



Delaware Bicycle Council
February 3, 2021
Teleconference Call
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Fran Cardaci, At-Large Representative
Tom Felice, DelDOT 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, New Castle County Representative
Mike Wagner, Department of Education
James Wilson, New Castle County Representative

Members Absent

Mack Cochran, Trails & Greenways Council
Cpl. Tyler Wright, DE State Police 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

Mike Hahn, DelDOT	Kelly Valencik, DelDOT
Paul Moser, DelDOT	Bruce Kauffman, DelDOT
Anson Gock, DelDOT	John Bare, Bike Delaware
Mary Roth, Delaware Greenways	John Kurpjuweit, Sussex Cyclists
Bill Weller, Sussex Cyclists	Sumner Crosby, Public
Boe Dailey, Public	Chris Andreasen, Public
Lance Miller, Public	Chris Asay, Public

I. Welcome/Introductions

The meeting was called to order at 5:04 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.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from the December 2, 2020. Marty Lessner had a correction on page 2 to correct the spelling of *Markell*. There were no other revisions to the meeting minutes. Tom Hartley asked for a motion to accept the minutes from the December 2, 2020. Tom Felice made the motion to accept the meeting minutes. Marty Lessner seconded. All agreed, no one opposed. Motion passed.

II. Election of 2021 Chair and Vice-Chair

Fran Cardaci took over running the meeting for the election of Chair and Vice-Chair. At the December 2, 2020 meeting Scott Hoffman was nominated for Chair and Walt Bryan was nominated for Vice-Chair. John T. Fiori stated that no other nominations were e-mailed to him. Fran Cardaci asked the Council if anyone else had any other nominations. There were no other nominations and nominations were closed. Mike Wagner made a motion to close the nominations and Mike Krumrine seconded. All agreed, no one opposed. Motion passed. Fran asked for a vote, Scott Hoffman for Chair and Walt Bryan for Vice-Chair. All agreed, no one opposed. Nominations passed. All Council members voted in favor of Scott Hoffman as Chair and Walt Bryan as Vice-Chair for the 2021 year.

After the voting, James Wilson presented Tom Hartley the “Golden Bicycle Helmet” and thanked Tom for his time as Chair on the Delaware Bicycle Council. James indicated this is the highest award for service to bicycling by Bike Delaware. Tom is only the fifth person to receive the award with one of the other four being former Governor Markell. This is in recognition of not only Tom’s leadership of the Delaware Bicycle Council through its golden age but the fact that he led the Delaware Bicycle Council before it was even called the Delaware Bicycle Council for 10-years. Tom has been the Chair for the past four years and 35-years ago he founded the largest bike ride in Delaware that is known today as the Amish County Bike Tour. For all of that, Tom absolutely deserves the Golden Bicycle Helmet. Tom Hartley thanked James for the Golden Bicycle Helmet.

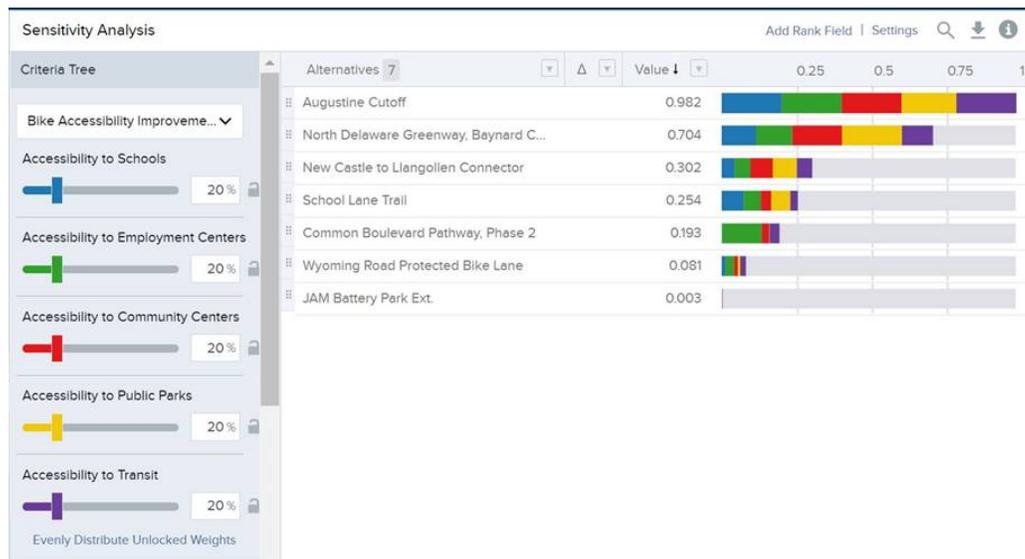
III. Public Comment

Boe Dailey who resides near the intersection of SR54 and SR20 in southern Sussex County wanted to make a comment that she enjoys riding her bike but she has to drive to Georgetown-Lewes Trail but even that is difficult in the summer due to the traffic. There is no "bike mobility" in our area and the only trail is in Fresh Pond State Park which she cannot safely bike to either. Boe is requesting trails to be considered in these areas of Sussex County.

IV. New Business

Level of Traffic Stress

Paul gave a presentation on the premise of the Level of Traffic Stress method of evaluating roadways, concepts related to Bicycle Network Connectivity and mobility, as well as the methods used to model bicycle mobility, and the results of this modeling for the 2020 New Castle County Bike Plan Priority projects. Paul discussed each of the Priority Projects evaluated, and the programmatic factors behind the decision to select the two projects that DelDOT is moving into project development in 2021: Augustine Cutoff and School Lane Trail.



Overview of Crashes Involving Bicycles in 2020

Jackie McDermott presented bicycle crash data for 2020 to the Council. During 2020 there were 124 reported bicycle crashes. Of those 3 were fatal bicycle crashes in which 2 occurred in daylight and 1 occurred in a dark/not lighted condition. The primary causes of the fatal crashes in 2020 (Subject to change pending investigation and are not necessarily the fault of the cyclist and/or the vehicle operator): 1 was categorized as Unknown, 1 was categorized as Other and 1 categorized as Failure to Yield the Right-of-Way. All three locations were in New Castle County; 1 was around Philadelphia Pike, South of Claymont, 1 was on South College avenue in Newark area and 1 was on Kirkwood Highway in the Elsmere area. Month of the year; September was the highest month for crashes, May was the second highest and July and August were a tie at third highest. Days of the week; Thursday was the highest day of the week; Tuesday was the second highest and Friday was the third. Bicycle crashes by hour: 6:00 p.m. was the highest, 2:00 p.m. – 4:00 p.m. was second and 10:00 a.m. was third. 73% of the bicycle crashes occurred in daylight, 16% dark but lighted conditions and the other were 2% unknown, 5% dusk, 2% not lighted, 2% dawn. 22 bicycle crashes were categorized as a hit and run, 102 were not categorized as a hit and run. 68 bicycle crashes occurred in New Castle County, 23 in Kent County and 33 in Sussex County. 8 bicycle crashed involved alcohol. Bicycle Crashes Categorized; 3 as fatal, 94 personal injury and 27 were property damage.

Marty Lessner asked why is the information not available in written format to the Council? Jackie responded that the information provided falls under Title 21, Section 313 where she is only permitted to present the information that her data analyst gave her. Marty wanted to know who to ask about getting the data? Jackie responded that she would have to ask the Director of Highway Safety. Marty indicated that he would like to get the detail break down of the accidents; where they occurred, when they occurred, basically all the data that was summarized. Also, other data categories; if the accident was a hit and run, or the negligence of the vehicle owner. What happens to the vehicle owner or were charges pressed? These are the things that are good for the Council to know, if there are serious or fatal accidents on designated bike routes. James Wilson indicated the Council would really like to have all the data if not annually, quarterly, or even more frequently. James asked Jackie if she would go back and verify her ability to share information on crashes with the public or the Delaware Bicycle Council just so everyone is on the same page. James then thanked Jackie for her presentation but going forward about what kind of crash data she can share regularly based on language and state code. Jackie responded that she would ask for clarification and respond back to the Bicycle Council. James Wilson asked if any of the 124 reported bicycle crashes in 2020, were at any of the road crossings for the Georgetown-Lewes Trail or any trail but mainly the Georgetown-Lewes Trail. Jackie responded that she did not have any information on it. James will follow up with an e-mail to Jackie.

Discuss 2021 Cycling Innovation Grant Application and Working Group

John Fiori presented the 2021 grant letter and application to the Council to see if any revisions are needed. John indicated that all the dates have been revised and the only change is that the applicant will manage the funds instead of DelDOT. Previously when a grant was awarded, the sponsor would enter into an agreement with DelDOT where the applicant would submit invoices to DelDOT in order to reimburse the applicant for the work that has been completed on the project, in which those funds needed to be used before the end of the fiscal year. In 2020 due to the pandemic, there were concerns that COVID-19 could impact the applicant from using those funds before the end of the fiscal year, where it was determined once the grant was awarded the applicant would enter into a Sponsored Administered Off-Alignment Agreement, where the funds would be transferred to the applicant by the end of the fiscal year and the applicant would manage the funds and provide a report to the Delaware Bicycle Council within one year. John stated that if there were no revisions, the letter and application will be sent to all 57 incorporated municipalities in Delaware plus the three county offices. Bill Weller asked when does the letter go out in which John responded the beginning of April. James Wilson had a comment on paragraph 3, sentence 4 on the letter where it states, "Projects should be located" where James asked if the letter could be revised to, "Projects shall be located in areas where right of way is owned by public jurisdiction either local or state." James Wilson will send John an email and he will discuss with his supervisor if this can be changed. Fran Cardaci commented that the letter will need to be revised to have the Chair's name revised to Scott Hoffman. John responded that he would revise the letter and send to Scott Hoffman for his signature. James Wilson commented that in previous years the Council would be contacted by a municipality indicating they never received the application. James suggested that after the applications are sent out that after about two weeks, that John contact each municipality and the three county offices to verify if they received the application. John responded that speaking on behalf of only himself, he would not be in favor of that as it would interfere with his other responsibilities within Local Systems Improvements and if the Council is concerned in

making sure everyone received the application then the grant working group should take on this task. John indicated that he would discuss this suggestion with his supervisor to determine a path forward. James Wilson asked if DelDOT has phone numbers or e-mail addresses where John responded that he would need to verify the information used. James Wilson then recommended the day the applications are sent out can the grant working group be provided the list of names and within two weeks the grant working group could make sure the applications got to the correct individuals.

John Fiori asked for volunteers to be on the grant working group. John indicated that typically there are five members on the working group but in 2020 there were seven members. Scott Hoffman, Mike Wagner, and Walt Bryan volunteered. Tom Hartley nominated Fran Cardaci, which she accepted. James Wilson nominated Tom Hartley and that he also be the Chair of the working group, which he accepted. Scott Hoffman entertained the motion to accept those five individuals on the working group for the infrastructure innovation grant. Roger Roy motioned for the acceptance of the grant working group. James Wilson seconded the motion. All agreed, no one opposed. Motion passed.

V. Old Business

Priority Bikeway Project

John Fiori presented an update of DelDOT bicycle projects to the Council. The Junction & Breakwater Pathway – Rehoboth Beach Extension was awarded in November with construction anticipating beginning in Spring 2021; the Capital City Trail, Phase 3 from the Gateway Center to South State Street is mostly completed with final inspection and acceptance pending. Two new projects were added; Double Bridges Road Multi-Use Trail; Phase 1 from Kent Avenue to Parker House Road that consists of a 10-foot wide shared use path on the north side of Double Bridges Road. Survey plans were distributed in December 2020 and PS&E is anticipated to be in November 2022 and Munchy Branch Road Multi-Use Trail, Phase 1 from Seaside Boulevard to Field Lane/Shady Ridge Drive that consists of an 8-foot wide shared-use path on the east side of Munchy Branch Road. Preliminary plans were distributed in October 2020 and PS&E is anticipated to be in May 2021. Delaware Avenue is anticipated being advertised in Fall 2021 with construction beginning Spring 2022; Georgetown to Lewes Trail, Phase 8 the final plans were distributed in January 2021 with PS&E anticipated being in March 2021; Georgetown to Lewes Trail, Cool Spring to Fisher Road the semi-final plans were distributed in November 2020 with PS&E anticipated being in April 2021. Lastly due to public concerns, mile markers have been installed along the Georgetown to Lewes Trail from Gills Neck Road to Cool Spring Road. At such time the trail is extended, the mile markers will be installed as part of that contract. The complete list of the projects is posted on the Delaware Bicycle Council website.

Prior to adjourning the meeting James Wilson made a request to Marc Coté if for the April meeting could DelDOT update the Council on the Georgetown-Lewes Trail crossings at roadways. Marc indicated DelDOT could do a presentation. James then requested for the April meeting an update on the Delaware Route 1 Shared-Use Path Feasibility Study. John Fiori will determine if this is possible for the next meeting. Scott Hoffman asked John T. Fiori to have an agenda item for Bicycle Route 1 Updates for the April meeting.

Delaware Bicycle Council

February 3, 2021

Page 6 of 6

Scott Hoffman entertained a motion to adjourn. Roger Roy made the motion to adjourn the meeting. Walt Bryan seconded the motion at 7:04 p.m. All agreed, no one opposed. Motion passed.

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