



Delaware Bicycle Council
December 6, 2023
Zoom Webinar
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Lauren Butsher, Division of Public Health
Fran Cardaci, At-Large Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Michael Krumrine, DNREC Representative
Jackie McDermott, Office of Highway Safety
Wendy Polasko, DelDOT Representative
James Wilson, New Castle County Representative
Michael Tyler, At-Large Representative
Michael Wagner, Department of Education

Members Absent

Sgt. Jay Burns, DE State Police Representative
Mack Cochran, Trails & Greenways Council
Marty Lessner, Council on Transportation
Evette Morrow, At-Large Representative

DelDOT Support Staff

John Fiori, Bicycle Coordinator, DelDOT

Guests

Chris Asay, Public
John Bare, Bike Delaware
JT Fleming, Public
Bill Weller, Sussex Cyclists
Karen Zakarian, Public
Paul Moser, DelDOT

I. Welcome/Introductions

The meeting was called to order at 5:05 p.m. by Scott Hoffman. John Fiori took a roll call of the Council members present and quorum was met.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from the October 4th meeting. Michael Wagner made the motion to accept the meeting minutes. Tom Hartley seconded the meeting minutes. All agreed. No one opposed.

II. Public Comment

John Fiori e-mailed the Council concerning the last section of the Georgetown to Lewes Trail. It is being debated on whether to add a centerline dash stripe on the 10' wide trail from Airport Road to Fisher Road. This would be like a continuation of the dash stripe that was installed on the section of the trail from the Georgetown Little League Park to Airport Road. The Department wanted the opinion of the Council if there were any objections for or against adding in the stripe. The information from the Council will help make that decision if the centerline stripe is added or not. Michael Wagner was fine with the stripe; Fran Cardaci indicate she has ridden both with and without and was not for or against but Fran did follow up with John with an e-mail stating that she has seen in places where the centerline stripe is used just in short runs where it could enhance safety, like around a sharp curve where a bicyclist would not be able oncoming traffic, or in a tunnel with reduced lighting/visibility Since the Georgetown to Lewes Trail is straight and level for most of its length, those do not really apply; Michael Tyler Mike indicated that the trail users do not seem to care if the centerline is there or not and cutting the lane in half will make it even more narrower to navigate but retain the "keep right" signs and not install the centerline; Michael Krumrine did not have an opinion either way; Wendy Polasko was against the centerline for the same reason Fran and Michael Tyler pointed out, where does not make a lot of difference in people's behavior but would become a maintenance issue in the future; Tom Hartley was not for the centerline stripe; Scot Hoffman agreed with Fran and Michael Tyler, where it may be confusing to people is they see that yellow stripe and people may not know if it has any kind of meaning and if installed, there should be a sign that clarifies passing; Walt Bryan indicated that no one pays attention to the stripe and is ineffective.

III. New Business

Nominees for 2024 Chair and Vice-Chair

Fran Cardaci oversaw the nominations for the 2024 Chair and Vice Chair. Scott Hoffman indicated he would volunteer another year for Chair and Walt Bryan would volunteer another year for Vice-Chair. No other nominations were made. Nominations will be closed and voted at the next Council meeting on February 7, 2024. Additional nominations could be e-mailed to John T. Fiori or during the next Council meeting prior to voting.

Award of 2023 Cycling Infrastructure Innovation Grant

Scott Hoffman presented to Council that only one application was received that was from the Town of Townsend. Although there was only one application, the grant working group met with the Town to determine if this was a viable project to be awarded a grant. The application from the

Town was for a feasibility study, which if implemented would connect two of the largest communities within the Town as well as the Town's Municipal Park with a new shared-use path network. After the interview the working group met and agreed this was a viable project and recommended to award a grant for \$30,000 to the Town of Townsend. Michael Wagner made the motion to accept the working groups recommendation. Walt Bryan seconded the motion. All accepted, no one opposed. Motion passed. John Fiori will send an award letter to Townsend and begin the process to transfer the funds. The Town will enter into a sponsored administered agreement, where the funds are transferred to the municipality, and a representative of the Town is the project manager of the funds.

Georgetown to Lewes Trail Crossing of SR9 at Cool Spring

Scott Hoffman indicated this item came up at the last meeting that was in reference to a possible bridge crossing that of Route 9 and have had some discussions about this in the past, where there may be a land conservation group possibly spearheading this bridge effort. Scott asked Walt Bryan if he could reach out to that group for any information. Also, it is the position of DelDOT that a bridge crossing of Route 9 is not currently part of their capital project plan so at this point the only avenue the Council is aware of is this private effort. Walt presented a summary of the discussion he had with the Sussex Land Trust, and they are not aware of a bridge crossing being proposed. Recently the Hudson family donated land for the 10-acre park on the south side of Route 9 at Cool Spring Crossing, where the trail goes behind the park along the abandoned railroad line towards the Dollar General. The Freeman Corporation is involved in a lot of land development between Cool Spring and Milton, the Sussex Land Trust, and the master zoning plan which is before Sussex County Council now. Walt will be attending an advocacy meeting on December 11th and a lot of things will be discussed. The advocacy meeting incorporates the Freeman Corporation, SEDAC (Sussex Economic Development Action Committee) and the advocates for this master zoning plan. Based on conversations with Sussex Land Trust, it appears if they were to do anything, it would be a tunnel and not a bridge but at this point they do not know and DelDOT has finished the trail from the Cool Spring Road to the Dollar General and people are using that trail. James Wilson stated that the question about a tunnel or bridge would be helpful to get clarified and what is the feasibility and cost, where this could be a project for the Delaware Bicycle Council innovation grant to fund that feasibility study. Walt responded that funding for a feasibility study is not the issue but need a conciliation of thinking, where once the master zoning plan is approved, the developers would most likely construct a trail from Cool Spring to Milton. Scott stated that several people on the Council are in favor of this and what can the Council do in terms of interactions with this group to try to help promote this idea? Walt indicated he will start this by attending the meeting on December 11th. Scott requested this be placed on the February 2024 agenda under Old Business.

Incorporating Bicycle Facilities at Roundabouts

James Wilson presented a video that provided an overview of cycling fatalities in 2023 which points out that there is an important commonality between them and suggests a particular type of infrastructure that over the next coming years will need to pay an increasing amount of attention to. Four out of the five fatal bicycle crashes occurred in or approaching intersections. Solutions to the intersection problem should be the Councils top priority for improving bicycle safety in Delaware. A solution for intersections with less than twenty-five thousand vehicles per day passing through them is the roundabout, which essentially reduces fatal crashes to zero when properly

designed. James indicated that DelDOT is increasing their interest in roundabouts and a potential role of the Delaware Bicycle Council is to make sure that roundabouts are designed for all ages and abilities and low stress bicycle mobility otherwise twenty years from now a new Delaware Bicycle Council will be trying to determine how to retrofit these roundabouts for bikes if they are not built right from the start. Scott Hoffman asked if John could clarify if there is a design memorandum on roundabouts that is under review and the question is will the revised design memorandum have an advanced design for bicycles and can the Council do anything to help? John indicated he will have to do some research and Scott requested a follow up at the next Council meeting.

IV. Old Business

DBC Funding Increase Letter

Scott Hoffman presented to the Council the draft letter for funding increase in the Cycling Infrastructure Innovation Grant and requested comments as it is the intent to send the letter to Secretary Majeski by December 13, 2023. Marty Lessner responded that the letter looks good but recommended the funding increase amount be moved to the beginning of the letter. No other comments were provided. Scott will revise the letter and send it to Secretary Majeski.

Disabled Rapid Flashing Beacon

John Fiori updated the Council that the Notice to Proceed (NTP) was issued to the contractor on November 27, 2023. At this time, it has not been determined when construction will begin.

Priority Bikeway Projects Update

John Fiori did not have updates.

Michael Wagner made the motion to adjourn the meeting. James Wilson seconded the motion at 6:00 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday, February 7, 2024, from 5:00 p.m. to 7:00 p.m. to be held as a hybrid of in-person and virtually.

To view the Delaware Bicycle Council video on YouTube: <https://youtu.be/2gCMmmOd1D0>