern. There have been no significant studies to date showing benefits from the placement of the Shared Lane Marking on rural or other types of roadways where parking does not exist and therefore driver comprehension of these markings is a concern. James Wilson commented that the way that the Department could address this issue is by making a change to the DE MUTCD by adding just a single sentence for guidance, "Sharrows should only be placed in conjunction to Department of Planning on routes that are officially designated low traffic stress routes." James then asked if that could add that to the DE MUTCD which would address the concerns by Chris Assay going forward. John responded if he were to go to the Traffic Engineering Section for this request it would be a low priority. If the Council determines this to be an issue and they want to pursue then the Council will need to take the lead, where they would need to look over the regulations, perform some type of study and analysis then prepare any recommendations. Once the Council has been completed their summary/report, it can be sent to John Fiori and include Peter Haag, Chief Traffic Engineer. James Wilson stated that he will be happy to draft a sentence that would be proposed for the DE MUTCD and bring it back to the council at the February meeting. John responded that if the Council thinks it should be pursued then they come up with their own summary/report for Peter to review but there is no guarantee it will be done by the February meeting. **NOTE:** *It needs to be clarified for these minutes that the Council did not discuss and/or vote on if there is a need to*

review the current regulations for sharrows, however this item could be brought up again at a future Council meeting.

Discuss Proposed FY2022 DBC Budget

John Fiori presented the priority list for the FY2022 DBC Budget to the Council. The budget working group recommended keeping the cycling innovation grant at \$30,000.00 and the remaining \$20,000.00 could be reduced if needed, as determined by Planning. John explained that a portion of those remaining funds are used to purchase bicycle materials, lights and anything that is needed to help maintain the DelDOT bicycle program. The past summer, bicycle lights were purchased but none were given out because all bicycle safety checkpoints canceled due to the pandemic. Also purchased materials and parts but did not use them because there were no international students here in the summer where bicycles needed repairs, in which the parts are still in inventory. Since no lights were given away and parts are still in inventory, that part of the budget could potentially be reduced. Walt made the motion in keeping the grant at \$30,000.00 reduce the remaining if needed. Roger Roy seconded. All agreed, no one opposed. Motion passed.

Discuss and vote on 2020 Cycling Innovation Grant

Fran Cardaci discussed the 2020 Cycling Innovation Grants. In October the working group completed their draft rankings but was not ready to submit a recommendation until the executive summary was completed by DelDOT. The executive summary was sent to the working group on November 20, 2020. Based on the analysis of the summary, it did not change the rankings. Therefore, the working group is recommending \$15,000.00 be awarded to Newark and \$15,000.00 be awarded to New Castle. Walt Bryan made the motion to award the grants. Roger Roy seconded the motion. All agreed, no one opposed. Motion passed.

Anthony Aglio and Paul Moser wanted to let the Council know that there is a project for the New Castle County Prioritization that was awarded a grant. However, the New Castle County Bicycle Plan Prioritization has not been completed at this time but if that project should move forward in their program, is there an opportunity to move the \$15,000 back to the DBC to award another grant? James Wilson thought that would be fine but at a minimum the grant work group would have to meet again if funding was freed up to determine if another grant should be awarded.

Overview of Designing Delaware Intersections for People

James Wilson made a presentation for the online conference Bike Delaware organized on November 19th. This was not an in-person conference and was designed from scratch. All sessions were very short and very focused. Each session of the conference was on a specific intersection that had been nominated by someone in Delaware. There were projects nominated in Kent and Sussex County but 80% of the nominations were in New Castle County. The list was then shared with a group of national and international experts. The reality if you are an engineer and you get your degree in civil engineering with traffic focus, you learn about a vehicle infrastructure design not for bicycle infrastructure. All sessions are available with video recordings on the conference page. John Fiori indicated he already posted the link for the Designing Delaware Intersections for People conference recordings on the Delaware Bicycle Council website under What's New.

IV. Old Business

Priority Bikeway Project

John Fiori indicated that there were no updates at this time.

Fran Cardaci entertained a motion to adjourn. Roger Roy made the motion to adjourn the meeting. Tom Hartley seconded the motion at 7:00 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday February 3, 2021 from 5:00 p.m. to 7:00 p.m. to be held virtually unless otherwise determined.