



**Delaware Bicycle Council
December 4, 2024
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
Marty Lessner, Council on Transportation
Jackie McDermott, Office of Highway Safety
Wendy Polasko, DelDOT Representative
Michael Wagner, Department of Education
James Wilson, New Castle County Representative
Sgt. John Wheatly, Delaware State Police

Members Absent

Mack Cochran, Trails & Greenways Council
Michael Tyler, At-Large Representative

DelDOT Support Staff

John Fiori, Bicycle Coordinator, DelDOT

Guests

Bill Weller, Sussex Cyclists
J.T. Fleming, Public
Maureen Cassidy, Public
Karen Zakarian, Public
Peter Haag, DelDOT

I. Welcome/Introductions

The meeting was called to order at 5:00 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 2nd. Tom Hartley made the motion to accept the meeting minutes. Fran Cardaci seconded the meeting minutes. All agreed. No one opposed.

II. Public Comment

Bill Weller requested to address the Council on a couple of items. Bill asked if there will be a discussion of the feedback from the Five Points Working Group meeting that Michael Tyler requested that the SR1/Kings Highway intersection project be added to the project tracking list. Scott Hoffman responded that the Council has not received any feedback and Michael Tyler is in attendance but will reach out to him to see if he can provide an update at the February meeting. Bill then provided an update on the traffic sensor issue. As a review, at the August meeting concerns were raised that bikes using the bike lane at new signalized intersection were not being detected by the sensor and at the October meeting the Council requested additional examples and how other jurisdictions make signalized intersections safer for bicyclists. The additional examples provided were at the signalized intersection of Hudson Road and Lewes-Georgetown Highway and at Fisher Road and Lewes-Georgetown Highway. Each intersection did not have a sensor loop in the bike lane but the crossing button on the pedestrian signal head was bike accessible via the crosswalk but at Fisher Road, the button on the pedestrian signal head was not bike accessible. The Urban Bikeway Design Guide and the National Association of City Transportation Officials have published results of how jurisdictions are implementing solutions, where one is a separate inductive loop that is a separate loop for bicycles. Their research also has found that the square and unmodified circle detectors are most sensitive at the edge, where this may be a solution that could be shared by the travel lane and bicycle lane. Another solution is the push button, but it must be located where a cyclist can activate the button without dismounting. There were multiple cities listed in the document using these solutions. Scott Hoffman indicated that in addition to the actual installation of the wires, the pavement marking of where the bicyclists is supposed to stop is also important for the sensor to detect the bike. James Wilson added that carbon frames do not work either. Bill then asked the Council to formally request that DelDOT to adopt requirements, that implement sensors in bike lanes at all new or upgraded signalized intersections, where the travel lane has a sensor. Scott suggested that this be an agenda item at the February meeting. There are some states that are proactive about this, so if the Council is going to make a recommendation, we will need to be specific about it and do not know exactly what that is going to be. Scott will also reach out to other Council members to try to come up with something.

Maureen Cassidy requested to address the Council, where she resides in The Glade community that consists of 254 homes, located at the end of Holland Glade Road and about one-half mile from the Junction-Breakwater Trail. To access the trail residents must travel along Holland Glade Road that has no shoulders, no edge lines and limited sight lines. This section of roadway is maintained

by DelDOT and has a Level of Traffic Stress 4, which by DelDOT's definition is challenging for even the most experienced cyclists. The majority coming from The Glade are recreational cyclists that are children and grandchildren. The primary reason for applying for the Cycling Infrastructure Innovation Grant is safety to have safe access to the trailhead and to downtown Rehoboth. Holland Glade Road is not safe for cyclists, runners, walkers and even motorists. There have been serious car accidents, and at least one serious bike accident requiring hospitalization. The request for the multi-use bike path also fits into the Delaware State Park Plan 2022-2032, where the bike path network would extend down Holland Glade Road, but this plan is at least 10-years out. The request for the grant is consistent with the Delaware State Park plan and addresses a safety hazard and completed a connection of The Glade community to the Junction-Breakwater Trail. There are residents of The Glade in support including three property owners along Holland Glade Road. The Glad has reached out to their local legislators and County Council representative and are aware these concerns. Maureen then asked for the Councils support in awarding this application a grant. Scott Hoffman indicated there is an agenda item to award the Cycling Infrastructure Innovation Grant and an agenda item to septicly discuss the situation she described.

III. New Business

Roundabout Design Guide Memorandum

Peter Haag, DelDOT Chief of Traffic Engineering presented the recently approved revised design guidance memorandum for roundabouts that was officially adopted in September 2024. The design guidance memorandum was updating older standards or operating procedures that have been in place for a long time and trying to move it more into current philosophy. The memorandum highlights what is being done today with regards to evaluations of an intersection for a different type of traffic control. The existing condition is evaluated and want to understand how a signal or roundabout function bases on the application or location. It also allows the Department to take steps with regards to construction, funding and programming as well as safety to see could something be implemented in the interim as a steppingstone to the larger project such as a roundabout. Also taken into consideration are different sizes of roundabouts where the previous design guidance memorandum did not accommodate that where smaller roundabouts known as minis or compacts could be installed. This design guidance memorandum provides flexibility from a balance perspective that the Department was keen on in the previous memorandum on emergency evacuation routes, where roundabouts could not be installed. There are still discussions from a vulnerable road user perspective concerning pedestrian and bicyclist, with regards to roundabouts that is still on the committee's agenda and are working with individuals to see can be looked at. Also looking at other national research from other entities and other Department of Transportations to see what guidance they have that DelDOT might be able to utilize and will be looking at way to enhance things. James Wilson asked if any of the Councils recommendations make it into the revised design guidance memorandum? Peter responded that the information was provided to the individual working on this and is aware of the Councils comments and will look to utilizing other national research to see how to incorporate those recommendations and also balancing is the roundabout design guidance memorandum the right place for some of those comments or is there another avenue like the road design manual or a complete streets guide that could fit into the context of some of the comments but are aware of the recommendations but will not say all of them made it. James then indicated the Council heard a presentation from a University of Delaware civil engineering student on roundabouts, where the focus was on yielding to pedestrians. The idea

was that roundabouts should be designed for multiple modes including bicycles that the Council needs to get behind, where the issue of yielding to pedestrians has relevance to yielding to bicycles. If using the Kittleson guidance, it is like a highway entry ramp geometry for the legs and when you enter and exit the roundabout they call it tangential entry. Is there anything in the roundabout document concerning tangential entry versus 90-degree right angle entry? Peter responded the design guidance memorandum goes into detail about speed and deflection which kind of touches on that topic but not specific in the application of this element as incorporating something this specific because every roadway is going to be different but does allow the flexibility of referencing national research that exists to open the door on entry, speed, or change, or that alignment can fluctuate, based on certain conditions of the roadway. The design guidance memorandum did not go into specifics on a certain type of entry, tangent, angle or condition but did at least reference some research that exists today that designers can start utilizing. James indicated the design guidance memorandum references NCHRP 1043, where if that is used all roundabouts will have tangential entries, which does not address yielding to pedestrians and request the next revision to the design guidance memorandum will need to address the concern of yielding to pedestrians and bicyclists. Peter responded that there is no timeline on the next revision but are researching and looking to evolve and it may not just be tangential like design component. What has been seen by other DOTs is traffic calming treatment approaching the roundabout and could that be applied to address the topic. The Department want to improve upon things but just do not have a timeline when will be the next revision. James asked is there anything for reducing vehicle speeds entering the roundabout other than the amount of deflection and if talking about deflection is there anything more effective then tangential versus the right-angle turn? In roundabout design need to make sure to have low speed vehicle entry. Peter responded that there is not one answer for the scenario because when referencing traffic calming, all types of treatments regarding calming. Other jurisdictions have installed raised crossings within the roundabout. The DelDOT Traffic calming manual is going through a revision which will open to door to a lot of different roadways that would previously be ineligible. When that eligibility exists that could potentially be applied to roundabouts. The DGM was set up to allow designers to design the roadway and design the location based on all these different elements.

Award of 2024 Cycling Infrastructure Innovation Grant

Fran Cardaci presented to Council that six applications were received: City of Dover, Town of Clayton, Town of Millville, City of New Castle, New Castle County and Sussex County. The grant working group met with all the applicants and reviewed the executive summary that was prepared by DelDOT. Based on the working groups discussions and the final ranking of the applications, the Town of Clayton was ranked first, and the City of New Castle was ranked second. The Town of Clayton requested \$10k and the City of New Castle requested \$23k for a total of \$33k but the grant is only for \$30k. James Wilson announced that Bike Delaware proposes to donate \$3k, where \$1k will go to Clayton and \$2k will go to New Castle, it just needs to be approved at Bike Delaware's Board of Directors meeting on December 11, 2024. Fran indicated based on this announcement, there will be two options: Option A is to award the Town of Clayton \$9k and the City of New Castle \$21k, assuming Bike Delaware will approve awarding \$1k to Clayton and \$2k to New Castle. Option B is to award the Town of Clayton \$10k and the City of New Castle \$20k if the Bike Delaware donation is not approved. Michael Wagner made the motion to accept the working groups recommendation. Tom Hartley seconded the motion. John Fiori asked each

member their vote, where there were 10 Yes, 0 No and 2 Abstain. Motion passed. John Fiori will wait for confirmation from James Wilson on Bike Delaware's decision prior to sending out the award letters to the Town of Clayton and City of New Castle. John will then begin the process to transfer the funds to the municipalities.

Junction-Breakwater Trail Connection to The Glade

Scott Hoffman stated as a follow up to the grant awards the Council heard Maureen at the beginning of the meeting. There was a lot of public support submitted in their application and just wanted to make sure the Council was aware of what The Glade is looking to do where maybe there is a way that the Council can continue to support their effort moving ahead. One option is to apply for a grant next year. During the review process what was noticed is there are lands owned by the state of Delaware, which The Glade is next to. It may be easier to have a direct connection to the trail versus trying to build something down Holland Glade Road. Scott suggested maybe there is something that the Council could do in terms of trying to get The Glade support for their project. Michael Krumrine responded that he does not know the history, but DNREC has an agricultural field that is being farmed and there is a Tidewater utility easement where DNREC is not allowed to grant another easement without Tidewaters approval. Michale indicated he will have to do some research on the history and report back to the Council. Walt Bryan indicated he will talk to Sussex County and the local legislators. Maureen indicated she has done a lot of work in the looking into the history of different access points that The Glade has worked on for the last 20 years and can provide anybody with information.

Nominees for 2025 Chair and Vice-Chair

Fran Cardaci oversaw the nominations for the 2025 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 5, 2025. Additional nominations could be e-mailed to John T. Fiori or during the next Council meeting prior to voting.

IV. Old Business

Update of Feasibility of Georgetown to Lewes Trail Crossing SR9 at Cool Spring

Walt Bryan presented to the Council that he has been in discussion with Sussex County and Sussex Land Trust and recommended a tunnel under US 9. No other updates currently.

Michael Wagner made the motion to adjourn the meeting. Walt Bryan seconded the motion at 6:30 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday, February 5, 2025, 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/HC_8piVVwdU