SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

The Safety Advisory and Transportation Committee Meeting was held on June 26, 2013, at 5:07 p.m. with Chairman Hutchison presiding. Members present were Mr. Dixon, Mr. Perza, and Mr. Keller. Mr. Davis was absent.

AGENDA ADDITIONS/DELETIONS

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

Bicycle/Pedestrian Subcommittee Update

Mr. Scott Koenig, City Manager, on behalf of Mrs. Ann Marie Townshend, Director of Planning and Community Development, advised members that a Bicycle/Pedestrian Subcommittee had been formed and had been meeting regularly. Mr. Koenig provided a copy of the "Bicycle Friendly Community Application 2012" (***Attachment #1***) that the Subcommittee had completed for submission to the League of American Cyclists. The deadline for submission is July 16, 2013. Mr. Koenig stated that any comments should be provided to either himself or Mrs. Townshend by the end of the week of July 5, 2013 so they could be considered and incorporated into the application.

Mr. Koenig informed members that the Governor had placed high priority on the Capital Bike Trail and that construction had begun behind Legislative Hall. He also stated that the Delaware Department of Transportation (DelDOT) had been aggressively working on Loockerman Street paving to make the streets and corners, as well as other local and state roads and highways, American Disability Act (ADA) compliant. Mr. Koenig noted that the City was also working diligently to improve the roads and make the City more pedestrian and bicycle friendly. He noted that this would be a long process.

Mr. Hutchison stated that the City was also reaching out to the City of Dover Police, State of Delaware Police, and DelDOT to concentrate on bicycle and pedestrian safety.

Mr. Koenig stated that there had been a lot of complaints about speeding in neighborhoods and City streets, such as North State Street, as well as some crashes as a result of speeding. He reiterated the importance of improving the safety of pedestrians and bicyclists crossing the City streets.

Mr. Koenig advised that when DelDOT repaved U.S. 13, they striped a narrow bike lane. He noted that, in order to incorporate the bike lane, the width of the other lanes was reduced, leaving a four (4) foot lane dedicated to cyclists.

Mr. Dixon expressed his concern regarding bicycling on Loockerman Street, stating that the bike lanes are not safe because if someone were to open a car door as a cyclist approached, the cyclist would be knocked off of their bicycle. Mr. Dixon also expressed some concern surrounding the left turn lane going into the Dover Mall.

No action was taken by the Committee.

Dover High School Construction Update

Mr. Scott Koenig, City Manager, on behalf of Mrs. Ann Marie Townshend, Director, Planning and Community Development, advised members that the new Dover High School had made significant progress and was on target to open in the Fall of 2014. He stated that the contractors had been under some pressure from the Department of Natural Resources and Environmental Control (DNREC) for stormwater control and site management issues; however, these issues were being resolved. In addition, Mr. Koenig advised that the paving and final striping had been completed up to the main entrance, along with the utility relocation on the north side.

Mr. Koenig advised members that when the project was started, monthly coordination meetings were being held with the City, EDIS, Becker Morgan, and the Delaware Department of Transportation (DelDOT), as well as any other entity that wanted to participate. The group will resume meeting on a regular basis on Thursday, June 27, 2013 to iron out the details as the end stage of the project approaches and to follow up on some of the issues discussed by the Safety Advisory and Transportation Committee. Mr. Koenig cited installation of a traffic signal at the second entrance to the school as one of the issues discussed by the Committee. He noted that a HAWK Pedestrian System would be installed instead of a traffic signal. Mr. Koenig stated that a HAWK system was in use near the University of Delaware, where the conditions are similar to those at the second entrance of the new Dover High School.

Mr. Koenig advised members that Mrs. Townshend had been working closely with the Capital School District and DelDOT on the appropriation of funds to install sidewalks on the north side of Route 8 at Mifflin Road, continuing down the north side by Heatherfield East, Heatherfield, and a portion of the Draper Farm in front of Cranberry Run. The sidewalks, which will provide a walking path along the north side of the road, should be completed when the school opens in the fall of 2014. Additionally, a second phase is planned to install sidewalks on the south side. Mr. Koenig noted that the state was willing to fund the sidewalk project since the approximate cost of $600,000 - $800,000 was less expensive than providing bus transportation to the students who could walk to school if there were an acceptable walking path.

Responding to Councilman Hutchison, Mr. Koenig stated that it was his understanding that part of the certificate to build the new high school included the requirement to decommission the old high school. He noted that discussions had taken place regarding use of the athletic fields for recreational leagues. Mr. Koenig indicated that the District had no interest in selling the property. It was his feeling that it would be very unfortunate if the old high school was torn down because the facility was not in bad condition and the gym was relatively new.

Mr. Dixon suggested that the school be used to shelter homeless people, especially in the winter.

Responding to Mr. Dixon's concern regarding horseplay on Division Street, Mr. Koenig agreed that the schools could be made aware of this situation.

No action was taken by the Committee.

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

Meeting adjourned at 5:25 p.m.

James L. Hutchison, Sr.
Chairman

JLH/mfk/tm
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Attachment #1 - Bicycle Friendly Community Application 2012

Bicycle Friendly Community Application 2012

Only applications submitted on-line will be considered for designation.

Name of Community

Name of Community	City of Dover
State	Delaware
Mayor or top elected official (*include title*)	Carleton E. Carey, Sr., Mayor
Phone	302-736-7005
Email Address	ccarey@dover.de.us
Website	www.cityofdover.com

Applicant Profile

Applicant Name	Ann Marie Townshend, AICP
Title	Director of Planning, Inspections, and Recreation
Department	Planning, Inspections and Recreation
Employer Address	PO Box 475
City	Dover
State	Delaware
Zip	19903
Phone	302-736-7196
Email	atownshend@dover.de.us

Are you the Bicycle Program Manager?
Yes
No

If no, does your community have a Bicycle Program Manager?
Yes
No

If yes, what is the Bicycle Program Manager's contact information? Not Applicable

Community Profile

1. Type of Jurisdiction

- ☒ **Town/City/Municipality**
- ☐ **County**
- ☐ **Metropolitan Planning Organization/Council of Governments**
- ☐ **Regional Planning Organization**
- ☐ **Rural Planning Organization**
- ☐ **Census Designated Place**
- ☐ **Indian Country**
- ☐ **Military Base**
- ☐ **Other**

If other, describe *(50 word limit)*

DRAFT

2. For purposes of comparison, would you describe your community as largely

☒ **urban**
☐ **suburban**
☐ **rural**

3. Climate

Average daytime temperature (*in °F*)

January	35F
April	54F
July	79F
October	60F

Average precipitation (*in inches)*

January	4in
April	3.5in
July	4.1in
October	3.2in

4. Size of community *(in sq. mi.)*

Total area =	23.44 sq mi.
Water area =	0.294 sq mi.
Land area =	23.148 sq mi.

5. Total Population

36,047 from 2010 Census

5a. Student population *(during semester)*

☐ **10% or less**
☐ **10-25%**
☒ **25-50%**
☐ **50-75%**
☐ **more than 75%**
☐ **NON APPLICABLE**

6. Population Density *(Person per sq. mi. of land area)*

1560.5 people per square mile of land area from 2010 Census

7. Median Household Income

$47,754 ACS 2007-2011

8. Age distribution (in percent) Totals (should equal 100)

Under 5	6.6%
Age 5-17	15.0%
Age 18-64	63.9%
Age 65+	14.5%

DRAFT

9. Race (in percent)

White	48.3%
Black or African American	42.2%
American Indian and Alaska Native	0.5%
Asian	2.7%
Native Hawaiian and Other Pacific Islander	0.1%
Some other race	2.1%
Two or more races	4.1%
Totals *(should equal 100)*	
Hispanic or Latino *(of any race)*	6.6%

10. How many government employees (including the Bicycle Program Manager), *expressed in full-time equivalents*, work on bicycle issues in your community?

0.2 full time

11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- ☐ **10% or less**
- ☐ **11-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☐ **76-100%**
- ☒ **N/a**

12. Do you have a Bicycle Advisory Committee?

Yes
No

12a. How often does it meet?

- ☒ **Monthly or more frequently**
- ☐ **Every two months**
- ☐ **Quarterly**
- ☐ **Annually**

12b. How many members serve on the committee? Seven (7)

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

Check all that apply

- ☒ **User Group**
- ☐ **Law Enforcement**
- ☐ **Chamber of Commerce**
- ☐ **Public Health**
- ☒ **Planning Department**
- ☒ **Transportation Department**
- ☐ **School Board**
- ☒ **Parks Department**

☒ **Recreation Department**
☐ **Transit Agency**
☐ **Other**
If other, describe *(50 word limit)*

12d. Name and email of Bicycle Advisory Committee Chair

Jim Hutchison hutchisonj@studiojaed.com

13. List all bicycle advocacy groups in your community

Downstate Delaware Striders & Riders

13a. List the name and email of the primary contact for the bicycle advocacy community

Downstate Delaware Striders & Riders
Chris Asay
Email: Chris.Asay@aol.com

13b. Do you contract with any advocacy groups for services or programs?
Check all that apply
☐ **Paid**
☐ **Volunteer**
☒ **No**

13c. List all advocacy groups that are working with you on this application

Downstate Delaware Striders & Riders

14. What are the primary reasons your community has invested in bicycling?
Check all that apply
☒ **Improved quality of life**
☒ **Improving public health**
☒ **Community connectivity**
☒ **Transportation options**
☐ **Reduce car-parking demands**
☒ **Climate change/environmental stewardship concerns**
☐ **Decrease traffic congestion**
☒ **Increase tourism**
☐ **Increase property values**
☐ **Cooperation with adjacent communities**
☒ **Public demand**
☐ **Economic development**
☒ **Support Smart Growth or other growth management goals**
☒ **Traffic and bicycle/pedestrian safety**
☐ **Meet local or state requirements**
☐ **Other**
If other, describe *(50 word limit)*

15. What was your community's most significant achievement for bicycling in the

past year? *(500 word limit)*

The answer to this question is two-fold. First, in terms of bicycles on the road, and second in terms of advocacy. First, the City of Dover's most significant achievement for bicycling in the past year was the fact that the 2012 edition of its signature cycling event, the Amish Bike Tour, gained approximately 800 participants from the previous year. While much of this event covers roads throughout Kent County, it begins and ends in downtown Dover on a Saturday in September each year. Dover also hosts the Du Dover, a duathlon held in April of each year. Additionally, part of the White Clay Bicycle Club's Shore Fire Century ride rides through the Dover area. Finally, one of the most popular bicycle events in Delaware, the MS Bike to the Bay event begins on the Terry Campus of Delaware Technical & Community College. Second, in terms of advocacy, the Dover City Council's Safety Advisory and Transportation Committee formed the Bicycle Pedestrian Subcommittee in approximately March of 2013. This group is charged with focusing on and making recommendations regarding how to make the City of Dover a better and friendlier place for bicyclists and pedestrians. The creation of the Subcommittee is significant because there now exists a City-sanctioned group solely focused on the needs of bicyclists and pedestrians in Dover. So far, the subcommittee has met on multiple occasions and hosted their first Bike To Work Day event on May 15, 2013.

16. What specific improvements do you have planned for bicycling in the following year? *(250 word limit)*

In terms of the future, the Bicycle Pedestrian Subcommittee intends to take steps to build upon the size and quality of its signature event, the Amish Bike Tour, as well as the Du Dover, and the other rides that begin in or pass through the Dover area. The subcommittee also intends to build upon the success of its first official Bike To Work Day, held on May 15, 2013, in the coming year. Additionally, the subcommittee anticipates receiving feedback from this application and taking steps to implement recommendations for improving the area for bicyclists and pedestrians. Finally, the subcommittee has plans to provide classes taught by the League of American Bicyclists certified trainers within the next year.

Engineering

17. Does your community currently have any of the following policies in place?
Check all that apply

☒ **Local complete streets policy**
☐ **Local bicycle accommodation policy**
☐ **Neither**

17a. When was it adopted?

Provisions that address complete streets policy are included as part of the City's *Zoning Ordinance* and *Subdivision Ordinance* policy.

17b. Provide a link or attach a copy of this legislation or policy

http://library.municode.com/index.aspx?clientId=13910&stateId=8&stateName=Delaware

18c. What tools are in place to ensure implementation?
Check all that apply
- ☐ **Implementation Guidance**
- ☐ **Design Manual**
- ☐ **Training**
- ☐ **Oversight by Bicycle Program Manager**
- ☐ **Implementation checklist**
- ☒ **None of the above**

Compliance of implementation is achieved during plan review.

19. Does your community currently have any of the following additional policies in place?
Check all that apply
- ☐ **Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project**
- ☐ **Streetscape design guidelines**
- ☐ **Form-based/design-based codes**
- ☒ **Connectivity policy or standards**
- ☐ **Policy to preserve abandoned rail corridors for multi-use trails**
- ☐ **Other**
- ☐ **None of the above**

If other, describe (50 word limit)

20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO, MUTCD or NACTO standards?
Check all that apply
- ☐ **Offer FHWA/NHI Training Course**
- ☐ **Hire outside consultants to train staff**
- ☐ **Send staff to bicycle-specific conferences/training**
- ☐ **APBP webinars**
- ☐ **Require project consultants to have bike/ped qualifications**
- ☐ **Adopted a local design manual**
- ☐ **Other**
- ☒ **None of the above**

If other, describe (50 word limit)

21. Which of the following significant physical barriers to cycling exist in your community?
Check all that apply
- ☒ **Major highways**
- ☒ **Bridges that are inaccessible or unsafe for cyclists**
- ☐ **Tunnels that are inaccessible or unsafe for cyclists**
- ☐ **Large body of water (e.g. river)**
- ☐ **Roads with bicycle bans**
- ☒ **Railroad corridors**
- ☐ **Other**
- ☐ **No significant physical barriers**

If other, please describe *(100 word limit)*

22. How do you ensure that there are end-of-trip facilities for bicyclists?
Check all that apply

- ☐ **Bike parking ordinance *for existing buildings* specifying amount and location**
- ☒ **Bike parking ordinance *for all new developments* specifying amount and location**
- ☐ **Ordinance requiring showers and lockers in *existing* non-residential buildings**
- ☐ **Ordinance requiring showers and lockers in *new* non-residential buildings**
- ☐ **Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)**
- ☒ **On-street bike parking/bicycle corrals**
- ☒ **Ordinance that allows bike parking to substitute for car parking**
- ☐ **Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher**
- ☐ **Developers are eligible for density bonuses for providing end-of-trip facilities**
- ☐ **Other**
- ☐ **None**

If other, describe *(250 word limit)*

23. Do your standards for bicycle parking conform with APBP guidelines?

Yes

No

24. What is the total number of bike parking *spaces* in your community?

524 bike spaces

24a. What percentage of bike racks conform with APBP guidelines?

- ☐ **10% or less**
- ☐ **11-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☒ **more than 75%**

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers	1%
In bike depots (i.e. Bikestation)	0%
In bike corrals (on-street bike parking)	0%

25. Approximately *what percentage* of the following locations has bike racks or storage units?
Answer all that apply (in percent)

Public and private schools	47%
Higher Education Institutions	100%
Libraries	100%
Transit stations and major bus stops	100%
Parks & recreation centers	15%
Other government owned buildings and facilities	10%
Event venues (e.g. convention center, movie complex)	33%
Office buildings	1%
Retail stores	1%
Multi-family housing	2%
Public housing	0%

26. Does your community have transit service?
Yes
No

26a. What percentage of buses are equipped with bike racks?
□ **10% or less**
□ **11-25%**
□ **26-50%**
□ **51-75%**
☒ **more than 75%**

26b. Are bikes allowed inside transit vehicles?
Yes
Sometimes
No
If yes or sometimes, describe *(50 word limit)*

Drivers may allow a rider(s) to load bike(s) in the luggage compartment on the bus if the rack is full and/or the bike rack is not available.

27. What is the mileage of the *existing* off-road bicycle network within your community?

13.24 miles

27a. How many miles of the following off-road bicycle accommodations do you have?

0 (zero)

Answer all that apply (in miles)

Paved shared use paths (≥10feet) =	13.24 miles
Natural surface shared use paths (≥10feet) =	0.00
Singletrack =	0.00

27b. What percentage of natural surface trails and singletrack are open to bicyclists? Not Applicable.

- ☐ **None**
- ☐ **1-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☐ **76-99%**
- ☐ **All**

27c. What are the exceptions? *(100 word limit)* Not Applicable.

28. What is the centerline mileage of your road network?

271 miles

28a. What is the street network density? *(miles of road per sq. mi. of land area)*

11.7 miles of road per sq. mi.

28b. What percentage of roads has posted speeds of 25mph and lower?

28c. What percentage of the existing on-street bicycle network *meets or exceeds* AASHTO, MUTCD or NACTO standards?

28d. List your existing on-road bicycle accommodations that *meet or exceed* AASHTO, MUTCD or NACTO standards. *Answer all that apply (in centerline miles)*

Conventional bike lanes *(ridable surface ≥4feet)*
Shared lane markings
Contra-flow bike lanes
Protected or buffered bike lanes (one-way)
Protected or buffered bike lanes (two-way)
Raised cycle tracks
Left-side bike lanes
Bike boulevards
Signed bike routes

29. What other ways have you improved conditions for bicyclists?
Check all that apply

- ☐ **Road diets**
- ☐ **Area wide traffic calming**
- ☐ **Speed limits 20 mph or less on residential streets**
- ☐ **Bike cut-throughs**
- ☐ **Way-finding signage with distance and/or time information**
- ☐ **Shared Space/Home Zone/Living Street/Woonerf**
- ☐ **Roundabouts that accommodate bicycles**
- ☐ **Colored bike lanes**
- ☐ **Bike/pedestrian overpasses/underpasses**

- ☐ **Removal of on-street car parking**
- ☐ **Speed tables to calm traffic**
- ☐ **Car-free/Car-restricted zones**
- ☐ **Advisory bike lanes**
- ☐ **Other**
- ☒ **None**

If other, describe *(250 word limit)*

30. What percentage of arterial streets has dedicated space for cyclists *(e.g. bike lanes, paved shoulders ≥4feet, etc)*?

- ☐ **None**
- ☐ **1-25%**
- ☐ **26-50%**
- ☒ **51-75%**
- ☐ **76-99%**
- ☐ **All**

31. Which of the following broader transportation policies and programs are in place in your community?
Check all that apply

- ☒ **Maximum car parking standards**
- ☐ **No minimum car parking standards**
- ☒ **Paid public parking**
- ☒ **Shared-parking allowances**
- ☐ **Congestion charges**
- ☐ **Prioritization of active mobility in planning and design processes**
- ☐ **Other**
- ☐ **None**

If other, describe (250 words)

32. What maintenance policies or programs ensure the *on-street* bicycle network (including shoulders) remains usable and safe?
Select all that apply

32a. Street sweeping

- ☐ **Before other travel lanes**
- ☒ **Same time as other travel lanes**
- ☐ **Weekly**
- ☐ **Monthly**
- ☐ **Quarterly**
- ☐ **Annually**
- ☐ **Never**

32b. Snow clearance

- ☐ **Not applicable**
- ☐ **Before other travel lanes**
- ☒ **Same time as other travel lanes**
- ☐ **Within 48 hours of storm**
- ☐ **Never**

32c. Pothole maintenance
- ☐ **Within 24 hours of complaint**
- ☒ **Within one week of complaint**
- ☐ **Within one month of complaint**
- ☐ **Never**

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). *(100 word limit)*

None

33. What maintenance policies or programs ensure the *off-street* bicycle network remains usable and safe?

None

Check all that apply

33a. Path sweeping
- ☐ **Weekly**
- ☐ **Monthly**
- ☐ **Quarterly**
- ☐ **Annually**
- ☒ **Never**

33b. Vegetation maintenance
- ☒ **Weekly**
- ☐ **Monthly**
- ☐ **Quarterly**
- ☐ **Annually**
- ☐ **Never**

33c. Snow clearance
- ☐ **Not applicable**
- ☐ **Before roadways**
- ☐ **Same time as roadways**
- ☐ **Within 48 hours of storm**
- ☒ **Never**

33d. Surface repair
- ☐ **Within 24 hours of complaint**
- ☐ **Within one week of complaint**
- ☐ **Within one month of complaint**
- ☒ **Never**

33e. Describe any other maintenance policies or programs for the off-street bicycle network. *(100 word limit)*

Within the City of Dover we are looking at innovative and costs effective strategies to maintain the bicycle/pedestrian off-street network. Currently, the city does not provide routine maintenance to these areas.

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners?
Check all that apply
- ☐ **Online reporting**
- ☐ **Hotline**
- ☒ **Monthly meeting**
- ☐ **Other**
- ☐ **None**

If other, describe (100 word limit)

35. How do you accommodate cyclists at intersections in your community?
Check all that apply
- ☒ **Most signals are timed**
- ☐ **Most signals are timed for bicycle speeds**
- ☐ **Green wave for cyclists in some locations**
- ☐ **Demand activated signals with loop detector (and marking) or bike accessible push-button**
- ☐ **Video or microwave detection**
- ☐ **Bicycle Signal Heads**
- ☐ **Advanced Stop Line or Bike Box**
- ☐ **Path crossing with high visibility markings or signs**
- ☐ **Raised path crossings**
- ☐ **Other**
- ☐ **None of the above**
- ☐ **No signals**

If other, describe (100 word limit)

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). *(500 word limit)*

With the opening of a new City of Dover Public Library bicyclists of all ages are encouraged to bike to our library. Two (2) bike racks which can hold up 22 bikes and a free air station were installed to attract and comfort local riders. The library also graciously hosted the inaugural Bike To Work Day event.

Do we want to include something about our current bike-trail system?

Education

37. What percentage of schools in your jurisdiction participates in Safe Routes to School programs (or similar programs) that include bicycle education?

37a. Elementary
- ☐ **None**
- ☒ **1-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☐ **76-99%**
- ☐ **All**

37b. Middle School
- ☒ **None**
- ☐ **1-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☐ **76-99%**
- ☐ **All**

37c. High School
- ☒ **None**
- ☐ **1-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☐ **76-99%**
- ☐ **All**

38. Outside of schools, how are children taught safe cycling skills?
Check all that apply
- ☐ **Youth bike clubs**
- ☐ **Bike clinics or rodeos**
- ☐ **Youth recreation programs**
- ☐ **Helmet fit seminars**
- ☐ **Safety town**
- ☐ **Trail riding classes**
- ☐ **Other**
- ☒ **None of the above**

If other, describe *(250 word limit)*

39. Do you have a ticket diversion program?
Check all that apply
- ☐ **For motorists**
- ☐ **For cyclists**
- ☒ **No**

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?
Check all that apply

- [x] **Public service announcements**
- [ ] **Share the Road educational videos on community website/TV channel**
- [ ] **Community newsletter/magazine article**
- [ ] **Information in new resident packet**
- [ ] **Utility bill insert**
- [ ] **Bicycle ambassador program**
- [ ] **Newspaper column/blog on bicycling**
- [ ] **Dedicated bike page on community website**
- [ ] **Billboards**
- [x] **Share the Road Signs**
- [x] **Share the Road information in driver's education**
- [ ] **Other**
- [ ] **None of the above**

If other, describe *(250 word limit)*

41. In your community, how often are the following classes offered annually?
Answer all that apply (in numbers)

Traffic Skills 101 classes or equivalent (including classroom and on-bike instruction)
Cycling Skills classes (three to four hour classroom training courses)
Commuter classes (one to two hour classes)
Bicycle maintenance classes or workshops

None, however we have one scheduled for July 13, 2013. (Traffic Skills 101)

42. Do you offer regular Smart Cycling courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?

Yes
No

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

Yes
No

43a. How many League Cycling Instructors are there in your community? None

43b. List League Cycling Instructors that have taught *at least one class during the past 12 months. (250 word limit)* Not Applicable.

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists?
Check all that apply
□ **City staff**
□ **Taxi drivers**
□ **Transit operators**
□ **School bus operators**
□ **Delivery drivers**
□ **Other**
☒ **None of the above**
If other, describe *(100 word limit)*

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, minorities, non-English speakers and the disabled. *(250 word limit)*

The City of Dover does not currently offer safe cycling education programs. Question 46 below describes efforts that are underway to develop community based safe cycling programs with the YMCA of Delaware, Dover Branch. The YMCA is an excellent partner for the community to offer safe cycling educational programs regarding outreach to traditionally underserved populations, particularly seniors, minorities, non-English speakers and the disabled.

The Y's Strong Kids initiatives ensure that all YMCA programs and membership to the Y is available to anyone in the community regardless ability to pay. In the Dover community, over $75,000 of scholarship memberships and class fees are provided yearly through the Strong Kids program. These initiatives have proven to be valuable to the traditionally underserved populations. Great successes can be noted with the YMCA Water Wise program which has provided free swimming lessons to underserved minority populations who are at greater risk of drowning than the population at large. Tapping into such resources and initiatives will help the community ensure that underserved populations have access to safe cycling education programs.

46. Describe any other education efforts in your community that promote safe cycling. *(500 word limit)*

The City of Dover is in the early phases of establishing a partnership with the YMCA of Delaware, Dover Brach, to establish a cycling safety education program. The YMCA has three major areas of focus: youth development, healthy living and social responsibility. The bicycle safety education program fits under the social responsibility focus. The YMCA believes that offering this program in conjunction with the City of Dover and the Bicycle/Pedestrian Subcommittee will strengthen community ties and further support the Y's Strong Kids initiative.

Safe cycling education courses could potentially be offered during community events and our youth programs, like summer camp and afterschool care. Additionally, exploration whether classes could be offered to the public utilizing the Y's extensive outreach and publicity resources. Four issues are perceived regarding the success of offering such programs and making them viable for the long term, the availability of

instructors to teach the classes; the availability of training programs; to offset the cost of the classes; and the creation of a market to ensure that sufficient attendance at the classes make long-term adaptation viable.

The Federal Highway Administration Bicycle Safety Education Resource Center is a good resource for training programs. This Resource Center provides bicycle safety education information for preschool, beginner, young, teenage, adult, senior, and motorist groups. There are also resource materials for Adults Teaching Children. The Resource Center consists of a database, where specific training materials for the intended audience can be searched; a Database Guide that identifies the training needs of different audiences; and a Good Practices Guide to inform the process of designing a program.

From a programmatic perspective, issues that are currently under consideration include the length of time for a course (hours verses days), the optimal time frame for offering public courses (summer, fall, winter or spring season), the cost of the course (free or fee based), and staffing for the course (volunteers versus hired staff).

The Y believes that the optimal format is to offer the course for free as a community service with volunteers doing the training. If the YMCA has to hire staff to implement the program, a job description would need to be created, HR approval obtained, and determination of fees completed.

Encouragement

47. How do you promote National Bike Month/your own dedicated Bike Month?
Check all that apply

- ☐ **Official Proclamation**
- ☒ **Community Rides**
- ☒ **Mayor-led/Council-led Ride**
- ☒ ***Public Service Announcements***
- ☐ **Videos promoting bicycling on community website/TV channel**
- ☐ **Publish a guide to Bike Month Events**
- ☐ **Bike Month Website**
- ☐ **Commuter Challenge**
- ☐ **Bike Commuter energizer stations/breakfasts**
- ☐ **Car-free days**
- ☐ **Summer Streets/Ciclovia/Sunday Parkways**
- ☐ **Mentoring program for new riders**
- ☐ **Bike valet parking at events**
- ☒ **Bike to School Day**
- ☐ **Bicycle-themed festival/parade/show**
- ☐ **Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)**
- ☐ **Trail construction or maintenance day**
- ☐ **Other**
- ☐ **No promotion**

If other, describe *(250 word limit)*

47a. What percentage of the population participate in Bike Month events?

Less than 1%

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes
No

If yes, describe *(500 word limit)*

Yes, the City of Dover Recreation Division and the Bicycle/Pedestrian Subcommittee actively promoted their inaugural Bike to Work event held on May 15, 2013. Multiple public service announcements were posted on the City of Dover's webpage, Facebook pages, in print media, and sent to local radio stations. Flyers and email notices were distributed to key areas within the city to encourage city employee and public participation in the Bike to Work event. Subcommittee members and affiliates posted the event on their websites when applicable and posted flyers, while encouraging those in their "biking" circles to participate in the event. The subcommittee was pleased with the approximately 30+ riders for their first endeavor with a Bike to Work Day program.

Being a relatively new group, the Bicycle/Pedestrian Subcommittee continues to seek potential avenues for promoting and encouraging safe bicycle commuting within the Dover area.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

- ☐ **None**
- ☒ **1-25%**
- ☐ **26-50%**
- ☐ **51-75%**
- ☐ **76% or more**

48. How do you promote bicycling *outside* of your official Bike Month?
Check all that apply

- ☐ **Community and charity rides**
- ☐ **Mayor-led/Council-led Rides**
- ☐ **Videos on bicycling on community website/TV channel**
- ☐ **Public Service Announcements**
- ☒ **Trail construction or maintenance day**
- ☐ **Summer Streets/Ciclovia/Sunday Parkways**
- ☐ **Commuter Challenge**
- ☐ **Triathlons and bicycle races**
- ☐ **Bike commuter events**
- ☐ **Car-free days**
- ☐ **Publish a guide to community bicycle events**
- ☐ **Mentoring program for new riders**
- ☐ **Bike valet parking at events**
- ☒ **Bike to School Day**
- ☐ **Bicycle-themed festivals/parades/shows**

- ☐ **Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)**
- ☐ **Community celebration/ride each time a bicycle project is completed**
- ☐ **Other**
- ☐ **No promotion**

If other, describe *(250 word limit)*

49. List the signature cycling events that occur in your community. *(500 word limit)*

Our community has three (3) signature cycling events:

27th Annual Amish Country Bike Tour, September 7, 2013
Web link: http://www.amishcountrybiketour.com/amish-country-bike-tour-1
The ride starts and stops at 411 Legislative Avenue in Dover, DE 19901. Loops: 15, 25, 50, 62 and 100 miles, each of which starts and stops at Legislative Mall in Dover. In 2012, 2,200+ cyclists from 25 states and England participated in the event.

30th Annual Bike MS: Bike to the Bay 2013, September 21 & 22, 2013
Web link: http://bikeded.nationalmssociety.org/site/TR?fr_id=20707&pg=entry
Enjoy a 2-day cycling adventure through scenic southern Delaware. We have route options for cyclists of every level, ranging from 17 – 175 miles. The ride is fully supported with catered rest stops, bike mechanics, full meals, and support vehicles. Enjoy flat terrain as you travel through Delaware's quaint, rural towns and listen to the waves as you roll into the beach. A fantastic finish awaits you with great food, music, and massages to ease your sore muscles. Invite your family and friends to cheer as your cross the finish line and enjoy a memorable celebration. Last year, there were 1750 cyclists participating in this event.

Delaware Leapfrog Bicycle Tour, June 15, 2013
Web link: http://www.ddsr.org/delaware-leap-frog-bicycle-tour/
Hosted by the Downstate Delaware Striders and Riders, a Dover Delaware based running and cycling club. 2013 will be the seventh year for the Leapfrog Bike Tour. Enjoy one of two rides of ½ metric century (50k or 32 miles); a challenge for beginners and intermediate riders, or the full metric century (100k or 64 miles). The course is designed to offer a unique look at the beautiful wet and dry scenery of central & lower Delaware. Ride routes are mostly flat with two rest stops strategically located on both routes. Support vehicles patrol the entire course.

49a. How does the municipality sponsor or actively support these events?
Check all that apply

- ☐ **Organize the event**
- ☐ **Fund event**
- ☒ **Contribute in-kind funding (i.e. police presence, closing roads, etc)**
- ☒ **Assist in promoting the event**
- ☒ **Other**
- ☐ **No support/ Not applicable**

If other, please describe *(100 word limit)*
There is staff dedicated to work on the event.

50. Does your local tourism board promote bicycling in your area?

Yes
No

If yes, describe *(250 word limit)*

Cindy Small, Kent County Tourism director provided these comments in support of this application:
The Kent County Delaware Convention & Visitors Bureau (Kent County CVB) recognizes cycling opportunities in Greater Dover/Kent County as one of our most promotable assets. In addition to serving on two local byways committees and the new Delaware Bayshore Initiative – all of which promotes outdoor recreation and cycling – we are proud to produce Delaware's largest cycling event, the Amish Country Bike Tour, now in its 27th year.

The Bike Tour started as a local club ride and over the years, outgrew the club's ability to manage its growth. For the past 20 years, the Kent County CVB has owned and operated the event, and grown it from approximately 700 cyclists to 2,200 in 2012. This event is the best organized ride opportunity in Kent County and encompasses Dover's historic area. The massive regional marketing outreach that is commenced several months before the event helps to put "Dover" on the map as a cycling mecca. Each year we participate in dozens of media interviews about cycling in our area in print publications and broadcast. We have a specific website (www.AmishCountryBikeTour.com) as well as an event Facebook page used to encourage cyclists in social media.

Year-round, we provide locals and visitors with cycling information, suggestions, itineraries and copies of the Kent County Bicycling Map at no charge. We promote cycling in our visitors guide and in regional publications such as Southern Living, Recreation News, Delaware Today and beyond.

51. Are there cycling clubs in your community?
Check all that apply
☒ **Recreational bike clubs**
☐ **Mountain bike clubs**
☐ **Friends of the Trail groups**
☐ **National Mountain Bike Patrol**
☒ **Racing clubs or teams**
☐ **Other**
☐ **No**
If other, describe *(100 word limit)*

51a. List the names of the clubs.
(500 word limit)

Downstate Delaware Striders and Riders (DDSR)
Web Link: http://www.ddsr.org
The DDSR are a group of men and women who enjoy running and cycling in Kent County. The club includes runners and cyclists of all abilities ranging from those who purse running and cycling purely for enjoyment, to those athletes who compete seriously in area rides, road races, duathlons and triathlons. Membership is open to anyone with a recreational or competitive interest in running or cycling.

Team DRB (Dave's Road Bikes)
Web Link: http://www.davesroadbikes.com
This USA Triathlon registered club is now in its fifth year of fun and competition in triathlon,

duathlon, cycling and running events. It costs nothing to join and is nothing but fun! Event support and free services are available to any Team DRB member. Team DRB is a positive group of quality athletes that put fun first while achieving the same goals.

Team Bricks Multisport
Web Link: http://www.bricksmultisport.com/teambricksgeneral.php
This USA Triathlon registered club is now in its fifth year of fun and competition. Bricks has won the Piranha Triathlon series the last three years and is the host of the DU Dover Duathlon event held within the City of Dover.

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

Three (3)

52a. List their names.
(250 word limit)

Dave's Road Bikes
1238 Forest Avenue
Dover DE 19904
PH: 302-632-8448

Bike Werx, LLC
401 S Governors Avenue
Dover DE 19904
PH: 302-674-4488

Tony's Bicycle Shop
1612 S Governors Avenue
Dover DE 19904
PH: 302-674-0477

53. Which of these bicycling amenities do you have in your community?
Check all that apply
☐ **BMX track**
☐ **Velodrome**
☐ **Cyclocross course**
☐ **Mountain bike park**
☐ **Pump tracks**
☐ **Themed loop routes around the community**
☐ **Other**
☒ **None**
If other, describe *(100 word limit)*

53a. Is there a skate park in your community?
Yes
No

If yes, do bikes have access to the skate park?
☐ **Always**
☐ **Sometimes**
☐ **Never**

54. Are there opportunities to rent bicycles in your community?
Yes
No

55. Does your community have a *public* bike sharing program?
Yes
No

55a. If yes, please provide details about the system below.
How many bikes are in the system? How many stations are in the system? How many trips are being made annually?

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?
Yes
No
If yes, list the names of the businesses. *(250 word limit)*

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?
Yes
No
If yes, list the names of the institutions. *(250 word limit)*

58. Does your community have youth recreation and/or intervention programs centered on bicycling?
Check all that apply
□ **Recycle a Bicycle**
□ **Trips for Kids chapter**
□ **Earn a Bike program**
□ **Bike co-op or Community Cycling Center**
□ **Other**
☒ **None**
If other, describe *(100 word limit)*

59. What mapping and route finding information is available for your community, which has been updated in the last 18 months?
Check all that apply
□ **Online route finding service**
□ **Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities**
☒ **Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities**
□ **Printed mountain bike trails map**
☒ **Printed greenways and trails map**
□ **Smart phone app**
□ **None of the above**

60. Describe any other programs or policies your community has to encourage cycling. *(500 word limit)*

Delaware is currently ranked as the 5th most Bicycle Friendly State. As more and more Delawareans turn to bicycling for transportation and recreation, the City of Dover, as the Capital of the First State, finds itself becoming a center for bicycle related activities. This increased bicycle activity has led to a bevy of supporting programs and policies. The City of Dover is active in encouraging the signature cycling events centered in Dover, such as the Amish Country Bike Tour, the MS: Bike to the Bay, the Delaware Leapfrog Tour, and the Du Dover duathlon. Dover has hosted the Delaware Bike Summit and the Walkable Bikeable Delaware Summit. The City of Dover has recently partnered with Wesley College, a local institute of higher learning, to close off portions of city streets from automobile traffic and open those sections to bicycle and pedestrian traffic only. The City of Dover has ensured the placement of bicycle racks and an air pump at the new Dover Public Library, opened in 2012, and of bicycle racks at new parks and parking lots within the city. City Ordinance 2009-12 requires that all new buildings provide at least one bicycle parking space for every 20 necessary automobile parking spaces. The city transit center includes a variety of bicycle parking as well. The city currently boasts over 500 bicycle parking spaces. The City of Dover has recently created a Bicycle and Pedestrian Subcommittee, a partnership of the City of Dover and members of the public, which meets monthly to assess and evaluate bicycle related activities and issues. The City of Dover successfully held its first city-wide Bike to Work day on May 15, 2013. Printed bike maps and trail maps are available to the general public to facilitate the use of bicycle infrastructure. These maps will be updated soon to include the new Capital City Trail. The groundbreaking for the construction of the trail was held on April 26, 2013. The Capital City Trail will link downtown and historic Dover with existing bicycle trails around the city, creating a network of over 10 miles of paved shared use paths. The City of Dover is actively engaged in seeking out greater opportunities for the improvement of the bicycle related built environment of the city.

Enforcement

61. How does your police department interact with the local cycling community?
Check all that apply

- ☐ **A police officer is an active member of bicycle advisory committee**
- ☐ **Identified law-enforcement point person to interact with cyclists**
- ☐ **No current formal interaction**
- ☒ **Other**

If other, describe *(100 word limit)*

Dover Police Department does bike safety classes and bike rodeo's with Preschool and Elementary School children.

62. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?
Check all that apply

- ☐ **Basic academy training**

- ☒ **International Police Mountain Bike Association training**
- ☐ **Law Enforcement Bicycle Association training**
- ☐ **National Highway Traffic Safety Administration Law Enforcement Training**
- ☐ **Completion of Smart Cycling course by one or more officers**
- ☐ **Presentation by League Cycling Instructor or local cyclist**
- ☐ **Institute for Police Training and Development bicycle training**
- ☐ **No training offered**

63. What enforcement programs that target improving cyclist safety are in place?
Check all that apply

- ☐ **Helmet giveaways**
- ☐ **Light giveaways**
- ☐ **Bike lock giveaways**
- ☐ **Targeting motorist infractions**
- ☐ **Targeting cyclist infractions**
- ☐ **Positive enforcement ticketing**
- ☐ **Share the road campaigns**
- ☐ **Other**
- ☒ **None of the above**

If other, describe *(100 word limit)*

64. What percentage of police department employees are on bikes?

None

- ☒ **1- 10%**
- ☐ **10-20%**
- ☐ **30-40%**
- ☐ **40-50%**
- ☐ **More than 50%**

65. Are any other public safety (e.g. EMS) employees on bikes?

Yes
No

If yes, describe *(50 word limit)*

Yes, members of the Kent County Paramedics do ride bicycles in the areas of large scale events such as NASCAR weekends in Dover, July 4th Celebration, and the Fire Fly Music Festival.

66. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes
No

67. Which of the following safety services and amenities are available in your community?

- ☒ **Emergency call boxes/phones along trails**
- ☐ **Trail watch programs/ Trail patrols**
- ☒ **Street lighting on most arterials**

- [x] **Street lighting on most non-arterials**
- [ ] **Lighting of most shared-use paths**
- [x] **Stolen or impounded bikes recovery system or assistance**
- [ ] **Non-mandatory bike registration**
- [ ] **None of the above**

68. Do you have any local ordinances that protect cyclists equitably?
Check all that apply

- [ ] **Specific penalties for failing to yield to a cyclist when turning**
- [ ] **It is illegal to park or drive in a bike lane (intersections excepted)**
- [ ] **Penalties for motor vehicle users that 'door' cyclists**
- [x] **Ban on cell phone use while driving**
- [ ] **Ban on texting while driving**
- [x] **Photo enforcement for red lights and/or speed**
- [ ] **Vulnerable road user law**
- [ ] **Safe passing distance law**
- [ ] **It is illegal to harass a cyclist**
- [ ] **Other**
- [ ] **None of the above**

If other, describe *(250 word limit)*

69. Do your local ordinances place any restrictions on cyclists?
Check all that apply

- [ ] **State or local law requires cyclists to use side paths regardless of their usability**
- [ ] **State or local law requires cyclists to use bike lanes when provided**
- [ ] **Cyclists are required to ride as far to the right of the road as practicable without exceptions**
- [ ] **Local or school policies restrict youths from riding to school**
- [ ] **Other**
- [x] **None of the above**

If other, describe *(100 word limit)*

70. Describe any other enforcement programs or policies relating to cycling.
(500 word limit)

No other enforcement programs or policies are in practice.

Evaluation and Planning

71. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes
No
Currently under preparation

71a. If yes, please provide details about the plan below.
Provide a link to the plan or describe. *(250 word limit)*

City of Dover Bicycle and Pedestrian Transportation Plan-1997 */do we have a link to this plan or a copy to can scan and add??*

When was it passed or most recently updated?
Is there a dedicated funding source for implementation?
☐ **Yes**
☒ **No**
If yes, describe *(250 word limit)*
What percentage of the current plan has been implemented?
Are you meeting annual target goals for implementation?
Yes
No

72. Do you have a trails master plan that addresses mountain bike access?
Yes
No
If yes, provide the link to the plan or describe. *(250 word limit)*

73. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?
Yes
No
If yes, describe *(100 word limit)*

74. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?
☐ **Yes**
☒ **No**
If yes, please describe the most recent results. *(250 word limit)*

75. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?
☐ **Yes**
☒ **No**
If yes, please describe the results. *(250 word limit)*

76. Does your community establish target goals for bicycle use?
☐ **Yes**
☒ **No**
If yes, please describe *(250 word limit)*

77. What is the most current journey-to-work data for your community? On the American FactFinder website, search for topic B08301 (Means of Transportation to Work) for your community.
Answer all that apply (in percent)

Bicycling	0.1%
Walking	3.5%
Transit	2.7%

78. What is the average commuting distance to work for residents of your community?
□ **Less than 2 miles**
□ **2-5 miles**
☒ **5-10 miles**
□ **Above 10 miles**

79. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

79a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

79b. Do you have a specific plan or program to reduce these numbers?
Yes
No
If yes, describe *(250 word limit)*

80. Do you measure the Bicycle Level of Service of roads and/or intersections?
□ **Yes**
☒ **No**
If yes, **please** describe your methodology and recent results. *(250 word limit)*

81. Do you have community-wide trip reduction policies or programs?
Yes
No
If yes, describe the policy/program and the results. *(250 word limit)*

81a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?
Yes
No
If yes, describe the program and the results. *(250 word limit)*

82. Have you done an economic impact study on bicycling in your community?
Yes
No
If yes, describe the results. *(250 word limit)*

83. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

Yes

No

If yes, describe *(250 word limit)*

84. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. *(500 word limit)*

In 2013, the City of Dover took a major step toward improving its evaluation and planning of bicycle conditions, programs, and facilities by creating the Bicycle and Pedestrian Subcommittee. The Subcommittee consists of seven concerned local bicyclists and/or pedestrians who meet monthly to evaluate and plan bicycle and pedestrian conditions, programs, and facilities, in conjunction with the city government. The general public is invited to all Subcommittee meetings to provide additional information. This input is invaluable and used directly by city decision makers in improving bicycling conditions in the city. The City of Dover also cooperates with the Dover / Kent County Metropolitan Planning Organization and the Delaware Department of Transportation in identifying bicycling needs within the city and discerning the most appropriate remedies, resources, and planning research to address those needs. The City of Dover has also implemented a comprehensive bicycle master plan which directs the city in its progress toward improving the bicycle and pedestrian built environment and encouraging the use of bicycles as a means for both transportation and recreation.

85. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One *(250 word limit)*

The City of Dover representatives historically have sought input from the community on bicycle and pedestrian issues. Published in 1997, a City of Dover Bicycle and Pedestrian Transportation Plan measured the level of service of its roads and set down specific goals for improving facilities for bicycling and walking . < link to this publication>

In March 2013, the Safety Advisory and Transportation Committee for the City of Dover created the Bicycle/Pedestrian Subcommittee to identify gaps in bike and pedestrian network in Dover, to identify areas where the City/Dover-Kent County MPO/DelDOT can work together to improve the atmosphere for bikers and pedestrians, and encourage increased cycling amenities within the city.

These actions reflect how the City of Dover's City Council has demonstrated commitment to encourage bicycling as a safe and enjoyable activity from leisure time rides to work transportation for its citizens offering support for being designated a Bicycle Friendly Community.

Reason Two *(250 word limit)*

The Bicycle/Pedestrian Subcommittee was able to organize a Bike To Work Day within its two (2) months of existence by utilizing partnerships with the State of Delaware partners and local businesses. In regards to training for cyclists, the Bicycle/Pedestrian Subcommittee has

planned to host a League of American Bicyclists Bicycle Traffic Skills 101 Course which is slated for July 13, 2013.

The strong commitment from the all of those involved with the Bicycle/Pedestrian Subcommittee to make these events happen provide another reason to the City of Dover being deserving of the designation of a Bicycle Friendly Community.

Reason Three *(250 word limit)*

The City of Dover is home to Delaware's largest bicycling event, the Amish Country Bike Tour. Their 26th event held in September of 2012 saw 2,200+ cyclists from 25 states and England. The numbers alone show the support of the biking community to continually welcome this event in Dover. A Bicycle Friendly Designation would only encourage more participation for this outstanding event.

86. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One *(100 word limit)*

Hazards and Obstacles

In the beginning stages of the Bicycle/Pedestrian Subcommittee, public forum attendees were invited to review and mark up maps of Dover. They were instructed to mark areas they frequent and would report as being a hazard or obstacle. This assembly of local pedestrians and bikers gave great insight to areas all over town which needed improvement. By pointing out areas that we were already aware of and providing updated information on additional problem areas gave the city insight on how and where to focus efforts. Relatively bike-friendly sections of road are separated by bike-hazardous sections of road.

Aspect Two *(100 word limit)*

Cross-town Connections

Safe riding is challenging for those riding in cross-town traffic. Off-road facilities for Dover cyclists are limited, and need connections. The few sections of off-road bicycle and pedestrian paths are all relatively short and lack connections. We feel these should be connected, forming loops, and providing routes for families who do not feel the roads are safe for young bicyclists. An example is the North State Street bridge crossing over Silver Lake. This stretch over the bridge poses a hazard when bicycles are traveling in the vehicle lane as shoulders do not exist in this stretch.

Aspect Three *(100 word limit)*

Overall Portrayal

The City needs to improve the portrayal of bicycling to the community at large. Rather than showing it as an optional recreational activity of a few individuals, bicycling should be portrayed as an essential element in the positive functioning of the community. It is a mode of transportation that many citizens may want to employ. It is an enjoyable and simple alternative to vehicle travel. Fitting well into communities, bicycling is a space saver for travel and parking lanes, its economical, its environmental friendly, and may reduce infrastructure costs.

87. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes
No

If yes, describe *(250 word limit)*

The City of Dover plans an ongoing, multi-year effort to make the community more bike friendly and believes that the Bicycle Friendly application will be an excellent tool to guide efforts and spur new projects.

The State of Delaware has provided funding for bicycle safety projects for many years. This funding has included bike lane funding, bike paths, trails as well as participation in community events and providing many safe cycling related resources. The City of Dover has directly benefitted from this funding and has formed a strong partnership with the State to plan and implement further projects and initiatives which will enhance the safety of bicycling within the City of Dover, the State of Delaware and the Dover MPO are currently involved with efforts to identify and plan a network of improved statewide bicycle and pedestrian path, trails, and lanes to link existing routes and enhance safety. Many miles and substantial cost improvements are planned within the Dover community that will form an integral part of efforts to become a more bicycle friendly community.

The Bicycle Friendly Community application has spurred the organization of a lobbying group that sees as its mission to interface with legislators to inform of bicycle safety issues and push for funding resources for bicycling improvements. Currently, legislators are being asked to denote a line item within the Department of Transportation budget devoted to bicycle and pedestrian safety.

88. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes
No

If yes, describe *(250 word limit)*

The way many questions are worded, provided us with suggestions for where to look to examine our bike friendliness, and what to do to promote bike friendliness and also consideration to our pedestrians' needs. For example, when the Safety Advisory and Transportation Committee formed the Bicycle and Pedestrian Subcommittee, composed of local cyclists and walkers, they included staff representatives from transportation, planning and recreation departments. Consideration to law enforcement or public health representatives had not been explored for input until we reviewed choices for question 12c. For question 74, we learned that our community may choose to monitor trends in bicycle use, and then we discovered a way to do just that, by participating in the National Bicycle and Pedestrian Documentation Project. The questions seemed to be designed as much for instruction as they were for qualification.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes
No

Bicycle Friendly Community

Bicycle Friendly Community Application 2012

Only applications submitted on-line will be considered for designation.

Please upload five high resolution photos (1-SMB). By uploading photos, The League of American Bicyclists has the right to use your photos to promote bicycling. If there are other documents you would like to submit in support of your application, you may upload them as well.





Bicycle Friendly Community

Bicycle Friendly Community Application 2012

Only applications submitted on-line will be considered for designation.





Bicycle Friendly Community

Bicycle Friendly Community Application 2012

Only applications submitted on-line will be considered for designation.

