



**Delaware Bicycle Council
October 1, 2025
Zoom Webinar
Meeting Minutes**

Members Present

Lauren Butscher, Division of Public Health
Pam Eaton, Sussex County Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Amanda Kelly, New Castle County 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
Michael Krumrine, DNREC Representative

Guests

Chris Asay, Public
John Bare, Bike Delaware
Bob Bauer, Public
Meryem Dede, Public
J.T. Fleming, Public
Ian Friedland, Public
Brad Herb, JMT
Angie Hernandez, JMT

Stephanie Johnson, DelDOT
Brian Mattaway, City of New Castle
Paul Moser, DelDOT
Dave Moses, Public
Ray Quillen, Public
Collins Roth, Public
Antonia Tantillo, City of New Castle
Bill Weller, Sussex Cyclists

I. Welcome/Introductions

The meeting was called to order at 5:00 p.m. by Scott Hoffman. Scott took a roll call of the Council members present, and quorum was met.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from August 6th. Michael Tyler made the motion to accept the meeting minutes. Marty Lessner seconded the meeting minutes. All agreed. No one opposed.

II. Public Comment

Meryem Dede resides in Surrey Park in North Wilmington where her 5-year-old son attends Handy Elementary and four days a week she bikes with her son to school. The concern Meryem brought to the Council is with crossing Silverside Road and Sorrel Drive. There is a signal {Rectangular Rapid Flashing Beacon (RRFB)} that when flashing is to alert motorists, but cars go fast on that road. When biking with her son they get off the bikes and walk across the crosswalk but must wait a long time before it is safe to cross. It is not about waiting, but one car will wait and then another car will blast by causing a lot of confusion. Meryem asked the Council if a sign {Yield to Pedestrian} could be placed in the middle of the crosswalk, which would make a difference and cost little money. That crossing is the best for Meryem and her son from their neighborhood to Hanby Elementary, as there is no sidewalk on the south side but there is sidewalk on the north side of Silverside Road. Meryem added that as a cyclist she will bike on Silverside Road but will not let her son bicycle. James Wilson wanted to clarify with Meryem that when the signal is activated she does not see a lot of slowing down. Meryem agreed but added that part of the problem what is confusing about these signals is that on the Markel Trail it explicitly says it is on the people to yield to the car but with a traditional crosswalk, it should be on the cars to yield to the pedestrians where the real problem is it is unclear, where some cars are yielding and some are not. Marty Lessner asked if vehicles are not slowing down due to the lights not being bright enough or possible sun glare where they are notable to see it? Meryem responded that in her opinion no one knows what the intent the light means, and they do not know what to do at a crosswalk. Marty suggested a sign reading, “must stop for pedestrians when light is flashing” or make the crosswalk brighter or multi-colored so that people know that is a crossing which Meryem thought that would help. Marty did add that cars do 50-mph on Silverside Road. James indicated there are studies concerning RRFB’s where the faster the speeds are the less likely the vehicle is going to yield at the RRFB. Meryem added that the posted speed limit is 35-mph but think people are doing around 50-mph on that road. J.T. Fleming indicated that there are no advanced warning signs at either approach where that could be an option and another option to look at a shared use path from Sorrel Drive to the existing path at the park and then could cross Silverside Road at that existing RRFB as people may be anticipating pedestrians at that intersection then at Sorrel Drive. Paul Moser indicated that this area was identified on the US202 master plan, where out of that came a project to improve a pathway leaving Sorrel Drive going south towards the Foulkstone development and connecting to Foulk Road with a shared-use path to connect to the high school and Tally Day Park. The connection from Sorrel Drive to the park and to Glendale Road is a critical part of that plan. The project is moving forward in engineering design next fiscal year to improve that pathway behind the Foulkstone development where we can look at this. The connections going into the park

are relatively new but not sure why they stopped and did not cross that one parcel but can investigate that and follow up because we are going to have a project in the area in the future. Paul added to James' previous point that there is a kind of inverse relationship with yielding with rapid flash beacons at higher speeds, but the rule of thumb is at 35-mph, you start to lose compliance, and the presence of a mid-block crossing island is critical. Michael Tyler responded that Lewes installed the pylons with "Must Yield to Pedestrians", where they can be struck by a vehicle but will not hurt anything. James Wilson asked which streets Michael responded that they were on Savannah Road and Kings Highway, which those streets have a posted speed limit of 25-mph. Jackie McDermott indicated that a short-term solution would be to contact your local Delaware State Police Troop and video record people running through the RRFB and request the come and do some enforcement, especially during before school. You could call your state legislator and ask them for some support in this matter. Meryem responded that she liked the pylon and all the other solutions and would prefer having the island in the middle of the road but the problem with increased enforcement is the road is set up for people to speed. The speed limit is 35-mph, but no one is going 35-mph. If you went that there would be a line and people honking. That intersection needs changes in the traffic pattern. Jackie indicated the Office of Highway Safety reimburses for enforcement, where police just being out there occasionally will make them slow down. Sgt. John Wheatley responded that he agreed to what Jackie stated, where enforcement is something that can easily be done and to contact the local Troop. They have Community Outreach Officers assigned that can go out and do enforcement. Sgt. Wheatley did not agree with the pylon on high-speed roads, but a short-term solution could be a signal [HAWK (High-intensity Activated crossWALK)] where when activated it flashes, turns red and gives time for people to cross the roadway, then resumes to normal traffic patterns. Marty Lessner asked now that we have this issue that somebody from DelDOT who would be responsible for the signal, additional signage or striping, why don't we have somebody from DelDOT contact Meryem directly instead of her making a series of phone calls? She brought the issue to the Delaware Bicycle Council where it should be our responsibility, since we have all the representatives, to contact Meryem. This would be the same with the police from whoever is responsible for setting up some enforcement, so let's have the powers that be contact her. Scott Hoffman asked John Fiori, who at DelDOT can address this issue, which John responded it would be our Traffic section. John added that the request should come from the Council to our Traffic section.

Dave Moses addressed the Council to a problem he is seeing in his bike shop that has been ongoing and first made DelDOT aware in 2022 and it is continuing is that many customers that come into the shop to buy tubes have slow flats and they could not figure out why. Then they are back in the shop two or three times until they ask us to troubleshoot the problem. It was difficult to troubleshoot but did not have this issue in 2021, where it seemed to happen in 2022, where what is happening is that it seemed like the street cleaning equipment that DelDOT has switched to a wire bristle system. One of those bristles is about the thickness of a human hair and what is happening is that it does not affect car tires, but it goes into bike tires, where it will have such a small hole that would cause a very slow leak. For us to find the leak we must completely disassemble everything, take the tube out, put it under water, see where it is coming from then map that out on the tire. Many times, the outside of the tire has worn the wire bristle off, but the wire bristle still goes through the tire and when you inflate the tire it protrudes and creates a puncture. This has been an ongoing issue that we e-mailed DelDOT in 2022 without a response. James

Wilson asked if any of the bristles were collected, where Dave responded that he did not collect any but may be able to find photos. Dave indicated he remembers seeing a street sweeper in the past that looked like it had a horsehair brush can only assume DelDOT changed to a wire bristle brush. John Fiori stated that he passed on the latest e-mail from Dave to DelDOT's Maintenance & Operation's and that they are looking into the matter. Dave indicated this started in 2022 and has been ongoing since, where we want to be able to tell our customers that we are doing all we can. Scott Hoffman asked Dave if some of these streets are City of Dover's and Dave responded that it is usually happening on the west of Dover on Westville Road, Hazletville Road, Wyoming Mill Road and those roads people enjoy cycling on for recreation and it is where we do our shop rides every Thursday night.

UPDATE: *An e-mail was sent to Dave Moses on October 22, 2025, indicating his concern was investigated and determined that the brushes used in the sweepers did have an issue with loose bristles. DelDOT had already changed the drums in all their sweepers in alleviating the issue with the flat bicycle tires. Although the drums have been changed there could still be residual bristles on the shoulders. If problems continue with flat bicycle tires, contact John Fiori, DelDOT Bicycle Coordinator.*

III. New Business

Delaware River Trail Feasibility Study

Scott Hoffman introduced Antonia Tantillo, with the City of New Castle, on the presentation for the Delaware River Trail Feasibility Study, which previously received a cycling infrastructure innovation grant. Antonia introduced Brad Herb and Angie Hernandez for JMT and Councilperson Brian Mattaway. The city was awarded a grant in 2024 to conduct a feasibility study to connect residents north of the historic area to the downtown historic area, allow alternative routes for transportation, highlight the beautiful Delaware River and be able to bike along the river. Angie Hernandez presented the feasibility study, which was funded using the 2025 Delaware Bike Grant Program in the amount of \$23k, where within that study had to keep a tight scope of work that included existing conditions assessment, purpose and need, prepare concept map layout, conceptual cost estimate and a final report. Item not included in the study where final design, land acquisitions, coordination with property owners, environmental studies and permitting, geotechnical and subsurface investigations, construction costs, surveying and utility coordination. The purpose of the Delaware River Trail is to enhance connectivity, connect destinations, reduce reliance on single-occupancy vehicles, provide safe routes for vulnerable populations and integrate resilient design strategies. The city has begun in its stakeholder coordination where Bike Delaware has been involved, where they helped with the site visit and trail alignment. Also, discussions have started with DNREC, where there is a parcel the city owns but it has a DNREC easement across the property. Harvey Hannah has multiple properties and has started conversations with them. The trail would begin at the existing trail in the park and extend east along the Broad Dikes wetlands natural area and continue up the river. At that point there are the Harvey Hannah properties where there are options of either going up and behind or trying to stay by the river but there are significant added costs of staying along the river. Once past the properties of Harvey Hannah's the path continues along the river connecting through the industrial areas. Will be exploring extending the pathway further along Lukens Drive since there are development plans and the Buttonwood community in assuring access to the path, where it may not be a path but more on-road

improvements or sidewalk enhancements for connectivity. Brad Herb then presented the trail concepts explored, which begins at the park and would be on top of the existing dyke. An alternative would be to utilize an existing DNREC easement that would allow for a trailhead with parking to access the trail but continuing along the river would impact environmentally sensitive area along Harvey Hannah's property where a raised boardwalk is proposed, then can be back on the dike continuing along the river frontage towards the Maison property and Buttonwood Mansion. Another raised boardwalk is proposed prior to connecting to the New Castle Charter School then continue to Lucans Drive. Angie indicated continuing engagement is needed with the property owners and DNREC on options for the easement. Coordination has started but a lot still needs to be done as the project progresses forward. Brad gave an overview of the cost estimates that broke out between Environmental Studies, Preliminary Engineering, Real Estate Acquisitions and Construction, where the total cost is around \$6.3 million. Construction was estimated to be around \$4.9 million however maintaining the path along the Delaware River requires approximately 2,200 linear feet of raised boardwalk and the unit cost of \$1,500 per linear feet was used, where the cost of the board along is \$3.4 million, which is driving the cost of construction. If some of the alternative alignments were utilized, the path would not be along the riverfront but there could be some substantial savings. Angie indicated future efforts should include all the items excluded that were previously mentioned., then refining the construction estimate and determining a phasing plan and finding funding to build this project over time. This was a great foundational feasibility study but more needs to happen to bring this project into fruition. Brian Mattaway wanted to thank the Council as this is more than a transportation path. This is going to connect our community, create community cohesiveness that has been lacking for generations. While this is the most public interfacing presentation of the work that has been done, we have had community engagement over the years and received feedback though out 2009 and 2020 comprehensive plans in which residents have talked about being cut off from the historic core, cut off from some of our historic treasures. This is the step forward where we can do some action steps. In reference to a couple of historic treasures that this path would traverse, the Buttonwood Mansion there is work done through some grants to redo the roof and other things. Along with the Buttonwood community, there is the Buttonwood Color School, that is a color school museum this path would go through. As you get closer to the historic core of New Castle you will pass the historic Glee Cemetery which is owned by the historic Emanuel Church. As you get closer to the historic New Castle core it would put you at the footsteps of Fort Casimir, which is a historic fort that goes back to the founding of the city. At the time he was County Executive but now Governor Meyer has been out on the site, and it is something he is aware of. This is something that will boost our community in respect to tourism and economic development but want to thank the Council for their time and consideration. Michael Tyler had a question about is there an obvious connection to Battery Park because a lot of cyclists and people are in that area? Antonia responded there are many alternative routes they can get to Battery Park by going down the Strand off Fort Casimir, go down Second Street then turn on Delaware down to the wharf. Once the trail is constructed it will include proper signage and directions to access Battery Park.

No Mopeds Signs on Trails/Pathways

James Wilson wanted to bring an issue to the Council concerning mopeds and trails and pathways. There was a fatality on September 12th along Route 10 in Dover where there were two kids on a bike going down the pathway and there was a turning school bus in which the passenger on the

bike was killed in the crash who was 14 years old. There was a candlelight vigil the day after the crash that Governor Meyer attended. The statement by Delaware State Police indicated the collision was between a school bus and an electric bicycle traveling on the trail. James showed the Council the bike involved where the models of this company's products are not actually electric bicycles, and most would be considered mopeds. Although reported as an electric bicycle fatality, it probably was not an electric bicycle involved. When at the line between an electric bicycle and moped, the highest speed electric bicycles and the very low speed mopeds between those two are similar but there is a sharp dividing line that has been drawn in law. Under 28 miles per hour, it is an electric bicycle and over 28 miles per hour and electric powered vehicles with two wheels are considered mopeds under state law. Underneath the line when riding an electric bicycle, a driver's license is not required but if riding a moped that can go over 28 miles per hour, you are not legally permitted to operate that device without a regular standard driver's license. Education is needed about this where Michael Wagner and James attended the Delaware Highway Safety Summit and heard from the police that they want to have some traffic safety message that you are getting across to people, but the reality is that does not work well unless there is enforcement. To educate about moped, need enforcement and for enforcement signs are needed because there is no way in practice to give somebody a ticket unless there is a sign. James proposed to the Council for DelDOT to create these signs and install them on the pathways, where the message is needed that mopeds are not allowed. James indicated there was a poll on the Cape Gazette website which asked whether electric bicycles should be banned on the trails near the beaches and the last voting sum was that over 50% of people said electric bicycles should be banned but the fatality in Dover did not involve an electric bicycle, it was a moped. If it is not made clear that mopeds are not allowed on trails and pathways in Delaware, we will see increasing calls for bans on electric bicycles because people do not know the difference between electric bicycles and mopeds. Sgt. John Wheatly responded that the news release goes out within an hour or two of the crash so not all the information is going to be accurate, where in depth research will have to go into the type of vehicle that was involved. If signs are going to be posted on the trail, education is critical on the classification of an electric bicycle and moped. For the enforcement there could be federal grant money through DelDOT that could pay to have enforcement on the trail once those signs are posted. Fran Cardaci stated that the 28 miles per hour is too fast on a trail. There are people who can do over 28 miles per hour without an electric motor, so 28 miles per hour should not be the standard on the trail, it should not be any more than 15 miles per hour. The 28 miles per hour with electric bikes is where the assistants cut out and do not mean the bike will not go faster than that. A strong enough ride can go over 28 miles per hour without an electric bike or with an electric bike. The bike is not going to stop at 28 miles per hour. These 28 miles per hour issues need to be put in the background. That is the motor's limit where it will cut out the assistance but can keep pedaling faster than that, which is too fast on a trail. Tom Hartley added that he and James discussed this where two signs might be needed, one indicating no mopeds and another with a speed limit of 15 miles per hour. James indicated that he hosts a meeting with people who have the same position as him in other states once a month and last month the topic was the higher speed electric devices where some states are spending more time on this topic in trying to get in front of public anger because of the growth in sales of electric devices. Scott Hoffman wanted to clarify that in Delaware Code a moped is a device that can have pedals and an electric or gas motor with a specific rating that is between 751 watts and 2,000 watts. The highest-class electric bike is a three and that can have a motor up to 750 watts. There is a distinct line James was talking about that is not really miles per hour, but it

is related to the size of the motor, which is built into Delaware code. Fran stated like many other things the law tends to lag technology and needs to be educated as to what is a bicycle and what is not. James said the law is okay when it was passed to put electric bicycle in the Delaware code, it also clarified that anything beyond a Class 3 electric bicycle is a moped but are nowhere with education. The basic message is we cannot effectively educate without at least the potential for enforcement and cannot do that without a sign on the trails. Stephanie Johnson introduced herself as the Director of Planning and stated that she is close friends with the family whose child passed and shortly after talked to John Fiori and Jeff [Niezgoda] about the concern specifically education and will be exploring ways to potentially work with the Department of Education, Homeland Security and other federal partners to identify opportunities to increase the education. Stephanie attended the candlelight vigil and while there looked at the infrastructure and signage, where many did not even recognize that stop sign as a stop sign for bikes. DelDOT does work on bike education for 3rd through 5th grades but may need to focus on a different perspective or age group in schools since they are also purchasing these bikes because they are a cheaper option than cars. We need to be very strategic and mindful about how signage and education work. As a lot of younger people are just trying to find a means to get somewhere quickly without having to purchase a vehicle and to keep in mind the limited education, think about the signs that are put out but at the same time her team will work to address that. James stated that over the next few years the message needs to get out to kids that they can be on a bike that has some electric assist but that there is a line and it is not these high-speed mopeds, it is the low-speed electric bikes and must get that message out to them. There needs to be an effective strategy for kids to get that message out and make it so that these mopeds are not getting into their hands if what is proposed is not done like signs on pathways, NHTSA [National Highway Traffic Safety Administration] funds for the police to be out on trails giving warnings it is illegal to ride mopeds on trails but can ride an electric bike. Tom Hartley made a motion to request that DelDOT explore the availability of signs that would restrict electric mopeds on bicycle trails. Sgt. John Wheatley seconded the motion. Scott put the nomination before the Council for vote where 12 members present voted yes, and 1 member voted no. The motion passed.

2025 Cycling Infrastructure Grant Applications

Tom Hartley reported that there were eight applications submitted, and the grant working group will be meeting with each applicant. After the meetings are completed the working group will discuss and rank the applications, then make a recommendation to the Council for discussion and vote at the December meeting.

Addendum for 2026 Cycling Infrastructure Grant Application

Scott Hoffman announced this agenda topic will be moved to the December Council meeting.

IV. Old Business

Memorial Plaque for John Kurpjuweit

Scott Hoffman announced Michael Krumrine was to provide an update but since he was not able to attend the meeting this agenda topic will be moved to the December Council meeting.

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Priority Bikeway Project Update

John Fiori did not have updates to report.

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

Next meeting: Wednesday, December 3, 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/F8dp9lVwq4>