******

## **Delaware Bicycle Council**

## **June 1, 2022**

## **Zoom Webinar**

## **Meeting Notes**

**Members Present**

Walt Bryan, Sussex County Representative

Mack Cochran, Trails & Greenways Council

Shebra Hall, Division of Public Health Representative

Tom Hartley, Kent County Representative

Scott Hoffman, At-Large Representative

Mike Krumrine, DNREC Representative

Martin Lessner, Council on Transportation

Jackie McDermott, Office of Highway Safety

Wendy Polasko, DelDOT Representative

Mike Wagner, Department of Education

James Wilson, New Castle County Representative

Cpl. Tyler Wright, DE State Police Representative

**Members Absent**

Fran Cardaci, At-Large Representative

Evette Morrow, At-Large Representative

Mike Tyler, At-Large Representative

**DelDOT Support Staff**

Pamela Steinebach, Director of Planning

John Fiori, Bicycle Coordinator, DelDOT

Christina Thomas, Administrative Assistant, DelDOT

**Guests**

Chris Asay, Public

Bill Weller, Sussex Cyclists

Chad Day, Public

Gemma Tierney, Public

Michael Hahn, DelDOT

Paul Moser, DelDOT

1. **Welcome/Introductions**

The meeting was called to order at 5:02 p.m. by Scott Hoffman. The Council meeting was held virtually, in which John Fiori took a roll call of Council members present. The quorum was met for the meeting.

**Minutes/Agenda Review:**

The Council reviewed the meeting minutes from the April 6, 2022. There were no comments. Scott Hoffman asked for a motion to accept the minutes from April 6, 2022. Walt Bryan made the motion to accept the meeting minutes. Tom Hartley seconded the motion. All agreed, no one opposed. Motion passed.

1. **Public Comment**

John Fiori made a brief public comment. James Wilson contacted John Fiori about if DelDOT had submitted for a RAISE grant. There were two potential projects; one was Discount Land Road in Laurel and the other one was in New Castle County along Route 9. John reached out to our DOT section and the only response back that he got was from the project manager for Discount Land Road. This project is between US 13 and US13a in Laurel, which DelDOT did apply for the RAISE grant. The application was submitted to US DOT on April 14th, but the Department has not heard if this project received a grant at this time and will not for another few months. John provided a brief narrative of why DelDOT applied for the Grant. Discount Land Road is a two-lane local road in northern limits of Laurel. This local road provides a connection between US 13 and Seaford Road. It connects several low-income neighborhoods to basic amenities including a grocery store, bank, pharmacies, and other services. The existing infrastructure along Discount Land Road does not allow multi-modal users to safely navigate towards the commercial properties adjacent to the corridor. The proposed improvements include new sidewalks, and shared-use paths to provide new multi-modal infrastructure and connectivity for the local residential community to surrounding retail centers and destinations. Additionally, the project will improve the pavement, drainage, and lighting along Discount Land Road. To answer James Wilson question; yes, DelDOT did apply for a RAISE grant for this project and did apply for the other project along Route 9 but did not receive information in time for the meeting. James Wilson asked how long the shared-use path would be and John responded approximately 0.80-miles.

Chad Day addressed the Council saying that almost all the bike paths are not separated from the road which can make bicycling dangerous in the Rehoboth Beach area and what is being done to have these bike paths separated for safety purposes. Scott Hoffman asked Chad if he was interested in just the Rehoboth Beach area or in general. Chad responded in general and wants to see more bikeable/walkable development overall. Scott asked Chad if he was a long time Delaware resident and Chad responded he has been here for just about four years. Tom Hartley asked how many miles does he ride and Chad responded that he works from home but have children that he would love to be able to ride bikes to the beach but because of where they are located off of Old Landing Road, where some of the bike paths just disappear at points then you are on what looks like an 18-inch shoulder to navigate a curve with a posted speed limit of 45-mph with traffic going by and is inherently unsafe and kind of think we can do better. Walt Bryan expressed his concerns with Old Landing Road where Chad agreed and indicated there are many developments under construction and a lot is disconnected bike paths where developers install a partial sidewalk or partial bike path and none of them connect. Paul Moser indicated if Chad is interested in discussing in further detail or have any specific question to contact him.

1. **New Business**

**Cycling Infrastructure Innovation Grant Application website:**

John Fiori indicated that at the last meeting the grant application and letter that is to be sent was discussed but also was working with the DTI section to add the grant application online. DTI was able to get the application on the Delaware Bicycle Council website to accept 2022 grant applications. On the main page of the Delaware Bicycle Council website, there is the “Cycling Infrastructure Innovation Grant” icon. John will be sending out just the cover letter with information on where to go to fill out the application online instead of having to send the entire grant letter and application to all the municipalities and the three counties. When the letter goes out Friday, June 3rd, it will just indicate that the Delaware Bicycle Council is now accepting applications for the 2022 Cycling Infrastructure Innovation Grant that are due by August 26th and to go to the website. The information on the Cycling Infrastructure Innovation Grant Application is the same as previous years but will need to clarify that this grant is only eligible to all state municipalities in the three county offices. If a private entity is interested in having a grant submitted to contact their local land use agency.

**SR1 Feasibility Study Update:**



Leah Kacanda shared a presentation on SR 1 Low-Stress Bikeways Study. The goals of the study are to; identify locations for continuous low-stress bikeway routes on either side of SR 1, identify locations for low-stress crossings of SR 1 that enable property access and connect the two routes and develop recommendations for which segments should be prioritized for design and construction. The study area extends from the Five Points area to the Rehoboth canal. There is an existing low stress connection to the Junction-Breakwater Trail, but it is impossible for people to get to and across Route 1. The pattern of development along Route 1 also makes provisions of a low stress connection challenging. Counts on the Lewes-Georgetown Trail show that people are willing to bike to reach destinations at the beaches. Know that those travel times are sometimes even faster than using a car especially in the peak summer months. Maintaining a direct and roughly parallel route will be challenging due to patterns of development. Wayfinding signage along and adjacent to the route will be critical. Differing business types have different peak times of operations. There are high vehicular traffic volumes at existing signalized crossings. Working towards identifying continuous low-stress bikeway routes and crossings that can be used on both sides of SR 1 between Five Points and Rehoboth Beach and prioritize segments of the bikeway routes for design and construction. What has been done so far is conducted kickoff meeting, held conversations with stake holders, conducted site visits, mapped potential routes and crossings, analyzed StreetLight data, planned public workshops for late June 2022 and posting two information videos explaining what low-stress bikeways are and the other featuring interviews with Mary Roth of Delaware Greenways and Betsy Riemer with Lewes Chamber of Commerce presenting why we should be investing in this project both from a business perspective as well as a greenways perspective. Paul Moser started his portion of the presentation by explaining for this project he will apply the analytics to do some of the network improvements. He will be doing modeling to determine if certain improvements are made would it present a viable alternative to riding Route 1. The model will utilize existing and planned roadway projects and parking lots, looking to develop equal or more desirable cycling routes than SR 1 and evaluate scenarios plus extended StreetLight metrics. StreetLight is a company that offers aggregated data from your phone, and they have access to approximately 40% of the United States population through various phone apps where these various apps will sell location data. StreetLight data provides high level transportation analytics that takes all this information from your GPS, which cell phone tower you connect to, trip lengths and uses algorithms to determine mode of travel where relevant data can be pulled. For this study it was a great opportunity use it. Leah wanted to clarify that StreetLight does separate out bike travel specifically so we can look at that but one thing we also really wanted to focus on are those existing short motor vehicle trips. If trips are three miles or less, we are looking at that as a driving trip that could potentially be a biking trip if there is a good connection. Even though streetlight has the bike information we are also using it to look at how motor vehicles are behaving throughout the study area. Paul indicated with StreetLight we can say are people cycling here currently, are there people using it and are we connecting to places where people are beginning and ending their trips that is very important so there is that existing demand element and potential latent demand that could be from people who just want to drive so those three-mile car trips could also be a sign of potential for good bicycle infrastructure. Basically, the way StreetLight is going to be used is looking at origins and destinations, so where people started their trip and where they ended it. Then will model proposed routes and connections to see increase in connectivity, then traditional DelDOT Bicycle Travel Model scenario scoring, and ranking will be applied. Leah indicated there will be three pop-up public workshops at the end of the June and will be sending out a flyer and a link to a survey via John to you all to push this out to your networks. Going to be out Friday, June 24th in the evening on the Junction Breakwater Trail right at Rehoboth Avenue. This location will allow us to catch people using the trail as well as maybe just some passerby who are interested in what we are out there talking about. Then Saturday morning our teams going to split up and have a presence also on the Georgetown Lewes Trail up at Nassau Road and on the Junction-Breakwater Trail at Hebron Road. There will be display boards, project information, and have public surveys to begin collecting feedback from the public. The survey will be open through July 10th and then go back and process the public feedback. Then work on implementing that network model integration with the bicycle travel model and then run the scenarios. Then based on short-term priorities, will be putting together some high-level concept designs for those for things that might be advancing in the future and some renderings. Walt Bryan asked if they knew how to improve the crossings of Route 1 which the public crosses is now by pushing a button and the traffic lights stop the traffic. Do you have any idea how you are going to improve that? Are you going to install overpasses? Leah responded that we know from data from around the world that overpasses often are not used by cyclists because they are considered out of the way and inconvenient especially in places where it is flat. We would be looking at more shared-use paths on the approaches to those and then if there are ways, we could make the at grade crossings feel safer and be more convenient that is what else we would be looking at. Paul responded the goal would be to find a low stress residential road, where are people going to be coming from and can we tie in a separated pathway or some sort of separated bike lanes from that to the signal through the signal and then to the next low stress destination on the other side.

**Dover Bike Loop – Ideas how to promote bikeways around Dover:**

Scott Hoffman indicated a question had come up at a previous meeting about there are a lot of trails and most of the bike loop around Dover is completed, so how do we promote that bikeway and show how to get to places. Scott looked at other places are doing in terms of bicycle maps. Scott presented a bicycle map for Flagstaff, Arizona and it has what is expected on a bicycle map, such as trails, different colors for the type of trail, roads, bus stops and other waypoints such as schools and police stations. Scott then presented DelDOT Gateway for the Dover area, where the data already exists to make a map like to one for Flagstaff. There is data showing all the trails, level of traffic stress on the streets and pull in schools, shopping centers and other waypoints as places people might want to go using the network that exists, where how do we take the data and prepare a map? Scott the presented a map of all the bike trails in Newark in White Clay Creek and Middle Run that is probably based in GIS data from the DelDOT Gateway. What is needed to create a map is a resource to take the data that exists and turn it into a cartography type map that has a focus of showing the existing network and the places it connects. Paul Moser indicated it is not as easy as we have the data. The data shown was from DNREC Trails & Pathways, which has not been updated in a very long time. DelDOT has data that has different information, where first in needs to be determined what you want to show, do you want to make it a recreational cycling map, a transportation cycling map and level of traffic stress would be too much information for a person to deal with in a way to making it meaningful. Whitman did an amazing job of that with the bike at the beach maps, but it takes thought about how you are going to turn that level of traffic stress information into meaningful cycling maps. John Fiori indicated that Planning is working with the cartographer who created the Bike at the Beach maps to prepare a map for the Capital City Trail Loop. The map will have some of the same features but with additional information. One feature will be to have a QR code so people can scan it and have it download into their phone. DelDOT met with the cartographer a couple of months ago and did a site visit so he can begin preparing some maps. DelDOT will have the Council involved in the review of the draft map.

**Questions for Crash Reconstruction Unit related to Bicycle Incidents:**

Scott indicated this agenda item was a request from a Council member to have a presentation from the Delaware State Police Crash Reconstruction Unit on the history of bicycle incidents and the kind of information they collect and what they do. Scott reached out to Cpl. Tyler Wright, but a presentation could not be done by the crash reconstruction unit, however Tyler offered that if the Council can come up with questions or the kind of information the Council is looking for to understand the work they do, Tyler offered to be the interface to try to answer those questions. Scott asked James Wilson if he had anything to add. James responded that Delaware is the second deadliest state per capita for pedestrians and on bicycle fatalities Delaware if fourth, where more insight about what type of commonalities there are regarding fatal crashes is right in the focus of the Council. Over the last decade something like three dozen fatal bicycle crashes, therefore three dozen collision reconstruction unit investigations were conducted and do not know what insight is in those three dozen reports but there might be something the Council wants to know. Cpl. Tyler Wright responded that in speaking with the collision unit, it is not that they are not willing to answer questions but the Council just needs to narrow down what you are trying to ask because it is not something that the unit just goes look at since some can be a year or more process and continues past criminal into civil trials, so the Council can narrow down exactly what is trying to be figured out then Tyler can take that back and figure out the answers to the questions. James responded it is difficult to come up with the relevant questions to ask until you look at the report. Tyler indicated he does not think there is a possibility that a report will be given to the Council due to the amount of private information but is something he will ask. If the Council has general questions or what is the point the Council is trying to figure out, then can probably get the Council in the right direction. Scott responded that DSP issues a report, is that report based on a template that is used for every incident or is it a different report every time? Tyler responded that there is a template used to create each fatal investigation that was created by the collision unit along with the Attorney Generals to figure out what is the best way to put information into a report. There is a “When, Where and Why” section, there is additional investigative steps which could range anywhere from measuring tire track to figure out approximate speed. There is information when a subpoena phone records and download all the crash data from vehicles that are capable and surveillance videos. No two crashes are alike, the investigative steps are the same but none of them are alike because it is all different circumstances. James asked does the “When, Where and Why” section include personal information, which the Council has no interest in the personal information. Tyler responded it does not but basically it is a bunch of numbers to plot the collision and place that over a Google map which gives an overview of what happened. James asked if in the “When, Where & Why” and the tools available to deduce the speed of the vehicle involved and of the bicycle involved is? Tyler responded that is part of the investigation and a lot of times that information is obtained from the airbag control module that can be downloaded and see a minute or two what the speed was prior to the collision. We do typically find that out unless you are somewhere where either the vehicle is not equipped with that, or you can’t make calculations based off different variables. James then asked if the Council should ask for the “When, Where & Why” section for the last 30 fatal bicycle crashes or would it be better off to work through DelDOT Traffic Safety, since they have access to all the reports. Tyler responded that DSP does initially send out a lot of information in terms of fatal accidents and know the information is released publicly. Tyler indicated he will ask their traffic section to see if this is something that could be put together.

1. **Old Business**

**Safety Initiatives:**

John Fiori indicated that at the last meeting it was discussed that DelDOT attend a Professional Development Conference for Health and PE teachers to discuss the bike rodeo program to try and get more schools involved. This would be focused towards third, fourth and fifth grade classes. John reached out to both Shebra Hall and Michael Wagner if either could schedule DelDOT for a presentation, then John would be willing to do that and would prepare a draft presentation. Shebra Hall responded that she works a lot with the Department of Education (DOE) particularly with the Health Education Associate, Sabra Collins, who is out on maternity leave but did reach out to Kathy Kelly who is her supervisor at DOE and the Professional Learning Day that is in October and Kathy said the theme of that event is Culturally Responsive Education. They think the idea of providing a train the trainer to Delaware educators and allowing them an opportunity to learn how to do these bike safety programs at the schools is a great idea but do not think it is a good fit for that professional development day but did suggest that we connect with their digital learning center and then you could have the training online where educators could access it at any time. Michael Wagner responded that he talked with Sabra and the conference to attend is the SHAPE Conference, which is for Health and PE teachers and getting on the digital learning platform would be a Step 2 in the process, where Step 1 will be to attend the SHAPE Conference and have a great presentation and then build your network form there and then a couple of month following that film your train the trainer day there and then post that. John responded that he agreed that attending the SHAPE conference is the first step in the process and to let him know when the conference is being held. Shebra to send John the link to sign up for the conference.

**Bicycle Route 1 Update:**

The presenter for this agenda item could not attend the meeting so it has been deferred to the August meeting.

**Priority Bikeway Projects Update:**

John Fiori reported that the priority bikeway project list can be viewed on the Delaware Bicycle Council website. There were two project updates which was construction began on May 16th on the Munchy Branch Road Multi-Use Path with an anticipated construction completion in August. The other update is survey plans for Senator Bikeway Phase III from Mifflin Road to Dover High School were distributed for review early May. The anticipated PS&E of the project is May 2023. Tom Hartley asked if during the last meeting was there funding for the Georgetown to Lewes Trail to accelerate the project to complete the trail. John responded that there was funding to complete the design from Fisher Road to Georgetown, which is underway, but the design will not be completed until November 2023 and have no information on construction funding at this time. James Wilson had a question in regards to finishing the Georgetown to Lewes trail, there was an announcement from the Governor’s office that the intention was to use the bipartisan infrastructure funds to advance a number of projects including, planned widening for Route 1, between Christiana Mall and Route 40, Kenton Road, the overpass taking Route 9 traffic over US113 in Georgetown and the fourth was the next phase of the Georgetown to Lewes Trail from Fisher Road to Airport Road. Thought they were referring to the needing of construction funds for that. John was not sure but will see what he can find out.

Tyler announced that last month he did a bike ride from Ocean City, New Jersey to the law enforcement memorial in Washington DC. The event was attended by police officers from every state and survivor’s line of duty deaths. When we came across the ferry we biked across Delaware, where people from other states kept commenting how nice our roads are. As much as we are looking at these small things in the broader scope of things the out-of-state people are saying that we do have nice roads so that is a success for us.

Scott Hoffman entertained a motion to adjourn. Michael Wagner made the motion to adjourn the meeting. Walt Bryan seconded the motion at 7:05 p.m. All agreed, no one opposed. Motion passed.

**Next meeting: Wednesday August 3, 2022, from 5:00 p.m. to 7:00 p.m. to be held virtually unless otherwise determined.**

To view this Delaware Bicycle Council meeting video on YouTube:

[DBC Meeting 4-6-2022 - YouTube](https://www.youtube.com/watch?v=L6xyCXpqaEM)