V. Chapter 04
THE TRANSPORTATION PLAN

A. REGIONAL GROWTH MANAGEMENT AND TRANSPORTATION

The movement of people and goods is an important concern in any community's growth plan. To provide a safe and efficient transportation network with minimal disruption of the area can sometimes be difficult to achieve. The Transportation Plan must be closely coordinated with other elements of the Plan to assure that transportation plans and policies complement and promote those of other sections.

Too often, transportation planning begins in reaction to a problem. The Maryland Comprehensive Plan and the Planning Act of 1992 suggest that a proactive approach to mobility issues is needed. Wicomico County and the municipalities need to plan in a manner that defines a coordinated, evolutionary approach toward achieving less reliance on driving alone in the future, in order to enhance the choice, mobility and quality of life for all citizens. Considering the nature of the major routes through Delmar, these considerations should be made for both sides of the community.

B. TRANSPORTATION FACILITIES

Several facilities, highways, streets, and rail lines, make up the basic transportation system in and around the Town of Delmar. The predominate modes of transport are automobile, truck and train. These modes are expected to continue to dominate travel throughout the time frame of this Plan.

The Regional Transportation System Highways

The Town of Delmar is served by both highway and rail systems. U.S. 13, a major north-south regional highway, borders Delmar on the east. East-west DE 54 and north-south Route 13A serve as links to towns, communities and the Atlantic coastal beaches. U.S. 50 connects with DE 54 west and US 13 south. US 50 is the major connection between the Delmarva Peninsula and the Baltimore-Washington areas. US 13 connects Wilmington to the north and Norfork to the south. Route 13A (MD 675) and DE 54 are known as Bi-State Blvd. and State Street, respectively, connecting with the towns of Laurel, Seaford, and Mardela Springs. They intersect at the center of town dividing Delmar into quadrants.

A regional line of Norfolk Southern traverses north and south through the center of town. The Town of Delmar was founded as a rail transfer and classification center for the Delmarva Peninsula railroads. Rail traffic has been on the decline since the 1940's because truck transportation is often cheaper and more convenient. Although reliance on the railroad has decline, rail transportation remains potentially important for future economic considerations.

The Salisbury-Wicomico Airport is the closest regional airport. The airport provides commuter service to Baltimore -Washington International, National Airport, and Philadelphia International Airports. Flights are scheduled throughout the day and on weekends. The Salisbury-Wicomico Airport is the second largest airport in Maryland. Currently the airport is served by a Flight Service Center operated by the Federal Aviation Administration.

Some problems that seriously impair the residential quality of Delmar, and hamper the movement of local traffic are created by the regional highway system. The primary problem is the high volume of truck traffic passing through town. It is caused by the fact that trucks of local origin must use minor regional highways that pass through the center of town, to reach major regional highways. This situation is aggravated by trucking that uses DE 54 as a short-cut between U.S. 50 and U.S. 13, and further aggravated by trucking that passes through town to avoid weigh stations on U.S. 13.

Corridor Capacity Preservation

Delaware's Corridor Capacity Preservation Program (CCPP) contains strategies and information that advance policies adopted by the Cabinet Committee on State Planning Issues. The program outlines how the state seeks to preserve the roads we already have, improve safety, and focus development toward areas where infrastructure already exists. It assists landowners, developers, businesses, legislators and others in understanding the goals, objectives, and preservation techniques DelDOT is using to retain capacity on Delaware's major highways, particularly those that serve predominantly statewide and/or regional travel. The Corridor Capacity Preservation Program affects Route 13 and a plan was developed with DelDOT and the Town that shows how access will be managed along Route 13 in the Delmar area.

1. Encourage completion of DelDOT identified road and intersection improvement project at Route 13 and within the Town and surrounding area.
2. Better integrate US Route 13 into the life of the Town through reevaluating traffic flows. Intersection improvements and design streetscape projects which can be combined with infrastructure improvements.
3. Work with surrounding municipalities, Sussex County, and DelDOT on planning for road and other transportation improvements.
4. The Town should work with DelDOT to define a Five Year Capital Improvement Program for Transportation Projects.
5. Maintain and upgrade Town streets and parking areas as necessary.

Corridor Capacity Preservation Program policies advocate land use and transportation plans working together toward the goal of creating a more Livable Delaware, even as we continue to pursue the economic development that brings jobs and vitality to our state.

Goals of the Program:

- MAINTAIN a road's ability to handle traffic safely and efficiently
- MINIMIZE the impacts of increased economic growth
- PRESERVE the ability to make future improvements
- PREVENT the need to build an entirely new road
- SORT local and through traffic

The Local Transportation System

State Street and Bi-State Blvd. serve regional and local traffic. They collect traffic from residential streets and distribute it to other points of local destination or provide access to regional highways. The local street system, which is comprised primarily of residential streets, is formed into a grid pattern. In several cases, streets are not directly aligned where they intersect other streets, thereby forming an off-set or jog in the street. The intersection of State Street and Bi-State Blvd. is problematic in that the intersection is narrow and DE 54 does not provide a left turn lane onto Bi-State in either direction. The State of Delaware maintains Rt. 54 East of Rt. 13. The State of Maryland maintains Rt. 54 West of Rt. 13. The State of Delaware maintains 13A/Rt. 675 North of Rt. 54. The State of Maryland maintains 13A/Rt. 675 South of Rt. 54.

There are also a number of obstructions at intersections preventing a clear view of traffic and pedestrians. Delmar's streets are generally in good condition, although, as with many older communities, reconstruction and repaving of streets is a constant need. The town streets are constructed of asphalt.

Much of the interior street system was not designed for the automobile. The numerous narrow streets cut the town into small blocks creating a proliferation of intersections. The typical street is narrow, averaging about 30 feet in width for east-west and 20 feet for north-south streets. Residences, particularly in the older sections, lack off street parking space. On-street parking reduces the capacity of the already narrow streets, often permitting passage of only one automobile. To improve this situation a one-way street system has been established for some sections of the town. There are also few public off-street parking areas, especially in the down town area.

Another problem associated with the Delmar street system is that curb, gutter and sidewalk are not often provided, especially for many of the north-south streets. This can create a pedestrian safety hazard, and standing water has an adverse effect on abutting properties. Current construction standards for new annexations suggest the use of roll curb and guttering, and minimal use of sidewalks for new streets. The practice of using roll curbing may be extended to existing streets where there is limited automobile and pedestrian traffic, especially on one-way streets and on north-south streets where the use of sidewalks and square curbs are not realistic.

C. POLICIES

As presented in the background, there are a number of problems associated with the existing transportation system of Delmar. The internal street system is a poorly aligned grid network characterized by extremely narrow streets. Heavy truck traffic, highway-rail crossings, the poor condition of some streets, and inadequate off-street parking compound the problems.

The Transportation Element policies provide a framework for the preparation and implementation of concepts, plans, and programs to rectify transportations deficiencies and suggest improvements for the future. Further, in coordination with the land use element, these policies provide a means to achieve the development goal of Delmar. These policies are:

1. Existing roads and highways should be improved and new linkages built to support the Land Use Plan. Responsibility for these improvements should be proportionally and equitably shared by the public and private sectors.

2. The Town should not permit development that would result in an unacceptable level of service on roads serving the development, unless the developer agrees to make or fund improvements so that the road could adequately service traffic generated by the development.

3. Limiting and controlling future access points should conserve roadway capacity on county and state roads.

4. Strip forms of development should be discouraged. Access onto major public roads should be reduced whenever possible.

5. When new roads are built by the public or private sector, the roads should be constructed with an appropriate design, which is suited to the road's primary function, as well as future development.

6. New roadway construction and major improvement projects for existing Town streets should be scheduled as part of an overall Capital Improvements Program.

7. The Wicomico County, Maryland Department of Transportation, Delaware Department of Transportation and Delmar should coordinate with each other during the planning and design of roadway improvements in or near town which would impact the both Counties, town or state’s road system.

8. The Town should explore the feasibility of improved transit service for residents and encourage such services when needed and economically feasible.

9. The Town should promote alternatives to driving alone and encourage both States to inform citizens of the public and private monetary and environmental costs of continued dependence on automobile transportation.

10. The Town supports providing bicyclists and pedestrians safe, convenient, and inviting routes and walkways between activity centers.

11. The Town will work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions in order to achieve the reduction in drive alone rates.

12. The Town will require that the layout of new street and road connections in undeveloped areas assure connectivity to the overall street and highway system.

13. The Town will plan for adequate right-of-ways taking into account existing and future development and proposed alternative transportation support facilities and programs.

14. All developments will have adequate access and circulation for public service vehicles but actual paved street sections should be as narrow as possible to maintain a human scale.

15. The Town encourages the use of recycled materials whenever possible when making right-of-way improvement.

16. The Town encourages the use of alternative fuels (re-refined oil, electric, and compressed natural gas powered cars) to save energy resources.

17. The Town encourages the use and continued development of the local rail system.

D. FUNCTIONAL CLASSIFICATION SYSTEM

The initial and most essential step in the development of an integrated and balanced transportation system is the classification of the function the streets and highways were designed to provide. The development of a functional classification system provides for the logical coordination of the street and highway network of the Delmar area.

Federal functional classification categories in Delmar include; 1) principal arterial, 2) major and minor collectors and 3) locals.

Arterial Highway

The highest level of highway service provided to the Town is the arterial system. The primary purpose of all arterial highways is to provide continuous and efficient routes for movement of high volume traffic between towns or major traffic generators particularly that of an intra-state or inter-state nature. Direct access to adjoining land should not be provided except at certain key points. Arterial highways are designed to maintain homogeneous neighborhoods and to serve as boundaries between various neighborhoods. On-street parking should be prohibited. U.S. 13 is classified by the Maryland Department of Transportation as a principal arterial.

Collectors

Both minor and major collectors serve a similar function though varying in volume and intensity of use. The primary purpose of the collector system is to collect traffic from local residential streets and provide for the direct movement of traffic to commercial and industrial areas and the arterial highways.

Major collectors connect areas of relatively dense settlement with each other and with other major traffic routes. These streets are intended for inter-neighborhood and through traffic. Delmar is served by two major collectors, MD Route 675 and DE Route 54.

Minor collectors are streets, which, in addition to serving abutting properties, intercept minor streets, connect with community facilities and are intended primarily to serve neighborhood traffic. Such streets assume medium traffic flow and standards have been established accordingly.
Foskey Lane/Maryland Avenue may be considered a minor collector in the Maryland portion of Delmar.

Locals

The most extensive part of the Town of Delmar's street network is local residential streets. Local residential streets, including cul-de-sacs, are streets intended primarily to provide access to abutting properties and are designed to discourage their use by through traffic. Such streets assume light traffic flow and their standards have been established accordingly.

E. LEVEL OF SERVICE

The ability of a roadway system to carry traffic is qualitatively measured as Level of Service (LOS). LOS can be determined at any given intersection or on any given segment of road. Levels of service are often utilized as a measure of system performance and to define public policy concerning highway performance. They are also used in traffic impact analysis to determine local traffic impacts of proposed developments. These standards should be utilized by developers whenever feasible.

Highway level of service (LOS) reflects driver satisfaction with a number of factors that influence the degree of congestion, including speed and travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience, and delays. Six levels of service are used to describe highway flow conditions (road segments and intersections). Commonly accepted definitions for each category are:

LOS A, represents a free flow where individual users are virtually unaffected by others in the traffic stream. LOS A describes a condition with low traffic volumes and high speeds with little or no delays. There is little or no restriction in maneuverability due to the presence of other

vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily.

LOS A (Signalized Intersection), describes operations with very low delay, i.e., less than 5.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. LOS B affords above average conditions, and is typically used for design of rural highways.

LOS B (Signalized Intersection), describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

LOS C, is also in the range of stable flows, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of "average conditions" for design of facilities in suburban and urban locations. It is also considered acceptable in rural locations.

LOS C, (Signalized Intersection), describes operations in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of stopping vehicles is significant at this level, although many still pass through the intersection without stopping.

LOS D represents high density, but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort. Small increases in traffic flow will generally cause operational problems at this level. LOS D is considered acceptable during short periods of time and is often used in large urban area.

LOS D, (Signalized Intersection), describes operations with delays in the range of 25.1 to 40.1 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicle not stopping declines. Individual cycle failures are noticeable.

LOS E, represents operating conditions at or near the capacity level. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

LOS E, (Signalized Intersection), describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay

values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F, is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount, which can traverse the point and queues form behind the point. LOS F is characterized by demand volumes greater than the roadway capacity as complete congestion occurs and, in an extreme case, the volume passing a given point drops to zero. Under these conditions motorists seek other routes in order to bypass congestion, thus impacting adjacent streets.

LOS F, (Signalized Intersection), describes operations with delay in the range of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over saturation, i.e., when the arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Level of service D is acceptable for short periods of time, i.e., the AM and PM peak hours. Level of service C or better should be standard in off-peak hours. These standards provide a basis for evaluating the impacts of proposed development projects and may be used as the standard for exacting off-site improvements, impact fees or in conjunction with adequate public facilities ordinance.

F. ROAD STANDARDS

The Transportation Plan further classifies the local street system into neighborhood collectors and local residential streets. The following standards (Table 13) should apply to the development and/or classification of local streets:

Table 13
Recommended Street Standards

DESIGNATIONS	LOCAL	MINOR COLLECTOR	MAJOR COLLECTOR
Function	Provide individual house and site connection to the collector network	Provide residential neighborhood connections	Provide residential neighborhood connection to high density areas & to arterial highways
Design	54' right-of-way, 36' pavement way, 5' planting space, between curb and sidewalk, 4' sidewalk	60' right-of-way, 42' pavement, 4' sidewalk	66' right-of-way, 42' pavement, 8' planting space between curb and sidewalk, 5' sidewalk
Other Features	Setbacks may vary	Building setback from R.O.W. of 30'	Building setback from R.O.W. of 30'
Parking and Site Access	Off-street, and curb parking	Optional, may be prohibited adjacent intersections	Prohibited adjacent intersections
Truck Traffic	Service needs only	Service needs only	Service needs only

In existing situations, no pavement on any street should be narrower than 22 feet, to provide one moving lane in each direction. Parking should not be permitted on such narrow pavement. A width of 36 feet should be quite adequate on local residential streets and rural roads serving mainly the properties abutting them. Wider pavements are necessary on the collector streets; 42 feet of pavement being necessary to serve heavy traffic movement.

G. CHANNELIZATION

Without a classification system, the street grid system of Delmar can become unworkable. Traffic flows are random and congestion and conflict develop at each grid intersection. The functional classification system establishes a hierarchy of streets for effective channelization. For the smooth flow of traffic, it is recommended that channelization standards be established.

Cul-de-sacs - a number of Delmar's dead-end streets have inadequate turn around space. A dead-end street should have, at the closed end, a paved turn around with a minimum radius of thirty-eight feet. When required for future expansion, the turn-around right-of-way should be placed adjacent to the tract boundary line to permit extension of the street at full width.

Intersections - Local streets intersecting with State Street are not properly aligned. This creates a hazardous situation for cross-street vehicular movement; creating traffic tie-ups, turning problems, and points of conflict. Intersection standards are recommended for adoption to ensure proper alignment. Such street intersections should intersect at an approximate 90-degree angle with traffic lanes directly aligned.

H. CIRCULATION

If a breakdown of the street system is to be avoided, it is necessary that street classifications and traffic channelization be fitted for proper circulation. There are several hindrances to such a proper circulation system in Delmar; primarily truck traffic, narrow existing streets, and inadequate off-street parking.

Truck Routes - A high volume of heavy trucking passes through Delmar. State Street (DE 54) has the highest volume. The truck traffic is of local and regional origin. This truck traffic is disruptive to local traffic circulation and creates a hazard and a nuisance. Projections for the future indicate the situation will worsen. It is recommended that an alternate truck route by-passing Delmar be found to remove all truck traffic, except local destinations, from local streets.

This plan proposes the improvement and extension of DE Route 502 from its intersection at Bi-State Blvd. eastward to U.S. 13. Construction of this link would provide a northern by-pass around Delmar and would handle through truck traffic and local trucking generated by industry to the north. The new road would provide a collector road to open the area immediately north of Delmar to development. It is also recommended that Connely Mill Road be improved to provide an outlet for industrial traffic south of Delmar to reach U.S. Route 13 because of safety concerns and traffic conflicts with a local school and park.

The proposed highway and street improvements would provide by-pass routes around Delmar and channel truck traffic to U.S. Route 13, the only highway in the Delmar area (except DE 54 west of Town) with the functional capacity for trucks.

Off-street Parking - Off-street parking in the business district and older residential areas, is inadequate. The establishment of the Town's one-way street system will lessen the serious problems associated with on-street parking in residential areas. In commercial areas with inadequate parking, it is recommended that existing or future vacant areas be utilized for parking and selected widening of local streets be made to provide on-street parking.

Parking standards should be adopted to ensure that new developments and redevelopment efforts provide adequate off-street parking for their patrons. All new residential developments should provide sufficient off-street parking for the residents.

I. HIGHWAY IMPROVEMENTS

The recommendations of the transportation plan are primarily directed at achieving desired street standards for the future. However, a number of existing streets and intersections may be improved.

Intersection Alignment - Pennsylvania Avenue (and York Street) is a heavily traveled street which provides an alternate cross-town route. It is recommended that Pennsylvania Avenues intersection with State Street be properly aligned to ease movement of vehicles crossing State Street. North Pennsylvania Avenue may be relocated closer to the railroad line to intersect directly with South Pennsylvania Avenue. The widening of Pennsylvania Avenue adjacent to the business district could be utilized to provide angular parking. Parking facing the business district would also reduce the hazard for pedestrians, as they would not have to cross Pennsylvania Avenue adjacent a blind intersection.

Street Reclassification and Improvements - A number of streets within Delmar have a higher volume of traffic than their design capacity. It is recommended that such streets be classified and improved according to the function they serve. Specific recommendations are as follows:

1. Major Collectors - Bi-State Boulevard and State Street are major collectors that link with the arterial highway network (US 13). These streets have adequate traffic capacity for the foreseeable future though several street improvements may be warranted. Naylor Road is also a major collector, which serves as the secondary by-pass of Salisbury. Naylor Road will become a part of the super block with U.S. 13 and 50. Recommended improvements include: elimination of on-street parking; provision of longer turning lanes at U.S. 13; selective street widening; and, installation of curb, gutter and sidewalks where none exist.

2. Minor Collectors - Several streets in Delmar function as collectors though are designed as residential streets. It is recommended that these streets be classified as minor collectors

and upgraded according to minor collector standards. Streets, which warrant upgrading to minor collectors, include:

a. Sussex Road 502 from DE 54 to Bi-State Boulevard with a new collector constructed to link Sussex Road 502 with U. S. 13.

b. North Pennsylvania Avenue and York Street from State Street to Bi-State Boulevard to improve access to the Delmar Business District.

c. On a long-range basis, when development in the area west of town warrants, a new highway is recommended to tie in Sussex Road 502 and DE 54 with Foskey Lane and Connelly Mill Road.

3. Residential Streets - A program should be undertaken to systematically upgrade Delmar's residential streets following the standards presented in Table *. Such a program should include repaving, installation of curb, gutter and sidewalk, storm drainage and planting of street trees. Priorities for residential street improvements would improve circulation in the Delmar Business District and as such should include Lincoln, Grove, and East Streets between Bi-State Boulevard and Pennsylvania Avenue. Other priorities for improvements are South Pennsylvania Avenue from Foskey Lane to State Street and West Jewel Street.

J. RAILROAD

The main line of the Norfolk Southern and provides rail freight service to industry in the Delmar area. The main line runs in a north-south direction, passing through the western portion of Delmar.

The chief advantage to local rail users is the savings incurred through a low car transfer fee. As mentioned in the background material, an active railroad makes Delmar attractive to industrial development.

The uncertainties relating to the future status of the railroad are of great concern to Delmar because it is vital to existing industrial activity and future growth. In order to encourage continued rail service, it is recommended that Delmar develop policies to stimulate rail use, attract new industry, and heighten public awareness of the importance of the railroad to Delmar and the entire region. This matter is discussed further in the last section of this plan, "Areas of Critical State Concern".

K. GREENWAYS

Greenways are generally defined as corridors of protected public and private land established along rivers, stream valleys, ridges, abandoned railroad corridors, utility right-of-way, canals,

scenic roads, or other linear features. They often link recreational, cultural, and natural features, provide transportation pathways for people and wildlife, protect forests, wetlands, and grasslands, and improve the economic vitality of a community.

There are opportunities for greenway development in Delmar to serve primarily as a pedestrian corridor to link recreational and cultural resources for children and adults. Creating a greenway corridor to the Tourist Center/recreational pond would increase the safety for children going to and from the site, and enhance connectivity of neighborhoods in Delmar. The Town should identify greenway routes to enhance the recreational potential of the community and improve the safety for children traveling throughout the community. After a site has been chosen, the Town should pursue financial and technical support from the State of Maryland's Greenway Commission and private sources to design and develop the Greenway. Funding to develop the greenway can be solicited from Maryland State Program Open Space and private foundations, such as American Greenways Dupont Awards Program.

Delaware's Greenway and Trail Program is a statewide initiative to preserve and protect corridors of open space, and where appropriate, enhance these areas with trails and paved pathways. The Program is administered by the Division of Parks and Recreation, Department of Natural Resources and Environmental Control. The Program makes annual grants to municipal, county and state agencies for greenway and trail acquisition and development.

*Council on Greenways and Trai*ls - in 1995, the Delaware General Assembly established the Council on Greenways and Trails to foster a cooperative effort to preserve protect and link our green open spaces. The Council acts in an advisory capacity to the Secretary of the Department of Natural Resources and Environmental Control (DNREC), and encourages local communities, counties, and state agencies to create greenway links to serve environmental and recreational needs of Delaware citizens. Applications for the greenway & trail grants from the Delaware Land and Water Conservation Trust Fund are reviewed and approved by this Council. In order to meet its objectives, the Council works closely with public and private organizations throughout the State. The Council works to incorporate greenway projects into a comprehensive state greenway network, and acts as a resource for all organizations who wish to enhance their neighborhoods by linking open spaces.

Maryland Greenway Commission - The Maryland Greenway Commission is working with communities throughout Maryland to design and develop greenways. A good source of technical assistance, the Commission provides information and identifies opportunities to help develop a greenway. For more information contact, Maryland Greenways Commission at (41) 974-3589.

American Greenways DuPont Awards Program - Provides small grants to stimulate the planning and design of greenways in communities throughout America. The grants will support design activities, hiring a consultant, building a footbridge, planning a bike path, or other creative projects. For additional information, contact American Greenways The Conservation Fund at (703) 525-6300.

L. BICYCLE FACILITIES

It is recommended that the Delmar Zoning Ordinance be amended to require space be provided for parking of bicycles in non-residential developments and permit an appropriate reduction in parking based on the availability of space for parking bicycles.

M. RIDESHARING

It is recommended that the Town encourage business and industry to provide to reserved parking spaces for carpools, vanpools, and bicycle racks at office and industrial sites to accommodate and encourage high occupancy vehicles (HOV) commuting.