# TOWN OF GEORGETOWN WALKABILITY & CONNECTIVITY STUDY





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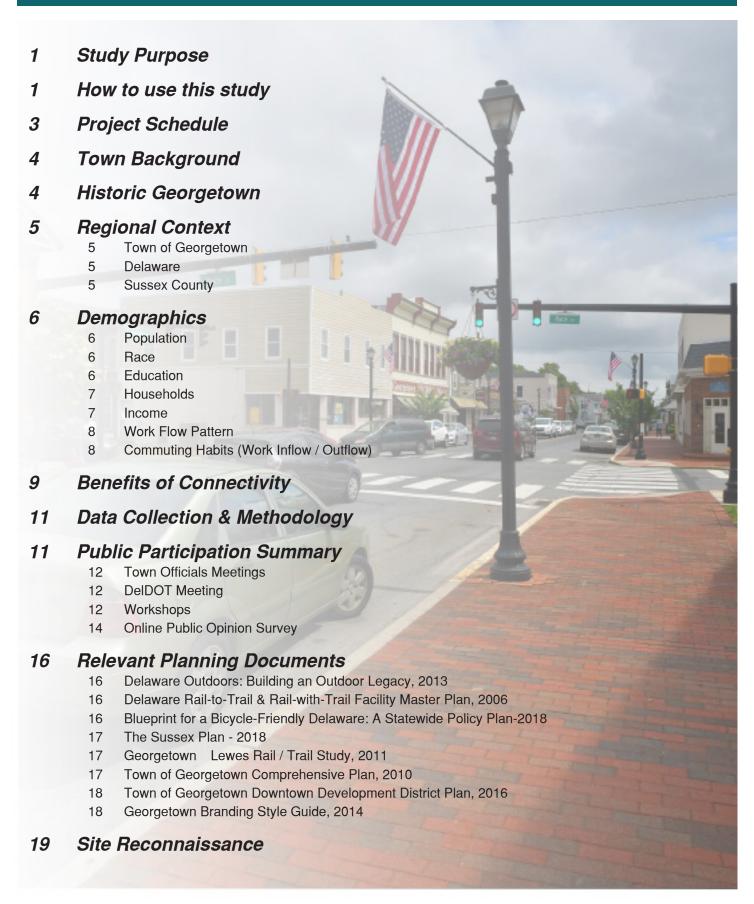
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Simone Collins Landscape Architecture SC# 18014.10



Image from: Town of Georgetown



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# CHAPTER INTRODUCTION

# **Study Purpose**

The Town of Georgetown completed this Walkability and Connectivity Study to establish safe routes for pedestrians and bicyclists in and around the Town of Georgetown, Delaware by improving overall connectivity, promoting walkability and bikeability for residents and visitors, and establishing safe pedestrian and bicycle standards for complete streets, sidewalks, and bike routes. This plan identifies areas of improvement and develops appropriate design templates and signage standards to address connectivity issues in the Georgetown study area that will enhance recreational opportunities for area residents and visitors, create a uniform appearance for future projects that blend with existing infrastructure, and help lay the groundwork for Town-wide connectivity. This report's recommendations, prioritization, and funding strategy will serve as the framework for future development standards regarding pedestrian and bicycle access, and overall connectivity.

# **How to Use This Study**

This study outlines proposed pedestrian access and bike routes, with locations for improvements within the Town. An inventory and analysis serves as the base line for the study by assessing site conditions, technical data and public input. The Recommendations section of the report provides design templates for complete streets, sidewalks and bike routes in various locations throughout Town. The proposed network of sidewalks and bike routes should follow these guidelines. The Implementation section of this report provides cost estimates, phasing recommendations, and potential funding sources.

Any sidewalks and bike routes that are proposed on private lands can only be implemented with the approval of the owner. Easements or purchases of land must be obtained by the Town.

# **Plan Goal and Objectives**

The goal of the Town of Georgetown Walkability and Connectivity Study is to:

Maintain and enhance a healthy, connected and beautiful community and by doing so strengthen the overall streetscape continuity in the Town of Georgetown.

The objectives of the plan focus on attributes that will enable the Town of Georgetown to become a healthier, and more connected and beautiful community:

- Educate the general public and key stakeholder organizations on the opportunities for, and priorities regarding, improved walkability and connectivity in Georgetown;
- Provide material to guide and support decisionmaking by Georgetown elected officials and staff on how to proceed with priority projects; and
- Serve as a document that can support efforts to attract and secure funding for the future implementation of these projects.

While the overall goals for the Town of Georgetown are long-term efforts, the scope of work for this project is more

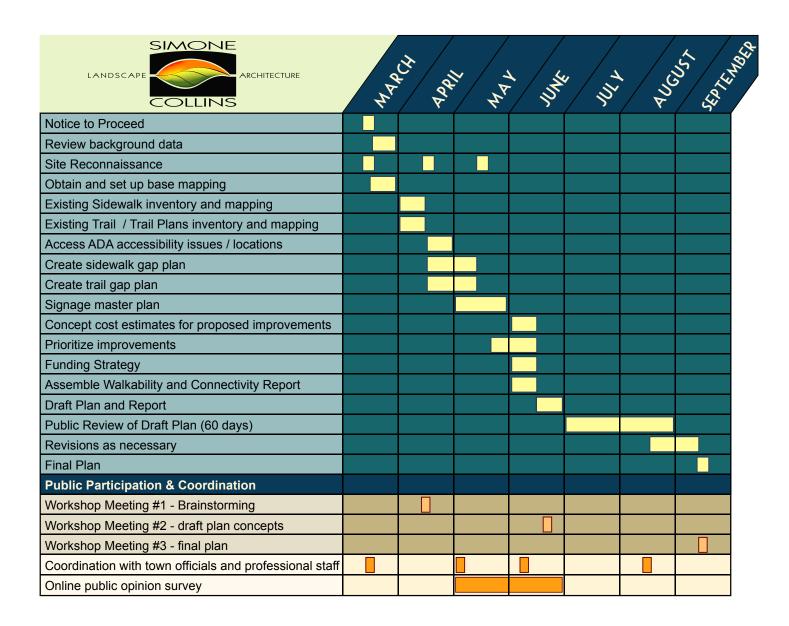
limited. It consists of the following deliverables:

- Background and information on the value of a connected, walkable, and bikeable community for neighborhood health, economic vitality and other purposes;
- Identification and discussion of high priority areas for sidewalk improvements or deployment, trail connections, and other walkability improvements;
- Recommendations on templates for walkability facilities and complete streets;
- · Recommendations on wayfinding signage;
- A description of how walkability investments can support and integrate with the broader Comprehensive Plan and land use opportunities, needs, and recommendations;
- Information and recommendations on the role and responsibilities of residents and businesses on their own sidewalks;
- · A concise Prioritization Plan;
- · A Research Roadmap on funding opportunities; and
- Recommendations on Key Next Steps and Actions.



The Circle in preparation for Memorial Day 2018

# **Project Schedule**



# **Town Background**

The Town of Georgetown is located in Sussex County, Delaware and is currently not within the limits of a Metropolitan Planning Organization. The Town of Georgetown has an area of 5.1 square miles, with no water bodies included within the Town limit. The Town serves as the County Seat and has the associated courthouses. The Town is governed by a Mayor and Town Council. The Council includes one representative for each of four wards within the Town. Each member serves a term of 2 years. The Town Manager heads the Administration Department and is an appointed position.

# **Historic Georgetown**

The Town of Georgetown was founded in 1791 as a means of centralizing the county seat, which was originally located in Lewes, DE. Originally, commissioners purchased 76 acres and immediately began the process of building the courthouse and jail. Contrary to the typical Delaware town planning of the time, the Town was built around a circle rather than a park square. As the Town developed, the streets were constructed using a grid pattern. The Circle is directly surrounded by the Town Hall, state and county buildings, and the Sussex County Courthouse. Rebuilt in 1837, the Sussex County Courthouse and the Circle are listed on the national Register of Historic Places. The Brick Hotel and Old Sussex County Courthouse are also included on the National Register of Historic Places.



1954 Aerial of Georgetown

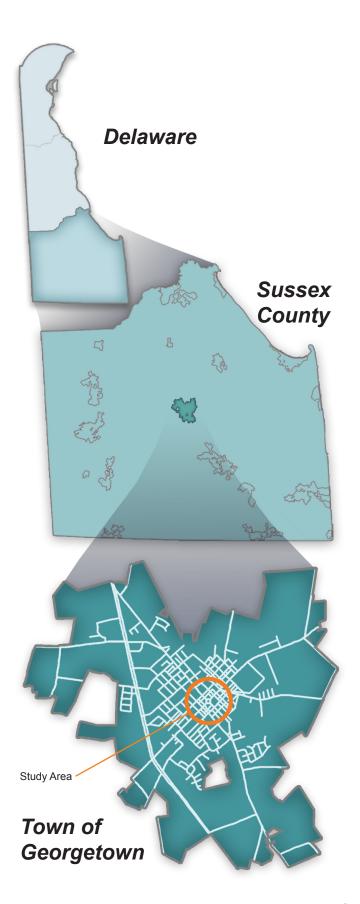
# **Regional Context**

The Town of Georgetown is located in central Sussex County, which is the largest and southernmost county of Delaware, as seen on the regional context map. The Town of Georgetown is based around the Circle in the center of the Town. It is bisected by two major roads: US Route 113 connecting north and south along the western edge of the Town, and US Route 9 (Market Street) which connects east and west through the center of the Town. The Town is roughly 15 miles south of Milford and 17 miles west of Rehoboth Beach, DE which is along the Atlantic Coast line.

The Town of Georgetown serves as the throughway for those accessing the Delaware Beaches. Other popular destinations in the area include Redden State Forest roughly 4 miles north along US Route 113, and "Sports at the Beach" baseball facility roughly 2 miles east along US Route 9. The Delaware Coastal Airport is located just outside of the Town limits to the southeast.



East Market Street heading out of Georgetown



# **Demographics**

Based on the 2016 population estimate, the Town of Georgetown has a population of 6,917, an increase of 763 (+12.4%) from the 2010 Census of 6,422 residents. The Town has an overall population density of 1,371.6 inhabitants per square mile.

#### **Population**

The population is split evenly with a 1:1 ration of male to female residents. The overall median age for the Town was 30.8 years in 2016, with the average male age 27.9 years and the average female age higher at 35 years. Children under the age of 18 accounted for 29.2% of the population in 2016, slightly higher than the 26.9% in 2010. The percent of the population age 65 and over has also increased from 10.8% in 2010 to 15.6% in 2016.

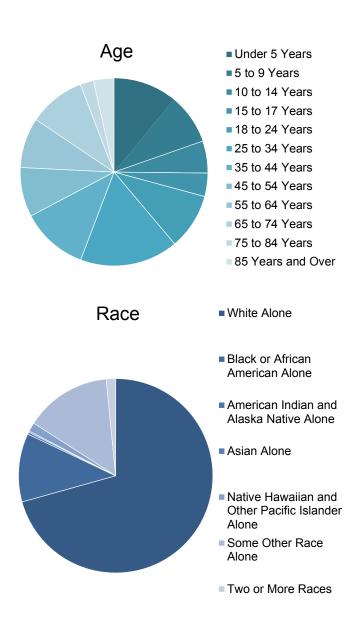
#### Race

Over 70% of the population in 2016 identified as solely white / caucasian. Those that identify as Black or African American account for 11.4% of the total population. Only 1.6% of the population identify as two or more races.

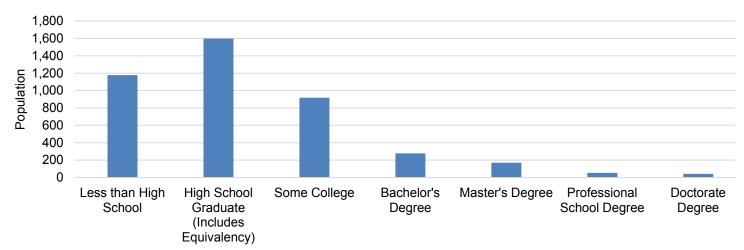
While not included as race, 2,924 inhabitants (42.3% of the total population) are of hispanic or latino origin, a slight decrease from the 42.9% in 2010.

#### **Education**

Education attainment data below includes residents ages 25 years and over. Of the population age 16-19, 100% are high school graduates or currently enrolled in high school.



#### **Educational Attainment**



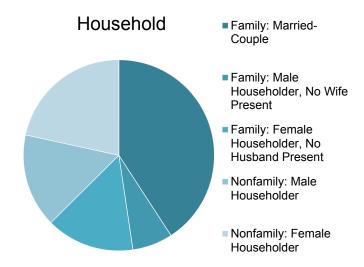
#### Households

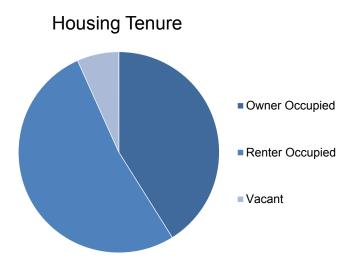
As of 2016, there are 2,361 housing units in Georgetown, of which 93.3% are occupied. Of the housing units occupied, 56% are renter occupied. Family households make up 62.6% of all housing units, with 40.8% of householders being married couples. The majority of the remaining occupied housing units are female heads of households. Female householders account for 36.5% of all occupied housing units, while male householders account for 22.7%. The average household size is 3.1.

#### Income

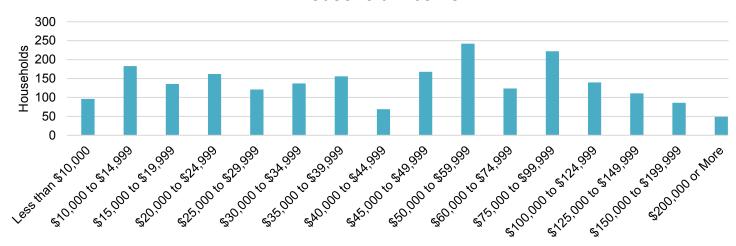
The average household income in Georgetown is \$46,708 and the per capita income is \$23,090.

Children younger than 18 years account for 56.3% of the population living below the poverty level, with 32.5% of the children population in Georgetown living below the poverty level. This is compared to the 22% of adults living below the poverty level.





#### Household Income



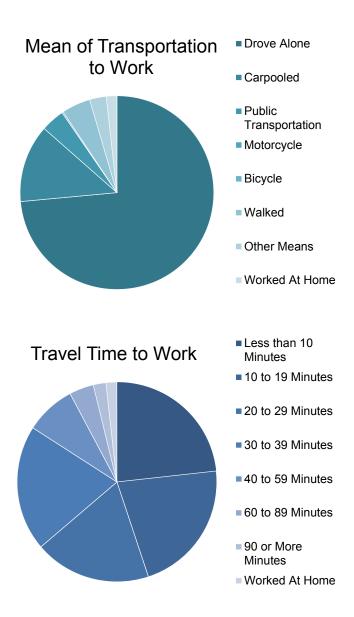
#### Commuting Habits (Work Inflow / **Outflow**)

The most predominent form of transportation for work was with a car, truck, or van. Driving alone and carpooling accounts for 86.5% of work transportation. Walking is the next most frequently used method of transportation at 4.8%.

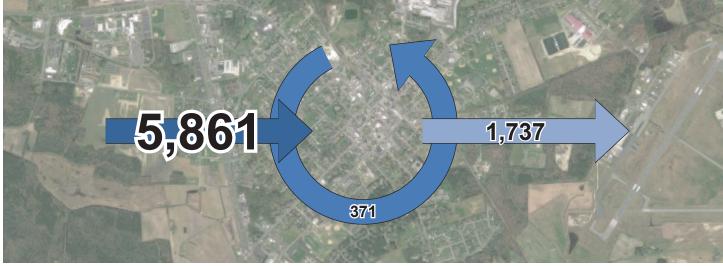
Travel time to work, as shown below right, is based on oneway travel. Nearly 45% of those commuting to work travel 20 minutes or less to get to work, while 6.1% spend over 1 hour commuting. The average commute time is 25 minutes.

During a typical business day, the population of Georgetown nearly doubles due to employees commuting into the Town for work. Of the Georgetown populationin the labor force, 57.4% travel outside of Georgetown for employment while 12.3% stay within Georgetown for work.

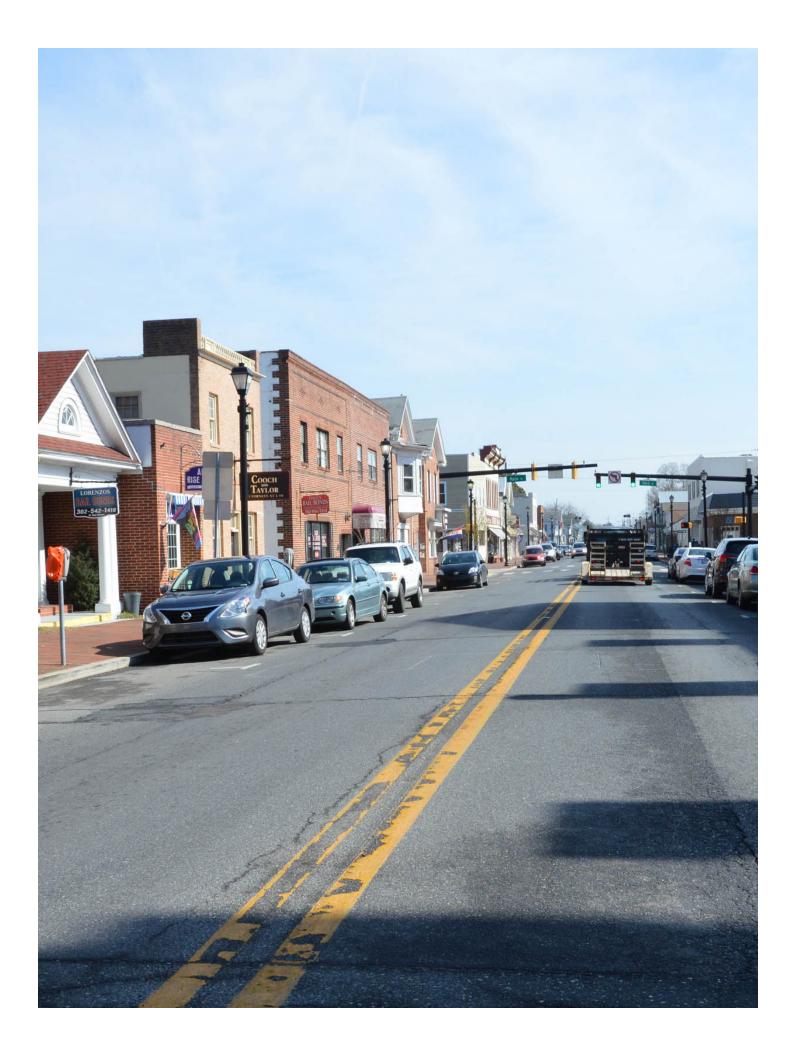
The two primary employers in Georgetown are the Delaware Court System and the Perdue Chicken Farm.



#### Work Flow Pattern



# **Benefits of Connectivity OPEN SPACE MANAGEMENT / MS4 PRESERVATION** QUALITY OF LIFE **AMENITIES** WALKABILITY **BENEFITS WATER QUALITY PROTECTION BIODIVERSITY ECONOMIC** NATURAL AND CULTURAL **DEVELOPMENT** CONNECTIONS **VISUAL IMPACT**



# CHAPTER 1 NVENTORY & ANALYSIS

# Data Collection & Methodology

Data included in this report was compiled from various sources, including Town of Georgetown, Sussex County, Delaware FirstMap, Strava (Heat Maps), previous planning studies, and field reconnaissance data obtained by the consultant.

Geographic Information System (GIS) base mapping was used to prepare field maps and planning documents consisting of the base aerial photography, Town boundaries, roadways, sidewalks, parcels, and other identifying land use features.

Simone Collins Landscape Architecture led an in-depth public involvement process. Direct involvement with Town Officials and Staff guided the process and provide valuable insight and direction for the plan.

# Public Participation Summary

Meetings with the public, town officials, and transportation professionals were held throughout the planning process to gather firsthand information on existing conditions and issues. Individual and group interests and desired results were taken into consideration throughout the study. These meetings also served to provide consultants with feedback on proposed recommendations, and functioned as a means of keeping to the community up-to-date and aware of the process as it progressed.

A list of public participation meetings held throughout the planning process is on the next page. Attendance lists and meeting minutes from these meetings can be found in the Appendix of this study.

#### Town Officials Meetings

Meetings with town officials and town staff were held on an as-needed basis to ensure communication of the design and process between the Town of Georgetown and Simone Collins Landscape Architecture.

#### **Town Officials Meeting #1 - March 29**

During the initial site reconnaissance, Simone Collins met with Town staff and officials to review the project scope and expectations. Georgetown provided Simone Collins with data and information relevant to the project and site.

#### **Town Officials Meeting #2 - May 31**

Simone Collins met with Town staff and council member Rebecca Johnson-Dennis to review the work in progress for the plan. The consultants reviewed the complete array of improvement types proposed for the study area and discussed the attributes and purpose of each. Town priorities and the reasons for this study were also discussed. A complete summary of the meeting is contained in the appendix.

#### **Town Officials Meeting #3 - August XX**

Coordination on revisions to the draft plan was completed by email and telephone conversation.

#### **DelDOT Meeting**

Simone Collins met with DelDOT on May 31 to review preliminary concepts. Various options were presented and discussed. DelDOT made suggestions regarding designs along state routes. Potential state funding sources were also discussed.

#### Workshops

Three public workshops were held during the planning process. Summaries of the workshops are below:

#### Workshop #1 - April 19

The first public workshop focused on gathering data and input from the public. Initial ideas and observations were presented to the public and general discussion was held throughout the workshop. Attendees were asked to participate in a board activity in which they placed dots on "problem intersections" within the project site and its immediate surroundings. The workshop participants consisted of residents and government officials, and allowed for an informal group discussion. Meeting minutes can be found in the appendix.

#### Workshop #2 - June 21

Simone Collins presented the Draft Plan recommendations to attendees. Each of the improvement types were discussed. The importance of an sidewalk from the center of town to the North Georgetown Elementary School along Bedford Street was discussed. Even though this improvement is beyond the limits of the study area, attendees felt it important that this study mention this important safety improvement. The consultants encouraged the Town to contact DelDOT directly to discuss this idea. A complete summary of the meeting is contained in the appendix.

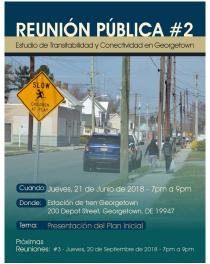
#### Workshop #3 - September 20

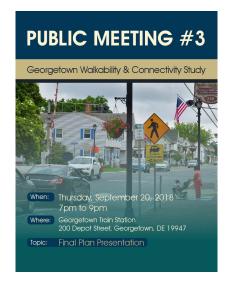
Simone Collins presented the Final Plan recommendations to the public. Each of the improvement types were discussed. The meeting was attended by 15 people.



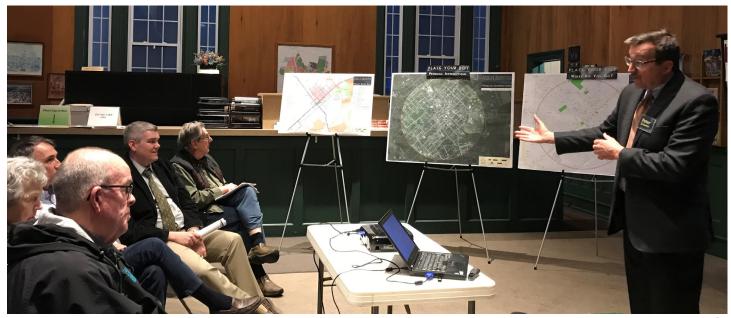










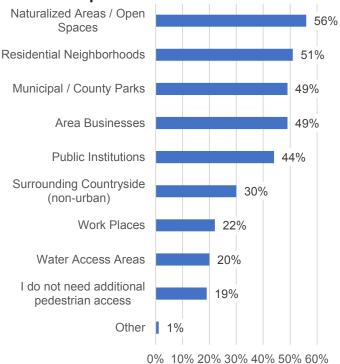


#### Online Public Opinion Survey

An online survey was conducted to help inform the development of the Town of Georgetown Walkability and Connectivity Study. The survey received a total of 163 responses. Some questions were included to gather general information, including the respondent's age, employment, and living situation. Remaining questions focused on the respondent's usage and opinion of Georgetown's connectivity amenities, including sidewalks and bike routes, destinations, safety and linkages, and walking and biking habits. The full results are included in the Appendix of this study. The following are general findings and key results of the survey:

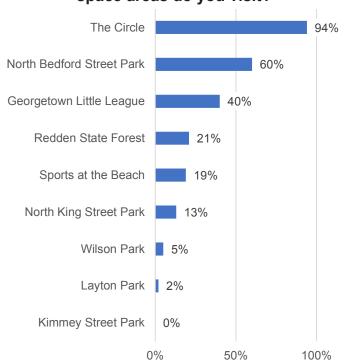
- 59% live in the Town of Georgetown
- 54% have lived at the current residence for less than 10 years
- 37% of those that work in Georgetown have worked there for over 15 years
- 47% of those that visit Georgetown do so for shopping, dining, and retail services
- 93% use cars as their main form of transportation
- 54% feel there are not adequate sidewalks in Georgetown
- 77% would like additional sidewalks and trails
- 69% believe trails are important or very important to the well-being of the community

#### What type of areas would you like pedestrian access to?



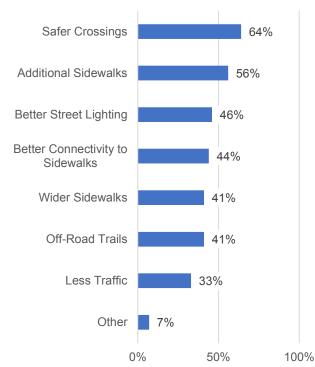
Question 19: What type of areas would you like pedestrian access to?

#### Which trails, parks, natural areas, or open space areas do you visit?



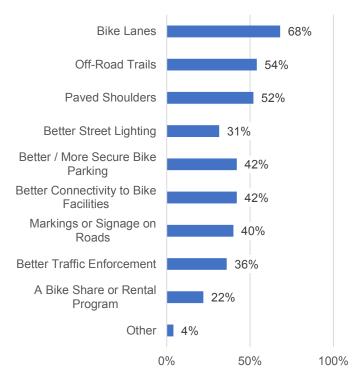
Question 20: Which trails, parks, natural areas, or open space areas do you visit?

#### What would encourage you to walk more?



Question 24: What would encourage you to walk more?

#### What would encourage you to bike more?



Question 25: What would encourage you to bike more?

# **Relevant Planning Documents**

#### Delaware Outdoors: Building an Outdoor Legacy, 2013

Delaware Outdoors: Building an Outdoor Legacy is the 2013 Delaware Statewide Comprehensive Outdoor Recreation Plan (SCORP) completed by the Department of Natural Resources & Environmental Control to serve as a guide for outdoor recreation development through the state of Delaware. The final plan includes various surveys and studies that identify findings and priorities throughout the state of Delaware, with a focus on outdoor recreation use and experience over time. These findings aided in formulating recommendations to encourage and improve outdoor recreation. Accessibility and trails / pathways were each considered primary initiatives to be addressed.

http://www.dnrec.delaware.gov/parks/Information/ Documents/2013%20Scorp/2013SCORP.pdf

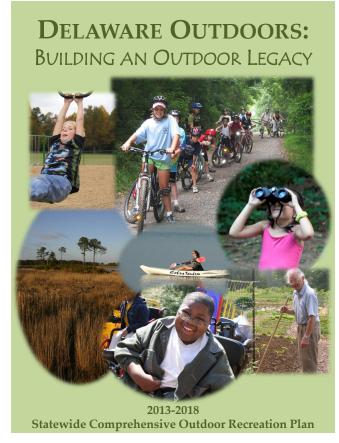
#### Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan, 2006

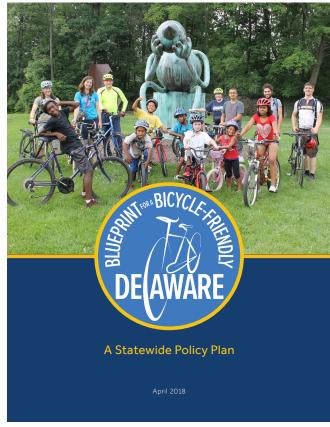
DelDOT completed the Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan as a review of and update to a cursory study of all railroad corridors for potential bicycle and pedestrian use, and evaluate potential interconnectivity of these corridors. The plan aimed to accomplish three goals: review and further evaluate potential railroad corridors; work with various partners at a local, regional, state, and federal level to complete the plan; and provide a practical and prioritized strategy to successfully implement all rail-to-trail and rail-with-trail corridors recommended. The Georgetown-Lewes Rail-Trail is the longest recommended corridor location, totaling 16.7 miles once completed.

https://deldot.gov/information/projects/rails\_to\_trails/pages/ MASTER PLAN FINAL/MAIN BODY/REPORT MAIN BODY FINAL.pdf

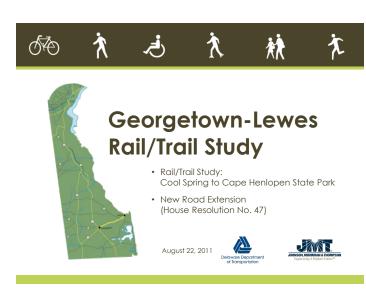
#### Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan-2018

The Blueprint for a Bicycle-Friendly Delaware was published in April 2018 as a means of building upon existing accomplishments, filling in gaps, and taking advantage of









# Town of Georgetown

### Comprehensive Plan

Sussex County, Delaware

As Adopted by the Georgetown Town Council on January 13, 2010.

opportunities for improvements. The Statewide Policy Plan serves to identify Delaware specific goals, adopt new and best practices for cycling, integrate efforts of stakeholders into a focused implementation strategy, increase coordination and leveraging of resources, and community the value of bicycling toward achieving broad societal goals. Recommendations for planning, design, and implementation have all been included in the completed plan.

https://deldot.gov/information/projects/blueprint\_bicycle friendly delaware/pdfs/DelDOTBikePlan043018FINAL.pdf

#### The Sussex Plan - 2018

The Sussex County Comprehensive Plan aims to plan for the needs of the County through the year 2045, focusing on the unincorporated portions of the County. The plan serves as a guide for future development-related decisions, including development, redevelopment, and preservation. It aims to enhance the quality of life for residents by determining and overall vision of the County and creating a realistic action plan. Existing conditions were evaluated and recommendations were made based on the findings.

https://sussexplan.com/

#### Georgetown – Lewes Rail / Trail Study, 2011

Following the completion of the Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan, the Georgetown -Lewes Rail Trail Study further evaluates the impact and proposed design of the 17.8 mile trail corridor from the Georgetown Train Station to the Cape Henlopen State Park. The study considered existing regional railroad corridor usage, and future land use and density based on estimated 2030 Census data. Design guidelines, influenced by these findings, serves as standards to be used throughout the corridor. The guidelines include rail-to-trail, rail-with-trail, railroad crossing, and trailheads with parking.

#### Town of Georgetown Comprehensive Plan, 2010

The Town of Georgetown Comprehensive Plan was adopted by the Town in 2010 and sets the foundation for development regulations and revision in the Town. The completed plan recommends policies pertaining to development and conservation in Georgetown and its surrounding areas through the year 2020. The plan functions to coordinate efforts and activities for Town,

County, and State governments, as well as organize actions by individuals, organizations, and businesses.

https://imageserv11.team-logic.com/mediaLibrary/286/ Geo Com Plan Adopted 2010 - LOS Amendment.pdf

The plan will be superseded by the new Plan Georgetown Comprehensive Plan which is currently in the draft phase.

#### Town of Georgetown Downtown Development District Plan, 2016

The Delaware General Assembly enacted the Downtown Development Districts Act in 2014 designed to identify areas that can qualify communities for significant development incentives and other State benefits. The Town of Georgetown Downtown Development District Plan serves as the blueprint as Georgetown seeks Downtown Development District designation. The Plan evaluated existing conditions of the Town of Georgetown, including connectivity, with a specific focus on the Downtown Development District. The Plan listed recommendations for improvement of the Downtown Development District that would affect both the district and the Town as a whole. The final plan includes the Georgetown Downtown Development Overlay District, which is now in place.

https://imageserv11.team-logic.com/mediaLibrary/286/ Georgetown\_DDD\_Application\_report\_1.pdf

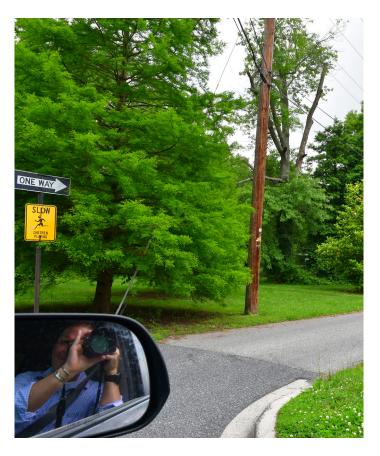
#### Georgetown Branding Style Guide, 2014

The Town of Georgetown conducted a rebranding effort in 2014 as a means of creating a unique and uniform community image. The Georgetown Branding Style Guide includes the new Town of Georgetown Logo and motto, with all appropriate uses of both. The Style Guide further includes acceptable color palettes, fonts, and branding extensions. Proposed wayfinding signage designs are also considered as part of the style guide. The goal is to promote the Town of Georgetown as a well-rounded community for those that reside there and those that visit.

https://imageserv11.team-logic.com/mediaLibrary/286/ Georgetown\_Branding\_Styleguide.pdf







# **Site Reconnaissance**

The consultants performed initial field reconnaissance to inventory, analyze and document existing conditions on March 29, 2018. Field data was recorded using field maps, and photographs were taken for use in the Walkability and Connectivity Study. This information then influenced recommendations and prioritization for the study. Follow-up field verification was conducted to confirm the feasibility of proposed recommendations. Additional field reconnaissance was completed on May 31 and June 21.



# **Existing Conditions**

All existing condition maps show information and data within the project limits. Data shown has been provided by various sources and created by Simone Collins.

Base Aerial

are maintained by the State. All other roads are local roads maintained by the Town.

#### **Railroad Corridor and Crossings**

A railraod corridor bisects the Town and has 7 crossing locations within the project limit. Some of the raillines are no longer in use. The Georgetown Lewes Rail Trail will paralell these tracks and terminate just outside of the project



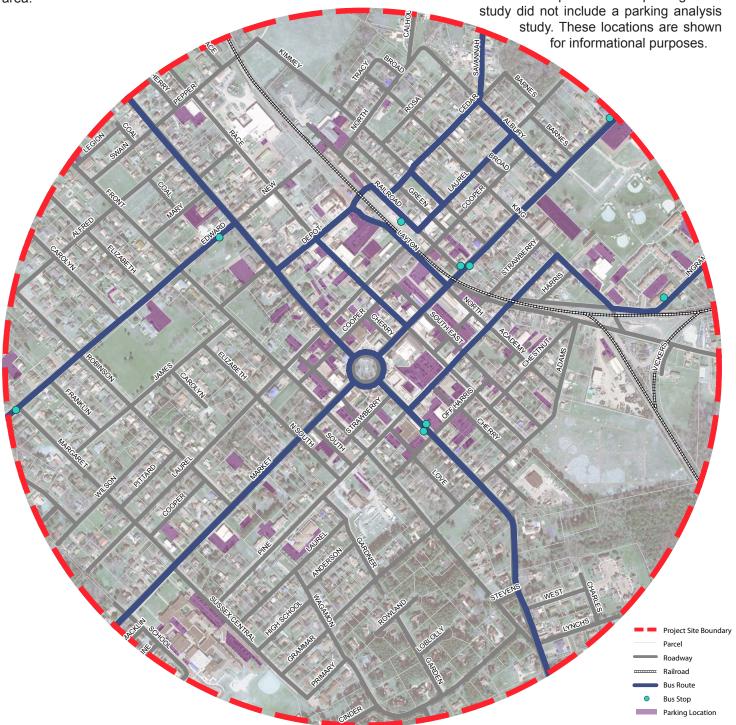
#### **Public Transportation**

#### **Transit Routes and Stops**

The DART (Delaware Area Regional Transit) bus service serves Georgetown via two routes (206, 212) that cover most of the study area. (see map). There are approximately nine (9) bus stops for these routes located within the study area.

#### Parking Locations

There is a generous distribution of surface parking lots in the study area as shown on the map. Most of these parking lots are either private or county. As business uses, these lots are generally well utilized during the day. At night, they could be available for visitors to restaurants and shops with prior agreement between the property owners and the Town. There is also ample on-street parking. This



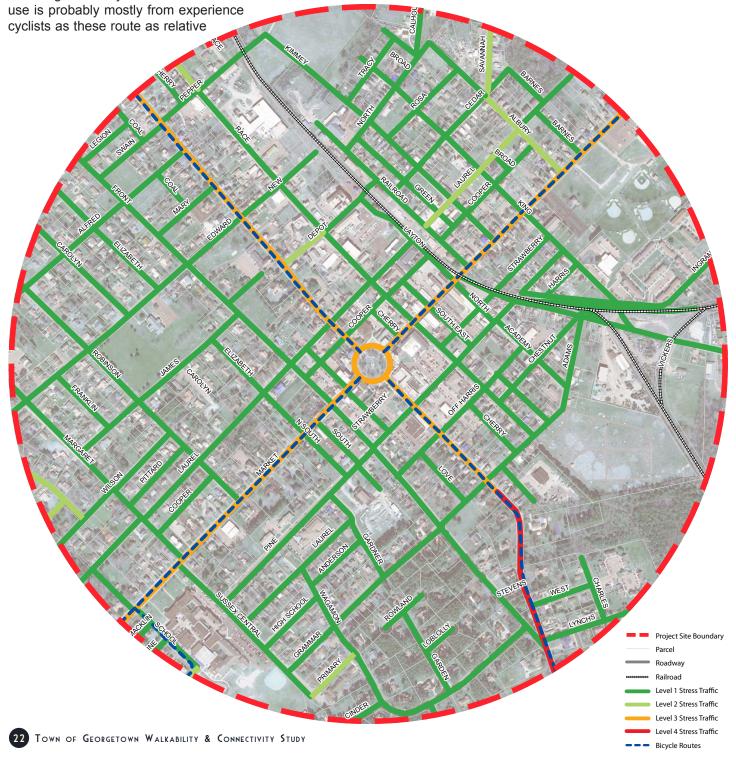
#### Bicycle Infrastructure

#### **Existing Routes**

Market Street (Rt. 9) and Bedford Street have been designated bike routes as per DelDOT for several years. There are no special facilities or signage on these roads to facilitate cyclist use. However, STRAVA heat maps show significant cyclist use on these roads. This

high-stress routes (high motor vehicle volumes and relative high speeds).

In 2018 DelDOT published a new bike route plan that focused on utilizing "low-stress" routes for designated bike routes. Low-stress routes are typically low volume, low speed roads on which less experienced / less confident cyclists will feel confident and safe. Please see the state map for low stress routes on the facing page.



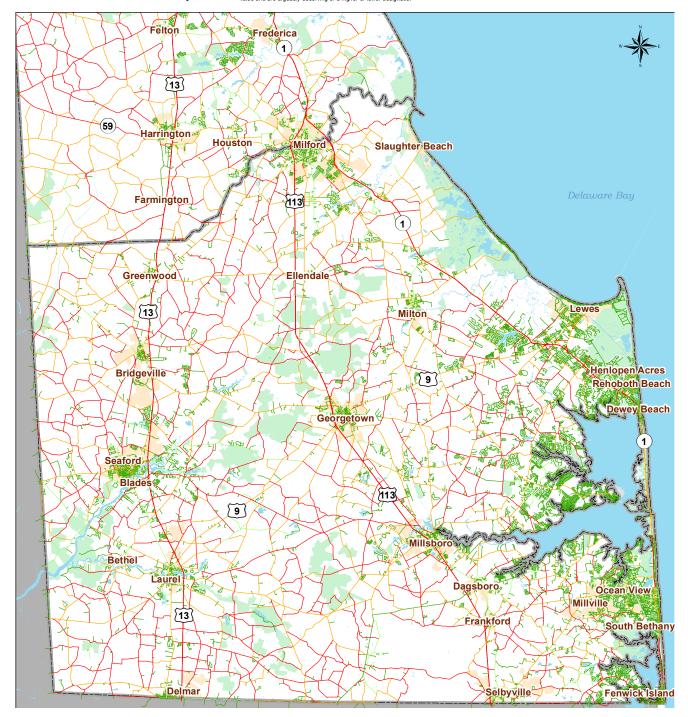
#### Delaware Traffic Stress Map

#### **Bicycle Level of Traffic Stress**

- 1--comfortable for bicyclists of all levels\*
- 2--comfortable for most adult bicyclists
- 3--uncomfortable for most bicyclists
- 4--unridable for most or all bicyclists

Incorporated Municipalities **Outdoor Recreation Areas** 

\*Designations are applied using the Bicycle Level of Traffic Stres criteria. There may be some designations that are near a threshoi value and are arguably deserving of a higher or lower designation

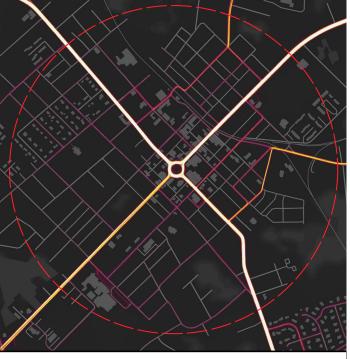


#### Strava Heat Maps

STRAVA is a popular app which utilizes GPS tracking to record routes by walkers, runners, and cyclists. STRAVA heatmapping was used to locate popular routes within and around the Town. This information shows the usage intensity along these recorded routes.



Pedestrian usage data from STRAVA

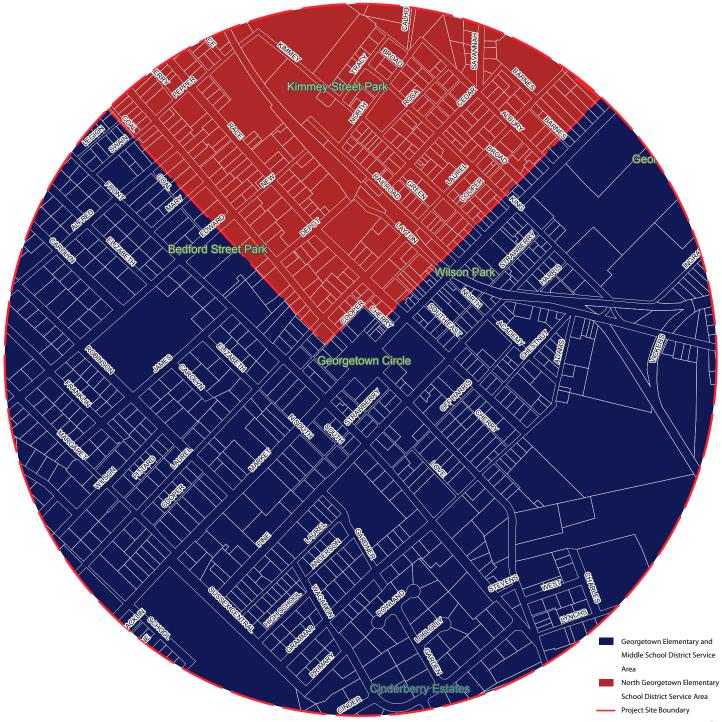


Bicyclist usage data from STRAVA

#### School District Service Areas

The Georgetown School District service areas are roughly divided into the northeast quadrant for the North Georgetown Elementary School located north along Bedford Street and the remaining three quadrants with for the Georgetown Elementary and Middle School located at Pine and Sussex Central.

While the Elementary and Middle School on Pine is generally accessible by sidewalks, the North Georgetown Elementary School cannot be reached from the center of town along Bedford by sidewalks since few exist. This lack of sidewalks is a great concern to some residents and while beyond the bounds of this study, residents feel that it is an important priority to have a sidewalks from the center of Town along Bedford Street to the school.



#### Sidewalk Infrastructure

#### **Sidewalk Gaps & Conditions**

Existing sidewalks in the study area were inventoried. This analysis included an assessment of sidewalks in poor condition. This analysis is illustrated on the map below.

#### **Intersections**

Several intersections in the study area were identified as being "problematic" meaning that based on site reconnaissance and input from Town staff and public meeting participants, there were concerns about these locations.



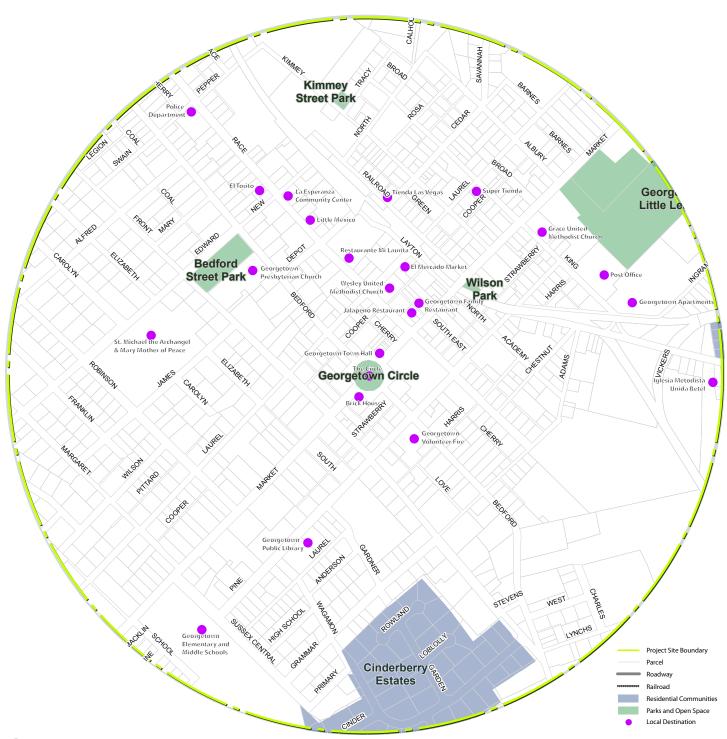
#### ADA Accessibility

#### **ADA Ramps**

Existing pedestrian ramps that appear to meet the requirements of the Americans with Disabilities Act standards were inventoried and identified during the study. Also known as "curb-cuts", these ramps allow individuals with physical limitations to navigate between the sidewalk and street. The inventory did not assess if older ramps meet the most current ADA standards. THE PARTY OF THE P Project Site Boundary Parcel Roadway Railroad ADA Ramp

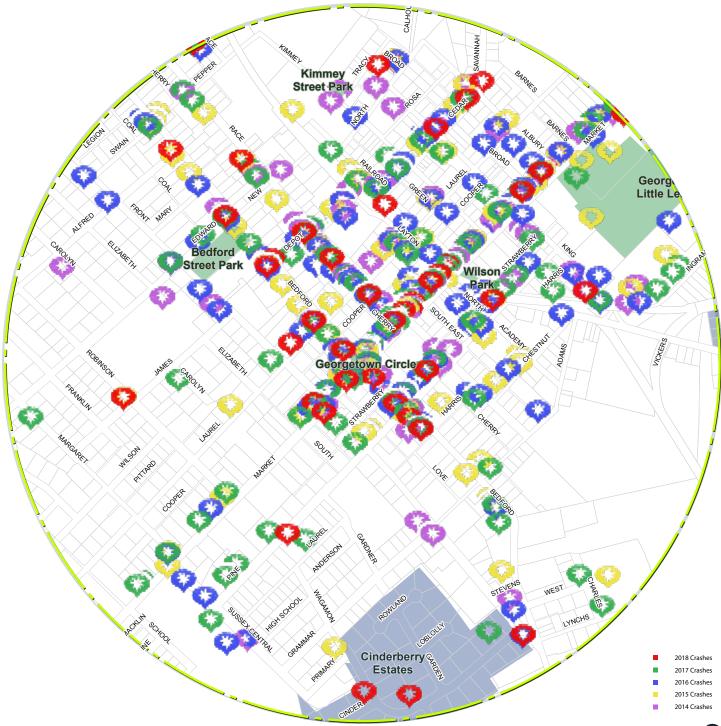
#### Local Destinations

Many of the local destinations in the study area are illustrated on the map below.

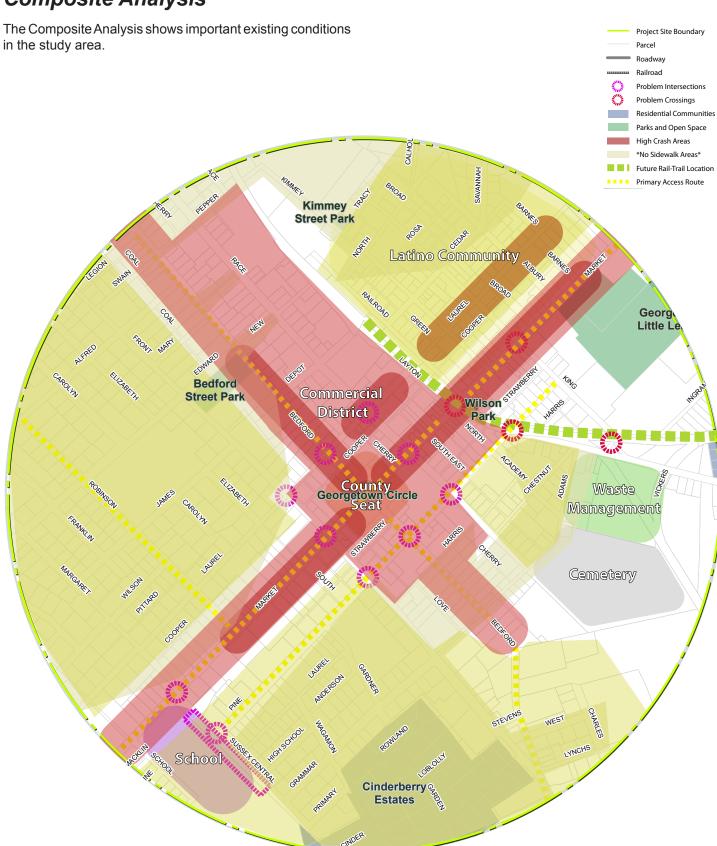


#### Crash Data

The reportable crash date as obtained from the Georgetown Police Department is illustrated below. This shows a preponderance of accidents in the northeast quadrant of the study area.



#### **Composite Analysis**



## **Regional Destinations**

#### "Sports at the Beach"

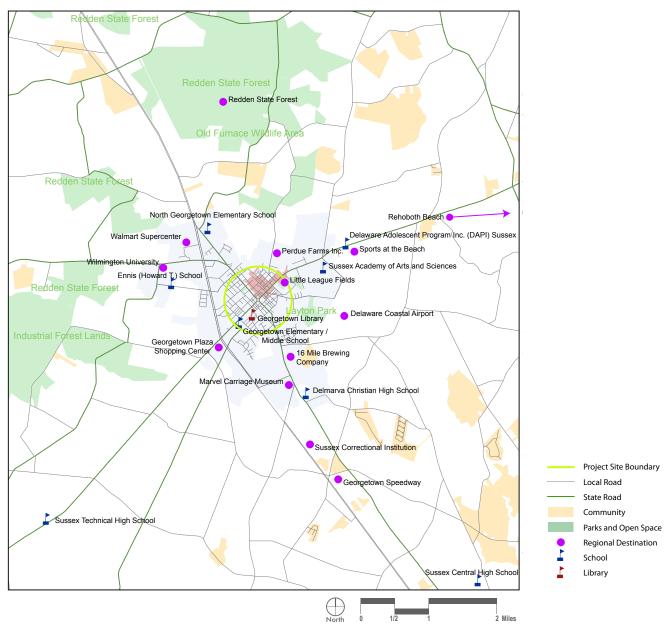
Sports at the Beach is a private for fee recreational facility located north of the study area on Rt. 9. It has multiple sports fields, a swimming pool, playgrounds, archery and other sports facilities.

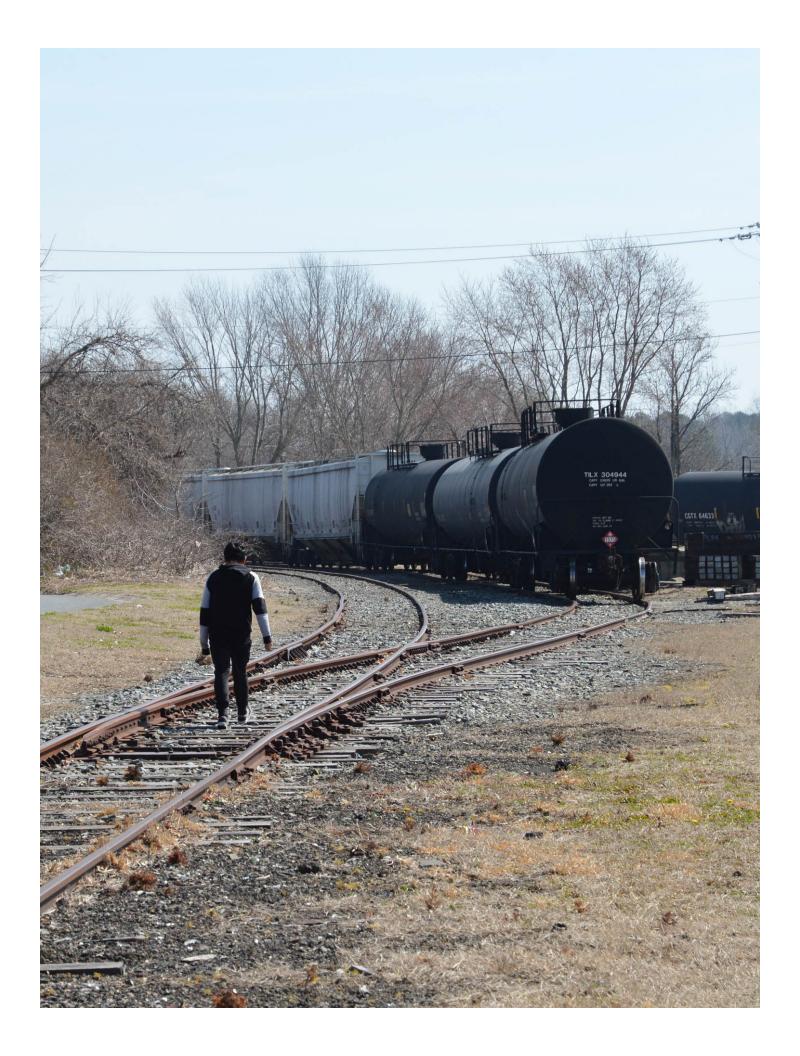
#### **Redden State Forest**

Redden State Forest, Delaware's largest at more than 12,900 acres, is located in central Sussex County just north of Georgetown off or Rt. 113. With over 44 miles of trails, the 18 tracts of Redden State Forest are popular for hiking, horseback riding, bicycling, and bird watching. The Headquarters Tract also contains a natural resource education facility. The historic Redden Lodge, renovated in 1996, is open to the public at a nominal cost.

#### Little League Field

Georgetown Little League Fields are located in the northeast quadrant of the study area and has 5 baseball fields.





# CHAPTER 3 RECOMMENDATIONS

## Accessibility Requirements

Accessibility requirements are enacted by the Americans with Disability Act (ADA). Whenever feasible, recommended trails and sidewalks should meet ADA standards. Additional guidelines by the ADA regarding outdoor recreation amenities should be implemented when feasible. While most bike or pedestrian facilities in Georgetown do meet ADA Standards, not all proposed trail, sidewalks, and connections in this Walkability and Connectivity Feasibility Study can meet ADA standards due to existing conditions.

The most recent version of the standards are found at: https://www.ada.gov/.

## **Trail Users**

Proposed routes and improvements should account for all trail user types. Typical users within the Town of Georgetown include bicyclists and pedestrians.

#### **Bicyclists**

Includes riders of varying experience levels. These include:

- · Adult (experienced) Comfortable riding in any environment, including on-road and off-road trails;
- · Adult (novice) A less confident rider. Will use onroad facilities that have high levels of comfort (low stress) - typically low traffic and low motor vehicle speeds;
- · Child Beginner riders that are typically limited to off-road facilities and very high level of comfort roads. These roads are generally found in residential subdivisions.

#### **Pedestrians**

Includes walkers and runners of all ages. This is typically the predominant user group in Georgetown.



Pedestrians in Georgetown



Adult experience bicyclists



Adult novice bicyclists



Child bicyclists

### **Guide for the Development of Bicycle Facilities**

2012 • Fourth Edition









## **Trail & Bike Route Guidelines**

Various nationally and locally recognized organizations have developed trail design standards. These include: the American Association of State Highway Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), the Pedestrian Accessibility Standards for Facilities in the Public Right of Way by Delaware Department of Transportation, and the Manual on Uniform Traffic Control Devices (MUTCD).

AASHTO standards are federally recognized while NACTO standards explore innovative solutions to urban street design. All on-road and multi-purpose trail improvements should adhere to AASHTO and MUTCD standards.

#### AASHTO - Guide for the **Development of Bicycle Facilities**

AASHTO provides federally accepted standards for the development of bicycle facilities including information on: Bicycle Planning, Bicycle Operation and Safety, Design of On-Road Facilities, Design of Shared Use Paths, Bicycle Parking Facilities, and Maintenance and Operations. All improvements should adhere to these standards.

#### On-Road Facilities

On-Road Bicycle Facilities are broken down into 4 primary facility types, each with their own design guidelines and regulations: signage only, marked shared lanes (sharrows), paved shoulders, and bicycle lanes.

The general guidelines for shared lanes include:

- Roadways carry low to very low volumes of traffic
- · Low vehicular operating speeds (Lane Widths: 14' or wider allow motorists to pass without encroaching on the next lane)

Signage - Signage can be provided along the road with no cartway (pavement) improvements:

- · Signage informs motorists to watch out for bicyclists on the roadway
- MUTCD standards: Share the Road (W11- and W16-1P) signs and Bicyclist May Use Full Lane (R4-11)signs;
- · Place signs at the beginning of the bike route, roadway intersections, and throughout the segment where deemed required, and at the end of the bike route.











Marked Shared Lanes - Bicyclists operate on the roadways with motor vehicles:

- Not to be used on roads with posted speed limits in excess of 25 mph
- Shared-Lane Striping: (MUTCD 9C 9) placed at intersections and at intervals not greater than 250'
- Striping position on cartway with Parallel Parking: Place center of sharrow 11' from face of curb or edge of travel way
- Striping position on cartway with no Parking: 4' from face of curb or edge of travel way
- Signage (noted previously) is still required

Paved Shoulders - Bicyclists operate on the shoulders of roadways, typically on rural roadways:

- Paved Shoulders should be located on both sides of the road
- Shoulder width with no vertical obstruction: 4' shoulder width minimum
- Shoulder width with vertical obstruction (curb, guiderail, etc.): 5' shoulder width minimum



Marked Shared Lanes



Paved Shoulders



Bicycle Lanes

Bicycle Lanes - Bicyclists operate within a designated portion of the roadway that is separate from motor vehicle traffic:

- · Bike lanes should be provided on both sides of twoway streets
- · Bike Lane Widths without Parking: 4' minimum (not adjacent to curb) and 5' minimum (adjacent to curb or other obstacle)
- Bike Lane Widths with Parallel Parking: 5' minimum to 7' (wider bike lanes are recommended adjacent to parking areas to reduce conflict with opening vehicle doors)
- Bike lanes should be placed between the parking lane and travel lane (this applies to diagonal and parallel parking)

- Storm Drains and Utility Covers: Bike lanes should be wide enough to accommodate bicyclists swerving to avoid obstructions.
- Bike Lane Striping: 4" to 6" solid white line (dotted lines are optional at major driveways and intersections, solid lines should be continued at all minor driveways)
- Pavement Marking: Bike Lane Symbols (MUTCD 9C
- Bike Lane Signage: Bike Lane (R3-17) placed at periodic intervals with either Ahead (R3-17aP) or Ends (R3-17bP) where appropriate.



Shared Use Paths

#### **Shared Use Paths**

Shared use paths are bikeways that are physically separated from the vehicular cartway by a physical barrier or open space. Design of these facilities should comply with current ADA requirements. Path users include, but are not limited to:

- Bicyclists of all types
- Inline & roller skaters, and skateboarders
- Kick scooter users
- Pedestrians

#### **Design Requirements**

• Trail width: 10' minimum to 14' (8' is permitted under rare circumstances) Trail Shoulder width: 2' minimum shoulder free of vertical obstructions (fence, sign, wall, etc.), 3' to 5' is preferred

- Trail Shoulder slope: 1 vertical to 6 horizontal (1:6) maximum
- Adjacent to a body of water or slope 1 vertical to 3 horizontal (1:3) or greater: vertical distance between the trail and nuisance should be minimum 5' (physical barrier or rail is recommended and may be placed at a minimum 1' from the edge of trail)
- Vertical Clearance: 8' minimum, 10' preferred
- Separation between Trail and roadway: 5' minimum from edge of pavement (if less than 5' a physical barrier is needed)
- Trail cross slope: Not to exceed 2%, 1% is recommended (or as per ADA requirements)
- Trail grade slope: Maximum grade should be 5% or match that of the adjacent roadway

#### NACTO - Urban Street Design Guide

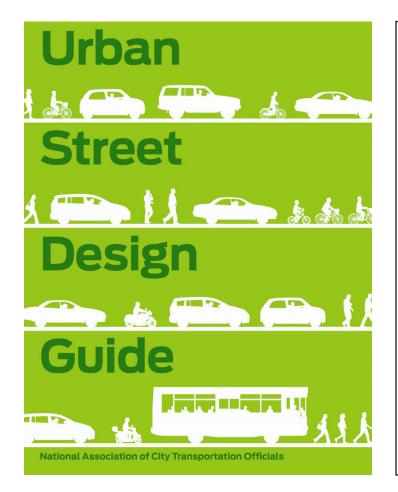
The NACTO Urban Street Design Guide provides innovative solutions to design for and around the special characteristics of the urban environment. The guide book is divided into six primary design categories:

- Streets
- Street Design Elements
- Interim Design Strategies
- Intersections
- Intersection Design Elements
- **Design Controls**

#### Pedestrian Accessibility Standards for Facilities in the **Public Right of Way**

The Delaware Pedestrian Accessibility Standards provide the criteria for the design of Pedestrian Accessible Routes (PAR) elements. These standards are intended to achieve a more consistent approach to the planning, design, construction, and maintenance of pedestrian amenities within the ROW. The Pedestrian Accessibility Standards focus on the design and engineering for three categories of projects:

- New construction projects
- Reconstruction projects
- Resurfacing, restoration, and rehabilitation (3R) projects



#### **Pedestrian Accessibility Standards for** Facilities in the Public Right of Way

February 2018



Prepared by **Delaware Department of Transportation** 

Jennifer Cohan, Secretary

#### MUTCD - Manual on Uniform **Traffic Control Devices**

The Manual on Uniform Traffic Control Devices provides standards for the design and implementation of traffic control devices that provide for safe and efficient transportation. Part 9 of the manual includes traffic control for bicycle facilities. The section includes signs, pavement markings and highway traffic signals for both on-road and off-road trail facilities. All guidance in this document should be adhered too when implementing the alignment alternatives.

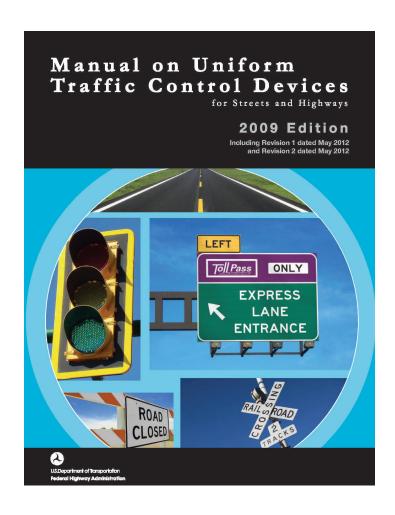
#### Sources:

Guide for Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (AASHTO), 2012;

Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, U.S. Department of Transportation Federal Highway Administration, 2009;

Pedestrian Accessibility Standards for Facilities in the Public Right of Way, Delaware Department of Transportation, 2018;

Urban Street Design Guide, National Association of City Transportation Officials (NACTO), 2013.





Asphalt multi-use trail in a park

## **Trail Surface Types**

#### **Asphalt Surfaces**

Asphalt surfaces provide for the widest variety of trail users including bicyclist, walkers, joggers, wheelchair users, and in-line skaters. Initial installation costs are relatively high (lower than Portland cement concrete however) compared to other trail surface types. However, long term maintenance costs will remain lower than others if properly installed and maintained. Asphalt trails are preferred in flood prone areas. Porous asphalt can also be used in situations where stormwater infiltration or a pervious surface is required. Porous asphalt should not be used in flood prone areas where silt will clog the voids in the pavement.



Concrete walkway in Georgetown

#### Concrete Surfaces

Portland cement concrete pavement is the most durable material for trail surfaces but is the most costly. Concrete trails are commonly used in urban environments. Advantages of concrete include longer service life, reduced susceptibility to cracking and deformation from roots and weeds, and a more consistent riding surface after years of use and exposure to the elements. The joints in concrete trail treads can degrade the experience of using the path for some wheeled users. In addition, users can see pavement markings more easily on asphalt than on concrete, particularly at night. Concrete's light color on a trail reflects the sunlight.



Compacted aggregate path in a nature center



Compacted aggregate surfaces, or stone dust trails, can accommodate all trail user types with the exception of inline skaters. Initial installation costs for this trail surface are relatively low, however long term maintenance costs increase due this surface's higher susceptibility to erosion, especially if not properly installed with swales and cross drains. Crushed limestone or sandstone or "Trail Surface Aggregate (TSA) Mix" are typical aggregates used in this situation. A compacted aggregate surface can also serve as base material for an asphalt surface if trail use increases or funds become available for a surfacing upgrade. Compacted aggregate surfaces should be avoided in flood prone areas or on slopes over 3%.



Paver walkway in the Circle in Georgetown

#### **Pavers**

Pavers, composed of clay or concrete, may be a suitable pavement material where the context, such as in Georgetown, is of a historic nature. As evidenced by the many brick sidewalks in the town. This material is highly aesthetically pleasing and durable. However, this material is the most expensive type of trail or sidewalk surface and is typically used only in areas of high visibility or in areas of historic significance.

## Trail Implementation **Strategies**

The following are strategies for how to implement trails and/ or sidewalks shown on private lands.

#### Trail Agreements

Trail agreements can be negotiated between private land owners and the Town to establish an understanding of public use for trails on a property. These agreements are not always official and can impact the permanent use of a trail. Informal agreements should be avoided in favor of permanent easements

#### Public Access Easements

Public access easements are the most typical trail use agreements for securing a trail right of way. These involve the purchasing of easements on private lands for use by the public. The Town should work with willing property owners on purchasing access easements.

#### Acquisition

Acquisition is the purchasing of land by the Town. The Town will also need to have the maintenance capacity to maintain the trail or sidewalk in both easements or for trails owned by the town.

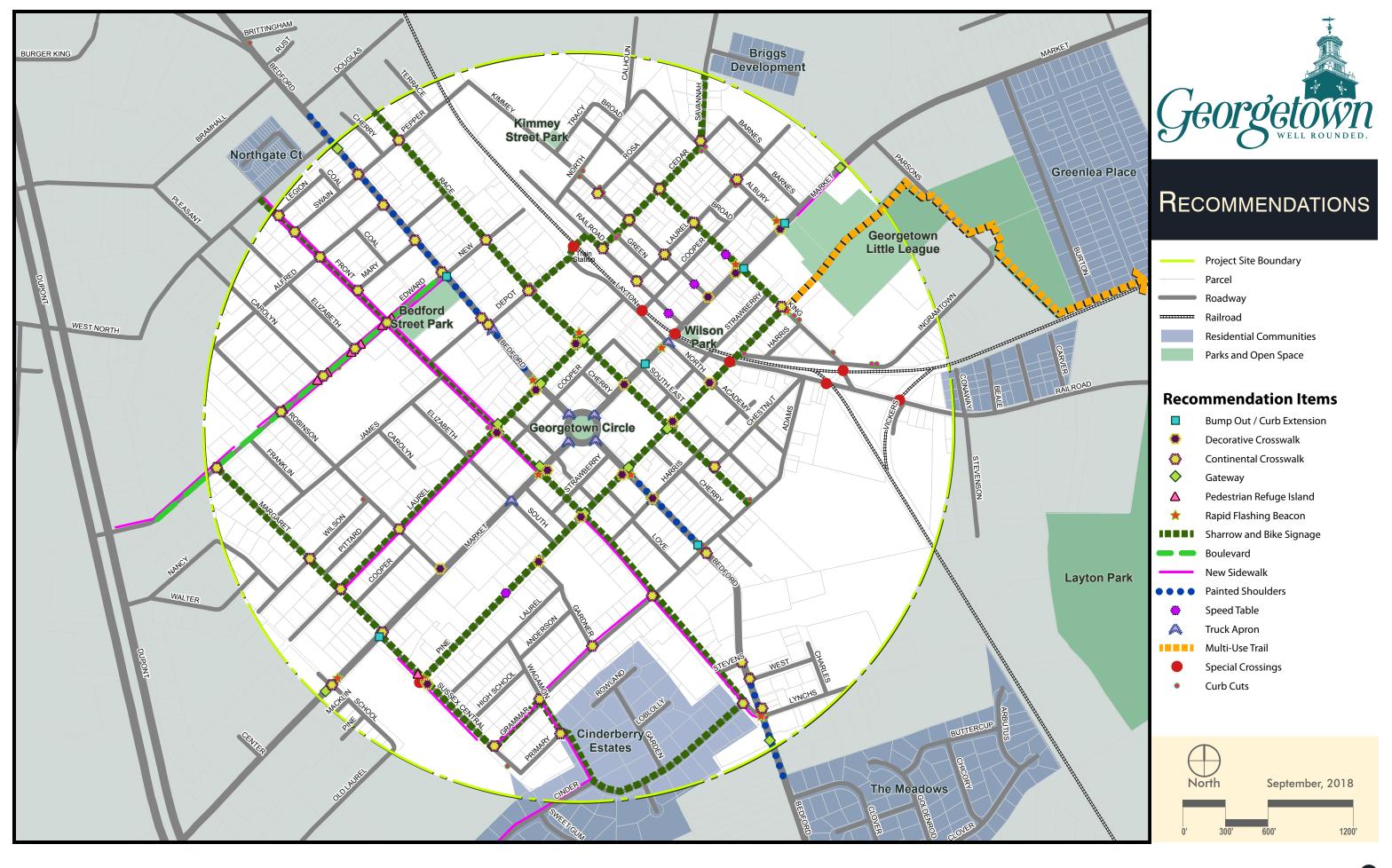
## **Safety and Privacy**

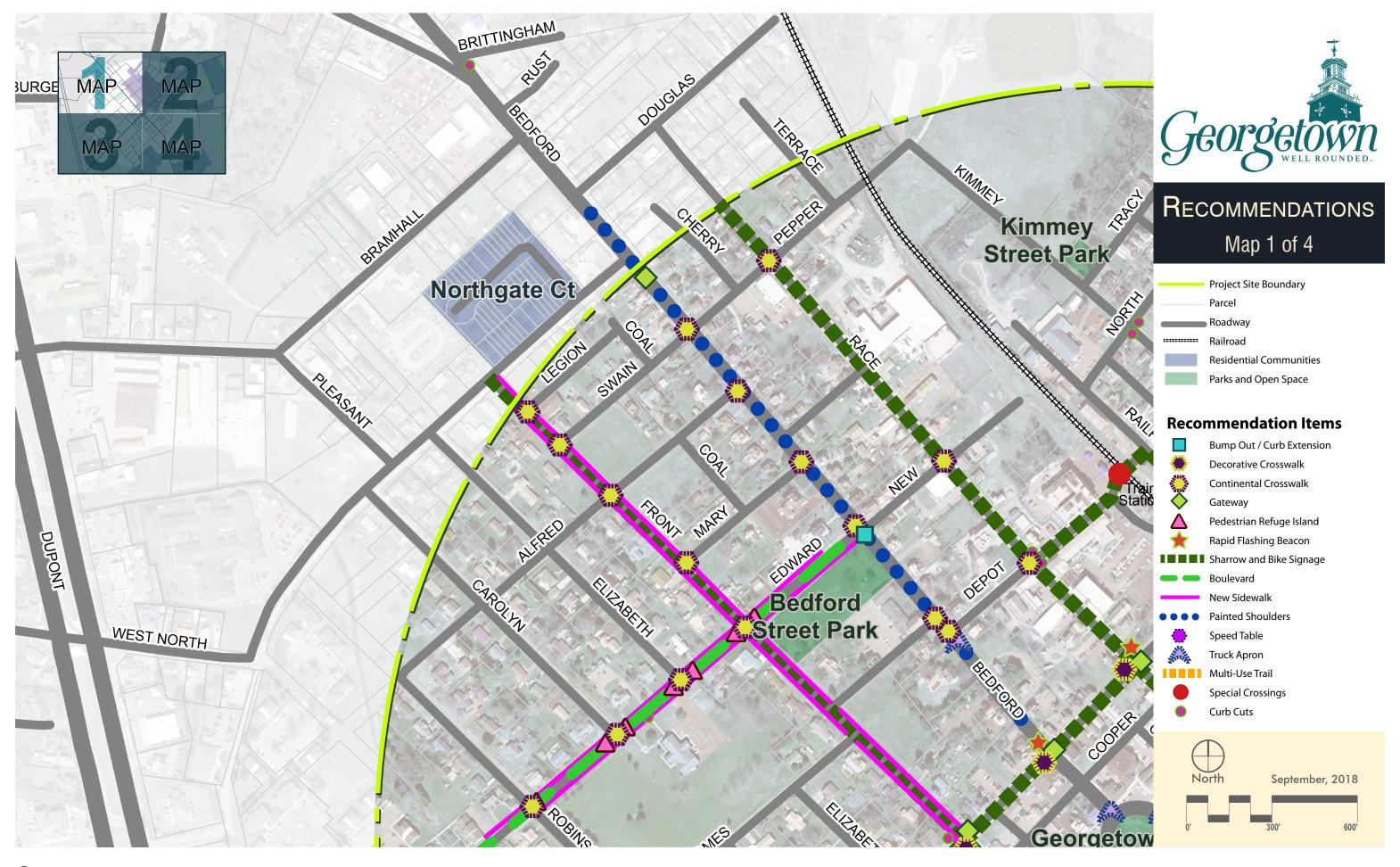
Trail and sidewalk safety is the top priority of this study. The adherence to aforementioned safety and design standards are key to ensuring that a connection is constructed to create optimum user safety.

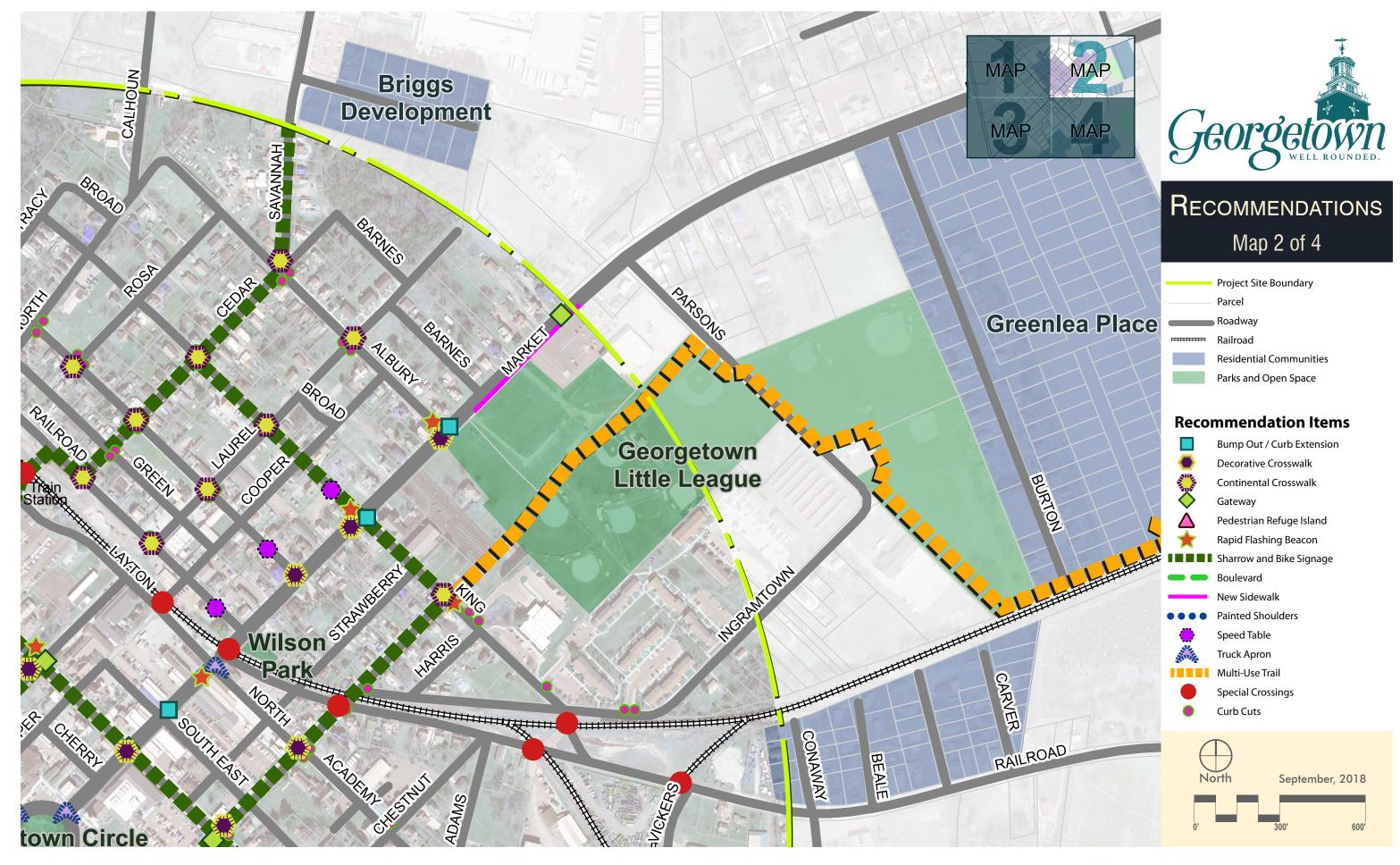
An additional priority is the protection of private property rights for properties adjacent to or near a trail or sidewalk. Where needed, visual screening should be used along the trails to prevent access and/or views into private property. Screening options include physical barriers such as fencing, as well as vegetative barriers. The Town should work with property owners adjacent to trails to determine the best means of providing privacy.

## **Trail Access**

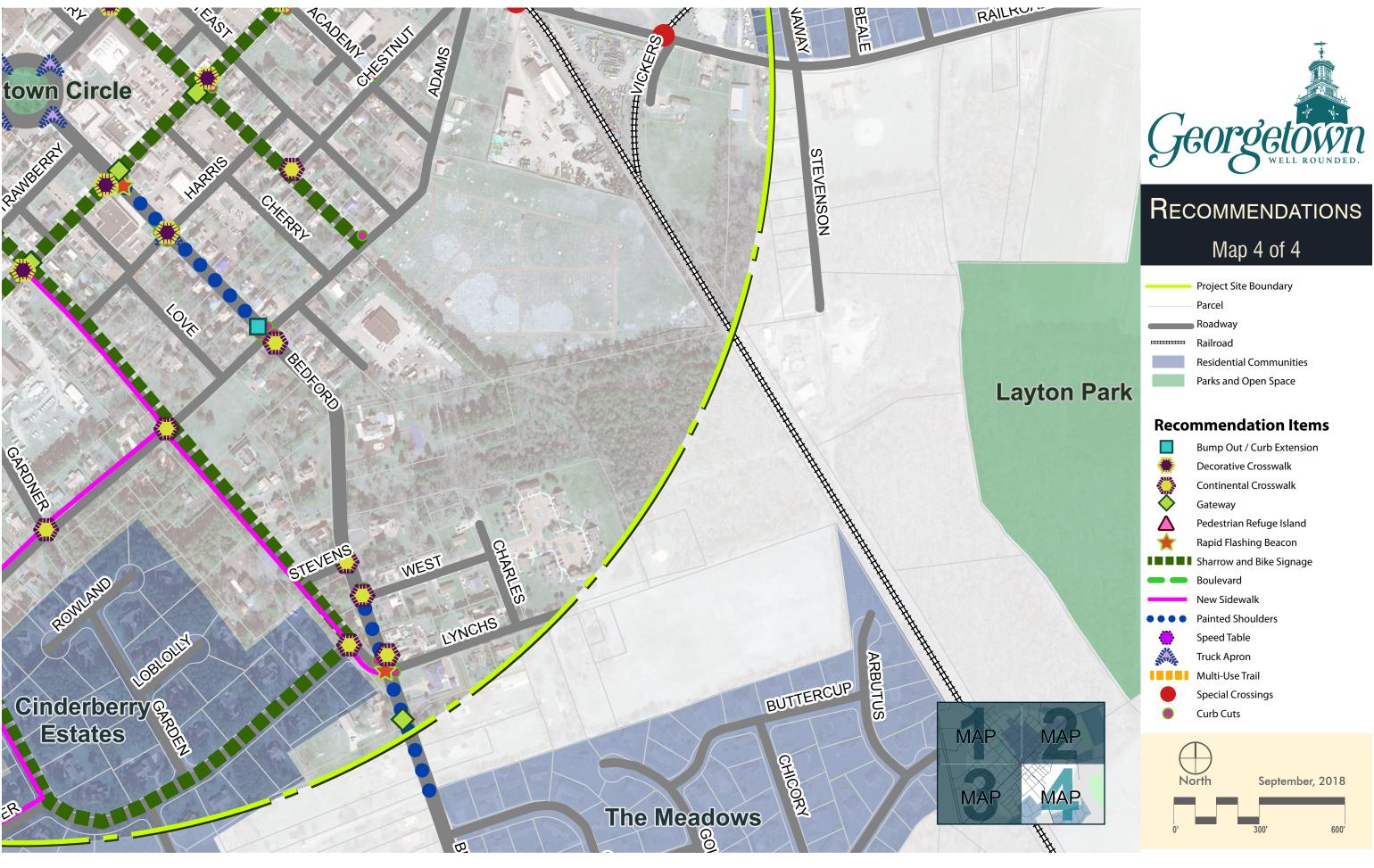
Access to trails is recommended at trailheads and at locations with direct access to public streets and rightof-ways. Access should be restricted where trails abut residential and private properties.











## CHAPTER 3 RECOMMENDATIONS



Image from: NACTO



Image from: NACTO



Image from: NACTO



Image from: NACTO





Proposed Improvements on Front St.

## **Sidewalks**

Sidewalks are basic transportation infrastructure in any village or town and allow pedestrians to safely circulation between destinations and from home to work, to places of worship and to parks and civic spaces. Georgetown is fortunate that it has an extensive network of sidewalks through much of the study area. Generally, most existing sidewalks are in good condition. Many of these sidewalks also have ADA compliant ramps with crossings at intersections.

There are, however, many locations with the study area that will benefit from the construction of new sidewalks. The locations recommended for new sidewalks are based on site reconnaissance and the sidewalk inventory completed by the consultants, and input from the staff and public meetings.

Most of the new sidewalks that are recommended to be constructed are in the northwest and southwest quadrants of the study area. Front, Edward and Laurel Streets in the northwest quadrant and Front, Grammar, and Sussex Central are the primary routes in the southwest quadrant.

Generally, concrete is the recommended pavement type for these sidewalks.









Image from: Asphalt Impressions



Image from: Ennis Flint

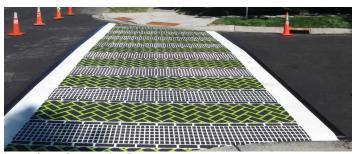


Image from: Construction Pros

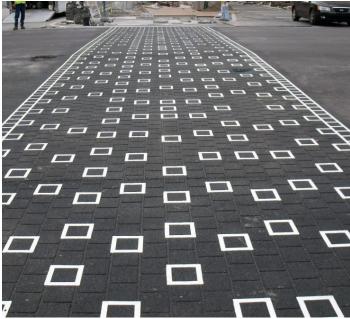


Image from: HUB Surface System



Image from: HUB Surface System



Image from: Ennis Flint



Proposed Improvements on South Bedford St.

## Crosswalk

Crosswalks can be delineated in several ways. The continental crosswalks ("piano keys / "zebra stripes") are the most common type and highly visible crosswalks and are generally preferred by DelDOT and most regulatory agencies. The "keys" or "stripes" can be contained (or not) by another thick white stipe parallel to the direction of pedestrian traffic. Continental crosswalks are generally constructed of thermoplastic materials that is embedded into the asphalt paving and is highly durable, generally with an effective life span of up to ten years (dependent on traffic). In recent years, thermoplastic materials have been preferred to pavers placed in the crosswalks since pavers become loose are subject to damage from snow plows.

Crosswalks can also be decorative and exhibit any number of colors and patterns, local iconic graphics such as logos or town seals, or abstract and artistic expressions to call attention to a particular intersection or location. When used on state roads, DelDOT engineers must be consulted to approve of decorative crosswalks since some engineers feel that decorative crosswalks may distract drivers. However, the decision to allow or not allow a decorative crosswalk on a state road include levels of traffic or level or service at an intersection, accident history, posted speed limit and other contextual considerations.





This plan recommends that continental crosswalks be installed at approximately 36 locations in the study area. It is recommended that decorative crosswalks be installed at 16 locations in the study area.

## CHAPTER 3 RECOMMENDATIONS



Image from: Haligonia



Image from: HAWK Signal



Image from: Ped Bike Safe



Image from: Evolving Transportation



Proposed Improvements on E. Market St.

## Rapid Flashing Beacon

Rapid flashing beacons, as the name implies, are traffic lightlike devices that are used at non-signalized intersections or at mid-block pedestrian crossings to alert motorists to the presence of a pedestrian crossing the street.

Rapid flashing beacons can be user activated in a number of ways.

- Pedestrian may press a button to activate the light
- Beacons my include cameras that detect the presence of a pedestrian about to go through an intersection
- Beacons may include infra-red heat sensing devices that sense body heat and activate the beacon.

These devices are generally welcomed safety enhancements by DelDOT. The fact that they flash ONLY



when activated removes one of the major objections about earlier versions of these devices that flashed all the time.

Rapid Flashing Beacons are recommended at 11 intersections in the study area.

## CHAPTER 3 RECOMMENDATIONS

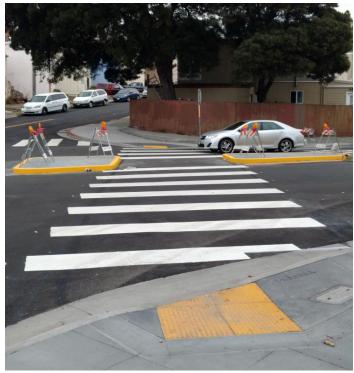


Image from: SFMTA



Image from: Bike Ped Safe



Image from: The Better India



Image from: TCAT



Image from: The Better India



Proposed Improvements on Sussex Central Dr. at Pine St.

## Pedestrian Refuge Island

A pedestrian refuge island is a pedestrian safety device that is used between lanes of opposing traffic to allow pedestrians a place of "refuge" to pause or rest when crossing busy or wide streets. Pedestrian refuge islands can take many forms from basic islands (6 foot minimum width) to large expanses of pavements sometimes seen in larger urban settings.

In the Georgetown Study area, eight pedestrian refuge islands are recommended. Seven islands are recommended on Edward Street, between Robinson Street and Front Street. This is a very wide street with a 42 foot wide cartway and these blocks are home to the Saint Michael the Archangel Church and North Bedford Street Park. The street becomes very congested at times of church services and when there are activities and concerts at the park. This is one of the primary reasons why sidewalks are recommended along both sides of Edward Street, since none currently exist. The pedestrian refuge islands will further enhance the safety of pedestrian crossings on these blocks and they will help slow or "calm" traffic. The consultants received many reports of speeding along this road, in part due to its very wide cartway. Additionally, most of these islands (aside from where pedestrians actually cross the street) can be



green and planted with trees, shrubs and groundcovers. Stormwater runoff from the street pavement can be directed from the street into these green areas. This will decrease the overall amount of stormwater runoff from the street and this stormwater infiltration can decrease the amount of stormwater flowing off the street. This bio-infiltration area may also benefit the town's MS4 plan.

The other pedestrian refuge island is proposed at Sussex Central and Pine Streets. This is also a busy intersection and Pine Street is proposed as a major pedestrian and bicycle route.

## CHAPTER 3 RECOMMENDATIONS

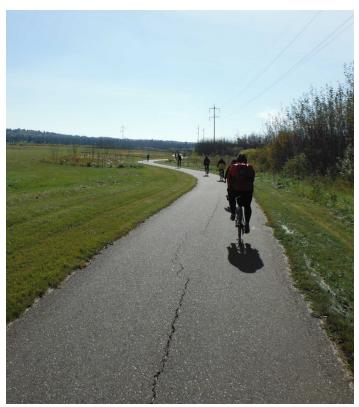


Image from: Cruisin Down Hill



Image from: Permatrek



Image from: Nykography



Image from: Nykography



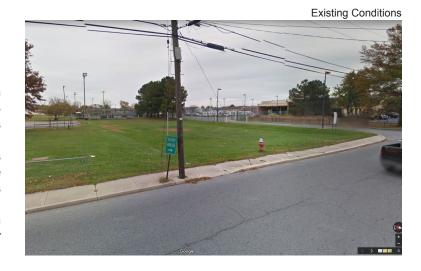
Image from: ASCE



Proposed Improvements on S. King St at Pine St.

## **Multiuse Trail**

Multiuse Trails are generally a minimum of 10 feet in width and sometimes may be designed at widths of up to 14 feet for high use trails. In rare instances where space is extremely limited, they may be installed at an 8 foot width. They can be paved with asphalt or when the gradient is very level, may be stone dust / stone screenings. Multi-use trails are for the exclusive use of non-motorized vehicles and pedestrians. Users include cyclists, roller-bladers, skateboarders, runners and joggers, pedestrian and in some locations equestrians. Motorized wheelchairs for handicapped users are also permitted.



Since the study area of Georgetown is fully built-out, there are very limited opportunities for off-road multiuse trails.

However, the Lewes to Georgetown Rail-Trail presents a unique and exciting opportunity for the community. This is high priority DelDOT project. The eastern most segment of the trail in Lewes has been constructed and the planning is underway that will bring the trail to just outside the study area, at the Georgetown Little League fields. Unfortunately, Norfolk Southern Railroad Company controls the last section of RR right of way into town and the company is not interested in allowing shared use of the ROW for the trail.

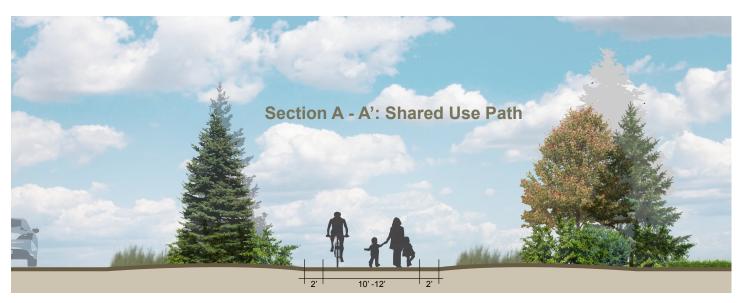
Through this study DelDOT suggested to the consultants that it would facilitate the completion of the trail into Georgetown if the Town could secure a right of way from where DelDOT controls the ROW into town.

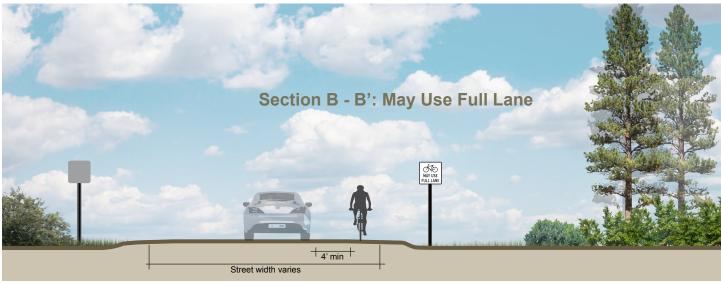
This plan shows alternate routes around the edges of and through the little league complex. It appears that a trail could be located approximately as shown on the concept plan without adversely affecting play and operation of the fields. There are also a few parcels outside of the little league property where easements would need to be obtained.

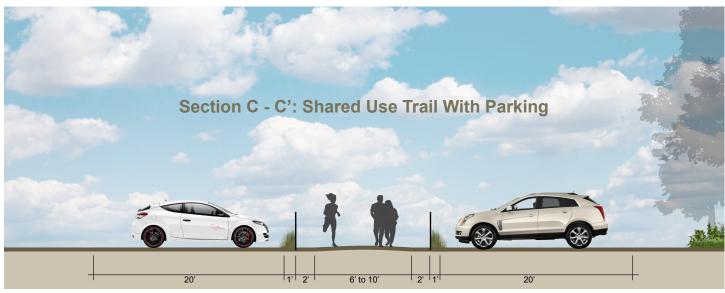
This study recommends that the Town initiate a conversation with the little league and other affected property owners to obtain easements of the trail. This is the best option for facilitating DelDOT completion of the trail into Georgetown.

Additionally, it would be ideal to bring the trail to the old Georgetown Train Station, which is also a major bus stop for area routes. There are no opportunities for an off road route past (north of) the little league fields. Accordingly, this plan recommends connecting to the trail station via a shared on-road route (with sharrows) to make this important connection.









Cross Sections for Plan on Facing Page



Image from: 99 Percent Invisible



Image from: A Year on the Grand



Image from: Standard



Image from: Edmonton Bikes



Image from: Mobilizing the Region



Image from: LA DOT



Proposed Improvements

## **Sharrow**

Sharrows are pavement markings designed to alert motorists to the likely presence of cyclists in the roadway. A sharrow is a graphic that is a combination of an arrow and a cyclist and also includes the concept of "share the road", thus the "sharrow".

Sharrows are typically appropriate for low volume roadways with posted speeds no higher than 25 MPH. Many of Georgetown's roadways fall into this category so many town streets can accommodate this designation. Part of the challenge of which Georgetown streets best accommodate designated on-road bike routes is the fact that most could accommodate them: however it is counter-productive to have too many on-road routes.

Through conversations with Town staff and based on input at public meetings, the consultant team determined which roadways would best serve this purpose. Selected routes serve as direct routes to destinations and were selected to be appropriately distributed throughout the project area. These "low stress" (or high comfort) routes have relatively light traffic and low speeds. Bike routes with sharrows may have accompanying signage; however they are not required to include signage.





This plan recommends seven primary on-road bike routes. They include north-south street of Margaret / Sussex Central, Front, Race and King. East-west routes include Cedar, Laurel, Pine and part of Grammar and West.

We also recognized that experienced cyclists will continue to utilize the higher speed, more direct and higher stress routes of Bedford and Market Streets. However, the objective of this connectivity plan is to capture less experienced cyclists, thus the designation of the bike routes on lower stress streets.

## CHAPTER 3 RECOMMENDATIONS

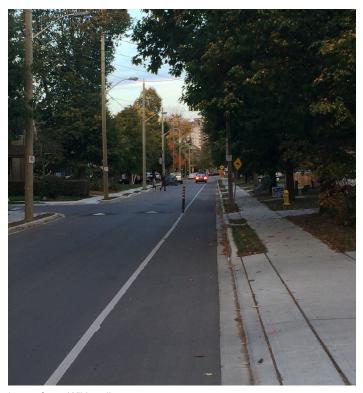






Image from: Wikimedia





Existing section of painted shoulder along Bedford Street

### **Painted Shoulder**

Painted shoulders help to clearly designated travel lanes within the roadway to motorists. Most of Market Street already have painted shoulders (except for the section of South Market south of the Circle). In this business district of South Market Street, on-street parking serves a similar lane designation purpose and has a traffic calming effect. A small section of Bedford near the southern limits of study area (near the curve) also already has painted shoulders.

This slight visual constriction of the travel lane tends to slow motor vehicle traffic. Additionally, for cyclists, this simple line give a clearer indication of where to cycle. Most of the painted shoulders on these two routes are not wide enough to be official bike lanes (five foot minimum width); however, they are helpful in separating motorist lanes from areas for cyclists.

This plan recommends adding painted shoulder lines along the length of Bedford Street in the study area. This recommendation was reviewed with DelDOT and they expressed support for this idea.



Image from: Urban Water



Image from: NACTO



Image from: NACTO



Image from: NACTO



Proposed Improvements at Edward Street and Robinson Street

## **Boulevard**

A boulevard is a median that can be either paved or planted that separates one direction from another, typically on a two-way roadway. Historically, medians are usually found on wider roadways. Today, medians are used to narrow the vehicular travel lanes to slow or calm traffic; to add greening to the street and to provide shade where otherwise there is none; to act as stormwater infiltration areas to accept and infiltrate stormwater flows from the street pavement. They can also work in conjunction with pedestrian refuge islands, previously mentioned in this report on this busy and at times congested street.

A boulevard is recommended along several blocks of Edward Street. This will help to calm traffic on this busy roadway and work in concert with the pedestrian refuge islands / crosswalks and new sidewalks along the streets.



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## CHAPTER 3 RECOMMENDATIONS



Image from: NACTO



Image from: NACTO



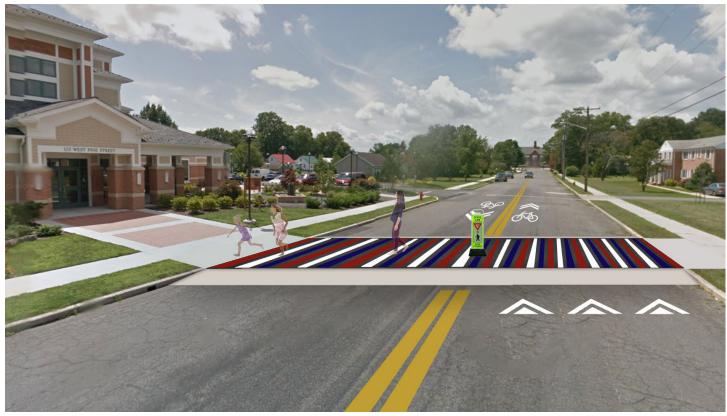
Image from: NACTO



Image from: NACTO



Image from: NACTO



Proposed Improvements at Georgetown Elementary and Middle Schools

## **Speed Table**

Speed Tables are elongated and elevated pedestrian crossings designed to make motorists slow down at these pedestrian crossings. As contrasted with a speed bump, speed tables are gradually elevated and do not cause a vehicle to "bottom out" like a speed bump. They eliminate the need for handicapped ramps at pedestrian crossings since the pedestrian remains elevated. They give the priority to the pedestrian rather than to the motor vehicle.

Speed tables should be used only at locations of pedestrian vulnerability where pedestrian safety is a concern. Four are recommended in the Georgetown Study area.

Three are proposed as mid-block crossings on King, Kimmey and Railroad Streets, between the Market / Cooper block. This area has high volume pedestrian activity with local shops throughout the neighborhood.

Another speed table is located on Pine Street in front of the Georgetown Library. This is one of the most popular destinations in town and one visited by many school children. The speed table here will force motorists to slow down and greatly enhance pedestrian safety.



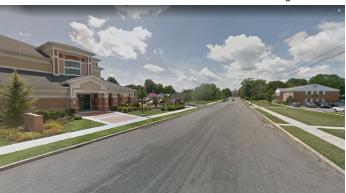




Image from: Central Seattle Greenways



Image from: Twitter



Image from: WPR



Image from: Wikipedia



Proposed Improvements at Georgetown Circle

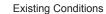
# Truck Apron

A truck apron is a rolled curb that allows a vehicle to drive up over it without significantly impeding travel while still visually and physically constricting the motorist travel lane to slow speeds and enhance safety for both vehicles and for motorist who may be crossing nearby. Truck aprons can be helpful in areas of high traffic and where all sizes of vehicles must be accommodated.

Truck aprons are proposed at five locations in the study area.

The first location is the Georgetown Circle. Here four truck aprons are proposed where presently four painted "pork chops" are located. By adding the truck aprons in these locations, the travel lanes should be visually constricted and as a result the traffic should be calmed.

Four other locations are suggested for truck aprons, however this time, they will be located at the four corners / turning radii of each of the four intersection. The intersections are Bedford and Depot; North South and Market Street; Bedford and OffHarris; and North Academy and Market.





## CHAPTER 3 RECOMMENDATIONS



Image from: NACTO



Image from: Daisy Froud



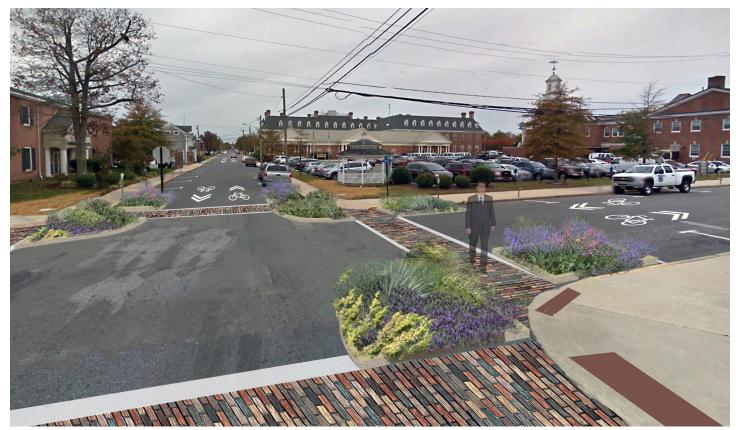
Image from: NACTO



Image from: NACTO



Image from: NACTO



Proposed Improvements at Race and Pine Streets

## Gateway

Gateways, as the name implies, are entryways to an area. In terms of a streetscape or a downtown, gateways can take on almost an endless variety of forms. For the Georgetown Study area, twelve gateways are recommended, composed of an inner ring and an outer ring. The impact of these gateways is that as motorists come past these locations, there is an understanding that one is entering a special area and they have an effect of lowering vehicle speeds.

The inner ring locations are on Front Street at Laurel, Market and Pine; on Bedford Street at Laurel and Pine; and on Race Street at Laurel, Market and Pine.

The outer ring locations are on Market at Barnes and School Streets; and on Bedford at Pepper and Lyons Streets.

These gateways are suggested to be a combination of decorative crosswalks and bump-out areas that are planted with hardy and colorful grasses, perennials and groundcovers that highlight these intersections so that motorists, cyclists and pedestrian realize they are entering a special district, a special place. The scale for these gateways is relatively modest so as not to complete with the

**Existing Conditions** 



village scale architecture of the community. Signage can be added to these gateways to announce arrival.

The design of each of these gateways is a separate project in and of itself. Detailed design of these areas will be completed as the Town moves forward to implement these design features.



Image from: NACTO



Image from: NACTO



Image from: NACTO



Image from: NACTO



Proposed Improvements at West Market Street at Sussex Central Drive

# **Bump Out / Curb Extension**

Bump outs and curb extensions are used extensively in urban and village areas as pedestrian safety enhancements and as traffic calming devices for motor vehicles. A bump out extends the sidewalk area out into the cartway into an area that would be otherwise used for parking or as a shoulder. They reduce the distance that a pedestrian must navigate to cross the street, thus lessening their exposure to a motor vehicle.

Bump outs can be totally paved like a sidewalk, or can be partially paved and partially planted. When they are partially planted they can add to the street ability to absorb and infiltrate stormwater into the water table. This allows the soil to cleanse groundwater of oil and gasoline residue from the street.

Bump outs do have to be accounted for when plowing for snow and they must accommodate existing drainage patterns on the streets on which they are located.





They have been recommended judiciously in the study district at 6 locations where there have been concerns about pedestrian crossing at these locations. These locations are: Market and Margaret / Sussex Central; Market and South East; Market and King; Market and Albury; Bedford and Edward; Bedford and Grammar.

## CHAPTER 3 RECOMMENDATIONS



Image from: City of Bloomington



Image from: Wikimedia



Image from: Omega Industries



Image from: San Diego Reader



Image from: Manchester Essex



Proposed Improvements at East Pine Street, Airport Road, and Ingramtown Road

# **Special Crossing**

The category of special crossings was created for this plan to provide for pedestrian crossings at eight different locations, seven of which are at railroad crossings at the Norfolk Southern line.

Presently, the pedestrian crossings at these train lines are totally undefined. Pedestrians do not where to cross and are at risk when they do cross as they can easily stray into the cartway intended for motor vehicles. To rectify this situation, this study proposes to install basic crosswalk improvements as these intersections.

The final special crossing is at the Georgetown Middle School at the intersection of Pine and Sussex Central Drive. Presently, an undefined sea of asphalt confronts pedestrians wishing to cross the street. This plan's concept design shows a defined crossing to make traversing the street safer and more pedestrian friendly.





## CHAPTER 3 RECOMMENDATIONS



Image from: DJC



Image from: SFMTA



Image from: ITE



Image from: NACTO



Image from: Media D



Proposed Improvements at Bedford Street and West Way

## **ADA Curb Cut**

The Americans with Disabilities Act provides for equal access for all people, regardless of their physical abilities. A visible manifestation of this law in our everyday lives is the rapidly expanding number of handicapped accessible ramps on our street corners. While Georgetown has many handicapped accessible ramps at its street intersections, there are additional intersections that need new ramps approximately 59 ramp locations were identified. Please refer to the project maps to see these locations. Often grant programs can be utilized to help pay for these ramps over time as the costs for each ramp are substantial.

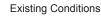








Image from: CBBEL



Image from: Rye Sustainability



Image from: RDG USA



Image from: Deep Root

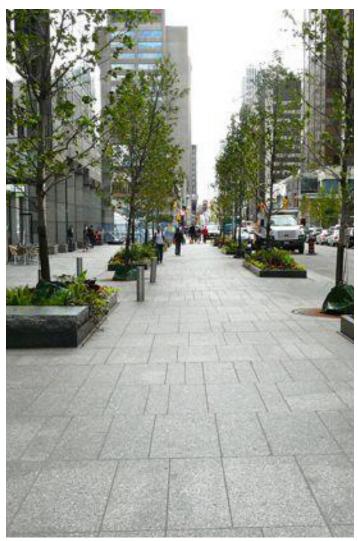


Image from: Urban Toronto



Image from: Living Creations



Image from: Hoerr Schaudt

# Streetscape

Streetscape is the general term that refers to the appearance of the street. Studies have shown that the more attractive streets are typically the most comfortable and inviting on which to walk or bike. Elements that can enhance a streetscape, other than pavements in good repair include: trees; pedestrian scale lighting; other plant materials in locations such as bump outs; planters; street furniture including trash receptacles, benches and the like; and when feasible, decorative pavements.

One of the goals of the Georgetown Walkability and Connectivity Study is to encourage residents to walk between destinations and to allow school children to walk or bike to school when feasible. This simple but repeated physical activity can lead to improved health for all age groups.

It is has been shown that an enhanced street aesthetic can lead to increase use by pedestrian and cyclist. Perhaps the most simple streetscape improvement has one of the greatest benefits. Trees provide shade on hot summer days



Image from: Philly Curbed

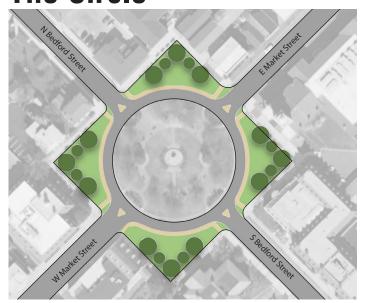


Image from: Cascade Design Collaborative

and they can be extraordinarily beautiful when flowing and in the fall. Trees also can help absorb storm water flows and serve a habitat for birds. The can make a pedestrian feel more protected by means of the tree canopy and offer a sense of separation from traffic. Motorists also "read" trees that produce a reduced volumetric appearance on the street making if feel tighter and smaller, thus influencing a reduction of speeds.

Streetscape improvements can be expensive and can take time. However, there will never be a better time to start to plan for and implement these improvements than now. It is beyond the scope of this plan to produce a detailed streetscape plan. However, the best improvement type to start with is an aggressive program of street tree plantings throughout the town.

### The Circle



Plan 1 shows maintaining the current single travel lane around the circle with no parking spaces. This is probably the safest configuration for pedestrians since there is only one lane of traffic and no cars backing out of parking spaces. The areas in the four corners could be transformed into a combination of green spaces and civic plazas, some perhaps as outdoor cafes. If the Circle was ever closed to traffic for public events, the entire area could accommodate a significant number of people.



Plan 2 adds a second travel lane with no parking. This may allow smoother vehicle transitions and turns into and out of the circle.



Plan 3 maintains one vehicular lane but adds 16 parallel parking spaces. Parallel parking is safer than back-out parking since motorists exiting these parking spaces will be able to more clearly see on-coming traffic. Also, if accidents occur, all vehicles are moving in the same direction, a condition that usually results in less severe accidents.



Plan 4 illustrates two lanes of travel with 20 parallel parking spaces. Additional parking is possible since the length of the arc on the outside of the circle is longer.

**Georgetown Center Existing Aerial Map** 



The Georgetown Circle is an iconic element of the Town's streetscape. It is one of the most identifiable elements of Georgetown's physical environment. All of the land up to the sidewalks is part of the state roadway right of way.

The Circle is also an area of minor accidents and numerous stories of near-accidents. The Circle's 40 existing parking spaces are pull-in / back out spaces equally distributed around the circle. When drivers exit the parking spaces they have to back into oncoming traffic. This is not an ideal situation in terms of safety.

Certainly the office and businesses located on the Circle see the existing parking spaces as very important to their operations. However, this Walkability and Connectivity Study is the perfect opportunity to explore other possible concept configurations for the Circle. Four scenarios are

suggested for consideration, shown on the facing page. Please keep in mind that these illustrations are not designs, they are simple diagrams.

Any one of these configurations can help transform what is a square that give motor vehicles the priority to one where pedestrians come first. If the Town is interested in pursuing any of these plan options, we suggest first meeting with DelDOT to discuss these options. It is possible that DelDOT could fund a traffic study to thoroughly examine these concepts to give the Town additional information of the pluses and minuses of each scheme.

## Signage

Georgetown had previously developed an excellent graphic package of sign types for general use in the Town. This plan has adapted those sign types and added two others, and proposed locations for them in and around the study area.

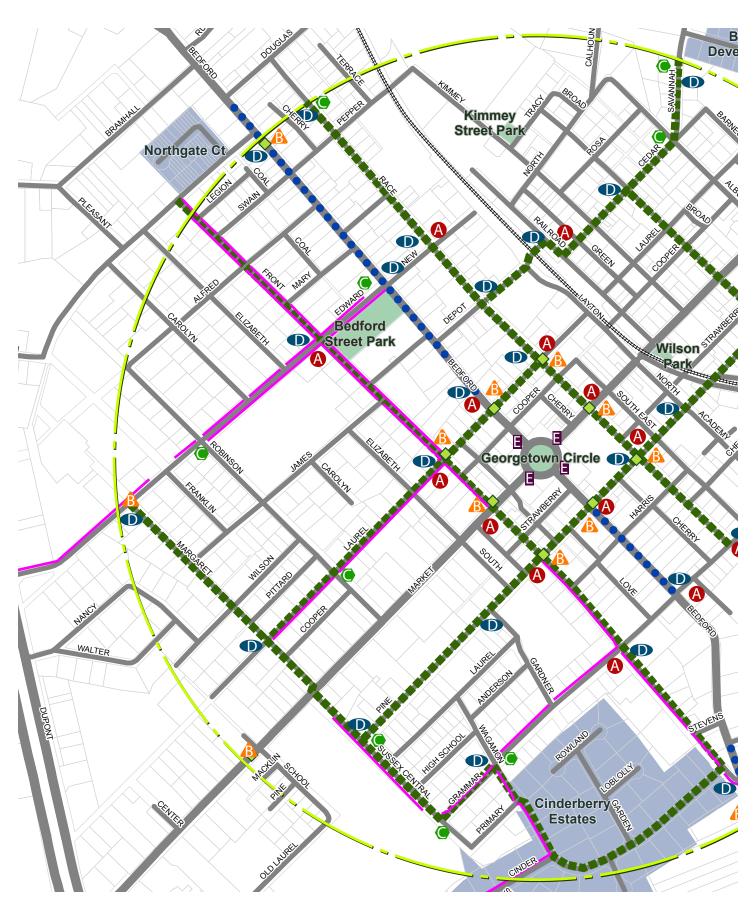
Please see the sign plan for proposed locations.

The five sign types are:

Symbol	Type Qua	15 13 11 27
Α	Pedestrian Wayfinding – Location	15
В	Vehicular Wayfinding	13
С	Pedestrian Wayfinding – Destination	11
D	Bike Route Wayfinding	27
Е	Pedestrian Wayfinding (Blade)	4











# 

The implementation matrix was developed to assist Georgetown in prioritizing improvements toward completing the recommendations of this report. Given the number, magnitude and costs of the recommendations, completion of all improvements should be considered over a period of 10 to 15 years.

Priorities as recommended below may not occur in order they are presented. This is because seeking funds for these various projects should be opportunistic and react to funding program opportunities as they occur. Funding agency priorities often change as do the availability of funds, so Georgetown must be flexible in reacting to these changes to the Town's best advantage. It is also suggested that several of these projects should be undertaken simultaneously, since they each may best be applied to different funding programs and each will have different time-lines.

Priority projects are recommended as follows:

- Multi-Use Trail. DelDOT is already doing the heavy lifting and will complete the Lewes to Georgetown Rail Trail, to just outside the study area, in 4 to 5 years. DelDOT needs Georgetown to take the initiative to secure the trail easement the rest of the way into town and to the Railroad Station. This project is a high priority since cyclists coming from Lewes will have an incremental economic impact and bring new visitors to Georgetown. Over time, it is believe that this impact will be significant.
- On-Road Bike Routes / Sharrows. Installation of the on-road bike lanes on the low stress roadways as recommended is a relatively low cost project in comparison to the benefits that will spring from these roadway bike routes. This project can be accomplished in one or two phases and will result in an area-wide on-road bike route system.
- Special Crossings at the Rail Lines and at 3. Georgetown Middle School. These are important safety improvements. Funding sources will include state programs. It is suggested that the School District should consider funding this important safety improvement.
- Gateways. The proposed gateways are important in signifying that there are renewed economic development activities in Town, in addition to their traffic calming effect. Construction of these improvements can be incremental.
- 5. Georgetown Circle Traffic & Design Study. An indepth examination of the four options suggested for the Circle should be undertaken along with a public dialogue with the advantages and disadvantages of each option,

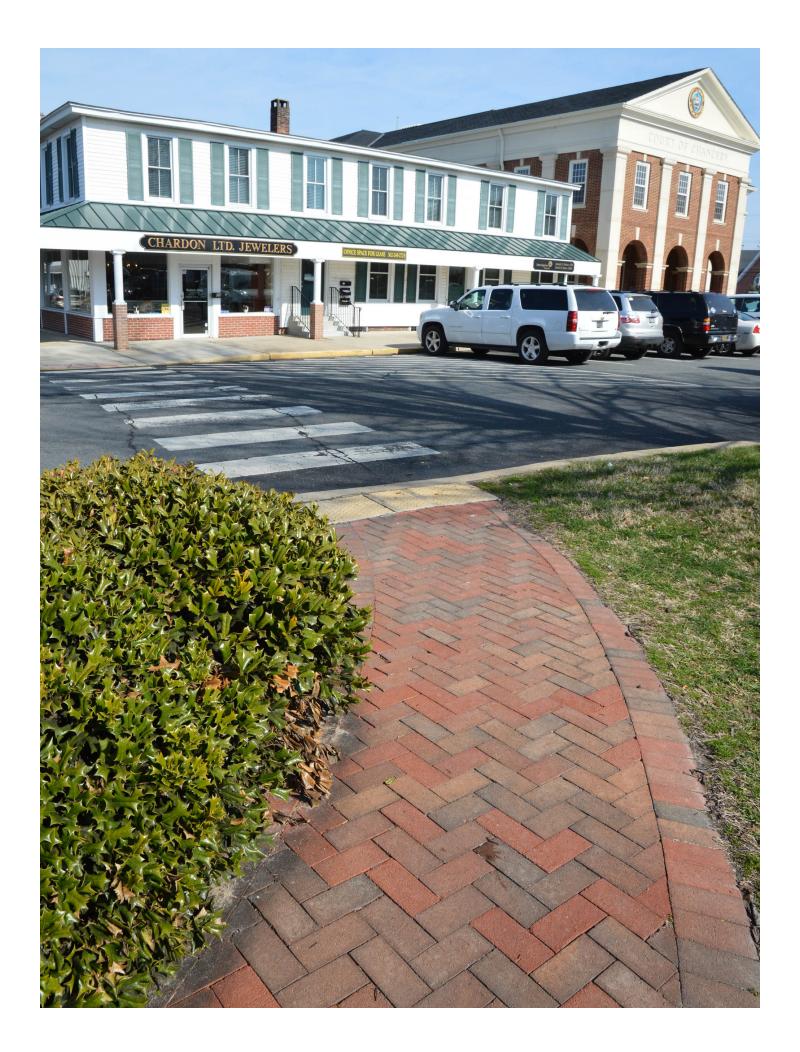
as well as the effect of doing nothing. It is suggested that DelDOT may be interested in funding such a study and plan. If it is decided that no major changes will be made to the Circle, proposed truck aprons should at least be implemented.

- New Sidewalks, Crosswalks, ADA Curb Cuts & Rapid Flashing Beacons. Filling in the missing sidewalks as recommended by this plan will take a number of years and will be an incremental improvement. Replacing sidewalks that are in poor condition may actually be a higher priority than new sidewalks, since existing sidewalks in poor condition may present a liability for the town and/or property owners. Adding ADA curb cuts will enhance accessibility. Crosswalks will also enhance safety and the decorative crosswalks will add safety and be an identifying feature of the streetscape. Rapid flashing beacons will enhance safety at designated crossings. These projects can be grouped by area can take advantage of various funding programs for implementation.
- Speed Tables and Bump Out / Curb Extensions. These improvements can occur in concert with sidewalk, crosswalk and related enhancements.
- Boulevard and Pedestrian Refuge Islands. Edward 8. Avenue has all of the conditions that make it the perfect fit for this safety and stormwater management / water quality improvement. Along with the proposed sidewalks for this street, these improvements will calm traffic and create stormwater infiltration areas that can enhance water quality and help meet the town's MS4 requirements.
- Signage. Bicycle Route and Wayfinding / Directional Signage should be implemented over time. This study recommends major locations for various signage types. Georgetown has developed excellent graphic standards for signage. The next step will be to combine these study master plan recommendations into a comprehensive signage construction documents package that can be implemented incrementally.

## **IMPLEMENTATION MATRIX**

	11411	IAI FIA I L		A IAIL	VIVIV
Priority	Improvement	Specific Item	Timing	Total Costs *	Funding Sources
					DelDOT/
1	Multi-Use Trail - Lewes to Georgetown Trail	Master Plan	short term	\$20,000	Georgetown
		Construction	mid term	\$125,770	TA / DelDOT
			short to mid		Municipal Street
2	On-Road Bike Routes / Sharrows		term	\$237,190	Aid, DelDOT
2					
3	Special Crossings				
					Safe Routes to
				4	School / School
		Middle School	short term	\$25,000	District
			short to mid	4	Municipal Street
		Railroad Crossings (7)	term	\$35,000	Aid
					Committee / Tr
4			on-going &	6400.000	Georgetown / TA
4	Gateways		long term	\$180,000	/ DelDOT
5	Connectorum Circle (Troffic C Posicus Charles)				
3	Georgetown Circle (Traffic & Design Study)				Coorgotown
		Traffic & Dasign Study	short toom	\$50,000	Georgetown / DelDOT
		Traffic & Design Study Construction	short team TBD	\$50,000	TA / DelDOT
		Construction	IBD		TA / Delbot
					Municipal Street
					Aid / CMAQ /
	Sidewalks, Crosswalks, Curb Cuts. Rapid Flashing		on-going &		DelDOT/
6	Beacons		long term	\$1,405,131	Georgetown
	Dedeons		long term	Ş1, <del>4</del> 03,131	deorgetown
			on-going &		Municipal Street
7	Speed Tables / Curb Extensions		long term	\$40,000	Aid
	Special rabies / Cario Externsions		rong term	\$ 10,000	7110
8	Boulevard and Pedestrian Refuge Islands		mid term	\$309,977	CMAQ / DelDOT
	, and the second				77
9	Signage - construction documents				
		Signage Construction			
		Documents	short term	\$50,000	Georgetown
		Construction &	on-going &		
		Installation	long term	TBD	Georgetown
	short term = 1 to 3 years				
	mid term = 4 to 6 years				
	long term = 7 to 12 years				
	* Add mobilization, construction survey, E&S				
	Controls, Maintenance of Traffic, Construction				
	Contingency, Design & Engineering				
	TA = Transpiration Alternatives Program				
	through DeIDOT				
	CMAQ = Congestion Mitigation & Air Quality				
	Improvement Program through DelDOT				

Estimated Costs	of Deve	lol	on	nent						
						Total Cost	\$	2,510,355		
					Mol	oilization (3%)		75,311		
				Construction	n S	urveying (3%)	\$	75,311		
Erosion and Sedimentation Control (2%)										
Maintenance of Traffic (2%)										
Construction Contingency (10%)										
Total Construction Costs										
		_				neering (15%)	\$	451,864		
	Total Estimated Project Costs					\$	3,464,290			
Work Item	Quantity			Unit Cost	To	tal Item Cost		Total Cost		
- Sidewalk	14,985			Sub Total			\$	680,531		
New - Concrete	11,882	_	\$	45.00		534,690.00				
Replaced - Concrete	3,103		\$	47.00	\$	145,841.00				
- Crosswalk		EA		Sub Total			\$	87,600		
Continental	36	EΑ	\$	1,100.00	\$	39,600.00				
Crosswalk striping, white, 24"			•	0.000.00		40.000.00				
Decorative Highly visible crosswalk design	16	EΑ	\$	3,000.00	\$	48,000.00				
Highly visible crosswalk design				Cub Tatal			•	405.000		
- Rapid Flashing Beacon		EA	•	Sub Total		405 000 00	\$	165,000		
Rectangular Rapid Flashing Beacon	11	EA	\$	15,000.00	\$	165,000.00	_			
- Pedestrian Refuge Islands / Boulevard (Edward Ave)		EA		Sub Total			\$	309,977		
6' Wide Raised Pedestrian Refuge Island	8	EA		0.55	Φ.	45 000 00				
Asphalt removal - 4 to 6" Trench Excavation - 1'-6"		SY	\$	9.55 7.60		15,280.00 6,755.69				
Verticle Concrete Curb		LF	\$	13.55	_	65,717.50				
Continental Crosswalk / White 24" Striping	4,000	EA	\$	1,100.00	\$	6.600				
Topsoil - 2'		CY	\$	29.00		30,933				
Seeding	14,400		\$	0.10		1,440				
Street trees - 3" caliper ( 30' OC)	<del> </del>	ĒΑ	\$	800.00		64,000				
Sidewalk - One Side Only - New	2,650	LF	\$	45.00	\$	119,250				
- Multiuse Trail		LF		Sub Total			\$	125,770		
Little League Park - Asphalt	3,039	LF	\$	40.00	\$	121,560.00		·		
On-road sharrow section	421	LF	\$	10.00	\$	4,210.00				
- Sharrow	24,947	LF		Sub Total			\$	249,470		
Sharrow On-Road Bike Route	24,947	LF	\$	10.00	\$	249,470.00		·		
- Painted Shoulder	4,003	LF		Sub Total			\$	10,008		
Painted Shoulder On-Road Bike Route	4,003	LF	\$	2.50	\$	10,007.50				
- Boulevard (see Pedestrian Refuge Islands above)										
- Speed Table	5	ΕA		Sub Total			\$	50,000		
Midblock Crossing			¢	10,000.00	¢	50,000.00	φ	50,000		
			Ψ	Sub Total	Ψ	50,000.00	•	60.000		
- Truck Apron Concrete Truck Apron		EA EA		SUD TOTAL	\$	7,500.00	\$	60,000		
		_		Cub Tatal	Þ	7,500.00	_	400.000		
- Gateway		EA	_	Sub Total	_	400.000.00	\$	180,000		
Planted Gateway Intersection		EA	\$	15,000.00	\$	180,000.00				
- Bump Out / Curb Extension		EA	_	Sub Total			\$	60,000		
Bump Out per Intersection		EA	\$	10,000.00	\$	60,000.00				
- Special Crossing		EA		Sub Total			\$	60,000		
Railroad Crossing		EA	\$	5,000.00		35,000.00				
School Entrance (refuge island)		EA	\$	25,000.00	\$	25,000.00				
- ADA Curb Cut		EA		Sub Total			\$	472,000		
ADA Crossing Ramps with Detectable Warning Surface	59	EA	\$	8,000.00	\$	472,000.00				
- Streetscape (to be designed)										



# CHAPTER 5

# Recommended Example Sources

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- https://philly.curbed.com/2017/6/5/15739340/ philadelphia-walk-score-ranking-2017
- https://www.hoerrschaudt.com/project/michigan-18. avenue/
- 19. http://www.cascadedesigncollab.com/park-lanewins-great-streets-award/

#### Truck Apron:

- https://en.wikipedia.org/wiki/Truck apron#/media/ File:LUMC-rotonde.JPG
- https://upload.wikimedia.org/wikipedia/ commons/1/13/Roundabout\_%26\_Truck\_Apron.jpg
- http://centralseattlegreenways.com/2012/08/ inspiration-from-portlands-neighborhoodgreenways/2012-08-11-09-21-58/
- https://www.wpr.org/dot-defends-roundaboutsduring-public-hearing
- 5. https://upload.wikimedia.org/wikipedia/ commons/5/5b/Truck Mountable Apron On Alten Road.
- 6. https://twitter.com/schlthss/ status/910306968631250944

#### Wide Sidewalks:

- https://nacto.org/publication/urban-street-designguide/street-design-elements/sidewalks/
- https://nacto.org/publication/urban-street-designguide/street-design-elements/sidewalks/
- https://nacto.org/publication/urban-street-design-3. guide/street-design-elements/sidewalks/
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- 5. https://nacto.org/publication/urban-street-designguide/street-design-elements/sidewalks/
- https://nacto.org/publication/urban-street-designguide/street-design-elements/sidewalks/
- https://nacto.org/publication/urban-street-design-7. guide/street-design-elements/sidewalks/
- https://nacto.org/publication/urban-street-designguide/street-design-elements/sidewalks/
- https://nacto.org/publication/urban-street-designguide/street-design-elements/sidewalks/



# SIMONE COLLINS

119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401 PHONE: 610.239.7601 FAX: 610.239.7606 W W W . S I M O N E C O L L I N S . C O M

#### **MEETING NOTES**

Project: Georgetown Walkability and

Connectivity

Project No.:

18014.10

Town Hall

39 The Circle

Georgetown, DE 19947

Meeting Date/

3/29/2018

Time: 10:00-11:00 AM

Kick-Off Meeting and Site

Tour

Issue Date:

4/4/2018

#### ATTENDEES:

Location:

Topic:

Peter Simone (PS), Simone Collins (SC)

Geoff Creary (GC), Simone Collins

Marie Passuello (MP), Simone Collins

Laura Givens (LG), Town of Georgetown

Bill Bradley (BB), Town of Georgetown - Public Works

#### **GENERAL NOTES:**

- 1. Prior to the meeting, SC talked with Eddy (former mayor of Georgetown) and he suggested contacting Gene (Township Manager) a drone video created of Georgetown.
- 2. LG confirmed that the first workshop would be held in the Town Hall
- 3. LG suggested using the following means of publication to promote the project and meetings: social media and newsletters, fliers, Spanish translations for all.
- 4. SC will make a flier for the April 19 meeting early next week.
- 5. PS asked for recent grant history within the Town; LG explained there were not a lot of grants used. The two most recent grants were Street Aid and Comprehensive Transportation Fund (CTF). BB suggested talking with Krista Kates regarding parks and recreation funding.
- 6. PS asked if there was a specific contact at DelDOT. BB suggested Scott Rust, the County Director.
- 7. LG explained that the township plans to start implementing MS4 requirements. Jason Loar from Davis, Bowen & Friedel, Inc. is the township engineer for Georgetown and would be a good contact regarding MS4 implementation.
- 8. PS inquired about local bicycling and walking groups in the area. BB explained that some bicycle groups will come through periodically but there are no groups based out of Georgetown.

- 9. BB explained that Georgetown has a lot of transitional housing (roughly 30-35 houses).
- 10. LG mentioned that crime has decreased recently. There are two police cadets on foot to monitor the Town center.
- 11. SC will contact the police department for accident reports.
- 12. PS inquired about the need for the walkability and connectivity plan. BB explained that property owners are responsible for maintaining the sidewalks on their property and the plan would help prioritize sidewalk repairs and suggest funding sources that can be used to help property owners.
- 13. PS asked what the major concern is regarding walkability and connectivity. LG and BB agreed that lack of pedestrian crossings are a major concern.
- 14. LG emphasized that there was a tourist influx during the summer months. This includes tractor trailers which will drive through town even though they are prohibited save for local deliveries.
- 15. BB mentioned a Street Prioritization Report had been completed, specifically for repairs and improvements. **SC should contact Jeff Ward regarding this report.**
- 16. LG recommended reviewing the recently completed Plan Georgetown (Comprehensive Plan) from KCI

During the Site Tour, the following was noted:

- 1. There is a local historical society in the town.
- 2. Planning and Zoning Department has a street tree planting program.
- 3. SC will contact the bus company regarding ridership.
- 4. SC will inquire about the Bicycle Pedestrian contact at DelDOT.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,

SIMONE COLLINS, INC. LANDSCAPE ARCHITECTURE

Mari Paruello

Marie Passuello

Landscape Architect



### Georgetown Walkability & Connectivity

### Workshop 1

Georgetown Town Hall Thursday, April 19<sup>th</sup>, 2018 – 7pm

### **Meeting Agenda**

- 1. Team Introduction
- 2. Project Scope
- 3. Project Schedule
- 4. Trails 101
- 5. Project Area Findings
- 6. Accessibility Issues
- 7. Online Survey
- 8. Next Steps
- 9. Public Input
- 10. Discussion / Card Technique

### **Future Meetings**

Workshop 2 – June 21st, 2018 7 PM – Location TBD

Workshop 3 – September 20<sup>th</sup>, 2018 7 PM – Location TBD

### **Consultant Team Contacts:**

### **Simone Collins Landscape Architecture**

610.239.7601 119 E. Lafayette Street, Norristown, PA 19401

Peter Simone, RLA, FASLA - <u>psimone@simonecollins.com</u> Geoff Creary, Project LA - <u>gcreary@simonecollins.com</u> Marie Passuello, Staff LA - <u>mpassuello@simonecollins.com</u>



### BRAINSTORMING SESSION: CARD TECHNIQUE

Project: Town of Georgetown

Walkability & Connectivity

Project No.:

18014.10

Town Hall Location: 39 The Circle

Georgetown, DE 19947

Meeting Date/Ti

me:

04/19/2018 7- 9 pm

Topic: Workshop #1- Project

**Background & Brainstorming** 

Issue Date:

04/20/2018

### **ATTENDEES:**

See Sign-In Sheet

### **GOALS:**

o Bike & Walk Master Plan

### FACTS:

- Sidewalk gaps
- o 3<sup>rd</sup> phase trail
- New sports complex
- o 3 mile cross country track
- Sold train service
- o 1 mile walking radius for schools
- o Perdue chicken plant
- DelDOT roads
- o Lots of traffic
- New 113 overpass
- Safety concerns for the Circle
- Truck traffic in the Circle
- o County Seat
- o Waive sidewalk requirements

### **CONCEPTS:**

- Where are the sidewalks needed
- Connect the schools
- o Golf course path
- o Continuity
- o Traffic calming
- o One way pair?
- o Big and Little Georgetown
- Trail as transportation
- o Little pedestrian signage
- o Exercise trail
- King & East Market Street
- o Bedford & Bridgeville
- West Market & Front Street
- Signs to public parking
- Wayfinding
- o Improve RR corridor

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Sincerely, SIMONE COLLINS, INC. LANDSCAPE ARCHITECTURE

Mari Paruello

Marie Passuello

# Town of Georgetown Walkability & Connectivity Study

Sign In Sheet Workshop 1

Email		tyler bryone is dikit do us	in to @ chardon H. com	15gileens @georgafaundal-com	godwin @ george Bun del, con	Ind malove a gmail com	pudolecek ayahoo com							
Name	RICHAMD LEY	Tyle Byn,	Charlie Losten	been Chilens	Godfun Godfuster	Tudson Malone	Phina Break							

Simone Collins Landscape Architecture • 119 East Lafayette Street • Norristown, Pennsylvania 19401 • 610 239 7601



### **MEETING NOTES**

Georgetown Walkability and Project:

Project No.:

18014.10

Connectivity

**Town Hall** 39 The Circle Location:

Meeting Date/

4/19/2018

Georgetown, DE 19947

Time:

7 - 9 PM

Workshop #1 - Project Topic:

Issue Date:

4/24/2018

**Background & Brainstorming** 

### ATTENDEES:

See Sign-In Sheet

### **GENERAL NOTES:**

- 1. Peter Simone (PS), from Simone Collins (SC), started the meeting at 7:05 with firm introductions and information. He reviewed the RFP scope and schedule, and Trails 101.
- 2. Geoff Creary (GC), from SC, reviewed the bike lane portion of Trails 101.
- 3. PS briefly explained the idea of complete streets
- 4. GC explained that SC is currently looking for resources/documents/studies/plans as part of the site inventory and analysis.
- 5. GC outlined the project area (1/2 mile from the Circle) and emphasized key findings thus far, including sidewalk locations.
- 6. PS emphasized that destinations can be located outside of the project area and should be included in the analysis.
- 7. GC discussed the need for street trees. Laura Givens (LG) agreed that more street trees are needed.
- 8. GC reviewed the Georgetown-Lewes Trail with Rail. It was noted that Georgetown will be the 3<sup>rd</sup> phase of the project, going towards Lewes; but nothing is firm yet and there is consideration to stop the trail just outside of town.
  - a. PS asked why they would stop the trail outside of town. The issue is with right-of-way ownership; CSX owns the right-of-way within town. PS explained that part of SC's task is to get around those obstacles.
- 9. GC reviewed the existing plans found thus far and presented a photo tour of the project area.
- 10. GC gave examples of accessibility issues in Georgetown, and examples of traffic calming devices that could be proposed.
  - a. It was suggested to move the curb into the cartway slightly to allow room for a sidewalk. GC explained that dreaming big is great, but we need to be practical about costs and funding, and moving the curb would be expensive.
- 11. GC reviewed the online survey and asked for comments and suggestions on the survey before it is published. It was emphasized that SC values what the public knows.

- a. PS asked for survey comments to be returned to SC by Friday 4/27 so the survey can go live early the following week.
- b. LG will get the survey translated.
- 12. GC outlined the next steps in the project planning process; a draft plan will be presented at Workshop 2 on Thursday, June 21.
- 13. GC encouraged others to attend the Walkable Bikeable Delaware Summit on Thursday, May 3. SC will be attending the Summit and will serve as Georgetown's advocates.
- 14. GC explained the card technique and public input element. PS gave examples of each card category.
- 15. PS asked if there were any questions about the overall plan. He prompted "What SC should know moving forward?"
- 16. A development for sports fields will be built along Sandhill Rd and connected to Murray Lane. Construction will start by the end of 2018. Sussex Academy is funding the fields and a 3-mile cross-country track; the track will be the only one certified in the county. There will be 8 soccer fields and pickle ball courts. It will be a private facility that the public can use for a fee. At the moment, sidewalks existing along East Market Street but not Murray Lane.
- 17. Some of the train services will be sold in the future. Unloading trail, propane goes to the airport. The rails will serves as the bike route to Lewes.
- 18. All schools should be connected; at the moment there is no connected to North Georgetown Elementary and no pedestrian connection across South Bedford Road for the Georgetown Elementary and Middle School.
  - a. PS noted that Safe Routes to School is making a comeback, and is also a health benefit for communities. The return is still in negotiation but there is ample funding.
  - b. Mayor Bill West (BW) noted that Georgetown had worked with DelDOT on designing a multi-use off-road path but it was too expensive. Some developers had agreed to contribute funds
  - c. The school district does allow children to bike to school. Those walking or biking are within a 1 mile radius of the school; this area is determined by the state.

### 19. Todd Lawson – County Administrator

- 20. One of the heaviest populations of pedestrians moving on a daily basis is the Hispanic population along Kimmey Street, East Market Street, Airport Road, and connections to Perdue Farms Inc.
- 21. One of the primary goals suggested is to establish continuity between areas that are designated as bike paths; currently there are gaps.
- 22. It was noted that the main roads (Bedford Street. And Market Street) are owned by DelDOT.
- 23. New developers are required to include bike paths; nearby older developments do not require them. There are transitions areas where gaps in bike paths exist.
- 24. Traffic calming devices were suggested. Cinderberry has a lot of pedestrian and bike traffic but is difficult to cross Route 113.
  - a. PS noted that the aggressiveness of drivers is worse in the summer due to tourists.
  - b. It was noted that an overpass at Bedford Street and Route 113 will be constructed.
- 25. Georgetown is the main passage to the beach.
- 26. Bicyclists in Georgetown can bike up Bedford Street to Route 113, but not along Route 113.
  - a. PS explained high comfort areas vs. low comfort areas, such as Bedford Street and Market Street compared to Pine Street.
- 27. GC proposed shutting down a road. This concept was drawn up for Market Street a few years
- 28. The intersection of Pine Street and South Bedford Street was determined by the School District to be hazardous; students are not allowed to cross.

- 29. It was noted that a previous bicyclist group used the Route 9 bypass rather than going through Georgetown.
  - a. The amount of stop signs in Georgetown is an issue for cyclists.
- 30. PS asked if the Town has a traffic planner? No, the Town uses DelDOT.
- 31. Crosswalk signs in the Circle are ignored by motorists; all of the signage is there though.
  - a. LG believes it is more difficult to cross from inside the Circle going out due to blind spots.
- 32. Police are working on minimizing truck traffic; not trucks are allowed through downtown except for local deliveries.
- 33. GC explained the design and purpose of pork chops; these would utilize the unused areas of asphalt.
  - a. It was noted that this is worth the study.
- 34. It was noted that the roads on the south side of the project area are wider and thus safer to walk along even though there are no sidewalks.
- 35. It was mentioned that some roads in the affordable housing areas are still dirt / gravel.
  - a. PS asked for more information regarding the affordable housing.
  - b. Jocelyn Godwin (JG) explained it is through the Delaware State Housing Commission. The contact there is Penny Pearson.
- 36. An exercise trial was suggested; not necessary a large pathway.
- 37. It was noted that the Town has previously waived the sidewalk requirement, but this is changing.
  - a. Cinderberry Village has sidewalks but Cinderberry Estates do not.
  - b. Other older parts of the Town do not have sidewalks.
- 38. GC prompted "If there was ample funds, are there any intersections that are currently safe but could be improved upon?
  - a. King Street and East Market Street; kids are constantly running across the road. Vehicles are not supposed to pass on the right but do anyways. King Street was originally one-way to Pine Street but people constantly used it as two-way.
  - b. Alvery Ave. and East Market Street
  - c. Kimmey Lane and East Market Street
  - d. West Market Street and Front Street
  - e. North Bedford Street and Bridgeville Road. There is proposed constructions to this intersection but the exact design is unknown.
  - f. West Market Street and School Lane. There are plans with DelDOT to have a working stop light.
- 39. It was noted that vehicles yield to pedestrians at the sign location even with no painted crosswalk. DelDOT previously paved the road and never repainted the crosswalk.
- 40. It was mentioned that there are no signs for directions to parking lots.
  - a. It was asked where the public parking lots were located. There is some public parking near the Railroad House. This is adequate parking for people that visit Georgetown; the Town is busy during the day but people leave after 5pm.
- 41. LG explained that people come for the beach and Georgetown is trying to entice people to visit the area, such as restaurants and stores. People visiting Georgetown go to Sports on the Beach and the Brick House.
- 42. It was noted that many people walk to El Mercado as a main destination. Other key areas are North Race Street restaurants and the laundromat, and 16 Mile Brewing Company and their Farmers Market south of town.
- 43. The town hosts concerts in North Bedford Park.
- 44. Playgrounds are located at the Schools, North Bedford Park (owned by Georgetown Presbyterian Church), and the east playground on North King Street (owned by Georgetown).

- 45. It was noted that the school district covers 340 square miles and has over 10,500 students, growing by roughly 500 students per year.
- 46. SC will get in touch with the school district about school connections; SC will also contact DelDOT regarding this.
- 47. SC will provide minutes from this meeting and for all future meetings.
- 48. LG will better promote the study on the Town website.
- 49. The next Workshop will take place on Thursday, June 21, from 7-9pm. The location is to be determined.

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Sincerely,

SIMONE COLLINS, INC. LANDSCAPE ARCHITECTURE

Mari Paruello

Marie Passuello

Landscape Architect

### **MEETING NOTES**

Georgetown Walkability & Project Project: SC# 18014.10

Connectivity Study No.:

**Delaware Department of** 

Meeting May 31, 2018 Transportation, Dover, DE Location: Date/ 2 pm

Time:

Review of preliminary Issue

Re: study concepts June 5, 2018 Date:

### ATTENDEES:

Jennifer Cinelli-Miller, Transportation Planner, DelDOT -Jennifer.cinelli@state.de.us

Anthony Aglio, Project Manager, DelDOT - Anthony.aglio@state.de.us Jason Vogl, Transportation Planner II, DelDOT - Jason.vogl@state.de.us Geoffrey Creary, Simone Collins - gcreary@simonecollins.com Peter Simone, Simone Collins - psimone@simonecollins.com

### NOTES:

- 1. Pete and Geoff gave a general overview of the project scope for DelDOT professionals.
- 2. SC noted that sidewalks will be recommended in areas of highest pedestrian activity. Some sidewalks will serve as collector sidewalks in areas with few sidewalks.
- 3. Crosswalks. SC presented options for decorative crosswalks. DelDOT Traffic division may have some concerns with overly graphic crosswalks.
- 4. Jennifer noted that on South Bedford Street at the school there is a need for additional traffic safety devices including crosswalks due to the high volume of pedestrian traffic especially school children.
- 5. Anthony noted that for special crosswalk materials, shallow milling of asphalt and then a high strength epoxy mix has seemed to work well and be durable.

- 6. The pedestrian crossings at the central traffic circle in Georgetown can be especially complex.
- 7. DelDOT is in favor of the use of rapid flashing beacons at appropriate locations. These may be highly applicable at the Georgetown Middle School. This may also be an opportunity to engage the school district in funding these devices since it is essentially a one-time cost vs. a crossing guard. DelDOT prefers user activated flashing beacons. DelDOT suggested that Georgetown Middle and Elementary schools on West Market could be a priority
- 8. SC noted that there may be a few opportunities to utilize pedestrian refuge islands, but there are no opportunities on state routes.
- 9. The Georgetown to Lewes off-road trail was discussed. DelDOT has not been able to obtain an easement from the railroad (Norfolk Southern). The obstacle in getting the trail into Georgetown is the lack of an easement for the route. Presently, DelDOT can only bring the trail to the little league complex on East Market street. SC will suggest options for alignments for the trail from the little league baseball fields into town.
- 10. DelDOT has just initiated design on the section of the trail that will bring the trail to the little league complex. DelDOT estimates that construction of this section is approximately 3 years away (2021).
- 11. DelDOT has recently initiated the design for the Lewes to Georgetown Trail segment that will bring it to the little league complex on East Market Street. This could be constructed in 3 years.
- 12. The on road bike routes shown in existing state and regional plans have just been updated. DelDOT is now trying to designate low street (high comfort) routes; i.e., roadways that have low traffic volumes, narrow widths and low speeds. The new plan has JUST been added to the DelDOT website. SC to review.
- 13. SC discussed the use of Sharrows to designate on-road bike routes and to warn motorists to the likely presence of cyclists. DelDOT supports the use of sharrows.
- 14. There is one section of South Bedford Street (at the big curve) that has painted shoulders which create vehicle land widths of 10 feet, 6 inches. This results in shoulders of 4 feet, 6 inches. SC suggested that the painted shoulders and narrower vehicle lane widths are a safety improvement while giving cyclist a more defined shoulder. Parking is sporadically allowed on sections of Bedford Street. SC suggested that painted shoulders be considered for the length of Bedford through Georgetown as a traffic calming measure. The painted shoulders have the side benefit of giving cyclists a designated area to ride. This shoulder would not be a designated bike lane. Parking would still be allowed in this shoulder. DelDOT encouraged SC to explore this concept for Bedford St.
- 15. Speed tables were discussed in concept. SC noted that there are not opportunities for speed tables on state routes, but there may be opportunities for these features on local roads.
- 16. Truck Aprons were discussed. These mountable curb devices may have application at the traffic circle in the center of Georgetown. SC suggests using these in the painted pork chop areas of the

- circle. These would visually constrict the space and slow traffic while still allowing vehicles to drive over them if necessary.
- 17. The Georgetown Circle (round-about) was discussed. Four (4) options should be explored as a part of this study. Presently, there is one (1) travel lane around the round-about and there are approximately forty-one (41) metered parking spaces in the four quadrants of the town square. It is our understanding that DelDOT owns the right-of-way up to the sidewalks. Parked cars backing out into the travel lanes are not a desirable configuration in terms of creating the safest conditions.
  - a. Option 1: eliminate parking on the square and maintain the current one vehicular lane configuration. Create green lawn / planting and sitting areas around the square that are similar to the beautiful treatments in the center of the round-about. We understand that the elimination of parking on the square will be controversial.
  - b. Option 2: eliminate parking on the square but create two 12 foot wide vehicle lanes around the round-about. This will create a safer traffic patterns. Additional space at the edges of the outer lane would be "greened".
  - c. Option 3: maintain one vehicular travel lane and add parallel parking around the square where space allows. This will create a safer parking configuration since vehicles will not be backing into traffic, but going in the same direction as traffic flow. There will be some periodic stopping of traffic flow as motorists pull into and out of parking spaces.
  - d. Option 4: create two 12 foot travel lanes in the round-about and add parallel parking adjacent to the out lane where space allows. This will create a safer parking configuration since vehicles will not be backing into traffic, but going in the same direction as traffic flow. There will be some periodic stopping of traffic flow as motorists pull into and out of parking spaces.
- 18. Gateways, curb extensions and bump outs were discussed as traffic calming measures. All may have applications on the two state routes and in other locations in town.
- 19. DelDOT professionals reported that Sussex County Council likes the concept of gateways as reflected in the most recent County Comprehensive Plan.
- 20. DelDOT professionals suggested that area Master Gardeners might be engaged to assist in maintaining new landscape areas that might be created as a part of gateways and other roadside landscape treatments include bioswales and rain gardens.
- 21. There was discussion about the desirability of rain gardens / bioswales / roadside stormwater infiltration areas to help infiltrate stormwater into the soil.
- 22. Signage on state routes must go through a formal DelDOT review and approvals process. Our understanding is that all poles must be "break-way" and conform to MUTCD for DE. However, if signage is proposed to be mounted on existing utility, light or other poles the review by DelDOT is cursory.
- 23. Trees planted along state routes need to be a minimum of 5 feet from the edge of the vehicular cartway. We surmised that the small scale trees planted along East Market Street as part of

recent streetscape renovations were specified to be small scale trees as a result of these requirements, even though the road is low speed (25mph), trees are protected by curbs and there is on-street parking along a good part of this roadway.

- 24. Funding programs and options were discussed.
- 25. Municipal Street Aid Program is based on mileage and population in a municipality. DelDOT allocates a total fund of approximately \$5 million statewide annually.
- 26. DelDOT TA (Transportation Alternative) or TAP (Transportation Alternative Program) funding is allocated on an 80/20 basis by DelDOT. TA provides 80% of the funds and the municipality must provide 20% of the project costs.
  - a. The local municipality submits an application to the MPO (Municipal Planning Organization) which in Georgetown's case is Sussex County. The County evaluates and ranks projects for selection by the County and DelDOT.
  - b. For selected projects, DelDOT completes the feasibility study for the proposed project.
  - c. DelDOT uses a group of consultants selected for open end contracts to complete design and engineering.
- 27. Safe Routes to Schools may have good application in Georgetown given the schools located in town.
- 28. DelDOT reports that it has had good luck with CMAQ (Congestion Mitigation and Air Quality Improvement) funding. For potential CMAQ funding, the local municipality just needs to bring the project into DelDOT for possible funding.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

Peter M. Simone, RLA, FASLA President



### SIMONE COLLINS LANDSCAPE ARCHITECTURE

119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401 PHONE: 610.239.7601 FAX: 610.239.7606 W W W . SIMONECOLLINS.COM

### MEETING NOTES

Project: Georgetown Walkability and

Connectivity

Project No.:

18014.10

**Town Hall** 

39 The Circle

Georgetown, DE 19947

Meeting Date/

5/31/2018 10:00 AM

Time:

**Progress Meeting with Town** 

Staff

Issue Date:

7/17/2018

### ATTENDEES:

Location:

Topic:

Peter Simone (PS), Simone Collins (SC)

Geoff Creary (GC), Simone Collins

Laura Givens (LG), Town of Georgetown

Jocelyn Godwin, Planning Administrator, (JG), Town of Georgetown

Rebecca Johnson Dennis, (RJD), Council, Ward 2, Town of Georgetown

### **GENERAL NOTES:**

The purpose of the meeting was a review of the work in progress for the plan. The following is a list of topics and improvements discussed during the meeting.

- 1) Sidewalks. Overall, conditions of sidewalks are good. Our use of STRAVA inventory heat maps show patterns of running and cycling use in the town and project area.
- 2) The Cinderberry Estates residential neighborhood needs new sidewalks. The neighborhood streets are also a motorist short cut where there is speeding.
- 3) Crosswalks types were reviewed. They can be zebra stripes or more ornate and attractive decorative types that use street-print patterns what use thermoplastic materials embedded in the asphalt.
- 4) Rapid Flashing Beacons can be used at intersections where there are not traffic lights or at midblock crossings.
- 5) Pedestrian refuge islands may be usable on Edwards Avenue.
- 6) Visitors do not know where to park signage and wayfinding to direct people to parking lots and to various destinations in the town.
- 7) The Lewes to Georgetown Trail was discussed. All agreed that its' implementation will be very important to Georgetown. Town officials noted that have met with DelDOT about this trail.
- 8) Geoff and Pete discussed the use of sharrows to warn motorists about the likely presence of cyclists on the road. Pine Street is seen as an important local collector for both cyclists and pedestrians.

- 9) The use of speed tables was discussed. Everyone agreed that they can be controversial and if they are to be used, the must be used sparingly. SC believe that DELDOT open to the use of speed tables.
- 10) Truck aprons may be appropriate in pork chops at traffic circle and also at street corners.
- 11) Gateways can be implemented at important intersections when entering Georgetown. They can help to narrow down roadways volumetrically, and can have a traffic calming effect.
- 12) Bump out curb extensions can be used at select intersections where we wish to narrow the distance that pedestrians must cross. They may affect drainage at intersections so they must be completed with care. Some of these could include a rain garden that will help to infiltrate water into the soil.
- 13) Streetscape is a "catch all" improvement recommendation that can enhance the pedestrian, motorist and cyclist experience. These will be included in the plan.
- 14) Georgetown is a "Tree City USA". Tree planting is a grant driven process in Georgetown.
- 15) Signage will be a part of the plan.
- 16) The plan will also note priorities.
- 17) SC asked about Staff priorities. Why did the formulation of this come up? Staff noted that there were concerns about the conditions and numbers of sidewalks in Town. Also a desire to calm traffic in Town. Edwards Street was noted as a very busy street.

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Sincerely,

SIMONE COLLINS, INC. LANDSCAPE ARCHITECTURE

Peter Simone, RLA, FASLA

President



### SIMONE COLLINS **ARCHITECTURE** ANDSCAPE

119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401 PHONE: 610.239.7601 FAX: 610.239.7606 SIMONECOLLINS.COM WWW.

### MEETING NOTES

**Georgetown Walkability and** Project:

Connectivity

Project No.:

18014.10

**Georgetown Train Station** Location:

200 Depot Street

Georgetown, DE 19947

Meeting Date/ Time:

6/21/2018 7 - 9 PM

Workshop #2 - Presentation Topic:

of the Draft Plan

Issue Date:

7/17/18

### ATTENDEES:

See Sign-In Sheet

### **GENERAL NOTES:**

- 1. Peter Simone (PS), of Simone Collins (SC), began the meeting with team introductions. The audience introduced themselves and why they were in attendance.
- 2. PS reviewed the agenda for the meeting and explained that, while the draft report is not yet completed, SC plans to have the draft report to the Town no later than 7/10.
- 3. PS provided background information about SC and outlined the project scope and schedule. This plan should be used for implementation over the next 10 to 20 years.
- 4. Once the draft plan is completed, there will be a 60 day review period and a Town officials meeting. Following this, the final plan will be created and presented at the final public workshop in September.
- 5. PS reviewed the online public opinion survey results to date. The survey will remain open through the public review period. SC will compare survey data to that of similar communities.
- 6. PS reviewed past meetings. DelDOT is very supportive of this plan as it is a safety concern. DelDOT is a good financial partner to have for the implementation of this plan.
- 7. Relevant planning documents were reviewed by PS.
- 8. GC reviewed the existing site inventory and explained that SC is still in the process of data collection and analysis. New data include the DelDOT traffic stress data.
- 9. GC explained the option of parallel bike routes for bike stress management.
- 10. PS reviewed the different types of bicyclists. SC is trying to create routes that will capture less confident riders. DOTs are starting to try and get less experienced riders out on bicycles.
- 11. GC reviewed the improvement recommendations and where each is located. Sidewalks are the most important improvement suggested. The goal is to effectively place sidewalks to create an arterial system. Some areas will allow a sidewalk on one side of the road since there is not enough room for sidewalks on both sides of the road. .
- 12. GC emphasized that Pine Street can serve as the non-motorized "spine" of the community emphasizing not vehicular traffic.

- 13. GC explained that crosswalks need to be updated to follow guidelines and meet required standards. There are 2 forms of crosswalks: continental are the traditional low cost option and decorative are the creative, more expensive option.
- 14. It was asked what the criteria is for continental vs decorative crosswalks.
  - a. Decorative should be used in high volume areas and will help create identify for the town.
  - b. A conversation will need to occur with DelDOT regarding their standards for crosswalks.
  - c. Crosswalks will be thermoplastic material that is bonded into the asphalt.
- 15. GC explained that rapid flashing beacons are only turned on when a pedestrian or cyclist approaches it. It was noted that these exist along Route 1, near the outlets, and are very bright and effective. GC further explained that they are slightly more expensive but effective. They will be used when necessary but limited. There is a design criteria for when rapid flashing beacons should be utilized, including areas where not traffic lights are implemented.
- 16. GC noted that roads are not wide enough for pedestrian refuge islands in most areas. The islands require 6' width minimum.
- 17. The Georgetown Lewes Rail with Trail / Rail to Trail will be connecting to the Georgetown area, but the railroad ownership ends outside of the town limit. It was suggested to the audience to voice their desire for Norfolk Southern to allow the trail to continue into town.
- 18. It was asked if the proposed trail for Georgetown would go through the Little League field.
  - a. PS explained that this would be an alternative to the rail-with-trail connection. SC believes there is enough room to accommodate a trail, but it would require an easement from the property owner.
- 19. GC mentioned having the trail parallel the road as an alternative to both. Regardless, DelDOT wants to bring the trail into the center of Georgetown, but requires the Town's help.
- 20. PS noted that the Little League fields are already a destination and could serve as a better connection.
- 21. It was mentioned that parents currently park in the open grass around the fields and that some areas of the park prohibit biking.
- 22. While discussing the boulevard concept along Edward Street, it was suggested that the church provide more parking because church-goers currently park along Edward Street. PS noted that there is a lot of pedestrian traffic and that a boulevard would serve as a traffic calming device in the area.
- 23. GC explained that speed tables suggested would be continental asphalt tops, not decorative or brick. They can be used to enhance safety at mid-block crossings. Speed tables can be a problem for snow plows however.
- 24. GC noted that truck aprons are heavily used in roundabouts and should be included in areas that need extra traffic calming measure.
- 25. The specific type of gateway design for Georgetown was discussed. The intention is simple planted gateways rather than large and grandiose structures.
- 26. GC explained that bump outs are an element of gateways, or can stand alone. They serve to reduce the crossing distance for pedestrians.
- 27. It was noted that bump outs remove the bicycle areas of the road, primarily the shoulder. GC agreed that this is a drawback, but cyclists can typically skirt the edge of the bump out before returning to the shoulder.
- 28. Special crossing areas within the Town were discussed. The two primary areas are the railroad crossing locations and the school entrance.
- 29. Regarding the railroad crossings, there is currently no clear markings of where to be or go. GC explained that trains tend to move faster than expected.

- 30. GC reviewed streetscape design elements to enhance the street experience, such as tress, lights, plantings, and color elements. SC will not suggest locations for these elements but will include them as general design elements to be considered. A plan for streetscapes would require another, more detailed plan.
- 31. PS reviewed the existing conditions of the circle and presented options that could change the dynamic of the circle. The design options are concepts for future discussion. SC does not recommend any of the design options specifically, but they are included for discussion points.
- 32. It was mentioned that some people avoid parking in the circle all together because attempting to pull out of parking spaces is frightening.
- 33. A major concern with the alterative designs is the parallel parking because it slows traffic down. It was added that the 2 lane option could mitigate this problem.
- 34. It was noted that most car accidents that currently occur at the Circle occur at the intersections going into the Circle because motorists are looking into the Circle rather than the vehicle directly in front of them.
- 35. PS emphasized the need for those reviewing the plan to help us determine the prioritization of the recommendations. The draft plan will be completed by July 10 and posted on the Town website shortly after.
- 36. It was mentioned that access to North Georgetown Elementary School, while outside of the project limit, is a major concern and should be included in the plan. SC will provide some suggestions and emphasize the issue, but this would require an entirely separate study. It was suggested that the Town engage DelDOT about this potential connection. GC mentioned funding options for Safe Routes to School and other safety based funding sources.
- 37. PS explained that one option for this connection is an on-road bike route designed for children, especially because there is no room for an off-road trail. Another alternative is one-way pairs on either side of Bedford Street (Race Street and Front Street) and include protected bike lanes on both.
- 38. GC suggested narrowing the lanes on Bedford Street and adding a cycle track. However, this would require elimination of the sidewalk.
- 39. Currently there are no crossings along North Bedford Street and all school kids are bussed because of safety concerns.
- 40. It was asked who to contact at DelDOT regarding this connection? SC will provide the contact information for those met with at the DelDOT meeting on May 31.
- 41. PS confirmed that the presentation would be posted on the Town website shortly.
- 42. It was asked why there was such a small crowd. PS explained that it is hard time of year to get people to attend, but the Town is doing a great job or promoting the project and meetings.
- 43. It was mentioned that the current dynamic of the Circle is confusing, specifically where to stop for crosswalks. PS explained the DOT's support roundabouts because everyone is going in the same direction so car accidents aren't head-on and are usually less severe.
- 44. It was asked how many of the recommendations are typically implemented. PS explained that usually 50% or more because the plan includes funding strategies and potential sources to help with implementation.
- 45. PS explained there is a lot of funding available for these forms of recommendations, including TA programs. DelDOT will work to complete funding application with the Town.
- 46. It was asked if SC would make any recommendations regarding changes to the Town ordinances. PS explained that the problem is what is required within land development. A lot of towns and municipalities are no longer waiving the requirement for sidewalks and new development occurs.
- 47. PS supported the idea that communities should be accessible to everyone, not just able-bodied and handicapped.

- 48. It was noted that there is a lack of pedestrian access down South Bedford Street, connecting to Social Services.
- 49. There is concern regarding the influx of people to the Town with the new trail being constructed.
- 50. PS confirmed that signage will be part of the plan but is still a work in progress.
- 51. PS emphasized that the big takeaway is that the Town needs to work with DelDOT to get the trail constructed.
- 52. It was asked where the Georgetown to Lewes trail will connect to when it's completed. GC explained that the final connection with link to Pine Street and connect across town that way. PS mentioned that there are no opportunities for off-road trails once in town.
- 53. Concern was raised regarding parking on either side of Pine Street. PS explained that it is a low speed road with low stress and the connection would be a sharrow rather than a bike lane. An alternative is to suggest removing the parking from one side and adding bike lanes.
- 54. PS stated that bike racks will be included in as a streetscape element but will not be included with specific locations. Bike lockers could also be considered.
- 55. It was suggested to provide an "ending" destination for the bike route, such as the Train Station. PS suggested building on-road routes and building up a constituency before pursuing an off-road trail.
- 56. It was asked if on the roads on either side of the train track could be used for the route. GC confirmed that SC is looking into that as an option.
- 57. It was asked if there were any projections regarding the amount of people coming to Town via the trail. PS stated that there is not a predicted number but the best guess would be a couple hundred of people per day on a nice summer day. It was mentioned that there are a lot of cyclists in the late spring to early fall that come in groups.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,

SIMONE COLLINS, INC.

LANDSCAPE ARCHITECTURE

Mari Paruello

Marie Passuello Landscape Architect

# **IOWN Of GEORGETOWN** Walkability & Connectivity Study

## Sign In Sheet Workshop 2 June 21, 2018

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KARL HALLER	HALLERIX @ JUNG, COM
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Maria-Mammond	Tham 3095 @ amail . COM
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## Walkability & Connectivity Study

### Sign In Sheet

Town Officials and Staff

Name	Email
Rebecca Dennis	ridennis Orgeorge bondeliam
County County	Kailen & Confittante 1. Con
Simone Collins Landscape Architecture • 119	119 East Lafayette Street • Norristown, Pennsylvania 19401 • 610 239 7601

# **Sown of Georgetown**Malkability & Connectivity Study

Sign In Sheet
Workshop 3

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September 20, 2018

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Virginia Estebon	N)

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### TOWN OF GEORGETOWN

MAYOR AND COUNCIL



TOWN HALL 39 THE CIRCLE GEORGETOWN, DE 19947

March 15, 2018

Mr. Peter M. Simone, RLA, FASLA President Simone Collins Landscape Architecture 119 E. Lafayette Street Norristown, PA 19401

RE: Award Notice – Town of Georgetown - Walkability & Connectivity Study

Dear Mr. Simone,

Please be advised that the Town of Georgetown has awarded the above referenced contract to Simone Collins Landscape Architecture in the amount of \$29,996.00.

If you have a standard contract form you would like used, please forward at your convenience, otherwise we will begin drafting one. Please note that all contracts with the Town are subject to review, amendment and approval by the Town Solicitor. Paperwork coordination, on the Town's side, will be handled by Laura Givens (lgsmith@georgetowndel.com).

The Town looks forward to working with you on this project. Should you have any questions or need additional information, please feel free to contact me directly at (302) 856-7391.

Sincerely,

TOWN OF GEORGETOWN

Eugene S. Duornick, Gr. Eugene S. Dvornick, Jr.

Eugene S. Dvornick, Jr. Town Manager

cc: Laura Givens – Finance

Jocelyn Godwin – Planning Bill Bradley – Public Works

Jeff Ward – Construction Coordinator



March 5, 2018

Mr. George Dvornick
Town Manager
39 The Circle
Town of Georgetown, Delaware 19947
308 856 7391
gdvornick@georgetowndel.com

### Dear Mr. Dvornick and the Selection Committee

The walkability of a community affects almost every aspect of community life. Students who can walk to school are shown to be healthier than their bussed suburban friends. Older citizens, no longer able to drive a motor vehicle are less isolated and more connected to the community if they can safely walk between destinations. Teenagers who can safely walk or bike around town put less "I need a ride" pressure on already overstressed parents. Neighbors meet neighbors while walking, unlike what happens in a car. However you measure the effects, the ability to walk or bike in any community has almost endless positive benefits.

Georgetown, with its core colonial era layout and human scale streets and architecture is especially fortunate that it possesses all of the qualities that most folks desire. Appealing to both millennials and empty-nester baby-boomers, the scale and character of Georgetown is becoming increasingly unique in the American landscape and is nearly universally attractive.

As the new Comprehensive Plan is developed by town planner KCI Technologies, the Walkability & Connectivity Study offers the town the opportunity for a different perspective that takes a fresh look at existing trail and sidewalk infrastructure and how new connectivity infrastructure can help knit the fabric of the community together. New eyes will provide an outside perspective on the opportunities and challenges that exist in town that familiar eyes often "miss". The town planner can still provide an all-important review role in this effort giving the Town an important critical review on the selected consultant's work.

**Simone Collins Landscape Architecture (SC)** is uniquely positioned to provide this new perspective to Georgetown. In its 29<sup>th</sup> year of service, SC has completed over 100 trail and walkability projects. Our staff of trail and walkability experts will examine the town from a new vantage point and provide insights that might be "missed" by professionals who are overly familiar with the area.

Our proposal outlines an aggressive work plan formulated to ensure that all elements of the plan are completed before the September 30 deadline.

While the town does have many sidewalks, significant gaps do exist. It appears that any substantial on or off-road bike network is also lacking so it appears that many opportunities need to be explored.

Bike trails and even sidewalks are sometimes viewed with fear and skepticism. Concerns about safety, vandalism, littering and loss of privacy are just few of the issues that residents, especially residents unfamiliar with trails, will raise. Added to those concerns are the changing demographics in Georgetown with the influx of Spanish speaking residents. Language differences can also add to the isolation of new citizens and employees in the community. These new residents may be some of the folks who could be most positively affected by the opportunity to use new sidewalks and trails.

SC's project approach would seek out the participation of both long time and new residents in Georgetown and we suggest that meeting notice posters and our proposed web-based opinion survey be offered in English and Spanish (if the town can provide that translation service).

SC's most senior personnel who will participate in this work include firm principal Peter Simone and senior project manager Geoff Creary. Their participation will ensure maximum efficiency and cost-effectiveness in completing this work assignment.

Our proposal outlines the proposed work effort, project approach and the minimum number of hours that will be expended on this project. Our rates are highly competitive which will result in a high number of hours to be expended on this assignment. Our proposal also offers several pro bono services, including no charge for driving time from our offices to Georgetown, no charge for meetings with Town Staff and no charge for preparation and administration of the public web-based opinion survey.

We appreciate your careful consideration of our proposal and our firm. We would be pleased to discuss our approach in more detail with you at an interview.

Sincerely,

Simone Collins

Landscape Architecture

Peter M. Simone, RLA, FASLA

President

### **FAX TRANSMITTAL**

To: Sussex County Mapping and Addressing Department Fax: (302) 853-5889

From: Geoff Creary Date: 4/4/2018

Re: Town of Georgetown Walkability and Connectivity Study

Cc: Project No.: **18014.10** 

### Hello.

Simone Collins Landscape architecture was retained by the Town of Georgetown to prepare their Walkability and Connectivity Study. For the project we are compiling as much GIS information needed for the project.

2

Please find the completed request form for GIS data. We have downloaded compiled data from Delaware FirstMap but would like to request data more specific to Sussex County and the Town of Georgetown. We would like to request the following GIS Data for the Town of Georgetown:

- Parcels
- Local roads
- Recent aerials

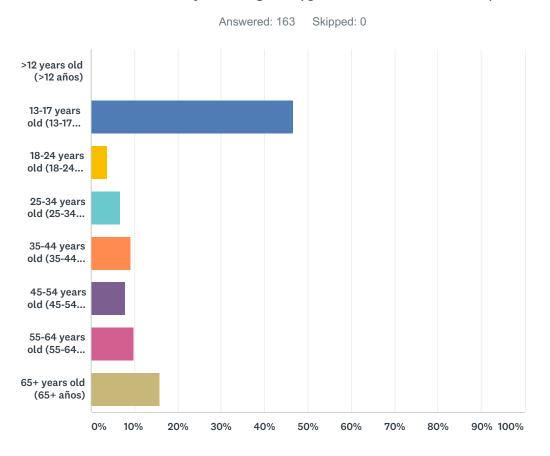
If there is any additional information you believe we would benefit from including in our inventory and analysis, please include that as well. We appreciate any data you are able to provide.

Sincerely, SIMONE COLLINS, INC. LANDSCAPE ARCHITECTURE

Geoffrey T. Creary gcreary@simonecollins.com 610.239.7601

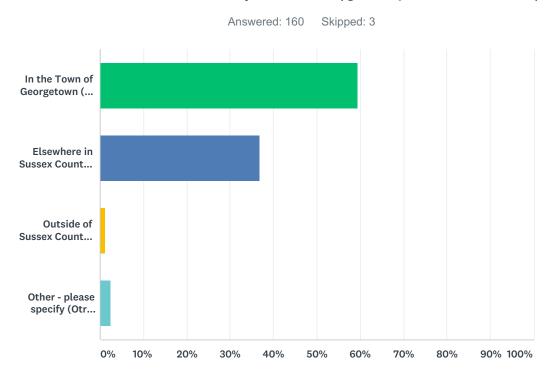
119 East Lafayette Street Norristown, PA 190491

### Q1 What is your age? (¿Cuál es su edad?)



ANSWER CHOICES	RESPONSES	
>12 years old (>12 años)	0.00%	0
13-17 years old (13-17 años)	46.63%	76
18-24 years old (18-24 años)	3.68%	6
25-34 years old (25-34 años)	6.75%	11
35-44 years old (35-44 años)	9.20%	15
45-54 years old (45-54 años)	7.98%	13
55-64 years old (55-64 años)	9.82%	16
65+ years old (65+ años)	15.95%	26
TOTAL		163

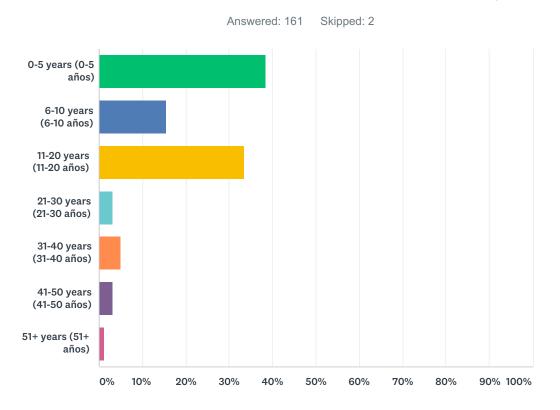
### Q2 In what area do you live? (¿En que area vive?)



ANSWER CHOICES	RESPONSES	
In the Town of Georgetown (En el Municipio de Georgetown)	59.38%	95
Elsewhere in Sussex County (En alguna otra parte del Condado de Sussex)	36.88%	59
Outside of Sussex County (Fuera del Condado de Sussex)	1.25%	2
Other - please specify (Otro lugar - por favor especifique)	2.50%	4
TOTAL		160

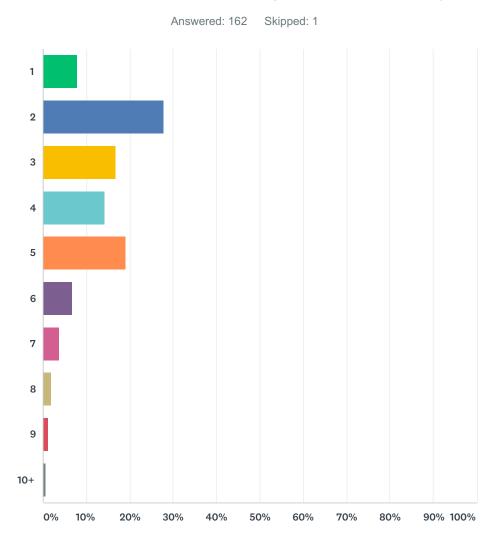
#	OTHER - PLEASE SPECIFY (OTRO LUGAR - POR FAVOR ESPECIFIQUE)	DATE
1	Outside of the Town of Georgetown	6/5/2018 2:33 PM
2	outside of Georgetown	6/5/2018 8:32 AM
3	long neck	6/4/2018 1:51 PM
4	I live in Columbia Md but own a second/vacation/retirement home in the town limits of Georgetown.	5/17/2018 10:11 AM

### Q3 How many years have you lived at your current address? (¿Hace cuantos años vive en su dirección actual?)



ANSWER CHOICES	RESPONSES	
0-5 years (0-5 años)	38.51%	62
6-10 years (6-10 años)	15.53%	25
11-20 years (11-20 años)	33.54%	54
21-30 years (21-30 años)	3.11%	5
31-40 years (31-40 años)	4.97%	8
41-50 years (41-50 años)	3.11%	5
51+ years (51+ años)	1.24%	2
TOTAL		161

### Q4 How many people currently live in your household? (¿Cuántas personas viven en su hogar actualmente?)



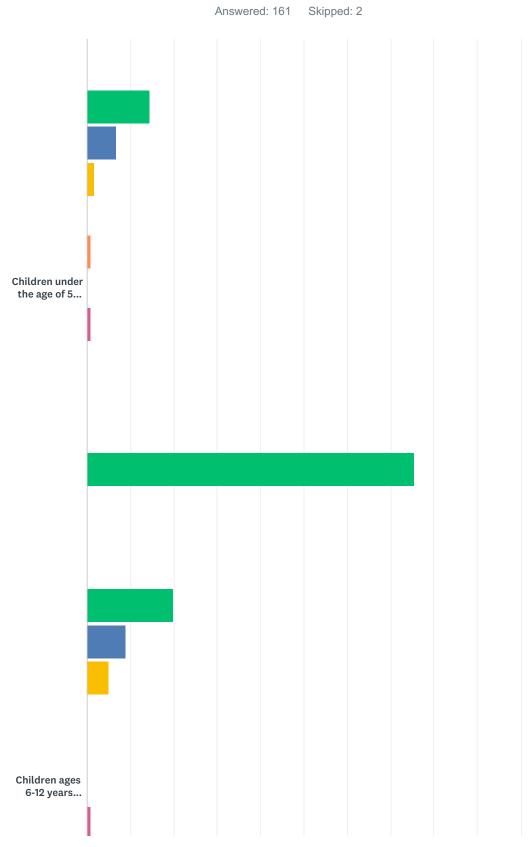
ANSWER CHOICES	RESPONSES	
1	8.02%	13
2	27.78%	45
3	16.67%	27
4	14.20%	23
5	19.14%	31
6	6.79%	11
7	3.70%	6
8	1.85%	3
9	1.23%	2
10+	0.62%	1

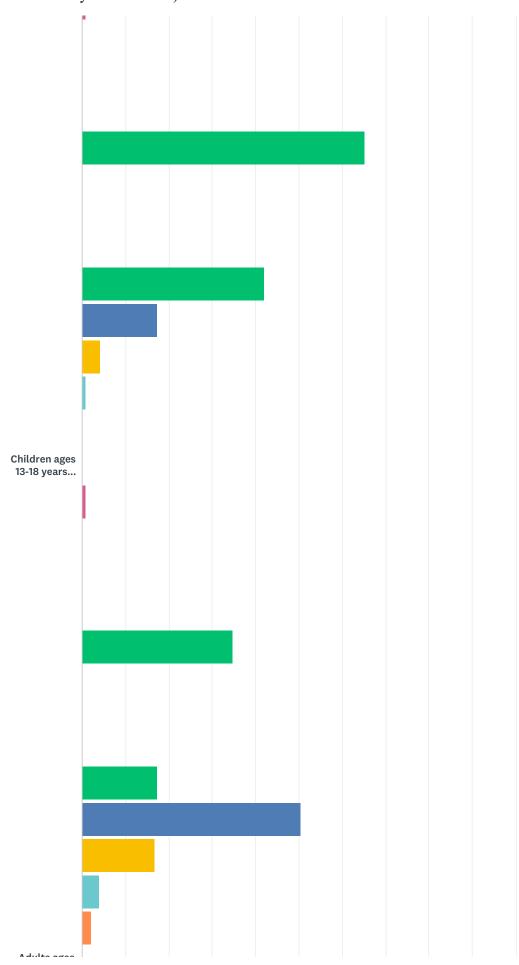
Town of Georgetown Walkability & Connectivity Study (Municipio de Georgetown – Estudio de Transitabilidad y Conectividad)

SurveyMonkey

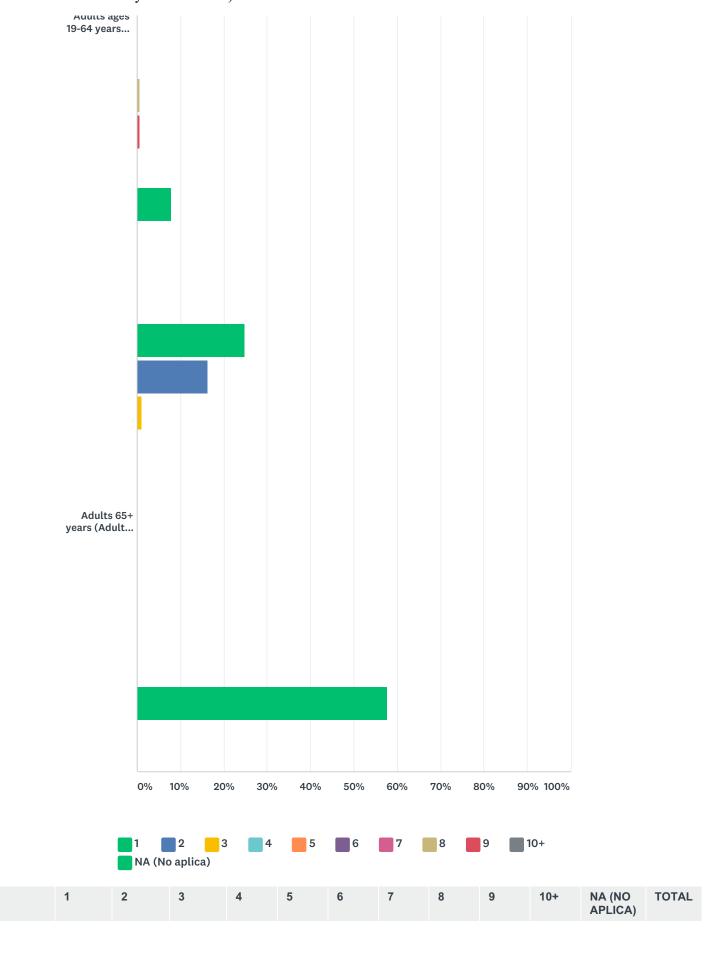
TOTAL 162

Q5 Please indicate how many people of each age group currently live in your household. (Por favor indique cuantas personas de cada grupo de edad viven en su hogar.)



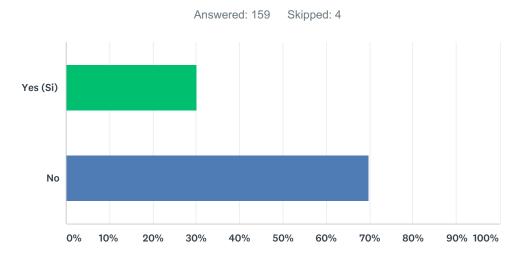


Town of Georgetown Walkability & Connectivity Study (Municipio de Georgetown – Estudio de Transitabilidad y Conectividad)



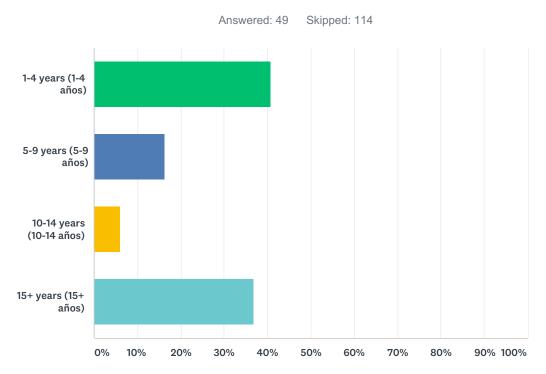
Town of Geor Estudio de Tr	_		•	•	Study (	Municip	io de Ge	eorgetow	n –		SurveyM	Monkey
Children under the age of 5 years (Niños menores de 5 años)	14.41% 17	6.78% 8	1.69% 2	0.00%	0.85%	0.00%	0.85%	0.00%	0.00%	0.00%	75.42% 89	118
Children ages 6-12 years (Niños de 6-12 años)	19.83% 24	9.09% 11	4.96% 6	0.00%	0.00%	0.00%	0.83% 1	0.00%	0.00%	0.00%	65.29% 79	121
Children ages 13-18 years (Niños de 13- 18 años)	42.15% 51	17.36% 21	4.13% 5	0.83% 1	0.00%	0.00%	0.83% 1	0.00%	0.00%	0.00%	34.71% 42	121
Adults ages 19-64 years (Adultos de 19- 64 años)	17.45% 26	50.34% 75	16.78% 25	4.03% 6	2.01%	0.00%	0.00%	0.67%	0.67%	0.00%	8.05% 12	149
Adults 65+ years (Adultos de 65+ años)	25.00% 26	16.35% 17	0.96% 1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.69% 60	104

### Q6 Do you work in Georgetown? (¿Usted trabaja en Georgetown?)



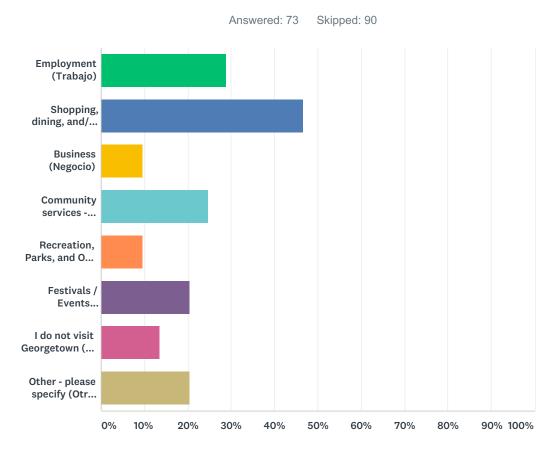
ANSWER CHOICES	RESPONSES	
Yes (Si)	30.19%	48
No	69.81%	111
TOTAL		159

# Q7 If you answered yes to Question 6, how long have you worked in Georgetown? (Si usted contesto que si a la pregunta #6, ¿hace cuánto tiempo que trabaja en Georgetown?)



ANSWER CHOICES	RESPONSES	
1-4 years (1-4 años)	40.82%	20
5-9 years (5-9 años)	16.33%	8
10-14 years (10-14 años)	6.12%	3
15+ years (15+ años)	36.73%	18
TOTAL		49

## Q8 If you are not a resident of Georgetown, what is the primary reason you visit Georgetown? (Si usted no es un residente de Georgetown, ¿cuál es la razón principal por la cual usted visita a Georgetown?)



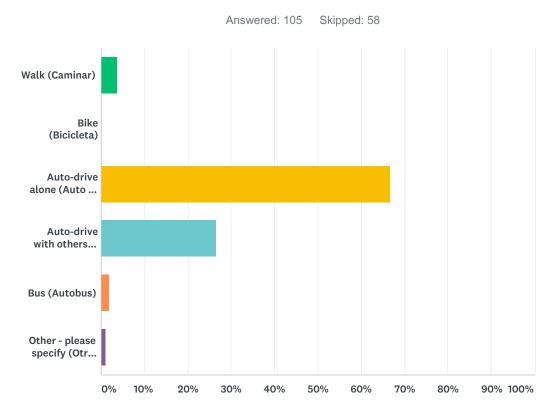
ANSWER CHOICES	RESPONSES	
Employment (Trabajo)	28.77%	21
Shopping, dining, and/or retail services (Compras, Cena, y/o servicios de venta)	46.58%	34
Business (Negocio)	9.59%	7
Community services - library, etc. (Servicios comunitarios - biblioteca, etc.)	24.66%	18
Recreation, Parks, and Open Space (Recreacion, parques, aire libre)	9.59%	7
Festivals / Events (Festival / eventos)	20.55%	15
I do not visit Georgetown (Yo no visito a Georgetown)	13.70%	10
Other - please specify (Otro razón - por favor especifique)	20.55%	15
Total Respondents: 73		

#	OTHER - PLEASE SPECIFY (OTRO RAZÓN - POR FAVOR ESPECIFIQUE)	DATE
1	I have a home herebut my residence is in PA	7/17/2018 7:32 PM
2	I really enjoyed walking	6/19/2018 2:49 PM
3	School	6/6/2018 8:36 AM

SurveyMonkey

4	To go to school	6/5/2018 12:37 AM
5	School	6/4/2018 10:33 PM
6	School	6/4/2018 6:53 PM
7	school	6/4/2018 4:36 PM
8	School	6/4/2018 4:10 PM
9	Family	6/4/2018 1:55 PM
10	school bro	6/4/2018 1:51 PM
11	school	6/4/2018 1:35 PM
12	School	6/4/2018 1:17 PM
13	School	6/4/2018 1:13 PM
14	Family	5/9/2018 11:24 AM
15	All of the above I live on Sand Hill RD	5/8/2018 5:08 PM

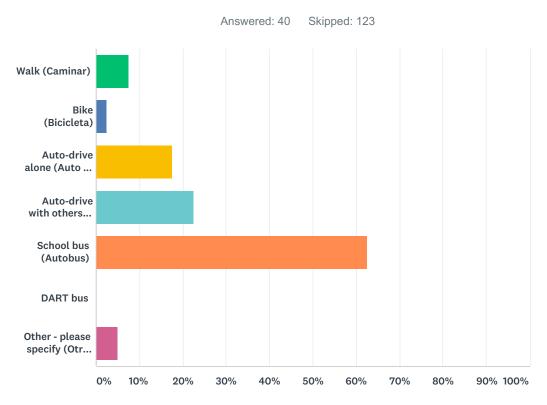
### Q9 What is your main form of transportation? (¿Cuál es su forma principal de transportación?)



ANSWER CHOICES	RESPONSES	
Walk (Caminar)	3.81%	4
Bike (Bicicleta)	0.00%	0
Auto-drive alone (Auto - solo)	66.67%	70
Auto-drive with others (Auto - con otros)	26.67%	28
Bus (Autobus)	1.90%	2
Other - please specify (Otro - por favor especifique)	0.95%	1
TOTAL		105

#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	By car and bus	6/5/2018 12:41 AM

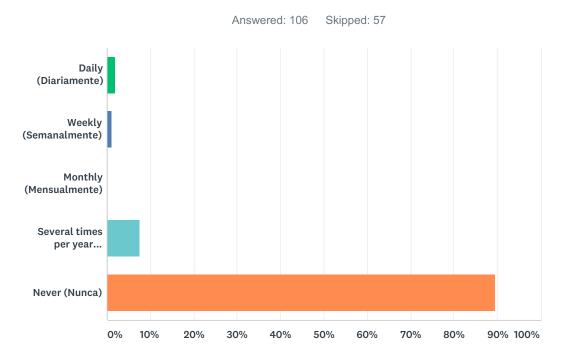
Q10 If you have school-age children, what modes of transportation do they use to and from school? (Si usted tiene niños que asisten a la escuela, ¿que medios de transportación usan ellos para ir y venir de la escuela?)



ANSWER CHOICES	RESPONSES	
Walk (Caminar)	7.50%	3
Bike (Bicicleta)	2.50%	1
Auto-drive alone (Auto - solo)	17.50%	7
Auto-drive with others (Auto - con otros)	22.50%	9
School bus (Autobus)	62.50%	25
DART bus	0.00%	0
Other - please specify (Otro - por favor especifique)	5.00%	2
Total Respondents: 40		

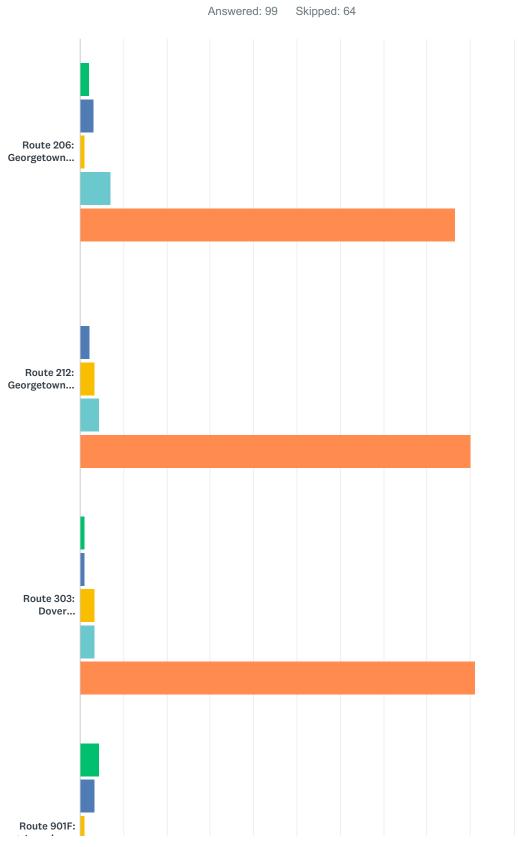
#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	Home School	6/22/2018 8:45 AM
2	Y	6/4/2018 1:21 PM

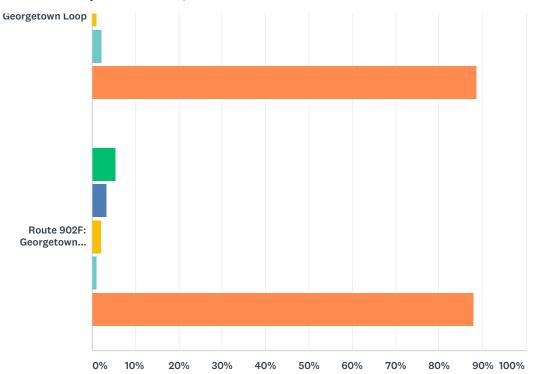
## Q11 How often do you utilize the DART public bus system in Delaware? (¿Cada cuánto utiliza el sistema publica de los autobuses DART en Delaware?)



ANSWER CHOICES	RESPONSES	
Daily (Diariamente)	1.89%	2
Weekly (Semanalmente)	0.94%	1
Monthly (Mensualmente)	0.00%	0
Several times per year (Varias veces al año)	7.55%	8
Never (Nunca)	89.62%	95
TOTAL		106

# Q12 How often do you utilize the bus routes that serve Georgetown? (¿Cada cuánto utiliza las rutas de los autobuses que dan proveen servicio en Georgetown?)

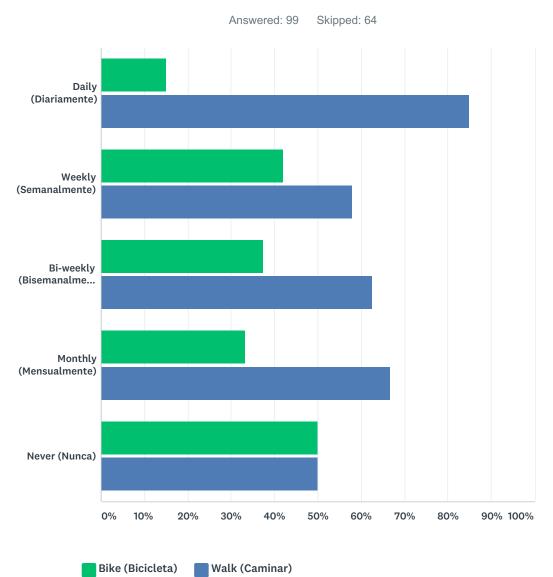




Daily (Diariamente)	Weekly (Semanalment	e) Monthly (Mensualmente)
Several times per year	(Varias veces al año)	Never (Nunca)

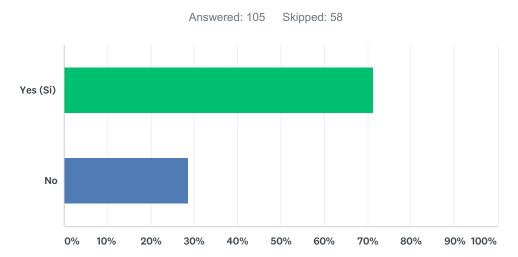
	DAILY (DIARIAMENTE)	WEEKLY (SEMANALMENTE)	MONTHLY (MENSUALMENTE)	SEVERAL TIMES PER YEAR (VARIAS VECES AL AÑO)	NEVER (NUNCA)	TOTAL
Route 206: Georgetown Lewes Rehoboth	2.06%	3.09%	1.03%	7.22% 7	86.60% 84	97
Route 212: Georgetown Coverdale Bridgeville Seaford Blades Laurel Delmar	0.00%	2.20% 2	3.30% 3	4.40% 4	90.11% 82	91
Route 303: Dover Georgetown	1.10% 1	1.10% 1	3.30% 3	3.30% 3	91.21% 83	91
Route 901F: Georgetown Loop	4.49% 4	3.37% 3	1.12% 1	2.25% 2	88.76% 79	89
Route 902F: Georgetown Millsboro	5.43% 5	3.26%	2.17%	1.09%	88.04% 81	92

## Q13 How often do you bike or walk to work/school, to run errands, or for recreation? (¿Cada cuánto usa la bicicleta o camina al trabajo/escuela, para hacer sus myados, o como recreación?)



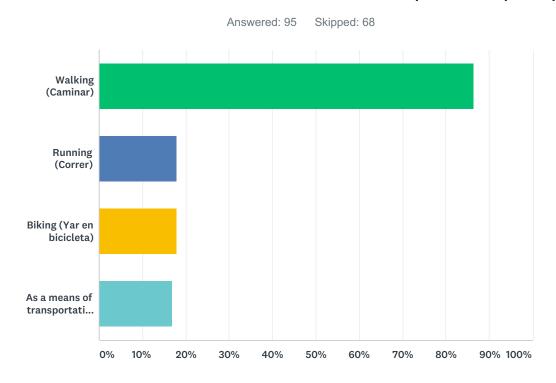
	BIKE (BICICLETA)	WALK (CAMINAR)	TOTAL
Daily (Diariamente)	15.00	% 85.0	0%
		3	17 20
Weekly (Semanalmente)	42.11	% 57.8	9%
		8	11 19
Bi-weekly (Bisemanalmente)	37.50	% 62.5	0%
		6	10 16
Monthly (Mensualmente)	33.33	% 66.6	7%
		7	14 21
Never (Nunca)	50.00	% 50.0	0%
	:	25	25 50

# Q14 Do you walk, run, hike, ride or bike on area sidewalks and trails? (¿Usted camina, corre, va de excursión o ya en bicicleta en las áreas de las banquetas y recorridos?)



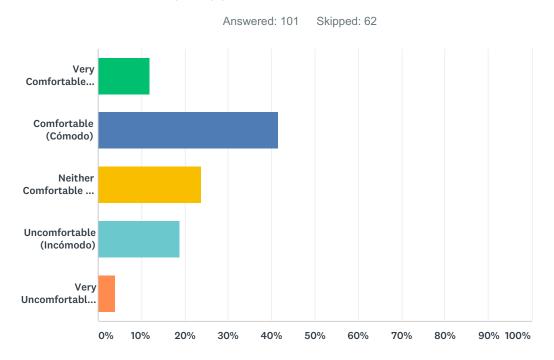
ANSWER CHOICES	RESPONSES	
Yes (Si)	71.43%	75
No	28.57%	30
TOTAL		105

# Q15 For which activities do you use the sidewalks and trails? - Please check all that apply (¿Para cuales actividades usa las banquetas y los recorridos? - Por favor seleccione todas las opciones que aplican)



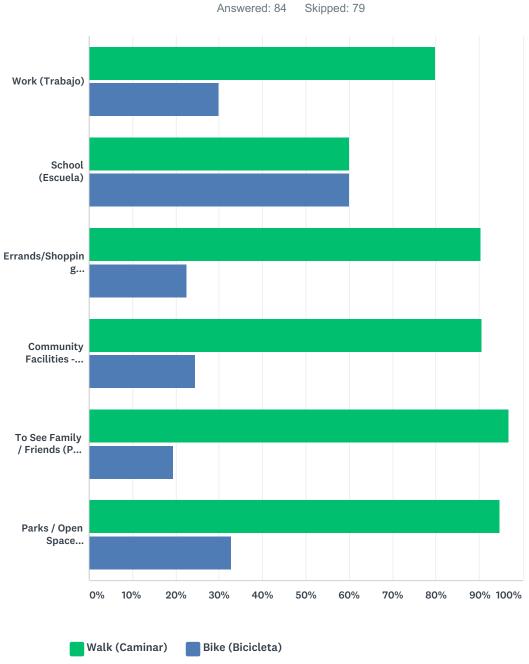
ANSWER CHOICES	RESPONS	ES
Walking (Caminar)	86.32%	82
Running (Correr)	17.89%	17
Biking (Yar en bicicleta)	17.89%	17
As a means of transportation to work/school/errands (Como modo de transporte al trabajo / escuela / myados)	16.84%	16
Total Respondents: 95		

Q16 In general, how comfortable for your personal safety do you feel walking, biking, or jogging in Georgetown? (En general, ¿cómo de cómodo se siente caminyo, yyo en bicicleta o corriendo en Georgetown?)



ANSWER CHOICES	RESPONSES	
Very Comfortable (Muy cómodo)	11.88%	12
Comfortable (Cómodo)	41.58%	42
Neither Comfortable or Uncomfortable (Ni cómodo ni incómodo)	23.76%	24
Uncomfortable (Incómodo)	18.81%	19
Very Uncomfortable (Muy incómodo)	3.96%	4
TOTAL		101

### Q17 Where do you go when you walk or bike? (¿A dónde va usted cuyo camina o ya en bicicleta?)

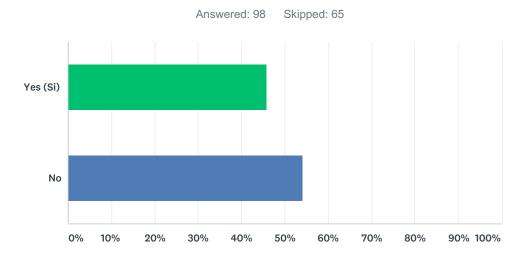


	WALK (CAMINAR)	BIKE (BICICLETA)	TOTAL RESPONDENTS
Work (Trabajo)	80.00% 8	30.00%	10
School (Escuela)	60.00% 3	60.00% 3	5
Errands/Shopping (Myados/Compras)	90.32% 28	22.58% 7	31

Town of Georgetown Walkability & Connectivity Study (Municipio de Georgetown – Estudio de Transitabilidad y Conectividad)			SurveyMonkey
Community Facilities - ex. library (Centros comunitarios - ej. La	90.57%	24.53%	
biblioteca)	48	13	53
To See Family / Friends (Para ver a familiares/amistades)	96.77%	19.35%	
	30	6	31
Parks / Open Space (Pargues/Salir al aire libre)	94.83%	32.76%	
	55	19	58

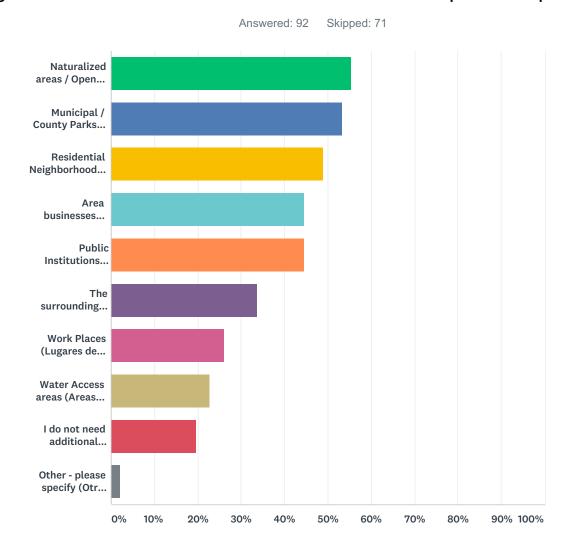
SurveyMonkey

### Q18 Do you feel there are adequate sidewalks in Georgetown? (¿Usted siente que hay banquetas adecuadas en Georgetown?)



ANSWER CHOICES	RESPONSES	
Yes (Si)	45.92%	45
No	54.08%	53
TOTAL		98

Q19 What type of areas would you like pedestrian access too? - Please check all that apply (¿A qué tipos de áreas le gustaría que los peatones tengan acceso? - Por favor seleccione todas las opciones que aplican)



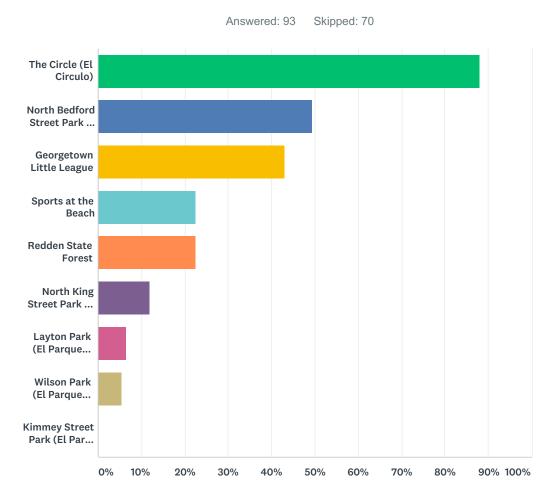
ANSWER CHOICES	RESPONSES	
Naturalized areas / Open Spaces (Areas naturales / Espacio libre)	55.43%	51
Municipal / County Parks (Parques del municipio o del condado)	53.26%	49
Residential Neighborhoods (Vecindarios residenciales)	48.91%	45
Area businesses (Negocios en el area)	44.57%	41
Public Institutions (Instituciones publicas)	44.57%	41
The surrounding countryside - non-urban areas (El campo alrededor - areas no urbanas)	33.70%	31
Work Places (Lugares de trabajo)	26.09%	24
Water Access areas (Areas de acceso a agua)	22.83%	21
I do not need additional pedestrian access (No necesito más acceso como peatón)	19.57%	18
Other - please specify (Otro - por favor especifique)	2.17%	2

SurveyMonkey

Total Respondents: 92

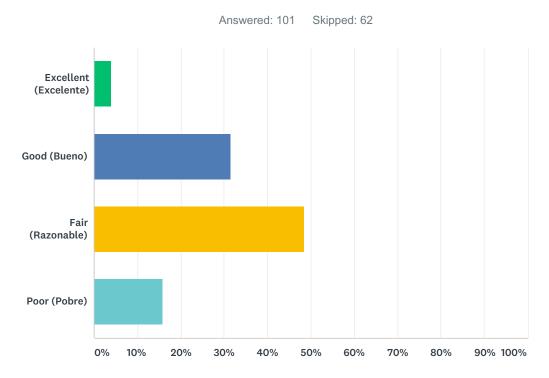
#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	Every place	6/4/2018 1:21 PM
2	we are on Park Ave.	5/8/2018 10:58 AM

Q20 Which trails, parks, natural areas, or open spaces areas do you visit? - Please check all that apply (¿Cuales caminos, parques, areas naturales, o lugares al aire libre visita usted? - Por favor seleccione todas las opciones que aplican)



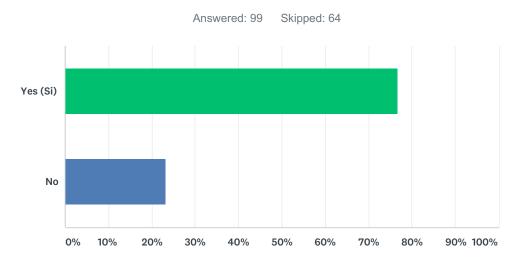
ANSWER CHOICES	RESPONSES	
The Circle (El Circulo)	88.17%	82
North Bedford Street Park (El Parque de la Calle North Bedford)	49.46%	46
Georgetown Little League	43.01%	40
Sports at the Beach	22.58%	21
Redden State Forest	22.58%	21
North King Street Park (El Parque de la Calle North King)	11.83%	11
Layton Park (El Parque Layton)	6.45%	6
Wilson Park (El Parque Wilson)	5.38%	5
Kimmey Street Park (El Parque de la Calle Kimmey)	0.00%	0
Total Respondents: 93		

Q21 How would you rate the pedestrian and bicycle connectivity from your home, business, or other point of origin to where you want to go? (¿Como calificaria la conectividad de los peatones y bicicleta desde su hogar, negocio u otro punto de origen hasta llegar a su destino?)



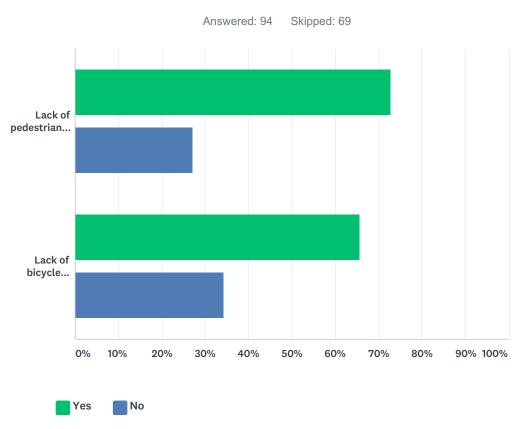
ANSWER CHOICES	RESPONSES	
Excellent (Excelente)	3.96%	4
Good (Bueno)	31.68%	32
Fair (Razonable)	48.51%	49
Poor (Pobre)	15.84%	16
TOTAL		101

### Q22 Would you like to see additional sidewalks and trails in and around your area? (¿Le gustaria ver más banquetas y caminos en y alrededor de su area?)



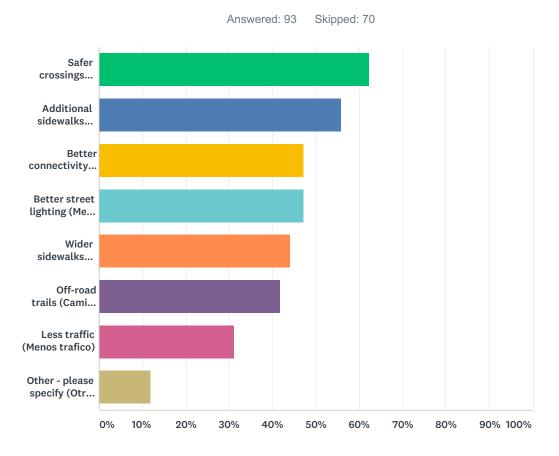
ANSWER CHOICES	RESPONSES	
Yes (Si)	76.77%	76
No	23.23%	23
TOTAL		99

Q23 Are there destinations in Georgetown that you would like to walk or bike to but feel you cannot safely do so because of a: (¿Hay lugares en Georgetown que le gustaría caminar o yar en bicicleta, pero no puede hacerlo de manera segura debido a:)



	YES	NO	TOTAL
Lack of pedestrian facilities - e.g. sidewalks, trails, crosswalks (Falta de servicios de peatón - e.g. banquetas, caminos, etc.)	72.83% 67	27.17% 25	92
Lack of bicycle facilities - e.g. trails, bike lanes, bike parking (Falta de servicios de bicicletas - e.g. caminos, estacionamiento, etc.)	65.79% 50	34.21% 26	76

### Q24 What would encourage you to walk more? (¿Que lo motivaría a caminar más?)



ANSWER CHOICES	RESPONSES	
Safer crossings (Cruces más seguros)	62.37%	58
Additional sidewalks (Banquetas adicionales)	55.91%	52
Better connectivity to sidewalks (Mejor conectividad a las banquetas)	47.31%	44
Better street lighting (Mejor alumbramiento publico)	47.31%	44
Wider sidewalks (Banquetas mas anchas)	44.09%	41
Off-road trails (Caminos fuera de la carretera)	41.94%	39
Less traffic (Menos trafico)	31.18%	29
Other - please specify (Otro - por favor especifique)	11.83%	11
Total Respondents: 93		

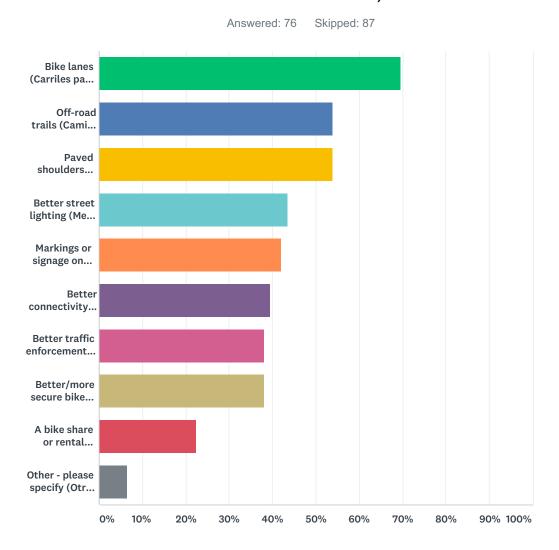
#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	More police.	7/17/2018 7:35 PM
2	Cross 113 safely	6/26/2018 7:38 AM
3	repaired sidewalks	6/7/2018 9:51 AM
4	I'm not trying to get hit by a tractor trailer.	6/4/2018 1:52 PM

Town of Georgetown Walkability & Connectivity Study (Municipio de Georgetown –
Estudio de Transitabilidad y Conectividad)

SurveyMonkey

5	Canopy in business section (Market Street)	6/4/2018 1:40 PM
6	Safer town environment.	6/4/2018 1:05 PM
7	More shops & restaurants by circle & Market st	5/17/2018 10:16 AM
8	Sidewalks in better repair	5/9/2018 1:18 PM
9	More shops and retail downtown	5/8/2018 1:14 PM
10	also as a driver people going to court do not honor the crosswalks. Police do nothing about this problem. I was told by the local police tough cookies when I complained.	5/8/2018 10:58 AM
11	Less shady activity safer environments	5/7/2018 2:42 PM

### Q25 What would encourage you to bike more? (¿Que lo motivaria a yar más en bicicleta?)

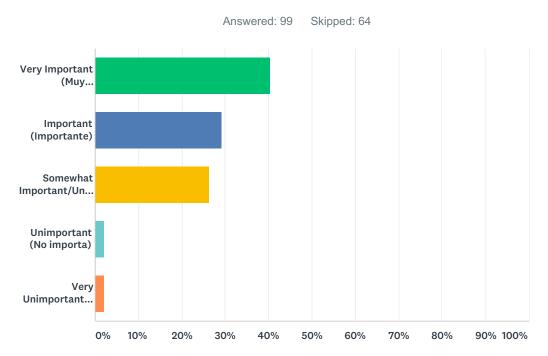


ANSWER CHOICES	RESPONSES	
Bike lanes (Carriles para bicicleta)	69.74%	53
Off-road trails (Caminos fuera de la carretera)	53.95%	41
Paved shoulders (Carreteras asfaltadas)	53.95%	41
Better street lighting (Mejor alumbramiento publico)	43.42%	33
Markings or signage on roads (Postes o señales en las carreteras)	42.11%	32
Better connectivity to bike facilities (Mejor conectividad a los servicios de bicicleta)	39.47%	30
Better traffic enforcement (Mejor direccion de trafico)	38.16%	29
Better/more secure bike parking (Mejor/más estacionamiento para bicicletas)	38.16%	29
A bike share or rental program (Un programa de rentar o compartir bicicletas)	22.37%	17
Other - please specify (Otro - por favor especifique)	6.58%	5

Total Respondents: 76

#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	nothing	6/5/2018 8:07 AM
2	I'm not trying to get hit by a tractor trailer.	6/4/2018 1:52 PM
3	The ability to ride a bike :(	6/4/2018 1:48 PM
4	Safer town environment.	6/4/2018 1:05 PM
5	Less shady activity safer environments	5/7/2018 2:42 PM

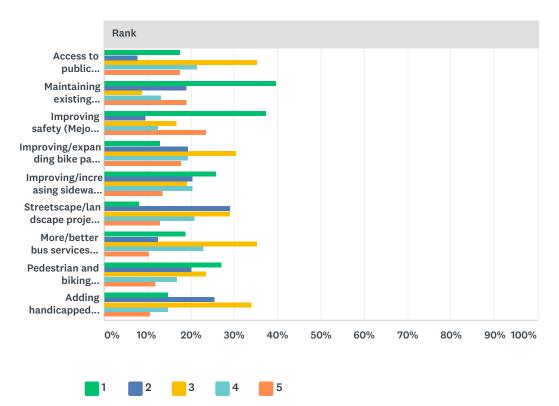
Q26 In general, how important do you feel public trails are to the wellbeing of the community and quality of life in your area? (En general, ¿cómo de importante cree que los caminos públicos son para el bienestar de la comunidad y la calidad de vida en su área?)



ANSWER CHOICES	RESPONSES	
Very Important (Muy importante)	40.40%	40
Important (Importante)	29.29%	29
Somewhat Important/Unimportant (Mas o menos importa)	26.26%	26
Unimportant (No importa)	2.02%	2
Very Unimportant (Definitivamente no importa)	2.02%	2
TOTAL		99

Q27 Rank the five (5) most important issues that county create better connectivity in Georgetown: 1 = High Priority, 5 = Low Priority (Categorice los cinco (5) problemas más importantes que podrían proveer mejor conectividad en Georgetown: 1 = Alta Prioridad, 5 = Baja Prioridad)





Rank						
	1	2	3	4	5	TOTAL
Access to public transportation (Acceso a la transportación publico)	17.65%	7.84%	35.29%	21.57%	17.65%	
	9	4	18	11	9	51
Maintaining existing infrastructure - sidewalks, roadways, etc.	39.71%	19.12%	8.82%	13.24%	19.12%	
(Mantenimiento de la infraestructura existente - banquetas, caminos, etc.)	27	13	6	9	13	68
Improving safety (Mejorar la seguridad)	37.50%	9.72%	16.67%	12.50%	23.61%	
	27	7	12	9	17	72
Improving/expanding bike paths and routes (Mejorar/expander los caminos	12.90%	19.35%	30.65%	19.35%	17.74%	
y las rutas de bicicletas)	8	12	19	12	11	62
Improving/increasing sidewalks and pedestrian paths (Mejorar/aumentar	26.03%	20.55%	19.18%	20.55%	13.70%	
las banquetas y los caminos de peatones)	19	15	14	15	10	73
Streetscape/landscape projects to improve corridor aesthetics (Proyectos	8.06%	29.03%	29.03%	20.97%	12.90%	
de paisajes para mejorar la estética del corredor)	5	18	18	13	8	62
More/better bus services and routes (Mas/Mejorar los servicios y rutas de	18.75%	12.50%	35.42%	22.92%	10.42%	
los autobuses)	9	6	17	11	5	48
Pedestrian and biking improvements in commercial corridors (Hacer	27.12%	20.34%	23.73%	16.95%	11.86%	
mejoramientos para los peatones y ciclistas en corredores comerciales)	16	12	14	10	7	59

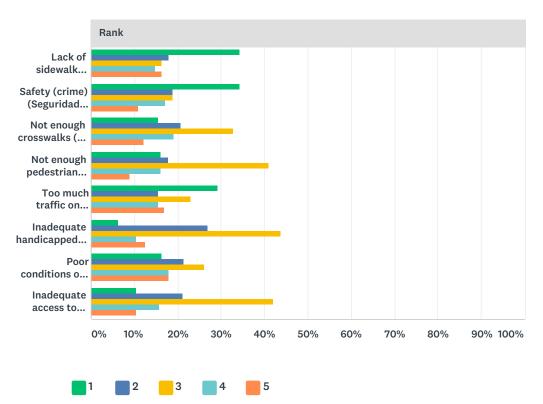
SurveyMonkey

Adding handicapped ramps/accessibility (Agregar rampas / accesibilidad	14.89%	25.53%	34.04%	14.89%	10.64%	
para los discapacitados)	7	12	16	7	5	47

#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	Need parking garage	6/4/2018 1:43 PM
2	Focus on law enforcement, code enforcement, and safety of overall town instead of appeasing, accomodating, and catering to immigrant populations. The tax payers seem to be forgotten in the town of Georgetown.	6/4/2018 1:12 PM
3	The DART bus stops need benches and coverings; unsafe sitting on the curb by Wal-Mart or sitting in the pouring rain/beating sun	5/8/2018 2:18 PM
4	Consistent sidewalks on both sides of major roads in town. My places there are some sidewalks and then nothing. The sidewalks need to consistent throughout the town including those areas going off the Circle. I live in the Village of Cinderberry and although we are about 15 minutes from Circle and 10 minute walk to library but there is no route to either with sidewalks.	5/8/2018 8:04 AM
5	I hope the Main Street project for route 9 by RR tracks improves appearance of the area I appreciate the new window covering ordinance too	5/7/2018 5:36 PM

Q28 Rank the top five (5) concerns you have about walkability in Georgetown: 1 = High Priority, 5 = Low Priority (Categorice los cinco (5) problemas más importantes relacionados con la transitabilidad en Georgetown: 1 = Alta Prioridad, 5 = Baja Prioridad)





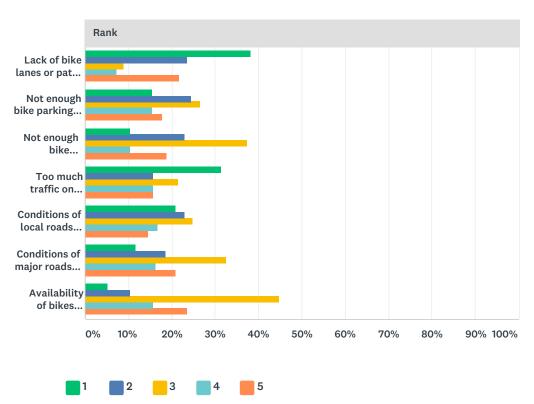
Rank						
	1	2	3	4	5	TOTAL
Lack of sidewalk connections (Falta de conexiones en al acerca/banquetas)	34.33% 23	17.91% 12	16.42% 11	14.93% 10	16.42% 11	67
Safety (crime) (Seguridad (crimen))	34.38% 22	18.75% 12	18.75% 12	17.19% 11	10.94% 7	64
Not enough crosswalks (No hay suficientes cruces peatonales)	15.52% 9	20.69% 12	32.76% 19	18.97% 11	12.07% 7	58
Not enough pedestrian signage/signals (No hay suficientes letreros / señales peatonales)	16.07% 9	17.86% 10	41.07% 23	16.07% 9	8.93% 5	56
Too much traffic on local roads (Demasiado trafico en las carreteras locales)	29.23% 19	15.38% 10	23.08% 15	15.38% 10	16.92% 11	65
nadequate handicapped accessibility (Accesibilidad higiénica inadecuada)	6.25% 3	27.08% 13	43.75% 21	10.42% 5	12.50% 6	48
Poor conditions of sidewalks and pedestrian facilities (Pobres condiciones de las acercas y las instalaciones peatonales)	16.39% 10	21.31% 13	26.23% 16	18.03% 11	18.03% 11	61
Inadequate access to parking (Acceso inadecuado al estacionamiento)	10.53% 6	21.05% 12	42.11% 24	15.79% 9	10.53% 6	57

#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	A second way off of burton street	6/5/2018 10:35 AM
2	Need parking garage	6/4/2018 1:43 PM
3	Focus on law enforcement, code enforcement, and safety of overall town instead of appeasing, accomodating, and catering to immigrant populations. The tax payers seem to be forgotten in the town of Georgetown.	6/4/2018 1:12 PM
4	I think what is currently in place is fine	5/17/2018 10:20 AM
5	Get over the "historic" hangup-building a parking garage for the downtown courts	5/8/2018 2:18 PM
6	I feel a little nervous walking in some parts of georgetown	5/7/2018 5:36 PM

**DATE** 

Q29 Rank the top five (5) concerns you have about bikeability in Georgetown: 1 = High Priority, 5 = Low Priority (Categorice los cinco (5) problemas más importantes relacionados con el andar en bicicleta en Georgetown: 1 = Alta Prioridad, 5 = Baja Prioridad)





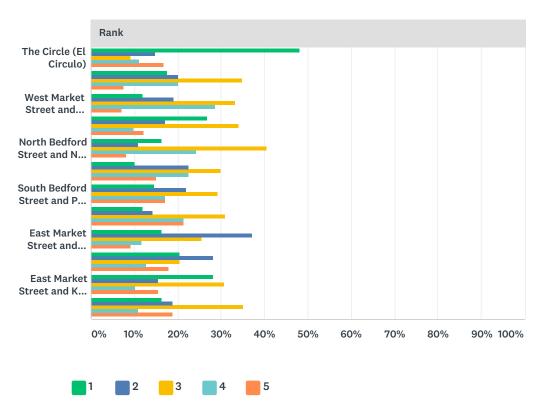
Rank						
	1	2	3	4	5	TOTAL
Lack of bike lanes or paths (La falta de carriles para bicicletas o caminos)	38.18% 21	23.64% 13	9.09% 5	7.27% 4	21.82% 12	55
Not enough bike parking (No hay suficiente estacionamiento para bicicletas)	15.56% 7	24.44% 11	26.67% 12	15.56% 7	17.78% 8	45
Not enough bike signage/signals (No hay suficiente señalización / señales de bicicleta)	10.42% 5	22.92% 11	37.50% 18	10.42% 5	18.75% 9	48
Too much traffic on local roads (Demasiado trafico en las carreteras locales)	31.37% 16	15.69% 8	21.57% 11	15.69% 8	15.69% 8	51
Conditions of local roads (Condiciones de las carreteras locales)	20.83% 10	22.92% 11	25.00% 12	16.67% 8	14.58% 7	48
Conditions of major roads (Condiciones de las carreteras principales)	11.63% 5	18.60% 8	32.56% 14	16.28% 7	20.93% 9	43
Availability of bikes (Disponibilidad de bicicletas)	5.26% 2	10.53% 4	44.74% 17	15.79% 6	23.68% 9	38

OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)

	of Georgetown Walkability & Connectivity Study (Municipio de Georgetown – o de Transitabilidad y Conectividad)	SurveyMonkey
1	Focus on law enforcement, code enforcement, and safety of overall town instead of appeasing, accomodating, and catering to immigrant populations. The tax payers seem to be forgotten in the town of Georgetown.	6/4/2018 1:12 PM
2	Tired of having to drive my bike by car to a bike trail or a safe biking area. I spend more time driving to Cape Henlopen than I do in town!	5/8/2018 2:18 PM
3	I like to ride around town on my bike	5/7/2018 5:36 PM

Q30 Rank the top five (5) intersections which have the greatest safety concerns: 1 = Greatest Concern, 5 = Least Concern (Categorice las cinco (5) intersecciones que más le preocupan: 1 = Alta Preocupación, 5 = Baja Preocupación)





Rank						
	1	2	3	4	5	TOTAL
The Circle (El Circulo)	48.15%	14.81%	9.26%	11.11%	16.67%	
	26	8	5	6	9	54
West Market Street and Sussex Central Drive (West Market Street y	17.50%	20.00%	35.00%	20.00%	7.50%	
Sussex Central Drive)	7	8	14	8	3	40
West Market Street and Front Street (West Market Street y Front Street)	11.90%	19.05%	33.33%	28.57%	7.14%	
	5	8	14	12	3	42
North Bedford Street and Bridgeville Road (North Bedford Street y	26.83%	17.07%	34.15%	9.76%	12.20%	
Bridgeville Road)	11	7	14	4	5	41
North Bedford Street and New Street (North Bedford Street y New Street)	16.22%	10.81%	40.54%	24.32%	8.11%	
	6	4	15	9	3	37
North Bedford Street and Depot Street (North Bedford Street y Depot	10.00%	22.50%	30.00%	22.50%	15.00%	
Street)	4	9	12	9	6	40
South Bedford Street and Pine Street (South Bedford Street y Pine Street)	14.63%	21.95%	29.27%	17.07%	17.07%	
,	6	9	12	7	7	41
South Bedford Street and South Front Street (South Bedford Street y	11.90%	14.29%	30.95%	21.43%	21.43%	
South Front Street)	5	6	13	9	9	42

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16.28%	37.21%	25.58%	11.63%	9.30%	40
/	16	11	5	4	43
20.51%	28.21%	20.51%	12.82%	17.95%	
8	11	8	5	7	39
28.21%	15.38%	30.77%	10.26%	15.38%	
11	6	12	4	6	39
16.22%	18.92%	35.14%	10.81%	18.92%	
6	7	13	4	7	37
	7 20.51% 8 28.21% 11 16.22%	7 16 20.51% 28.21% 8 11 28.21% 15.38% 11 6 16.22% 18.92%	7 16 11 20.51% 28.21% 20.51% 8 11 8 28.21% 15.38% 30.77% 11 6 12 16.22% 18.92% 35.14%	7 16 11 5  20.51% 28.21% 20.51% 12.82% 8 11 8 5  28.21% 15.38% 30.77% 10.26% 11 6 12 4  16.22% 18.92% 35.14% 10.81%	7     16     11     5     4       20.51%     28.21%     20.51%     12.82%     17.95%       8     11     8     5     7       28.21%     15.38%     30.77%     10.26%     15.38%       11     6     12     4     6       16.22%     18.92%     35.14%     10.81%     18.92%

#	OTHER - PLEASE SPECIFY (OTRO - POR FAVOR ESPECIFIQUE)	DATE
1	Avenue of Honor and Rt. 113. Someone is going to be killed here.	6/7/2018 8:07 AM
2	Bedford and Park Ave #1	5/8/2018 11:02 AM
3	Not sure	5/7/2018 5:36 PM
4	South Bedford and Adams St.	5/7/2018 1:41 PM

# Q31 Please share any additional thoughts, comments, or ideas you have for the Town of Georgetown Walkability & Connectivity Study. (Por favor, comparta sus comentarios o ideas que tenga para el Estudio de Transitabilidad y Conectividad de Georgetown.)

Answered: 31 Skipped: 132

#	RESPONSES	DATE
1	When there was something to walk to in townpeople walked. The town isn't the shopping hub nor the employment hub that it may have once been. The spread from the townfor business' needs for more parking etc, has lessened the need to walk to town. It is just fine the way it is. Needlessly spending on walkability and bikeability I support infrastructure spending. Taking the time to bring old pipessewer, water etc up to par is good for everyone. The Town has been addressing that to bring new business to Town. Very nice indeed. But don't forget the existing (perhaps) needed upgrades. Saying this isn't a bad-thingit is just a comment from someone with a little different view. Thank you for asking.	7/17/2018 7:47 PM
2	no basura en los calles, por favor.	6/28/2018 8:52 AM
3	Delaware roads need shoulders. ALL roads need shoulders. There is no safe way to travel by bike or foot across Sussex County because there is NO WHERE for pedestrians and bicyclists to go when 2 cars are passing each other except maybe the ditch filled with water right beside the road!	6/7/2018 8:08 AM
4	Focus on law enforcement, code enforcement, and safety of overall town instead of appeasing, accommodating, and catering to immigrant populations. The tax payers seem to be forgotten in the town of Georgetown. Focus on law enforcement, code enforcement, and safety of overall town instead of appeasing, accommodating, and catering to immigrant populations. The tax payers seem to be forgotten in the town of Georgetown. The town of Georgetown no longer seems to value their tax paying and non-immigrant base. The entire town appears to cater that population at every turn. With the exception of a few spots within town limits the appearance is comparable to a third world country. The code enforcement office is swamped with violations by this population as well as other town offices. This accommodation and catering has even reached the offices of Mayor and Police Chief, evidenced in the last year when the Police Chief admitted "Cooperation with ICE is sometimes difficult and we don't always know if they're coming in." Shouldn't the town police work collaboratively with ICE to ensure a safer town environment? The mayor also stated last year "It's up to the federal government to go after them. They've got a right to live just like everybody else does," said Mayor West. "As long as they're abiding by the laws, and want to proceed with the proper documentation, I don't have a problem with it." Clearly, these town leaders no longer value law abiding, tax paying, resident citizens. The town is not as safe, welcoming, visually appealing like it was 20 years ago.	6/4/2018 2:42 PM
5	Adding canopies to business section and a parking garage would greatly improve town economy	6/4/2018 1:45 PM
6	I hope Georgetown becomes more bicycle friendly.	6/1/2018 9:49 AM
7	Walking around the circle business area is possible if you can find parking, however the majority of commercial activity is on the 113 corridor and creating that into a walkability area will be vary costly and still won't be used to its fullest extent.	5/29/2018 11:47 AM
8	Make business area on west side of 113 bike accessible from east of 113.	5/18/2018 11:56 AM
9	extend walkways to 16 mile brewery or widen streets to allow for bikes and walking.	5/17/2018 8:49 PM
10	Georgetown is very walkable. Biking can be done safely/not an issue especially on side streets. Georgetown could place some bike racks around town to lock up bikes to encourage biking. Georgetown needs more restaurants and shops to entice people to visit and walk through Georgetown. Thinking of Berlin MD as an example of a walkable small town with restaurants and shops. Berlin keeps streets very clean and sidewalks/grass well kept. Georgetown's circle always looks well kept. The rest of the town should look to the circle as an example. To me, clean streets/side gives appearance of safety - walkable.	5/17/2018 10:49 AM

11	The town of Georgetown is a great town and pedestrian safety is very important to me. Everyday, I walk in Georgetown and it can be foreboding at times, but I am more fearful of the children that walk home from Georgetown Middle School everyday, for this reason, I believe Georgetown is in need of new crosswalks and crosswalk signals, as well as better street lighting.	5/15/2018 3:08 PM
12	The area surrounding the Catholic Church is very congested anytime their is any function at the church. The residents, anyone biking or walking in the area literally dodge traffic and pedestrians when going through that neighborhood. They have ample land why not put in a parking lot and sidewalks for their congregation?	5/11/2018 10:16 AM
13	easier walks to town from village of cinderberry	5/10/2018 1:30 PM
14	1. less traffic through town by changing truck bypass 9 to bypass 9. 2. better pedestrian access to circle with traffic lights that are coordinated with each other at market and front and market and race and bedford at pine and bedford at laurel. 3. encourage walking with parking lot identification signs. 4. make the bus hub and train station the hub for georgetown-lewes trail. 5. ask school district to open the middle school track for summer use.	5/10/2018 11:42 AM
15	Establish an 'adopt a street' similar to the 'adopt a highway' statewide program. Too much trash and litter on city streets and roads. If individuals on their streets accept responsibility to monitor their street for litter then that improve the appearance when walking or biking.	5/9/2018 7:04 AM
16	Sidewalk and street lights needed from Sand Hill Rd entrance of new Soccer Field to town. Current rt 9 East sidewalk needs repair, very dangerous. Do not allow any construction without sidewalks! CHEER does not have sidewalk leading to town!	5/8/2018 5:26 PM
17	More bike parking and lanes on roadways in town and In neighbooorhoods such as Cinderberry. Thanks.	5/8/2018 3:38 PM
18	Get going and bring a bike trail to Georgetown. Increase places for people to walk safely. Try to bring some healthy habits here. It's the land of fast food and not much else. Make it a place people want to visit rather than drive through.	5/8/2018 2:20 PM
19	I would be glad to volunteer to help with the survey (Donna Koskey had asked me to notify you)	5/8/2018 1:21 PM
20	Georgetown has potential, but needs to clean up some areas in order draw people in.	5/8/2018 1:18 PM
21	Construction and maintenance costs in residential areas should be covered by means other than individual property owner.	5/8/2018 12:33 PM
22	Should have had more questions for people who just walk for exercise. I live in the Village of Cinderberry and we have a great place for walking.	5/8/2018 12:10 PM
23	My main concern is the lack of sidewalks along North Front Street and other non-state funded road in Georgetown. There are large numbers of school children that walk to the elementary and middle school that have to walk in the roadway. This is not safe	5/8/2018 11:32 AM
24	There are numerous sidewalks that need to be fixed. Better street lights for night time walking, especially on E. Laurel Street	5/8/2018 11:21 AM
25	I was told by the Georgetown Police department that speed enforcement on ParkAve was a State police problem. But when a drunk flipped his van over in my front yard the only police that showed up were Georgetown Police. When I later asked for copy of the report I was told it cost 25. Dollars. Here my property was damaged and Nails screwed and all kinds a trask was deposited in my yard but I am not . allowed a copy of the report. Doesn't make sense to me. Also there is no speed enforcement on Park Avenue on either end. People make the turn from Bedford onto Park Ave and then start their 1/4 mile race run. Could someone please looking this problem? Speed sshould be lowered in our neighbor hood area here on park ave. We are afraid to sit in our front yards with children because of this issue.	5/8/2018 11:09 AM
26	Thank you. The safety of walkers at the listed intersections need immediate attention. Hopefully, the proposed Lewes-Georgetown Bike Trail will provide adequate biking/walking in a safe setting.	5/8/2018 10:57 AM
27	Some area's have no sidewalks and you have to walk in the street and other sidewalks are in poor condition	5/8/2018 10:30 AM
28	Consistency of sidewalks through all streets is crucial. When trying to walk into town, many street only have sidewalks on one side of the road or none at all. Also, there are no walking paths or bike lanes that I know of.	5/8/2018 8:07 AM
29	Thanks for asking. I feel this is a great project for good health and safety. Can wait for the route 9 RR bike path project to be finished.	5/7/2018 5:38 PM

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30	I'd like to see more sidewalk area along 113 between 9 and 114. Also would like more crosswalks on Market St. Thanks!	5/7/2018 2:50 PM
31	The high speed traffic passing through Cinderberry is a huge danger to pedestrians and residents.	5/7/2018 1:42 PM

