



**Delaware Bicycle Council
April 2, 2025
Zoom Webinar
Meeting Minutes**

Members Present

Walt Bryan, Sussex County Representative
Lauren Butscher, 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 Tyler, At-Large 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

DelDOT Support Staff

John Fiori, Bicycle Coordinator, DelDOT

Guests

Bill Weller, Sussex Cyclists
Maureen Cassidy, Public
John Bare, Bike DE
Ray Quillen, Public
Mike Campbell, WRA
Marco Boyce, New Castle County Parks & Recreation

I. Welcome/Introductions

The meeting was called to order at 5:20 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 February 5th. Michael Tyler indicated his name was spelled incorrectly and Lauren Butscher commented that her last name was spelled incorrectly. Maureen Cassidy a resident of The Glade sent comments to Scott Hoffman as to what sections should be amended. Walt Bryan made the motion to accept the meeting minutes. James Wilson seconded the meeting minutes. All agreed. No one opposed.

II. Public Comment

Bill Weller announced that John Kurpjuweit, a former past president of Sussex Cyclist had passed away. Michael Tyler suggested some type of plaque that could be placed along one of the trails or somewhere to celebrate the work he has done. Walt Bryan recommended to appoint Michael Tyler, Bill Weller and himself to a committee to come up with a plaque and where the plaque should be placed. Bill clarified with Walt that the intent of this committee is to develop a recommendation that the Council could vote on. Walt responded in agreement. Michael added that there was a plaque honoring Larry Wonderlin, the founder of Sussex Cyclists and DelDOT placed it on the bridge on the Lewes/Rehoboth trail. Scott Hoffman indicated that this will be an agenda item at the June 4th Delaware Bicycle Council meeting.

III. New Business

Status of Newport River Trail Project

Marco Boyce is with New Castle County Parks and the project manager for the Newport River Trail project. Marco provided an update from what the County has heard from the federal government. The project has not been paused and are waiting for direction. The FHWA had not determined the status of the RAISE grant that was issued for this project and suspect that is the case for many of the federally funded projects. The County is proceeding along a normal and Mike Campbell with WRA will provide a detailed update on the status of the project. The separated shared-use pathway is approximately 2-miles and will connect the Town of Newport with the Jack A. Markell Trail. This project has been talked about for about ten years. In 2014 there was a study to look at connecting the two largest New Castle County communities, the City of Wilmington and the City of Newark. Several alternatives were evaluated, and the central alternative was the Newport River Trail. At that time, it was thought this would be the last one implemented because it had the most challenges and was the most expensive. The current bicycle facilities along Maryland Avenue are not low stressed and the primary goal of this project was to provide that low stress connection between the City of Wilmington and the City of Newark. This project became part of the New Castle County Connecting Communities initiative and is a critical link that would connect to the East Coast Greenway via the Jack A. Markell Trail and tie in directly to the Town of Newport. The feasibility study was completed in 2020, where the study was partially funded by the Delaware Bicycle Council through a Cycling Infrastructure Innovation Grant. The feasibility study identified the critical components such as environmental resource evaluation, major constraints, property owners and consideration for type of structures would be involved. Once

determined federal funding was to be pursued, New Castle County finalized the purpose and need for the project. The entire alignment is separated or buffered from traffic to the extent possible then once you leave the adjacent to on-road portion there will be a 14-foot-wide elevated boardwalk structure to be above the 100-year floodplain. The elevated boardwalk will be designed to carry light vehicles for emergencies or maintenance. There will also be trail amenities along the pathway to include wayfinding to help people orient where they are. The project has been through the beginning of the NEPA process and have finalized the purpose and need and had anticipated having NEPA approval in the winter of 2024, spring of 2025, but have been on pause since January 2025, where there has not been any progress toward NEPA. Still have other permits to go through but unfortunately can't proceed with many until the NEPA process is completed. The design was funded through the Delaware State Bond Bill and a RASIE grant was submitted by New Castle County in June 2023 the grant was awarded for construction in the amount of \$23 million, where those funds will be dispersed directly to New Castle County. Final design, permitting and NEPA was anticipated being completed in 2025 and could begin construction in spring 2026. As of now the project is on a 6-month delay and no indication from FHWA on when to proceed on with the NEPA process.

Status of RAISE Grants for Georgetown to Lewes Trail & MLK Pathway

John Fiori provided an update of the RAISE grants for the Georgetown to Lewes Trail and the MLK Pathway projects. For the Georgetown to Lewes Trail from Fisher Road to Airport Road, the recommendation to award was fully executed. In the coming weeks, our contract administration section will be working to get contract documents signed and executed. It is anticipated construction to start late June 2025 and be completed by July 2026.

For the MLK Boulevard Pathway, the project received a \$12.25 million RAISE grant in July 2024. On January 20, 2025, a temporary freeze to federal grants were issued but the project is continuing with design. There is enough funding to get to preliminary plans in the currently funded scope of work for engineering design. Anticipate receiving a supplement of Carbon Reduction Funds to fund the remainder of the plan development, but FHWA has frozen all authorization and obligation of federal funds to any discretionary grant project, including eligible formula funds. Currently the project has completed substantial technical analysis for stormwater, bridge, traffic and environmental impacts. If not able to get clarity on the fate of the grant funding and/or ability to get new funds loaded onto the project by mid-April, the project will start to lose its original schedule. The goal is to get the preliminary plan layout completed with the remaining funds.

Review of 2025 Cycling Infrastructure Innovation Grant

Scott Hoffman asked the Council if there are any changes to the grant application prior to John Fiori sending out the call for applications to all municipalities and the three County offices. John added that this year's application is the same used in previous years, where the content has not changed. John stated that he tries to send out the application around the beginning of May. James Wilson asked if there was to be a tweak to the letter? Scott responded he thought it was to give the letter more focus on the planning aspect. Lauren Butscher added about potentially being transparent about the budget since some applications were above what the Council had.

Scott went over the following revisions: under Question #1, delete construction, include cost of construction as part of feasibility study and the total award the Council intends to make. James had concern with providing the total grant amount where Tom indicated it could be stated that there could be multiple grant awards within the \$50k limit. Scott and Tom indicated that they would revise the grant application based on the comments provided by the Council, then send to the Council for final approval. Walt Bryan made the motion and Jame Wilson seconded the motion. All agreed, no one opposed. Motion passed.

2025 Cycling Infrastructure Innovation Grant Working Group

Scott Hoffman asked for volunteers to be on the 2025 Cycling Infrastructure Innovation Grant Working Group. Scott Hoffman, Tom Hartley, James Wilson, Lauren Butscher and Walt Bryan were nominated. Scott Hoffman asked for a motion to accept those nominated to be on the 2025 Cycling Infrastructure Innovation Grant Working Group. Tom Hartley made the motion and Walt Bryan seconded the motion. All agreed, no one opposed. Motion passed.

Improved Intersection Design Options of Bicyclists

Scott discussed a recent fatality along the Junction-Breakwater Trail at the internal subdivision intersection of Senators Drive and Venables Drive within the Senator Subdivision in Sussex County. There are methods to design intersections to avoid this situation that James Wilson was going to discussed. James presented that if a community is going to be safe an appealing, need bicycle-friendly roundabouts and raised intersection or sometimes called speed tables, since most fatalities occur at some type of intersection. Jame presented multiple examples of speed tables in various communities. Scott researched design resources and DelDOT has on their website is the Complete Streets Guide, which did not specifically talk about speed tables but there a twenty-two different design references in the Complete Streets Guide where one is the DelDOT Traffic Calming Manual, which does include speed tables. These are known to the designers at DelDOT and could probably implement but in the case of a subdivision, it may depend on where it is located or the regulatory agencies, where the local agency may not even think about these kinds of things. Scott wanted the Council to be aware of this and it might be where the Council needs to bring awareness to the local agencies such as Towns and Counties of these resources and possible ways to help improve safety at intersections

IV. Old Business

Bike Lane Signal Loop Detector

Scott Hoffman presented the draft letter for Council review. Tom Hartley made the motion to accept the letter with amendments and attachments. Michael Tyler seconded. All agreed. No one opposed.

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

Walt Bryan has been in conversation with Todd Lawson about submitting a grant for a feasibility study. Walt will try to meet with local legislators to discuss possibly trying to get something added in the bond bill.

Delaware Bicycle Council

April 2, 2025

Page 5 of 5

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

Next meeting: Wednesday, June 4, 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/mPr4gD8u5fU>