



Delaware Bicycle Council
April 5, 2023
Zoom Webinar
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Sgt. Jay Burns, DE State Police Representative
Fran Cardaci, At-Large Representative
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Michael Krumrine, DNREC Representative
Jackie McDermott, Office of Highway Safety
Evette Morrow, At-Large Representative
Wendy Polasko, DelDOT Representative
Michael Tyler, At-Large Representative
Michael Wagner, Department of Education
James Wilson, New Castle County Representative

Members Absent

Mack Cochran, Trails & Greenways Council
Martin Lessner, Council on Transportation

DelDOT Support Staff

John Fiori, Bicycle Coordinator, DelDOT
Christina Thomas, Administrative Assistant, DelDOT

Guests

Bill Weller, Sussex Cyclists
Chris Asay, Public
Ian Friedland, Public
John Bare, Bike Delaware
JT 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 meeting minutes from the December 7th meeting. Tom Hartley made the motion to accept the meeting minutes. Mike Krumrine seconded the motion. All agreed, no one opposed. Motion passed.

The Council reviewed the meeting minutes from the February 1st meeting. Tom Hartley made the motion to accept the meeting minutes. Walt Bryan seconded the motion. All agreed, no one opposed. Motion passed.

II. Public Comment

No public comment.

III. New Business

Vote for 2023 Chair & Vice-Chair:

Fran Cardaci overseen the vote for the 2023 Chair and Vice Chair. John Fiori stated that at the December 2022, meeting Scott Hoffman was nominated for Chair and Walt Bryan was nominated for Vice-Chair and no other nominations were e-mailed to him. Fran verified with Scott and Walt that they accepted the nominations where both agreed. Fran asked if there were any other nominations by the Council, which there were none. Fran put the nominations before the Council for vote. All members voted yes, and no members opposed. Scott Hoffman was voted in as Chair and Walt Bryan was voted in as Vice-Chair for 2023.

Secretary Majeski Netherlands Summit:

Secretary Nicole Majeski presented a tour she got to take in the Netherlands as part of a U.S. delegation that went over last September. DelDOT is having a crisis on its roadways. Last year was the deadliest year since 1988, with 165 fatalities and already in the first three months of the year there has been 37 fatalities, trending slightly down from last year. The fatalities by vehicle occupant, pedestrian cyclists, motorcyclists, and then crash type are tracked. DelDOT works with its stakeholders and Office of Highway Safety, law enforcement to analyze all these crashes and look at engineering solutions on how to prevent future crashes from happening. The Governor and members of the General Assembly announced a series of legislation to strengthen some of the safety laws. There have already been seven pedestrian fatalities and two bicycle fatalities this year, so already nine individuals that were not in a motorized vehicle killed on Delaware roadways. Representatives from the Netherlands and the Dutch Cycling Embassy came to Delaware a few years ago and was part of the Bike Summit. There is so much that can be learned from them, and they are so far advanced on where the rest of the United States. There are some small pockets within the United States that have really invested and leaning towards the biking and pedestrian

concept, but the general population of the United States is very far from that. Secretary Majeski was part of a U.S. Delegation to take part in the Netherlands urban mobility tour last September. She was one of eight U.S. Officials that attended. There were also four elected officials from across the country, mayors and council members. The tour started in Utrecht, and then went to Halton, Hague, Rotterdam, and the last one in Hymen over the course of three days. This was a combination of meeting officials and talking to their planners and members of ministry and the cycling embassy to discover how the mindset has changed over in the Netherlands over time. There are three distinct mobility environments that they have created. The predominant one within the town is that bikes have the right of way. Then come pedestrians, then come vehicles and there are hardly any vehicles in the town centers themselves, where in the United States it is completely flipped. They are looking at their country and deciding how to implement these mobility environments throughout their country with the focus on how to make bikes and pedestrians safe, how they have safe access and separating them completely from the cars. Then if they are intermingling with the cars, the mindset is that the bikes have the right of way as opposed to the vehicle. Some of the different things that were experienced over there would be the facilities that they have incorporated. They have their kind of car-free freeways, that they refer to as cycle freeways, where it is completely separated bike lanes that go for a very long distance, so that people can travel to and from areas without interaction with vehicles. Next are cycle streets in the residential areas. They are designated that cyclists will have some cars that are interacting on these roadways, but the cars understand that they are secondary, and that the bikes have the right of way, and that the car must slow down and follow the bike. The priority is for the cyclists. They do have a new national cycling vision for 2040, where they are trying to invest even more money throughout their country on accessibility and improving cyclists, making it even more of a prominent mode of transportation. Between their train system, their metro system, their transit system and their biking system, they have done a phenomenal job of connecting all of it into in how it interacts. Twenty-five percent of their population is commuting by bike. If they are going over five miles for their commute, half are commuting by car. One of the things that they are working on right now is the increase of electric bikes. If they are doing that long commute to five miles or more that people are using electric bikes for that distance, but their goal is just continue increasing the number of cyclists. It is literally the mode of transportation for those that live there, whether it is going to pick up your kids from daycare. They have the carriage attachment to the front of their bike where they are picking up their kids, or they have the storage containers to the back of the bike, where they have bought groceries. Their public safety system is using bikes as well their delivery system. Their bikes have cargo carriers where they are biking cargo to and from different destinations. In Utrecht, their train station is in the center of Town. There are no cars on the center of Town. A car can be driven to a certain point. Their parking garage is a bike parking garage, which is the largest in the world. The bike parking garage is underground where they have safe access. Thousands of bikes are parked there every day because people are commuting. If working in a different city you ride your bike there and get on the train and you get to your destination. They have an extremely popular ride share with the bikes that you can get at every location, and you can drop them off at any location as well. Very easy and convenient for an individual who does not have a bike to obtain a bike and be able to cycle. It took decades to get to this point and it was a mind shift as a country to move in this direction. In Rotterdam, we were interacting with more vehicles, but they also have separated bike paths and cyclists have the right of way. One of the items discussed is how are vehicles removed but still be able to provide transit?

They created a device for a bus to ride over but a vehicle cannot, where it is designed wide enough for a bus but not a car. That was their solution for still providing transit access with biking and eliminate vehicles. Also, first responders can maneuver this as well. In Nijmegen, all their roundabouts are designed if they have vehicles, and they have the pedestrians and they have the cyclist component to it. As you are entering the roundabout, the cyclist has the right of way, where cars will stop. The people in the Netherlands could not be nicer and want to be engaging with the U.S. on bringing this kind of thought process and design over here. Previously had members of the delegation come to Delaware and are looking to do that again. Also, there would be a benefit to send some of our engineers and our planners over there so that they can experience it and bring some of these concepts back here and how we can incorporate them into our plans and future projects. Tom Hartley asked did you think about how we could get on a path to sort of implement some of their philosophies? Nicole responded that it is a different mindset here because the trail investments we have been making is more like recreational, where we put our bikes in our cars to drive to a trail to be able to bike, so finding a way to be able to connect communities to the facilities that we have already built is something that we have got to do. Also, the roundabout design that they have over there would be something she would like to see more of here.

Review 2023 Cycling Infrastructure Innovation Grant Application:

John Fiori presented the draft letter of the application and asked the Council if anything needed to be change or revised? Tom Hartley asked how we can get project to improve portions of SR1 in the Frederica to widen sub-standard shoulders for bicyclists? John responded that a project could be submitted to the Dover/Kent MPO. Pam Steinbach also responded that any kind of project can be submitted through the MPO or County to be considered as part of the CTP. Shebra Hall asked how long does the grantee have to spend the funds? John responded that the sponsor would control the funds, where a letter agreement is executed between DelDOT and the sponsor and after the funds are transferred it is up to the sponsor and their timeline. Scott Hoffman asked for a motion to stay with the existing cycling infrastructure innovation grant application on the website. Tom Hartley made the motion and James Wilson seconded the motion. All agreed, no one opposed. Motion passed. John indicated that the letter will be e-mailed to all municipalities and County officials sent by the end of the week.

Vote on 2023 Cycling Infrastructure Innovation Grant Working Group:

Scott Hoffman asked for volunteers to be on the 2023 Cycling Infrastructure Innovation Grant Working Group. John stated that the 2022 Cycling Infrastructure Innovation Grant Working Group consisted of Scott Hoffman, James Wilson, Walt Bryan, Mickael Wagner and Michael Krumrine. Scott Hoffman nominated himself. Mike Krumrine, Shebra Hall, Walt Bryan, and Fran Cardaci were nominated. Scott Hoffman asked for a motion to accept those nominated to be on the 2023 Cycling Infrastructure Innovation Grant Working Group. Michael Wagner made the motion and James Wilson seconded the motion. All agreed, no one opposed. Motion passed.

Vote on 2022 Cycling Innovation Grant:

Scott Hoffman provided an update on the 2022 Cycling Infrastructure Innovation Grant, where Milton decided that they are not going to be able to move forward with the grant program. John talked with the third applicant, which was New Castle County and they seemed to be in favor, but they were going to do some checking because all that remains is \$10k and in their application they

requested \$15k. The Council could still award the grant and John would coordinate with New Castle County. Mike Wagner made a motion to award the grant to New Castle County if they want it. Mike Krumrine seconded the motion. All agreed, no one opposed. Motion passed.

Second Annual Everyone Gets Home Summit:

James Wilson made a presentation on the Second Annual Everyone Gets Home Summit on May 4, 2023. In 2022, Delaware had a record of traffic fatalities, where we should think about making substantial changes to the way we approach traffic safety in Delaware. This is a conference with a lot of session that are going to do a deep dive into the problem. The emphasis will be on the solutions on the infrastructure. There will be a session lead by the Traffic Safety Engineer from the Minnesota Department of Transportation. He was invited because people in Minnesota drive the same number of miles per capita and their traffic fatality rate is basically half of Delaware. The conference is free to attend, just need to register on the website.

IV. Old Business

Safety Concerns at Georgetown-Lewes Trail and Gills Neck Road:

John Fiori presented and update on the safety concerns at the Georgetown-Lewes Trail and Gills Neck Road. DelDOT went out and trimmed the hedges back and installed a bollard to get cyclist to slow down. It is believed the site distance has been improved at this connection. Also, the green bike route/byway sign and the stop sign are going to be relocated to improve sight distance. The stop sign is going to be relocated to the right side of the trail and then the bike route/byway is going to be relocated approximately 70-feet north. This connection will be monitored for a minimum of six months to see if there are any issues, or any reported issues out there and then will analyze or evaluate any concerns that are sent in and determine if any additional enhancements or improvements are needed.

Priority Bikeway Projects updated:

John Fiori presented an update to multiple DelDOT bike project throughout the state. To view the updates, go to https://deldot.gov/Programs/bike/biking_in_delaware/index.shtml?dc=bikenews and look for DelDOT Bike Program Project Updates.

Walt Bryan made the motion to adjourn the meeting. Mike Krumrine seconded the motion at 7:00 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday, June 7, 2023, 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://www.youtube.com/watch?v=nFh2NCUPvHs>