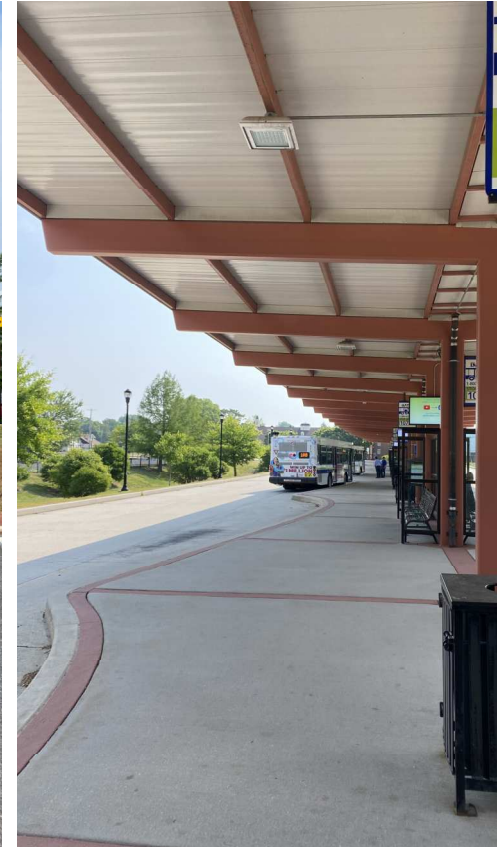


Downtown Dover Pathways

Partners Meeting 1
Friday, September 22, 2023



Agenda

- Introductions
- Study Overview
- Previous Plans
- Demographics & Land Use
- Infrastructure
- Safety
- Micromobility
- Next Steps



Meeting Purpose

1. Overview of the study
2. Feedback on existing conditions
3. Approach to engagement
4. Direction on performance measures

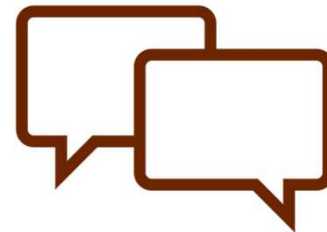
Introductions



Partners

Downtown
Dover
Pathways

- Dover / Kent County MPO
- Downtown Dover Partnership
- City of Dover
- Kent County
- Kent Economic Partnership
- DeIDOT
- Delaware Transit Corporation
- Delaware State University
- Bayhealth
- Central Delaware Chamber of Commerce
- Delaware Division of Facilities Management
- Dover Air Force Base / Air Mobility Command
- Friends of Old Dover
- Habitat for Humanity
- NeighborGood Partners
- Colonial Parking
- Downtown business / property owners
- Citizens



Study Overview

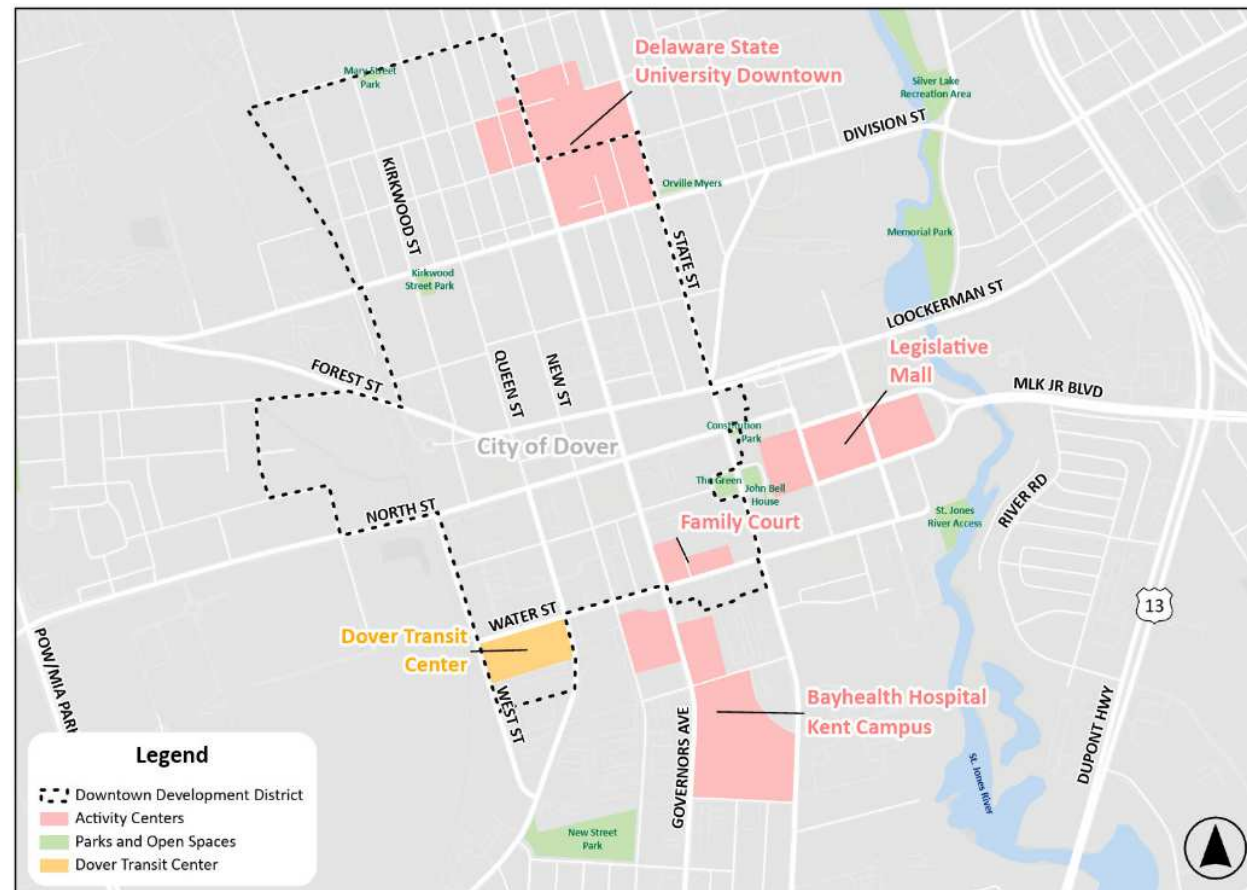


Overview

This study will identify means to better **connect key activity centers** within downtown Dover by walking, bicycling, scooter, or other **active transportation** and micromobility options.

Activity Centers:

- Bayhealth Hospital Campus
- Family Court
- Legislative Mall
- Delaware State University Downtown
- Dover Transit Center



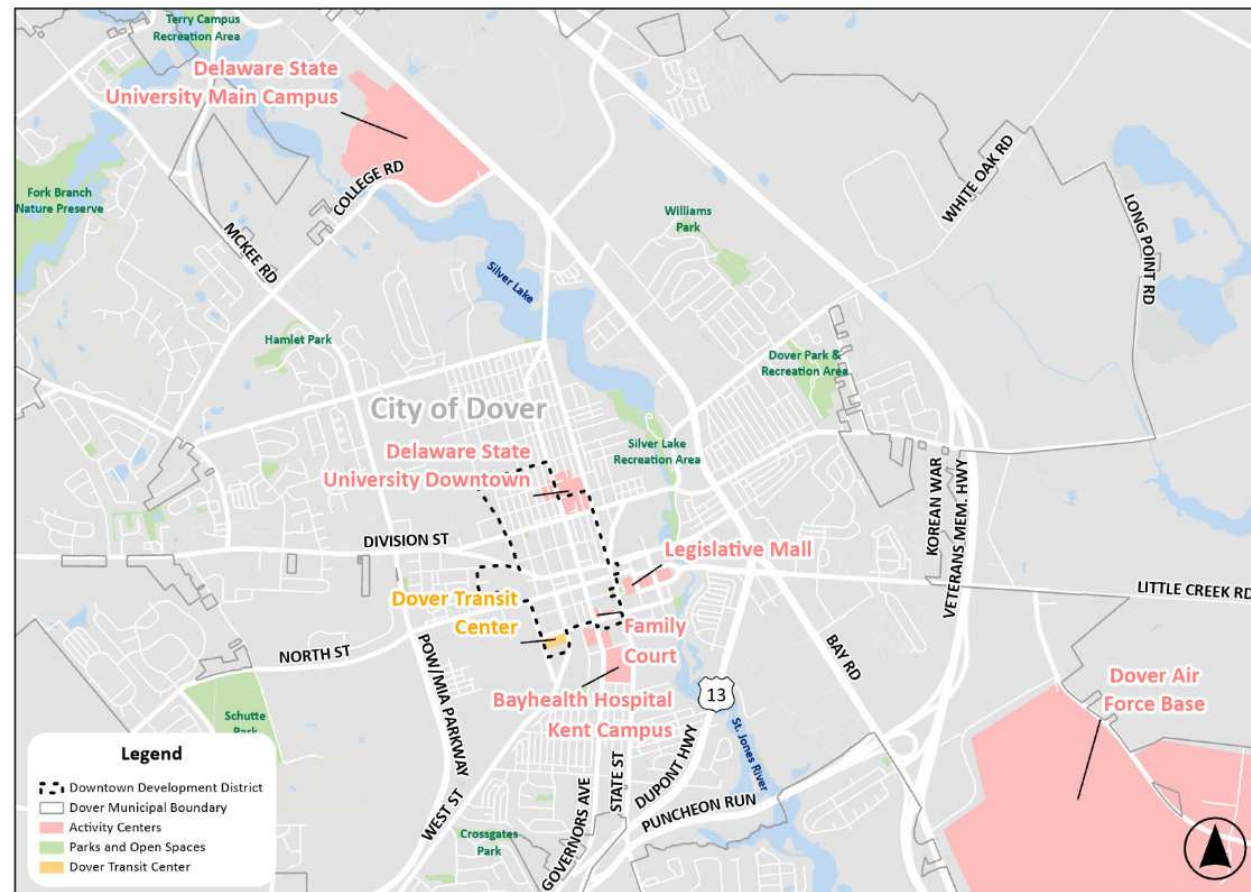
Downtown
Dover
Pathways

Overview

This study will identify means to better **connect key activity centers** within downtown Dover by walking, bicycling, scooter, or other **active transportation** and micromobility options.

Activity Centers:

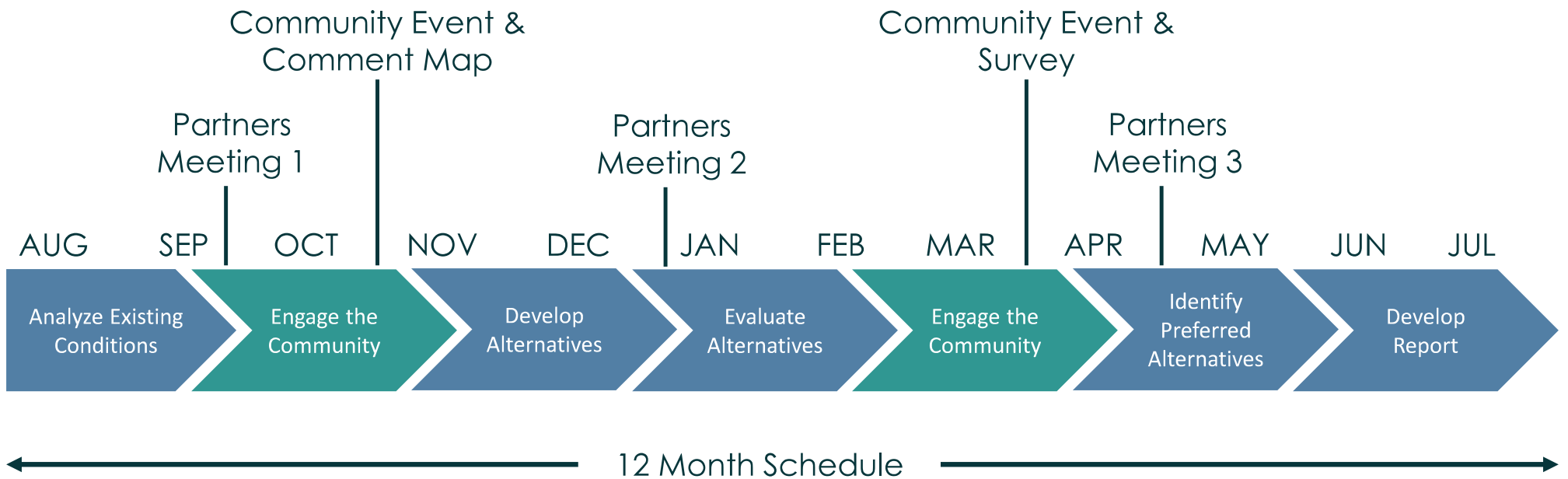
- Delaware State University Main Campus
- Dover Air Force Base



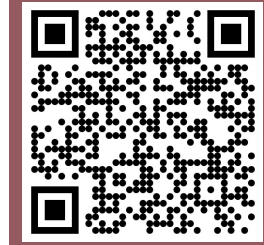
Downtown
Dover
Pathways

Schedule

Downtown
Dover
Pathways



Public Engagement



Downtown
Dover
Pathways

Phase 1: Purpose and Need

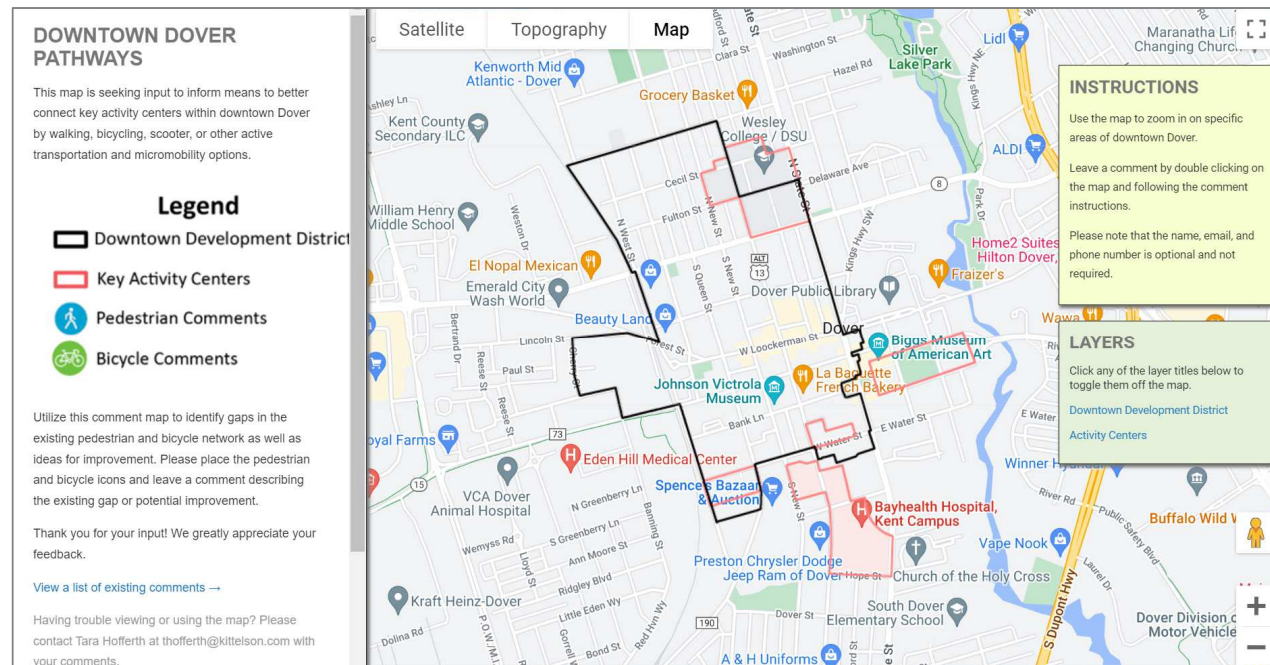
- Workshop
- Comment Map

Phase 2: Mobility Alternatives

- Workshop
- Survey

Phase 3: Final Presentations

- Local Officials



DOWNTOWN DOVER PATHWAYS

This map is seeking input to inform means to better connect key activity centers within downtown Dover by walking, bicycling, scooter, or other active transportation and micromobility options.

Legend

- ▭ Downtown Development District
- Key Activity Centers
- 🚶 Pedestrian Comments
- 🚲 Bicycle Comments

Utilize this comment map to identify gaps in the existing pedestrian and bicycle network as well as ideas for improvement. Please place the pedestrian and bicycle icons and leave a comment describing the existing gap or potential improvement.

Thank you for your input! We greatly appreciate your feedback.

[View a list of existing comments →](#)

Having trouble viewing or using the map? Please contact Tara Hofferth at thofferth@kittelson.com with your comments.

INSTRUCTIONS

Use the map to zoom in on specific areas of downtown Dover.

Leave a comment by double clicking on the map and following the comment instructions.

Please note that the name, email, and phone number is optional and not required.

LAYERS

Click any of the layer titles below to toggle them off the map.

- Downtown Development District
- Activity Centers

<https://maps.kittelson.com/doverpathways>

Previous Plans



Previous Plans

Downtown
Dover
Pathways

Plans Reviewed:

- 2023 Transforming Downtown Dover Capital City 2030
- 2020 Dover Bicycle and Pedestrian Plan – City of Dover
- 2019 Comprehensive Plan – City of Dover
- 2018 Blueprint for a Bicycle Friendly Delaware – DeIDOT
- 2022 Pedestrian Action Plan – DeIDOT
- 2010 DeIDOT Complete Streets Policy – DeIDOT
- 2011 Dover Transit Center Neighborhood Plan – Dover/Kent County MPO
- 2021 Innovation 2045: MTP Dover/Kent County MPO
- DART Reimagined



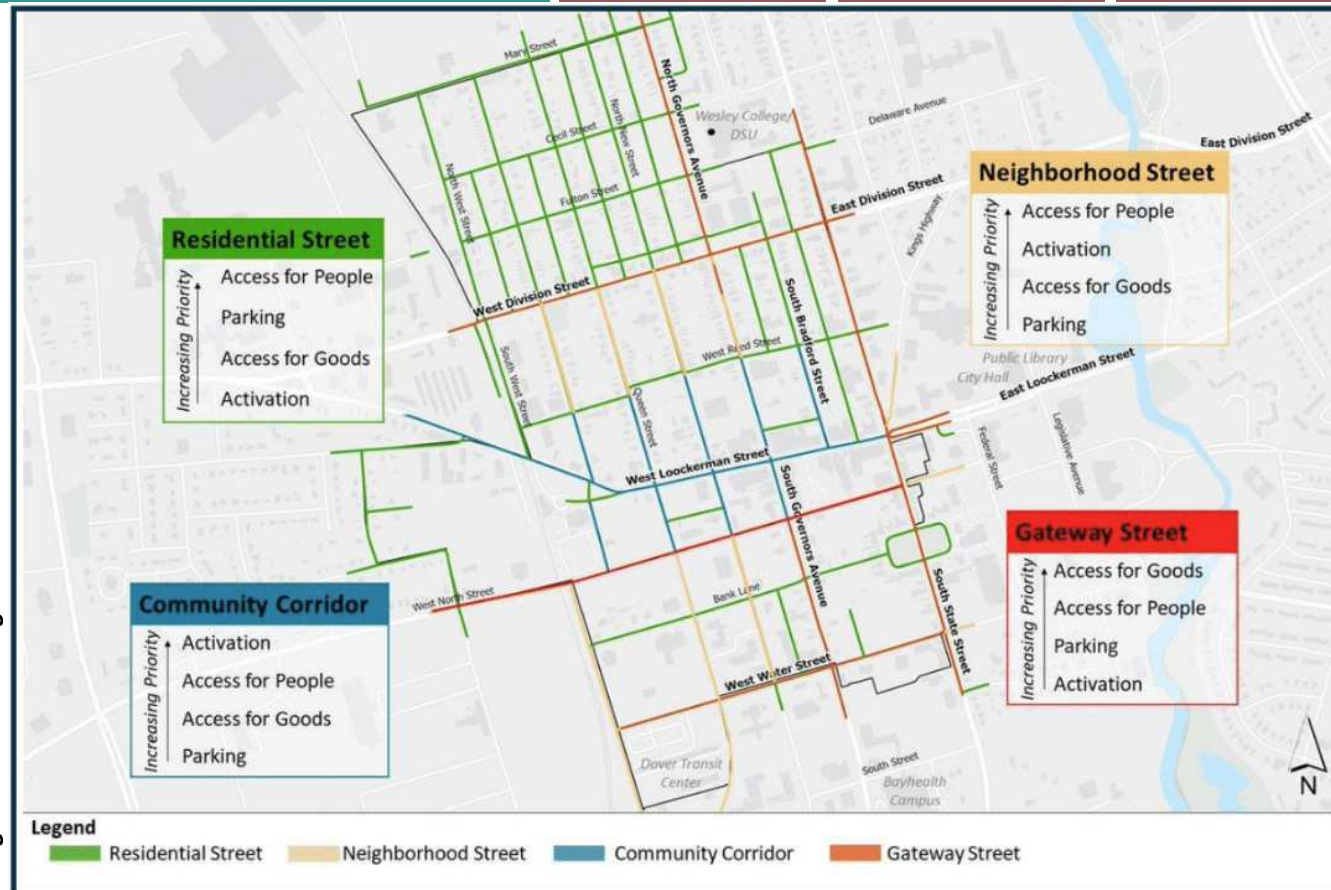
Previous Plans

Downtown
Dover
Pathways

Key Recommendations:

- Connect community anchors to Downtown core
- Develop and expand alternate modes of transportation
- Revive Loockerman Street
- Create multimodal access along Governors Avenue
- Enhance Bradford Street as a connection to Downtown
- Upgrade alleys as pedestrian connections

Image from Transforming Downtown Dover Plan

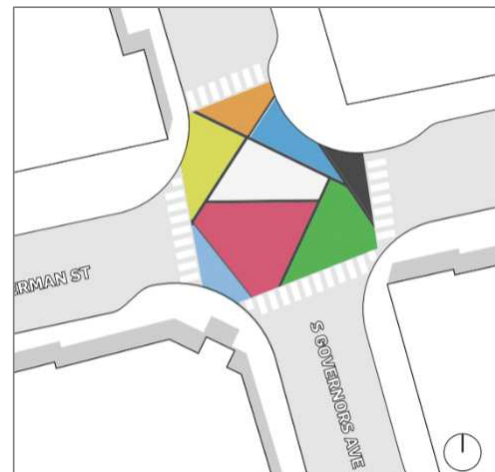


Previous Plans

Downtown
Dover
Pathways

Key Recommendations:

- Consider micromobility options
- Build upon existing built-out sidewalk network
- Build upon previous bike facility investments
- Improve streetscapes



Images from Transforming Downtown Dover Plan



Demographics & Land Use

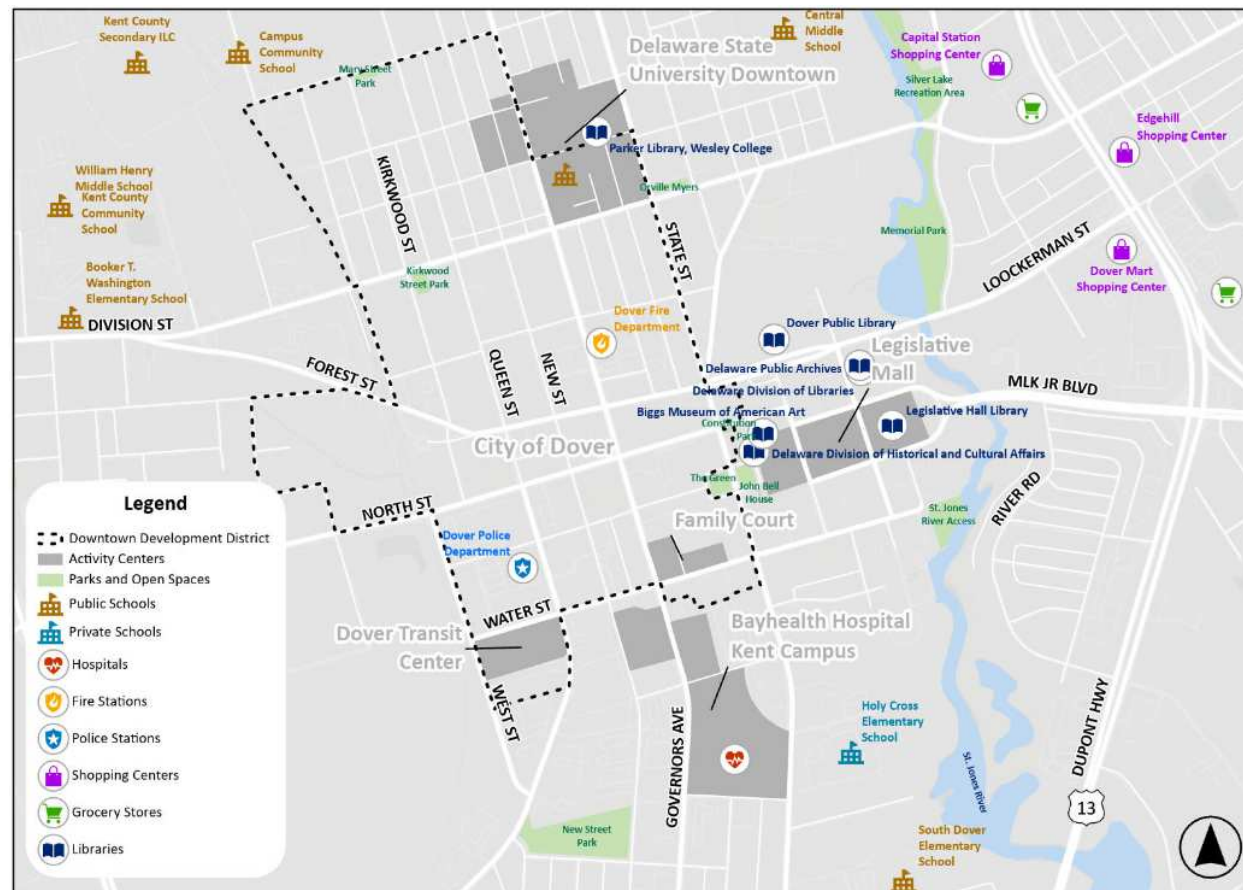


Key Places

Downtown
Dover
Pathways

Key Takeaways:

- Several public schools are located northwest of downtown
- Several shopping centers located at east end of Loockerman Street
- Fire station on Governors Avenue

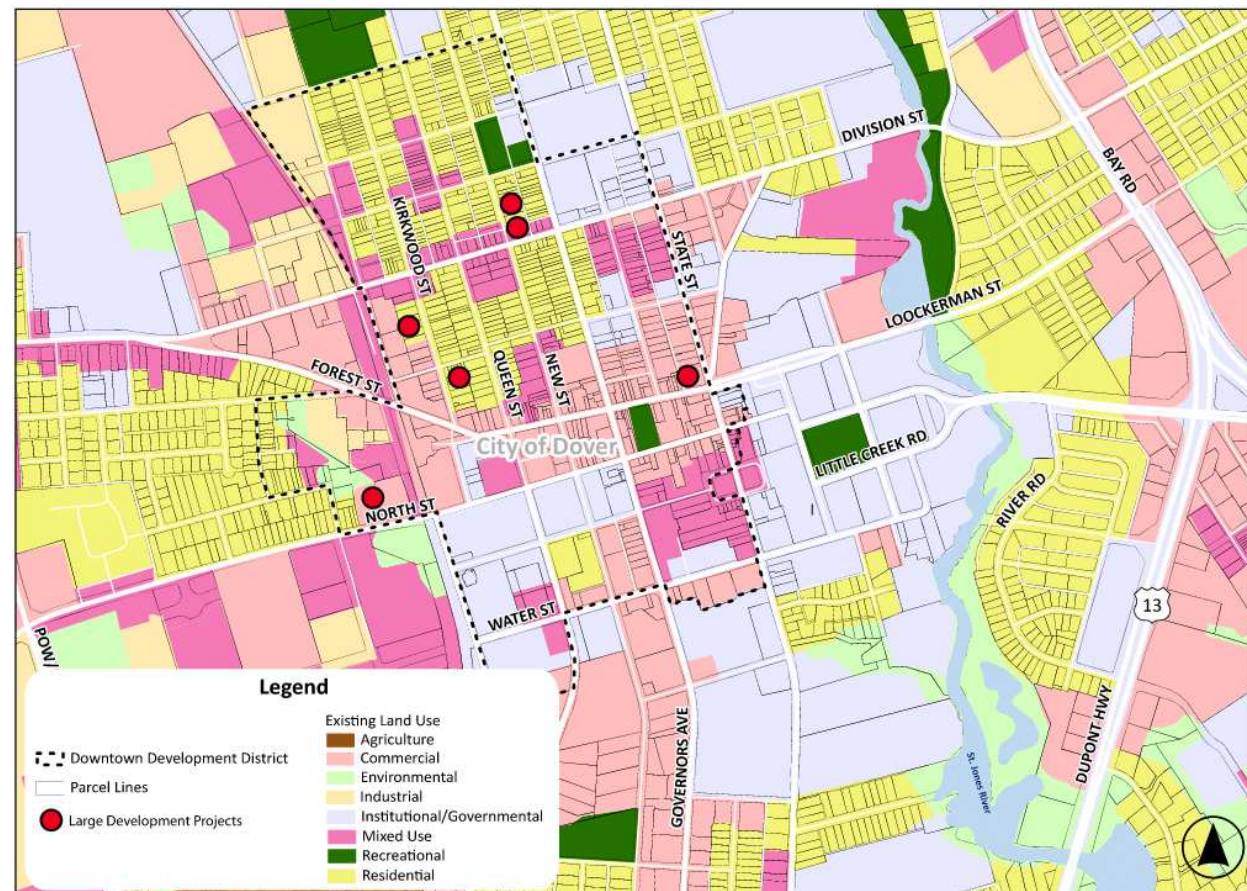


Land Use & Development

Downtown
Dover
Pathways

Land Use Patterns:

- Significant institutional / government land use around downtown
- Residential land use north and west of downtown
- Loockerman Street, North Street, and State Street are the commercial cores of downtown
- Ongoing large development projects are primarily located north of Loockerman Street

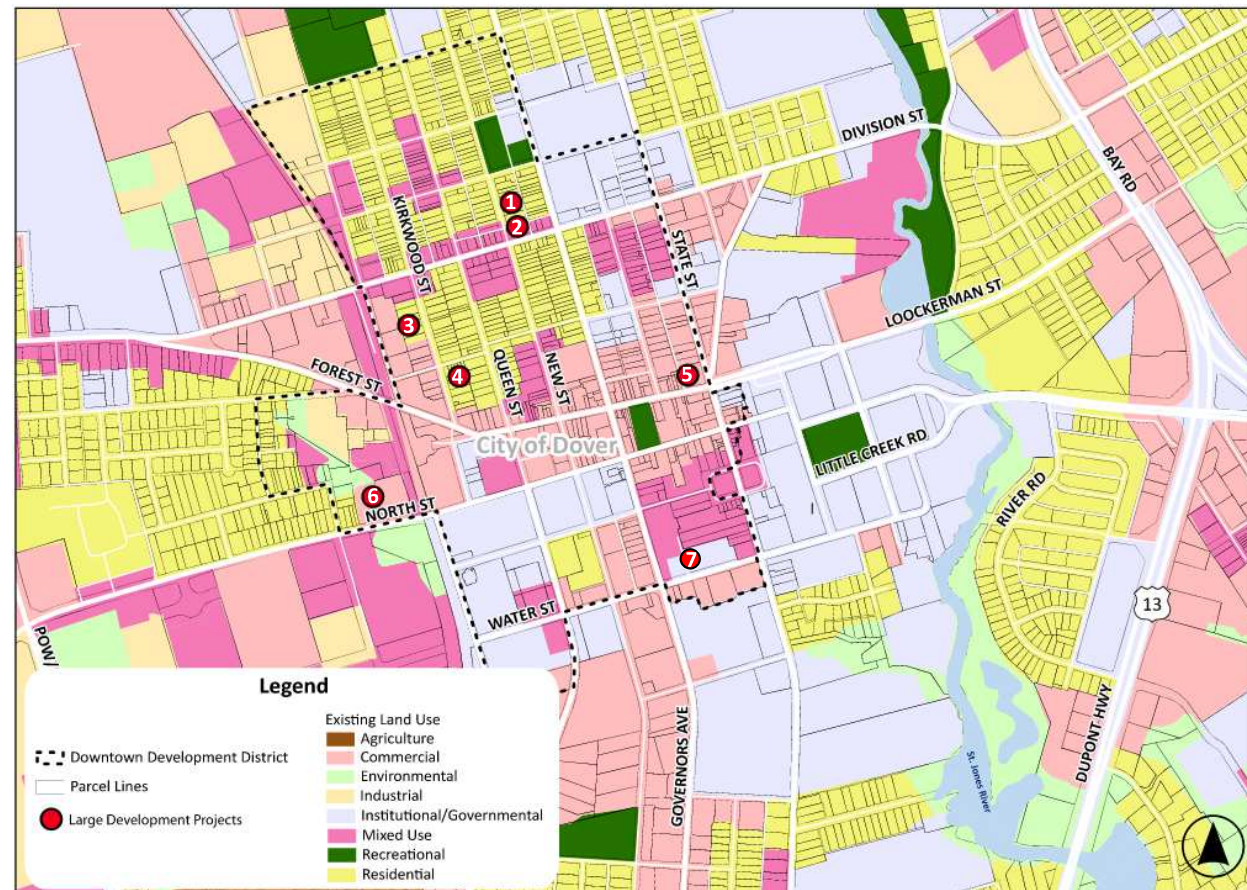


Land Use & Development

Downtown
Dover
Pathways

Key Developments:

1. New construction of 5 new single-family homes on North New Street for homeownership.
2. New construction of a 3-story, LEED certified, and handicap accessible office building.
3. New construction of 5 new single-family homes on South Kirkwood Street for homeownership.
4. New construction of three duplex units or six homes on Reed Street.
5. Rehabilitation of historic Priscilla Block Building/Annex at Loockerman and State Streets resulting in mixed-use commercial office space, retail, restaurant, and apartments.
6. New construction of a medical office building on a vacant parcel.
7. New Family Court building



Population Density

Downtown
Dover
Pathways

Key Takeaways:

- Denser population east and northeast of Downtown
- Population density west of Governors Avenue and north of North Street

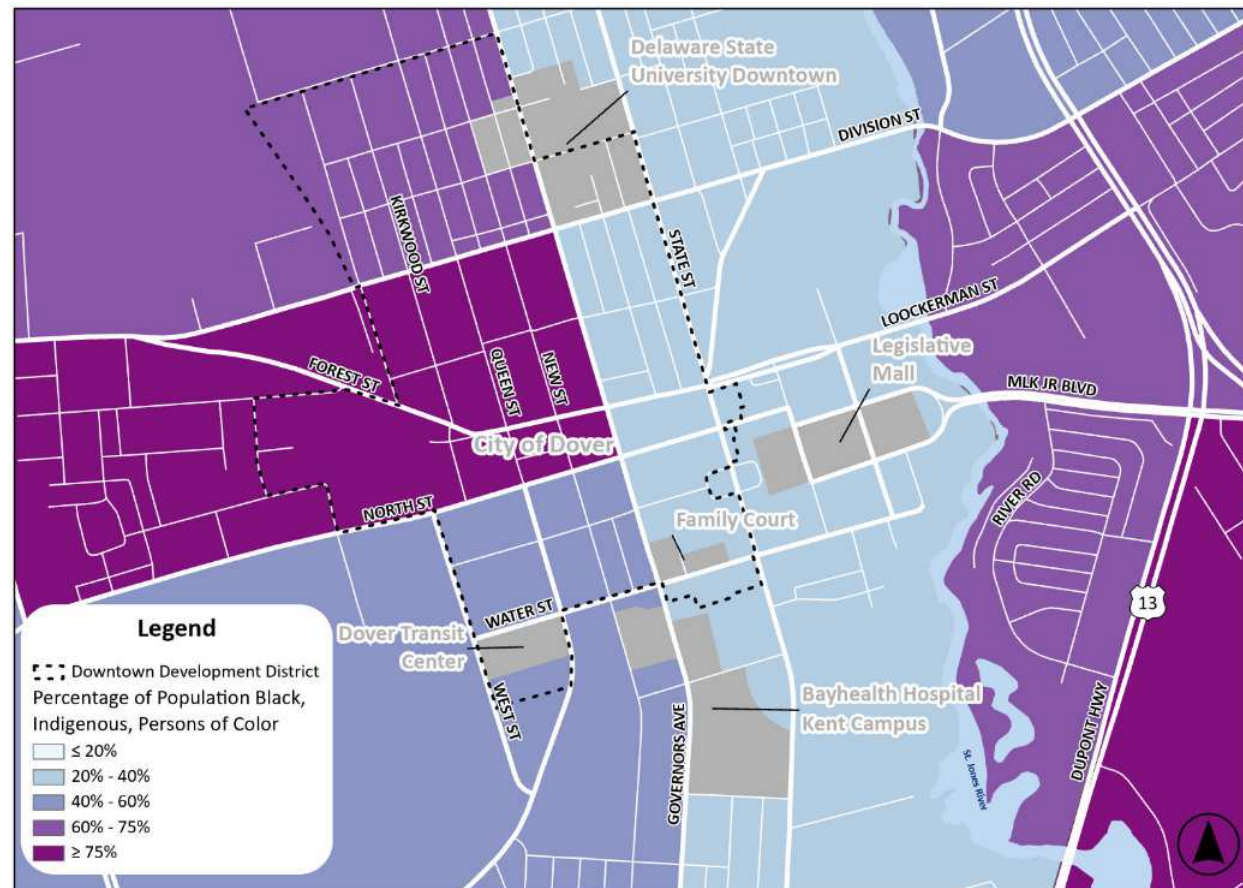


Black, Indigenous, Persons of Color

Downtown
Dover
Pathways

Key Takeaways:

- Denser BIPOC population west of downtown and east of Dupont Highway

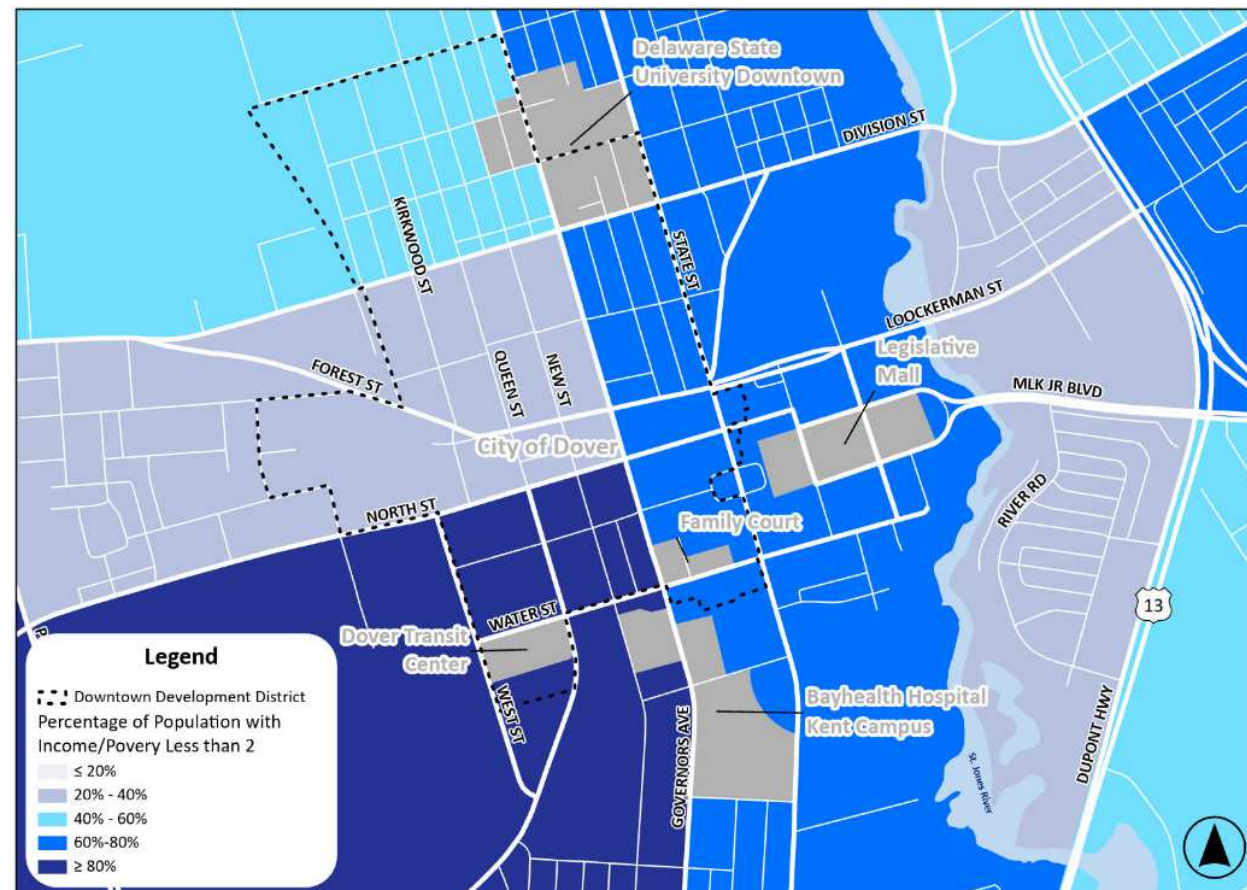


Low-Income Households

Downtown
Dover
Pathways

Key Takeaways:

- The largest population of low-income household is in the neighborhood surrounding the transit center
- Overall, a high proportion of downtown residents are low-income



Zero Vehicle

Downtown
Dover
Pathways

Key Takeaways:

- High density of households without a vehicle west of downtown



Job Density

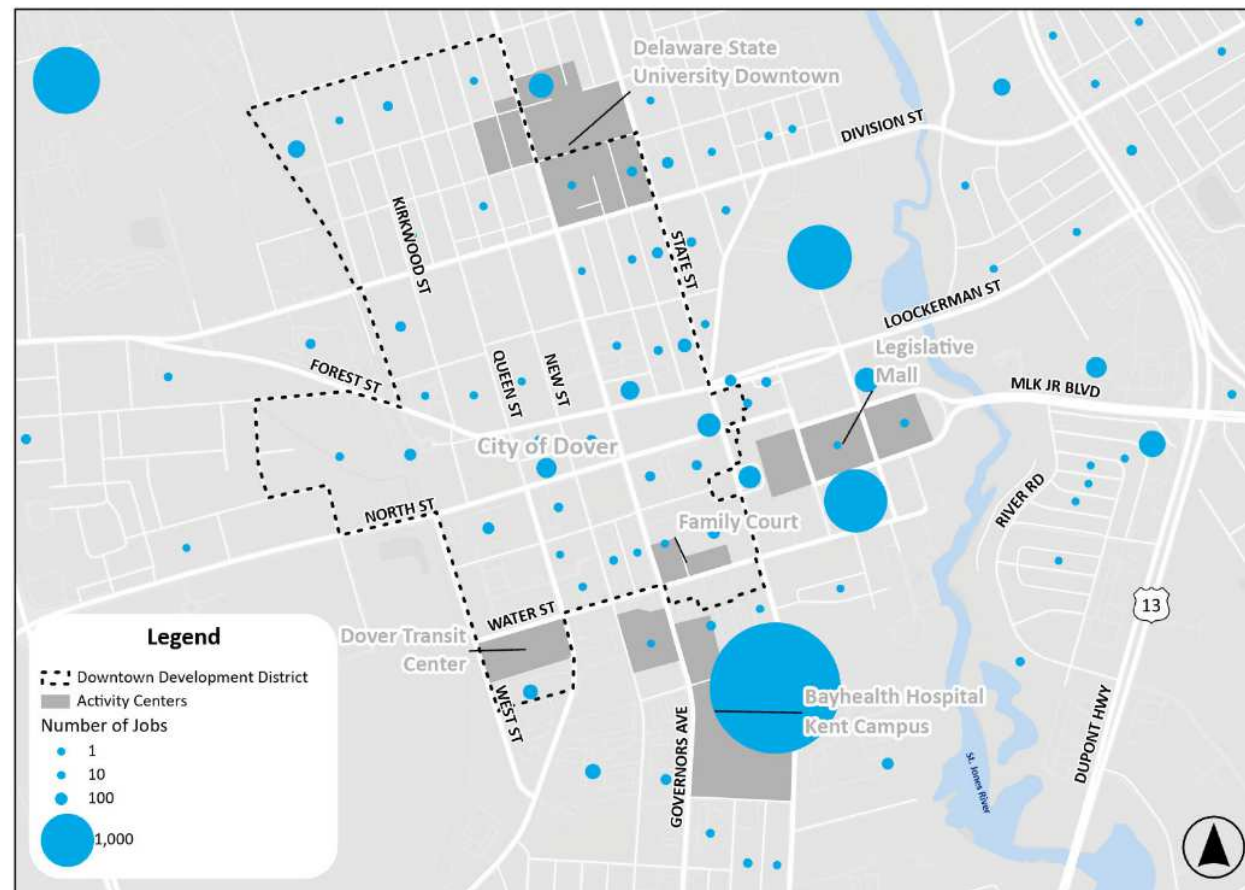
Downtown
Dover
Pathways

Key Takeaways:

- Greatest job density at Bayhealth and legislative offices
- Some job density in the Downtown core around Loockerman Street, State Street, and North Street
- Job density northwest of Downtown

Transforming Downtown Dover Plan:

- “Prevailing employment sectors are healthcare, retail, and education.”
- “Only 6 percent of Downtown Dover area residents work for public administration”



Infrastructure



Roadway Class

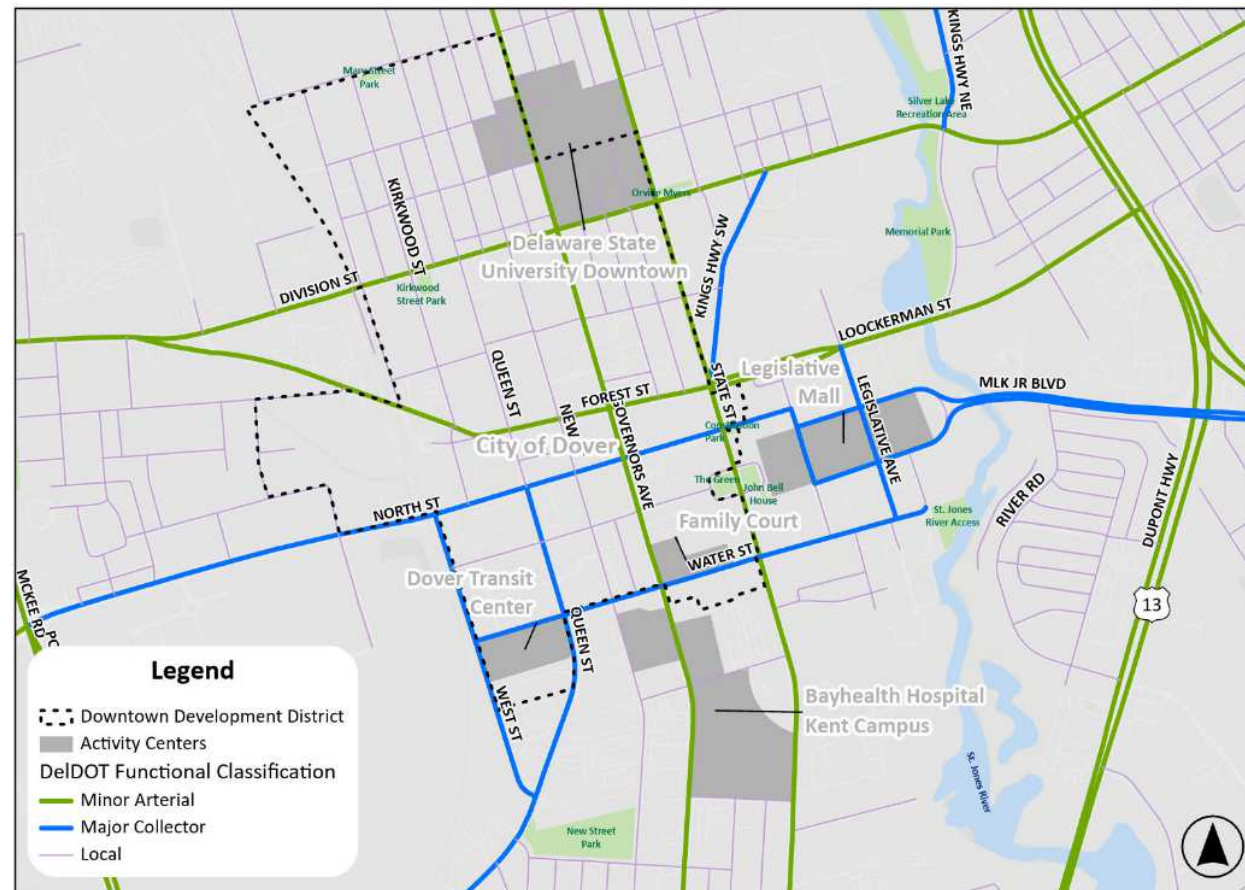
Downtown
Dover
Pathways

Major Collectors:

- North Street
- MLK Jr Boulevard
- Water Street
- Queen Street (south of North Street)
- West Street

Minor Arterials:

- Division Street
- Lookerman Street / Forest Street
- State Street
- Governors Avenue

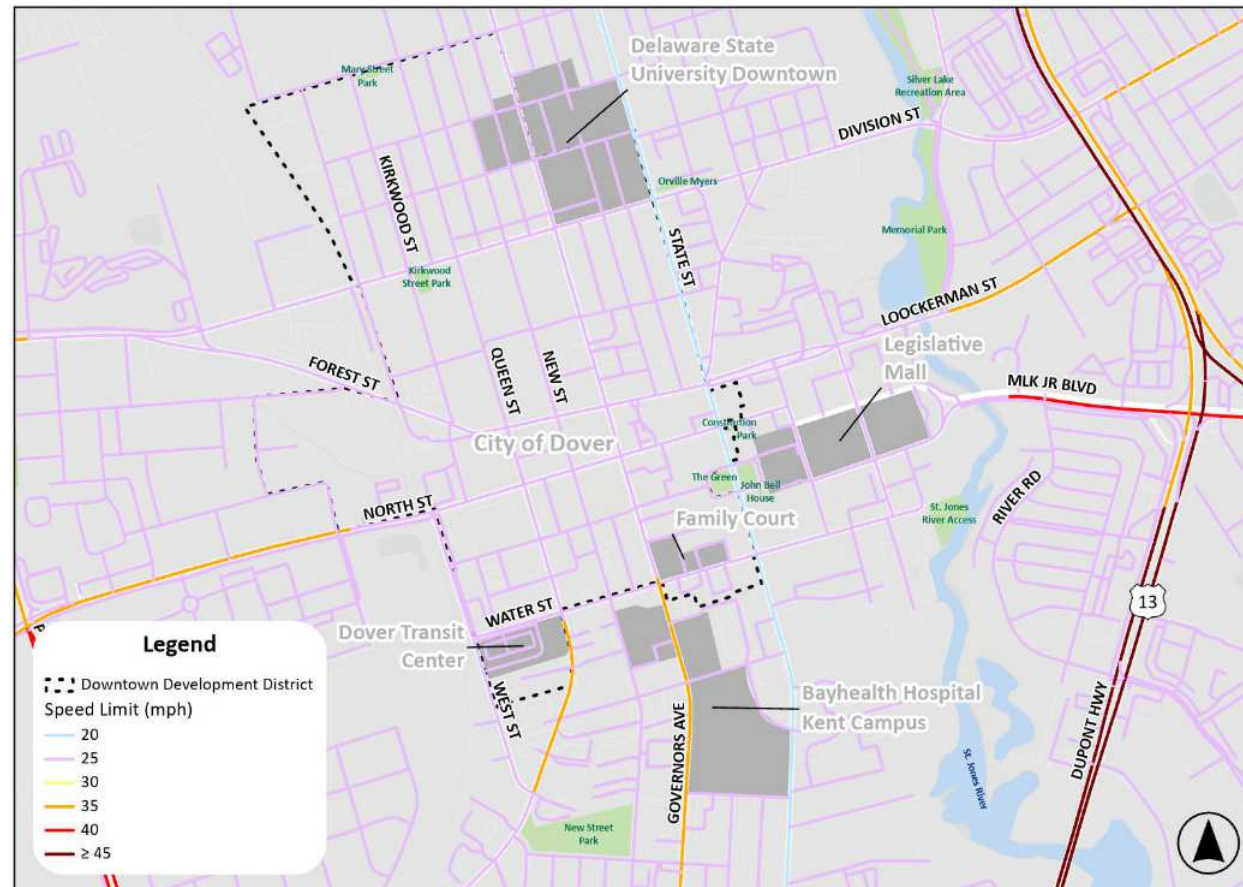


Speed Limit

Downtown
Dover
Pathways

Key Takeaways:

- Downtown streets have a 25-mph speed limit
- Some speed limits increase outside of Downtown (North Street, Queen Street, Loockerman Street, and Governors Avenue)
- State Street has a reduced speed limit

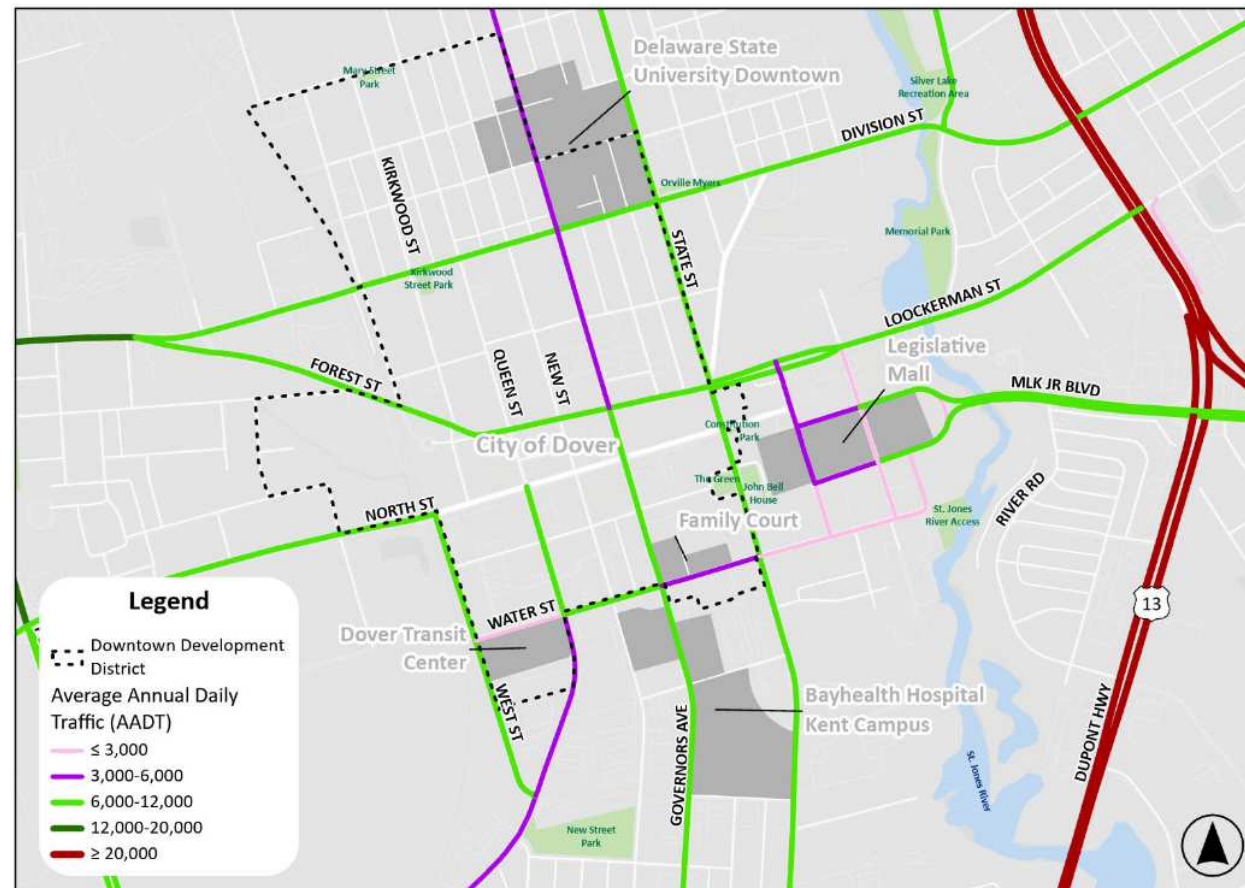


Traffic Volumes

Downtown
Dover
Pathways

Traffic Carriers Through Downtown:

- Division Street
- Lookerman Street / Forest Street
- North Street
- MLK Jr Boulevard
- Water Street (portions)
- State Street
- Governors Avenue (south of Lookerman Street)
- Queen Street (south of North Street)
- West Street

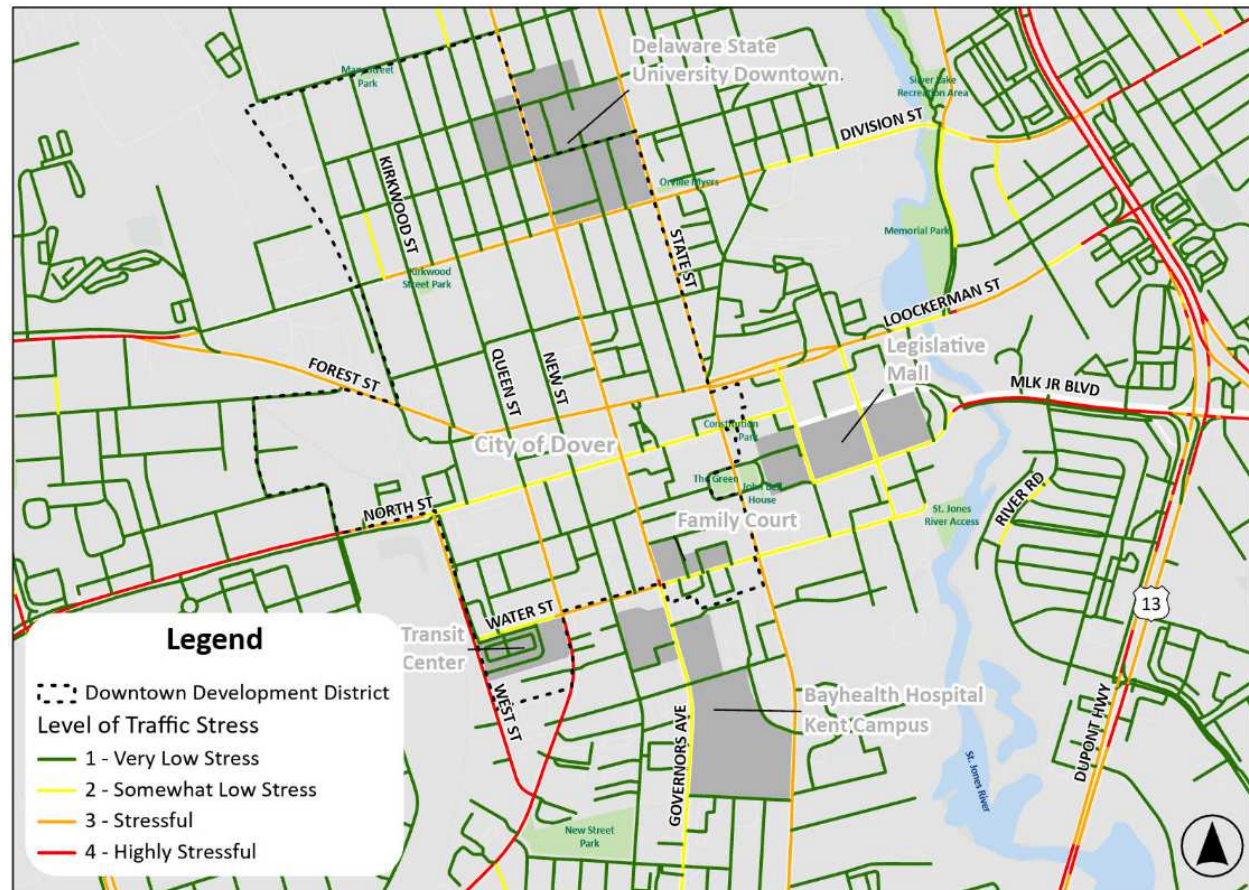


Bicycle Level of Traffic Stress

Downtown
Dover
Pathways

Stressful Bicycle Routes Through Downtown:

- Division Street
- Lookerman Street / Forest Street
- North Street
- MLK Jr Boulevard
- Water Street
- State Street
- Governors Avenue
- Queen Street (south of North Street)
- West Street

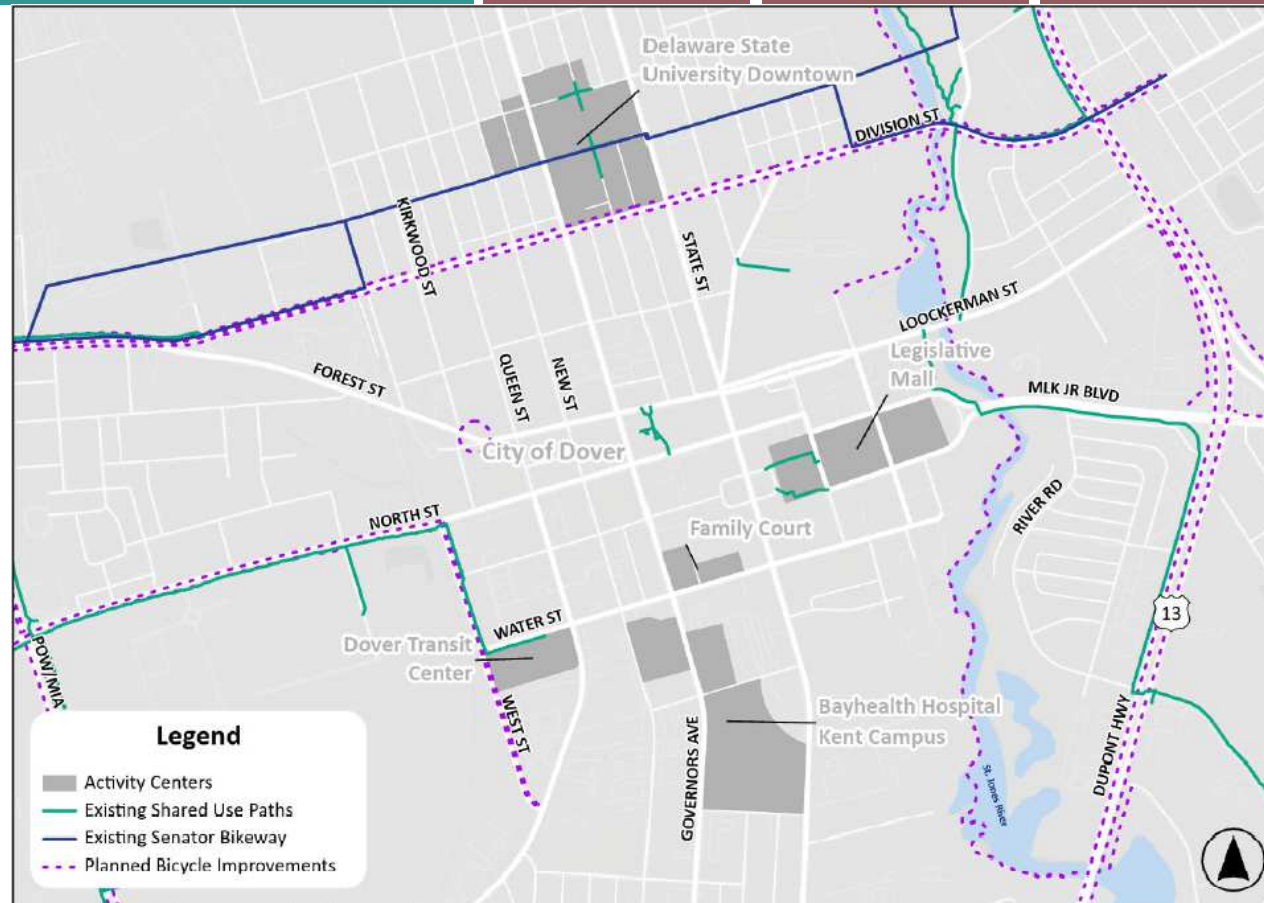


Bicycle Infrastructure

Downtown
Dover
Pathways

Key Bicycle Routes:

- Senator Bikeway: East-west bike route through the heart of Dover. Protected two-way cycle track along portions of Division Street.
- Shared use path along south side of North Street
- Shared use path along MLK Jr Blvd east of St. Jones River provides bicycle connection into Downtown
- Bicycle infrastructure gaps in and around downtown

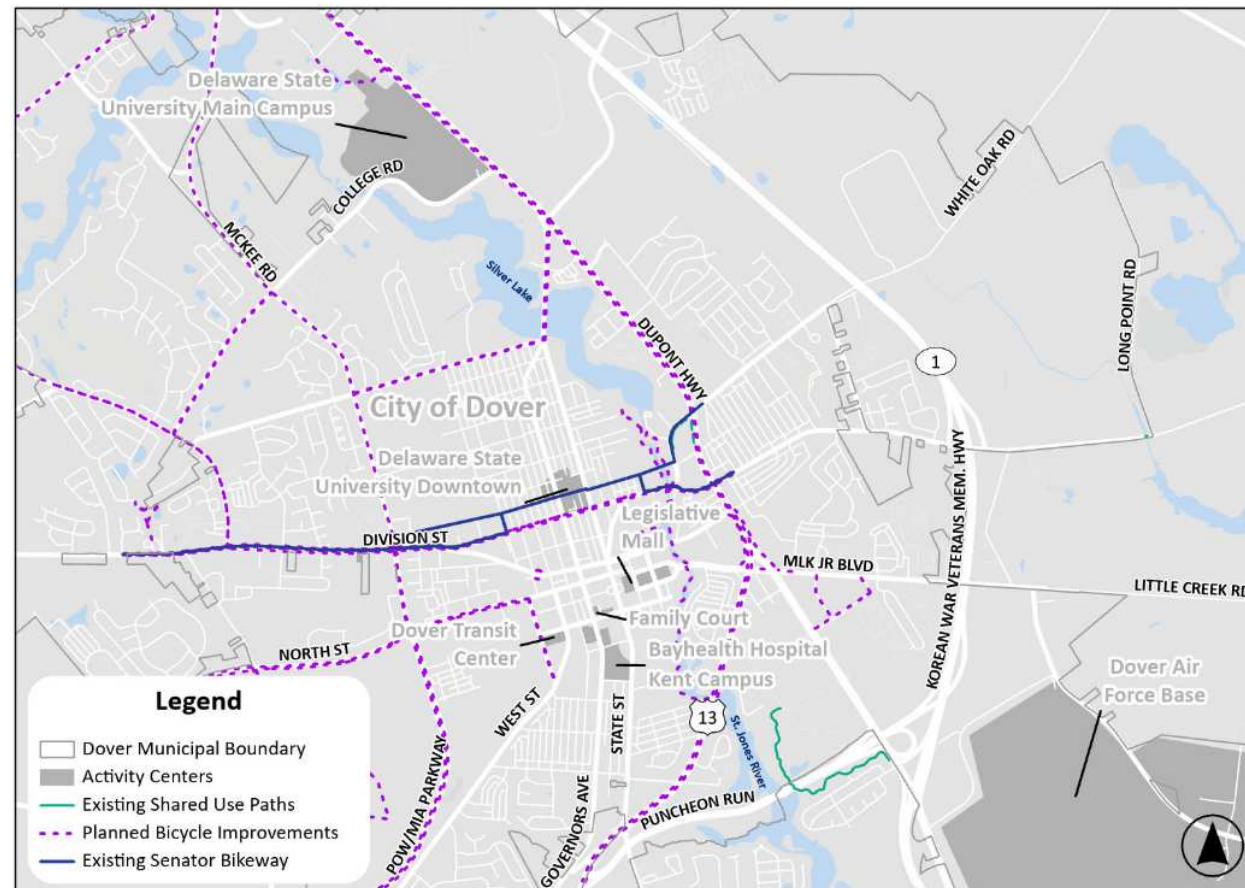


Bicycle Infrastructure

Downtown
Dover
Pathways

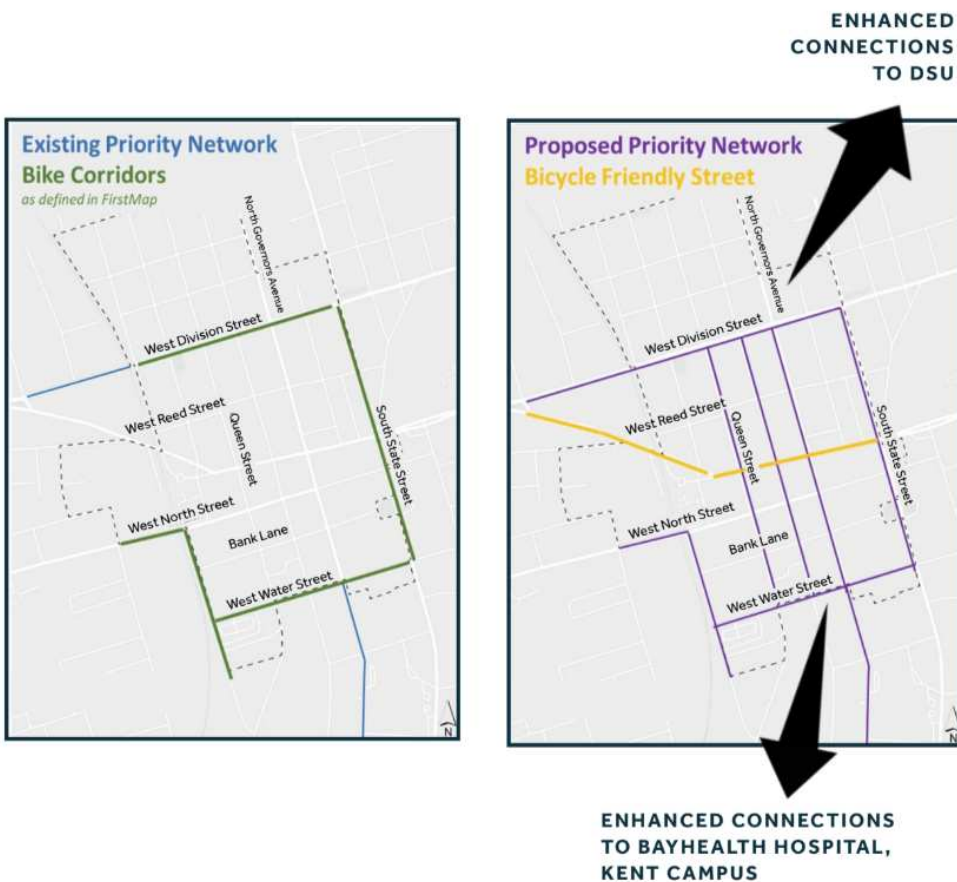
Key Bicycle Routes:

- Planned facilities along McKee Road
Dupont Highway, and other routes



Bicycle Infrastructure

Downtown
Dover
Pathways



Transforming Downtown Dover Plan:

- Prioritize north-south connections through Downtown

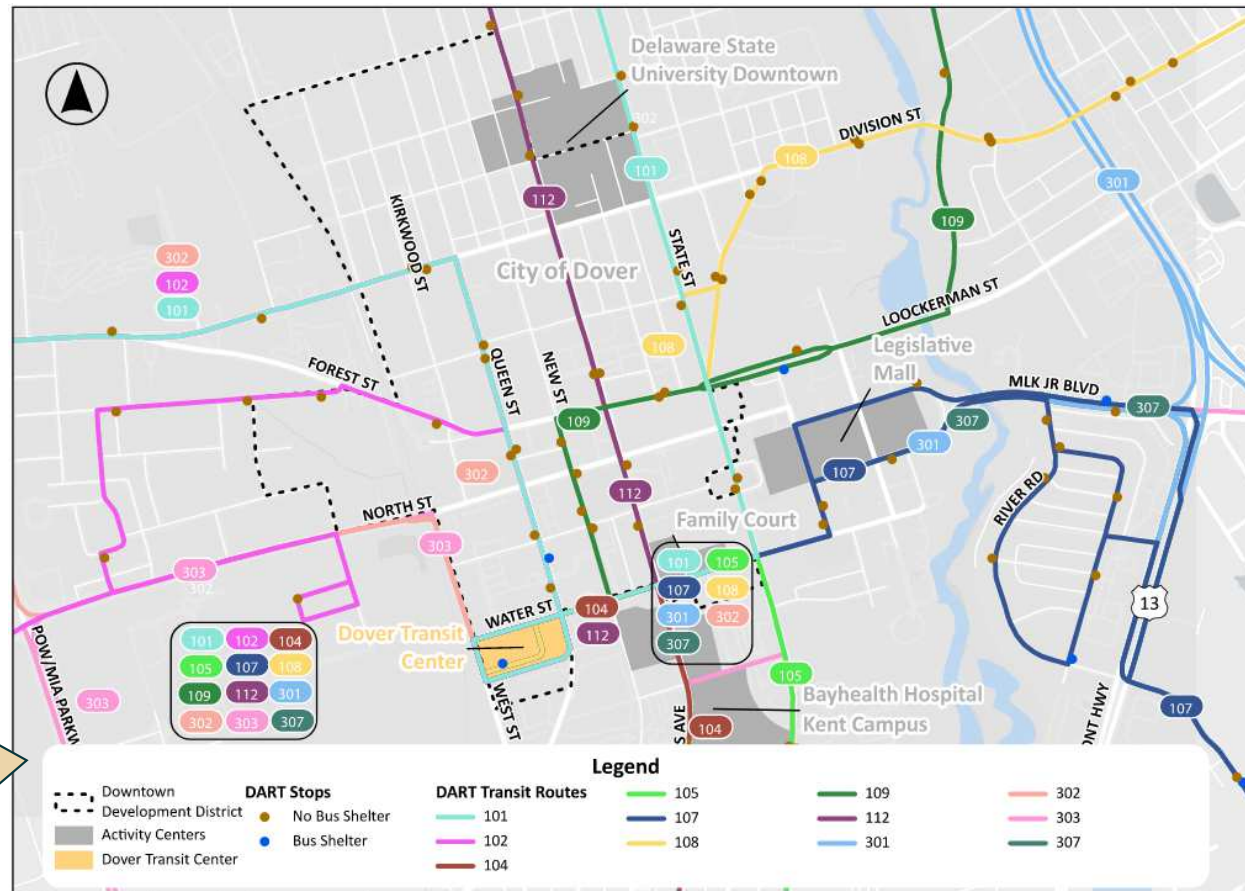
Transit Infrastructure

Downtown
Dover
Pathways

Key Streets for Bus Routes & Stops:

- State Street
- Governors Avenue
- Part of New Street
- Queen Street
- Loockerman Street
- Parts of Division Street
- North Street
- Water Street
- MLK Jr Boulevard

These routes may change due to DART Reimagined



Safety



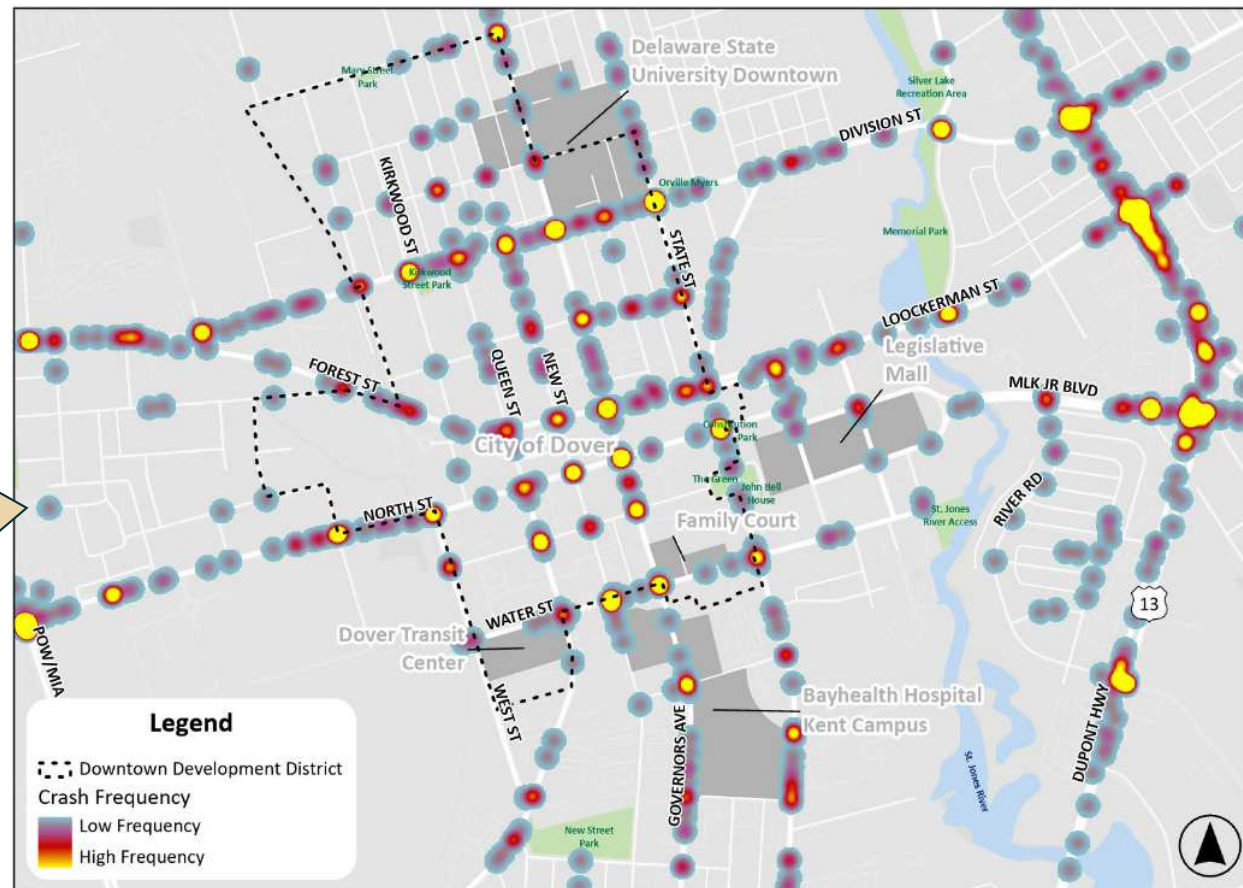
Fatal & Serious Injury Crashes (2013-2023)

Downtown
Dover
Pathways

Streets with more crash severity:

- Dupont Highway
- Division Street
- Reed Street
- Lookerman Street
- North Street
- Bank Lane
- Water Street
- State Street
- Governors Avenue
- New Street
- Queen Street
- West Street

Severe crashes
are concentrated
at intersections



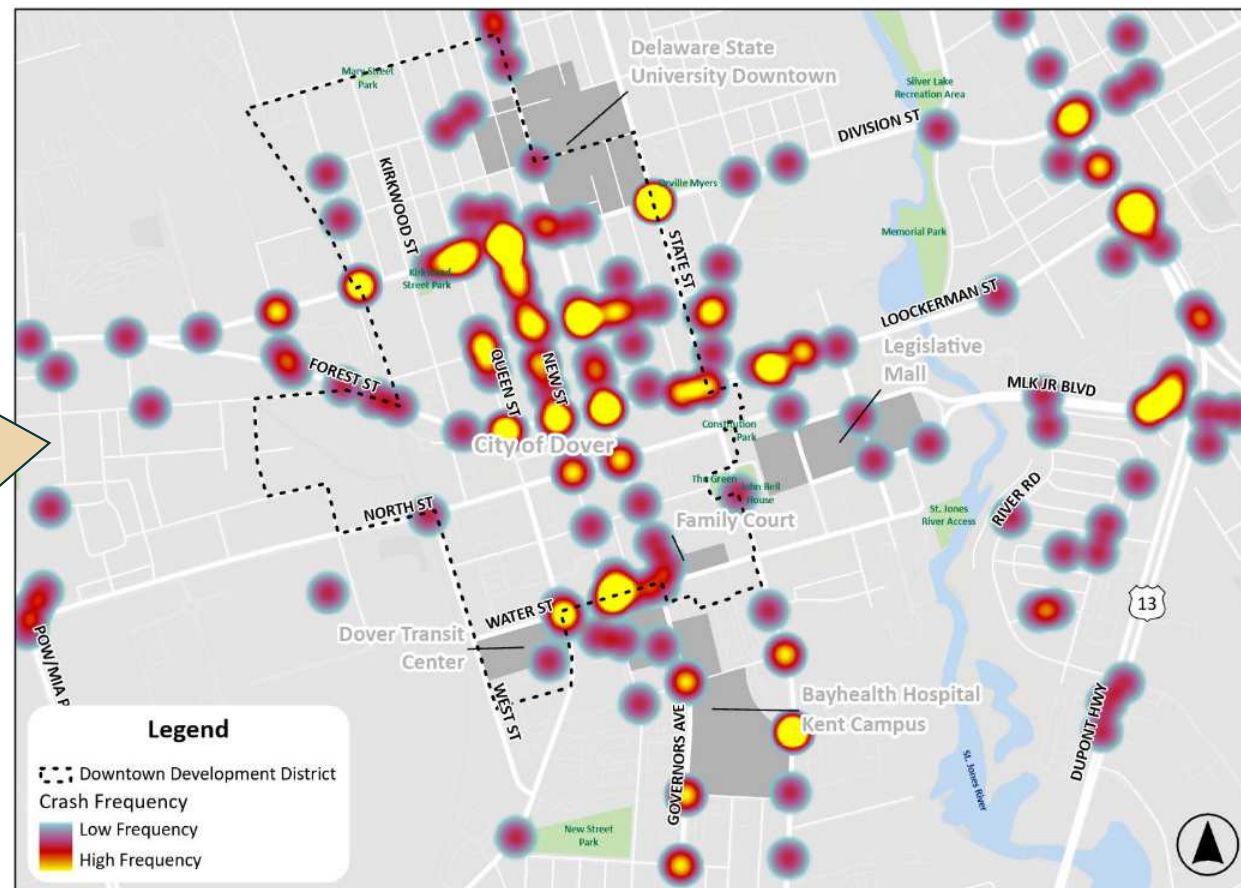
Bicyclist & Pedestrian Crashes (2013-2023)

Downtown
Dover
Pathways

Streets with more bicyclist & pedestrian crashes:

- Division Street
- Reed Street
- Lookerman Street
- Water Street
- State Street
- Governors Avenue
- New Street
- Queen Street
- Dupont Highway

Bicycle / pedestrian crashes are concentrated on the north-south streets



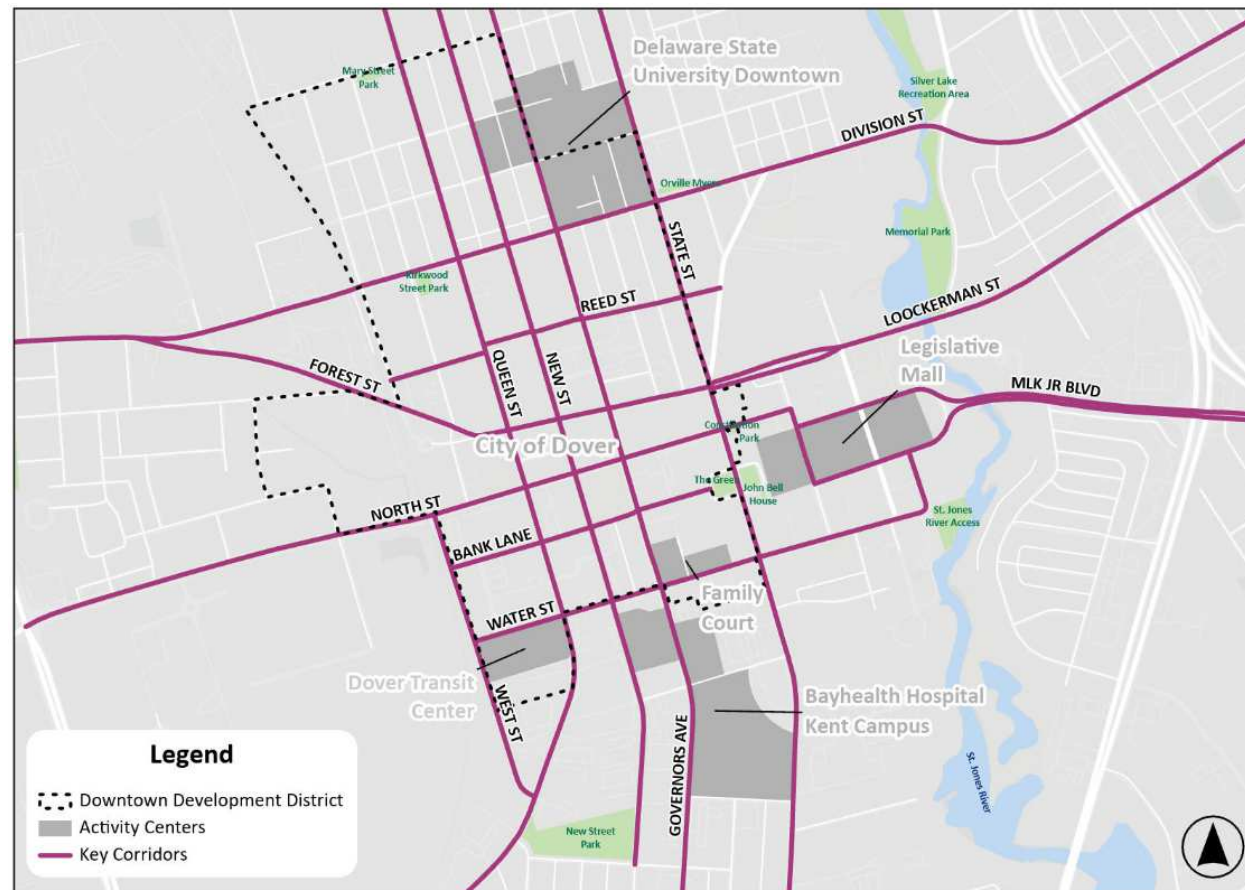
Summary



Key Corridors

Downtown
Dover
Pathways

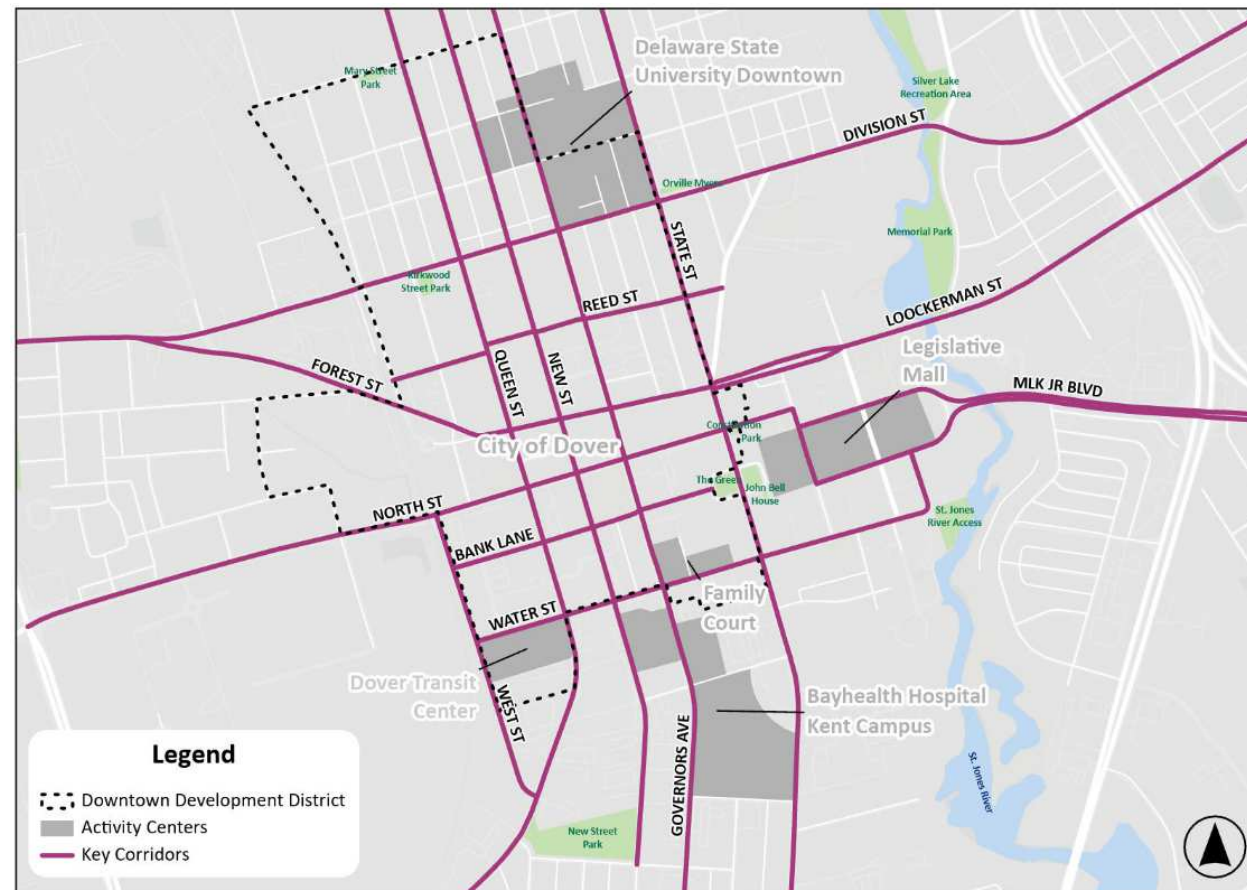
- Division Street
- Reed Street
- Loockerman Street / Forest Street
- North Street
- MLK Jr Boulevard
- Bank Lane
- Water Street
- State Street
- Governors Avenue
- New Street
- Queen Street
- West Street



Key Needs

Downtown
Dover
Pathways

- Provide north-south multimodal connectivity
- Improve Downtown intersection safety
- Designate priority transportation modes along Downtown streets
- Slow traffic in Downtown



Micromobility



Micromobility

What is
micromobility?

Micromobility Overview:

- Shared-use
- Bicycles and/or scooters
- Rented for short trips
- Station-based or dockless



Bicycle



Electric Bicycle



Electric Scooter

Micromobility

Downtown
Dover
Pathways

Benefits of station-based (docked) systems:

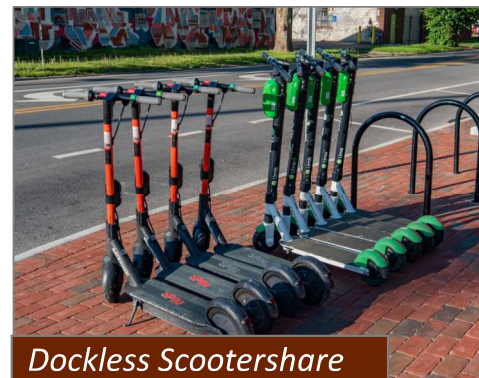
- Ensuring micromobility vehicles do not prohibit the use of public infrastructure
- More equitable distribution of micromobility vehicles throughout the community
- Minimizes theft and destruction of vehicles



Docked Bikeshare

Benefits of dockless systems:

- Flexibility to pick up and drop off vehicles anywhere
- No cost of maintaining station infrastructure



Dockless Scootershare



Dockless Bikeshare

Micromobility

Can this work in Dover?
(population 40,000 residents)

Downtown
Dover
Pathways

Ithaca, New York
(population 32,000 residents)
Dockless Electric Bicycles
November 2022

- Lime was previously operating
- Funded / operated by a non-profit partner
- Hub-based
- Annual membership: \$150 / year
- Free to low-income residents



Annapolis, Maryland
(population 41,000 residents)
Dockless Electric Bicycles & Scooters
May 2022

- Contracted Bird
- Constrained parking downtown
- Serving visitors
- Designated parking areas
- Low-income discounts
- City requires equitable distribution



Harrisburg, Pennsylvania
(population 50,000 residents)
Station-Based Bicycles
October 2022

- Operated by the Tri-County Regional Planning Commission
- Financial support from private and public sponsors
- Currently 9 stations
- Memberships works for Hershey Bikes and Bike It Lancaster
- Annual membership: \$25 / year



Performance Measures



Potential Performance Measures

Downtown
Dover
Pathways

- Continuous paths
- Low stress bicycle routes
- High level of pedestrian comfort
- Improved crossings
- Reduced bicycle and pedestrian crashes
- Improved streetscape
- Additional active transportation options
- Improved connections to transit
- Increased patronage at Downtown businesses
- Implementable, fundable projects

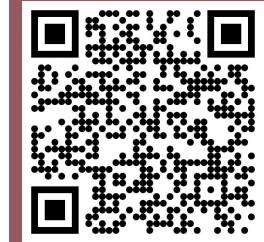
Overall Goal: Create continuous, accessible north-south and east-west bicycle facilities through Downtown Dover and fill gaps in the pedestrian network.



Next Steps



Next Steps



Downtown
Dover
Pathways

- Engage the Community
- Finalize Existing Conditions
- Finalize Purpose & Need
- Finalize Performance Measures
- Develop & Analyze Alternatives



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