

Bicycle Master Plan Grant

Call for Municipal Applications

All submission due not later than March 1, 2019.

The Delaware Department of Transportation (DelDOT) is offering a \$50,000 planning grant to two different Delaware Municipalities for the development of communitywide bicycle plan. DelDOT will be accepting grant applications from municipalities with a focus on bicycling as a form of active transportation. Municipalities will need express the need for assistance in creating a bicycle plan by completing the attached application and returning it to DelDOT by March 1st, 2019.

DelDOT will provide funding and management for the project through its Federal State Planning and Research Program. DelDOT will work with each community to select a planning consultant from DelDOT's on call planning consultants. The community and DelDOT will work together to ensure the plan meets stated community needs while staying on task and on budget. DelDOT will provide planning data and available resources to help support the development of the plan.

Applications must be submitted to: Anthony Aglio, Planning Supervisor
Delaware Department of Transportation
800 S. Bay Road
Dover De, 19903

Or via email at anthonyv.aglio@state.de.us

Please mark the email subject line: BICYCLE PLANNING GRANT

A growing number of cities and towns across the U.S. are creating Bicycle Master Plans. These are plans for developing bicycle infrastructure in a community, with emphasis on promoting bicycling as a viable transportation option while fostering a practical, safe, and enjoyable bicycling environment.

Creating and implementing a Bicycle Master Plan is not easy; it is a task that should not be undertaken lightly. A community should want to do more than just host a series of discussions and meetings. There must be a commitment to make something happen. It is essential that your community is willing to create and take ownership of the plan, as buy-in is critical to the successful implementation of your plan's recommendations. As a condition of the grant the Municipality will have to adopt the final plan into the Comprehensive Plan.

The most important principle to remember when developing a Bicycle Master Plan is that it is a partnership. The local municipality developing the plan, the bicycling community, the public at large, elected officials, the state, other agencies, and the consultant hired to help develop and write the plan—all are partners in the creation of a successful bicycle master plan.

APPLICATION

General Information

Community Town of Dewey Beach	Contact Person Scott Koenig, Town Manager
Mailing Address 105 Rodney Avenue Dewey Beach, DE 19971	Email Townmanager@townofdeweybeach.com
Phone 302-227-6363	Municipal Population 379

Application (Scoring)

1. Established Need (30 pts)

It is advantageous that elected officials and other stakeholders express a need for developing, and implementing the bicycle master plan. Getting elected officials on board early and involved in the planning process so that they are able to be part of the vision for improving bicycle conditions is important to community success. Has a need been established for improving bicycling and active transportation conditions? Is there is a need for such a plan, if so why is this important?

- a. **Why is the development of the bicycle plan important to the municipality?**
- b. **What groundswell is occurring within the municipality for the development of a Bicycle Master Plan?**
- c. **Has council/ or governing body approved the development of a bicycle plan? /please provide verification if approval was granted)**

- a. The Town of Dewey Beach is travelled through by both vehicular traffic and bicycles by means of Coastal Highway and King Charles Avenue (Rt 1 and 1A). The vehicular traffic and bicycle lanes exist on both sides of the Coastal Highway which is the Town's resort business district. The bicycle lanes share the shoulder lane with business deliveries scattered throughout the day time hours, all year. In the summer season, due to narrowness of sidewalks along with summer visitors, and business deliveries, the shoulder lanes for bicycles is extensively used by pedestrians, delivery vehicles and bicyclists on both sides of Rt. 1.

- b. On the North end of Town Rt 1 and 1A diverge. Rt 1 continues through to North flowing traffic along with bicycles and on 1A (King Charles) cars and bicycles go north in the City of Rehoboth. This particular traffic area is one that causes most concern as bicycle traffic is left quite vulnerable due to the merge point and narrowness of entrances and cross overs by bicyclists.

The summer season, May through September, is one where the population of the Town increases to over 30,000 visitors on the weekends. This is the most vulnerable time for both bicyclists and pedestrians. Rt.1 is the major road travelled by vehicles coming from the Northern part of the State, New York, Philadelphia, New Jersey, DC. Maryland and Virginia. Traffic flows through Dewey Beach going both South and North to and from other beach communities (Bethany Beach to Ocean City Maryland).

The Town Administration along with Town Commissioners held a meeting in December 2015, with DelDot representatives to discuss a number of issues regarding Rt. 1 traffic, pedestrian and bicycle safety. (Please see Addendum 1)

(Addendum 2, is a news article from the News Journal reporting the deaths of two cyclists on October 2017.)

- c. There has been on going concern regarding bicycle safety and most recently it was a point specifically noted by the Town's Comprehensive Plan Work group in 2017 and adopted by Town's Commissioners within the Town's 2018 Comprehensive Plan.
- In Section 3.12 Transportation;** the Town envisions itself as a community where residents and visitors, including adults, children, seniors and persons with mobility challenges can safely reach key destinations in Town, including business and key points in the community. While automobile is the primary means of travel, the Town wants to encourage pedestrian and bicycle-oriented travel by providing a seamless non-motorized network that is free of mobility obstacles and enhances safety. The Comprehensive Work Group, made up of property and business owners, emphasis is placed on the pedestrian and bicycle environment as the emerging priority. Dewey Beach recognizes that it needs to communicate with DelDOT and work with other local entities to fulfill its transportation vision.
- In Section 3.12.4 Public Transit;** the Town recognizes that using a bicycle in conjunction with bus and rail services is known to extend the travel shed, or geographic area where trips occur. Since data has demonstrated that people will travel three to four times farther by bicycle than walking to reach a transit stop or station, the link between bicycling and transit use is recognized at the State level. All DART buses are equipped with bike racks that can carry two bicycles and the Lewes Transit Center has bicycle racks and a repair station. Links between these two modes of transportation can reduce travel by single occupancy vehicles in Dewey Beach.
- In Section 3.12.5 Alternative Transportation;** the Town focuses on the environmental and health benefits of walking and bicycling. As the Town is a geographically compact community, it continues to experience an increase in different modes of travel including; bicyclists, skate boarders, scooter riders, hover boarders, pedestrians and other modes of travel. Similar to most beach towns, Dewey Beach has a substantial bicycle presence. Skill levels of bicyclists vary, and often compete with other modes travel within the public right of way.
- The Town's Comprehensive plan has developed several Objective and Actions within this section of the Comprehensive Plan. (Addendum 3-Comprehensive Plan-Transportation and a Road Map)
- d. The Town Council has not formally adopted the development of a bicycle plan. However, the Mayor has asked Town Administration to apply for the grant, with the understanding that this will be presented to the Town Commissioners for formal approval. It is anticipated by February 23, 2019 at a scheduled Town Meeting and before the time of submission; the Town Commissioners will have approved the application for the grant and the development of a bicycle plan.

2. Creating, Monitoring and Implementation of the Bicycle Plan (20pts)

Identify a lead staff for developing the plan. It is almost always advantageous for the plan to be developed by the agency/department that will hold primary responsibility for implementing it.

The Town Manager along with the Assistant Town Manager and Police Department will take the lead on development of the plan.

How will the Bike Plan fit with other codes or legal municipal documents, what is its relationship with the current comprehensive plan? Remember the community must be willing to adopt the Bike Plan into their comprehensive plan during the next update.

There are no conflicts within our Town Code regarding the development and implementation of a Bike Plan. The Town's Comprehensive plan addresses the need to investigate bicycle safety, and would be consistent with the development of a Bike Plan.

- a. Identify and describe work flow of Bike Plan development as it relates to the implementation of its recommendations at the Municipal level. How will the plan be managed during its development and once completed?

Should the Town be awarded the planning Grant, The Town will establish a Bicycle Master Plan work group within 30-45 days of award. The work group will develop a draft work plan, which will include review of existing impediments to bicycle safety, provide for outreach to the residents, property owners, bicycle associations, DelDot, local businesses, and partner communities. Additional issues that come within the scope of the work group will be identified, such as; bicycle drop off points, bicycle stands, possible bicycle sharing stations for visitors, safety bicycle checks, and appropriate signage regarding share the road with cyclists and other ideas as identified by the the draft work plan will be shared with the Town Commissioners for review and input. Once adopted the work plan will placed on the Town web. (time frame will be within 120 days from grant award.)

The work group will provide the Town Commissioners with updates of the work flow at scheduled Town Meetings and minutes of meetings will be placed on the Town's web site. The plan will be managed by a team leader as assigned by the Town Commissioners. It will be the responsibility of this person to coordinate activities with the work group and ensure the work flow stays on schedule for completion of the Master Bicycle Plan.

3. Develop a plan for internal and external review and public involvement (15 pts)

Describe how you will develop and adopt the bicycle plan? Internally identify what support is required and who will need to review and adopt the plan for implementation. External review and support should be innovative and possible even unique as a way to engage and encourage the public to take stock in improving bicycling conditions.

- a. **What is your strategy for internal review?**

(Include the internal review process and how you intend to create the support for the adoption of the bike plan.)

The development of a bicycle plan will be inclusive both within the Town government and with the public at large. All meetings with the bicycle work group will be advertised and be open to all. The Town will appoint a lead commissioner as a link to the Town Council and part of the internal review. The internal review will group will also include the Town Manager, Team Leader from the bicycle work group, Dewey Beach Police, and representative from DelDot/Consultant.

- b. **What is your strategy for external public involvement? (List any public involvement activities/strategies that you may like to employ during the plans development.)**

The Town plans to advertise the work group meeting on the Town Web and post all the meeting schedules at the locations of the scheduled meeting 7 days in advance. The meetings will encourage public

participation. Notices to the public will ask for public input and volunteers to assist the work group.

4. Ability to create a Bicycle Advisory Committee (BAC) (10 pts)

Describe how your community will be able to establish a Bicycle Advisory Committee (BAC)? Include any high-level official such as the mayor, city manager that will serve as committee members? Membership should be between 9 and 13 residents. It should include representatives of local bicycle groups or citizen cyclists, and aim for an inclusive mix of experienced and more casual bicyclists, community staff and if possible local businesses. Communicate to prospective members that the charge of the BAC is to provide advice on the development of the plan, and that the BAC may disband once the plan is completed.

- a. Does the municipality have an existing Bicycle Advisory Committee or similar?

The Town does not have an existing Bicycle Advisory Committee (BAC), however the Town does a comprehensive plan work group, which would have members included into a (BAC)

- b. If not, can the municipality identify individuals or staff positions/ community leaders that we can call upon as an initial step in the development of the plan?

The Town will appoint a Town Commissioner to serve on the BAC, the Town Manager and Police Department, Assistant Town Manager, community leaders should the grant be awarded.

Citizen representatives, and either local bicycle group and citizen cyclists will be sought after to serve on the BAC. The inclusion of casual cyclists including youth cyclists will also be encouraged.

5. What do you want to accomplish with your Bicycle Master Plan? (25 pts)

The Town hopes to develop a robust bicycle traffic safety plan, that encourages the use of bicycles with the Town of Dewey Beach. The Town is a major thoroughfare for vehicular and bicycle traffic during the summer season. Learning to share the road with bicycles in a safe and prudent manner is essential to the development of a BAC.

The development of an advertising campaign for summer visitors, vehicular traffic, regarding bicyclist road safety. This should include signage advising through traffic and cyclists to obey all traffic laws.

The Town needs and wants to accomplish a strategy to address the specific area where Coastal Highway/Rt 1 and King Charles, 1A on the north end of Town separate. This is an area that has been identified by concerned citizens and bicyclists as a danger point for cyclists going north on Rt. 1 towards Dover, and those going north on 1A going towards the City of Rehoboth. The reason for this is that vehicle traffic can go in either direction causing a flash point with cyclists.

The Town will investigate the development of bicycle drop off points for those wishing to frequent the beach and businesses. This would include high quality secure bicycle stands and appropriate cautionary signage regarding cyclist and motor vehicle safety.

The Town would like to explore bicycle ride share stations at strategic points within the Town. This would allow both residents and visitors to enjoy the bike trails that exist within reach of cyclists. (Breakwater Junction Trail, Gordons Pond, and use of the shoulder on Rt. 1 going South toward Indian River and further south.)

The Town plans to develop a strategy with DelDot to address the hazardous road cross over points along Rt 1 and 1A to minimize the potential danger for cyclists.

Ultimately, the Town along with DelDot will share strategies along with alerts to the public, reflecting the bicycle master plan.

Addendum 1

Meeting notes with DelDot and Town of Dewey Representatives.

DelDot Meeting with Town

December 17, 2015

Attendance

Jim Dedes,

Dale Cooke

Alvin Huffman

Chief Mackert

Todd Sammons, DelDot-Subdivision Engineer, Planning

302-760-2266 todd.sammons@state.de.us

Sarah Coakley, Safe Routes to School Coordinator, Project Planner

302-760-2236 sarah.coakley@state.de.us

Robert McCleary, Chief Engineer/Director, Transportation Solutions

302-760-2305 Robert.McCleary@state.de.us

Mark Luszczyk, Chief Traffic Engineer

302-659-4062 Mark.Luszczyk@state.de.us

Speaker Peter Schwartzkopf Peter.Schwartzkopf@state.de.us

Sen. Ernie Lopez Ernesto.Lopez@state.de.us

Notes;

Dale Cooke gave an overview of the Town of Dewey Beach and concerns regarding traffic safety, sidewalks with limitations for ADA, bike lanes.

Marc Luszczyk gave a handout regarding entitled Delaware Bicycle Safety Sheet and Pedestrian Safety Fact Sheet covering statistics for Dewey Beach and accidents over 10 years. (attached)

Todd Sammons addressed egress regarding proposed access to acquired town space. Todd related that he would work with the town and felt that having access to Route 1 would not be a problem. There was discussion regarding a cut through on the island in front of this space for emergency vehicle access. The consensus was that this also could be accomplished.

Marc Luszczyk stated;

DelDot did not have a problem with the Town marking crosswalks, but would want to be advised beforehand and would offer suggestions regarding materials to be used and assistance when appropriate.

Discussion regarding signs at crosswalks, from DelDot perspective were not as helpful as they appear. They can be distracting to vehicle traffic, cause clutter on roads, and usually are vandalized within a short period of time. However, they did state that they would not object should the Town desire to place signage at crosswalks.

Pedestrian crossing on Route 1 was viewed as a concern for all, especially when not crossing where traffic lights are placed. Markings at other streets for crossing and vehicles not yielding and pedestrians walking into traffic was discussed. DelDot stated that the island on Route 1 could be designed with

Addendum 1, con't

landscaping or “barriers” to force pedestrians to cross at designated crosswalks. Marc also related that they do not have restriction when an officer stops traffic to help pedestrians cross Route 1. They did suggest that crossing be timed with the traffic lights, which would prevent traffic backups.

Bike lanes issue at Rt.1 and 1A was brought up and DelDot said they would review the issue to see what could be done to address traffic going north on Rt 1 and moving on to 1 A (King Charles) for additional safety.

Sarah Coakley mentioned that there are funds for Transportation Alternatives with an 80% Federal match and a 20% local match. Localities can work with the Planning Department within DelDot to develop a concept plan for submission. There is approximately \$1million set aside for the State and it is competitive. The Town was encouraged to develop projects for consideration and should make an effort to attend scheduled public hearings held by DelDot to voice concerns/projects etc. These hearings are held in September

Addendum 2

Two cyclists struck, killed on Del. 1 in Dewey

Karl Baker, The News Journal Published 8:24 p.m. ET Oct. 21, 2017 | Updated 10:37 a.m. ET Oct. 22, 2017

Two cyclists died after they were struck by an SUV on Del. 1 southbound in Dewey Beach on Saturday evening, according to Warren Jones, spokesman for the Rehoboth Beach Fire Company.

At about 5 p.m., the 61-year-old New Yorker driving a 2017 Chevrolet Suburban was traveling on Coastal Highway northbound south of Saulsbury Street when he suffered an acute medical event causing him to black out, police said.

Police said he rapidly accelerated towards the Starboard Bar & Restaurant where two Washington D.C. men, ages 53 and 58, were standing while straddling their bicycles.

Both victims attempted to move out of the path of the Chevrolet but couldn't, police said. He also hit a utility pole and an unoccupied 2015 Jeep Wrangler, police said.

Both Washington D.C. men were pronounced dead at the scene. Their names are being withheld pending notification of family.

No charges have been filed at this time.

Contact Karl Baker at kbaker@delawareonline.com or (302) 324-2329. Follow him on Twitter [@kbaker6](https://twitter.com/kbaker6).

3.12 TRANSPORTATION

Transportation is a part of a community's fabric and character and is interconnected with various facets of society such as land use, housing, and economic development; thus an integrated multimodal transportation system is key to a prosperous future. Dewey Beach envisions itself as a community where residents and visitors, including adults, children, seniors and persons with mobility challenges, can safely reach key destinations in Town, including businesses and key points in the community. While automobile is the primary means of travel, the Town wants to encourage pedestrian and bicycle-oriented travel by providing a seamless non-motorized network that is free of mobility obstacles and enhances safety.

This Transportation section incorporates complete streets which is a policy and design approach that focuses on all modes of transportation in a holistic way. Using the assessment of local existing conditions, needs and concerns, a course of action for improvements is presented.

The most emphasis is placed on the pedestrian and bicycle environment as this appeared an emerging priority based on Work Group discussions. Dewey Beach recognizes that it will need to communicate with the Delaware Department of Transportation (DelDOT) and work collaboratively with other local entities to fulfill its transportation vision. Accordingly, a review of relevant state transportation policy was conducted, which included Delaware's Long-Range Transportation Plan (2010).

The Delaware Long Range Transportation Plan was adopted by DelDOT to guide transportation investment in the State, over a 20-year planning horizon. This Plan includes policies and improvements for roadways, transit, bicycle and pedestrian facilities, greenways and trails.

3.12.1 Regional Roadways

Most State Transportation Departments assume the maintenance of roughly 20% of total roadway miles with the remaining mileage managed and maintained by county and local jurisdictions. In contrast, the Delaware Department of Transportation (DelDOT) maintains 87% of the statewide roadway network. As noted in the introductory chapter of this Plan, the main regional roadway in Dewey Beach is SR-1/Coastal Highway, which is maintained by DelDOT. SR-1 is a four-lane divided highway that extends almost the entire north-south length of the State. In Sussex County, this road received more than 30,000 vehicles for average daily traffic in 2015. Roughly one-mile of SR-1 traverses Dewey Beach.

3.12.2 Municipal Roadways

Apart from SR-1, Dewey Beach has a dense network of local roadways that provide access to a variety of uses, including residential and commercial. The local government is responsible for the maintenance of the roads and upkeep is coordinated with DelDOT in connection with a memorandum of understating between the Town and DelDOT. Many of these local streets do not have sidewalks, yet they carry a notable amount of pedestrian traffic. The pedestrian traffic, mixed with speeding motor vehicles, creates safety issues that should be addressed.

3.12.3 Parking

As a small town and resort area, Dewey Beach struggles with parking management during the high-season which is May through September. It is important for Dewey Beach to have an effective parking management system, as inadequate parking could create a poor experience for visitors, whom the Town desires to have return and patronize local businesses. Also, parking availability is a consideration for businesses seeking a new operating location. To help manage demand, the Town requires parking permits from May through September. These designated

parking areas are well-signed to assist visitors with usage. When demand decreases, parking is free on Monday, Tuesday, and Wednesday from 5:00 p.m. to 11:00 p.m. at permit and metered spaces. This creates an incentive for visitors to travel into Town during a less demanding time. The Town has opportunities for improving parking by more effective use of the public right of ways but has no funding available to do so. If funding can be identified, additional parking may be possible along with potential stormwater management elements.

3.12.4 Public Transit

In general, Sussex County is least served by public fixed route bus service compared to service throughout the State. Public transit in Dewey Beach is limited to seasonal resort bus service. The Delaware Transit Corporation (DTC) operates the Delaware Area Regional Transit (DART) Route 208, which is one of seven seasonal resort bus routes. It provides service between Ocean City, Fenwick Island, and Bethany, Dewey Beach, and Rehoboth Beaches and operates during weekdays and weekends between the months of May and September. DART Route 208 also provides a critical regional mobility link for Dewey Beach residents and visitors by providing access to a connector DART route to Georgetown located in Rehoboth Beach. From there, a passenger could then travel to points throughout Sussex County and utilize the inter-county bus connector DART Route 301 to access points north as far as Wilmington in New Castle County. Also, DART Route 305, commonly known as the Beach Connection, carries passengers between the Rehoboth Beach Park-and-Ride and the Amtrak Station in Wilmington.

Dewey Beach is also served by a seasonal private transportation service known as the Jolly Trolley. Service operates between Rehoboth Beach and Dewey Beach and generally runs between Memorial Day and Labor Day.

DART also manages the Park-and-Ride locations throughout the State. The most recent Park-and-Ride location is part of a three-phased project to construct a Transportation Center in Lewes, just south of the Five Points Town Center. In 2017, DART opened the Center with over 248 park-and-ride spaces. This is the second park-and-ride in Sussex County and is designed to help meet the growing demand of residents and visitors that desire to reach and enjoy Delaware beaches. The third phase of this project will include a public meeting space, improved passenger amenities such as public restrooms, canopied bus boarding/alighting areas, an information kiosk and local tourist information. This new project has begun to bring a notable number of visitors into Dewey Beach, and has reduced the number of automobiles in the Town. While the influx of tourists' and their spending activities are welcome, the increased volumes of visitors have posed a new challenge of overcrowding in Dewey Beach. Efforts to coordinate with DART, including collecting ridership information, are recommended.

Using a bicycle in conjunction with bus and rail services is known to extend the travel shed, or geographic area where trips occur. Since data has demonstrated that people will travel three to four times farther by bicycle than walking to reach a transit stop or station, the link between bicycling and transit use is recognized at the State level. All DART buses are equipped with bike racks that can carry two bicycles and the Lewes Transit Center has bicycle racks and a bicycle repair station. Links between these two modes of transportation can reduce travel by single-occupancy vehicles in Dewey Beach.

Another transportation challenge for Dewey Beach is the high percentage of the senior citizen population. To age-in-place, seniors need high quality transit options as they tend to drive less or abandon altogether. Exploring the future transportation needs of seniors will allow the Town to sustain this population cohort.

3.12.5 Alternative Transportation

Travel solely by automobile is not sustainable. The growing amount of congestion experienced by the Town has reinforced the need to accommodate multimodal travel. In addition to transportation goals, walking and bicycling facilities offer recreational, environmental, and health benefits. Dewey Beach is a compact community, which by design, accommodates walking and bicycling due to shorter distances between destinations. The Town has also experienced an ever-increasing number of pedestrians, bicyclists, skate boarders, hover boarders, scooter riders, and other alternative forms of transportation in recent years. Thoughtful and coordinated transportation strategies and related capital investments will ensure that these various modes can interact harmoniously.

Pedestrian Circulation

Pedestrian facilities do exist in the Town. The main spines of sidewalks are along Coastal Highway (SR-1), and a short distance along King Charles Avenue (SR-1A) between Houston and Saint Louis Streets. There are 16 crosswalks along Coastal Highway between Collins and Bayard Avenues, about half of which are controlled by traffic lights.

Despite the pedestrian infrastructure in place, there are major safety-related issues with the existing sidewalks. Many of the crosswalks at intersections along SR-1 do not have traffic controls, making crossing Coastal Highway at these intersections dangerous due to the high volume of traffic, particularly during the summer season, and the lack of vehicles yielding to pedestrians in the crosswalks. Pedestrian crossings at controlled intersections is also difficult due to the signal timing, which is calibrated for vehicular traffic and therefore provides an inadequate amount of pedestrian crossing time. This tends to "encourage" pedestrians to cross in the middle of the block when they see an opportunity, rather than proceeding to the next intersection. Additionally, some sidewalks are not ADA-compliant and have curb cuts that provide an uneven surface along the length of the sidewalk. This poses a tripping hazard to many and the tactile-warning surface tiles for vision impaired persons have deteriorated or is missing at many intersections along Coastal Highway.

Many sidewalks are narrow and interrupted by utility poles and guy wires²¹. There is insufficient space in many sections of sidewalk due to the number of pedestrians using them, as well as children on bicycles and families with strollers and wheelchair users. Another factor contributing to sidewalk congestion is high demand due to beach-goers and patrons enjoying restaurants, bars and night life activities during the evenings. From locally collected data, patron occupancy in the Town's restaurants is approximately 9,000, patrons who are exiting these establishments and utilizing the sidewalks along Coastal Highway in the seven blocks between Dickinson Avenue and Saulsbury Street. Finally, sidewalk barriers and threats to pedestrian safety are also created by delivery trucks parked along Coastal Highway. To address the variety of deficiencies in the existing pedestrian network, solutions including but not limited to, expansions to sidewalks in high demand areas, are recommended.

Bicycle Circulation

Similar to most beach towns, Dewey Beach has a bicyclist presence. The skill levels of these bicyclists vary, and they are often competing with other modes of travel within the public right of way. In addition to sidewalks along Coastal Highway, the Town also has paved shoulders with bicycle lanes markings which are maintained by DeIDOT and designated as a statewide bicycle route. These bike lanes are significantly wider than the dedicated DeIDOT bike lanes along

²¹ A guy wire or guy is a tensioned cable designed to add stability to a free-standing structure. Guy wires are commonly seen on utility poles to support unbalanced lateral loads due to or to resist ground movement.

regulations.

Objective: Develop a coordinated bicycle network that is safe, accessible, convenient, and provides intermodal connections.

Actions:

1. The Town should work with DelDOT to provide safely designed, well-marked, and maintained on- and off-street bicycle routes with appropriate signage.
2. The Town should consider providing adequate and secure bicycle parking at key destinations (i.e. Town Hall).
3. The Town should continue incorporating bicycle elements into planning activities and development (i.e. bike parking requirements for new/ re-development).

Objective: Educate Dewey Beach residents and visitors on safe walking, bicycling, and scootering techniques and motor vehicle operations.

Actions:

1. The Town should work with DelDOT to educate motorists and bicyclists regarding traffic laws related to sharing the road with appropriate signage.
2. The Town should continue to work with DelDOT to expand bike safety checkpoints and to provide educational messaging that emphasizes pedestrian and bicycle safety and laws.

Objective: Develop a comprehensive parking strategy to address parking issues, specifically in the Resort Business Districts.

Actions:

1. The Town should pursue funding for a comprehensive parking study for the Town.
2. The Town should consider increasing parking capacity in the form of a structured garage, more effective use of the public rights-of-way, or other means and pursue required funding as opportunities become available.

