

Town of Ocean View, Streetscape Improvements Phase IV

DeIDOT Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP), established through federal legislation, is intended to encourage development of a more balanced multi-modal approach to mobility and accessibility.

Proposed Improvements

- Construct a 5' concrete sidewalk along West Avenue and Central Avenue between Oakwood Avenue and the Assawoman Canal.
- Phase IV improvements will connect John T. West Park to the Assawoman Canal Trail.
- Replace existing curb where sidewalk is proposed on Central Avenue.
- Install a 2' grass buffer between sidewalk and curb.
- Install a minimum 3' grass buffer between sidewalk and roadway in non-curbed areas.
- Reduce speed limit to 25 MPH on Central Avenue between Oakwood Avenue and the Assawoman Canal.

Schedule

February 2016 – Complete Concept Plan and Report

Fall 2016 – Begin Design of Proposed Improvements

Construction – Spring 2018 (Pending Approval and Funding)

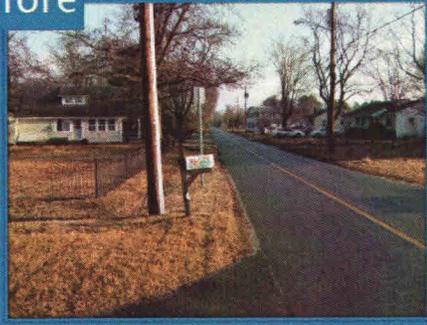
Town of Ocean View, Streetscape Improvements Phase IV

Woodland Avenue

ACEC Engineers in Excellence Honor Award Winning Project

Successfully utilized Porous Concrete, a DNREC Best Management Practice (BMP).

Before



After

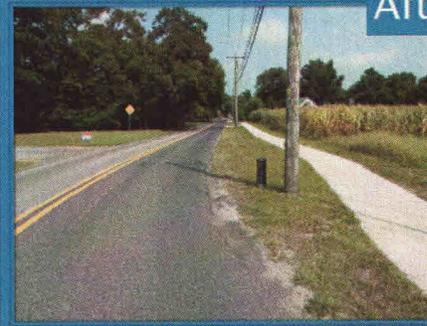


3,400 feet of Pedestrian Facilities, including
new curb and gutter.

Before



After



5' wide sidewalk with grass buffer to separate
pedestrians and motor vehicles.



Americans with Disabilities Act (ADA)
compliant design, including curb ramps.

Town of Ocean View, Streetscape Improvements Phase IV

West Avenue Continued Success!

Before



2,000 feet of
Pedestrian Facilities
connecting Phase I
sidewalks to SR26.

After



Before

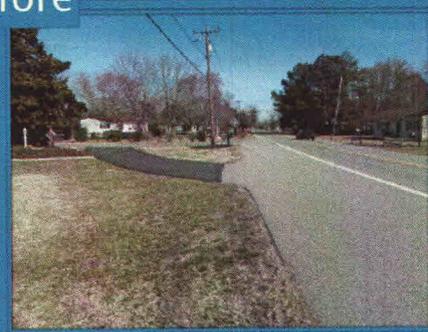


5' wide sidewalk
with grass buffer to
separate
pedestrians and
motor vehicles.

After



Before



Successfully utilized
Porous Concrete,
a DNREC Best
Management
Practice (BMP).

After

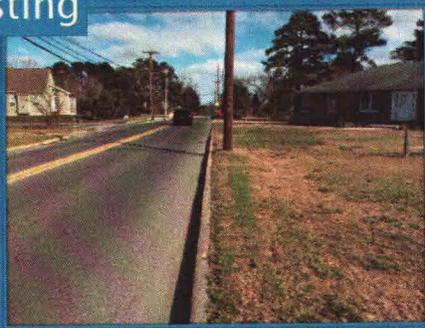


Americans with
Disabilities Act (ADA)
compliant design,
including curb ramps
and crosswalks.

Town of Ocean View, Streetscape Improvements Phase IV

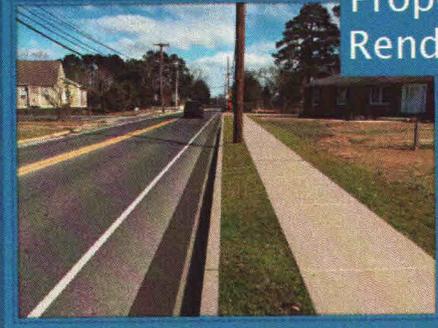
Proposed Improvements

Existing



Central Avenue

Proposed
Rendering

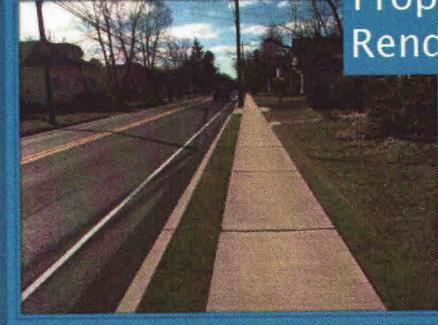


Existing



Central Avenue

Proposed
Rendering



Existing

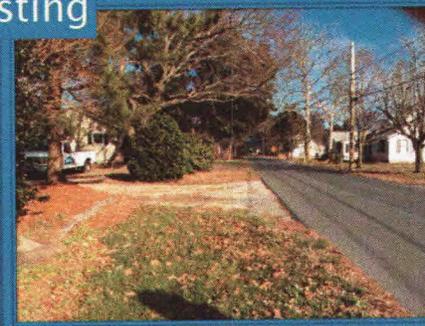


Central Avenue

Proposed
Rendering

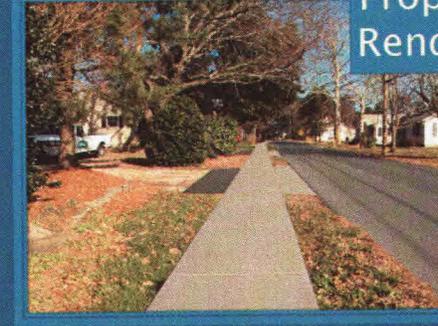


Existing

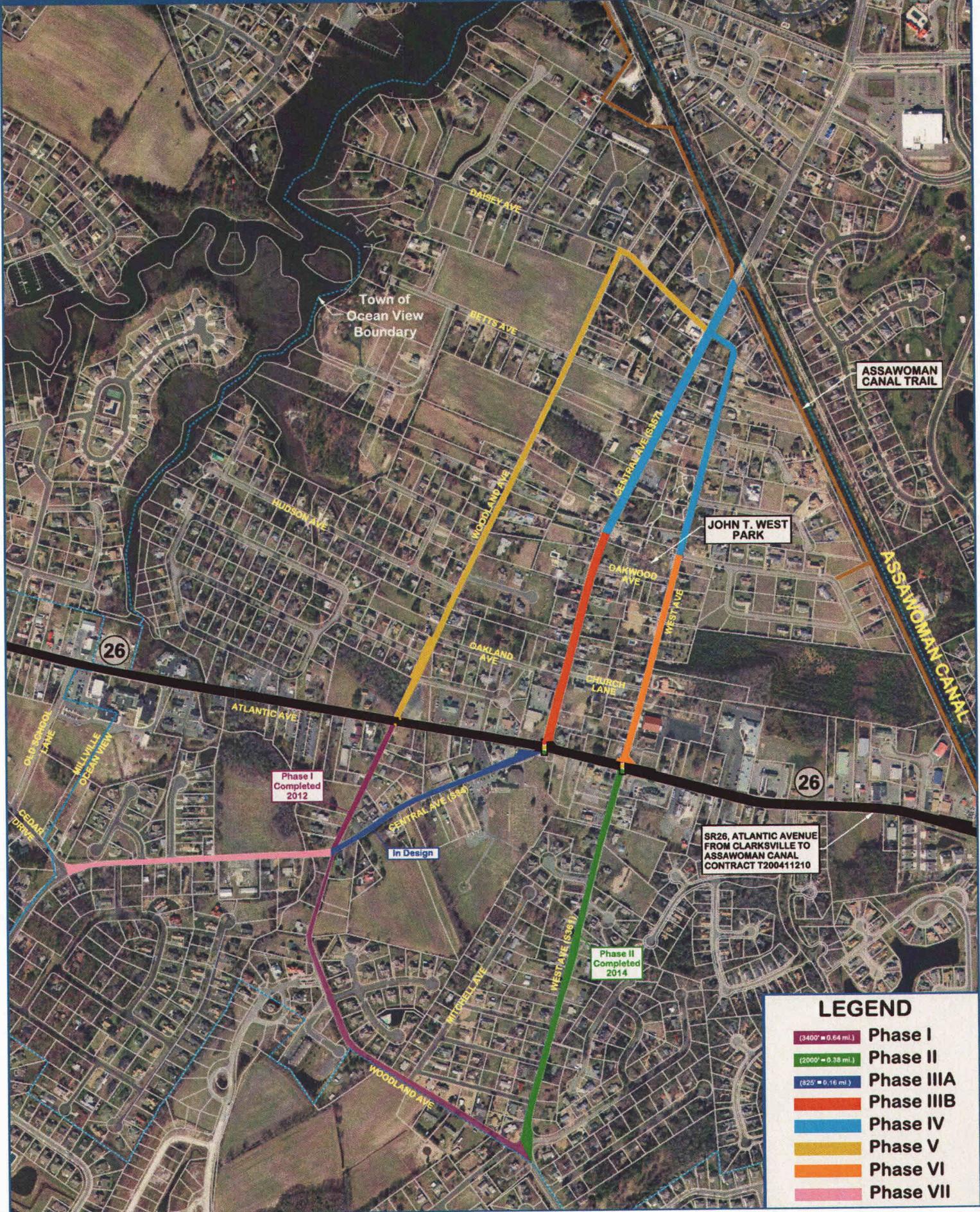


West Avenue

Proposed
Rendering



TOWN OF OCEAN VIEW STREETSCAPE IMPROVEMENTS PROJECT MASTER PLAN



Phase I Completed 2012

In Design

Phase II Completed 2014

SR26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL CONTRACT T200411210

LEGEND	
(3400' = 0.64 mi.)	Phase I
(2000' = 0.38 mi.)	Phase II
(825' = 0.16 mi.)	Phase IIIA
	Phase IIIB
	Phase IV
	Phase V
	Phase VI
	Phase VII

Town of Ocean View Pedestrian Improvements

Frequently Asked Questions about Sidewalks



Woodland Avenue



West Avenue



Woodland Avenue/Central Avenue



Atlantic Avenue (SR26)

◆ **I don't think the sidewalks will be used – are they truly necessary for my community?**

Yes! Sidewalks are a vital necessity, providing a safe designated area for pedestrians to travel. Sidewalks promote a healthier lifestyle, while encouraging community involvement. Pedestrian facilities also reduce traffic and emissions, thus creating a quieter and environmentally friendly community. The Town of Ocean View Comprehensive Plan (adopted 2010) states the Town's intention to design a network of sidewalks. The recently constructed sidewalks on Woodland Avenue and West Avenue have received positive feedback and are greatly utilized.

◆ **How will sidewalks affect my property value and character?**

A well-constructed sidewalk can increase a property's value. Statistically, home buyers are more willing to pay for a home in a pedestrian friendly environment that provides connections to parks and businesses. Therefore, sidewalks are not likely to decrease a property's value. Sidewalks can be designed and built in various ways to match the historic characteristics and distinct features of a community, which will further enhance the character of a home.

◆ **Installing sidewalks typically means a higher amount of pedestrian traffic, will this affect my privacy?**

No, in fact there is very little difference from what a pedestrian can see from a sidewalk, versus what they already see when walking on the street or passing by in a vehicle. Contrary to belief, increased pedestrian traffic has various positive outcomes, one including the reduction of crime, due to "more eyes on the street."

◆ **Will a sidewalk reduce the size of my property, specifically the front yard?**

Minimizing land acquisition is a priority during design. Therefore, acquisition of a property, including the front yard, will rarely occur. Instead the sidewalks are built under Permanent Easement, which the town is asking to be donated by the property owner. There are various options and alternatives that can be addressed specific to each property to address concerns of the owner.

◆ **What is an easement?**

An easement is not the taking or giving up of a property owner's land, but simply the permission to allow the use of or access to the area of land defined in the easement.

◆ **I have liability concerns with a sidewalk in front of my residence – specifically regarding safety and snow removal.**

Well-constructed sidewalks and proper maintenance coordination with public officials can eliminate these concerns. While liability is determined by state and local law, all government or private owner negligence has to be proven in court in order to win a lawsuit. Keep in mind that liability concerns may be higher when sidewalks are not provided, versus when they are provided. Sidewalks allow pedestrians to travel from one location to another on a safe, stable surface, away from vehicle traffic. Per Town code, property owners are responsible for snow removal on their property. Town officials have a lenient policy regarding snow removal and encourage neighbors to help those who are unable to remove snow.

◆ **Who pays for the sidewalk?**

This project is funded through the Transportation Alternatives Program (TAP). TAP are federally funded, community-based projects that provide on and off-road pedestrian and bicycle facilities as well as other eligible activities. The project sponsor (Town of Ocean View) is responsible for 20% of the project cost while the remaining 80% is paid by the federal government through DelDOT.