

Bike Delaware General Meeting Minutes

August 3, 2010

Called to Order: 6:00 PM

Present

Honored Guests

Anthony Aglio, DelDOT Planning Division

Bobbie Geier, DelDOT Planning Division

Mark Luszcz, DelDOT Engineering

Drew Knox—President

Caroline Honse—Vice President

Frank Warnock—Publicity Chair

Carol Ireland—Treasurer

Maria Wilburn—Secretary

James Wilson

Trevor Booz

John Boyle, BCGP

Heather Dunigan, WILMAPCO

Bobbi Britton, DE Chapter, East Coast Greenways

Sally Humphrey, DE Greenways

Marcia Scott, UD IPA

Mark Deshon, UD IPA

Robert Bennett

Marty Drinan

Gail Robillard

Corinth Ford

Michael Jackson, MD DOT

Darryl Flaherty

Special Discussion on DelDOT's "Complete Streets" Policy

- *Where does the Policy apply; how will things be different?*
 - Going forward, ALL projects not beyond the semi-final stage MUST pass through the "Complete Streets" approval process
 - The Policy does NOT call for new projects to be initiated for bike/ped improvements; it applies only to the process of planning all proposed projects
 - Applies to all roads except Interstate Highways and limited-access roads
 - NEW since the CS Order was signed: the application of CS to Pavement & Rehab
 - ◆ Improvements requiring engineering (such as sidewalks) or acquisition of more Right-of-Way will not be applied to Pavement & Rehab
 - ◆ Good candidates for P&R include re-striping (bike lanes, evening shoulders), signals, and ADA-standardized curb ramps
 - *Warrants?* From now on, warrant updates will likely be made with "Complete Streets" elements.
 - *Law Enforcement?* The "Complete Streets" Order does not directly apply to law enforcements, but DelDOT communicates with and educates the police force whenever possible

- ***How will the “Complete Streets” Policy be implemented generally?***
 - Infrastructure improvements vary by individual project and land use type (urban, suburban, rural).
 - Recommendations are taken from the user community
 - Follow ASHTO and MUTCD guidelines
 - ◆ Delaware’s State MUTCD guidelines are ahead of the Federal guidelines, including newer tools and options
 - Projects not covered by approved guidelines will be dealt with on a case-by-case basis
 - Outreach Programs
 - ◆ Stimulus grants for UD partners to reach get municipality cooperation
 - ◆ Work with DTC on ADA accessible bus stops and pathway studies
 - ◆ Incorporation in Driver’s Education
 - Use bicycle and pedestrian mode share estimates and other studies to improve infrastructure and select priority projects
 - ◆ Better models are being developed for estimating traffic reduction as a result of increased bike/ped infrastructure
 - ◆ Find gaps in connectivity and ADA compliance, identify problem areas
 - ◆ Proximity of transit stops to crosswalks and other ped facilities
 - Funding efforts include seeking the support of developers through privately-funded construction or the donation of Right-of-Way
- ***In the last few years, what projects have been planned with all users in mind?***
 - Rt 13 through Dover
 - Philadelphia Pike (buffered bike lanes)
 - S. Governor’s Avenue (construction began approx. 1 year ago)
 - St. George’s bridge (complete with duckies)
 - Glasgow Avenue
 - Elkton Road in Newark (construction to begin this Fall)
 - Pomeroy (construction to begin soon) and Industrial Track (construction in progress) Trails
 - Talley Road (signage, shoulder widening—completed), final connection of Northern DE Greenway to the ECGW
 - Rts 26, 54, and other state routes in Sussex County
 - (Possible) Georgetown to Lewes Rail-to-Trail connection
- ***What is the history of “Complete Streets” in DelDOT, and where in the implementation process are we currently?***
 - Delaware was already moving toward a Complete Streets philosophy.
 - ◆ Pedestrian Action Plan was put in effect during Minner’s second term.
 - ◆ DelDOT has been considering bicycles and pedestrians for 10 years.
 - ◆ “Complete Streets” is a formalization of an informally used process
 - The Policy was signed by Governor Markell in January, 2010
 - DelDOT has hired a consultant to carry out the next step in implementation
 - ◆ Break down each department’s roles by daily tasks
 - ◆ Brainstorm the relationship between each task and “Complete Streets”
 - ◆ Approach each job in the context of “Complete Streets”
- ***Other discussions and information***
 - Although CS does not call for the initiation of bike/ped improvement projects, attention may be called to problem areas and DelDOT will be responsive
 - ◆ Studies of problem intersections and corridors
 - ◆ Safety audits of intersections and corridors
 - ◆ Shoulder sweeps (3 times a year PLUS more as requested)

- ♦ Requests for minor changes such as re-striping or installment of signs
- A new pedestrian coordinator was just hired; formerly a traffic engineer
- Considering hiring an ADA coordinator as well
- Considerations which may inhibit facilities improvement
 - ♦ “scope of work” element means some improvements may be much more involved than the scope of the project calls for.
 - ♦ Public reaction is mixed—many are still auto-centric
 - ♦ Higher costs of bike/ped facilities improvements include retrofits, acquisition of Right-of-Way, and demands of meeting ADA standards
- Advocates may have to settle for fewer, but “more intense” projects to get the most benefit out of available resources

- ***Discussion on Pedestrian issues, intersection improvements, lighting***

- ⇒ In response to a question about Delaware's poor record for pedestrian safety***, Mark Luszcz said that DelDOT has analyzed pedestrian crash data (link:http://www.deldot.gov/information/pubs_forms/manuals/shsp/2006_delaware_shspupdated-9-08.pdf), but did not see any pattern in the data or any clear indication that the problem could be addressed with infrastructure. He noted that the number of "midblock" fatalities suggested to him the need for pedestrian education. John Boyle of the Bicycle Coalition of Greater Philadelphia commented that the much lower pedestrian fatality rates in other states and countries suggested that there was room for improvement and that DelDOT should adopt a goal of zero pedestrian deaths. Bike Delaware Board member James Wilson commented that midblock crossings are not surprising given that pedestrians are forced to wait for long times at signalized intersections and added that these intersections need to be reengineered (link: our report?) to attract and better channelize pedestrians to safe road crossings.
- ⇒ Mark Luszcz was asked about "warrants" (which are DelDOT guidelines for engineers on when and where various kinds of infrastructure should be used and/or installed) in general, and specifically about the warrant that governs lighting installation. Mark acknowledged that the warrant for lighting installation (which was revised only within the last year), for example, was exclusively concerned with motorized traffic safety and had no guidelines related to nonmotorized safety. He said, however, that he believed the lighting warrant would be revised (again) within a year or so to give better guidance to engineers about using lighting to improve nonmotorized safety.
- ⇒ Mark also agreed that that lighting is an effective engineering intervention that saves the lives of pedestrians but that, without funding for pedestrian and bicycle safety, its cost limited where it could be deployed.

*** Normalized by population, Delaware had the 2nd highest number pedestrians killed in the country in 2008. (Only Florida was worse.)

Meeting Adjourned: 7:40 PM

Next meeting scheduled for Tuesday, October 5, 2010 at 6 PM