

## **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
- M 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**

# 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. Firori 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:  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> <li>Could be done in a day, with a block party celebration at the end</li> <li>Could be combined with a recreational bike event</li> <li>Good way to involve downtown merchants</li> <li>Could coordinate with RCD and promote its geographical service area</li> </ul>	
Citizen Sidewalk Brigade	Volunteers to walk city sidewalks and comment on them, using the walkability checklist			<ul> <li>How to solicit volunteers?</li> <li>What to do with the results?</li> <li>Could this be combined with "Dover Walks" – an outdoor option?</li> </ul>	

Bike/Pedestrian	A more formal use of volunteers	City of Somerville, MA,
Counting Program	to count bike/ped traffic over a	counting program
	specified period of time & at	recommended as a model by
	specified areas	Walk Friendly
		Communities/Community
		Report Card
Lobby City Council	Examples include,	See the sidewalk
for walk friendly		maintenance fee program of
legislation/regulati	Sidewalk Maintenance Fee	Corvallis, WA, referenced by
on	charged to City utility	Walk Friendly
	customers	Communities/Community
		Report Card
	No-right-turn-on-red	
	intersections within City	Sidewalk maintenance fee
	limits	could support the walking
	· .	brigade/counting program
Partnership	Investigate partnership	
Opportunities	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.

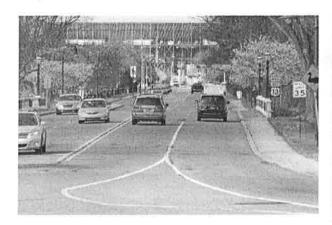
## Announcements/Updates

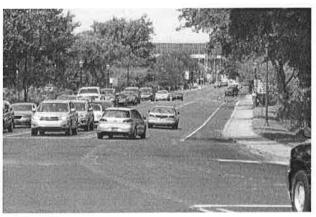
## North State Street Bike Lanes

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:



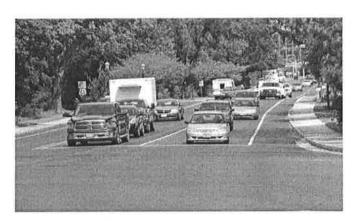




## Before:

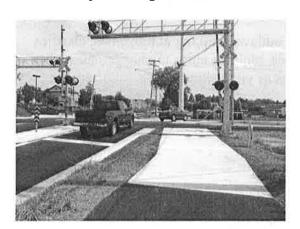


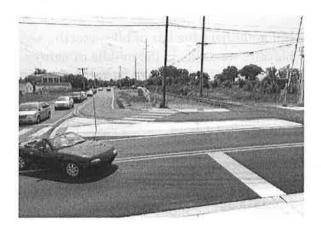
## After:



## 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

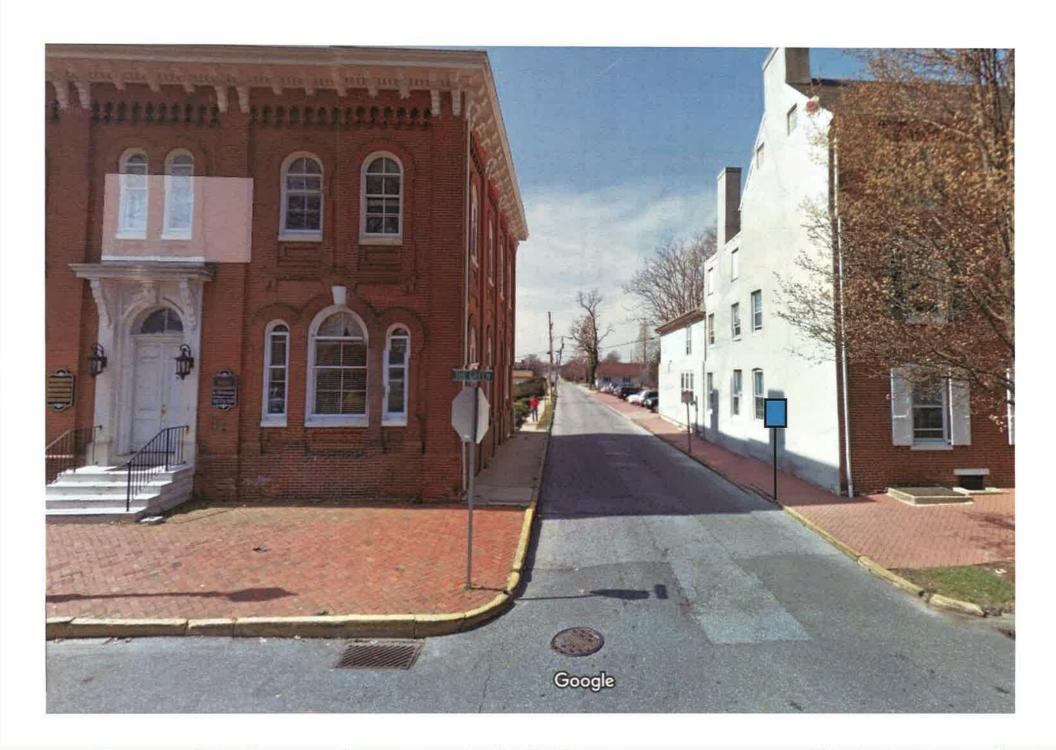
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Wyoming Mill Road to West Street









- \* Note —All trees replanted must be guaranteed to survive a minimum of one year.
- (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.
  - (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:
    - 1) A physical hardship related to the land which would otherwise prohibit compliance on the subject site;
    - 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.
- 477 (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, 478 11-8-2010)

## BE IT FURTHER ORDAINED:

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 strikeout and inserting the bold, blue text, as follows:

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

- 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.
- 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.
- 497 48.3 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

- [sub]section 18.1 above, and shall provide pedestrian linkages between buildings and community facilities, including, but not limited to, park areas and laundry buildings.
- 18.4 When it can be demonstrated to the satisfaction of the planning commission that strict adherence to the provisions of this section would represent an undue burden on a development, then the planning commission may modify or waive any of the stated requirements, provided that the objective of providing adequate, visible and suitably located walkways as part of the development proposal is secured. When considering a request for modification or waiver, the planning commission shall determine whether or not an undue hardship exists, based on a finding that one or more of the following criteria have been met:
- 511 1) The property is isolated with respect to sidewalks with no existing sidewalk within the immediate vicinity of the property; or
- The proposed use would not generate or attract additional pedestrian trips; or

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- 3) Sidewalk construction to serve the property is planned as part of a state or municipal capital
   improvement project; or
  - 4) Physical characteristics of the property are such that sidewalk installation is impractical or 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:
  - (1)Such alternative materials would serve the public as well as [a] standard City of Dover sidewalk; and
- 523 (2)Such alternative materials would be more environmentally desirable or more in keeping with the overall design of the development.
- 18.1 Purpose. The purpose of this section is to establish standards and requirements for the 525 construction of transportation networks for pedestrians, bicyclists, and other users of non-526 motorized forms of transit, in order to ensure safe and convenient multi-modal access to all 527 development within the City of Dover. Sidewalks, multi-use paths, and other hard paved 528 trails, whether adjacent to a roadway or not, shall be referred to collectively as "pathways" 529 within this section. It is the intent of this section that all new pathways installed shall be 530 531 designed to a standard commensurate with existing and expected future multi-modal traffic volumes, recognizing that the convenience of a growing network of such pathways citywide 532 will encourage residents and visitors to use non-motorized means of travel to reach their 533 destinations. 534
- 535 18.2 Applicability. Sidewalks or other pathways according to the requirements of this section shall be installed on a property by the property owner or developer under the following circumstances:
- 538 a) When the property is part of a development proposal which is subject to planning commission site development plan review.
- 540 b) When the property is part of a development proposal which is subject to planning 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 development plan review or site development master plan review.
  - d) When the property is part of a development proposal which is subject to administrative site plan review, provided the proposal involves construction of an entire new building.
  - 18.3 Pathway design standards and location requirements. Pathways shall meet the following minimum standards and requirements in order to allow for pedestrian access:
    - a) Public street frontage. Standard City of Dover sidewalk, as per chapter 98, article IV of the Dover Code of Ordinances, shall be required to be installed along the entire public street frontage of a property. Where frontage sidewalk exists but does not meet the standards of chapter 98, article IV, the sidewalk shall be re-laid to meet the standards. Sidewalk shall include barrier-free access ramping at points of intersection with street crossings and at other locations so as to afford reasonable barrier-free pedestrian movement and site access.
    - b) Private street frontage. Wherever a private road within a development is proposed, whether planned for future subdivision or not, Standard City of Dover sidewalk, as per chapter 98, article IV of the Dover Code of Ordinances, shall be required to be installed on both sides of the cartway of the private road. Such sidewalk shall include barrier-free access ramping at points of intersection with street crossings and at other locations so as to afford reasonable barrier-free pedestrian movement and site access.
    - c) On-site linkages. Within all nonresidential developments and all multifamily residential developments, sidewalk at least five feet wide, constructed of concrete or good paving brick laid substantially in concrete, shall be installed to make pathways between street frontages, parking areas, building entrances, and any other site features needing pedestrian access. Such pathways shall be designed to provide reasonable travel times between these features and disincentivize taking shortcuts across areas inappropriate for pedestrians. Where such pathways must cross drive lanes, standard City of Dover crosswalk shall be installed.
    - 18.4 Alterations to pathway design standards. The planning commission or city planner, according to the type of plan review required by article 10 of this ordinance, may alter the minimum pathway design standards under the following circumstances in order to allow for multi-modal access:
      - a) Where vehicular traffic on adjacent roadways is of sufficient speed and volume to pose a potential danger to bicyclists and other non-motorized forms of transport using the roadway, or where pedestrian and multi-modal traffic is expected in sufficient volumes to cause conflicts on a narrower sidewalk, a ten-foot wide multi-use path made of concrete or asphalt may be required instead of standard City of Dover sidewalk along the public street frontage.
      - b) Where an adopted plan recommends installation of multi-modal facilities for a specific site, those facilities may be required to be constructed according to the standards of the agency implementing the plan.
      - c) Where it can be shown that pathway materials alternate to those specified in this section 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 materials may be authorized.
  - 18.5 Waiver of pathway location requirements. The property owner or developer may request a waiver from the planning commission or city planner, according to the type of plan review required by article 10 of this ordinance, under the following circumstances in order to reduce or eliminate the requirements for pathway installation:
    - a) When the property is isolated from the existing pathway network, with no existing pathways within the immediate vicinity of the property.
    - b) When the proposed use would not generate or attract additional pedestrian, bicycle, or other non-motorized trips.
    - c) When physical characteristics of the property are such that pathway installation is impractical or impossible.
    - 18.6 State Law Requirements. Where state laws or regulations of the Delaware Department of Transportation applying to right-of-way design conflict with the provisions of this section, the state laws and regulations shall prevail.
- 599 (Ord. of 6-13-1994; (Ord. of 9-13-1999)

## **BE IT FURTHER ORDAINED:**

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:

## Section 19. - Building and architectural design guidelines.

- The following guidelines shall be used in design of buildings and their architectural characteristics for the purposes of meeting the intent of Appendix B Zoning, aArticle 10 Planning Commission, section 2, subsection 2.27:
- 612 (1) Physical orientation and facade.
  - (i) The principal building facade of proposed buildings shall be oriented toward the primary street frontage, and in the same direction as the majority of existing buildings on the frontage street. Proposed buildings on corner properties shall reflect a public facade on both street frontages.
  - (ii) Consideration shall be given to the dominant architectural features of existing buildings, but do not necessarily have to mimic those styles. Large expanses of blank walls are to be avoided, fand consideration shall be given to windows and entrance ways along frontage, as well as projecting elements such as eaves, cornices, canopies, projecting bays, shadow lines and overhangs.
- 622 (2) Architectural characteristics.