



Delaware Bicycle Council
August 3, 2022
Zoom Webinar
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Michael Krumrine, DNREC Representative
Martin Lessner, Council on Transportation
Michael Wagner, Department of Education
James Wilson, New Castle County Representative

Members Absent

Mack Cochran, Trails & Greenways Council
Jackie McDermott, Office of Highway Safety
Wendy Polasko, DelDOT Representative
Fran Cardaci, At-Large Representative
Evette Morrow, At-Large Representative
Michael Tyler, At-Large Representative
Cpl. Tyler Wright, DE State Police Representative

DelDOT Support Staff

Pamela Steinebach, Director of Planning
John Fiori, Bicycle Coordinator, DelDOT
Christina Thomas, Administrative Assistant, DelDOT

Guests

Paul Moser, DelDOT
Andrea Trabelsi, Rybinski Engineering
Kathy Frederick, Public
Jonathan Fleming, Public

I. Welcome/Introductions

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

Minutes/Agenda Review:

The Council reviewed the August 3, 2022 meeting minutes where Tom Hartley had a comment. For the line, "Discount Land Road is a royal two-lane local road in northern limits of lower Delaware", revise royal to rural and lower to Laurel. Based on an e-mail from James Wilson, under Questions for Crash Reconstruction Unit related to Bicycle Incidents, John added the following sentence at the end, "Tyler indicated he will ask their traffic section to see if this is something that could be put together." Scott Hoffman asked for a motion to accept the minutes from August 3, 2022. Mike Wagner made the motion to accept the meeting minutes. Tom Hartley seconded the motion. All agreed, no one opposed. Motion passed.

II. Public Comment

Kathy Frederick indicated her husband was the latest fatal accident and was made aware of this meeting and wanted to attend. Jonathan Fleming indicated he is the son-in-law to Kathy Frederick and previously attended a Delaware Bicycle Council meeting. Jonathan is interested in getting involved in any planned bike trail transit connectors. Jonathan has a background in land development and design and would like to help further along the development of the bicycle transit network and to provide any assistance.

John Fiori wanted to let the know that the Legislators Ride is back and scheduled on Wednesday September 7, 2022. This event is typically held in May, but Senator Sokola had other commitments. It will be the same routes as before, where a group from New Castle will ride down and a group from Sussex will ride up and meet at Legislative Hall. For the New Castle County riders there is a return bus trip for those who want to sign up, where you can e-mail John to get on the list. The event has been posted on the Delaware Bicycle Council website.

III. New Business

Council Membership Renewal:

John Fiori indicated that he received an email indicating that term limits will be expiring in July and August for several council members. Grace Kelly, Deputy Director of Boards and Commissions asked if those members would like to be reappointed. An e-mail was sent on July 11th to those Council members asking if they are interested in being reappointed and if so to let myself or Grace know as soon as possible. At this time received four responses back from members who want to be reappointed, who were Shebra Hall, Michael Krumrine, Wendy Polasko, and Michael Wagner. Have not heard back from Fran Cardaci, Jackie McDermott, and Tyler Wright.

Wyoming Road Bicycle Facility Improvements Study:

Andrea Trabelsi with Rybinski Engineering presented the feasibility study for the Wyoming Road Bicycle Facility Improvements. This study received a Cycling Infrastructure Innovation Grant from the Delaware Bicycle Council in 2020. The study focused on comfort for individuals that fall into three categories; people who are willing to ride in traffic; people who are willing to ride in traffic but prefer dedicated bike lanes and people who prefer not to ride in traffic and stay on trails. Also need to consider other modes such as pedestrian, transit and motor-vehicle facilities and range of alternatives when possible. There are some existing bike facilities and pathways, but they are not connected, where this study can be used as an opportunity to make some connections. The corridor average annual daily traffic of motor vehicles is between 10,000 to 15,000 trips per day. Land uses surrounding the corridor include the new Grove redevelopment on the eastern end of the corridor, where there is potential for new demand to be using bicycle facilities. The East coast Greenway run along part of the corridor then follows the Hall Trail. The recommendation was divided up into four segments.

Segment 1: UD Campus to South Chapel Street

The recommendation was keeping existing conditions; very low volumes; terminates at a dead end that links to the UD Campus, where it is making this a shared street. There would be low implementation costs with pavement markings and signage. Also recommended some green stormwater infrastructure and road narrowing. For Intersection Alternative A at South Chapel Street, going eastbound: removal of traffic island, tightening turn radii on southeast corner and 5-foot bike lane with 1-foot buffer at intersection and going westbound: install protected bike lane that will transition to a conventional bike lane along the right turn lane. Alternative B would have a green striped crossing for bicycles at all legs of the intersection., going westbound continue the protected bike lane to the intersection.

Segment 2: South Chapel Street to Duke Street

Under Segment 2 Alternative A, recommend continuing the separate bike lane on each side of the road; at the Pomeroy Trail crossing, remove the curb bump-out to continue the separate bike lane but install a median island. Under Alternative B at the Pomeroy Trail crossing, the recommendation would be to continue the separate bike lane on each side from the trail crossing to South Chapel Street but heading east the separate bike lane would continue the north side of Wyoming Rod but on the south side the trail would connect to a shared use path.

Segment 3: Duke Street to Innovation Way

This proposal took ideas from the Delaware Intersection webinar. Recommend a protected intersection by removing the separate right turn lane on westbound Wyoming Boulevard; removal of the separate right turn lane on northbound Library Avenue; and further traffic study is needed to confirm lane configuration and signal timing.

Segment 4: Innovation Way to Marrows Road

Under Segment 4 Alternative A, recommend continuing the separate bike lane on each side of the road; at the intersection bring the curb out to narrow the road and tighten the turn radii. Under Segment 4 Alternative B, recommend the same but there would be a planting strip in the median that could be used for mid-block crossings.

The cost estimates would be \$1.2 million for all Alternative A segments and \$2.5 million for all Alternative B segments. A more detailed cost estimate should be developed to confirm the assumptions in the study. Other implementation possibilities are to use the Transportation Alternatives Program, the Statewide Bicycle and Pedestrian Funding Program, Pave and Rehab projects, coordinate with DelDOT on recommendations identified in the 2020 HEP report, Transportation Improvement District, and local/private funding. Scott Hoffman asked what was the amount of the Cycling Infrastructure Innovation Grant? Andrea responded it was \$15,000.00.

Discuss & Vote on FY23 DBC Budget:

FY2023 Delaware Bicycle Council Budget	
Travel	\$900.00
Mileage Reimbursement	
DBC Meetings	\$900.00
Contractual Services	\$32,000.00
Bicycle Grant	\$30,000.00
Other Services	\$2,000.00
Supplies	\$17,100.00
Bicycle Lights	\$7,000.00
Bike Parts & Supplies	\$10,100.00
Total FY2023 Budget	\$50,000.00

John Fiori went over the FY23 Budget. John presented two budgets; one for FY23 and the other showing what was spent in FY22. The total FY23 budget is \$50,000; where Travel is \$900, Contractual Services is \$32,000, which includes the \$30,000 for the Bicycle Grant and \$2,000 in other services, and Supplies is \$17,100.00, which includes \$7,000 in bicycle lights and \$10,100 in bike parts and other supplies. For the FY22 spend plan there was no travel expenses where none of the \$900.00 were used. Under contractual services, \$30,000 was used for the Cycling Infrastructure Innovation Grant, where \$15,000.00 was awarded to the Town of Georgetown and \$15,000.00 was awarded to the City of Newark. The \$2,000.00 for other services was not used. Under supplies, \$17,007.00 was spent on supplies such as bicycle lights (\$6,510.00), bicycle parts (\$3,684.00), bicycle supplies (\$6,171.51), and miscellaneous items (\$641.49), where \$93.00 was not used. The overall FY22 budget spend was \$47,007.00, where \$2,993.00 was not used. For the FY23 Budget, John asked if the Council foresees any changes, or if any Council members will be attending any conferences that could impact the budget, or will the same spending plan be done this year as for FY22? If there will be no changes to the spending plan, then a working group would not need to be formed prepare a budget. However, if there is going to be significant changes such as a Council member attending a conference, then the working group would need to be established to prepare and recommend a budget for the Council to approve. Tom Hartley made the motion to accept the FY23 DBC Budget. Walt Bryan seconded the motion. All agreed, no one opposed. Motion passed.

Reach Outs on Grant Applications:

Scott Hoffman wanted to remind the Council that the grant applications are due Friday, August 26, 2022, and John Fiori indicated that at this time no grant applications have been submitted. Scott indicated this the time when e-mails are sent to the municipalities reminding them of the grant deadline and start doing some reach outs. Scott indicated there is a link for a directory of municipal officials at:

<https://www.bidenschool.udel.edu/ipa/people/delaware-municipal-officials/municipalities>

John will send the list to the grant working group of those who were sent a call for application letter, dated June 3, 2022. John let the Council know those on the working group are Scott Hoffman, Walt Bryan, Michael Wagner, James Wilson, and Michael Krumrine. The working group will divide up the list and reach out to those officials.

IV. Old Business

Safety Initiatives:

At the last meeting it was discussed that the Council had a safety initiative project that they were looking at which was the bicycle trailer. There is a conference in October called the SHAPE Conference and that it might be a good idea if DelDOT could make a presentation about the bicycle trailer to get interest and some elementary schools to possibly have a bicycle rodeo at their school. John Fiori presented the draft PowerPoint on teaching children to ride safely and confidently. The presentation defined what is a bicycle rodeo, which is a clinic featuring helmet fitting, a safety lecture and what to check on your bike before riding. This is followed by a ride on a miniature course where the children are shown where and how to apply the rules. Next was what does a bicycle rodeo consist of, which are multiple stations that participants are guided from one station to the next. Then how to request a bicycle rodeo, where the school would contact DelDOT's Bicycle Coordinator. Stations that are set up for the bicycle rodeo consists of fitting a bicycle helmet, using hand signals, how to exit a driveway, looking back and scanning, rock dodge, slalom, figure eight and the slow race. The vision of the Delaware Bicycle Council is to help promote the bicycle rodeo program, establish interest from elementary schools to include bicycle safety as part of their annual curriculum. If enough school participate, provide a "train the trainer" guideline for the school instructors to conduct the bicycle rodeo and the Delaware Bicycle Council may need to advocate funding to purchase additional bicycle rodeo equipment. Scott Hoffman indicated he would volunteer to go with John to the SHAPE on Friday October 14th.

Bicycle Route 1 Update:

Michael Krumrine presented a GIS (Geographic Information System) analysis using level of traffic stress along Delaware Bicycle Route 1 for only Kent and Sussex Counties. The reason for this was Michael was looking at the comments that were provided by Sussex Cyclist. Sussex Cyclists rode the route and evaluated various sections of Delaware Bicycle Route 1 from Smyrna to Fenwick Island. They [Sussex Cyclists] rated the core segments based on three levels; Green segments being designated as great; yellow segments being designated as passable, but it would be a good idea to try to re-route or make improvements; and red segments being designated as should not be part of

Delaware Bicycle Route 1 at all. Michael their information and put it all into GIS and calculated the mileage for those three categories and figured out roughly what the percentage was to get an idea of how we are doing and how safe or not safe we are considering Delaware Bicycle Route 1. The results indicate that only about 30% of the segments are considered good. Everything else we should try to re-route the segment or as construction projects come up with DelDOT try to improve on those segments. A fourth group was also classified with pink lines, identified as being an alternative route between Milton and Lewes and the other west of Milford. Michael then evaluated the levels of traffic stress, where Level 1: Strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children; Level 2: Cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings; Level 3: interaction with moderate speed or multilane traffic; and Level 4: Interaction with higher speed traffic or proximity to high-speed traffic. The results for existing Delaware bicycle Route 1 (not including the alternatives) from Smyrna to Fenwick Island for 87-miles, only 9% (7.5-miles) is Level 1; 5% (4.1-miles) is Level 2; 45% (39.6-miles) is Level 3; and 41% (35.8-miles) is Level 4. Being the type of route that Delaware Bicycle Route 1 is the reality is we are probably not going to achieve a lot of sections that are Level 1 or Level 2 traffic stress since many of the roads along Delaware Bicycle Route 1 are rural and are not the places that DelDOT is typically focusing on building separate bike lanes. The Council should be aiming toward trying to get as many roads as possible to a Level 1 or Level 2, but the goal should be to improve the roads to a Level 3. What seems to separate the good versus the not so good segments are the lack of shoulders along the roads. The Council needs to stay on DelDOT as repairs or changes are made to many of these roads to try to make sure they incorporate shoulders as much as possible. The other part of the analysis was to look at the two proposed alternatives to get an idea they make a difference in the level of traffic stress and improving safety. When both alternative routes are incorporated, it increases the route to 91-miles but slightly reduces the percentage of Level 4 segments (40%) and slightly increases the percentage of Level 3 segments (48%) and not a significant change for Level 1 and Level 2 segments. The alternative route would provide a slight improvement. In looking closer at the alternatives, for the northern alternative route in the Milford area, the proposal is to abandon Calhoun Road and Rust Road and send bicyclists on Fitzgerald Road to Shawnee Road, where it does provide fewer miles that are Level 4 but does slightly increase miles that are Level 3. For the southern alternative route between Milton and Lewes, the proposal is to abandon the section of Dairy Farm Road and send bicyclists along Lewes-Georgetown Highway, then Sandhill Road, then Gravel Hill Road, then Ellendale Highway and back on to the original route but does not see that as being a significant improvement. James Wilson asked why not use the Georgetown to Lewes Trail in that area? Michael responded that he did look at that alternative where his recommendation but find a crossing along Route 1 to bring bicyclists to the Junction-Breakwater Trail, which is not paved but crushed stone, then out to the Georgetown to Lewes Trail back to the original route. This alternative would be a Level 1 or Level 2 the entire segment and eliminated using higher risk roads. James Wilson did have a comment concerning adding shoulders where shoulders can be added to a road and that is a place bicyclists can use but there is a cost to widen the road but also a traffic operations cost. When the roadway is visually wider to motorists they tend to drive faster. James provided a link to YouTube which shows rural bicycling when roads have been configured with advisory bike lane or sometimes called edge lane road configuration where you are deliberately traffic calming those roads so that they are not only great to bicycle on but also safer because vehicles are traveling slower.

YouTube link from James Wilson:

https://twitter.com/Cycling_Embassy/status/1554844556662919171

Priority Bikeway Projects Update:

John Fiori had no updates.

Scott Hoffman entertained a motion to adjourn. Michael Wagner made the motion to adjourn the meeting. Michael Krumrine seconded the motion at 7:06 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday, October 5, 2022, from 5:00 p.m. to 7:00 p.m. to be held virtually unless otherwise determined.

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