



Delaware Bicycle Council
August 5, 2020
Teleconference Call
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Fran Cardaci, At-Large Representative
Tom Felice, DelDOT Representative
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Richard Klepner, Office of Highway Safety
Mike Krumrine, DNREC Representative
Marty Lessner, Council on Transportation
Roger Roy, At-Large Representative
Mike Wagner, Department of Education
James Wilson, At Large Representative
Cpl. Tyler Wright, DE State Police Representative

Members Absent

Mack Cochran, Trails & Greenways Council

DelDOT Support Staff

Marc Cote', Director of Planning, DelDOT
John Fiori, Bicycle Coordinator, DelDOT
Christina Thomas, Administrative Assistant, DelDOT

Guests

Chris Asay, Public
John Bare, Bike Delaware
Brian Clarke, Duffield
Tim DeSchepper, Town Planner – Middletown
Anson Gock, DelDOT
Ken Grant, AAA
Mike Hahn, DelDOT
Jon Hermes, Century Engineering

Bruce Kauffman, DelDOT
Paul Moser, DelDOT
Kathy Nicholson, Public
Linda Osiecki, DelDOT
Jeff Riegner, WRA
James Taylor, Duffield
Bill Weller, Sussex Cyclists
Karen Zakarian, 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 John T. Fiori took a roll call of Council members present. The quorum was met for the meeting. After quorum was met, Scott Hoffman opened the meeting by wanting to add an agenda item on an update of Bike Route 1. There were no objections to adding this agenda item.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from the June 3, 2020. Mike Wagner had a correction on page 2 to revise the sentence to, “*James Wilson asked if they would like to offer us or guidelines and resources that would be of any help?*” There were no other revisions to the meeting minutes. Scott Hoffman asked for a motion to accept the minutes from the June 3, 2020. Roger Roy made the motion to accept the meeting minutes. Tom Felice seconded. All agreed, no one opposed. Motion passed.

II. Public Comment

Bill Weller asked to speak about three items. The first item was that there was the Five Points Working Group meeting on July 27th and that John Fiori’s bicycle presentation was well organized and presented. The presentation received a lot of attention from the Working Group and John handled the questions and comments well. Bill asked if the presentation will be posted on the DBC website. John Fiori responded that the slides that were presented to the Five Points Working Group will be posted. Bill then indicated that the Cape Gazette newspaper article on the working group meeting was entirely focused on the bike discussions and issues. The concern was where the Georgetown to Lewes Trail crosses at roadways. Bill asked is any improvements will be done at the crossings. John Fiori responded that DelDOT received concerns from the public in which a study was conducted to determine if any improvements were needed. The study was conducted by the consultant firm WRA where it was recommended to first do signing improvements at each crossing. A plan was prepared, and the signing improvements installed by DelDOT. Scott Hoffman asked Bill since DelDOT installed the improvements was there anything he wanted the Council to do? Bill responded if the council could look at options other than signage? Scott Hoffman asked John Fiori to add this as an agenda item for the October Council meeting. John indicated it will be added.

The second item was the at a previous DBC meeting it was reported that DelDOT is studying how to change the SR 1 and King’s Highway intersection where bicyclist Jay Kirby was fatally injured last year. About a quarter mile north on SR 1 is a very similar intersection at SR 1 and Westcoats Road. This ramp allows cars at high speed to cut across the bike/bus lane, like the Kings Highway intersection. Bill asked is or can this intersection be included in the ongoing study? Tom Felice responded that Transportation Solutions is looking at the intersection improvement at SR1 and Dartmouth Drive and are working on preliminary plans to improve the intersection. About six months ago a conceptual layout of the intersection was shared and since that happened Transportation Solutions adopted it and is working on refining it in order to make it a project that can be constructed. The focus will be at SR1/Dartmouth Drive then see what happens once

resolved which could be used as a model for other similar intersections. As of right now just have this one intersection is identified.

Bill's final item was on the Georgetown Lewes Bike Trail where the trail ends near Cool Spring Road. About 100-yards from Cool Spring Road the trail narrows, west of the trail circle. Additionally, about 50-yards from Cool Spring Road a sign has been installed stating "Walk Your Bike". Bill's questions were; Why was this western 100-yards of trail constructed to be narrower than the adjoining trail; is this narrow trail section permanent since the concrete-like surface transition to Cool Spring Rd is no wider than the narrow paved path; and why the walk bikes sign? John Fiori responded that the segment from Log Cabin Hill Road to Cool Spring Road was constructed under a DelDOT railroad contract within two months and without any right-of-way acquisition. During design it was decided to terminate the trail just prior to Cool Springs Road at the trail cul-de-sac. The remaining section from the trail cul-de-sac to Cool Spring Road is accessible by the narrower pedestrian pathway. This segment is not permanent and will be corrected under Contract T202030001. This was done in the attempt to make the connection to Cool Springs as safe as possible until a better connection for bicycles can be made. In order to widen the pathway, it would include securing easements on the property on the western side of Cool Springs, which could not be done under the railroad contract. During this time the Department would like for bicyclists to walk their bike on the pedestrian pathway section to access Cool Springs or exit at Joseph's Road. Access was not provided through the fence because it may generate a desire for people to park there and create an ingress/egress safety concern for SR 9. A formal Trailhead will be built by the county in the next few years at Cool Spring Road. Bill asked is a sign could be installed prior to Joseph Road to alert bicyclists to exit before reaching the trail cul-de-sac. John Fiori responded that he will discuss internally to see if some type of sign could be installed.

III. New Business

Newport River Trail Feasibility Study Report

Jeff Riegner of WRA made a presentation on the Newport River Trail Study. This study was awarded a Cycling Innovation Infrastructure Grant in 2018. The Town of Newport was the lead agency with partner that included Delaware Greenway, New Castle County and Harvey, Hanna & Associates, Inc. which is a primary property owner in the study area. Some of the constraints are Environmental which includes tidal and non-tidal wetlands as well as wetland mitigation. Another is Utilities in which there is the 72-inch New Castle County Christina River Force Main and the coordination required for the trail. Lastly are private properties impacts. The trail would be on private property east of the industrial park, but others include DelDOT at the Markell Trail, The Town of Newport and a 40' wide New Castle County sewer easement. Attempts need to be made to avoid the Amtrak/Norfolk Southern railroad properties. The trail is approximately 2-miles connecting the Jack A. Markell Trail to South James Street. The blue alternative is approximately 1-mile of the trail beginning at the Markell Trail that will be a combination of asphalt shared-use pathway and elevated structure with timber decking. The remaining 1-mile to South James Street has two alternatives. The yellow alternative would have shared-use path adjacent to low volume travel lanes and the orange alternative would consist of an off-road shared-use path mostly on an elevated structure. Costs in the project include design vehicle requirements, handrail and

protection fencing designs, environmental mitigation costs and construction access. The cost for the blue alternative is between \$18-\$20 million, the yellow alternative is about \$2 million, and the orange alternative is between \$20-\$25 million. The feasibility study was completed in June 2020. For implementing the project, it needs to be incorporated into the Town and County comprehensive plans; concept development process using Bond Bill funding; identify construction funding; phase implementation needed; design project; obtain permits and move forward into construction. Roger Roy asked if this project is on the CTP? Marc responded that it is not on the CTP at this time. Roger asked has WILMAPCO discussed adding it for next year? Marc responded that he was not sure if this is on WILMAPCO's plan. If it is a high priority it should be added. This is an expensive project depending on what alignment is chosen and needs to be added to the CTP no matter what the funding level is. Could take 5 to 10 years until construction phase is fully funded, whether it is \$2-million or \$25 million.

Middletown Bike Connector Feasibility Study Report

Tim DeSchepper, Town Planner for Middletown, James Taylor of Duffield Associates and Brian Clarke of Duffield Associates made a presentation on the Middletown Bike Connector Feasibility Study. This study was awarded a Cycling Innovation Infrastructure Grant in 2019. Some of the goals from the study was to connect to compatible facilities; avoid hazardous conditions; routes to serve facilities that benefit bicycle connections; and connect to nearby neighborhoods and community areas. In November 201 the Town comprehensive plan was revised which included consider assessing bicycle and pedestrian networks and conditions in an around the Town. The study area included the Town Hall, the future YMCA and Southern New Castle Library, MOT football fields, local school and parks. A bicycle level a stress was conducted for the Town where all Town street are LTS1. This will help create a low stress network within the Town. The feasibility study tasks consisted of a desktop analysis that includes the study of existing conditions, looking at North/South and East/West routes and increased connectivity; field investigation that includes roadway widths, pavement conditions and on-street parking; and conceptual mapping using DelDOT Road Design Manual, AASHTO Guide for the Development of Bicycle Facilities and Delaware Bicycle Council's literature on bicycle facility treatments. Once completed potential improvements will be identified. Option include using the low stress bicycle network signage, proposing bicycle routes and future connections. Multiple typical sections were developed for the bicycle network that could be implemented within the Town. The next steps are use the Middletown Bike network to establish connections for future development. James Wilson indicated there is an undeveloped parcel right in the center of town where the new Library is going to be built and the YMCA. James asked could that parcel be part of a main east-west line for the network? Tim DeSchepper responded that DelDOT wanted the roundabout in that area and there is a bike pathway provided along both sides of Green Street that is going to stop just past the library. James asked is something better can be done other than a shoulder. Tim responded there are right-of-way issues and they have previously coordinated with New Castle County and other property owners to get the bike connection. Also, the site plan has been recorded unless the developer wants to go back and revise the plan. James asked if anyone has talked to the County Executive or Chief of Staff? Tim responded that this was discussed with the engineer with Apex as well as Public Works Department. Marc Cote indicated that DelDOT has the SR299 Improvements which is installing a 10' wide shared-use path. The rest of the bicycle network will be on local Town streets.

Governor Carney's Safe Yielding at Stop Signs Report

Cpl. Tyler Wright made a presentation on the potential effectiveness of the Safe Yielding legislation. Below are the figures but understand that these crashes do not reflect who was at fault, these are simply the collisions that involved a bicycle.

NOTE:

Before Time = 04/01/2014 – 09/30/2017 (3 YRS, 6 MOS.)

Adjusted Before Time = 11/01/2014 – 04/30/2017 (2 YRS, 6 MOS.)

After Time = 11/01/2017 – 04/30/2020 (2 YRS, 6 MOS.)

The following numbers are for ALL bicycle related crashes:

All Bike Crashes	Before Time	Adjusted Before Time	After Time	% Change
Fatality Crash	13	7	13	85.7%
Personal Injury Crash	425	249	222	-10.8%
Property Damage Only	119	64	81	26.6%
Non-Reportable	222	145	98	-32.4%
TOTAL	779	465	414	-11.0%

The following numbers are for STOP SIGN related crashes:

Stop Sign Related Bike Crashes	Before Time	Adjusted Before Time	After Time	% Change
Fatality Crash	0	0	0	0.0%
Personal Injury Crash	76	54	42	-22.2%
Property Damage Only	25	12	12	0.0%
Non-Reportable	23	16	9	-43.8%
TOTAL	124	82	63	-23.2%

Bill Weller asked if all these presentations will be posted on the DBC website. John Fiori responded that he will ask the consultants who prepared their presentation if they have any objections having it posted. If they have no objection, then they will be posted. Cpl. Tyler Wright indicated he will e-mail report to John Fiori in order to have it posted.

Walk Bike Places (Virtual) Conference Presentation

James Wilson made a presentation to the Council. The Walk Bike Places conference was supposed to be in Indianapolis. Like everything else due to COVID-19, it was moved online and started Monday August 3rd. This conference has been around for a long time. This includes everybody who might consider themselves to be a professional and having interest with these kinds of things.

Bicycle and Pedestrian Programs specialist, federal, state and local agency staff; engineers; planners; transportation officials; educators; public health specialists, park and recreation managers and advocates all get together at this conference. Walk Bike Places has been called Pro Walk/Pro Bike/ Pro Place for 8-years. 20-years before that it was called Pro Walk/Pro Bike. For the first 15-years it was just called Pro Bike. More and more the conferences kept in a bicycling component. The people who have been organizing the conferences seen bicycling not as a thing that stands on its own but as connected to this larger universe.

Bike network implantation - Intersections is where most of the serious and fatal crashes occur. Protected intersection makes it so that bicyclist can get through an intersection safely. In today's session, the very first protected intersection for bicycles was discussed which is in our region in Maryland. There are design elements that make this type of intersection much safer such as corner island and aprons that protect cyclist from right hooks. The effects of this projects are slower driver turning speed and make cyclists more visible. The second session discussed when engineers are designing intersections. They talk about design vehicles, control vehicles and manage vehicles. If you design your intersection to work for the people that intersection is going to look different than designing an intersection that works for a vehicle. Like a giant 18-wheeler; discussion on how the engineers handle tradeoffs and what kind of vehicles intersections should be designed for. Rock Miller, one of the engineering designers of bicycle infrastructure, created a project in Long Beach 6-years ago. Had a chance to look at a substantial amount of historical safety data to find out just how well his engineering worked. He talked about whether it matters which side of the street you put your infrastructure on and had interesting observations about it. The conference is continuing this week. There are a lot more sessions that are going on.

IV. Old Business

2020 Cycling Infrastructure Innovation Grant Applications

John T. Fiori reported that the grant applications are due on or by August 31, 2020 and at this time no applications have been submitted. They typically are submitted on the deadline date. Once all the applications are submitted, they will be sent to the grant working group to review in which a WebEx meeting will be scheduled to discuss the applications prior to conducting the interviews with the applicants. John recommended to the grant working group to decide if the meetings with the applicant be virtual or in-person. James Wilson responded that in person meetings can be held if social distancing can be maintained. John acknowledged the comment but said this needs to be discussed and determined by the grant working group. Shebra Hall asked if the application was posted on the DBC website, which John responded that the application is not posted. Shebra then indicated that she recalled from a previous meeting there was something to be posted to assist municipal and county officials in filling out the application. John responded that there was to be a grant application video, but it is taking longer than anticipated to complete where there will be no video for 2020 but possibly will be completed for 2021. James Wilson asked about contacting the municipalities. Having 5-years of experiences with the grant applications, James's observation is that only about one-quarter or less of the applications received happen just because of the mailing and more than three-quarters of the applications received happen because someone reaches out to county/city governments and says did you receive the applications in the mail and half the time they say what application and then we have to resend it because it got lost in the shuffle. The other

half of the time they say they don't really get it, so then we explain it to them. The deadline is the end of the month and if you have any contacts in city or county government it is really useful to reach out to those contacts and ask if they've received the applications and if they have not to resend it or if they have any questions then you can help answer them. This is how we get both significant amount of applications and higher quality of applications.

Priority Bikeway Project

John T. Fiori indicated that the only update was discussed earlier under public comment concerning T20203001; Georgetown to Lewes Trail; Cool Spring Road to Fisher Road. No addition updates to report. Bill Weller asked if the revised bikeway project report will be posted on the DBC website. John Fiori responded they will be posted.

Update on Bicycle Route 1

Scott Hoffman reported that the field observation of Bicycle Route 1 in Sussex County was completed by Sussex Cyclists. Scott recognized Bill Weller with is helping to organize that effort. They put a pretty good effort in looking at different round segments. Identified issues on the different route segments for all of Sussex County. They provided possible solutions including advantages and disadvantages of the alternate route. Scott met with Bill and asked to come up with three colors like they use for Kent County. This information will be transferred to the Sussex County map. Hopefully it will help for improving the planning of Bike Route 1.

Scott Hoffman entertained a motion to adjourn. Tom Felice made the motion to adjourn the meeting. Tom Hartley seconded the motion at 7:04 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday October 7, 2020 from 5:00 p.m. to 7:00 p.m. to be held virtually unless otherwise determined.