



Bicycle/Pedestrian Subcommittee

Tuesday, October 3, 2017

5:00 pm – 6:00 pm


Large Conference Room, City Hall

Dover, DE

DRAFT AGENDA


 Agenda

 Meeting Minutes of September 2017

 Old Items

1. Senator Bikeway Update
2. Educational Partnership – Capital School District
3. Walk Friendly Report Card Discussion
4. West Dover Connector Shared-use Path Crossing Update
5. Bicycle Friendly Delaware Act review and status update
6. AARP Grant update

 Announcements

 Adjournment

THE AGENDA ITEMS AS LISTED MAY NOT BE CONSIDERED IN SEQUENCE. PURSUANT TO 29 DEL. C. §10004(E)(2), THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS, WHICH ARISE AT THE TIME OF THE MEETING.

Bicycle Pedestrian Sub-Committee
Dover City Hall Large Conference Room
Dover, DE
September 5, 2017

*****DRAFT*****

Members Present:

Jayce Lesniewski, Gerry Pennington, Fran Riddle, Andy Siegel

Others Present:

Carolyn Courtney, Eddie Diaz
John Fiori, Kate Layton

CALLED TO ORDER: Meeting opened at 5:10 P.M.
The meeting was called to order.

AGENDA

The agenda was presented for review. The motion was made and seconded to approve the agenda as presented, without objection it passed.

APPROVAL MEETING MINUTES

The floor was opened for the minutes review. With no changes the minutes were accepted without objection unanimously.

OLD BUSINESS ITEMS

PeopleforBikes – Potential Bike Rack Grant Opportunity

Ms. Courtney noted we did not receive the People for Bikes grant at this time. Having the bike rack and repair station at the Dover High School location was a great idea, however, they would like to have seen this in a more public area. We will look to this organization in the future for other grant opportunities.

Bike Friendly Application

Ms. Courtney shared the final Bike Friendly Application that was submitted on behalf of the city. We can expect notice on our application in November.

Senator Bikeway Update

Mr. Fiori noted the project is moving forward through the proper channels within DelDOT.

Educational Partnerships

Mr. Fiori noted he would contact Mr. Sailor of the Capital School District for interest in the Fall of 2017.

Walk Friendly Report Card Discussion

Mrs. Riddle shared at draft Pedestrian Action Plan. It was noted to add this item to our October agenda when a full membership attendance is expected.

Fun Rides Update

Mr. Fiori and Ms. Courtney shared this year's turn out wasn't very good for the Thursday Night Fun Rides. They will be reassessing this program with intent improve on participation.

West Dover Shared Used Connector

Please see comments sent in by Mr. Asay who was unable to attend this evening.

Bicycle Friendly Delaware Act review and status update

Please see comments sent in by Mr. Asay who was unable to attend this evening.

ANNOUNCEMENTS

North State Street Bike Lanes

Please see comments sent in by Mr. Asay who was unable to attend this evening.

AARP Grant

Mr. Diaz shared information on proposed sign locations for an AARP Grant. He will have more details at our next meeting.

City Code on Sidewalks

Mr. Diaz shared information on proposed sidewalk requirement changes to the Dover Code.

ADJOURNMENT

With no further business the meeting adjourned at 5:52 PM without objection.

Pedestrian Action Plan – Draft, September 2017

Action Item	Description	Target Date(s)	Coordinator(s)	Comments	Status
Pedestrian Safety Education	Disseminate bike & ped safety info at regularly scheduled RCD, DPD, school, church, city & other public events	Ongoing		Needs: <ul style="list-style-type: none"> • Calendar of events • Handouts/display • Volunteers for each event 	
Dover Treasure Hunt	Challenge Doverians to walk their town and discover/rediscover its gems – parks, art galleries, historical places, community gardens & murals, etc.			<ul style="list-style-type: none"> • Could be done in a day, with a block party celebration at the end • Could be combined with a recreational bike event • Good way to involve downtown merchants • Could coordinate with RCD and promote its geographical service area 	
Citizen Sidewalk Brigade	Volunteers to walk city sidewalks and comment on them, using the walkability checklist			<ul style="list-style-type: none"> • How to solicit volunteers? • What to do with the results? • Could this be combined with “Dover Walks” – an outdoor option? 	

Bike/Pedestrian Counting Program	A more formal use of volunteers to count bike/ped traffic over a specified period of time & at specified areas			City of Somerville, MA, counting program recommended as a model by Walk Friendly Communities/Community Report Card	
Lobby City Council for walk friendly legislation/regulation	<p>Examples include,</p> <ul style="list-style-type: none"> • Sidewalk Maintenance Fee charged to City utility customers • No-right-turn-on-red intersections within City limits 			<p>See the sidewalk maintenance fee program of Corvallis, WA, referenced by Walk Friendly Communities/Community Report Card</p> <p>Sidewalk maintenance fee could support the walking brigade/counting program</p>	
Partnership Opportunities	<ul style="list-style-type: none"> • Investigate partnership opportunities, e.g., obesity prevention research & action programs sponsored by Bay Health, Wesley College, University of Delaware, etc. 				

Item 5, Walk Friendly Report Card Discussion

I spoke with Fran Riddle last month, and she agreed to be ready to lead this discussion.

Item 7. West Dover Connector Shared-Use Path Crossing Update

In April, Dover City Council sent a strong letter of concern to DelDOT about the requirement for users of the shared use path to cross the new 40 mph roadway at an intersection unassisted by signal lights. Council requested installation of a signal before the road opens. DelDOT responded with a refusal to take any action until the roadway has been open for a minimum of 6 months to several years.

In May, Senator Bushweller and Representative Lynn wrote to DelDOT, echoing Dover's concerns, and offered \$2500 to cover the cost of signal light. DelDOT again refused to take action before the roadway is opened.

Item 8, Bike Friendly Delaware Act Update

Although the Bike Friendly Delaware Act passed both houses of the state legislature by overwhelming margins in late June, Governor Carny has yet to sign the bill.

The bill authorizes the use of bike-specific signal lights, outlaws honking at bicyclists, clarifies that bicycles may ride in the middle of narrow travel lanes, requires autos to change lanes when passing bicycles, and permits bicyclists to treat stop-signs as yield signs.

Announcements/Updates

North State Street Bike Lanes

After resurfacing North State Street from Walker Road to Route 13, DelDOT re-striped the road, eliminating one of the two northbound travel lanes, and replacing it with two bike lanes.

Before:



After:



Before:



After:



South West Street Shared-Use Path

Phase 1 of the construction of the South West Street Shared-Use Path is the modification of the railroad tracks and the intersection of South West Street and North Street. This has been completed. Also completed is part of the spur path that connects the S West Street path with nearby Jerusalem Street (formerly Slaughter Street). Remaining to be constructed is the actual shared-use path along the east side of S West Street from North Street to the Transit Center.



Proposed temporary sign locations for AARP Grant

Draft- 8/31/17

West Street to The Green



Proposed temporary sign locations for AARP Grant

Draft- 8/31/17

Wyoming Mill Road to West Street





Google



Google



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461 * *Note* —All trees replanted must be guaranteed to survive a minimum of one year.

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(b) If trees have been removed from woodland areas, then mitigation must be in the form of newly created woodland areas. New woodlands shall be created at a rate of 1.75 times the amount of woodlands that were illegally removed. The woodland unlawfully removed must be replanted to satisfy a portion of this requirement. A woodland mitigation plan shall be prepared by a licensed forester, landscape architect, or certified nursery professional, for review and approval by the city planner.

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(c) If the applicant wishes to provide replacement plantings on any property other than the one on which illegal clearing occurred, the mitigation plan must be reviewed and approved by the planning commission. When considering off-site locations for tree mitigation, the commission shall consider:

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1) A physical hardship related to the land which would otherwise prohibit compliance on the subject site;

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2) Whether the mitigation plan proposed by the applicant is superior in terms of environmental benefits, tree quantity, or aesthetic qualities compared to strict compliance with the ordinance on-site.

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(Ord. of 7-13-1992; Ord. of 7-12-1993, § 4; Ord. of 9-13-1999; Ord. of 4-28-2008(2); Ord. No. 2010-25, 11-8-2010)

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BE IT FURTHER ORDAINED:

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That Appendix B - Zoning, Article 5 - Supplementary Regulations, Section 18 – Sidewalk Requirements of the Dover Code be amended by deleting the text indicated in red strikethrough and inserting the bold, blue text, as follows:

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Section 18. - ~~Sidewalk requirements~~ **Pedestrian, bicycle, and multi-modal access requirements.**

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~~18.1 Standard City of Dover sidewalk, as per chapter 19 [98], article IV of the Dover Code of Ordinances, shall be required to be installed along the public street frontage of a property by the property owner or developer whenever such property involves a development proposal which is subject to planning commission review and approval.~~

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~~18.2 Whenever a private road within a development is proposed, whether planned for future subdivision or not, the developer shall be required to install [a] standard City of Dover sidewalk, as per chapter 19 [98], article IV of the Dover Code of Ordinances, on both sides of the cartway of the private road. Such sidewalk shall include barrier free access ramping at points of intersection with street crossing and at other locations so as to afford reasonable barrier free pedestrian movement and access to buildings.~~

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~~18.3 Within all multifamily residential developments that do not involve subdivision of the land, and with all nonresidential developments, [a] standard City of Dover sidewalk shall be required to be installed by the developer. Such sidewalk shall be situated so as to provide for pedestrian access from parking areas to building entrances and shall provide sidewalk linkages to the existing sidewalk network in the neighborhood, if present, or to frontage sidewalk as required in~~

502 ~~[sub]section 18.1 above, and shall provide pedestrian linkages between buildings and community~~
503 ~~facilities, including, but not limited to, park areas and laundry buildings.~~

504 ~~18.4 — When it can be demonstrated to the satisfaction of the planning commission that strict adherence~~
505 ~~to the provisions of this section would represent an undue burden on a development, then the~~
506 ~~planning commission may modify or waive any of the stated requirements, provided that the~~
507 ~~objective of providing adequate, visible and suitably located walkways as part of the development~~
508 ~~proposal is secured. When considering a request for modification or waiver, the planning~~
509 ~~commission shall determine whether or not an undue hardship exists, based on a finding that one or~~
510 ~~more of the following criteria have been met:~~

511 ~~1) The property is isolated with respect to sidewalks with no existing sidewalk within the~~
512 ~~immediate vicinity of the property; or~~

513 ~~2) The proposed use would not generate or attract additional pedestrian trips; or~~

514 ~~3) Sidewalk construction to serve the property is planned as part of a state or municipal capital~~
515 ~~improvement project; or~~

516 ~~4) Physical characteristics of the property are such that sidewalk installation is impractical or~~
517 ~~impossible.~~

518 ~~18.5 — The planning commission may authorize the use of construction materials other than those~~
519 ~~required of [a] standard City of Dover sidewalk when it can be demonstrated to the satisfaction of~~
520 ~~the planning commission that:~~

521 ~~(1) Such alternative materials would serve the public as well as [a] standard City of Dover sidewalk;~~
522 ~~and~~

523 ~~(2) Such alternative materials would be more environmentally desirable or more in keeping with the~~
524 ~~overall design of the development.~~

525 **18.1 Purpose.** The purpose of this section is to establish standards and requirements for the
526 **construction of transportation networks for pedestrians, bicyclists, and other users of non-**
527 **motorized forms of transit, in order to ensure safe and convenient multi-modal access to all**
528 **development within the City of Dover. Sidewalks, multi-use paths, and other hard paved**
529 **trails, whether adjacent to a roadway or not, shall be referred to collectively as “pathways”**
530 **within this section. It is the intent of this section that all new pathways installed shall be**
531 **designed to a standard commensurate with existing and expected future multi-modal traffic**
532 **volumes, recognizing that the convenience of a growing network of such pathways citywide**
533 **will encourage residents and visitors to use non-motorized means of travel to reach their**
534 **destinations.**

535 **18.2 Applicability.** Sidewalks or other pathways according to the requirements of this section shall
536 **be installed on a property by the property owner or developer under the following**
537 **circumstances:**

538 **a) When the property is part of a development proposal which is subject to planning**
539 **commission site development plan review.**

540 **b) When the property is part of a development proposal which is subject to planning**
541 **commission site development master plan review.**

542 c) When the property is part of a request for a conditional use permit which also requires site
543 development plan review or site development master plan review.

544 d) When the property is part of a development proposal which is subject to administrative
545 site plan review, provided the proposal involves construction of an entire new building.

546 18.3 Pathway design standards and location requirements. Pathways shall meet the following
547 minimum standards and requirements in order to allow for pedestrian access:

548 a) Public street frontage. Standard City of Dover sidewalk, as per chapter 98, article IV of
549 the Dover Code of Ordinances, shall be required to be installed along the entire public
550 street frontage of a property. Where frontage sidewalk exists but does not meet the
551 standards of chapter 98, article IV, the sidewalk shall be re-laid to meet the standards.
552 Sidewalk shall include barrier-free access ramping at points of intersection with street
553 crossings and at other locations so as to afford reasonable barrier-free pedestrian
554 movement and site access.

555 b) Private street frontage. Wherever a private road within a development is proposed,
556 whether planned for future subdivision or not, Standard City of Dover sidewalk, as per
557 chapter 98, article IV of the Dover Code of Ordinances, shall be required to be installed
558 on both sides of the cartway of the private road. Such sidewalk shall include barrier-free
559 access ramping at points of intersection with street crossings and at other locations so as
560 to afford reasonable barrier-free pedestrian movement and site access.

561 c) On-site linkages. Within all nonresidential developments and all multifamily residential
562 developments, sidewalk at least five feet wide, constructed of concrete or good paving
563 brick laid substantially in concrete, shall be installed to make pathways between street
564 frontages, parking areas, building entrances, and any other site features needing
565 pedestrian access. Such pathways shall be designed to provide reasonable travel times
566 between these features and disincentivize taking shortcuts across areas inappropriate for
567 pedestrians. Where such pathways must cross drive lanes, standard City of Dover
568 crosswalk shall be installed.

569 18.4 Alterations to pathway design standards. The planning commission or city planner,
570 according to the type of plan review required by article 10 of this ordinance, may alter the
571 minimum pathway design standards under the following circumstances in order to allow
572 for multi-modal access:

573 a) Where vehicular traffic on adjacent roadways is of sufficient speed and volume to pose a
574 potential danger to bicyclists and other non-motorized forms of transport using the
575 roadway, or where pedestrian and multi-modal traffic is expected in sufficient volumes to
576 cause conflicts on a narrower sidewalk, a ten-foot wide multi-use path made of concrete
577 or asphalt may be required instead of standard City of Dover sidewalk along the public
578 street frontage.

579 b) Where an adopted plan recommends installation of multi-modal facilities for a specific
580 site, those facilities may be required to be constructed according to the standards of the
581 agency implementing the plan.

582 c) Where it can be shown that pathway materials alternate to those specified in this section
583 would be more durable to multi-modal traffic, be more environmentally desirable, or be

584 more in keeping with the overall design of the development, use of these alternate
585 materials may be authorized.

586 **18.5 Waiver of pathway location requirements.** The property owner or developer may request a
587 waiver from the planning commission or city planner, according to the type of plan review
588 required by article 10 of this ordinance, under the following circumstances in order to
589 reduce or eliminate the requirements for pathway installation:

590 a) When the property is isolated from the existing pathway network, with no existing
591 pathways within the immediate vicinity of the property.

592 b) When the proposed use would not generate or attract additional pedestrian, bicycle, or
593 other non-motorized trips.

594 c) When physical characteristics of the property are such that pathway installation is
595 impractical or impossible.

596 **18.6 State Law Requirements.** Where state laws or regulations of the Delaware Department of
597 Transportation applying to right-of-way design conflict with the provisions of this section,
598 the state laws and regulations shall prevail.

599 (Ord. of 6-13-1994; (Ord. of 9-13-1999)

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601 **BE IT FURTHER ORDAINED:**

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603 That Appendix B - Zoning, Article 5 - Supplementary Regulations, Section 19 – Building and
604 Architectural Design Guidelines of the Dover Code be amended by deleting the text indicated in red
605 strikeout and inserting the bold, blue text, as follows:

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607 **Section 19. - Building and architectural design guidelines.**

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609 The following guidelines shall be used in design of buildings and their architectural characteristics for
610 the purposes of meeting the intent of **Appendix B – Zoning, Article 10 – Planning Commission,**
611 section 2, subsection 2.27:

612 (1) *Physical orientation and facade.*

613 (i) The principal building facade of proposed buildings shall be oriented toward the primary
614 street frontage, and in the same direction as the majority of existing buildings on the
615 frontage street. Proposed buildings on corner properties shall reflect a public facade on
616 both street frontages.

617 (ii) Consideration shall be given to the dominant architectural features of existing buildings,
618 but do not necessarily have to mimic those styles. Large expanses of blank walls are to be
619 avoided, and consideration shall be given to windows and entrance ways along frontage,
620 as well as projecting elements such as eaves, cornices, canopies, projecting bays, shadow
621 lines and overhangs.

622 (2) *Architectural characteristics.*