SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

A G E N D A

June 29, 2011 - 5:00 P.M. - City Hall Conference Room - City Hall - City of Dover

Public comments are welcomed on any item and will be permitted at appropriate times. When possible, please notify the City Clerk (736-7008 or e-mail at CityClerk@dover.de.us) should you wish to be recognized.

AGENDA ADDITIONS/DELETIONS

1. Presentation - Regional Bike Plan (James Galvin/Juanita Wieczoreck)

2. Staff Briefing on Discussions with Delaware Department of Transportation (DelDOT) and Capital School District on New Dover High School

3. Draft Letter to Capital School District - Pedestrian Crosswalk *(Referred to Staff During the Meeting of April 27, 2011)*

4. Adjournment

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THE AGENDA ITEMS AS LISTED MAY NOT BE CONSIDERED IN SEQUENCE. THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS.

Dover/Kent County MPO Regional Bicycle Plan

OVERVIEW AND RECOMMENDATIONS







Dover/Kent County MPO
Metropolitan Planning Organization

Purpose

- Provide a safer environment for people to ride their bicycles to work, school, shopping and recreation
- Encourage people to replace short motor vehicle trips with bicycle trips
- Encourage active living
- Offer travel options

Dover/Kent County MPO
Metropolitan Planning Organization

Benefits

- Create safer streets
- Reduce ozone
- Reduce green house gas emissions
- Promote health – reduce health care costs
- Improve mental health

Dover/Kent County MPO
Metropolitan Planning Organization

Vision and Goals

- Make bicycle riding a viable transportation option
  - Effective and safe
  - All bicyclists and motorists follow the rules of the road
- Increase the number of trips in the region that are made by bicycle
  - Local utility trips
  - School trips
  - Work trips
  - Recreation and fitness trips

Dover/Kent County MPO
Metropolitan Planning Organization

Strategies: Make bicycle riding a viable transportation option

- Increase on-street bikeways –
- Make intersections safer
- Increase off-road and multi-use paths
- Increase roads for shared use
- Increase bicycle parking
- Establish an on-going committee
- Fund bicycle and motorist education
- Fund bicycle enforcement campaign

Dover/Kent County MPO
Metropolitan Planning Organization

Strategies: Increase the number of trips made by bicycle

- Improve bicycle routes and increase parking
- Increase bike routes to school
- Increase off-road trails

Dover/Kent County MPO
Metropolitan Planning Organization

Policy Recommendations

- Selecting Appropriate Facilities
  - Lanes
  - Shared shoulders
  - Shared lanes
  - Shared use paths
  - Bicycle boulevards
- Intersection treatments
  - Intersections with right turn lanes
  - Bicycle boxes
- Parking

Assessing Needs

- Surveys
- Interviews
- Working group knowledge
- Identify Destinations
- Review existing facilities
  - Parking
  - Paths
  - Shoulders

Existing System

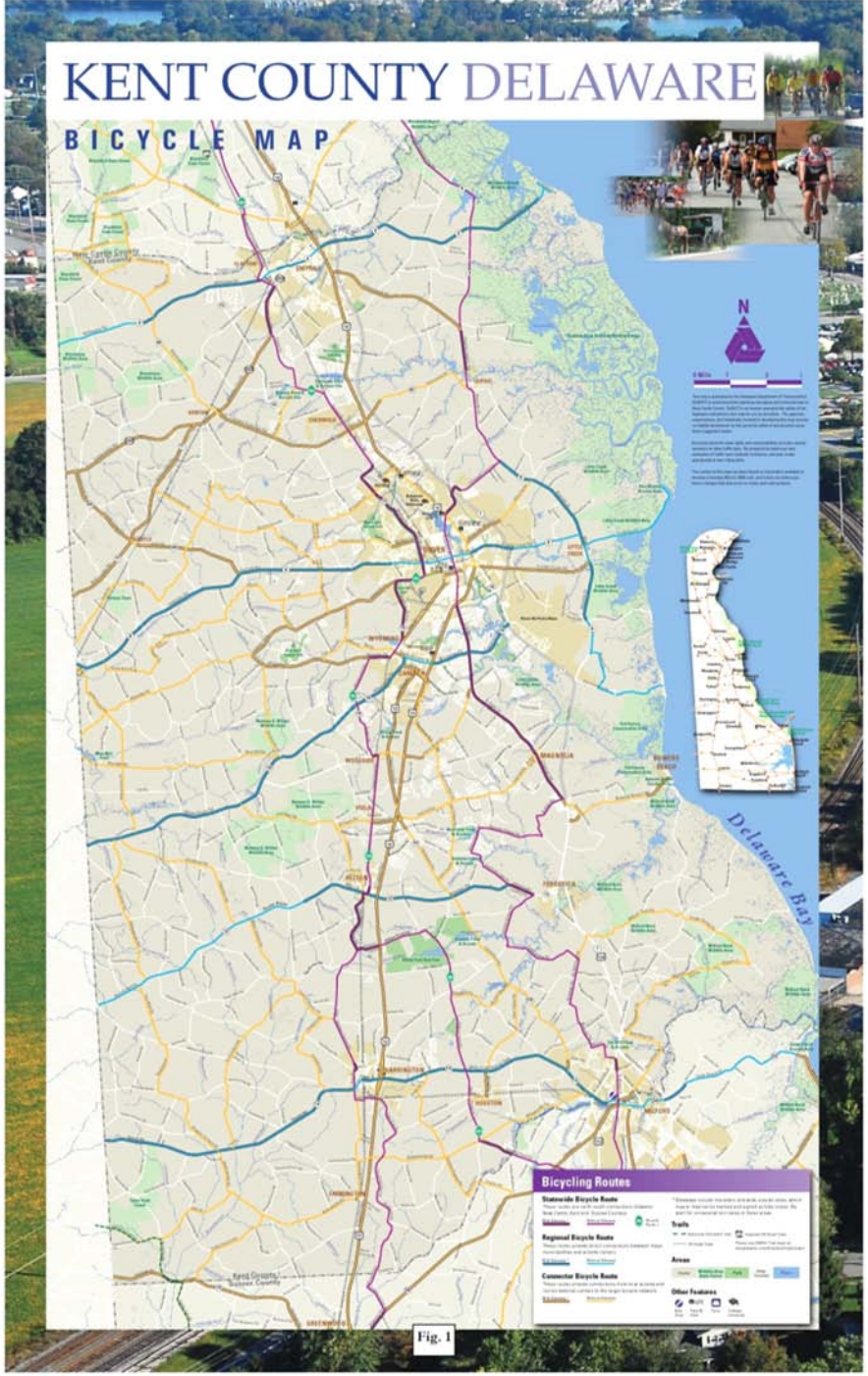


Fig. 1

Key Destinations

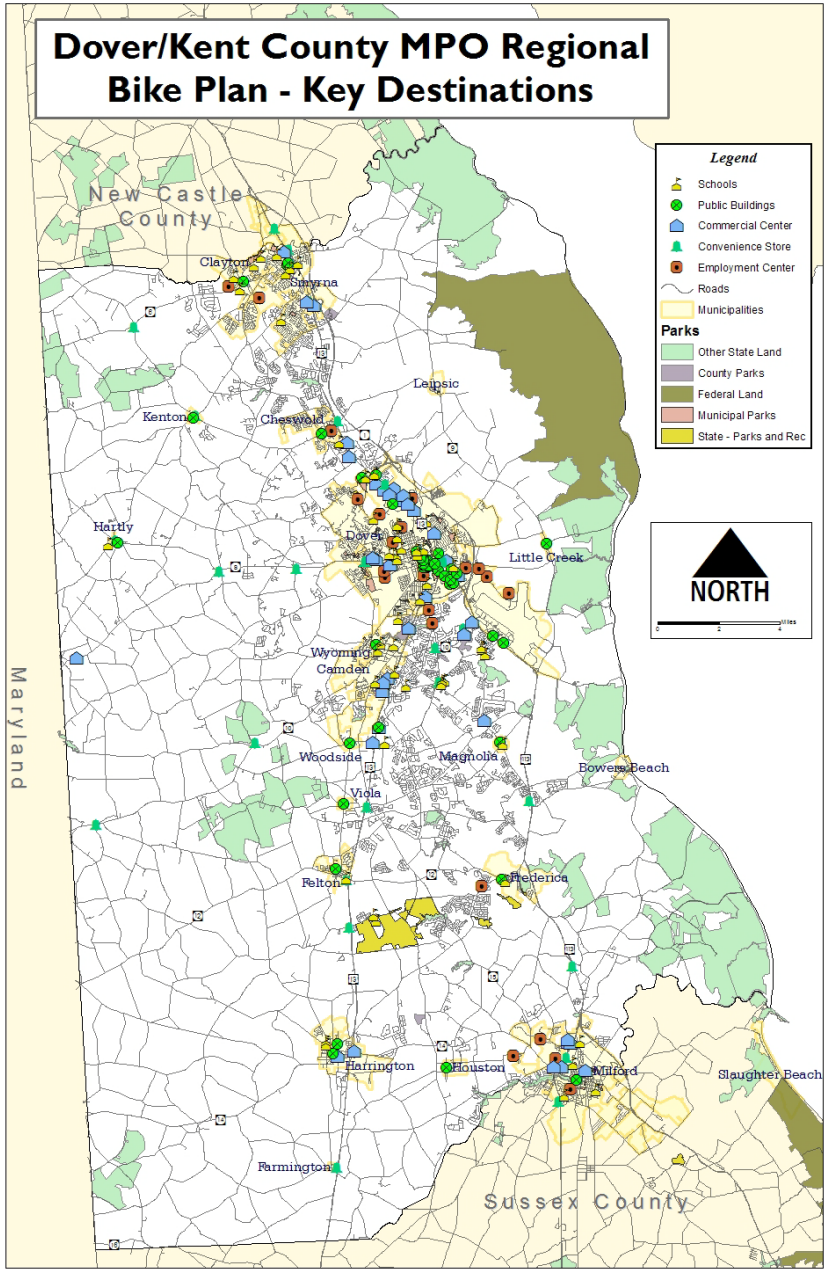


Fig. 12

Existing Off-road System

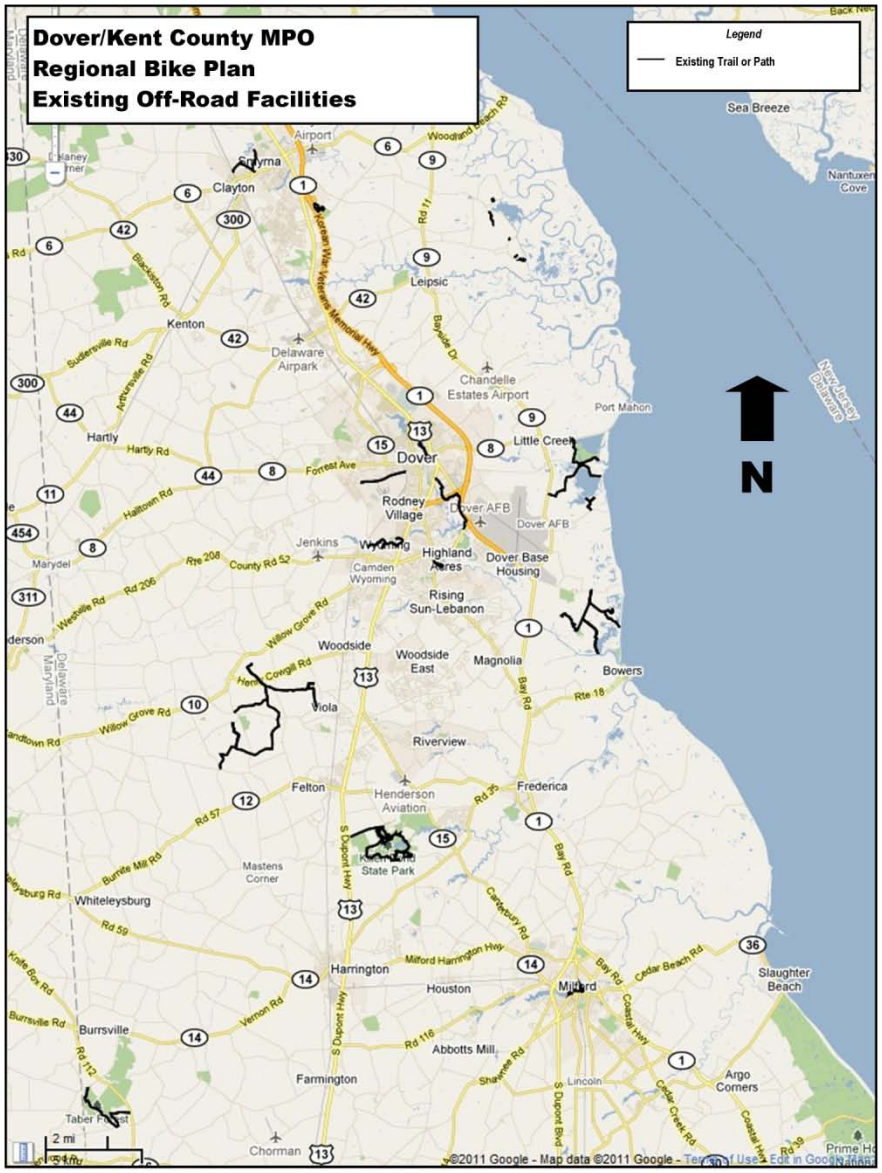


Fig. 2

Bicycle Parking

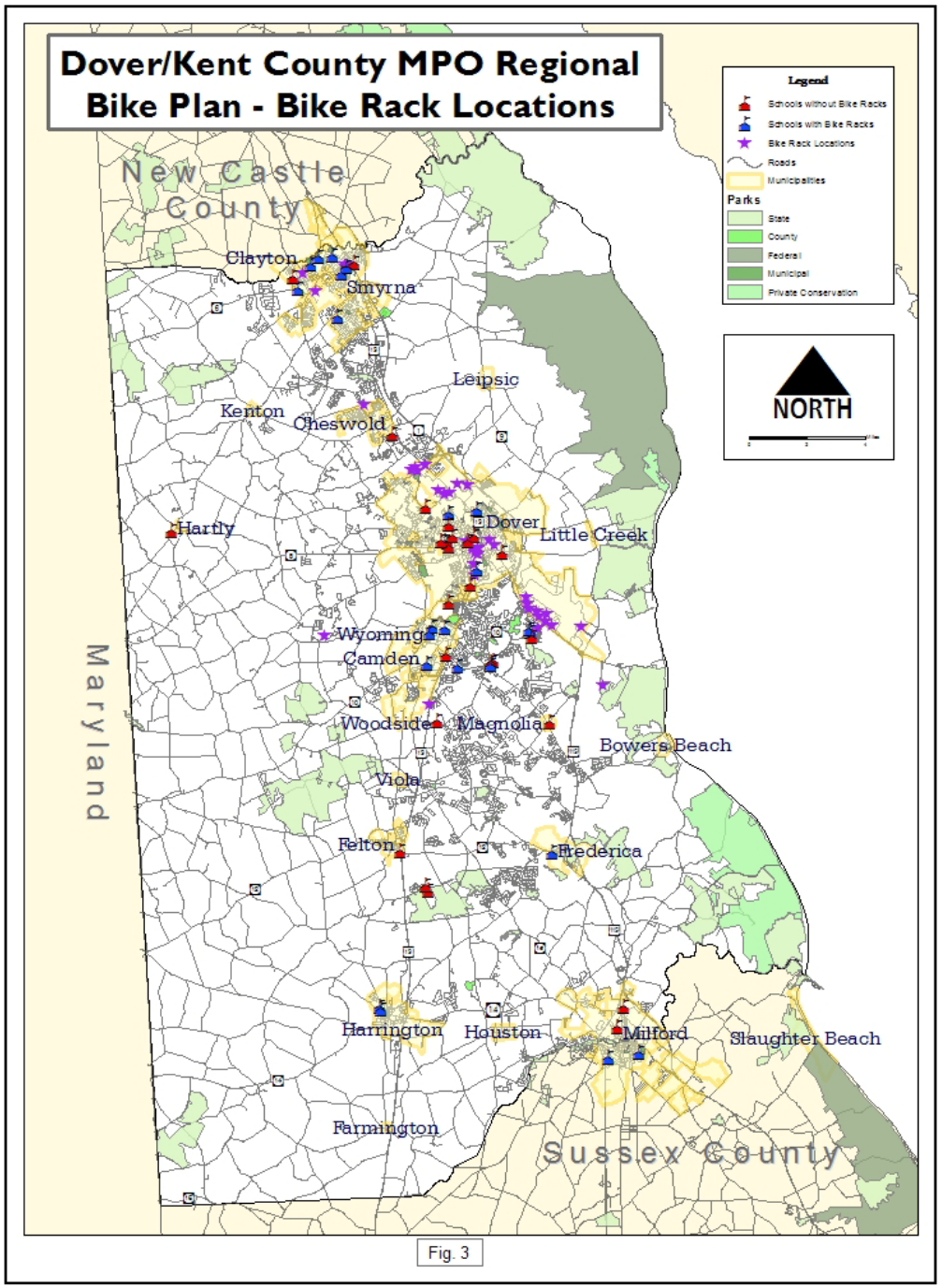


Fig. 3

Gaps and Impediments

- Impediments
  - Physical impediments
  - Safety impediments
- Gaps
  - Bike lane
  - Shoulder
  - Shoulder striping
  - No facilities at an intersection
  - Narrow shoulders, heavy traffic

Removing/Mitigating Impediments

- Widening
- Adjusting pavement use
- Striping
- Sharrow markings
- Share the road signs
- Less on-street parking
- Parallel routes
- Off-road paths

Performance Measures

- Miles of paths
- Miles of signs and markings
- Number of riders

Project Recommendations

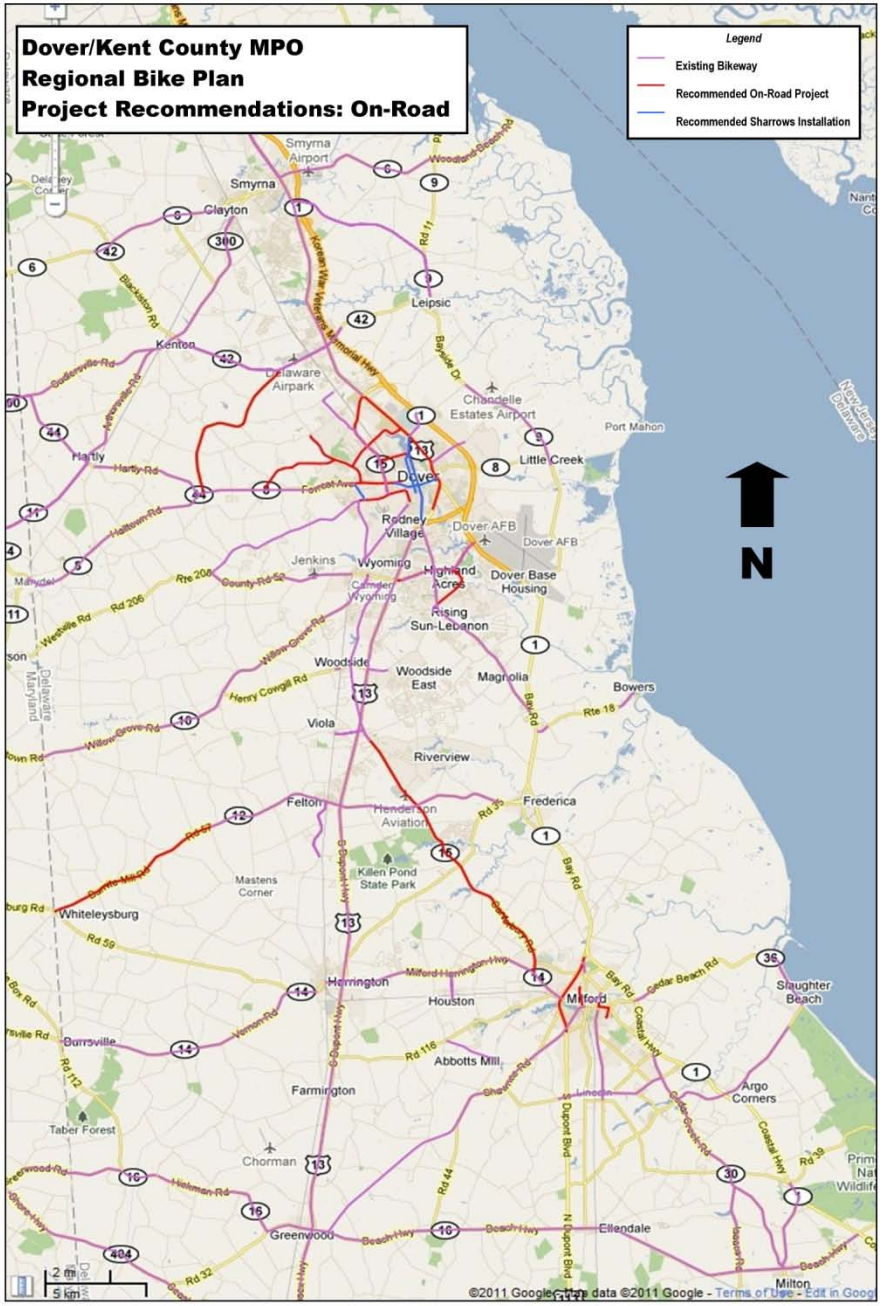


Fig. 13

Project Selection/Priority

- Barrier/gap elimination
- Safety & security
- Regional significance
- Local significance
- Multi-modal connections
- Connections to recreational facilities and/or schools
- Cost

Next Steps

- Release draft
- 30-day public comment period
- Presentations to local groups, if requested
- Media releases
- Presentations to MPO committees and Council

- Adoption by MPO Council in September

APPENDIX D: SUMMARY OF PROJECT RECOMMENDATIONS

Construction and Lane-Width Reallocation Projects		
South West Street	South from North Street (.40 miles)	South West Street is the location of the new Dover transit hub, but has no bicycle facilities to access the transit center. The road needs to be widened and a bike lane added, linking to the proposed bike lanes and multi-use path on North Street.
US 13	Scarborough Rd to Puncheon Run (4.61 miles)	US 13 is a major highway running north-south the length of the County, creating an impediment for bicyclists traveling east-west. Within Dover, US 13 is the main road to access many shopping and employment areas, but has no bicycle facilities and very heavy, fast-moving automobile traffic. Lane width should be reallocated to add a bike lane through this road segment during the upcoming road resurfacing project.
State Street	Between US 13 and Walker Road (approx .5 miles)	The segment of State Street south from US 13 to Walker Road has no bicycle facilities and no shoulders, and heavy, fast-moving traffic. In addition, the road is constrained by the bridge over Silver Lake. Reallocate lane width to add a bike lane.
DE 8/Forest Avenue	Railroad tracks to Heatherfield Way (1.8 miles)	DE 8 is one of the major east-west routes through Dover. The road west of US 13 has no bike facilities, no shoulders and heavy auto traffic. The road will also be one of the main access roads to the new Dover High School. Reallocate lane width to add bike lanes.
Walker Road	State Street to Saulsbury Road (approx. 1 mile)	Walker Road is a major east-west route connecting State Street and neighborhoods on the west side of the city. The road also has an elementary school and Dover High School. Between State Street and Saulsbury Road, Walker Road has a wide outside lane, no shoulders and moderate auto traffic. There is a bike lane between Saulsbury Rd and Kenton Road. Reallocate lane width to add bike lanes.

North Street	Wyoming Mill Rd to Railroad tracks (1.51 miles)	North Street/Hazlettville Road is a major route utilized to access Dover from the west. There is currently a multi-use path running on the eastbound side of the road between Shutte Park and the east end of the Eden Hill property. From the end of the multi-use path across the railroad tracks, the road is narrow and busy. On the westbound side, there is no shoulder nor multi-use path, except for a short segment of bike lane between the railroad tracks and Minima Street. Bike lanes and a clear transition from the multi-use path to North Street need to be added.
College Road	Between McKee Road and Dover-Kenton Road (2.13miles)	College Road is the main road, other than US 13, accessing Delaware State University, and serves as a connector from West Dover to commercial areas on US 13. The road segment west of McKee Road has no bike facilities, no shoulders, and heavy auto traffic. The road needs to be widened and a bike lane added.
DE 10	Between US 113 and US 13 (2.9 miles)	DE 10 is the main road connecting Dover AFB with the towns of Camden and Wyoming. There are several schools along or just off the route. A key hazard is the bridge over the St. Jones River, there are no shoulders on westbound side, and no bike facilities and heavy, fast-moving auto traffic in both directions. Eastbound the shoulder should be marked as a bike lane, westbound, lane width should be reallocated to add a bike lane. Ideally, the speed limit on the bridge should also be reduced. A continuous bike lane should be added in each direction
Riverwalk - Milford	From Lulu Ross Elem. School: Lovers Lane to SE Front St to Marshall Street to the Riverwalk (.83 miles). From Banaker Elem. School: Church Street south to the Riverwalk (.63 miles).	To connect existing residential development with the Downtown and the Riverwalk, and In conjunction with the Safe Routes to Schools Program.
Saulsbury Rd./ DE 15	Between North Street and US 13 (3.57 miles)	Saulsbury Rd/McKee Rd/Scarborough Rd connects Delaware Tech and shopping areas to West Dover, and connects to each of the main east-west routes through Dover. The existing bike lane needs to be continued along the full length of the road, including through the intersections.

US 113 - Milford	From SR1 south through Milford (2.7 miles)	US 113 is the main north-south route through Milford, connecting numerous shopping areas. The road has no bicycle facilities, no shoulders, and fast, heavy auto traffic. A bike lane needs to be marked and/or added.
Kenton Road	DE 8 to Denny's Road (2.35 miles)	Kenton Road is a key commuting route for residents northwest of Dover, as well as a key route for recreational bicyclists. The road has no bicycle facilities and no or narrow shoulders and heavy, fast-moving automobile traffic. Lane width should be reallocated and the road widened if necessary to add a bike lane, including adding bike lane markings at the intersection with DE 8.
Sorghum Mill Road	Between DE 10 and the Hunn Property (1.65 miles)	Part of the St. Jones Greenway trail system the causeway connects from the Hunn Family Farm House to the Lebanon Landing Boat Ramp. From there a pedestrian bridge crosses over the St. Jones River to Old Lebanon Road. This road can be used by bicycles for approximately 2 miles until the path is blocked by the DAFB housing project. Sorghum Mill Road continues west to the small town of Lebanon and continues to multiple housing developments (Locust Grove, Eagle Meadow, and Quail Landing) as well as an elementary school, a middle school and the John S. Charlton facility. The causeway needs to be widened and a bike lane added.
Pearsons Corner Road	Between DE 8 and DE 42	A significant recreational biking road which is also used by horse and buggies and large trucks. The road has no bicycle facilities, no shoulders and moderate automobile volume. Pearsons Corner Road needs to be widened to add striped shoulders.
Chestnut Grove Road	Between Kenton Road and DE 8 (2.59 miles)	Chestnut Grove Road is a main connector route, used by automobiles, bicycles, and horse and buggies, from west of Dover to the northern commercial areas on US 13. The road has no bike facilities, no shoulders, and fast, moderate volume auto traffic. The road needs to be widened and striped shoulders added.
DE 12	From Felton to the Maryland line (10.75 miles)	DE 12 is a main mid-county east-west bicycling route. West of Felton, the road has no bike facilities, no shoulders, and fast, moderate volume auto traffic. The road needs to be widened and striped shoulders added.
DE 15	From Viola to Airport Road (5.72 miles)	This segment of DE 15, a major north-south bicycling route, has no bike facilities, no shoulders, and fast, moderate volume auto traffic. The road needs to be widened and striped shoulders added.

Intersections Needing Bike Lanes or Directional Markings		
US 13	Length of Kent County	US 13 is a four-lane divided highway with a median. Traffic volumes along this highway are high, and the posted speed is 50 mph.
DE 10	Intersection with US 13 in Felton	US 13 is a four-lane divided highway with a median. Traffic volumes along this highway are high, and the posted speed is 50 mph.
Rehoboth Blvd	Intersection of Warner Rd (K406) & US113	Warner Road (K406) & US 113 - traffic volumes are heavy along this segment of US 113. As Warner Road crosses US 113 right where it forks between US 113 and SR 14, the geometry of the intersection may confuse bicyclists traveling through the area for the first time.
10th Street, Milford	Intersections with US 113 and SR1	No bicycle facilities. 10th Street is a city-planned bike route.
DE 6 - Smyrna	Intersection of DE 6 and US 13	There are only two narrow lanes (10 feet) with turn lanes. There is no shoulder or extra space available for bicycle travel.
DE 14	Intersections with US13, US113, SR1	At its intersection with US 13, US 13 is a divided highway, with restaurants located in the median. The access points to these restaurants may create conflicts with bicycle traffic.
US 113A, S. State St.	Voshell Mill Rd north to SR 1	No bike facilities at most intersections, fast auto traffic
DE 42	Kenton to Cheswold	No bike facilities through intersections, fast, heavy auto traffic
Road Segments Identified for Sharrows		
State St. - Dover		US 13 south to US 13, including intersections with Walker Rd, Division St, Loockerman St, North St, and Water St. (3.00 miles)
Governors Ave - Dover		Walker Rd to Water St, including intersections at Division St and Loockerman St. (1.35 miles)
Division St. - Dover		US 13 to RR (1.53 miles)
Loockerman St. - Dover		Division to US 13 (1.36 miles)
DE 10 - Camden/Wyoming		US 13 to railroad on west side of Wyoming
BICYCLE ROUTE 3 - Harrington		Within Harrington (3.55 miles)

KENT COUNTY DELAWARE

BICYCLE MAP







Fig. 1

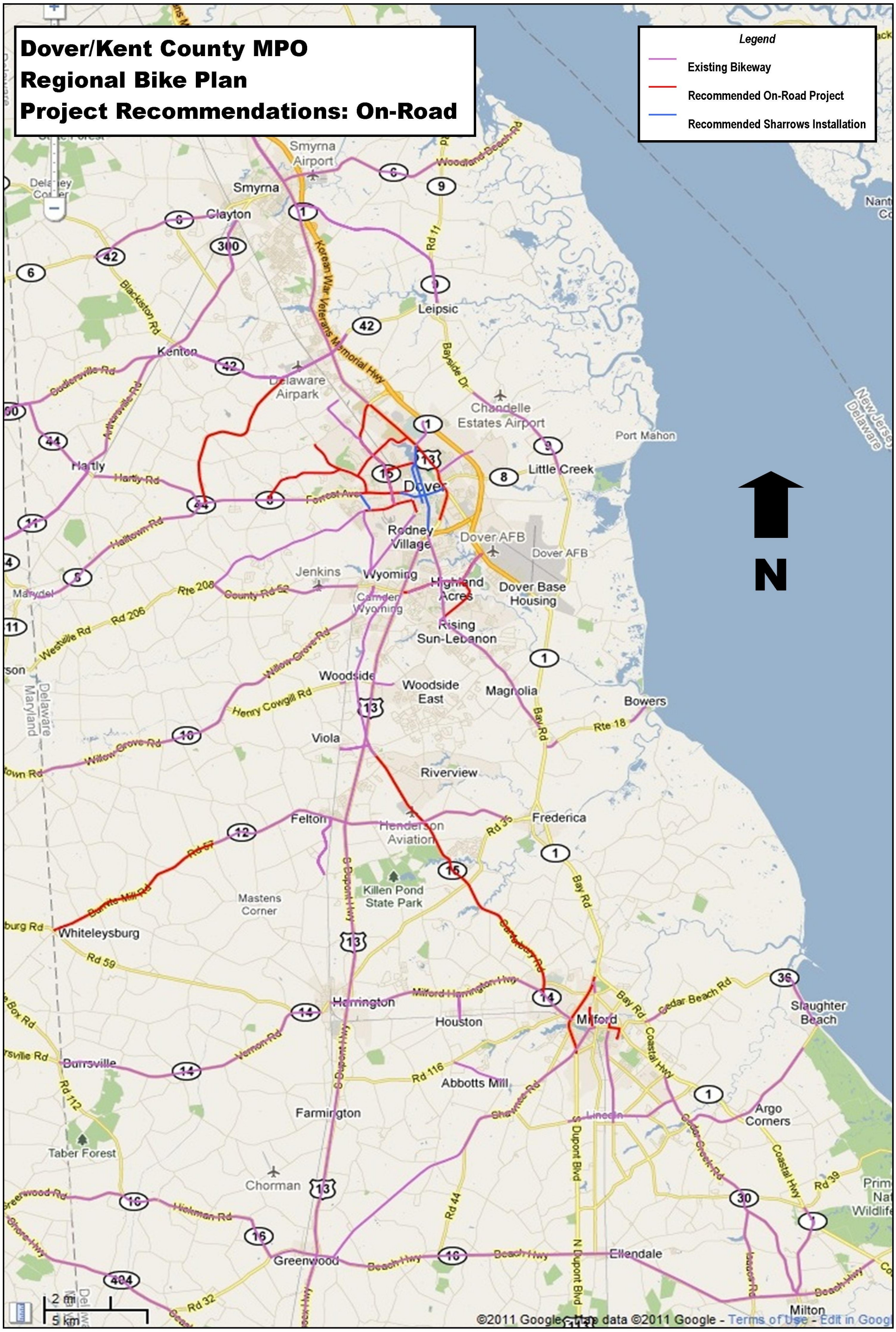

Dover/Kent County MPO
Regional Bike Plan
Project Recommendations: On-Road
Legend
Existing Bikeway
Recommended On-Road Project
Recommended Sharrows Installation
N
Smyrna Airport
Smyrna
Clayton
Leipsic
Kenton
Delaware Airpark
Chandelle Estates Airport
Port Mahon
Little Creek
Dover
Hartly
Rodney Village
Dover AFB
Jenkins
Wyoming
Camden Wyoming
Highland Acres
Dover Base Housing
Rising Sun-Lebanon
Woodside
Woodside East
Magnolia
Bowers
Viola
Riverview
Felton
Henderson Aviation
Frederica
Killen Pond State Park
Mastens Corner
Whiteleysburg
Harrington
Houston
Milford
Slaughter Beach
Abbotts Mill
Farmington
Argo Corners
Taber Forest
Chorman
Greenwood
Ellendale
Milton
Delaware
Maryland
Korean War Veterans Memorial Hwy
Bayside Dr
Bay Rd
Rte 18
Rte 208
Rd 206
Rd 11
Rd 59
Rd 112
Rd 116
Rd 44
Rd 35
Rd 39
Rd 32
Rd 57
Hartly Rd
Hallotown Rd
Forrest Ave
Blackiston Rd
Duddersville Rd
Artisanville Rd
Westville Rd
Willow Grove Rd
Henry Cowgill Rd
County Rd 52
Milford-Harrington Hwy
Vernon Rd
Hickman Rd
Beach Hwy
Coastal Hwy
Cedar Beach Rd
Cedar Creek Rd
Shawnee Rd
Lincoln
S Dupont Hwy
N Dupont Blvd
Woodland Beach Rd
Barrs Mill Rd
Burrsville
2 mi
5 km
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Fig. 13

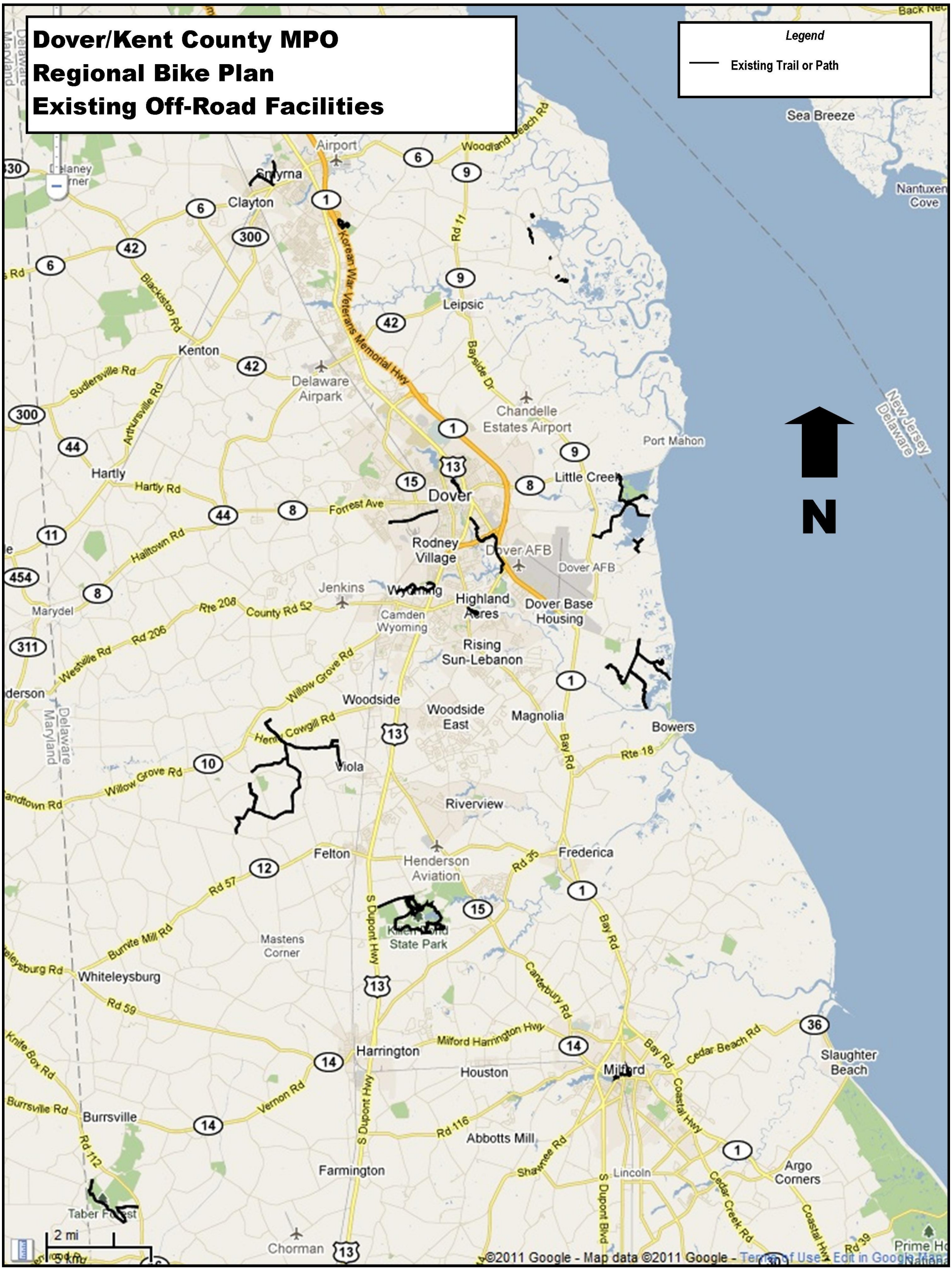

Dover/Kent County MPO
Regional Bike Plan
Existing Off-Road Facilities
Legend
Existing Trail or Path
N
Sea Breeze
Nantuxen Cove
Airport
Smyrna
Clayton
Woodland Beach Rd
Rd 11
Leipsic
Kenton
Delaware Airpark
Chandelle Estates Airport
Port Mahon
Little Creek
Dover
Rodney Village
Dover AFB
Dover Base Housing
Highland Acres
Jenkins
Camden Wyoming
Rising Sun-Lebanon
Woodside
Woodside East
Magnolia
Bowers
Viola
Riverview
Felton
Henderson Aviation
Frederica
Killens Pond State Park
Mastens Corner
Whiteleysburg
Harrington
Houston
Milford
Slaughter Beach
Burrsville
Abbotts Mill
Farmington
Lincoln
Argo Corners
Taber Forest
Chorman
Hartly
Marydel
Delaware
Maryland
New Jersey
Delaware
Bayside Dr
Forrest Ave
Hartly Rd
Halltown Rd
Westville Rd
Rd 206
Rte 208
County Rd 52
Willow Grove Rd
Henry Cowgill Rd
Bay Rd
Rte 18
Burrsville Rd
Rd 112
Rd 57
Burrite Mill Rd
Rd 59
Milford Harrington Hwy
Cedar Beach Rd
Coastal Hwy
Canterbury Rd
Shawnee Rd
Cedar Creek Rd
Rd 116
Rd 35
Rd 39
S Dupont Hwy
S Dupont Blvd
Arthursville Rd
Sudlersville Rd
Blackiston Rd
Korean War Veterans Memorial Hwy
2 mi
5 km
©2011 Google - Map data ©2011 Google - Terms of Use - Edit in Google Map

Fig. 2

Dover/Kent County MPO
Regional Bike Plan
Project Recommendations: Off-Road



Fig. 14

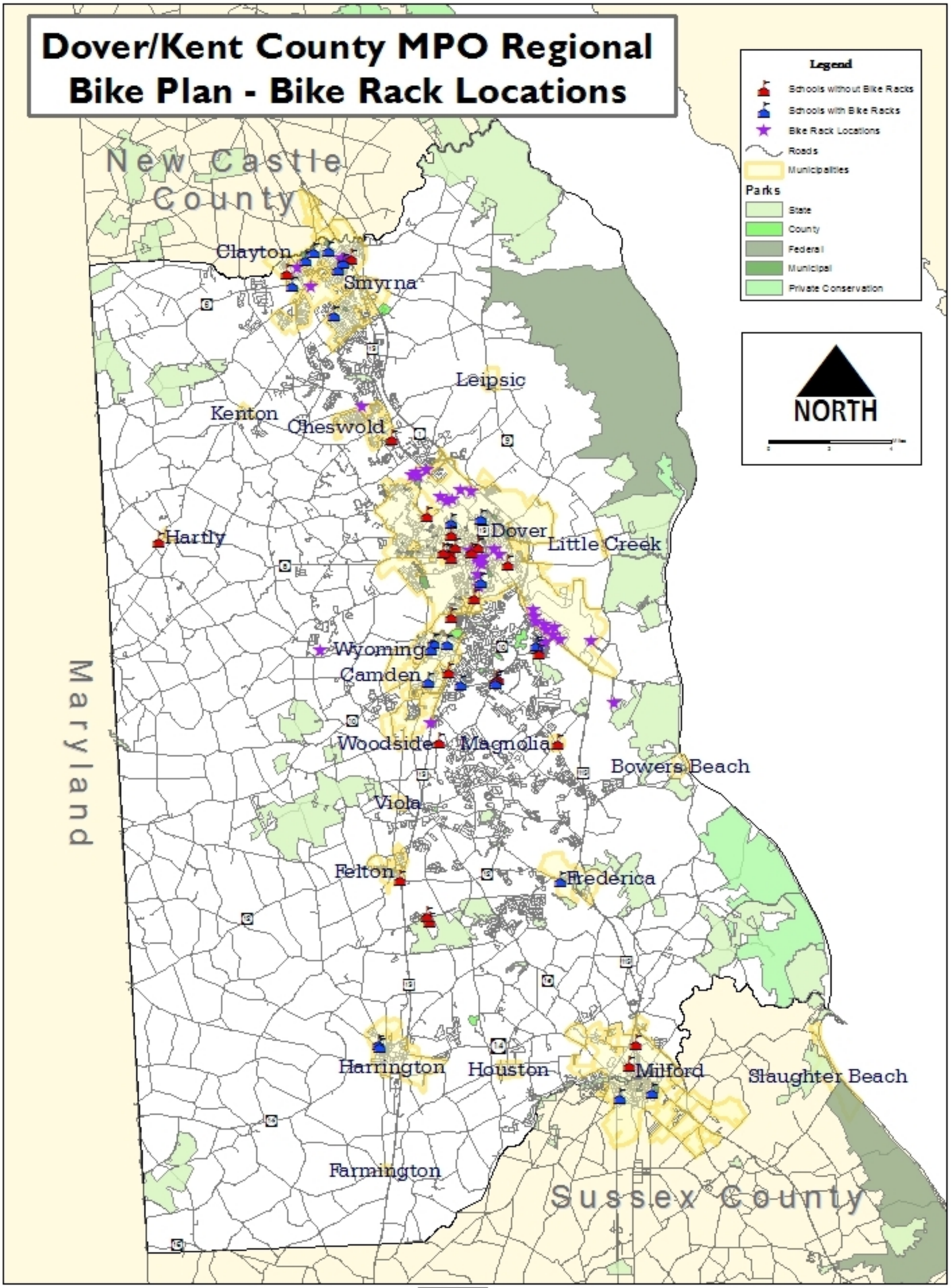

Dover/Kent County MPO Regional Bike Plan - Bike Rack Locations
Legend
Schools without Bike Racks
Schools with Bike Racks
Bike Rack Locations
Roads
Municipalities
Parks
State
County
Federal
Municipal
Private Conservation
NORTH
New Castle County
Clayton
Smyrna
Leipsic
Kenton
Cheswold
Hartly
Dover
Little Creek
Wyoming
Camden
Woodside
Magnolia
Bowers Beach
Viola
Felton
Frederica
Harrington
Houston
Milford
Slaughter Beach
Farmington
Sussex County
Maryland

Fig. 3

Dover/Kent County MPO Regional Bike Plan - Key Destinations

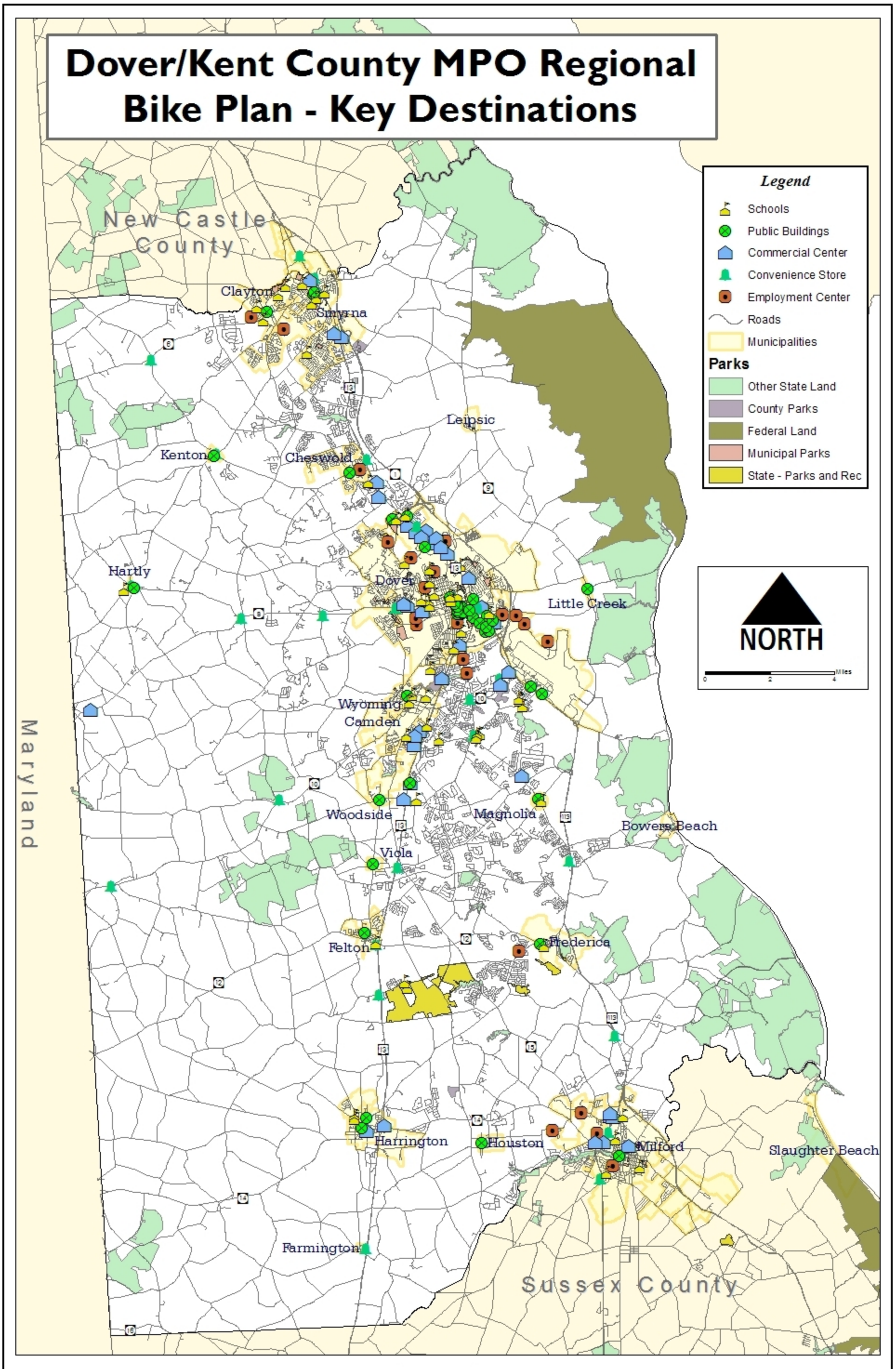


Fig. 12

City of Dover
Public Services/Planning

Memo

To: Safety Advisory & Transportation Committee

From: Scott D. Koenig, P.E., Interim City Manager

Ann Marie Townshend, AICP, Director of Planning & Community Development

Date: June 17, 2011

Re: Dover High School Site Planning Coordination

As you are aware, the Capital School District will shortly begin construction of a new Dover High School on the west side of Dover on Delaware Route 8. The Capital School District, City of Dover, and State of Delaware recognize the significance of this project on the entire Dover region. The new high school will provide a learning environment that incorporates today's technology into the educational environment, a new building that utilizes green building practices, and quality athletic fields and facilities for the district's athletic programs. The new high school will also be located on Route 8, which is a major east/west artery for Kent County.

Recognizing the importance of this major capital project, the City of Dover staff has been working closely with the Capital School District, DelDOT, and other stakeholders to facilitate a smooth and responsible planning process as this site nears construction. In October 2010, the Planning Commission held a joint meeting with the Capital School Board so that the Planning Commission had an opportunity to learn about the project and ask questions prior to their formal review of the development application in December 2010. To ensure that the review of the project continues smoothly and that questions or disagreements are worked out in a timely manner that meets the needs of all involved, we have scheduled monthly staff-level coordination meetings to include the Capital School District and their staff of consultants, DelDOT, City of Dover departments, and the DNREC Stormwater Management Program.

We are optimistic that these monthly progress meetings will provide a mechanism to resolving disagreements and avoiding miscommunication about the project.

ACTION FORM

PROCEEDING: Safety Advisory and Transportation Committee
DEPARTMENT OF ORIGIN: Public Services/Planning **DATE SUBMITTED**: June 15, 2011
PREPARED BY: Ann Marie Townshend, AICP, Director of Planning & Community Development and Scott D. Koenig, P.E., Interim City Manager/Public Services Manager
SUBJECT: Pedestrian Overpass Over Route 8
REFERENCE: N/A
RELATED PROJECT: Dover High School
REVIEWED BY: James Hosfelt, Chief, Dover Police Department
EXHIBITS: Draft Letter
EXPENDITURE REQUIRED: N/A **AMOUNT BUDGETED**: N/A **FUNDING SOURCE (Dept./Page in CIP & Budget)**: N/A
TIMETABLE: N/A
RECOMMENDED ACTION: Staff recommends that the attached letter, revised from the April 27, 2011 Committee meeting be sent to DelDOT with a copy to the Capital School District.

BACKGROUND AND ANALYSIS

At the Safety Advisory Committee meeting on April 27, 2011, the Committee discussed a letter proposed by Mr. Davis to send to Capital School District requesting that a pedestrian bridge be installed over Route 8. The Committee asked staff to amend the letter and bring it back to the Committee for consideration. Staff has amended the letter to address it to DelDOT, rather than the Capital School District, and to request that DelDOT perform a feasibility study for such a pedestrian bridge.

Shailen Bhatt, Secretary
Delaware Department of Transportation
P.O. Box 778
Dover, DE 19903

Dear Secretary Bhatt:

The City of Dover's Safety Advisory and Transportation Committee has discussed concerns related to the safe travel of pedestrians from residential developments on the north side of Route 8, including Cranberry Run, Heatherfield and Heatherfield East, to the new Dover High School site on the south side of Route 8. Route 8 serves as the western gateway to the City of Dover and as a major east/west artery for central Kent County, moving passenger vehicles and freight alike.

In order to improve pedestrian safety from the residential neighborhoods on the north side of Route 8 to the school, and to facilitate a smooth flow of vehicle traffic during peak hours, the Safety Advisory and Transportation Committee requests that the Department of Transportation conduct a feasibility study for the installation of a pedestrian overpass over Delaware Route 8. Such a study could determine feasibility of such an overpass, along with some general cost estimates and potential funding sources.

The Committee would be glad to discuss this concept with the Department at one of our upcoming Safety Advisory and Transportation Committee meetings.

Respectfully Submitted,

James L. Hutchison, Chair
Safety Advisory and Transportation Committee

DRAFT