

Dover Bicycle and Pedestrian Plan Public Advisory Committee | April 8, 2021







# **Background Information**

#### **PLAN TEAM**

- Dover/Kent County Metropolitan Planning Organization
  - Plan funding and administration
- City of Dover
  - Plan client
- DelDOT
  - Technical resources and reviews
- Whitman, Requardt & Associates, LLP
  - Consultant transportation planners and engineers
  - Perform study and prepare plan

# **Background Information**

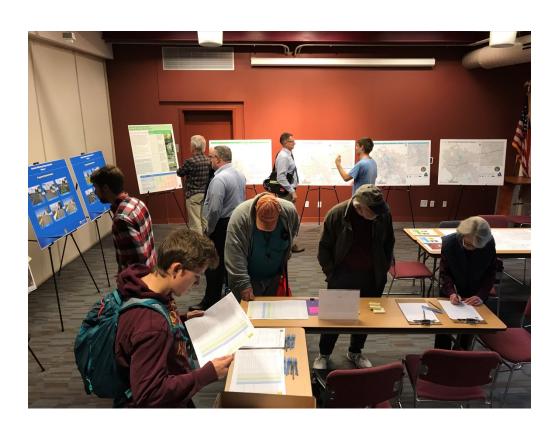
#### PLAN PURPOSE

- Integrate recommendations from the *Dover Bicycle Plan* (2015), *Dover Pedestrian Plan* (2015), and *Regional Bike Plan* (2017)
- Apply guidance from the Blueprint for A Bicycle Friendly Delaware: A Statewide Policy Plan (2018)
- Incorporate recommendations from the City of Dover Comprehensive Plan (2020)
- Use Level of Traffic Stress analysis and a gap analysis to identify pedestrian and bicycle projects that will reduce stress and improve safety for pedestrians and bicyclists across the City

## Who participated in the process?

#### **PUBLIC INVOLVEMENT**

- Public Workshop at Dover Library on October 21, 2019
  - Staff from City, MPO, and DelDOT available
- Draft plan and online survey available
   September 1-30, 2020
  - Survey distributed via City website and social media
  - 9 people submitted feedback



#### SIX "Es" OF ACTIVE TRANSPORTATION PLANNING

#### Engineering

Creating safe and convenient places to walk and bike

# Evaluation & Planning

Planning for walking and biking as a safe & viable option

# Equity

Walking and biking is a safe choice for all road users regardless of where they live

#### Education

Giving people of all ages and abilities the skills and confidence to walk and ride

#### Enforcement

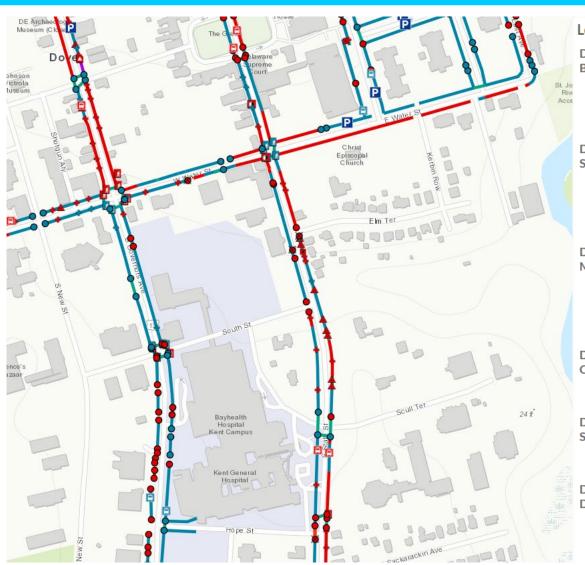
Ensuring safe roads for all users

#### **Encouragement**

Creating a strong active transportation culture that celebrates walking and biking

Source: League of American Cyclists

#### PEDESTRIAN GAP ANALYSIS



Legend

DE\_ADA\_Inventory\_Public - Bus Stop Patron Pad

- Non-Compliant
- Compliant

DE\_ADA\_Inventory\_Public - Single Curb Ramp

- Non-Compliant
- Compliant

DE\_ADA\_Inventory\_Public - Multiple Curb Ramps

- Non-Compliant
- Compliant

DE\_ADA\_Inventory\_Public - Curb Barrier

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DE\_ADA\_Inventory\_Public - Stub End

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DE\_ADA\_Inventory\_Public - Driveway Crossing

- Non-Compliant
- Compliant

DE\_ADA\_Inventory\_Public -Driveway Crossing Non-Compliant Sidewalk

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DE\_ADA\_Inventory\_Public - On Street Parking

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DE\_ADA\_Inventory\_Public - Horizontal Gap

DE\_ADA\_Inventory\_Public -Vertical Elevation Difference

DE\_ADA\_Inventory\_Public - Pinch Point

- Non-Compliant
- Compliant

DE\_ADA\_Inventory\_Public - Pedestrian Signal

- Mon-Compliant
- Compliant

DE\_ADA\_Inventory\_Public - Railroad Crossing

- Non-Compliant
- Compliant

Source: DelDOT

#### **BICYCLE LEVEL OF TRAFFIC STRESS (LTS)**

#### **BICYCLIST DESIGN USER PROFILES**

# Interested but Concerned

**LOW STRESS** 

**TOLERANCE** 

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

# Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

# **Highly Confident**

4-7% of the total population

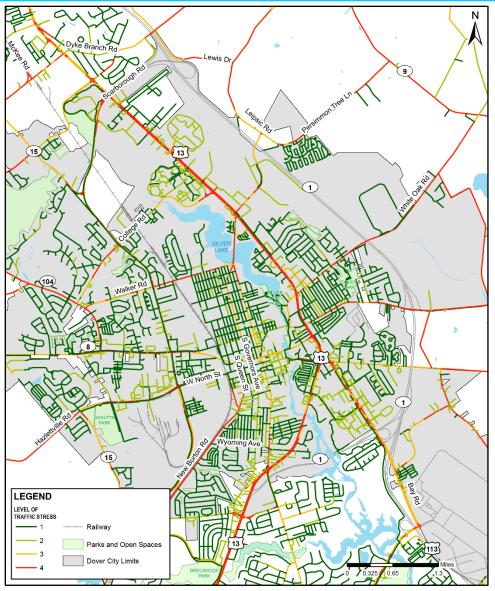
Comfortable riding with traffic; will use roads without bike lanes.

HIGH STRESS TOLERANCE



Source: FHWA Bikeway Selection Guide

#### LEVEL OF TRAFFIC STRESS (LTS)

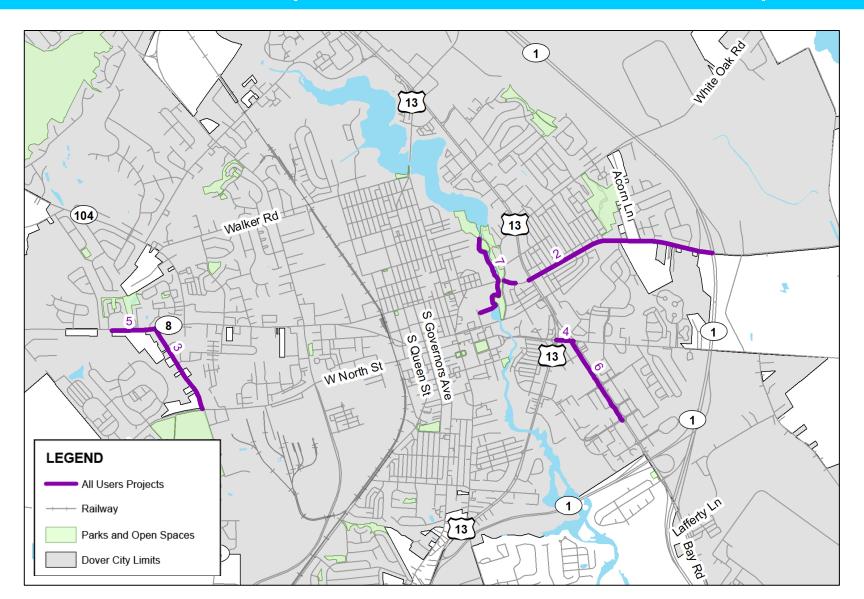


Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Source: DelDOT

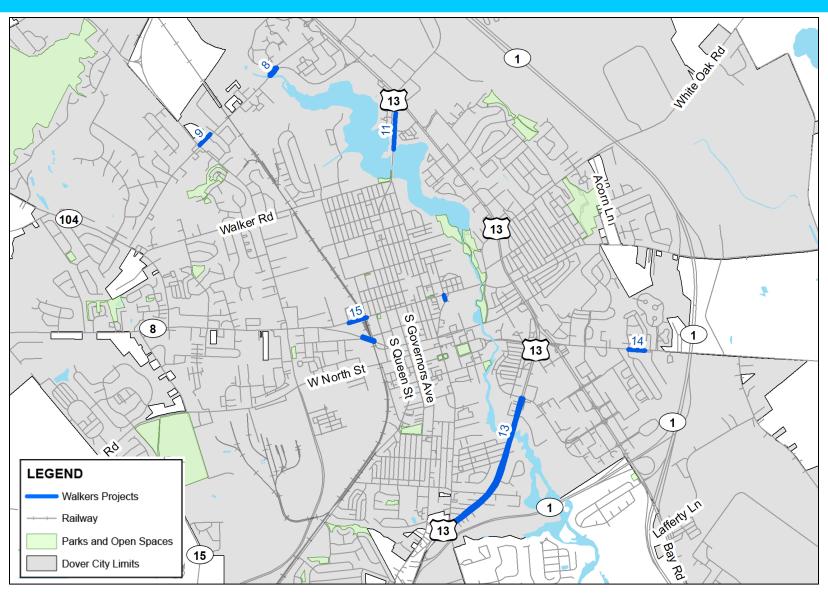
### Recommendations

## ALL USERS PROJECTS (BOTH WALKING AND BICYCLING)



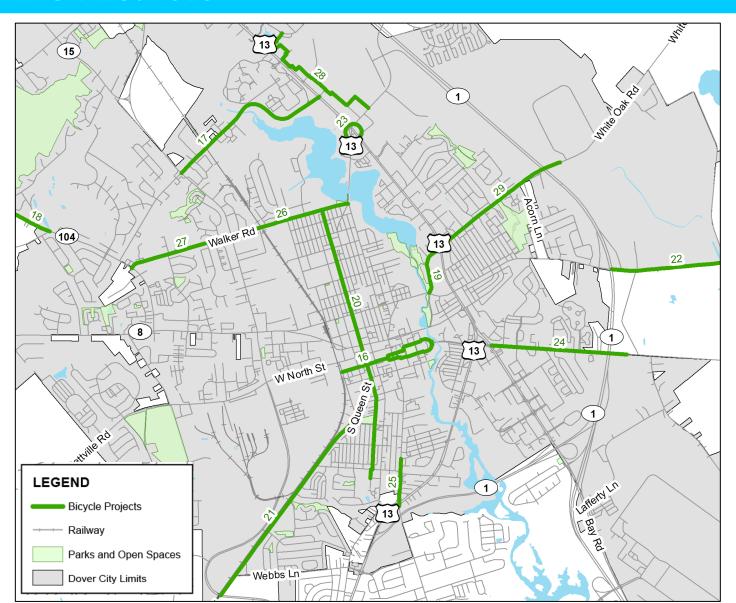
## Recommendations

#### **WALKING PROJECTS**

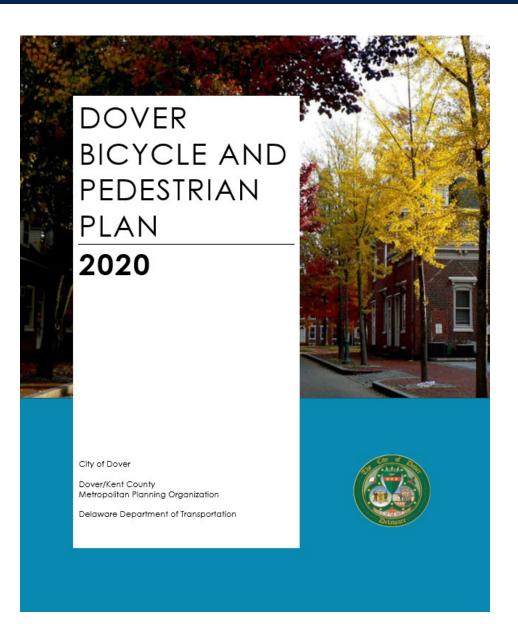


## Recommendations

#### **BICYCLING PROJECTS**



## Discussion



# Thank you! Whitman, Requardt & Associates, LLP Leah Kacanda, Project Manager