



**Delaware Bicycle Council  
February 3, 2016  
DelDOT Administration Building  
Meeting Notes**

**Members Present**

Fred Breukelman, Dept. of Public Health Rep.  
Walt Bryan, Sussex County Representative  
Fran Cardaci, At Large Representative  
Tom Felice, DelDOT Representative  
Tom Hartley, Chair & Kent County Representative  
Sgt. George Heberling, DE State Police Representative  
Jim Ireland, Trails & Greenways Council  
Richard Klepner, Office of Highway Safety  
Roger Roy, At-Large Representative  
Amy Wilburn, At-Large Representative  
James Wilson, At-Large Representative

**DelDOT Support Staff**

Anthony Aglio, Planning Supervisor, DelDOT  
Drew Boyce, Director, Planning  
Annie Cordo, Deputy Attorney General, DelDOT  
John T. Fiori, Bicycle Coordinator, DelDOT  
Kari Glanden, Support Staff, DelDOT

**Members Absent**

Mike Krumrine, DNREC Representative  
Mike Tyler, At-Large Representative  
Ted Williams, Council on Transportation

**Guests**

Tom Brooks, DelDOT  
Tom Coleman, Director of Public Works and Water Resources – City of Newark  
Angela Connolly, Pedestrian, Bicycling & Land Conservation Advocate – Ogletown Pond  
David DuPlessis, JMT  
Tom Lawless, DelDOT  
Paul Moser, DelDOT  
Frank Warnock, Walking, Bicycling and Conservation Advocate - Ogletown  
Karen Zakarian, City of Rehoboth Beach

**I. WELCOME**

The meeting was called to order at 5:08 PM by Tom Hartley.

**Minutes/Agenda Review and Approval:**

Walt Bryan made a motion to accept the minutes as is, it was seconded by James Wilson. No one opposed. Motion passed.

**II. Election for Chair**

Walt Bryan took over running the meeting for the Election for Chair. Walt asked if there were any other nominations other than the nomination of Tom Hartley from the December's meeting. There were no other nominations received. Nominations were closed. Tom Felice made a motion to nominate Tom Hartley for the Chair of the council. James Wilson second the motion, all members were in favor. No members opposed, motion was passed.

**III. Old Business**

**Agency Staff Remarks:**

Bud Heberling gave an annual update from Delaware State Police. The traffic section report was read. 130 people were killed in 126 crashes, 31% of them were pedestrians, 86% of all fatal accidents were investigated by State Troopers, Excessive speed and pedestrian error was the major cause of death. There were 2700 DUI's. There were 3 bicycle fatalities but numerous car vs. bicycle crashes. Tom Hartley asked if any tickets were written for the Three-Foot Passing law and there were none written to Buds knowledge. He associates this with Troopers being unaware of the laws. Bud has taught bicycle laws in two of the new recruit classes. Tom Hartley requested to Bud that any bicycle crash data for 2015 to be presented at the next meeting.

**Council on Greenways & Trails**

James Ireland updated Council on Greenways & Trails has approved a lot of projects for land and water. Delaware State Parks is doing a pilot with extended trail hours. The program has been pretty successful with no major incidents in White Clay. They are hoping it will be extended to other State Parks. White Clay is open sunrise to 8:30pm 7 days a week.

**Grant to the Town of Bridgeville:**

Tom Hartley asked if anyone had heard any update from the Town of Bridgeville since the grant has been awarded to them. John Fiori had just completed the draft agreement that Annie Cordo had made comments on. He will be sending that back up to Annie, once that is all clear he will call the Town. It should be to them by next week. The decision has been to give the Town the \$10,000.00 and have them submit invoicing information on how it was used.

**IV. NEW BUSINESS**

**Presentation on Delaware Avenue Cycle Track:**

Dave DuPlessis of JMT and Tom Coleman of the City of Newark gave a presentation on the Delaware Avenue Cycle Track. This is important to Newark because there are essentially three East/West corridors, Main Street, Delaware Avenue and Cleveland Avenue. Main Street and Delaware Avenue are one way streets. Cleveland Avenue is two way but none of them are particularly bicycle friendly except for east bound Delaware Avenue where there is a very large bicycle lane. As a result, there are not many

who want to ride Main Street and filter to Delaware Avenue. JMT partnered together with others and put together a feasibility study on what it is like to ride down Delaware Avenue in both directions on a bicycle. JMT was tasked by DelDOT to do a formal feasibility study. They are hoping this project will be added to the next pave and rehab schedule. The presentation can be found for viewing at;

[http://www.deldot.gov/information/projects/bike\\_and\\_ped/delaware\\_ave/](http://www.deldot.gov/information/projects/bike_and_ped/delaware_ave/)

Moving forward, they have gone through the advanced study to make sure everyone is comfortable with the idea. The next phase is JMT is putting together a detailed concept plan which will include a field survey. They are also doing a traffic model and how the signals will operate. There will be a public workshop and city council meeting coming up. They hope this will be wrapped up in the next year. They are looking to have this treated like a pave and rehab project. They would like it out for construction for next year. The funding for construction is unsure of but it is funded for the next steps. Amy Wilburn asked where questions and comments can be submitted. It is located on the DelDOT website. (link is listed above)

#### **Route 4 Restriping:**

Amy Wilburn presented a Power Point that Frank Warnock put together for Route 4. The plans are showing that a lot of the concerns are being reviewed and concerns are being taking into consideration. Route 4 is a major bicycle corridor with shoulders but the high speed is a concern and bike facilities need to be added to alert the motorist that bicyclist are present. The presentation slides are included.

#### **Pedestrian Bill:**

Amy Wilburn brought up the Pedestrian Bill Title 21 Motor Vehicles Operation and Equipment Chapter 41, Rules of the Road Subchapter V. Pedestrians' Rights and Duties. A copy was passed out to each member for review. This code needs to be updated. Senator Sokola has asked the Bike Council and Bike Delaware and public comments to take a look at this legislation and give draft language. He would like the comments back by end of February. Amy asked that the council look at the copy and submit their comments because this is time sensitive. She would like to see this reflect states code that have low fatality rates. Richard Klepner is going to send this to the Pedestrian Council for their comments.

#### **SB150, The Vulnerable User Update:**

Amy Wilburn stated that her and Bud updated to the bill to make it easier for police officers to apply it. It has been introduced at the end of last session and given a number. It is SB150. Senator Dave Sokola is the primary sponsor; Senator McDowell will be introducing it in March. This update should not have any issues being passed. Roger Roy said he would speak to Senator Long-Hall also about this update.

#### **Sentencing of Gabriel Pardo:**

Amy Wilburn updated the council that Gabriel Pardo has been sentenced in the fatal bicycle accident. He received 8.5 years. He has a suspended sentence and many requirements for his probation. Vulnerable Users law was referenced in this case.

#### **Bike Month Expenditures:**

Anthony Aglio gave an update on the funds. There was a deduction of -\$50.00 from June for pizza and then the smart guides purchase came out of the funds leaving about \$3,200.00 left. The t-shirts are being designed now. The biking Blue Hens bus funds also need to come out of that. Biking Blue Hens cost \$550. He will make the funds work.

We are coordinating with three communities for fun events. We are trying to do fun rides and get more people riding.

**Funding Request letter to the Secretary**

Tom Hartley submitted a letter to Secretary Cohan to increase the Council's FY2017 budget to \$40,000.00.

Tom also asked if anyone had any knowledge on public meeting's?

Tom asked for public comments. There weren't any.

**VI. ADJORN**

Motion to adjourn the meeting was made by Roger Roy and second by James Wilson. No one opposed. Meeting adjourned at 6:45pm.

**NEXT MEETING: Wednesday April 6, 2016**



# Making the case for Bike Lanes along the Route 4 Corridor



**1st State BIKES**

*A balanced approach to bicycle advocacy, from Greater Newark*

Presented by: Angela Connolly, Frank Warnock, and Amy Wilburn

# Why Route 4 From Newark Through Ogletown?

## Major Transportation Corridor

Many bicyclists and pedestrians use Route 4 daily. It is a major connection to the University of Delaware from points east. Multiple schools, businesses, and attractions are accessed from Route 4, including the Delaware School for the Deaf.

## Existing lane and wide shoulder width

According to DelDOT officials, Route 4 was wide enough to include bike lanes during surface reconstruction in 2008. The Approval was denied at the 11<sup>th</sup> hour without explanation.

## Key in the Newark to Wilmington Bikeway

DelDOT has come under tremendous pressure to develop an off road bikeway between Wilmington and Newark. According to a feasibility study, the few available options face enormous challenges, including environmental mitigations, ROW constraints, and property rights of adjacent landowners. Providing a reasonably safe on-road alternative will not only cost a pittance in comparison, but can substitute for the off-road alternative if it becomes too difficult or cost-prohibitive to build. It also takes advantage of existing asphalt surfaces, as opposed to adding more impermeable landscape.



## \*\*\* Justification \*\*\*

### **Complete Streets**

In compliance with DelDOT's Complete Streets Policy, all users must be taken into account when designing streets and roadways.

### **Education & Safety**

For Route 4 to become safer for non-motorized vehicles, the addition of bike lanes is essential. Dedicated space in the ROW educates all users about a bicyclist's right to be on the road as a vehicle under Title 21, Chapter 41.

### **Making Connections**

Off-road trails will never fully replace roads as the means to travel on foot or by bike. Too few available ROWs exist to build off the road bikeway facilities that will enable bicyclists (and pedestrians) to reach their every destination. Non-drivers will need to continue to use Delaware's roads and its many arterials to travel from point A to point B.

### **Ogletown's "Main Street"**

Chestnut Hill Road (Route 4) is to Ogletown residents what Main Street is to Newark. It is very much alive with bicycle and pedestrian activity.

### **Environment**

More and more people are trying to reduce or eliminate driving for health and environmental reasons. Bike lanes as a means to create safer roads are a cheap and effective way to provide Delaware residents with the opportunity to do so.

### **Pedestrians Too**

Delaware is #1 in the U.S. for per-capita pedestrian fatalities. Studies show that bike lanes calm traffic, producing safer roadways for all users, including pedestrians. Even a small reduction in speed can mean the difference between life and death.

## Why Shared Use Paths Cannot Replace The Need For Bike Lanes

### Safety Issues

Mid-block shared use pathways can be rideable when maintained, if they are 8-10 feet wide. But the intersections are typically narrowed to half that width, relegated to acute and difficult angles through narrow channelizing islands. They place the bicyclist in crosswalks with pedestrians, after weaving and bobbing through sloped curb ramps.

### Legal Issues

Not only is it statistically more dangerous to ride on sidewalks given the speeds that bicycles typically achieve, the operator gives up protections under traffic laws as a vehicle in the ROW. Bicycles are defined as vehicles, subject to the same rights and duties as motorists.

### Efficiency

Biking on a SUP in Delaware is usually awkward and time consuming compared to biking in the roadway with the flow of traffic. Bicyclists must stop at every intersection no matter how minor to avoid colliding with right-turning traffic. Bicyclists who are traveling with purpose seldom, if ever, use these facilities for this reason alone.



### Maintenance Issues

SUPs in Delaware are seldom, if ever, maintained and frequently fall into disrepair (potholes, utility cuts, debris, tree and brush encroachment, parked cars, etc). There is currently no plan in place to provide them equal level of service with the roadway.

### Driver Attitude

Motorists are more likely to become aggressive towards bicyclists using the road when SUPs are present. For this reason, roads with parallel SUPs should have signage at regular intervals affirming cyclists' right to use the roadway.



# Newark to Wilmington On-Road Bikeway Proposal

## Route 4 a key to success

Introduced at the Delaware Heels and Wheels Summit in 2014, the Newark to Wilmington On-Road Bikeway is a collaborative effort between the Delaware Bicycle Council, 1<sup>st</sup> State Bikes, and active transportation cyclists. Two route concepts begin in Newark west of Route 72. Both rely extensively on the Route 4 corridor.

## Newark-Wilmington Bikeway



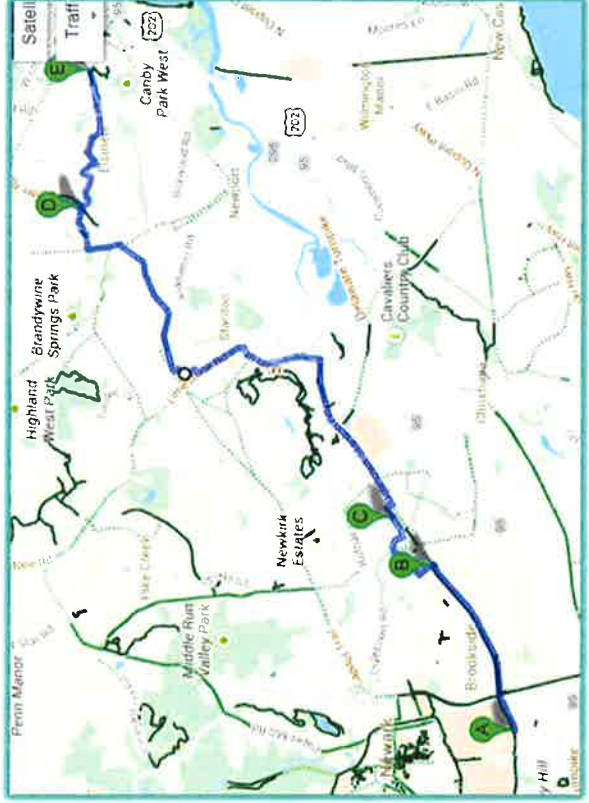
Option #2 spends more time on Route 4. Route 4 has wide shoulders all the way between Newark and Limestone Road, and a sidewalk along much of the route. After Stanton Road, it turns to 4 lanes with intermittent shoulders, making it difficult to use Route 4 all the way into Wilmington.



### Option 2

Proposal for an on-road bicycle route between Newark and Wilmington, Delaware

Brought to you by 1<sup>st</sup> State Bikes - [www.1stbikes.org](http://www.1stbikes.org)



## Supported by Transportation Cyclists

The route was created by cyclists who ride the corridor on their daily commutes. Many at the Summit were eager to learn about the route, including DelDOT officials. Following the Summit, approximately 200 cyclists signed a petition requesting that these two cities be connected via on-road bicycle facilities. To make this a reality, bike lanes as we propose them on Route 4 are a major component.

## A look at NCC bicycle code violations on Route 4

**Delaware School for the Deaf**  
The DSD was built only a few years ago. A bike lane should have been included through the right turn-only lane entrance. The bike lane was waived as seen in the pictures below and upper right. It is presumed that the wide sidewalk/SUP was used as justification. As described previously, the surface condition is not maintained at equal level of service with the roadway.



## What is required with new developments in New Castle County?

According to NCC ordinance 40.21.130, where necessary, the developer shall provide acceleration and deceleration lanes along major roads, as determined by DelDOT, as well as right- and left-turn lanes and bypass lanes, depending on local conditions and the amount of traffic generated by the proposed development. Where such lanes are required, they shall be at the expense of the developer. Acceleration, deceleration, bypass, and right-turn lanes shall include space for bicycle lanes, as required by DelDOT.

## NCC bicycle code violations on Route 4 (cont.)

### CVS at Marrows Road in Brookside

The bike lane was waived in favor of a new wide sidewalk. While the section facing Route 4 is acceptable in terms of maintaining ROW, grading and wide curb ramps, the existing path immediately west of the property is nearly impassable due to vegetation overgrowth and debris. Immediately east is the intersection crossing of Marrows Road, designed with only pedestrian use in mind.



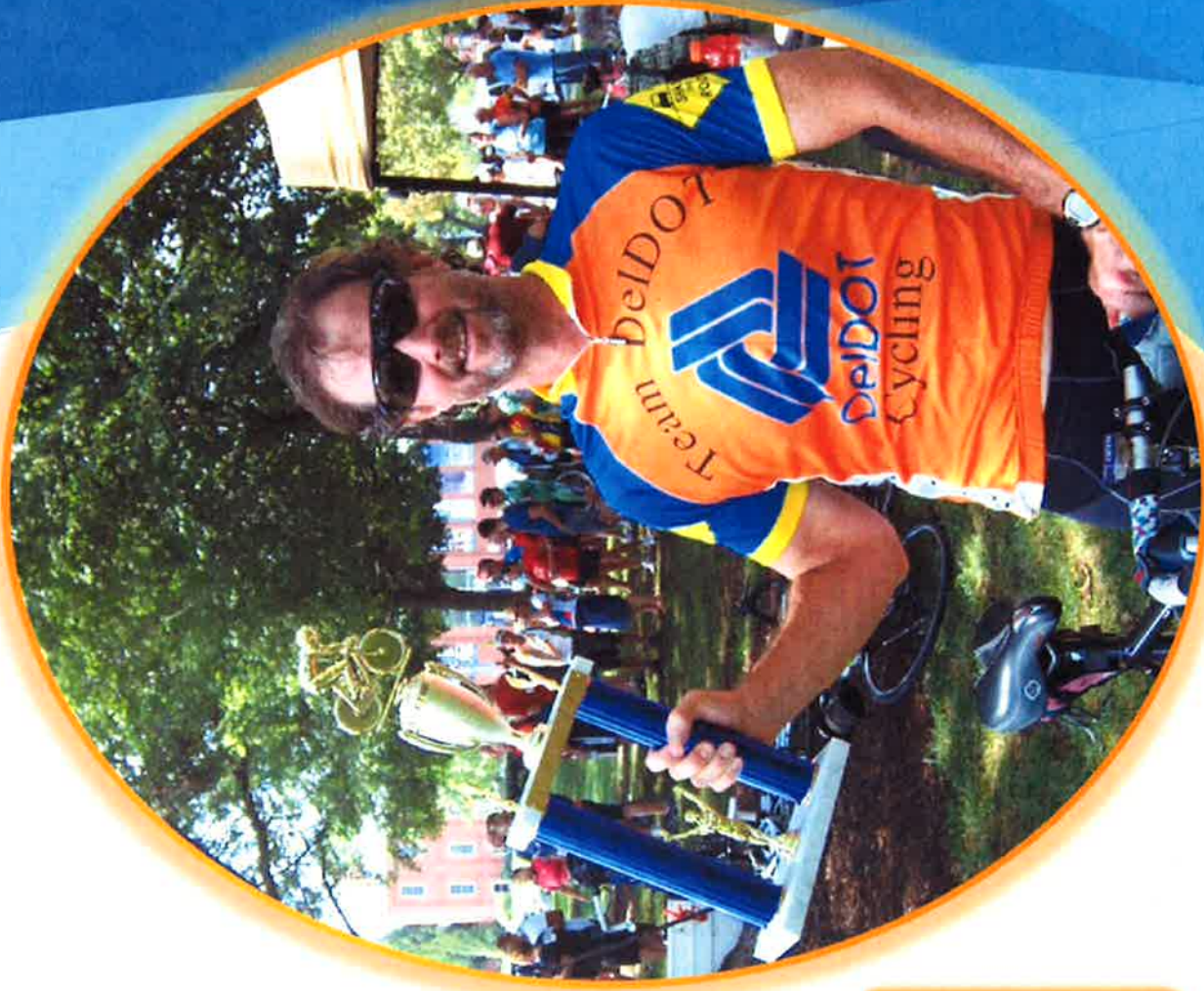
### WaWa, Chick-Filet' in Ogletown

Recently, double right turn-only lanes were added, and the bike lane waived in favor of the existing SUP/wide sidewalk. The SUP had to be shifted over to create the required width for a total of 4 lanes eastbound. Here, too, the SUP is well engineered. However, the lack of on-road facilities and the poor design and maintenance of the nearby sections of SUP present a barrier.



We respectfully  
advocate that  
DeIDOT come  
through on this very  
important project  
for bicycle safety  
on Route 4!

We sincerely  
appreciate DeIDOT  
Traffic and Planning  
for listening to non-  
motorists.



Transparent Efficient Accountable Measured

The logo for Team DeIDOT features a stylized blue and red graphic on the left, followed by the text "TEAM DeIDOT" in a bold, sans-serif font. Below the logo, the words "Transparent", "Efficient", "Accountable", and "Measured" are listed in a smaller font, with "Efficient" and "Accountable" in red.