



Delaware Bicycle Council
August 7, 2024
Zoom Webinar
Meeting Notes

Members Present

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

Members Absent

Tom Hartley, Kent County Representative
Mack Cochran, Trails & Greenways Council
Sgt. John Wheatly, Delaware State Police

DelDOT Support Staff

Pamela Steinebach, Director of Planning
John Fiori, Bicycle Coordinator, DelDOT

Guests

John Bare, Bike Delaware
Daniel Ahern, Bike Delaware
Bill Weller, Sussex Cyclists
J.T. Fleming, Public
Karen Zakarian, Public

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 April 10th and June 5th meetings. Wendy Polasko made the motion to accept the meeting minutes. Fran Cardaci seconded the meeting minutes. All agreed. No one opposed.

II. Public Comment

No public comments.

III. New Business

Review and Vote on FY25 Delaware Bicycle Council Budget

Scott Hoffman presented the proposed FY25 DBC Budget, where the total budget is \$50,000.00 that consists of \$900 for Travel, \$32,000 for Contractual Services and \$17,100 for Supplies. The grant under Contractual Services will be \$30,000 but in FY26 the grant will be increased to \$50,000. Scott did have a question if the amount under Supplies was sufficient? John responded that this amount is sufficient in purchasing bicycle lights and parts to keep the bike garage operating. Michael Wagner made the motion to accept the meeting minutes. Michael Krumrine seconded the meeting minutes. All agreed. No one opposed.

Newark to Newport Pathway System Letter of Support

Scott Hoffman provided information to the Council on the letter of support. Matthew Meyers, County Executive contacted Scott regarding the Council supporting a project New Castle County is working on to build a trail from Newark to Newport that will connect to the Newport to Wilmington Trail. New Castle County will be submitting funding for the project through the Federal Highway Administrations Active Transportation Infrastructure Investment Program and requested a letter of support from the Delaware Bicycle Council. The letter was prepared on behalf of the Council, signed by Scott and sent to New Castle County. The grant is to assist in the design of the project.

Five Points Project Overview Meeting Summary

Scott Hoffman provided an updated on a request from Sussex Cyclists to include the improvements of the SR1/Kings Highway intersections, where a bicyclist was fatally injured. Scott and Bill Weller with Sussex Cyclists attended a community meeting with the Five Points Initiative. During that meeting that project specifically was never part of the Five Point master plan but are open to include that project in the Five Points Working Group meetings. It was requested that the Delaware Bicycle Council representative make that request during the working group meetings. Scott indicated that Michael Tyler is the DBC member on the Five Points Working Group. Michael verified he is the Council member on the Five Points Working Group but have not received any meeting notices from them. Scott said that issue can be resolved whereby at the next meeting can it be requested to add the improvements at SR1/Kings Highway to the agenda of items that are discussed? Michael responded that he would do that.

Bike Lane Signal Loop Detector

Bill Weller presented to the Council issues over when new intersections with a traffic signal and a marked bike lane that a vehicle detection sensor is installed in the travel lane but not within the bike lane. It was confirmed by John Fiori that DelDOT does not have any current guidelines for new traffic signal regarding sensors in the bike lane. The travel lane sensors do not detect bicycles in the bike lane where the bicyclists would either have to move over into the travel lane or dismount and walk the bicycle to the pedestrian signal and push the button. These options require the bicyclists to move out of the bike lane and neither seem safe. Bill is requesting the Delaware Bicycle Council to formally recommend DelDOT adopt design requirements that implement sensors in the bike lane at all new or upgraded signalized intersections where the travel lane has the sensor. James Wilson asked for the benefit of the Council could a DelDOT representative explain how loop detectors work and the technology related to detecting bicycles. Bill requested to even expanding even how it is decided to put what equipment where. Scott agreed that if the Council is going to make this request, the Council needs to be educated on what is the current situation. John Fiori indicated he will reach out to the appropriate section to see if they can attend the next Council meeting.

Designing Multimodal Roundabouts

Daniel Ahern a civil engineering student at the university of Delaware and an intern with Bike Delaware presented to the Council about designing multimodal single lane roundabouts. How do you know when a roundabout is designed incorrectly? It is when signs are needed to tell drivers they are supposed to yield to pedestrians. What that means is when a roundabout is improperly designed for multimodal use from the beginning, the roundabout is not going to work correctly and the engineer's solution is this place yield signs, RFB's (Rapid Flashing Beacons), raised crosswalks, etc. but that is expensive and improper way of fixing the actual problem. Examples of roundabouts were shown, where 80% to 83% of drivers not yielding to pedestrian showed a high curb radius of 80-feet and wide circulatory roadway width between 15-feet to 24-feet. Examples of roundabouts were shown, where 14% to 26% of drivers not yielding to pedestrian showed a curb radius between 48-feet to 63-feet and a circulatory roadway width between 15-feet to 18-feet. Examples of the best performing roundabouts were shown, where 7% to 8% of drivers not yielding to pedestrian showed a curb radius between 30-feet to 44-feet and a circulatory roadway width between 16-feet to 18-feet. The biggest danger in roundabouts is speed where engineers need to do is design roundabouts in a way that forces drivers to slow down. Currently what is used to force drivers to slow down is by education, enforcement, lighting, RRFB's, raised crosswalks, signage, etc., which are just kind of cover ups for bad roundabout design. It is just more time and money that is being wasted trying to implement these countermeasures instead of dealing with just the actual root of the problem, which is bad, roundabout design. Next Daniel presented Right Angle Entry Single Lane Roundabouts. This is a different style of roundabout compared to the classic tangential curve roundabout. The term right angle entry is where the legs approach the circulating roadway and the driver must slow down and make basically like a 90-degree turn, which is kind of reminiscent of making like a turn at a road or an intersection. When adding bike lanes into roundabouts all the same, factors that make a roundabout safe or unsafe for pedestrians goes for cyclists as well. Roundabouts should look like where the bicyclists are going through the roundabout, where everything is controlled and low speed. Scott Hoffman announced that John

Fiori is trying to get a representative from DelDOT to discuss the revised design guide memorandum for roundabouts at the next meeting. There is a lot more emphasis now on incorporating roundabouts into road projects, so this is a timely topic in terms of the safety issues that the Council can maybe have some influence on.

IV. Old Business

Priority Bikeway Projects Update

John Fiori provided an update on bikeway projects where in Kent County the East Camden Bypass is under construction. This project will provide a connection to the future West Camden Bypass, at the intersection of Route 13 near the WAWA, which will then head northeast on a new alignment to a roundabout on Route 10. The project will also provide connections to local roadway network within the project limits and will provide multimodal accommodations, such as new pedestrian crossings, bicycle facilities, a shared use path and connecting to the Capital City Trail.

The second project is the South Little Creek Road Shared-Use Pathway. In late June it was announced that Active Transportation & Community Connections, within the Division of Planning was awarded a RAISE grant for the construction of a shared-use path along the south side of South Little Creek Road, from Horse Pond Road to Babbs Drive in Dover. This project was brought to DelDOT by the Dover Kent, MPO in 2023, and was selected through our annual project prioritization process. This project had already begun design of the project at the time the grant was awarded and we're about to submit survey plans, but due to the increased scope and limits that was applied for with the grant the project is now being coordinated with another project called the Martin Luther King Boulevard Safety Improvements from River Road to Bay Road. This project is early in the process, but ATCC has a goal of submitting for PS&E in October 2026.

The Bicycle-Friendly State application was submitted on Monday, August 5th and wanted to thank John Bear, James Wilson and other DelDOT staff members for helping with the application. Anticipate the rankings will be released by the end of the year. The last application, Delaware ranked 9th, where anticipating to stay within the top ten. James added that it would be reasonable to have some optimism that our ranking might improve. At the end of last year Delaware ranked 3rd in the country for bicycle mode, share, growth after only New York and New Jersey. Backing that up the Census Bureau numbers show that Delaware was ranked 2nd in the country in terms of growth and extra work numbers a 29% increase since 2019 after only Rhode Island. Delaware is the only state at the top of both.

Michael Wagner made the motion to adjourn the meeting. James Wilson seconded the motion at 6:10 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday, October 2, 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/aSSKTmqHyX4>