SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

The Safety Advisory and Transportation Committee Meeting was held on March 23, 2015 at 4:00 p.m. with Chairman Hutchison presiding. Members present were Mr. Dixon (arrived at 4:04 p.m.), Mr. Perza (arrived at 4:14 p.m.), Mr. Keller, and Mr. Truax. Mayor Christiansen (arrived at 4:02 p.m.) was also present.

AGENDA ADDITIONS/DELETIONS

Mr. Keller moved for approval of the agenda, seconded by Mr. Truax and unanimously carried.

Evaluation of Proposals - Ambulance Service Contract

Mr. Scott, Koenig, City Manager, advised members that he and Mrs. Kay Sass, Emergency Management Coordinator, prepared a Request for Proposals (RFP) for ambulance services and three (3) proposals were received, from Hart to Heart Transportation, LLC; Heartline Ambulance Service, LLC; and PrimeCare Medical Transport, LLC. He explained that, although Hart to Heart Transportation, LLC and Heartline Ambulance Service, LLC submitted lower cost proposals, neither company demonstrated the operating history requested in the RFP. Mr. Koenig explained that staff was looking for an operating history of five (5) years of basic life support (BLS) service. Staff believed it would be in the best interest of the City of Dover and its constituents to continue using the services offered by PrimeCare Medical Transport, LLC to support the needs of citizens. Mr. Koenig indicated that ambulance services are considered to be an important component of the City's life safety services, and using an established service provider that has considerable experience in dealing with 911 calls is preferred.

Mr. Koenig stated that PrimeCare submitted the highest cost proposal, at approximately $230,000 per year, which would basically be a continuation of the existing service. Heartline Ambulance Service, LLC offered a proposal of $150,000 a year, which would be an estimated savings of approximately $80,000. However, it was Mr. Koenig's understanding that Heartline would have to create a corporation, purchase equipment, hire staff, and then begin the service, and they had not done any type of billing service as a private company under the LLC that they had submitted. He advised members that Hart to Heart Transportation, LLC is an established ambulance service but does medical transports exclusively, which is very different from the BLS service requested. Hart to Heart also indicated that it would cost the City nothing to provide their service, which concerned Mr. Koenig.

Mr. Koenig stated that all billing for PrimeCare's service is done through the ambulance company, so the billing is basically a third-party transaction. He indicated that the City had received some complaints regarding PrimeCare over the years which had been investigated by Ms. Sass. When full reports of the complaints were reviewed, staff was satisfied that PrimeCare's responses had been reasonable.

Staff recommended authorizing the City Manager to enter into a contract with PrimeCare Medical Transport, LLC to provide ambulance services to the City of Dover for a three (3) year period with the negotiated ending date of June 30, 2018.

Referring to Page 5 - Vendor Responsibilities of the Response for Request for Proposals 15-0026CM submitted by Hart to Heart Transportation, Mr. Truax stated that Section 6.4 states a requirement to "staff the dedicated ambulance with two EMTBs [Emergency Medical Technicians - Basic] at all times." He noted that PrimeCare indicated that they would staff each dedicated ambulance with one (1) EMTB and a qualified driver and Hart to Heart's answer was the same as PrimeCare's, using different dialog, whereas Heartline stated that they would attempt to staff the ambulance with two (2) Emergency Medical Technicians (EMTs) and use the driver if need be. Mr. Truax asked why the City would accept anything less than the two (2) EMTBs that it asked for, noting that 911 providers typically have two (2) EMTBs.

Responding, Mr. Koenig indicated that he would have to submit this question to PrimeCare.

Mr. Truax noted that Heartline's proposal indicated that they were willing to provide a supervisor. Although he did not see that a supervisor was mentioned in the RFP, from an operational and public safety point of view, he felt it very important to have someone in the field for operations. Mr. Truax stated his understanding that Heartline would have two (2) units 24/7 with two (2) EMTs onboard each unit, as well as a supervisor in the vehicle who is also an EMT, which would be almost two and one-half units on the road, above what the City now had. Mr. Truax was unsure if PrimeCare was currently running two (2) EMTs or an EMT and driver, noting that having an EMT and driver is within the regulations. He reiterated his feeling that the City would want what was asked for in the RFP.

Mr. Koenig stated that, to his knowledge, staff did not ask for a supervisory component and this should be considered as additional value if Heartline were selected.

In response to Mr. Hutchison regarding the past histories of the applicants, Mr. Koenig stated that PrimeCare was the only applicant that had a history operating as the entity that now exists.

Mr. Chris Clough, Employee Supervisor and EMS Administrator, Camden-Wyoming Fire Company, advised members that if the contract were awarded to Heartline Ambulance Service, LLC he would be running both divisions. He indicated that Heartline was formed by the Camden-Wyoming Fire Company for budgeting reasons and is owned and operated by the Fire Company, which has been providing EMS and fire service for well over 50 years. The employees who would be working for Heartline, including himself, had been working for the Fire Company for more than 16 years, so they would not be coming as "new players into this game" but as seasoned veterans. Mr. Clough stated his understanding of the requirement for bidders to have provided service for a period of five (5) years and that Heartline is a new business in one (1) sense but would be bringing decades, if not more, of EMS service to the citizens of Camden and Dover.

Mr. Clough informed members that the call volume in Dover requires multiple outside agencies to come into the City daily, noting that the Camden-Wyoming Fire Company had been in the City four (4) times during the current day and six (6) times during the previous two (2) nights after 11:00 p.m., when the City's service is reduced to one (1) unit. He indicated that their presence within the City could cut the response time to one (1) to ten minutes, depending on where they would be going, and this would be an added benefit that the City would receive for less than the amount

that was currently being paid. Mr. Clough noted that Heartline's proposal came in at $150,000, and after 11:00 p.m. the ambulance would be kept on for the remaining eight (8) hours. They would be providing two (2) 24-hour trucks, which were not now required but would benefit the City.

Mr. Clough stated that Heartline would have the supervisor unit. Although it would not be up 24 hours per day, it would be up for all daytime responses and some nighttime responses. He advised members that if he were running this division, although he would sometimes be behind a desk, he would be on the unit more times than not.

Referring to the Committee Action Form dated March 18, 2015, Subject: Evaluation of Proposals - Ambulance Service Contract, Mr. Clough quoted staff's comment that "Staff believes it is in the best interest of the City of Dover and its constituents to continue using the services offered by PrimeCare Medical Transport, LLC to support the needs of our citizens. Ambulance services are a significant component of life safety issues and using an established service provider that has considerable experience in dealing with 911 calls is preferred." Mr. Clough advised members that, "we provide that and then some." He reminded members that the City had received complaints in the past and stated that his company knew of some of these complaints as they deal with them every day. Mr. Clough agreed that Hart to Heart did not have the experience, stating that they had never held a 911 contract or done any 911 business in the state of Delaware and are strictly a non-emergency transport business.

Mr. Clough advised members that Heartline planned to come into the City with two (2) dedicated, 24-hour trucks, giving the citizens better service, especially at night when reduced response times occur due to bringing outside departments into the City's jurisdiction. He indicated that ambulances would be staffed by full-time National Registry of Emergency Medical Technicians (NREMTs) with two (2) EMTs per truck on a regular basis, which would provide continuity and pride for the department. He indicated that the City's current provider is using some full-time employees, but a lot of part-time employees and felt that the City is subject to their whims. He assured members that his company would use part-time employees only on a "need-to basis" for call-outs and vacations.

In addition, Mr. Clough stated that Heartline's units would be new, concurring with Mr. Koenig's comment that Heartline would have to buy equipment and hire staff. However, he noted that they already had individuals "on the hook" ready to come as soon as they are told the company is able. As far as units, he indicated that they could have new trucks in two (2) weeks since bid specifications were ready to go and they were ready to sign a contract and have them delivered. In regard to equipment, he stated that they had already met with a provider, Southeastern Emergency Equipment, and had given them a full list of what would be needed and could have it within two (2) weeks.

Mr. Clough informed members that the company's units would be housed indoors. They had been in contact with a couple of places within the City and were ready to move on these buildings, pending the City's approval. He explained that the units the City was currently using were sitting outside in the wintertime. Mr. Clough noted that these units were either running all night, which is why they are not dependable, or the contractor was having to take the equipment in so it does not freeze and partially restock the unit before every call, which delays transports.

In closing, Mr. Clough advised members that Heartline planned to offer the City of Dover a better service to the residents and visitors than it had ever had in the past. He stated that they would come in with a community-based attitude, not with their hands out for money from the citizens, but to give them a better community-based approach. Mr. Clough stated that Heartline would not be coming in like the City's current company and billing for patient refusals or public assists if an elderly resident falls down or needs help with a medical issue but does not need transport to the hospital. He stated that his company does not bill for this but does it as a public service to the community and would continue to do so.

Mayor Christiansen inquired if Heartline would guarantee two (2) up units 24/7. Responding, Mr. Clough confirmed that this would be provided 365 days per year.

Mayor Christiansen inquired if the units would be manned by two (2) EMTBs and one (1) supervisor and questioned what kind of shifts would be run. Responding, Mr. Clough stated that the supervisor would not be there 24 hours per day as it would be a "daytime/sometimes nighttime position;" however, they planned to hire two (2) full-time EMTs. Mr. Clough explained that they might have to go back to part-time employees and that drivers would be a very last resort, noting that he personally did not like to hire drivers. He stated that the two (2) crews were tentatively scheduled to work 24 hours and have 72 hours off, which is common in this workforce throughout the state of Delaware.

In regard to mutual aid, Mayor Christiansen questioned if Heartline would assist other departments or would be strictly dedicated to the Dover fire district. Responding, Mr. Clough stated his belief that the City currently has a mutual aid agreement with other surrounding fire departments and that Heartline would go where needed if called. He stated that the City of Dover does not come out of the City very much and other departments do not have them on their "next due" list for the most part because Dover is so busy and must go through two (2) or three (3) other departments for this to happen. Mr. Clough indicated that he would not want to speak for Cheswold but believed that Cheswold operated the same way with regard to Dover. He indicated that a mutual aid agreement would have to be worked out with the City and Heartline if they were to provide the service.

In response to Mayor Christiansen, Mr. Clough stated that Heartline personnel would be attired in standard uniforms.

Mayor Christiansen stated that he had heard many concerns about smoking in regard to the current provider and asked if Heartline would be smoke free. In response, Mr. Clough stated that this was a possibility but was something they had not looked into.

Mayor Christiansen questioned whether Heartline would be quartering their ambulances in central locations for minimal response times. Responding, Mr. Clough stated that all locations being considered were within the downtown City limits, noting that they had been approached by the Dover Fire Department. Mr. Clough stated that probably the most serious option was the former Delaware Brick building on New Burton Road, but there were a couple of other possibilities.

Mr. Hutchison requested Mr. Koenig to summarize and recap his recommendation.

Mr. Koenig stated that, based on the review of proposals, staff recommended that PrimeCare Medical Transport, LLC be reissued the contract. He advised members that some of the statements that were made at the microphone were not conditions of the contract, noting that how things are staffed, i.e., by part-time or full-time employees, is really not the City's business. Mr. Koenig agreed that the Camden-Wyoming Fire Department had an established service and provides service inside the City limits, stating that the City has been reimbursing them on a per-run basis for the last two (2) years and will continue to do so in the future as long as that relationship is mutually agreeable. However, he reiterated that they had proposed to create a third-party entity for this service, which really is a new start-up; therefore, Mr. Koenig did not know if there could be guarantees regarding being smoke-free or how they would run their employees since this would be subject to the business operation of the entity that sets it up. The issue was that the City asked for five (5) years of operating experience and Heartline did not meet that condition. In regard to whether they could provide the service, Mr. Koenig stated his guess that they probably could; however, the question was which way the Committee preferred to move forward. Staff's recommendation was to continue the current contract.

Noting that there was no one present from PrimeCare, Mr. Truax reiterated his concern regarding Section 6.4 of the bid proposal which asked for two (2) EMTs on a dedicated unit and PrimeCare's response that they would provide one (1) with a driver. He stated that they may be saying, "We're always going to staff that; we'll never be below that," but questioned if they were going to meet the intent of their contract and if the City could accept this as is. Mr. Truax was unsure if this was an issue or not and did not think it a good idea to move forward by accepting this. He stated that there was a reason that the City asked for two (2) EMTs, which is what is basically found in the standard EMS 911 response. Mr. Truax noted that Hart to Heart answered that they were going to provide what State fire prevention regulations require, which is a driver and one (1) EMT and PrimeCare was saying they would never go below that, but were not actually saying that they would have two (2) EMTs.

Mr. Koenig stated that he would have to get clarification from Prime Care, and there was no change to that component of the language from the last RFP to this RFP; however, he could not answer the question tonight because the representative from PrimeCare was not present.

In response to Mr. Hutchison, Ms. Sass stated that PrimeCare had been providing this service for almost 11 years.

Responding to Mr. Hutchison regarding issues or concerns based on PrimeCare's performance, Mr. Koenig reiterated that there had been some complaints, noting the Mayor had brought up a complaint about smoking. Mr. Koenig stated that, to his knowledge, none of the complaints which had been investigated had resulted in any kind of action against the provider or any apprehension from the City about continuing to do business with them. None had been substantial enough for the City to propose any penalty to the provider.

In response to Mr. Hutchison, Mr. Koenig confirmed that the City currently had a relationship with PrimeCare, with backup from Camden-Wyoming, Cheswold, and 911 Dispatch.

Responding to Mr. Perza regarding the expiration date of the current contract and the impact if the City were to take no action at this time, Mr. Koenig stated that the City's current agreement with PrimeCare would expire on April 1, 2015. Mr. Koenig stated that typically this type of contract would continue month to month if no action were taken but did not know for sure if this was the case. Ms. Sass indicated that this was not built into the contract, but she had talked to Prime Care and expressed to them that this matter would go to the Committee and then on to Council, so they were aware that the stipulation existed that there may be an overlap of time.

Responding to Mr. Perza as to whether the term of agreement was standard and had to be three (3) years, Mr. Koenig stated that RFP was issued for a three (3) year period. If the Committee wanted something less than this, the City would technically have to go to the provider and ask if they would shorten the term.

Mr. Perza reiterated that the City had a long-term relationship with the PrimeCare applicant. To the extent that the City was looking to possibly go a different direction, he questioned if it would make more sense to do a shorter term of less than three (3) years with a new provider that the City has no experience with in order to determine whether or not an alternative provider is capable of handling it. He asked if this would be practical in the industry.

Mr. Koenig stated that the testimony heard tonight reflected that the other provider would only create that company if they enter into this contract. He felt that the City could go with a shorter term, but would have to go back and ask all three (3) applicants for consideration of the shorter term.

Mr. Hutchison stated that, based on Mr. Koenig's testimony here today, the only ambulance service that meets the qualifications is Prime Care. He indicated that the Camden-Wyoming Fire Company has a good background but no experience. Mr. Koenig confirmed this, stating that if Camden-Wyoming were submitting as the Camden-Wyoming Fire Company, they would meet the five (5) year requirement; however, he did not think that the requirement was met by creating a new company.

Mr. Truax stated that he "kind of liked" Mr. Perza's idea. In regard to the ambulance contract, he stated his concern that there was nothing in the language about field supervision and he felt that this was necessary when overseeing emergency operations, such as fire and police. He stated that the City has supervision for the things that it does "on the street," including electric supervisors, Public Works supervisors, and sergeants overseeing the Police Department and he did not know how PrimeCare supervises since no representative was present. Mr. Truax felt it necessary to have supervisors in the field because this is a task-oriented job that is heavily regulated by standing orders and protocols. He was unsure if the City would supervise, noting that the City might not want to do so from a cost point of view, or if it would be part of the contract, but he felt that supervision should be asked for and questioned if this would go into effect once PrimeCare "comes on board."

Mr. Truax did not like the idea of a one (1) year agreement because he felt that there were some issues with the City's ambulance carrier and that this was an opportunity to look at them, whether the current provider was selected or another one.

Responding to Mr. Hutchison, Mr. Koenig stated that deferring this matter for 30 days would allow ample time to address this with PrimeCare. He indicated that he would let PrimeCare know and ask them to come to the next Committee meeting and to meet with him before then to try to address these questions.

Mr. Keller moved to table the matter until the next meeting of the Safety Advisory and Transportation Committee, seconded by Mr. Dixon and unanimously carried.

Bicycle and Pedestrian Subcommittee Report - Endorsement of Bicycle and Pedestrian Plans

Mrs. Ann Marie Townshend, Director of Planning and Community Development, introduced Mr. Rich Vetter, Executive Director of the Dover/Kent County Metropolitan Planning Organization (MPO). Mrs. Townshend stated that Mr. Vetter had served as the lead on the City of Dover Pedestrian and Bicycle Plans and had been very helpful to the City on transportation issues.

Mr. Vetter explained that the City's current Bicycle and Pedestrian Transportation Plan was developed in 1997 and the Bicycle and Pedestrian Subcommittee was formed in April 2013. One (1) of the first tasks of the subcommittee was to submit a Bicycle-Friendly Community Application through the League of American Bicyclists, which occurred in the Fall of 2013. One (1) of the recommendations from the League of American Bicyclists was to redo the bike and pedestrian plan, which started about this time last year, and separate bike and pedestrian plans were developed.

Mr. Vetter reviewed a presentation entitled, "City of Dover Bicycle & Pedestrian Plan Updates." In regard to Pages 3 and 4 - Pedestrian Plan - Accomplishments, he noted improvements made by the City of Dover and the Delaware Department of Transportation (DelDOT) over the last 15 years, including the Capital City Trail, Wesley College Streetscape, the High-Intensity Activated Crosswalk (HAWK) signal by Dover High School, and upgrades of the trail system. He indicated that there had been a lot of progress; for example, in 1997 approximately one-third of South Governors Avenue had sidewalks, and today approximately 100% has sidewalks. Route 13 had very minimal sidewalks 15 years ago and today about 75% has sidewalks.

In reference to Page 5 of the presentation, Pedestrian Plan - Existing Conditions, Mr. Vetter explained that there are approximately nine (9) miles of trails within the City, but 18+ miles of sidewalk gaps along State-maintained roads within the City. He advised members that there was good coverage of signalized intersections and 85% of the signals have crosswalks or pedestrian buttons. He stated that pedestrian crashes were reduced by 37% over the last three (3) years; however, there were 39 pedestrian crashes between 2011 and 2013, with one-half or two-thirds occurring in the downtown area or on Route 13.

In reference to Page 7 - Pedestrian Plan - Needs, Mr. Vetter advised members that, although there had been a lot of progress, there were remaining issues. He stated that Kenton Road, which is in the DelDOT design program, has a trail that leads into the bushes and goes nowhere. The North Street Trail is rough and has maintenance needs and sidewalk gaps. Areas on Hazlettville Road are not compliant with the American Disabilities Act (ADA).

Referring to Page 8 - Pedestrian Plan - Sidewalks, Mr. Vetter indicated that in developing a priority list for the Pedestrian Plan, factors such as proximity to schools, bus stops, parks, etc. were considered to determine the impact of sidewalks at various locations. He explained that a list of priority areas was then developed.

In reference to Page 9 - Pedestrian Plan - Trails, Mr. Vetter explained that a trail was being considered to possibly connect Mallard Pond, Heatherfield, and Fox Hall West to Route 8. Referring to Page 10 - Pedestrian Plan - Maintenance, he stated that enhancements were needed to North Street, including paving and signage, and there were also maintenance issues on North State Street.

Mr. Vetter reviewed Page 11 - Pedestrian Plan - Safety & Mobility, noting that improvements were needed, such as providing access between Luther Village and the Target store, crosswalks and pedestrian signals at Webbs Lane and Route 13, and curb ramps in various locations.

In reference to Page 13 - Bicycle Plan - Accomplishments, Mr. Vetter reviewed improvements the City had made since 1997, including the Capital City Trail, the Amish Country Bike Tour, and bike lanes installed on Governors Avenue. In regard to Page 14 - Bicycle Plan - Existing Conditions, he estimated that the City had more than nine (9) miles of bike lanes and over 600 bike rack spaces, and advised members that "share the road" arrows had been installed recently to try to promote visibility for cyclists.

Referring to Page 16 - Bicycle Plan - Needs, Mr. Vetter advised members that although a lot had been accomplished, much still needed to occur. He indicated that Route 8 and Saulsbury Road both presented challenges due to high speed, high volume, no shoulders, and no bike lanes. Division Street in downtown Dover has parking issues, which makes it a challenge for bicyclists. He noted that some of the major roads in the City, such as North Street, Kenton Road, College Road, Walker Road, and Division Street were identified as part of the plan.

Referring to Page 18 - Bicycle Plan - Low Stress Routes, Mr. Vetter stated that studies conducted in Portland, Oregon indicated that only 6% - 7% of residents were interested in high-speed bike routes, 60% would be interested in possibly cycling to the store but are concerned about their safety, and 33% have no interest at all. He indicated that if cycling were made less stressful, this would potentially encourage cycling.

Mr. Vetter stated that the Subcommittee felt that the number one priority for the City of Dover would be to establish a bike boulevard, to be known as the Senator Bikeway, from Dover High School to Route 13, as detailed on Pages 20-22 of the presentation. This would capture the low stress rider by

utilizing existing streets, such as Route 8, Division Street, Fulton Street, and Delaware Avenue near Wesley College. The bikeway would connect five (5) schools so that the Route 8 roadway would not have to be used by cyclists. Mr. Vetter indicated that a three (3) to four (4) mile segment of the existing route has no shoulder or bike lanes.

Mr. Vetter stated that the Subcommittee had discussed improvements to additional routes, including North State Street near McGlynn's Restaurant, the portion of College Road between McKee and Kenton Road that does not have shoulders, College Road, Walker Road, a vital connection at West Street that runs to the Transit Center, and Saulsbury Road south of Route 8, as well as enhancements to the existing trail at North Street.

In reference to Page 25 - Other Recommendations, Mr. Vetter stated that the Subcommittee's recommendations could be summarized by the "five (5) E's" as follows:

1) Engineering - as included in a majority of the presentation.
2) Education - Mr. Vetter noted that DelDOT has a robust program for education through the schools, etc.
3) Enforcement - Mr. Vetter explained that this applies to the "three (3) foot law" which states that vehicles must be three (3) feet from a bicyclist.
4) Evaluation and Planning - Mr. Vetter advised members, for example, that a counter on the Capital City Trail and DelDOT counts when walkers pass by. This information is used to determine if upgrades will eventually be needed.
5) Encouragement - Mr. Vetter explained that this applies to fostering the community aspect of the plan, for example, trying to continue the Amish Country Bike Tour and enhance it for economic development and tourism purposes.

Mr. Keller inquired if there had been any loss of enthusiasm for pedestrian or cycling uses with the price of gas decreasing. Responding, Mr. Chris Asay, member of the Subcommittee, stated that this had not been the case.

In response to Mr. Keller regarding available financing for bicycle/pedestrian projects recommended in the plan, Mr. Anthony Aglio, Bicycle Coordinator, DelDOT, stated that DelDOT was funding a lot of trail projects on a regional level, like the Capital City Trail. DelDOT was also putting a trail on the West Dover Connector which will run south towards Camden, connect Schutte Park with Brecknock Park, and be part of a larger regional trail loop. Mr. Aglio stated that DelDOT was looking forward to conducting a feasibility study on the cost and engineering of the Senator Bikeway to make sure that there are no "fatal flaws" with that project. He stated that DelDOT had some carry-forward funds, but they wished there were more funds available as there were many important projects. Mr. Aglio explained that studies had shown that as the network develops and there are more low stress trails, pathways and connections, ridership increases drastically as people become more willing to go to places that they want to be, such as parks, schools, and other recreational facilities, and job location centers. He stated that Mr. Vetter had done a wonderful job with the City of Dover Bicycle and Pedestrian Plans.

In response to Mr. Hutchison regarding whether efforts were being made to reach out to school systems to get students involved in cycling again, Mr. Aglio stated that DelDOT has a Safe Routes to School Program, has been to several schools within the Dover community, and does bicycle rodeos, etc. Mr. Aglio thought this needed to continue and explained that a group was also trying to work with the State legislature to make bicycle and pedestrian safety education part of the curriculum.

Mr. Dixon questioned how much bicycling occurs on Loockerman Street, noting that his trip from Bedford Drive down Loockerman Street on Ride to Work Day was "a terror." Responding, Mr. Aglio stated that he was unsure as he did not have this information with him. He noted that the counter on the Capital City Trail indicated that many students walking to school cross Loockerman Street, and many people walk to Loockerman Street from the Legislative Hall area during lunchtime. He stated that as the bikeway gets more publicity, more bicycles will be present.

Mr. Dixon stated that he rides his bike on Loockerman Street but there are parked cars and doors that fly open. Mr. Aglio stated that shared use arrow and bike lane markings were being used to try to get bicycles away from the door zone and suggested riding more to the center of the street and at the speed of traffic.

Responding to Mr. Keller, Mr. Aglio explained that the substance used for these street marking was heat-applied thermoplastic, and deterioration had been noticeable because there were issues with the first application. He expressed his belief that a lot of the markings had been replaced.

Mr. Truax moved to recommend endorsement of the Bicycle and Pedestrian Plans as submitted, seconded by Mr. Dixon and unanimously carried.

Mr. Hutchison thanked members of the Subcommittee, stating that a lot of work had gone into this plan, which was an example of the good things that happen as a result of working together as a partnership.

Skateboarding Safety Issues

Mrs. Ann Marie Townshend, Director of Planning and Community Development, stated that Mr. Hutchison had mentioned putting this item on the agenda after a skateboarder was killed on Kenton Road. She stated that staff was working on a Recreation Needs Assessment and part of this effort would be to determine proper locations within the City's parks for a skate pad or skate structure and then pursue grant funds. Mrs. Townshend stated that there was an additional question of how to deal with skateboards outside of the park setting and advised members that she had asked the Police Department to be present this evening because they enforce the laws related to vehicles operating on the public streets and what can be done on sidewalks and roadways.

Cpl. Jennifer Lynch, Dover Police Department stated that the current City of Dover skateboarding ordinances address skateboard ramps in regard to their construction, location, and hours of use. She indicated that Chapter 106 - Traffic and Vehicles, Article II - Bicycles, Sec. 106-54 - Bicycles and skateboards on sidewalks, prohibits skateboards on sidewalks in the downtown shopping area where

signage is up. Other references in the Dover Code state that skateboards will be governed by Chapter 106 and the motor vehicle laws of the State. Cpl. Lynch stated that she was unable to find State Code that defines skateboards; therefore, although the City ordinance refers to the State Code as being part of what governs skateboard use in Dover, State Code does not really cover that.

Based on those comments, Mr. Hutchison suggested that Cpl. Lynch reach out to the cities of Wilmington and Newark to see what they are doing to address this issue, noting that Newark may have dealt with this issue as a university city. He requested that she provide this information to Mrs. Townshend.

Mr. Keller moved for adjournment, seconded by Mr. Dixon and unanimously carried.

Meeting adjourned at 4:55 p.m.

James L. Hutchison, Sr.
Chairman

JLH/TM/js/dd
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Attachment
Attachment #1 - Presentation - City of Dover Bicycle & Pedestrian Plan Updates dated March 23, 2015

CITY OF DOVER

BICYCLE & PEDESTRIAN PLAN UPDATES

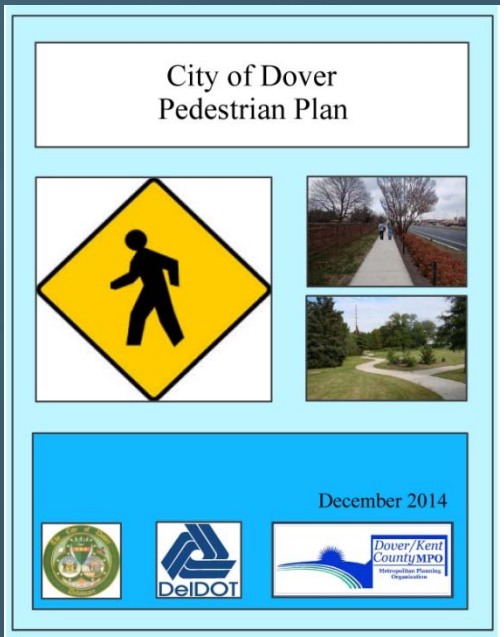
Safety Advisory and Transportation Committee

March 23, 2015

ATTACHMENT #1
SA&T Committee Meeting of 03/23/2015

OVERVIEW

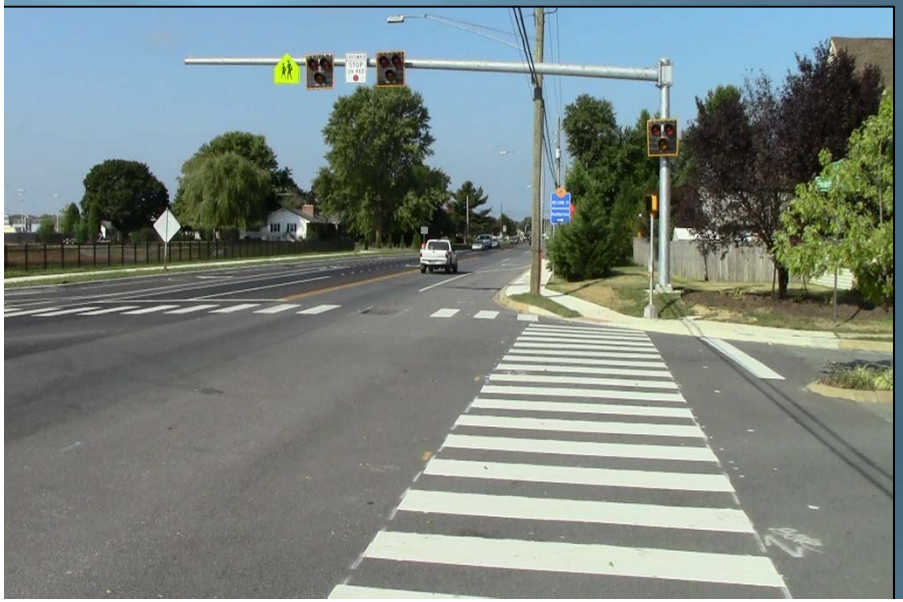
- ✓ Current Plan (1997)
- ✓ Bicycle/Pedestrian Subcommittee (April 2013)
- ✓ Bicycle-Friendly Community Application (Fall 2013)
- ✓ Plan Update (February 2014)
- ✓ Separate Bike and Ped Plans



PEDESTRIAN PLAN – ACCOMPLISHMENTS









PEDESTRIAN PLAN – ACCOMPLISHMENTS

Sidewalk Percentage Comparison

Road	1997 Status	2014 Status
South Governors Avenue	35%	100%
Walker Road	55%	100%
North Street	30%	100%
College Road	20%	50%
U.S. 13	5%	75%

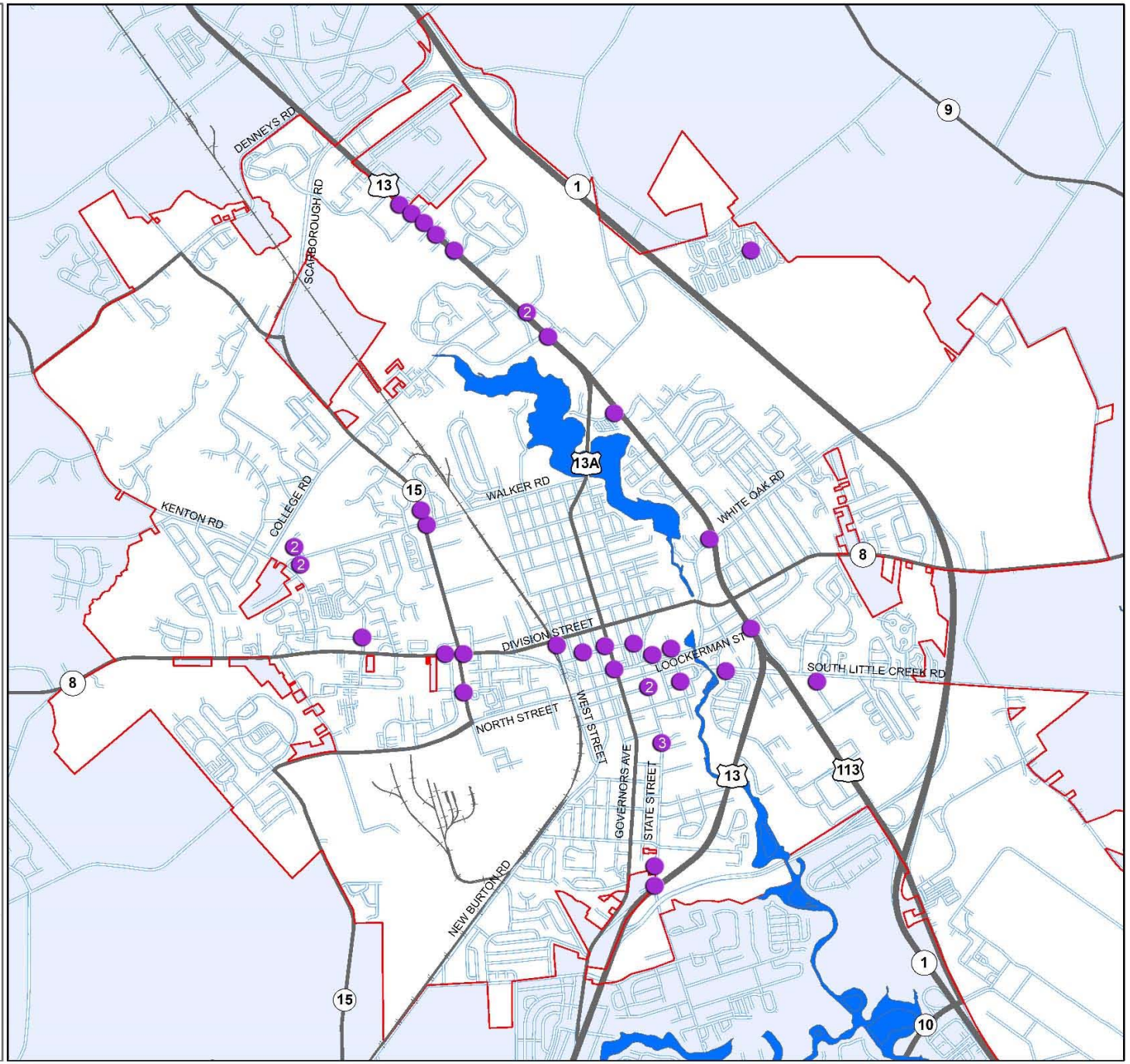
PEDESTRIAN PLAN – EXISTING CONDITIONS

- ✓ 9+ Miles of Trails/Pathways
- ✓ 18+ Miles of Sidewalk Gaps
- ✓ 85% of Signals Have Ped Facilities
- ✓ 39 Crashes (2011 – 2013)
- ✓ Ped Crashes Down 37%



City of Dover
Pedestrian Plan Update

Figure 3
Pedestrian Crash Data



Legend

- Pedestrian Related Crash

Based on reported crashes between 2011-2013

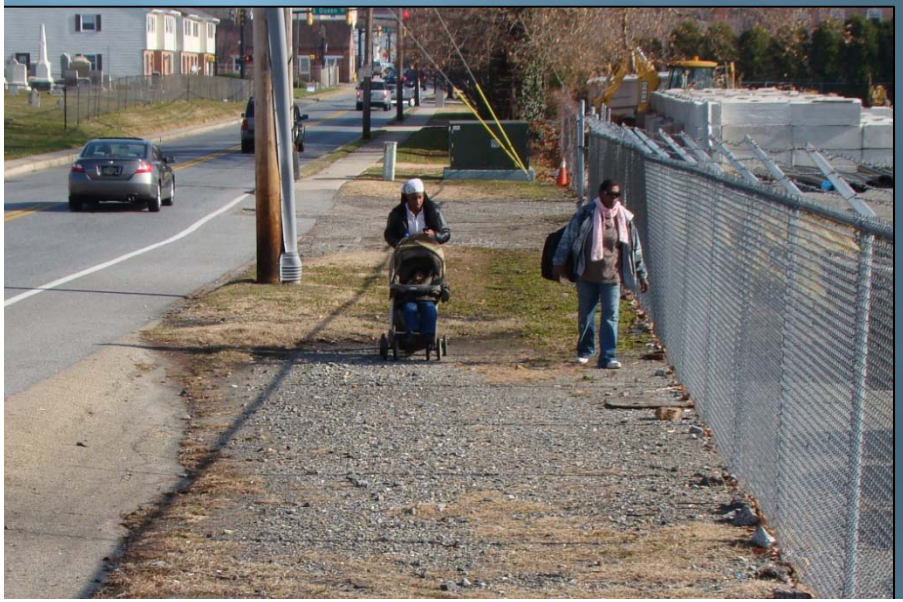
Dover/Kent County MPO

0 0.25 0.5 0.75 1 Miles

PEDESTRIAN PLAN – NEEDS









PEDESTRIAN PLAN – SIDEWALKS

Criteria
Bus stop
Commercial destinations
Community center
Recreational facility
School
High-density residential
Proximity to sidewalks
Presence of shoulders
Property impacts
Drainage / utility / environmental



New Sidewalks	
Rank	**Road**
1	South Little Creek Road
2	Kenton Road
3	West Street
4	U.S. 13 (Northbound)
4	U.S. 13 (Southbound)
5	North State Street
6	College Road
7	Route 8 (south side)
8	Mifflin Road

PEDESTRIAN PLAN – TRAILS

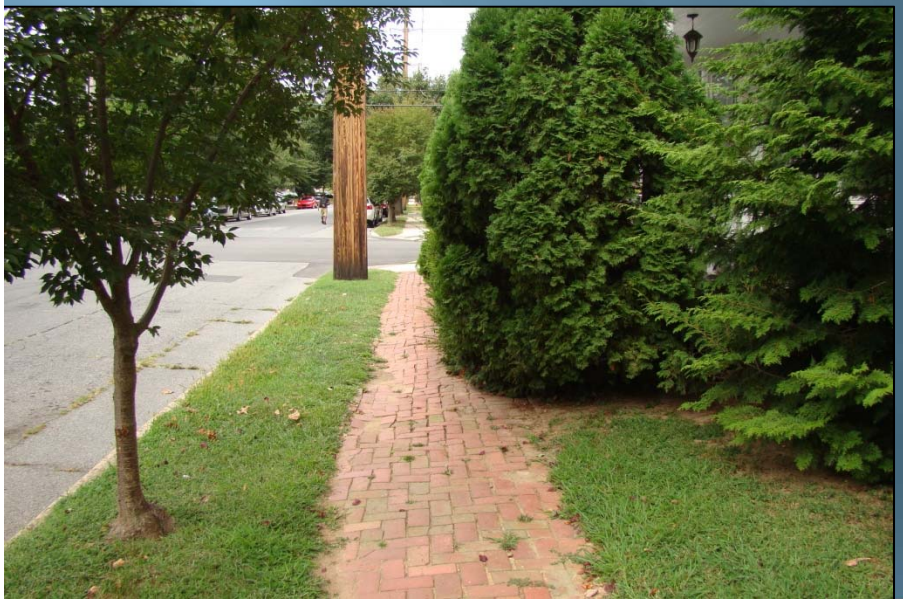
- ✓ Mallard Pond Park
- ✓ St. Jones River
- ✓ Schutte Park



PEDESTRIAN PLAN – MAINTENANCE









PEDESTRIAN PLAN – SAFETY & MOBILITY









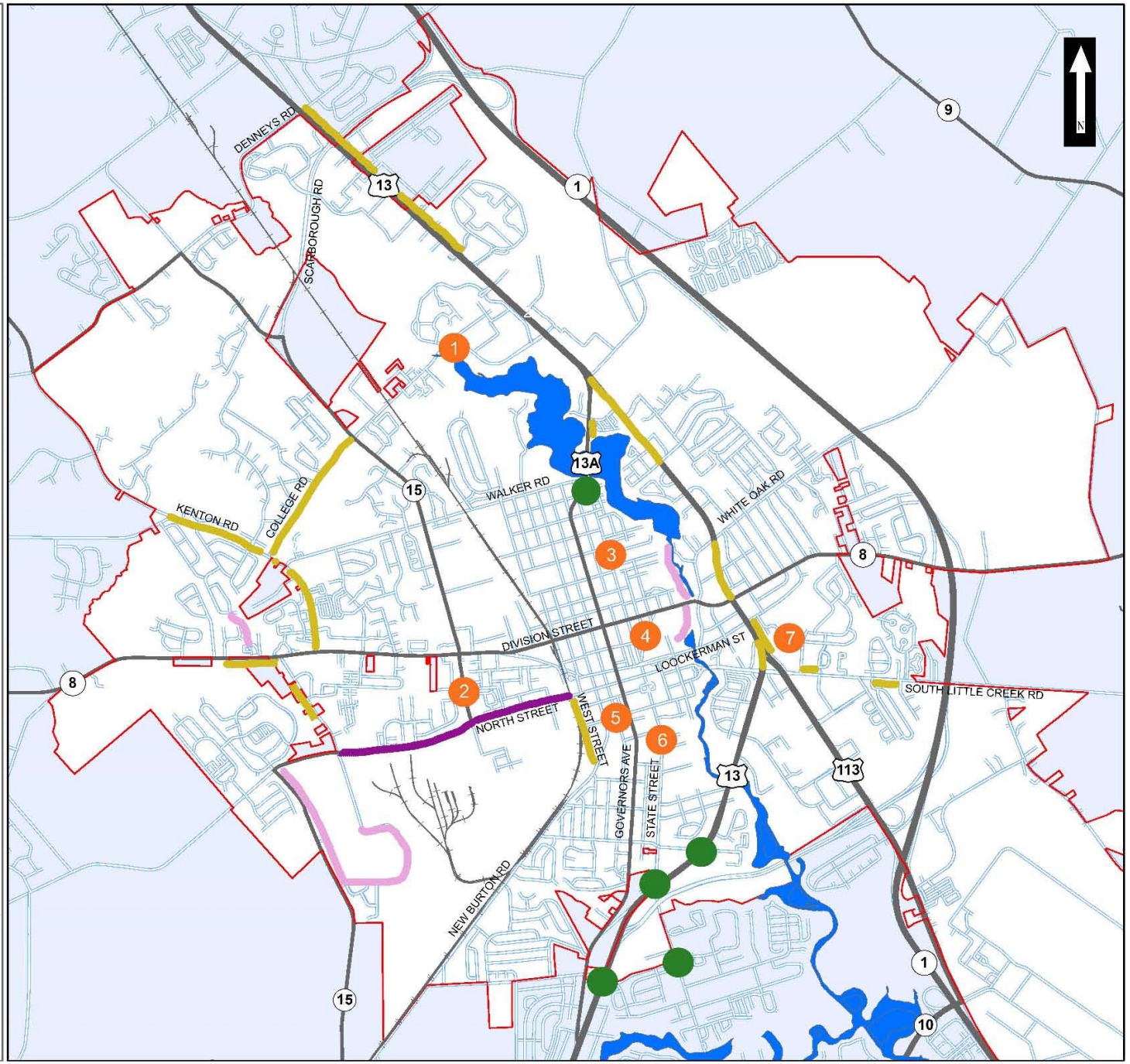
City of Dover
Pedestrian Plan Update

Figure 5
Recommendations

1. College Rd
2. Saulsbury Rd / Gateway Blvd
3. State St / Washington St
4. American Ave / Kings Hwy
5. South New St / Owens Manor
6. State St / Bayhealth
7. John Hunn Brown Rd / Luther Village

Legend

- New Sidewalks
- Lighting, Signing & Striping, Fencing
- Trail Maintenance
- New Trail
- Pedestrian Signal



Dover/Kent County MPO

0 0.25 0.5 0.75 1 Miles

BICYCLE PLAN – ACCOMPLISHMENTS









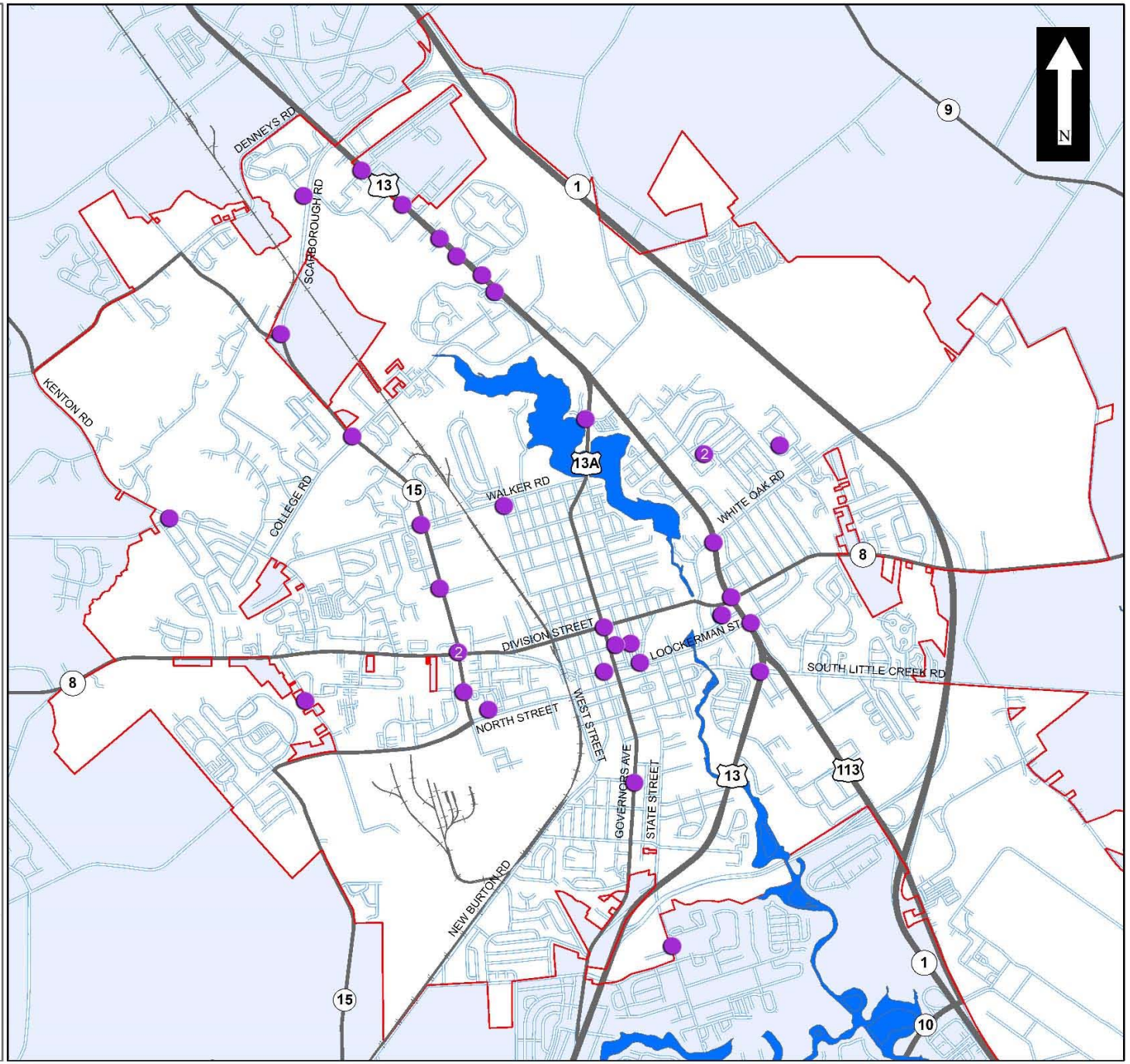
BICYCLE PLAN – EXISTING CONDITIONS

- ✓ 9+ Miles of Trails/Pathways
- ✓ 9+ Miles of Bike Lanes
- ✓ 600+ Bike Rack Spaces
- ✓ 2 Miles of Sharrows



City of Dover
Bicycle Plan Update

Figure 4
Bicycle Crash Data



Legend

Bicycle Related Crash

Based on reported crashes between 2011-2013

Dover/Kent County MPO

0 0.25 0.5 0.75 1 Miles

BICYCLE PLAN – NEEDS



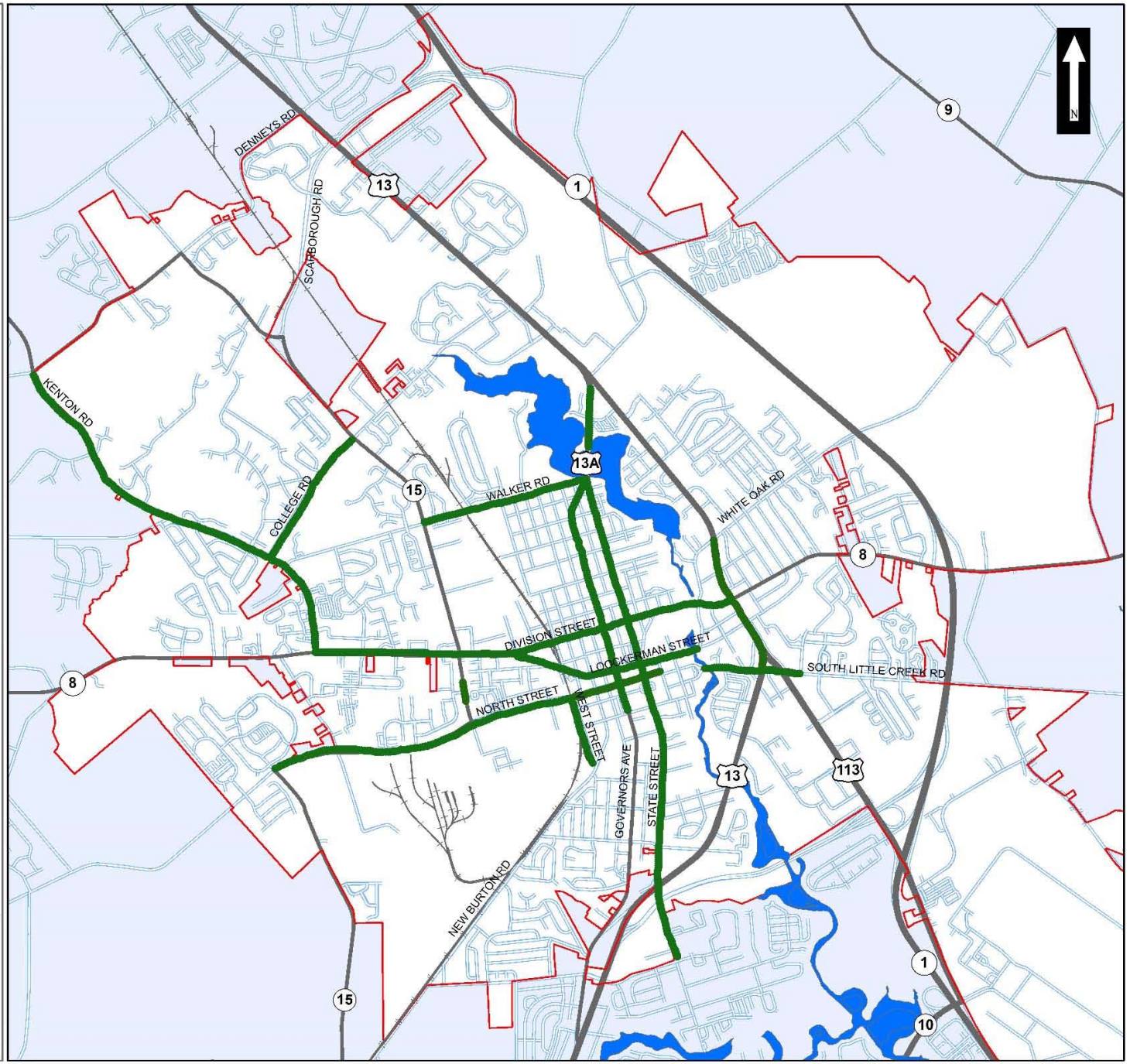






City of Dover
Bicycle Plan Update

Figure 2 - Major Roads With No On-Road Bicycle Facilities



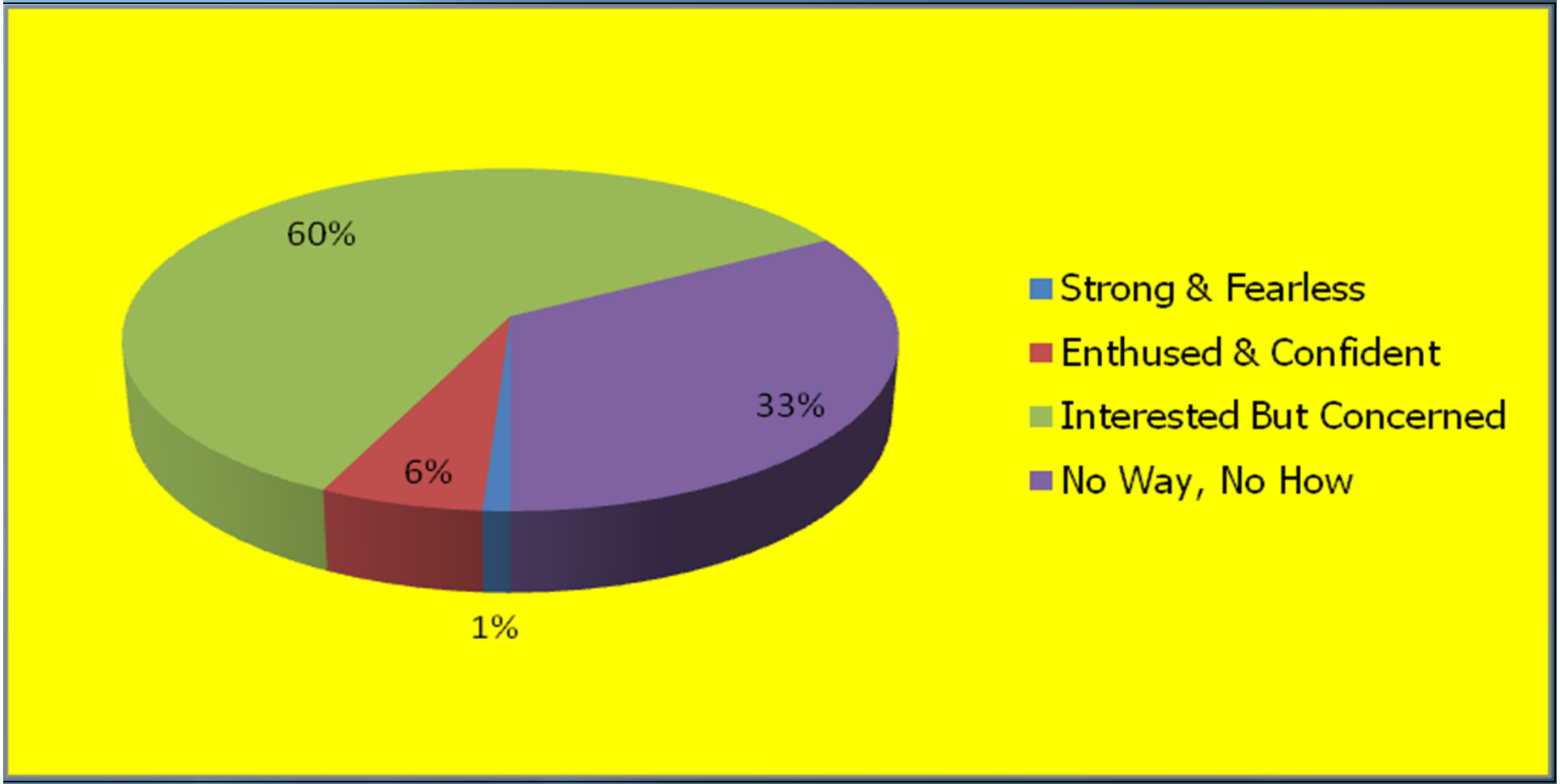
Legend

No On-Road Bicycle Facilities

Dover/Kent County MPO

0 0.25 0.5 0.75 1 Miles

BICYCLE PLAN – LOW STRESS ROUTES



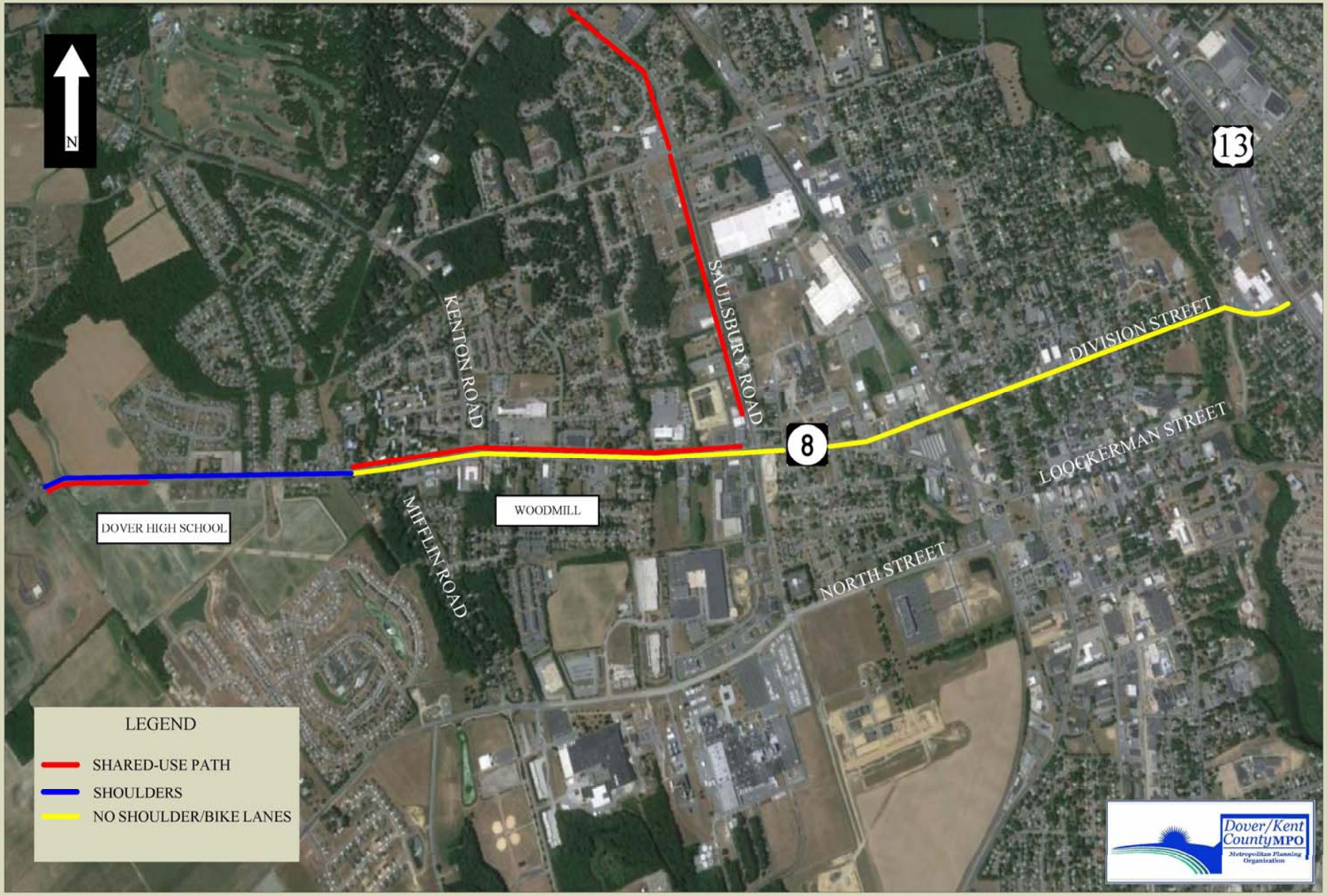
BICYCLE PLAN – PRIORITIZATION

- ✓ Traffic Volumes
- ✓ Located in Downtown/Urban Area
- ✓ Absence of Bike Facilities
- ✓ Absence of Alternate Routes
- ✓ Economic Development
- ✓ Vehicular Speeds

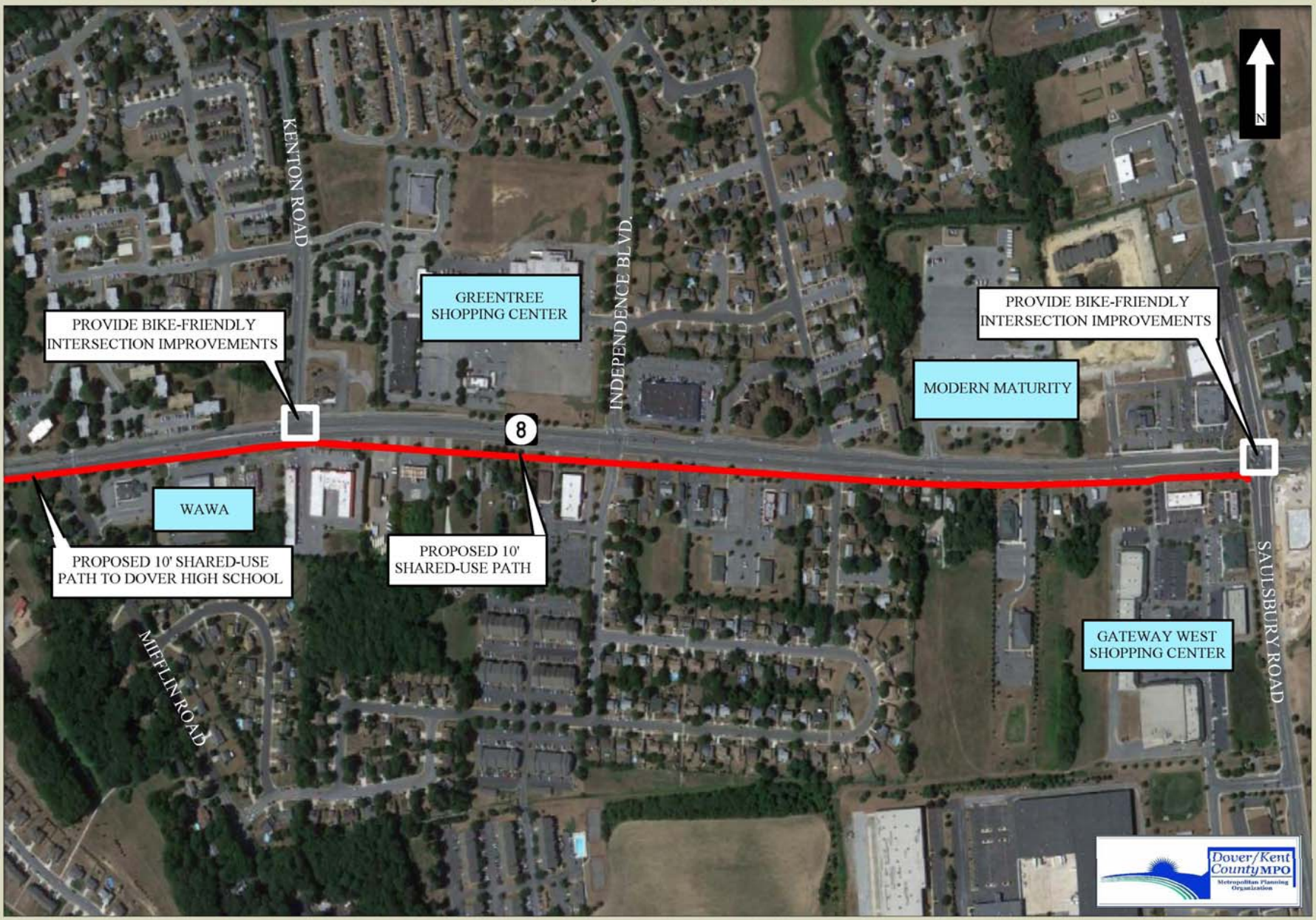
#1 Priority – Route 8



Route 8 - Existing Conditions



Route 8 - Recommended Improvements
Saulsbury Road - Mifflin Road



Recommended Senator Bikeway Improvements



SENATOR BIKEWAY

FULTON STREET



U.S. 13 CROSSING



WESLEY COLLEGE



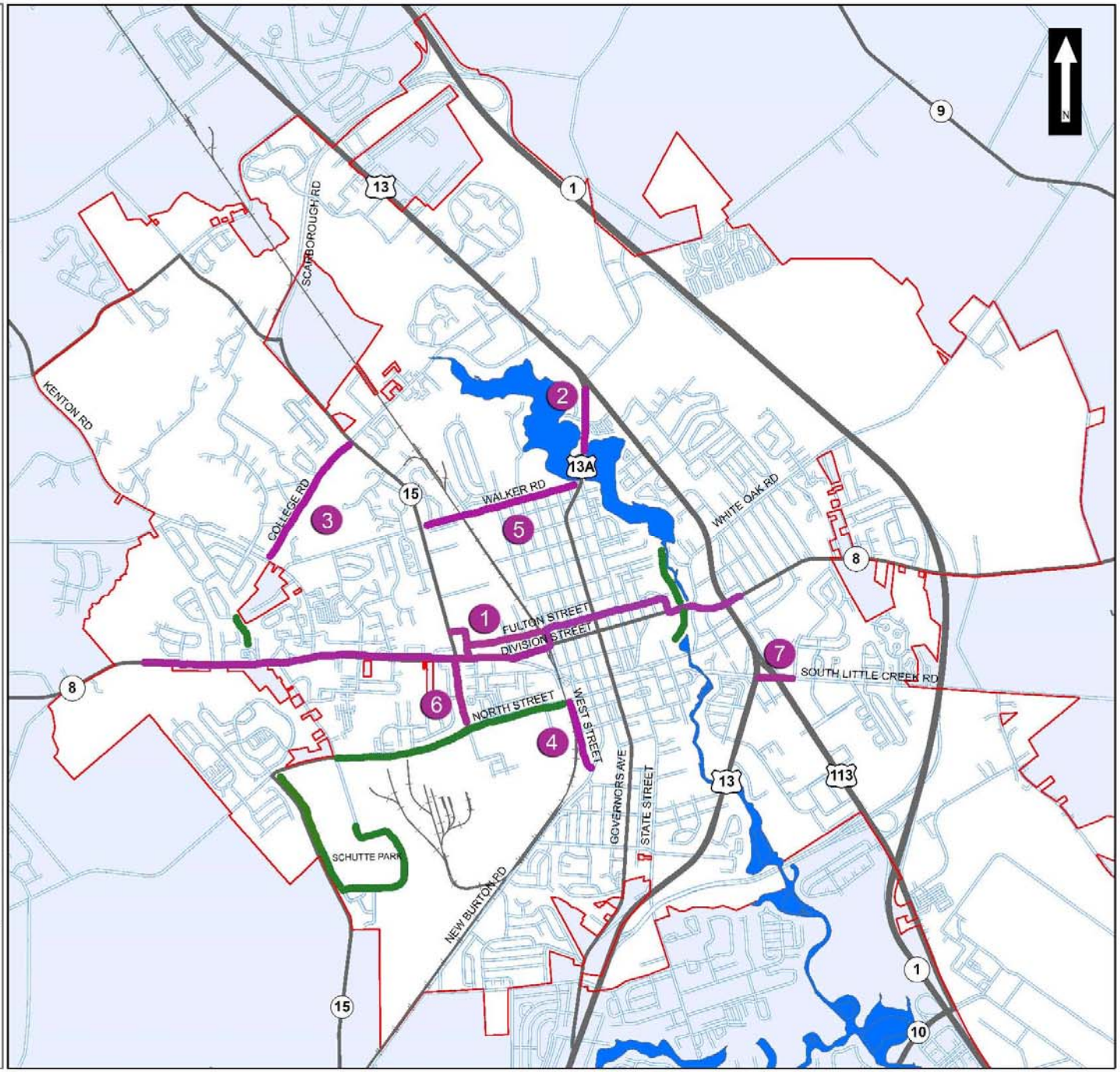
DELAWARE AVENUE



City of Dover
Bicycle Plan Update

Figure 9
Recommended Bicycle Project Prioritization

1. Route 8 (Senator Bikeway) - Dover High School to S. Edgehill Ave
2. North State Street - Walker Rd to U.S. 13
3. College Road - McKee Rd to Kenton Rd
4. West Street - North St. to Queen St
5. Walker Road - North State St. to Saulsbury Rd
6. Saulsbury Rd - North St. to Route 8
7. South Little Creek Rd / MLK Blvd. Babb Drive to U.S. 13



OTHER RECOMMENDATIONS

EDUCATION



ENFORCEMENT



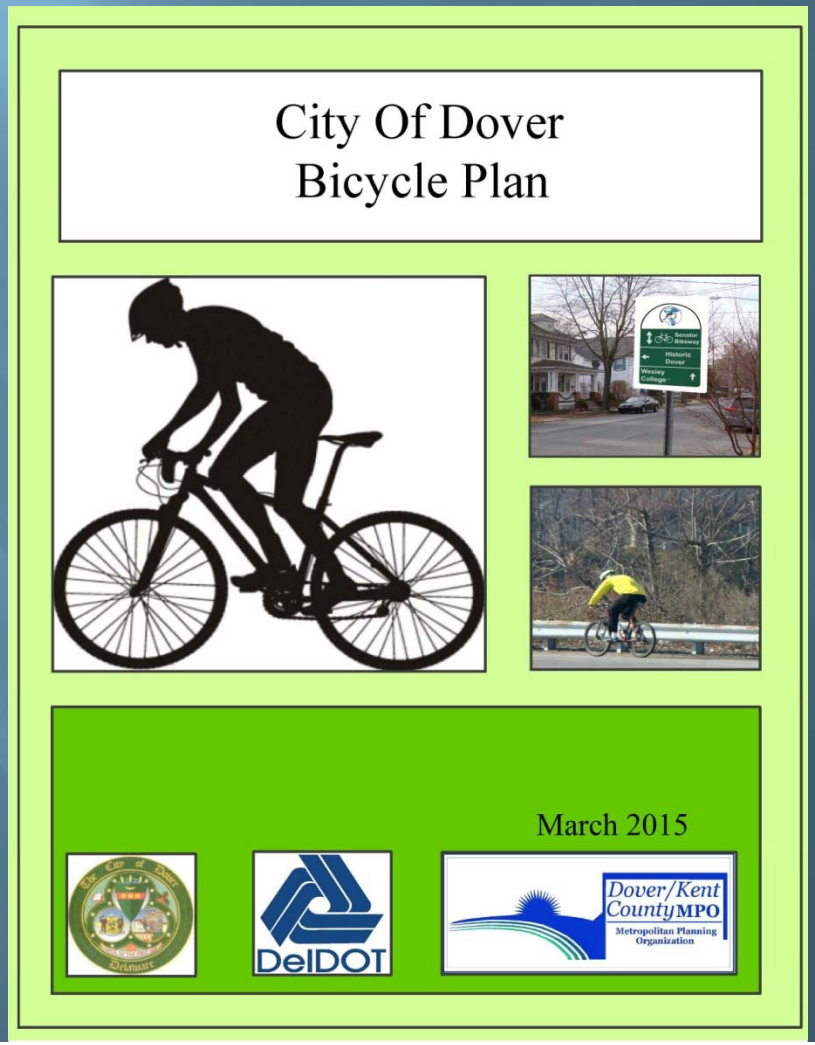
EVALUATION



ENCOURAGEMENT



THANK YOU


City Of Dover
Bicycle Plan
March 2015
DelDOT
Dover/Kent County MPO
Metropolitan Planning Organization