



BALTIMORE AND WILMINGTON AVENUES STREETSCAPE CONCEPT

Task Force Presentation #3 - July 28, 2021



Introduction

- DeIDOT administers FHWA's Transportation Alternatives Program (TAP)



**TRANSPORTATION
ALTERNATIVES
PROGRAM**

- Baltimore and Wilmington Avenues Streetscape Concept Development is funded by TAP
- Focus of Concept Development:
 - Widen walkways for pedestrian traffic and outdoor activities
 - Increase safe pedestrian and bicycle travel
 - Provide connectivity to Rehoboth Avenue
 - Increase lighting
 - Incorporate green infrastructure



DelDOT



Rossi

Outline

- Task Force Recommendations
- Concept
- Limited Vehicle Access Zones/Plaza Concepts
- Next Steps

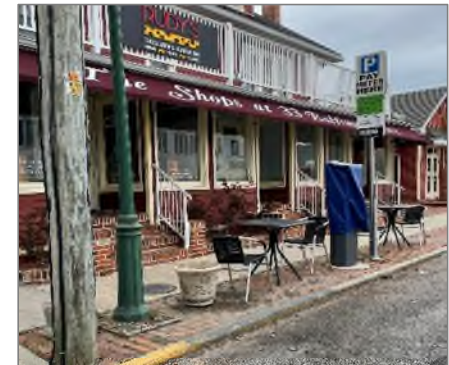




Task Force Recommendations

Overarching Interest

1. Bring pedestrians and bicyclists and other **alternate modes of transportation** (scooters, etc.) onto Wilmington and Baltimore Avenues
2. Include **streetscape elements** that will attract that kind of traffic including bicycle parking, landscaped sitting areas, landscaping, benches, lighting, etc.



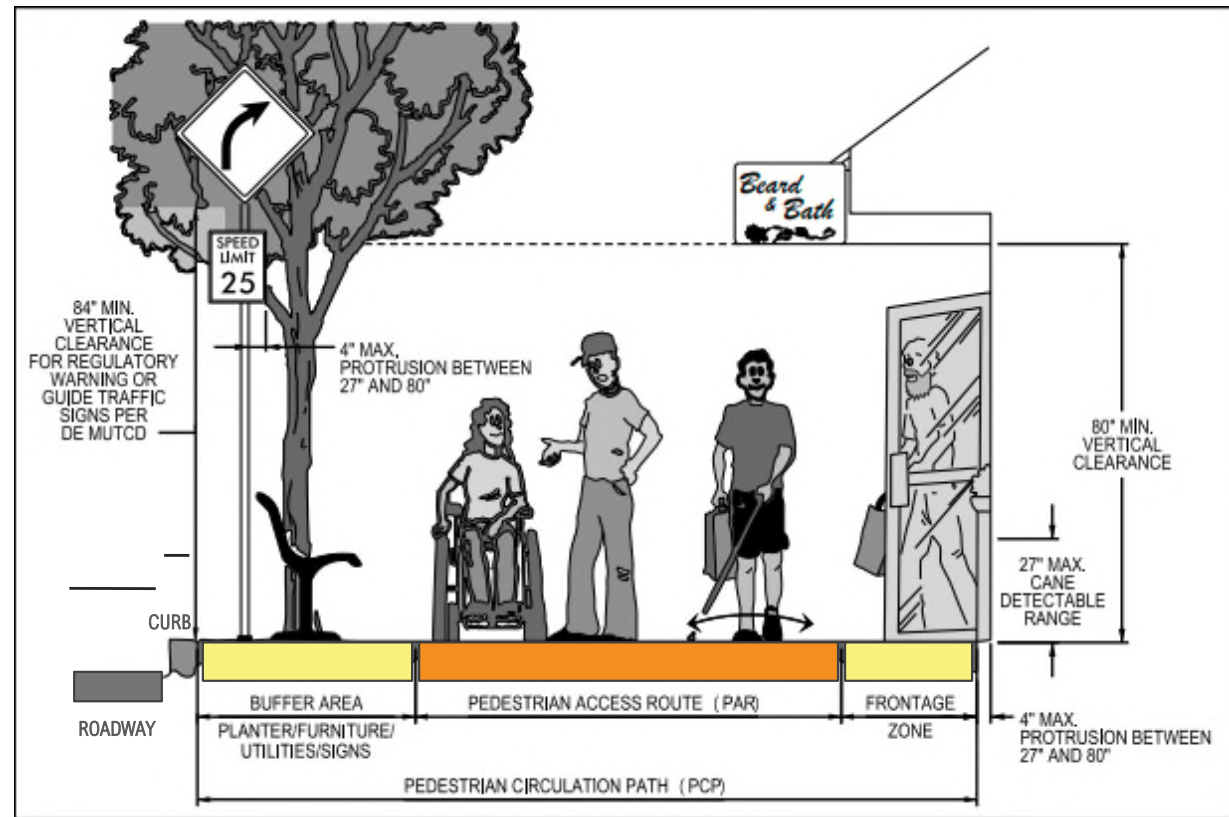
Overarching Interest

- Provides framework for transportation requirements
- Through Lanes vary 11'-12' width
- Parking dimensions, per previous recommendations:
 - 18' wide head-in parking
 - 8' wide parallel parking
- No parking at driveways, near intersections, fire connections, etc.



Pedestrian Circulation Path (PCP)

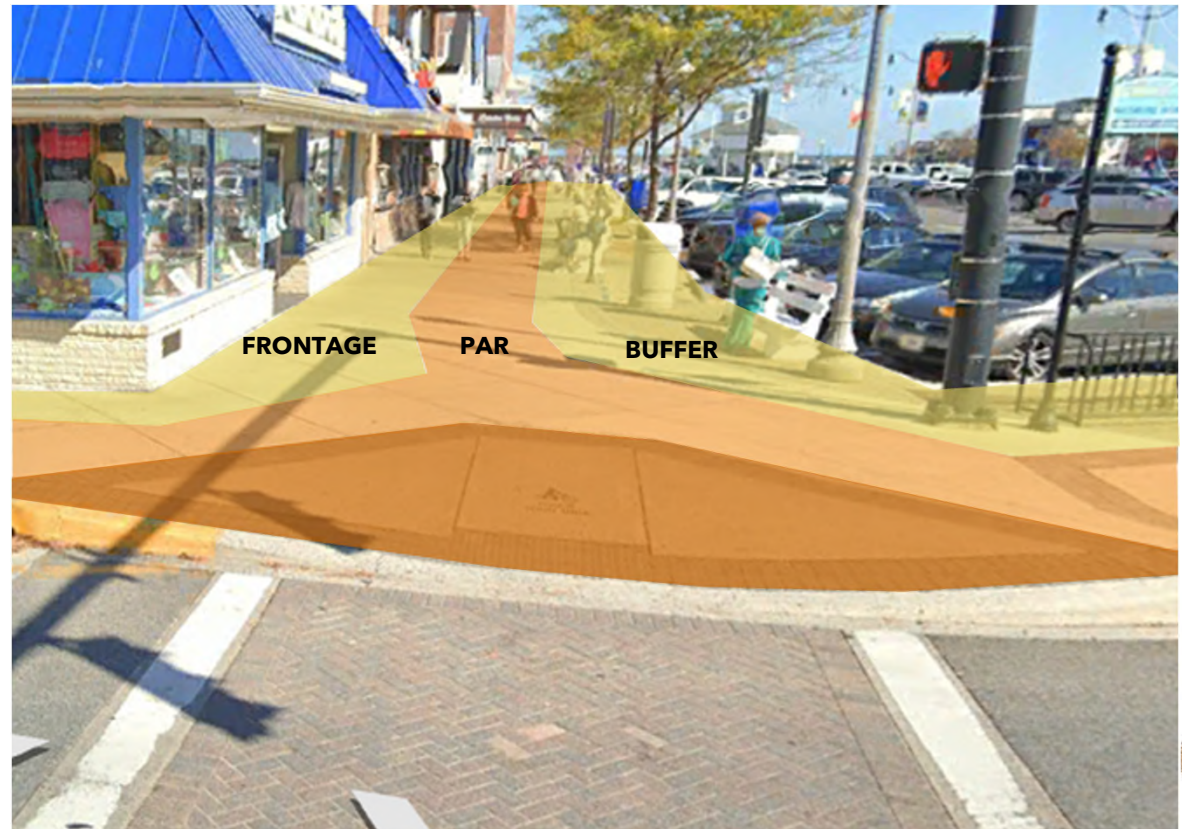
- Pedestrian Access Route (PAR) (5' throughout)
- Buffer between the PAR and curblines
- Building frontage



Source: DeIDOT Pedestrian Accessibility Standards (2018)

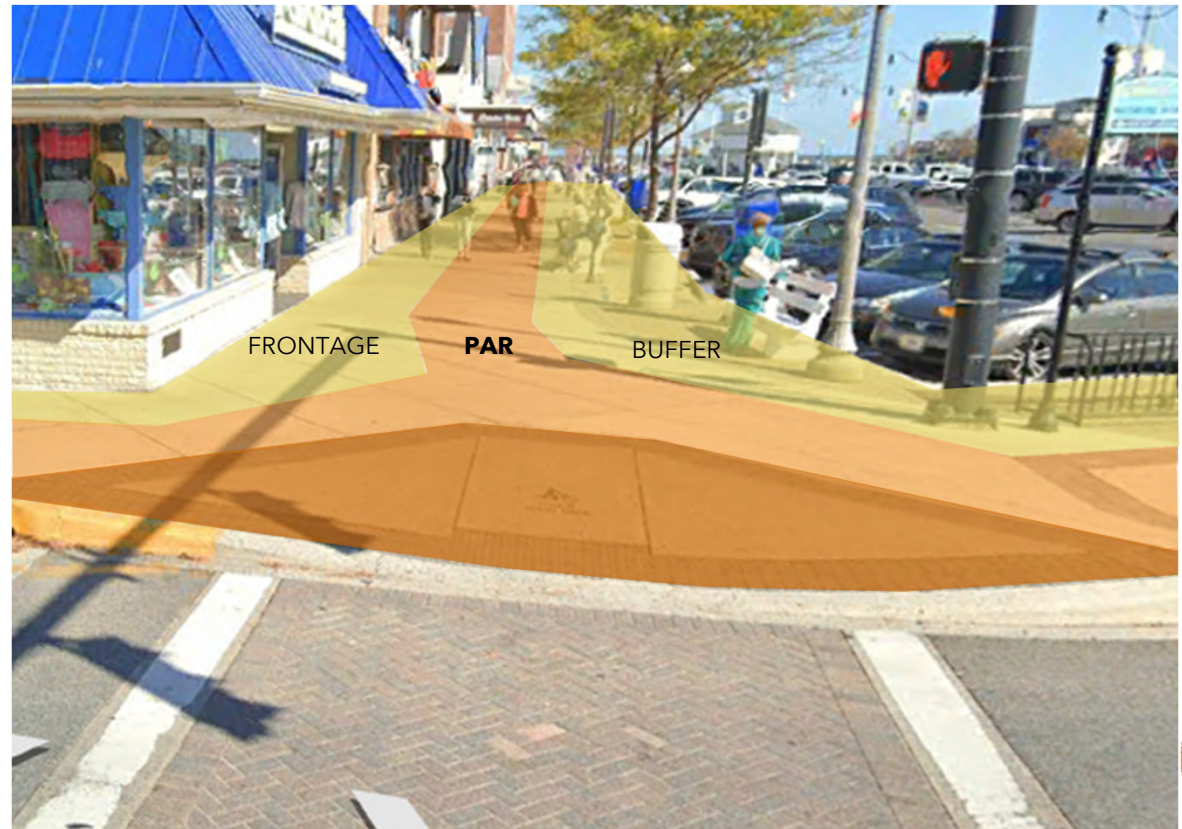
Pedestrian Circulation Path (PCP)

- Pedestrian Access Route (PAR) (5' throughout)
- Buffer between the PAR and curbline
- Building frontage



Pedestrian Access Route (PAR)

- Unobstructed route
- Width $\geq 5'$
- Cross slopes $\leq 2\%$
- No vertical gaps
- Vertical clearance $\geq 80''$



Pedestrian Access Route (PAR)



Other PCP Elements

- Pay Stations
- Fire hydrants and FDC
- Pedestrian/Street Lighting
- Utility poles/transformers
- Stormwater/green infrastructure
- Landscaping
- Bicycle parking
- Street art
- Benches
- Trash cans
- Wayfinding signs
- Café / restaurant seating
- Newspaper corrals
- Crosswalk treatments
- And More....



ennisflintamericas.com



citygreen.com



downbeach.com



Shared Bike Lanes

- Lane widths proposed are consistent with the DeIDOT Road Design Manual “Shared Roadway (No Bikeway Designations)”
- City may include City signage or ‘sharrow’ pavement markings
- Specific signage and pavement markings will be determined in next phase



Tapered Travel Lanes

- TF Recommendation - within 1st Block of Baltimore and Wilmington
- Focus - to increase views of Boardwalk & beach
- Tapered lanes conflict with goal to widen walkways
- PCP widths increase nearer to the beach, broadening views



Use Turn Lanes Selectively

Concept provides turn lanes where they exist today

- Southbound North First Street to westbound Rehoboth Avenue
- Northbound South First Street to eastbound Rehoboth Avenue
- Northbound South Second Street to eastbound Rehoboth Avenue



Treatment of Street Ends

- Considered existing and planned usage as well as access requirements to determine feasibility and location
- Limited vehicle access zone (LVAZ) or Pedestrian Plaza Areas would provide a transition between Baltimore and Wilmington Avenues and the boardwalk



Need for Delivery and Emergency Vehicle Access

- Coordinated with City, Police, and Fire
- Used vehicle turning moves to confirm turning radii at all intersections
- Maintain existing movements/accessibility



Parking

- Inventoried existing & estimated proposed
- All parking, as shown, meets minimum design guidelines
- Designated parking areas and no parking zones
- Angled parking was changed to head-in parking
- Provided additional scooter parking
- Proposed parking is subject to revision
 - ADA spaces
 - Property owner coordination for driveway locations
 - Fire access



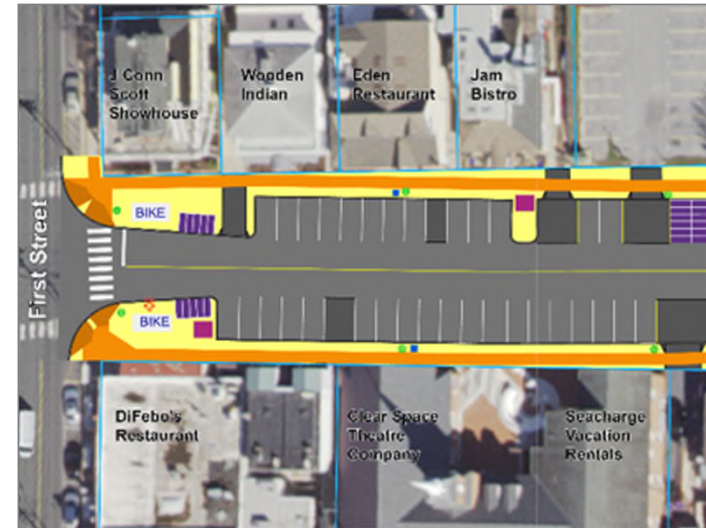
South Second Street Parking

- South Second Street is a DeIDOT roadway
- Per DeIDOT, eastmost pavement section is a striped shoulder, not turn lane
- Concept includes 2 parking spaces
- Conversion to parking to be further coordinated with DeIDOT



Utility Undergrounding

- Detail is outside of Rossi's scope and DeIDOT/FHWA's funding criteria
- Concept accommodates surface pad mounted transformers as shown
- Locations are for illustrative purposes and are not engineered utility locations
- Undergrounding may require adjustments to water / sewer / drainage features



Stormwater Management

- Concept accommodates areas for stormwater management best practices within the PCP
- Facilities could include: bioretention areas, permeable surfaces, tree pits, landscaping beds, etc.
- Detailed stormwater analysis and design is required in the final design phase



cityofsantacruz.com

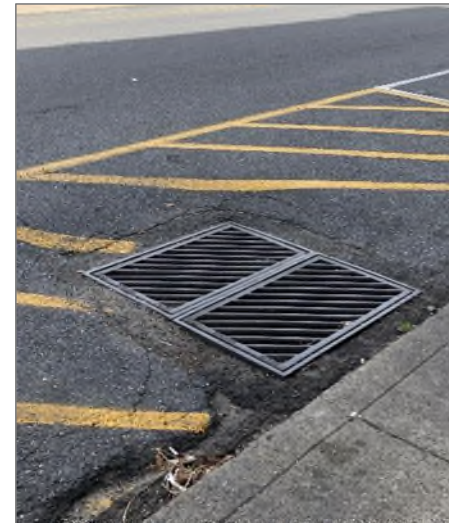


hpi-green.com

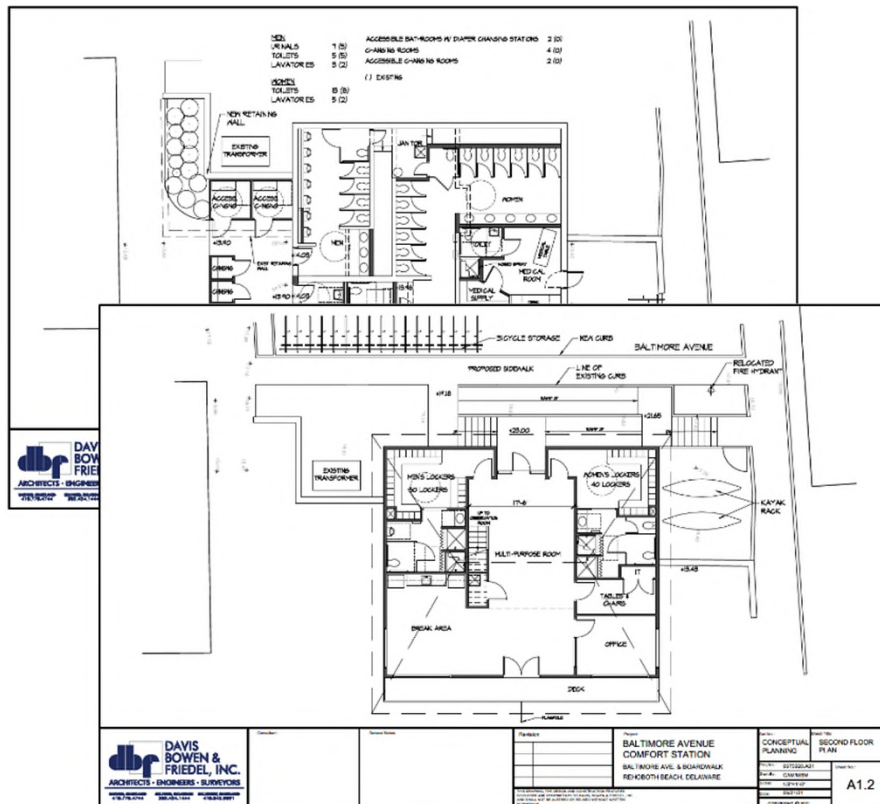


Drainage

- Concept assumes partial roadway reconstruction, new curb, and bulb-out locations
- Maintain existing drainage patterns, inlets and pipes
- Relocation or upgrades only where required
- Detailed drainage analysis and design is required in the final design phase



Beach Patrol and Restroom Facilities



- Beach Patrol project precedes design and construction of Streetscape
- Continued coordination
 - Functional and aesthetic compatibility
 - ADA accessibility to/from boardwalk

Intersection Treatment

- Bump out / Curb extensions
 - Increased visibility
 - Shorten crossing distances
 - Provide additional PCP space for landscaping and amenities
 - Decreases maneuverability for turning vehicles
- Upgraded ADA ramps
- Upgraded crosswalks



pedbikesafe.org



safety.fhwa.dot.gov

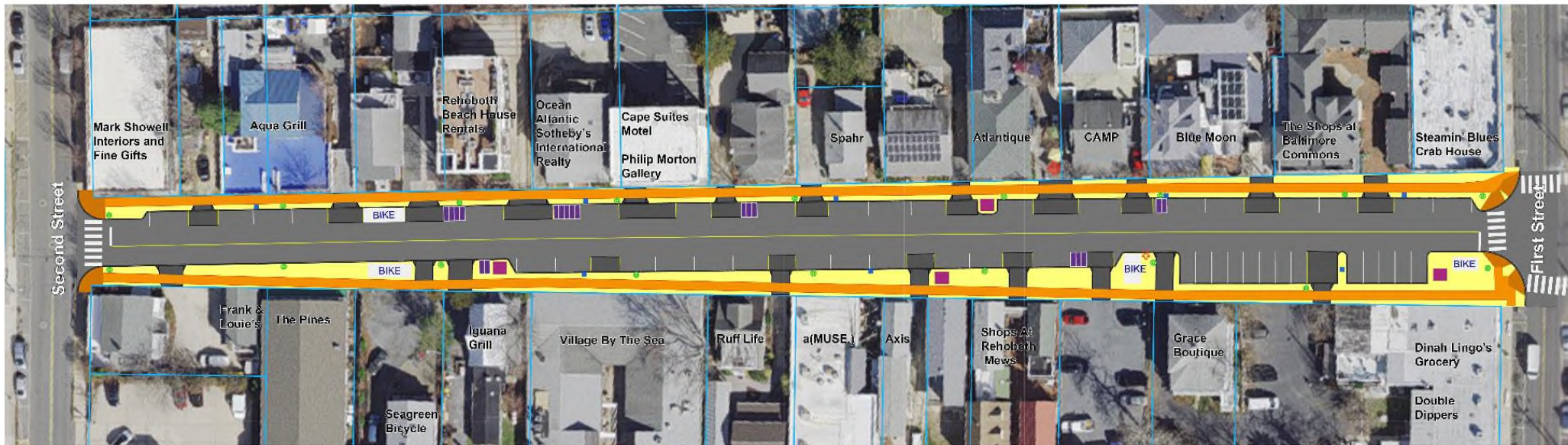




Concept

CONCEPT

Baltimore Avenue 2nd Block



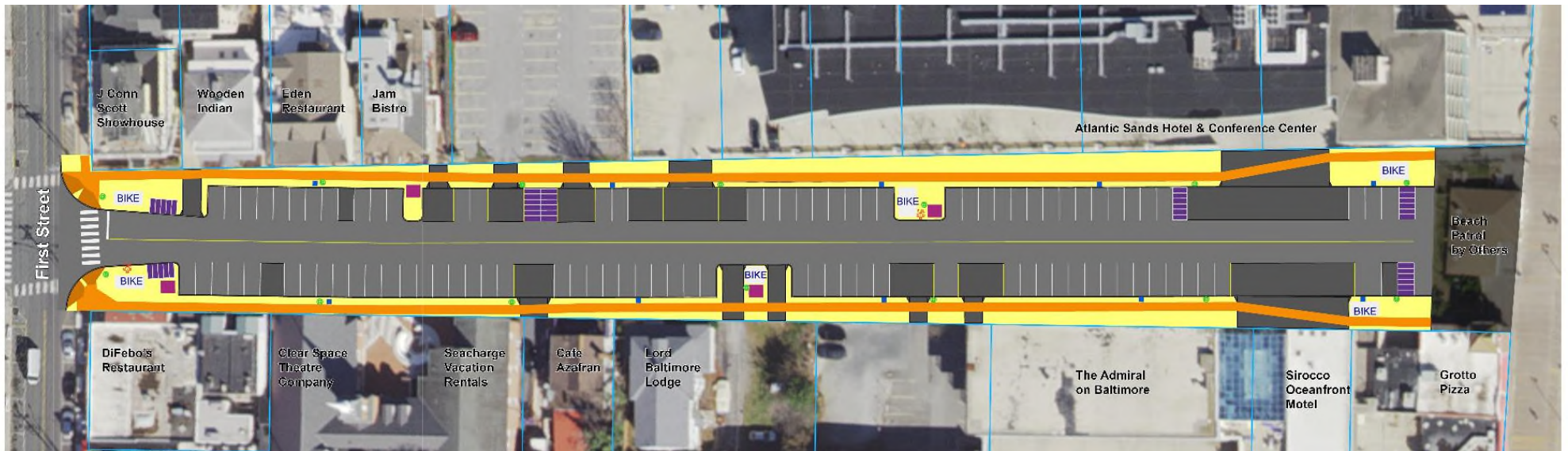
Legend

Pedestrian Circulation Path	Property Line*
Pedestrian Access Route	Parking Pay Station
Scooter Parking	Street Light
Transformer	Utility Pole
Driveway/No Parking Area	Fire Hydrant
Travel Lane	Bike Rack

*Property Lines are approximate

CONCEPT

Baltimore Avenue 1st Block



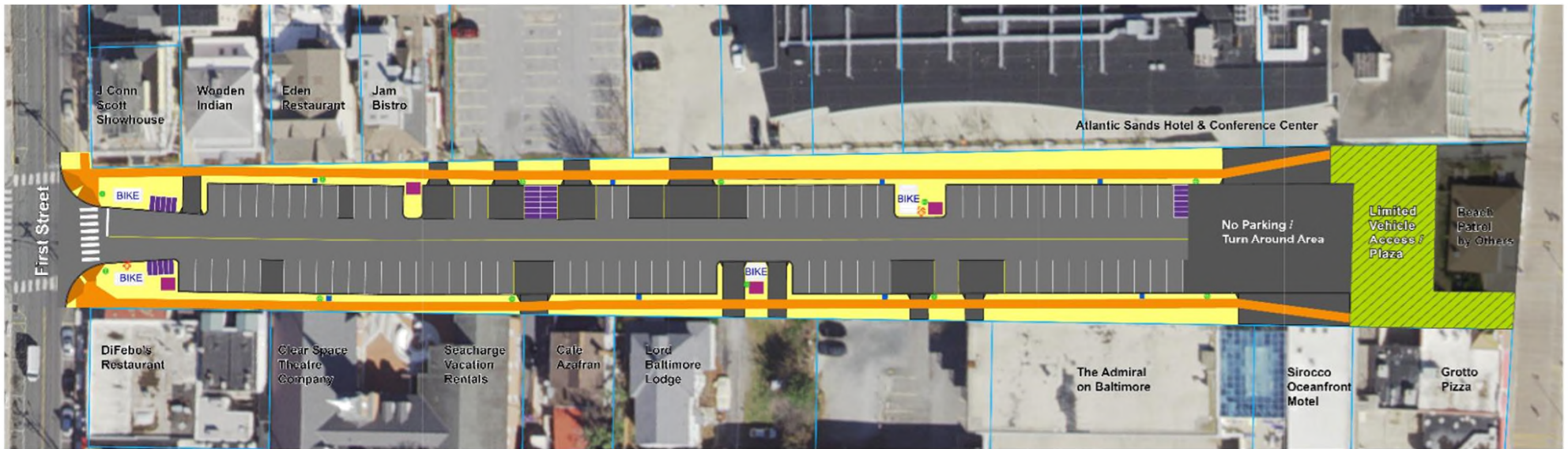
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CONCEPT

Baltimore Avenue 1st Block – LVAZ/Plaza



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*Property Lines are approximate

Baltimore Avenue Plaza

CONCEPT



CONCEPT

Wilmington Avenue 2nd Block



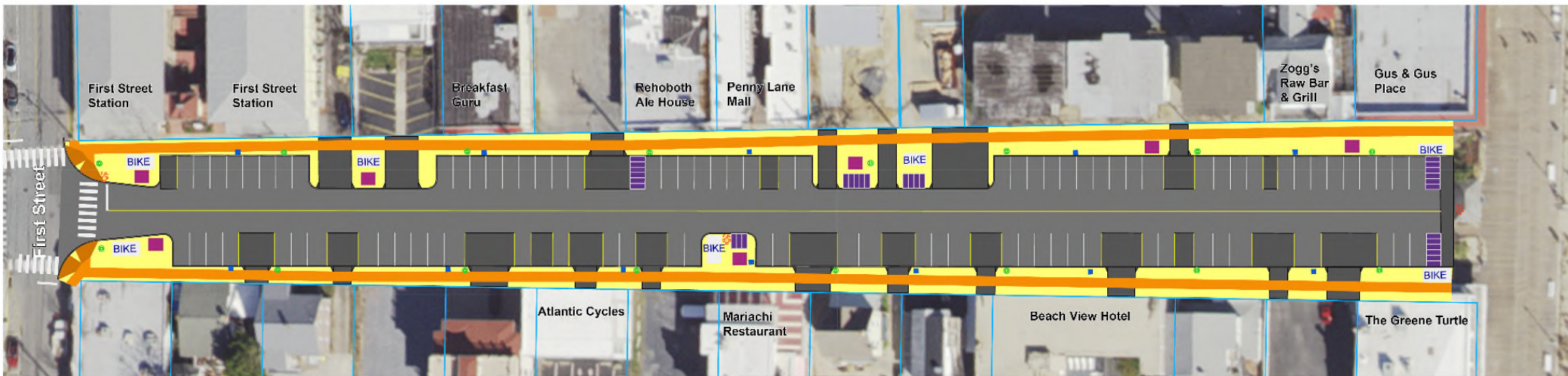
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CONCEPT

Wilmington Avenue 1st Block



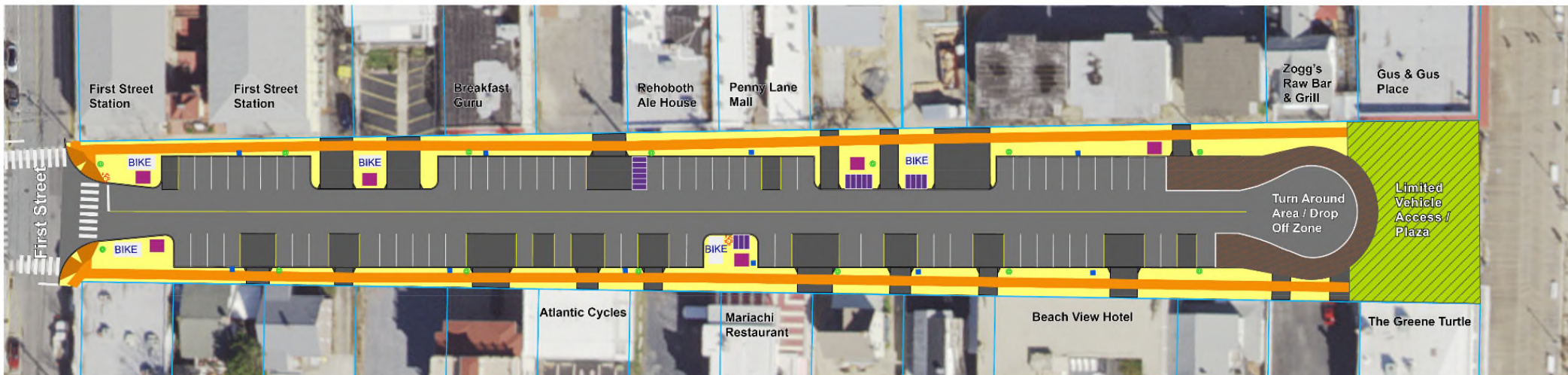
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Travel Lane	BIKE Bike Rack

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CONCEPT

Wilmington Avenue 1st Block – LVAZ/Plaza



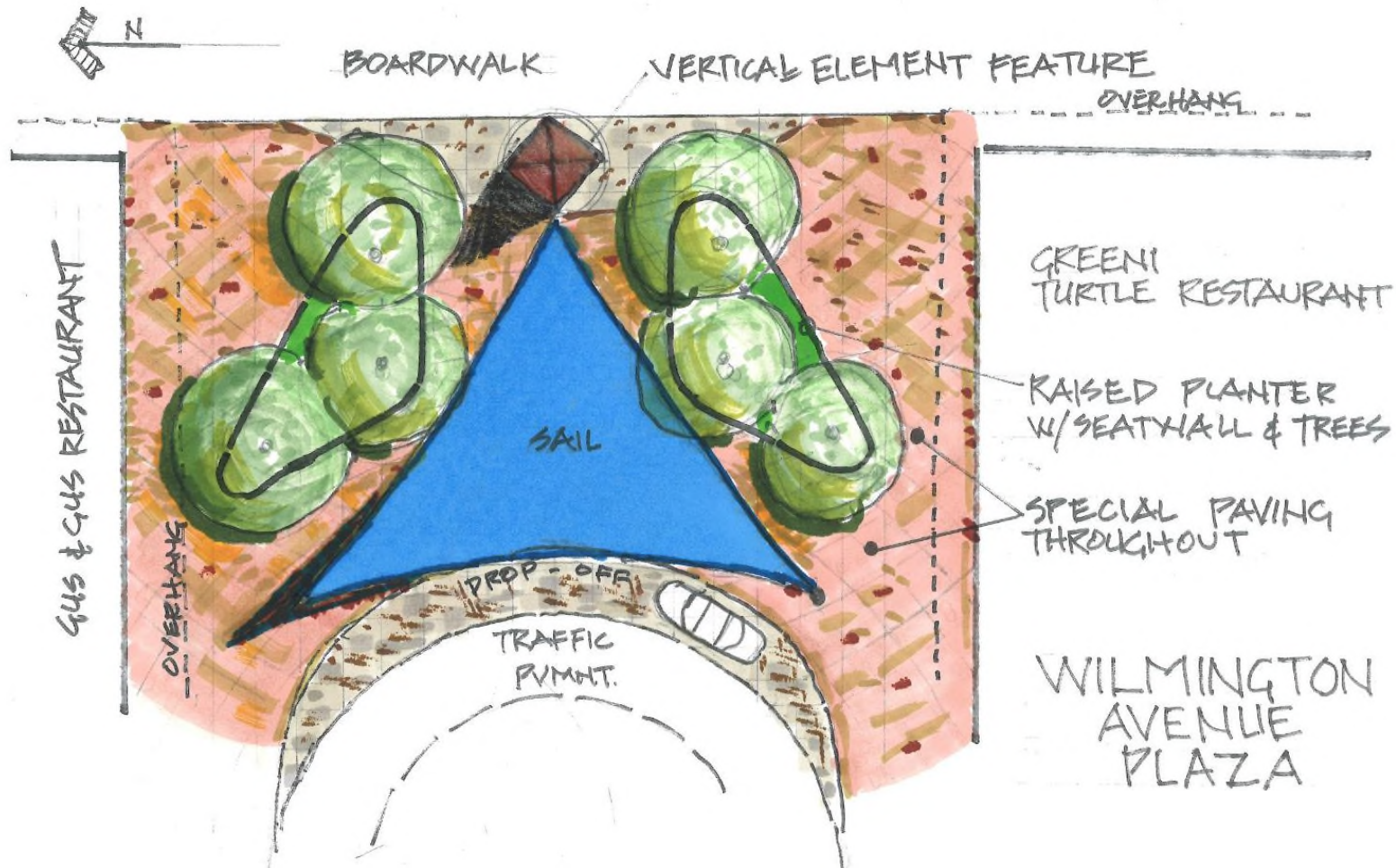
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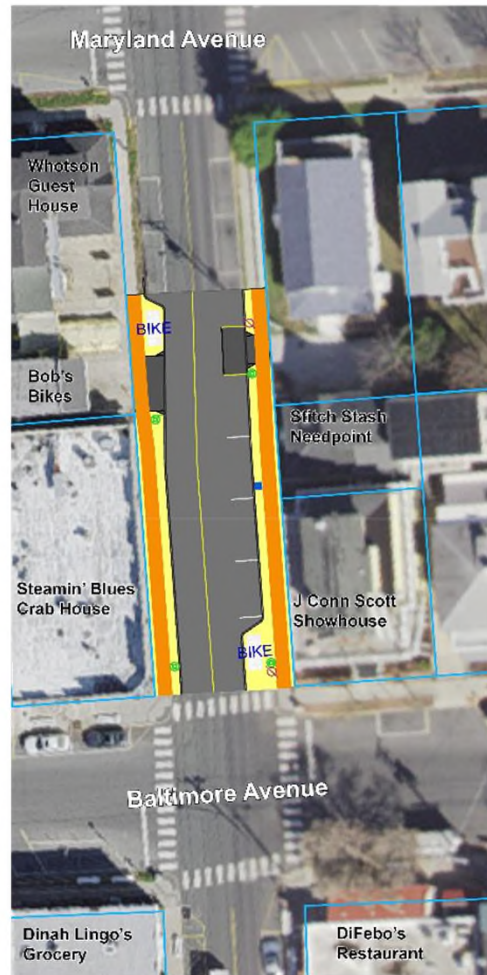
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Wilmington Avenue Plaza

CONCEPT



North First Street 2nd Block



Legend

Pedestrian Circulation Path	Property Line*
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Scooter Parking	Street Light
Transformer	Utility Pole
Driveway/No Parking Area	Fire Hydrant
Travel Lane	Bike Rack

*Property Lines are approximate



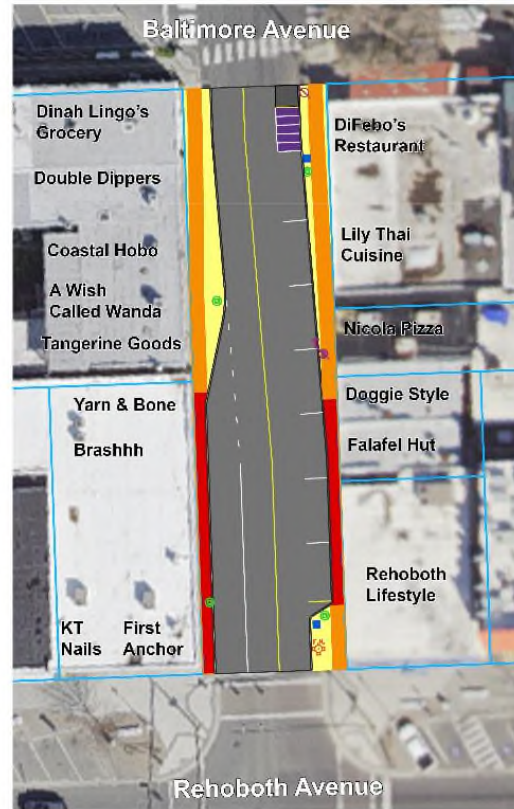
North First Street 1st Block

CONCEPT

No Parking



Parking Eastside
(not recommended)



Legend

Pedestrian Circulation Path	Property Line*
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Scooter Parking	Street Light
Transformer	Utility Pole
Driveway/No Parking Area	Fire Hydrant
Travel Lane	BIKC Bike Rack

*Property Lines are approximate



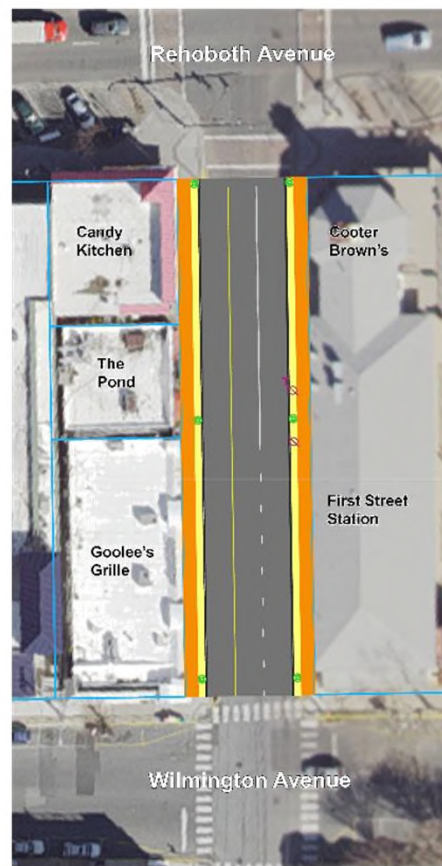
South First Street

CONCEPT

2nd Block



1st Block



Legend

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Scooter Parking	Street Light
Transformer	Utility Pole
Driveway/No Parking Area	Fire Hydrant
Travel Lane	BIKE Rack

*Property Lines are approximate



South Second Street

CONCEPT

1st Block



2nd Block



Legend

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Travel Lane	BIKE Bike Rack

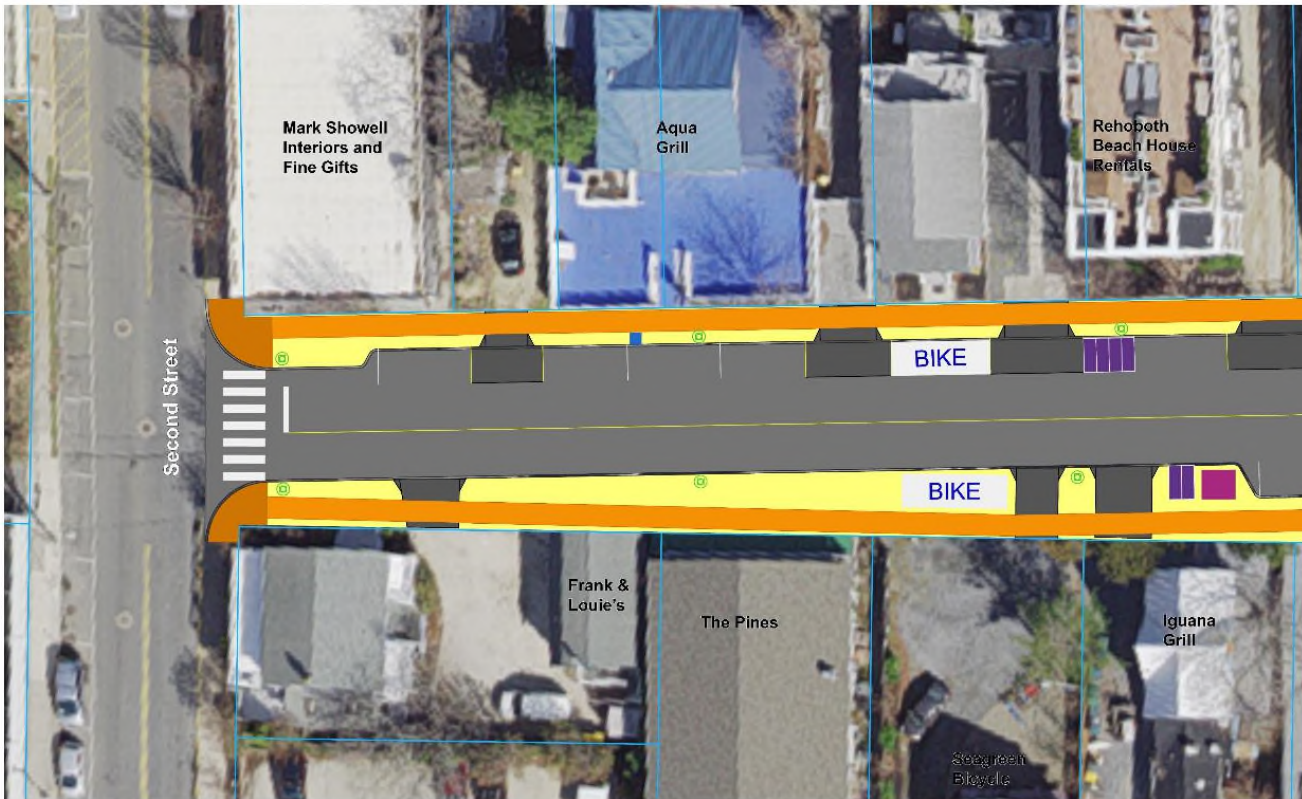
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Overview of Intersections

Baltimore Ave @ Second Street

CONCEPT



Legend

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Travel Lane	Bike Rack

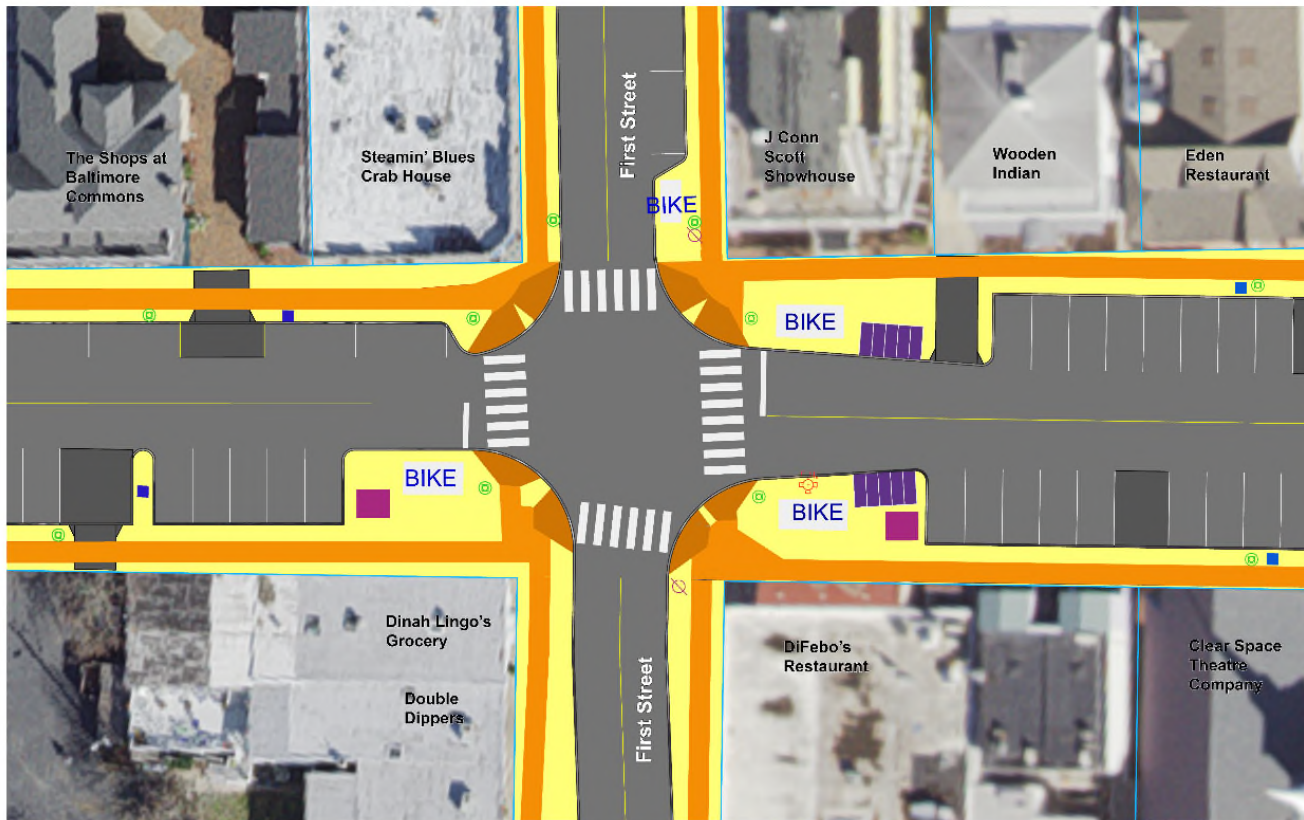
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Overview of Intersections

Baltimore Ave @ First Street

CONCEPT



Legend

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Travel Lane	Bike Rack

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Overview of Intersections

Wilmington Ave @ Second Street



Legend

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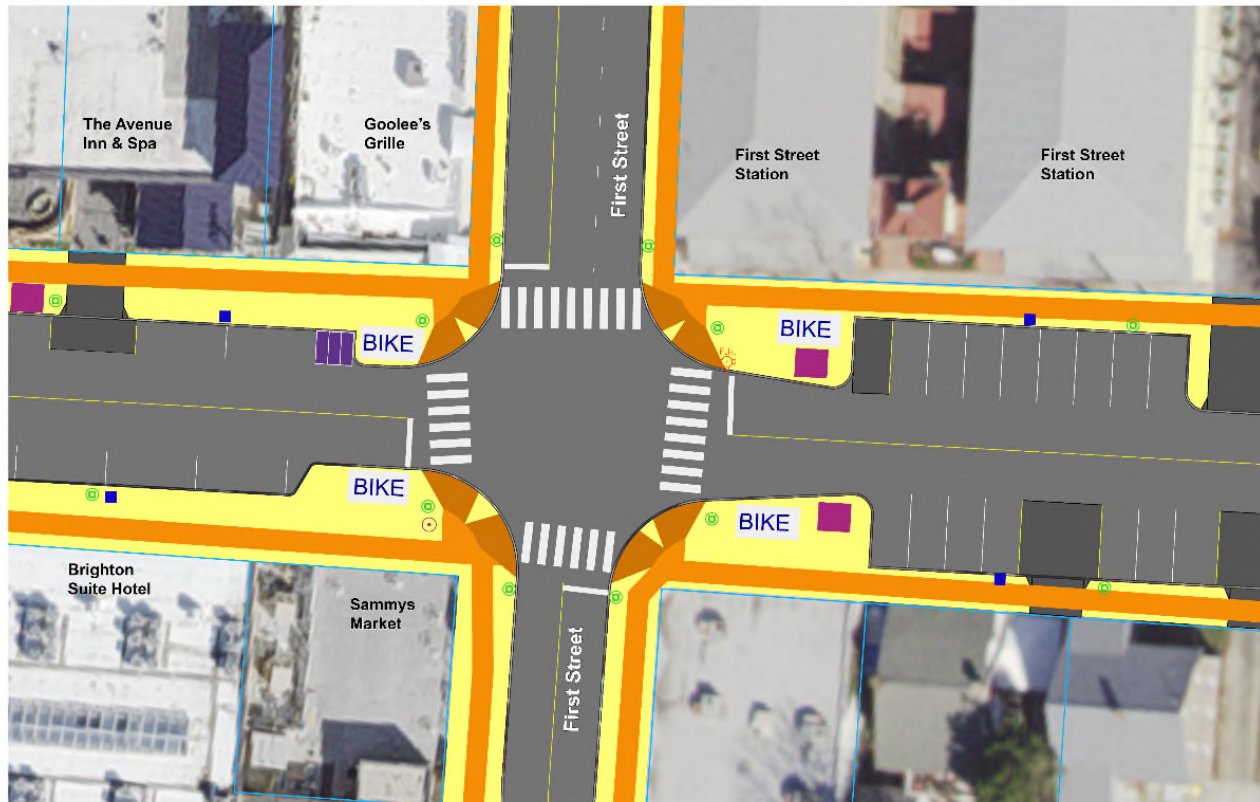
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Overview of Intersections

Wilmington Ave @ First Street

CONCEPT



Legend

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*Property Lines are approximate



Parking Inventory

	Existing Passenger Vehicle	Existing Scooter	Proposed* Passenger Vehicle	Proposed* Scooter
Baltimore 2 nd Block WB	23	8	19	14
Baltimore 2 nd Block EB	29	7	25	5
Baltimore 1 st Block WB	42	10	38	23
Baltimore 1 st Block EB	51	0	47	5
BALTIMORE TOTAL	145	25	127	47
Wilmington 2 nd Block WB	22	0	13	7
Wilmington 2 nd Block EB	24	7	19	16
Wilmington 1 st Block WB	52	0	48	15
Wilmington 1 st Block EB	44	10	41	3
WILMINGTON TOTAL	142	17	103	41

NOTE: Proposed includes LVAZ Option at the eastern terminus of both Baltimore and Wilmington Avenue.



Parking Inventory

	Existing Passenger Vehicle	Proposed Passenger Vehicle
North First Street 2 nd Block NB	7	7
North First Street 2 nd Block SB	7	2
North First Street 1 st Block NB	8	0
North First Street 1 st Block SB	3	0
North First Street Total	25	9
South First Street 2 nd Block NB	6	0
South First Street 2 nd Block SB	6	5
South First Street 1 st Block NB	0	0
South First Street 1 st Block SB	7	0
South First Street Total	19	5





Limited Vehicle Access Zones / Plaza Concepts

Amenities and Shade



shadesails.com



Tripadvisor.com



ctycms.com



ewellplaza.com



Vertical Elements



24northhotel.com



flickr.com



buffalorising.com





Next Steps

Final Concept Development

- Get feedback from City of Rehoboth
- Refine Concept
- Cost estimate and phasing
- Present at Public Meeting/Workshop

Schedule

Public Workshop/Meeting date to be finalized by the City.

TIMEFRAME	MILESTONE / EVENT
February 26, 2021	Kickoff Meeting & Site Visit
March 31, 2021	Kickoff with Task Force & Present Existing Conditions
May 26, 2021	Task Force Presentation - Schematics
July 28, 2021	Task Force Presentation - Draft Concept
August 13, 2021	Task Force Comments/Feedback on Draft Concept
September TBD , 2021	Streetscape Concept Public Meeting
October 27, 2021	Draft Final Presentation/Report
November 2021	Final Report/Task Complete



Decision Points and Dates

Aug 13, 2021

- Feedback on Draft of Concept (see Slides 24-42)

Sept TBD, 2021 [Date to be finalized by the City]

- Public Meeting
- Presentation of Final Concept