
Downtown Dover Pathways Public Workshop 1

Thursday, October 26, 2023
Dover Public Library
Dover, DE

General Comments

Concepts

- Explored the idea of a town; “What does a town feel like?”
 - Focus on connecting residents to downtown
 - Include green spaces
 - Celebrate the capitol and legislature
 - ➔ Transportation should reflect these ideas
- How should we measure success?
 - Combination of good infrastructure and strong enforcement
 - Crosswalks and other pavement markings should be reflective and well maintained
 - Transportation that contributes to residents’ quality of life
 - Green space and building aesthetics
- Bike lanes do not necessarily lead to a low-stress biking experience
 - In some contexts, the bike facility should have separation from vehicle traffic
 - Flexible delineators

Existing Conditions

- Curbs and sidewalks vary in accessibility
 - Some crossings do not have curb cuts
 - ADA ramps at crossings are often too steep; make sure curb ramps are accessible with proper slopes
 - Various paving materials create challenges (brick, cobblestone, etc.)
- Existing crosswalks are worn
 - Maintenance is necessary, updated striping or repainting
 - Brand new painted crosswalks exist on Lookerman and State streets
- Concerns over vehicles running red lights downtown
 - Particularly left turn signals
 - Enforcement necessary
- Displeasure for loud vehicles

Future Conditions

- Provide continuous sidewalks in downtown
- Dewey Beach area mentioned as an example for good pedestrian crossings and police presence
- Should there be a triggered response to emergency vehicles?
 - Townwide audio signal to notify those traveling on emergency routes
- When considering alternatives, respect the vehicle user's perspective
 - Unfavorable opinion of speed bumps and chicanes
 - Call to balance multiple routes – maintain the interests of vehicle users while improving the conditions for both bicyclists and pedestrians
- Is there an option for electric scooters/bikes?

Site Specific Comments

Division St

- The street has become a truck thruway
 - Lots of accelerating and decelerating happening at all intersections along the street
 - City Council is currently reviewing truck routes
- Crashes at Silver Lake Park
- Difficult for students to cross between DSU and downtown
 - Crossing in general feels unsafe due to fast-moving traffic
- Emphasized safety concerns at the intersection of Bradford St

Governors Ave

- Emergency route
- Expressed concern regarding potential development as a bike route
 - Better options exist, particularly State St
 - Governors Ave handles more traffic (in comparison with State St), which includes emergency vehicles
 - Challenging to implement traffic calming along this route
- Northbound thru traffic typically crosses over from State St
 - Crossover occurs at or before Water St
 - Suggests Governors Ave allows faster vehicle travel time

Loockerman St

- There is a bike lane not represented in our presentation (Bicycle Infrastructure, slide 16)
 - Runs east & west from US13 to Treadway Towers entrance
- There is a push button pedestrian crossing at intersection of Loockerman Plaza & Legislative Ave

New St

- Expressed concern regarding potential development as a bike route
 - Feels congested, largely due to on-street parking
 - Substantial concentration of bicyclist and pedestrian crashes

- Request for four-way stop control and good crosswalks at intersection of Water St

Route 13

- Crossing US13 is dangerous
 - No crossings in front of many businesses (Popeyes, Olive Garden, etc.)
 - Pedestrians often jaywalk/cross wherever and whenever possible
 - Discussion about pedestrian bridges: would they be feasible?

State St

- Emergency route
- There is a bike lane not represented in our presentation (Bicycle Infrastructure, slide 16)
 - Runs north & south from Church of the Holy Cross egress to Scull Terrace
 - Approximately 400 ft.
 - Bike lane ends abruptly before getting into downtown
 - Is there opportunity for this route to transition or continue?
- Makes the most sense as a bike route (in comparison to Governors Ave)
 - It is a direct connection to downtown
 - Drivers expect pedestrians already, so they drive more slowly
 - Wider, greener, and more of a “pedestrian feel”
 - Close to schools (South Dover Elementary and Holy Cross) and hospital
 - Ideally, this would look like the Senator Bikeway
- Bayhealth provides pedestrian crossing, although the crossings are potentially worn
 - Busy sidewalks
 - Cobblestone, which presents accessibility difficulties

Spence’s Bazaar

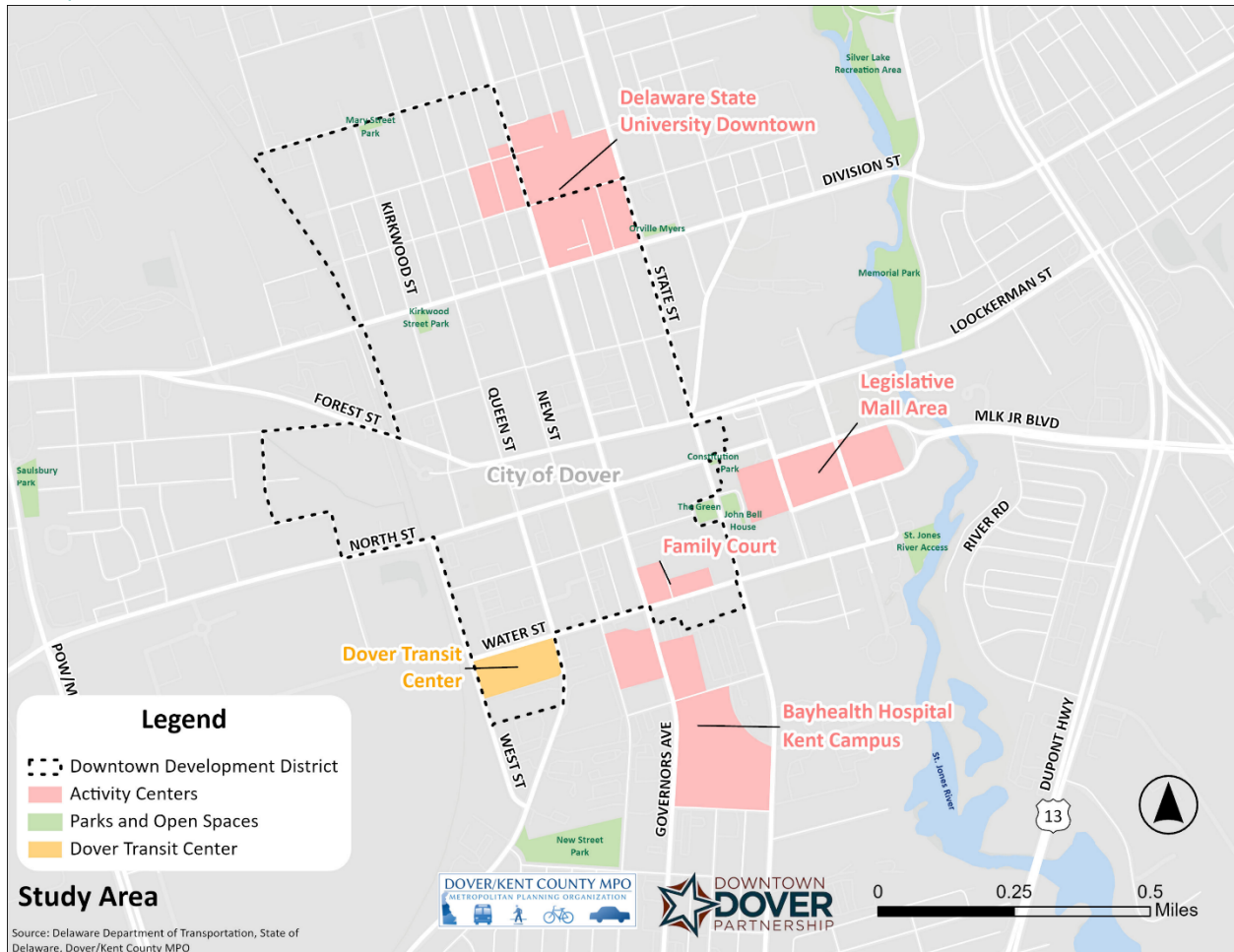
- Potential key activity center
- Located between S Queen St and S New St at South St
- Open Tuesday, Friday, and Saturday
- Unsafe feeling walking or biking southbound on S New St to the market
 - Particularly along frontage of Morris Correctional Institute

West St

- Picture of bike lane (slide 26) generated a very positive response
 - Located near Rail Haus Beer Garden
 - Intersection of N West St & Fulton St

Map Comments

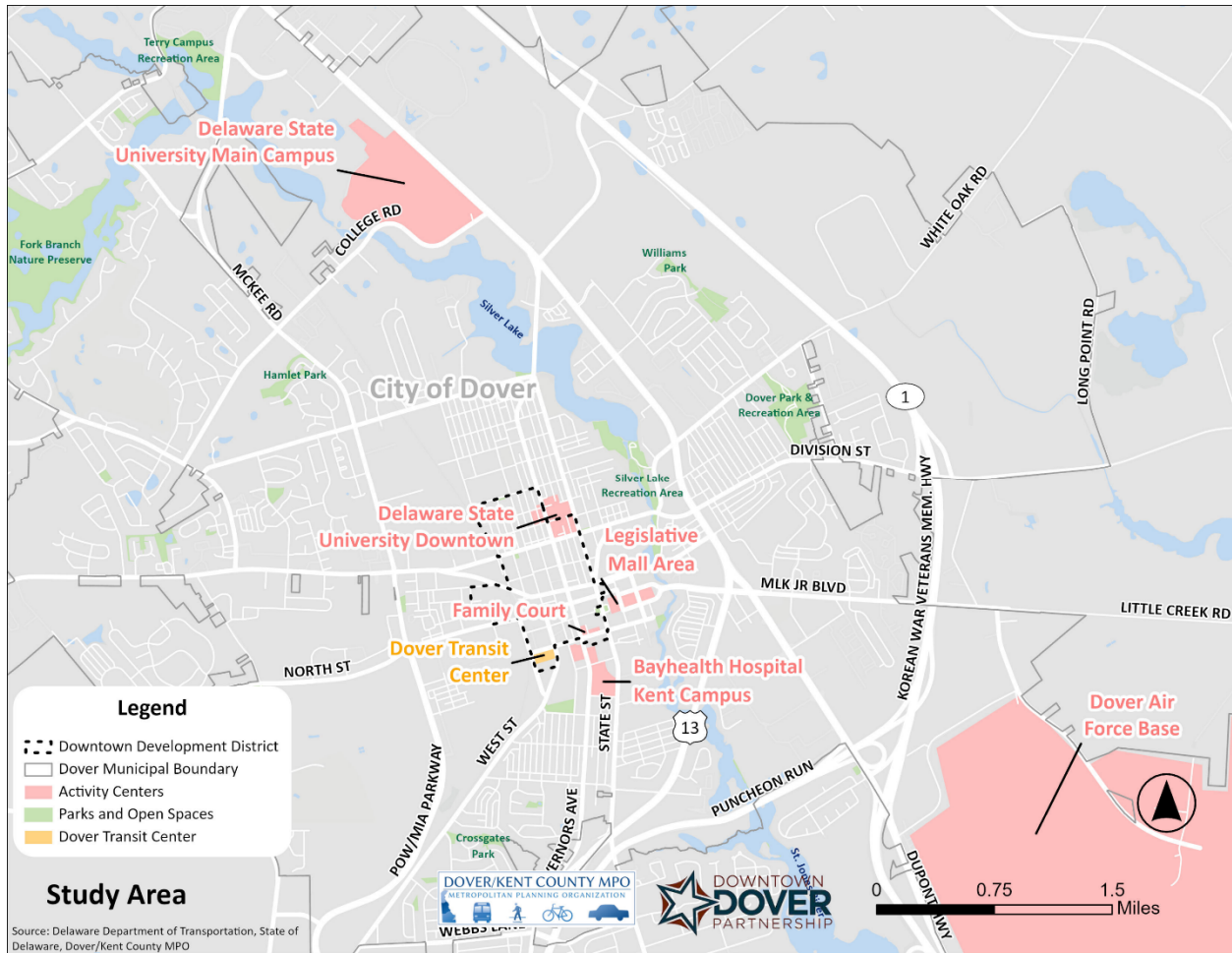
Study Area - Downtown



- Eden Hill lies to the southwest, bounded by West St, W North St, and POW/MIA Parkway
 - Planned community currently under construction
 - Mixed use (Medical center completed)
 - Contains shared-use-path (partially built) connection to W North St
 - Potential need for connectivity to downtown
- Spence's is a popular destination
 - Located at corner of S New St & South St
- House of Coffi is a popular destination
 - Located on Loockerman Plaza
 - No direct crosswalk; no crosswalks to the east
- Loockerman Plaza
 - Area is too wide for safe pedestrian crossings
 - Look at ways to make crossing safer

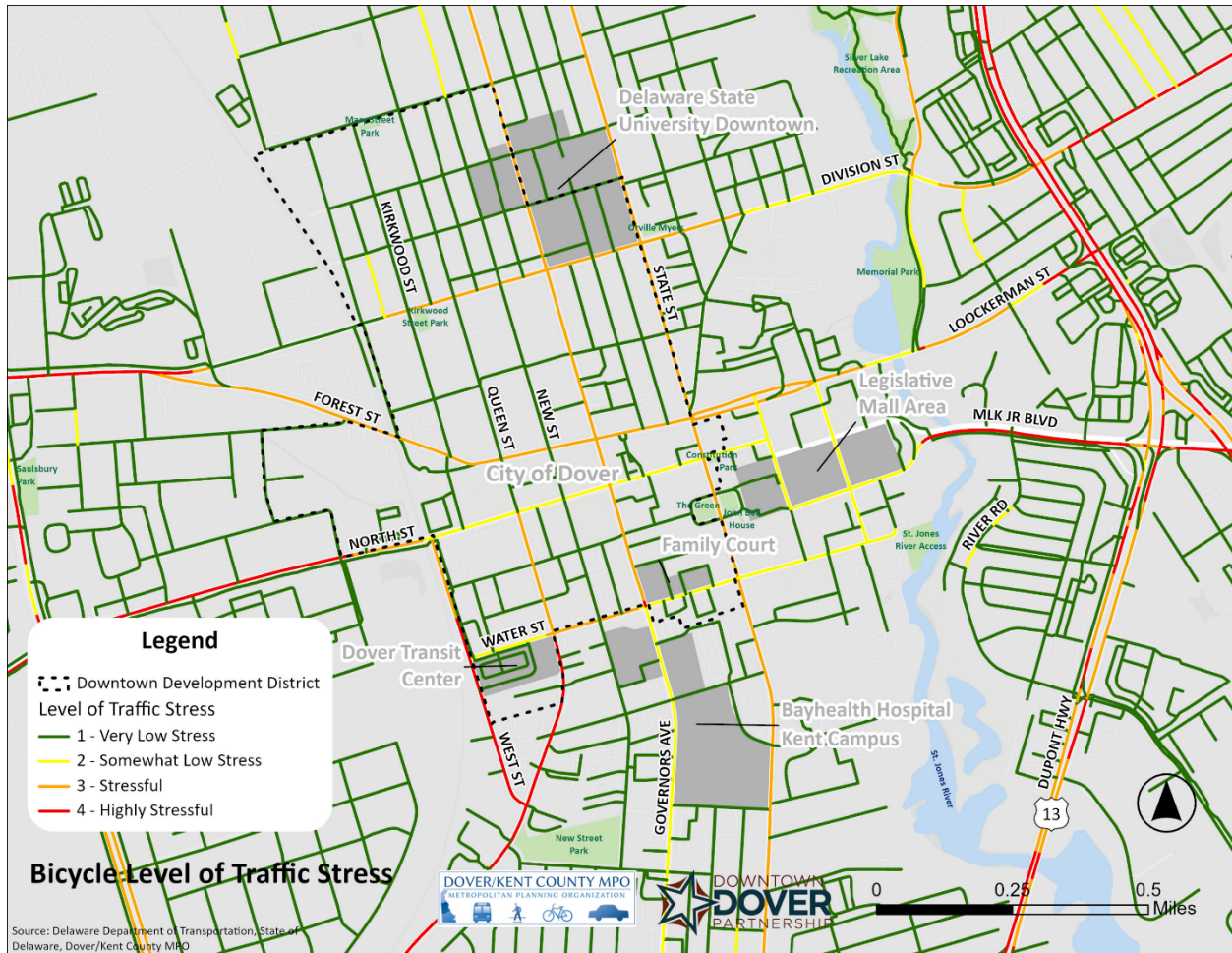
- Concern over parking layout and how it relates to the width of the roadway
- Transform Dover Master Plan for traffic calming and intersection improvements at Lookerman St & State St
- It feels treacherous walking in front of the bank drive-thrus that exit to the sidewalk near Dover Public Library on both Lookerman Plaza and Kings Hwy SW
- There is no curb cut for the crosswalk on Kings Hwy SW at M&T Bank
- Ensure safe travel for DSU nursing students traveling from downtown campus to Johnston Hall at W North St & S New St
- The sidewalks along Division St are scary and feel too narrow for the speed of vehicles
- Pennsylvania Ave (southbound) is a good route for bikes to avoid traffic although it is difficult to cross Division St
- Multiple grocery stores on Lookerman and Division streets at intersection with US13
- Crossing concerns for students at the intersection of State St & Division St
 - Crossing concerns continue along both streets, particularly for on campus housing

Study Area - Dover



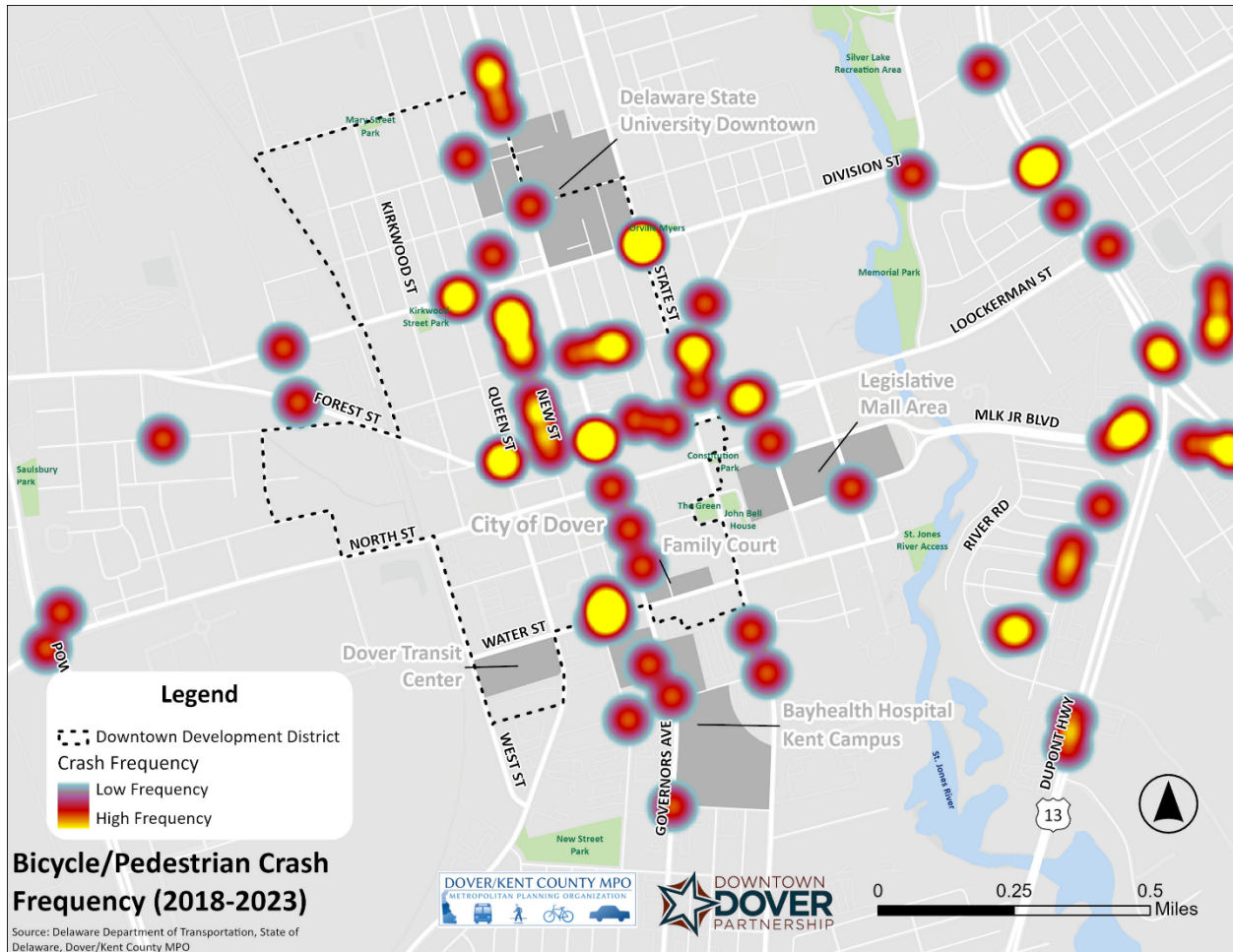
- ADA accessibility
- Green space and aesthetics
- There are bike facilities on POW/MIA Parkway which allow
- West St, as opposed to Governors Ave and State St, could be an option for residents outside of the study area to bike into downtown
 - Provides connection to Camden

Bicycle Level of Traffic Stress



- On Lookerman Plaza, there is a break in the road medians in front of the library that would be nice for bike/ped crossing

Bicycle/Pedestrian Crash Frequency (2018-2023)



- Limited visibility at the intersection of Kirkwood St & Division St
- Car-free neighborhoods, micro community, and public transit options
- Commuter Rail
- More crosswalks needed
- Crosswalks
- Loockerman Plaza is a wide corridor
 - Need traffic calming
 - Narrower roadway
- A place for safe crossing on US13 is needed