
Downtown Dover Pathways Field Walk and Partners Meeting 1

September 22, 2023
Dover, DE

Attendees

Marilyn Smith	Dover/Kent County MPO
Malcolm Jacob	Dover/Kent County MPO
Michelle Vinson	Dover/Kent County MPO
Helen Wiles	Dover/Kent County MPO
Diane Laird	Downtown Dover Partnership
Tina Bradbury	Downtown Dover Partnership
Ken Anderson	Downtown Dover Partnership
Jordan Resh	Downtown Dover Partnership
Dave Hugg	City of Dover
Linda Parkowski	Kent Economic Partnership
Tremica Cherry-Wall	DART
Heather Saint	Bayhealth
Jed Hatfield	Colonial Parking
Chris Asay	Citizen / Cyclist
Marie Neaves	Citizen / Runner
Dina Vendetti	Central Delaware Chamber of Commerce
Tim Bailey	Habitat for Humanity
Chrissy Kyriss	Habitat for Humanity
Karen Speakman	NeighborGood Partners
Humaira Nabeela	DeIDOT
Jeff Riegner	Kittelson & Associates
Tara Hofferth	Kittelson & Associates

Field Walk

Purpose: The group was tasked with thinking about the safety, comfort, and convenience of existing bicycle and pedestrian facilities in Downtown Dover. The walking route is shown below:



*the group ended up not walking down to South Street given time constraints.

Comments received during the walk are summarized below.

State Street

- Some midblock crosswalks do not feel safe / comfortable to cross.
- Some midblock crosswalks lack ADA curb ramps.
- Crosswalk markings are narrow.
- The driveway exiting the banks drive-through near Loockerman Street has visibility issues.
- The intersection of State Street and Kings Highway is particularly challenging.
 - Limited visibility
 - Confusing configuration
 - Limited crosswalks
 - Ideas for alternatives were explored in the Mosaic planning effort
- Loitering on benches
- Mix of sidewalk materials (this challenge is present throughout Downtown)
 - Brick sidewalks are not consistently maintained.
- Unfriendly/uncomfortable bicycle route through Downtown
- Bayhealth employees sometimes utilize State Street to get Downtown
- Emergency route, can be chaotic when an emergency vehicle is passing through

Loockerman Street

- Accessible Pedestrian Signal (APS) at intersection with Governors Avenue
- Does not feel comfortable for bicycling
- Lack of mid-block crosswalks, including at the bus shelter location on Loockerman Plaza
- Emergency route, can be chaotic when an emergency vehicle is passing through
- Terrifying to turn from Loockerman onto State Street
- Need to ask DelDOT to retime the light cycle, left turns onto Loockerman cause back-up, people pass on the right using the curb

Division Street

- Lack of street trees make the roadway feel less hospitable for pedestrians
- Narrow sidewalks with no planting strips
- Higher volume, more traffic; noisy due to traffic volume
- Higher speeds
- Does not feel like a safe or comfortable bicycle route
 - Bicycling in mixed traffic does not feel comfortable
- Vehicles have to shift into right lane to continue straight (a lot of “back-and-forth”)
- Study has been completed for Division Street
- Lack of midblock crossings
- Location of some utility poles interferes with sidewalks
- Disorienting near Jackson House, how to get back into Downtown

Bradford Street

- Portions of sidewalks have been widened
- More comfortable and calm walking experience than Governors Avenue
- The alley between Bradford Street and State Street could act as a bicycle route
 - Alleys - questions regarding safety, lighting, residents' parking, trash pick-up, etc.
 - Would need a midblock crossing at Division Street
 - Bradford Street does not continue south of Loockerman Street

Governor's Avenue

- Lack of crosswalks at intersection with Reed Street
 - Reed Street lacks crosswalks at several other intersections
- High speed; Governors Ave runs directly north-to-south so motorists regularly speed
- Emergency route
- APS at intersection with Loockerman Street
- Loud, less comfortable pedestrian experience
- Three new Habitat for Humanity houses being built on Governors Ave, others previously built
- Bayhealth employees regularly walk northward to La Baguette

Bank Lane

- Many intersections lack crosswalks

New Street

- Can feel uncomfortable walking due to fears of crime

Water Street

- Feels busy and loud when walking
- The signalized crosswalk at State Street-Water Street may not work

Federal Street

- Wide sidewalks
- No crosswalk directly in front of library

General Observations

- Where there are bicycle sharrows, drivers can get frustrated and honk at cyclists in the roadway
- Lack of bicycling wayfinding
- Security concerns walking/biking in alleys
- APS should be considered at major intersections
- DART Reimagined envisions a micro-transit system, with zones
- Habitat for Humanity is building houses throughout Downtown Dover for families to own; when these houses are built they are required to upgrade sewer and water lines, as well as curb cuts

- Speeding and aggressive driving are concerns throughout downtown
- Impact of recent City decision to change truck routes
- City is responsible for maintaining sidewalks
- Curb maintenance has proven to be a challenge
- Emerging vision for a riverwalk facility at the south end of Legislative Avenue
 - Remediation efforts would be necessary
- State employees appear to be back working in offices at the Legislative Mall following COVID-19
- Bayhealth hourly employees only have 30 minutes for lunch, not enough time to leave the campus without better connections
- Need to “draw people in with things” i.e. Spences, La Baguette
- Shorter street segments could be abandoned if there are no buildings front the street
- The Legislative Mall park is loved by residents and workers in Dover
 - High degree of pedestrian comfort

Key Takeaways

- Sidewalks are plentiful, but they are often narrow, lack planting strips, and are not well maintained.
- The shared bicycle facility network does not provide an experience for all ages and abilities.
- There are some missing crosswalks and ADA ramps, as well as narrow crosswalks.

Partners Meeting

Purpose: After the walk, the group gathered in the Dover Public Library for a presentation and discussion of existing conditions.

Public Engagement

- Comment map is currently active. Need to widely distribute.
- Engagement needs to be inclusive and diverse – the project team can rely on partners’ connections for help with this.
- QR codes on buses for accessing online materials.
- Connect with the Capital School District transportation office, especially about school bus stops.
- The project team will be distributing posters, flyers, etc. for public engagement.

Previous Plans/Existing Conditions

Low-Income Households

- Colors might be reversed.
- This map will be revised.

Employment

- Large employment and residential concentration at Eden Hill.
- The percentage of Downtown workers in public administration is very high relative to the percentage of Downtown residents in public administration.

- What are the sectors that residents primarily work in?
- Where are Dover residents working? Leave the City vs. work in the City? Sharon said there is a study, need to find it.

Transit

- Delaware Transit Corporation (DTC) might know how many people use the facility to access work.
- Collect information on high-ridership bus stops throughout the study area.
- Need to coordinate with DART Reimagined to determine which current bus stop locations will remain, where new locations will be, etc. Some current locations are not ideal.
- What is the correlation between desirable bus stops (safe, sheltered, no mud, and likely ridership)?
- Facility upgrades are based on ridership. With micro-transit, there will be less need for shelters and upgrades.
- Every transit riders is a ped/cyclist first.

Infrastructure

- Chris Asay can provide updates for the bicycle facility map.
- Dave Hugg can provide information on speeding locations.
- Traffic calming efforts on State Street have been very effective.
- There is a project coming to Governors Avenue north of DSU Downtown.
- Speed humps have historically not been installed in Dover due to issues with utility trucks and fire trucks.
- Alter transit map to show the overlapping routes more clearly.
- State Street speed limit is likely 25 mph rather than 20 mph.
- DART stops with the most ridership receive the most funding/additional infrastructure.
- Ken - Can we forecast the impact of new development at 120 and 129 So. Governors?
- Jed – there are “mobility center” elements in the master plan.
- Old Post Office redevelopment, maybe to residential.

Safety

- Bayhealth pedestrian “dot” now has a crosswalk with a flashing beacon.
- The project team will provide additional crash details beyond “high/low” in the legend.
- Noteworthy that State Street has fewer crashes than Governors Avenue.
- State Street feels more bike/ped friendly than Governors.
- It was noted that the design of State Street may help naturally calm traffic. (Tall trees, etc.)
- DDP crosswalk painting project may slow traffic.

Key Corridors

- 129 South Governors Avenue is a proposed “mobility center”.

- Bradford Street has potential for a north/south bike/ped connection north of Loockerman Street.
- Reed Street and Bank Lane have potential as east/west routes.
- Tina: key corridors will change as various streets are closed for major utility projects in the next few years.
- Traffic from new developments and redevelopment needs to be considered.
- Investigate whether new crosswalk projects in the master plan make a difference in speeding, safety, etc.

Micromobility

- A non-profit or publicly funded model is likely the best fit for Dover.
- More study is necessary before providing recommendations.
- What is the economic viability?

Performance Measures

- Dave – safe, comfortable, and convenient transportation is important – particularly in reference to transit stops.

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

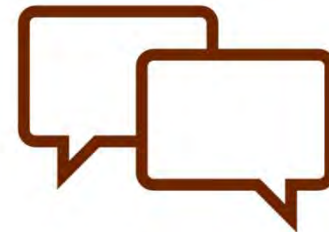
Introductions



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

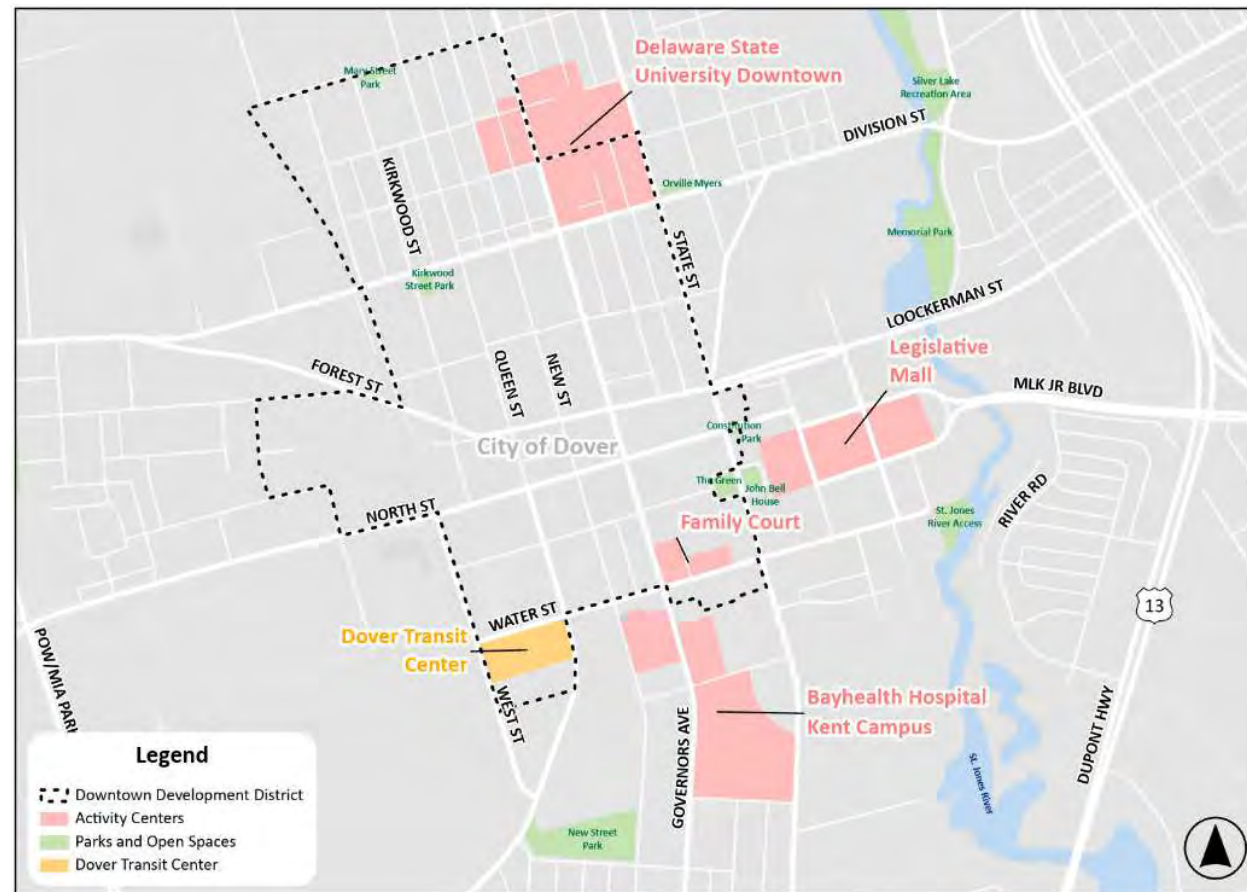


Overview

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



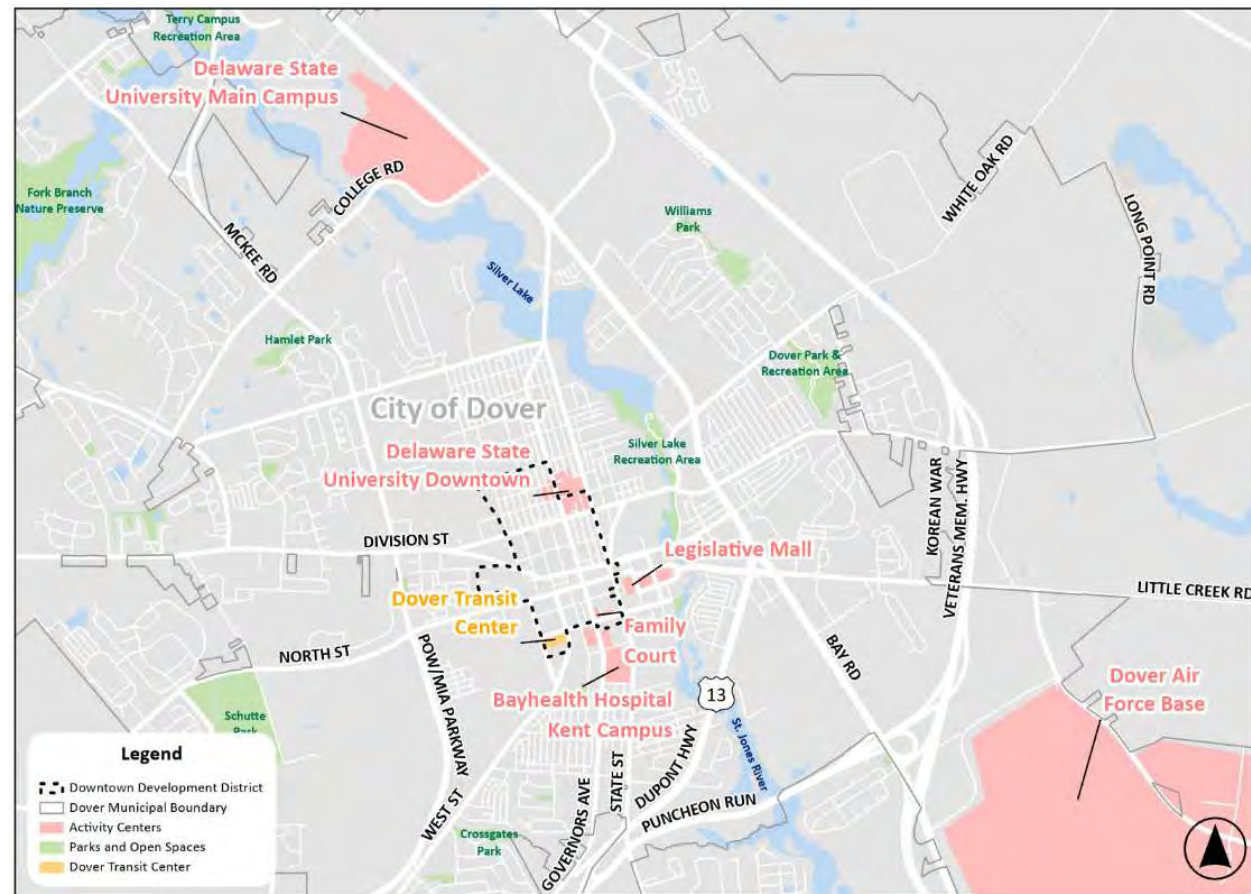
Downtown
Dover
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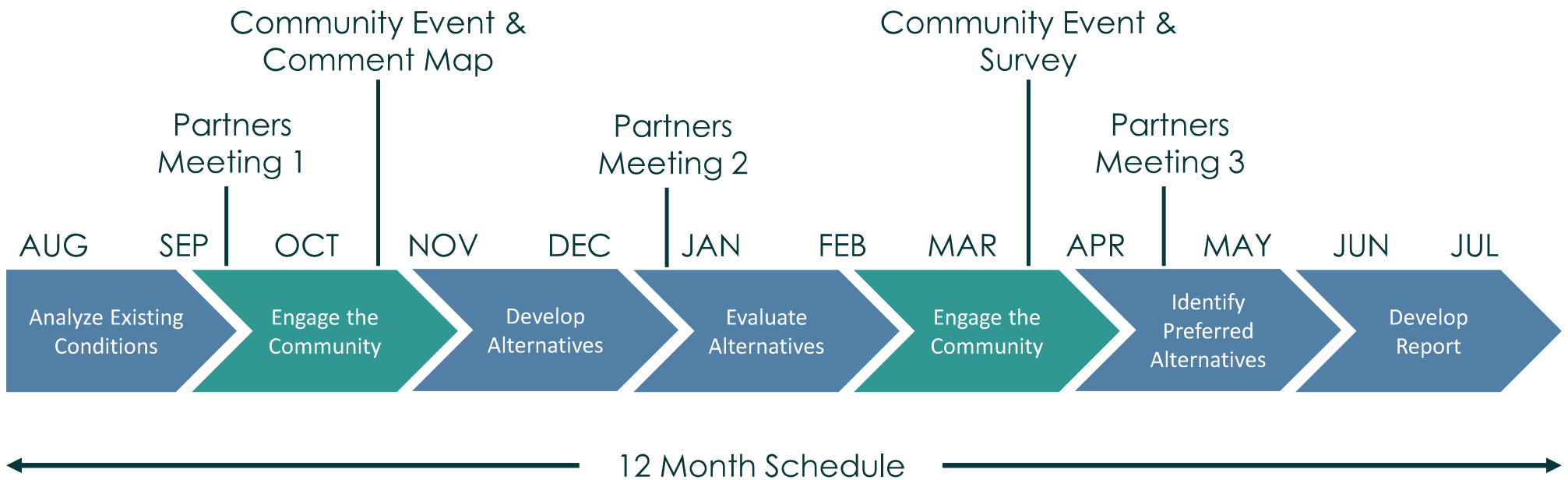
Activity Centers:

- Delaware State University Main Campus
- Dover Air Force Base



Schedule

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Public Engagement



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Phase 1: Purpose and Need

- Workshop
- Comment Map

Phase 2: Mobility Alternatives

- Workshop
- Survey

Phase 3: Final Presentations

- Local Officials

A screenshot of an interactive web map titled "DOWNTOWN DOVER PATHWAYS". The map shows a street grid in Dover, Delaware, with a black outline defining the "Downtown Development District". Key activity centers are marked with red squares, including locations like "Grocery Basket", "Wesley College / DSU", "Johnson Victrola Museum", "Eden Hill Medical Center", "Bayhealth Hospital, Kent Campus", and "Preston Chrysler Dodge Jeep Ram of Dover". The map includes a legend, instructions for using the map, and a list of layers. The legend identifies the Downtown Development District (black outline), Key Activity Centers (red square), Pedestrian Comments (blue person icon), and Bicycle Comments (green bicycle icon). The instructions section explains how to zoom in on specific areas and leave comments by double-clicking. The layers section shows that the "Downtown Development District" and "Activity Centers" layers are currently active. The map also displays various landmarks, schools, and businesses in the area.

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

Previous Plans



Previous Plans

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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



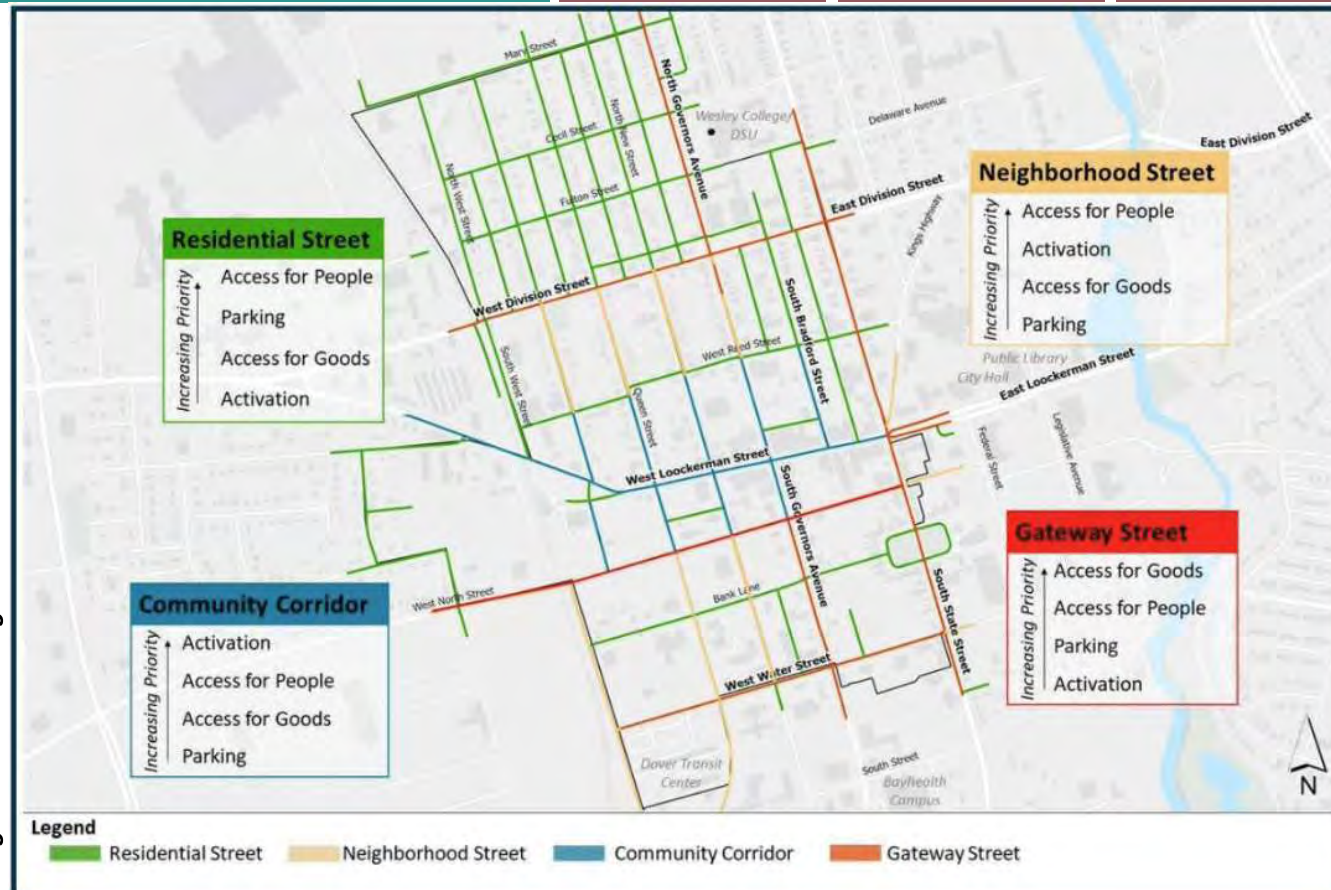
Previous Plans

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

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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

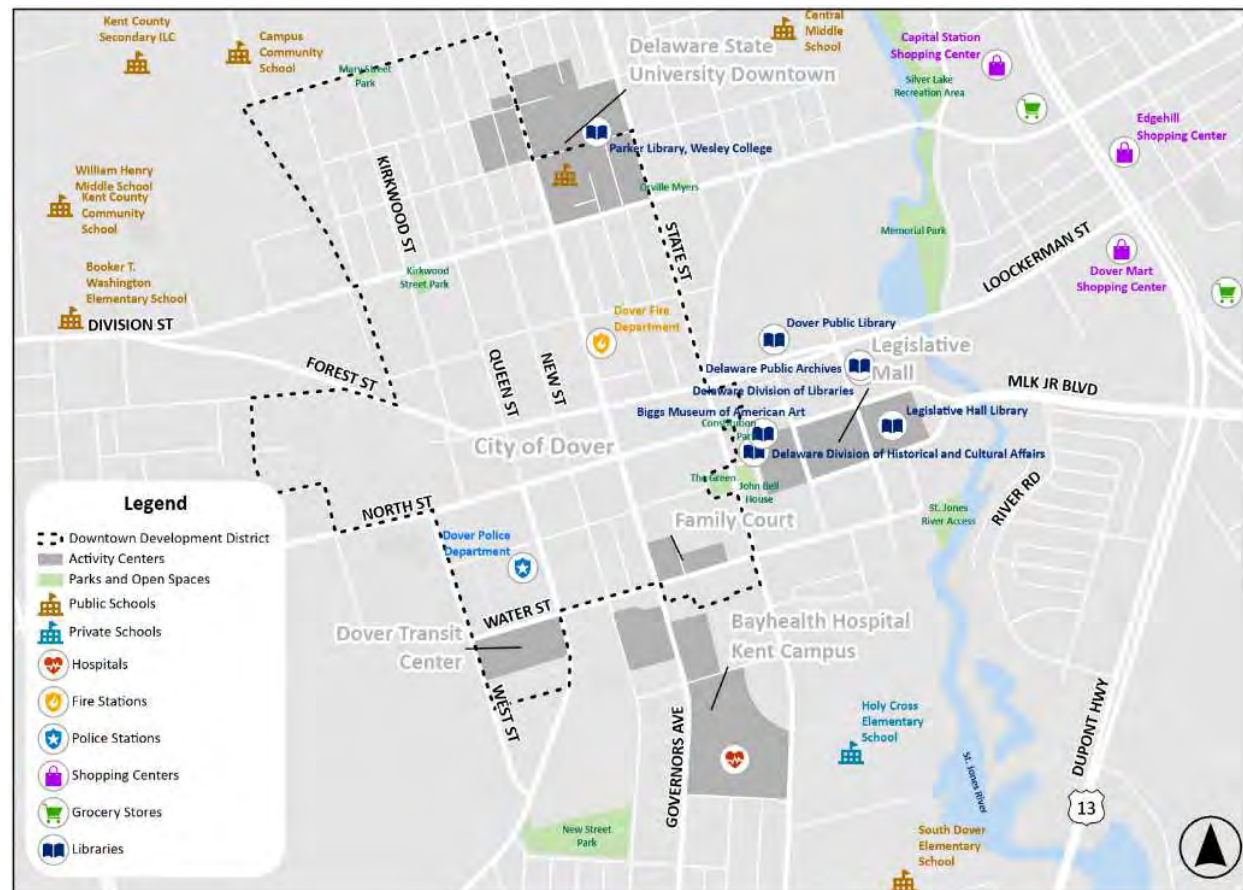


Key Places

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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

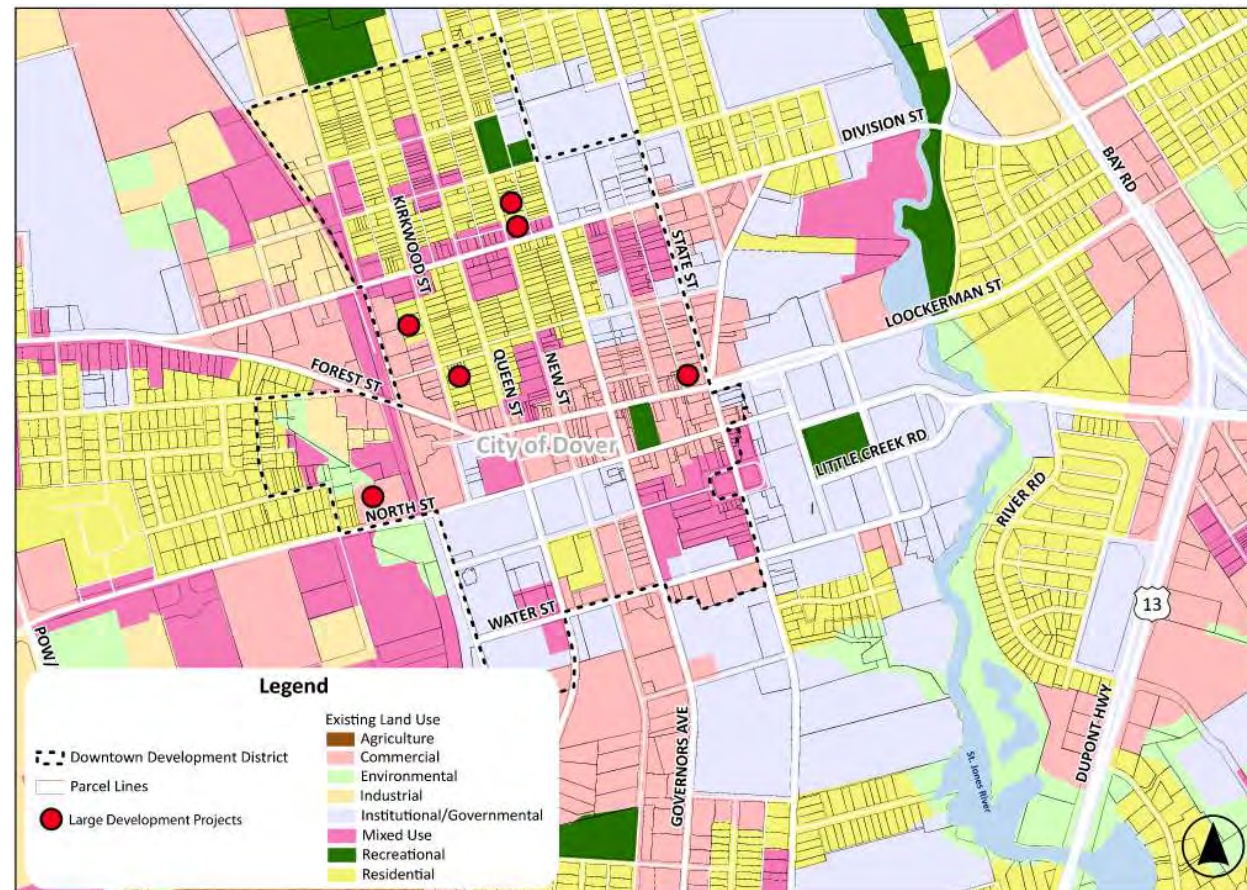


Land Use & Development

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

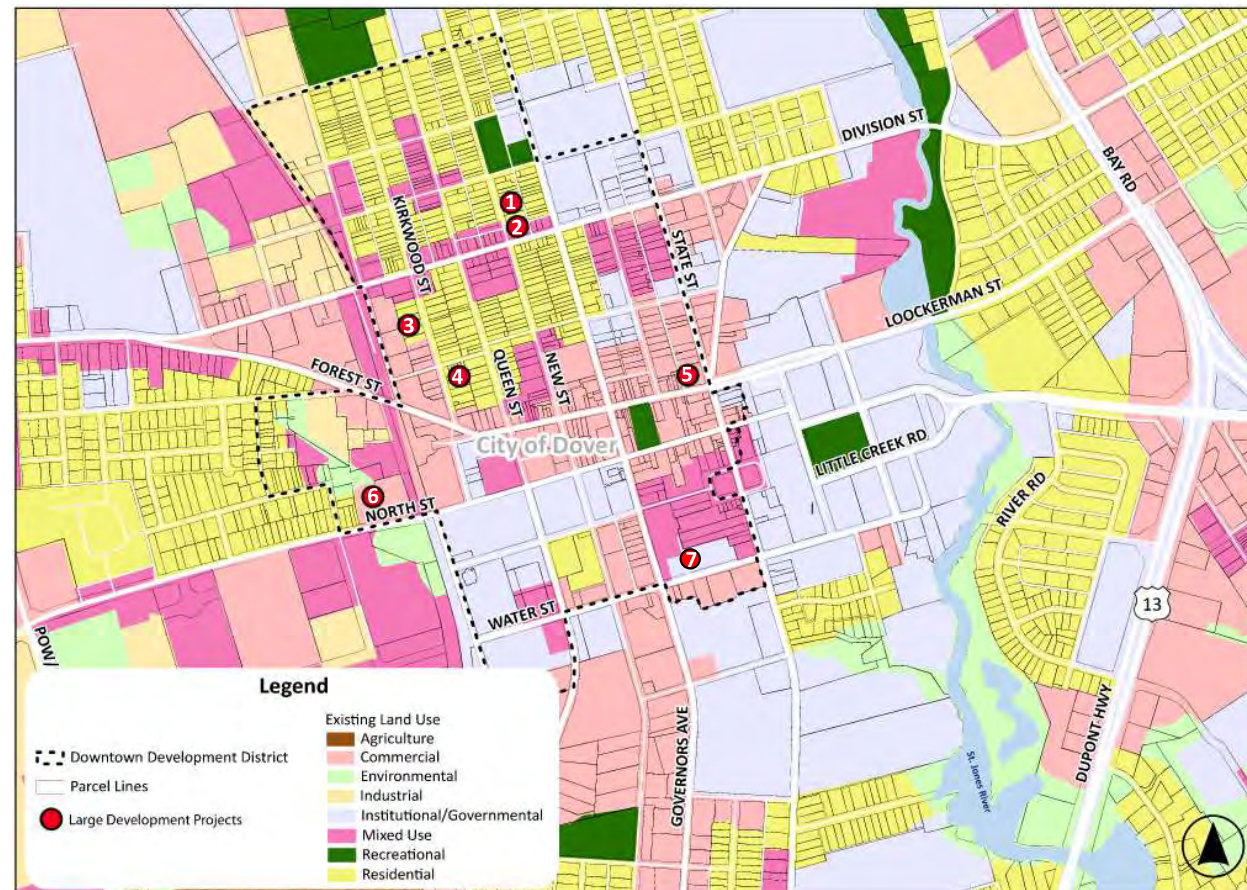


Land Use & Development

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
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Pathways

Key Takeaways:

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

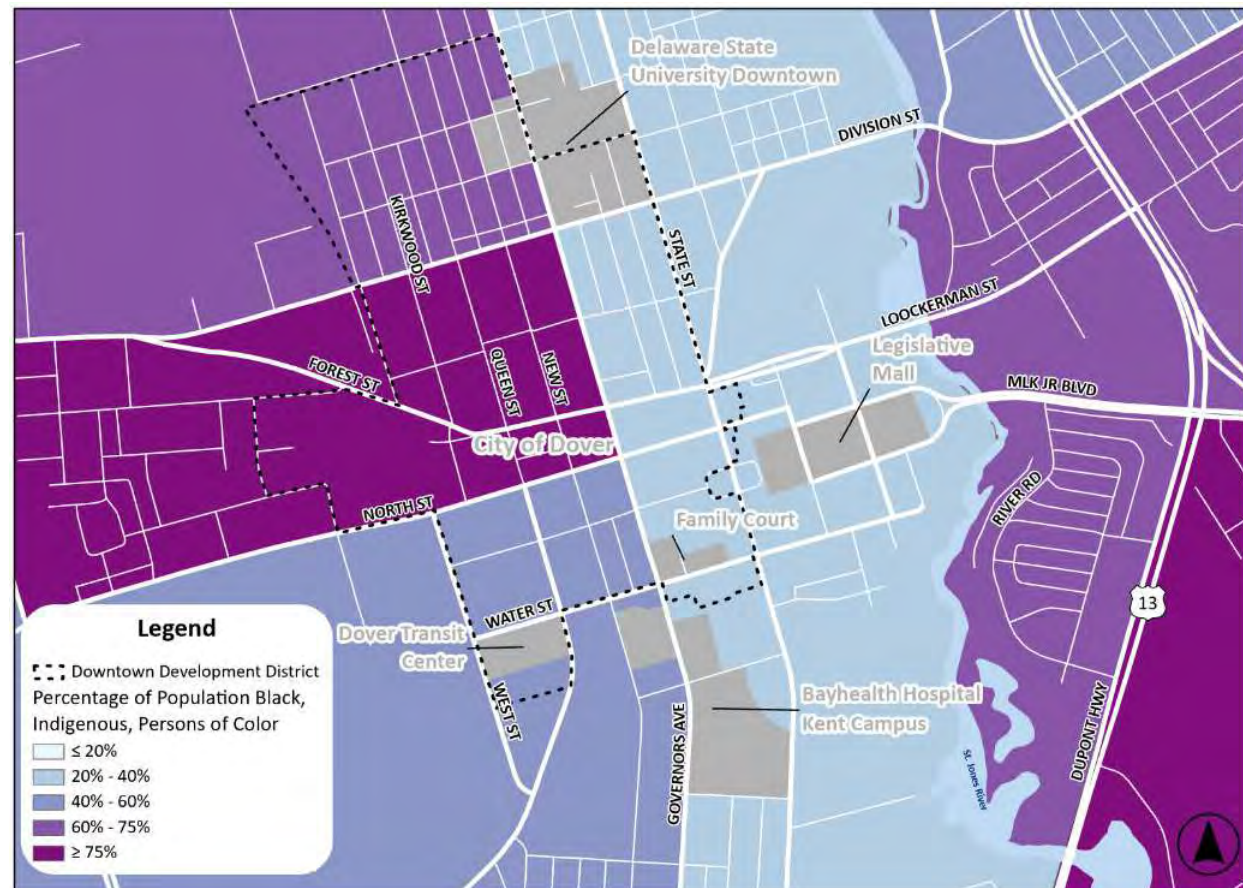


Black, Indigenous, Persons of Color

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Pathways

Key Takeaways:

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

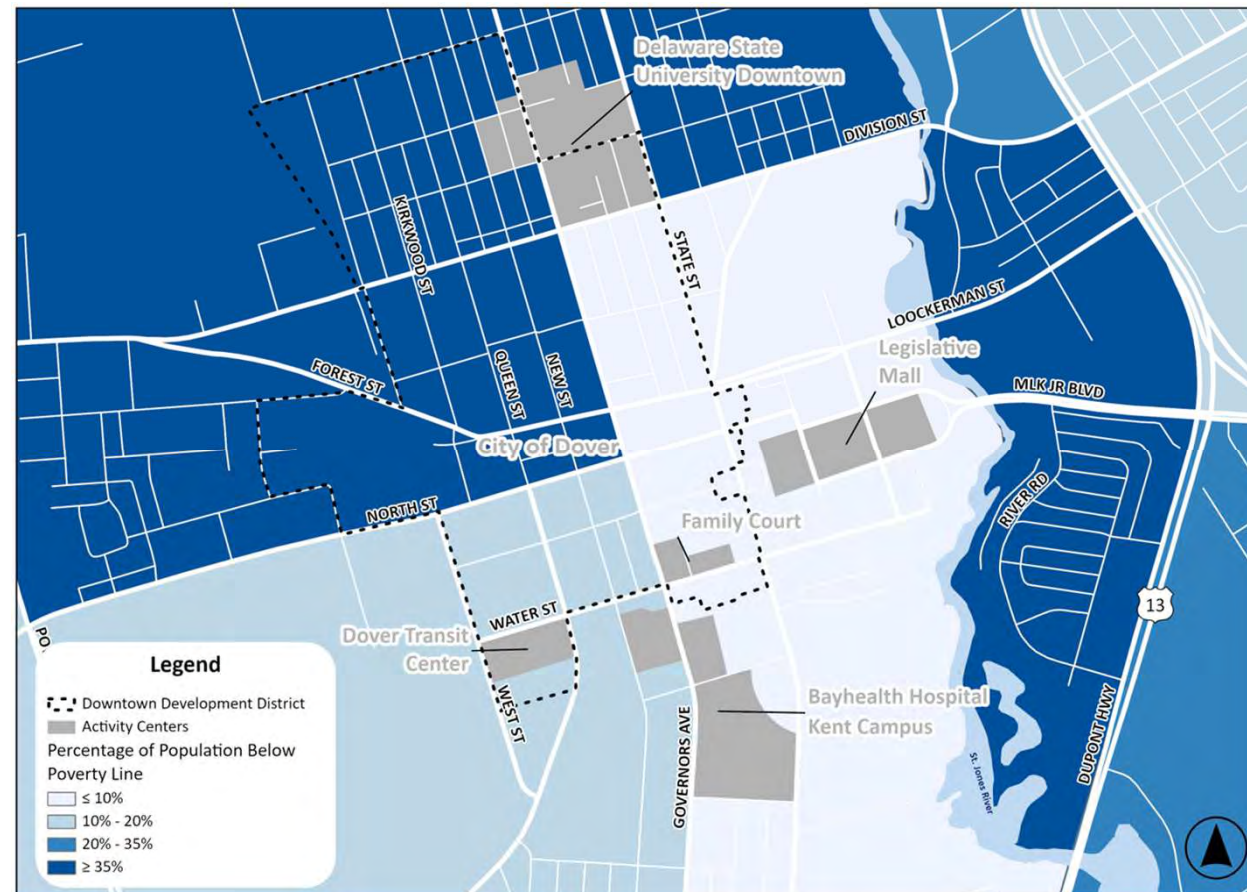


Poverty Levels

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Pathways

Key Takeaways:

- There is a denser population of families living below the poverty line northwest of Downtown and east of the Legislative Mall
- 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

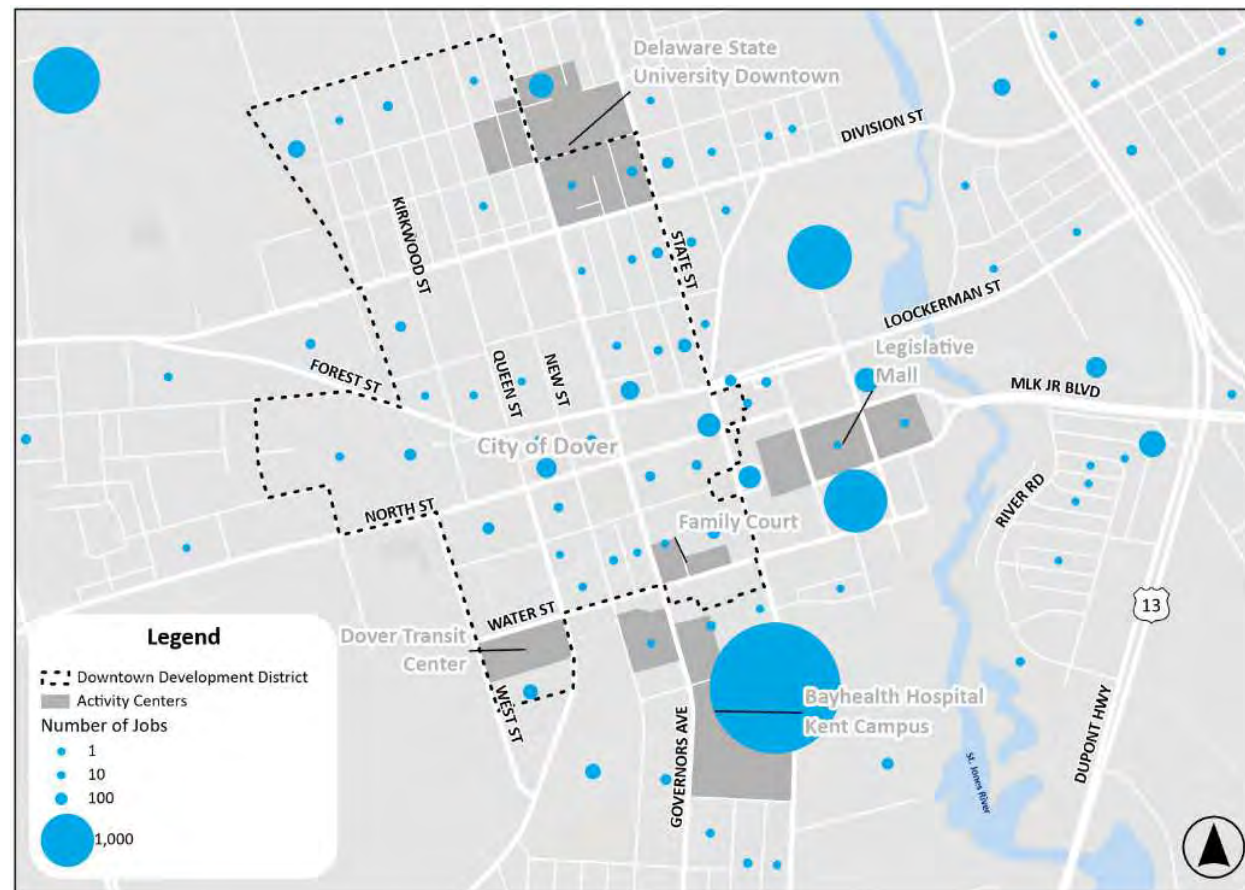
Downtown
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Pathways

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

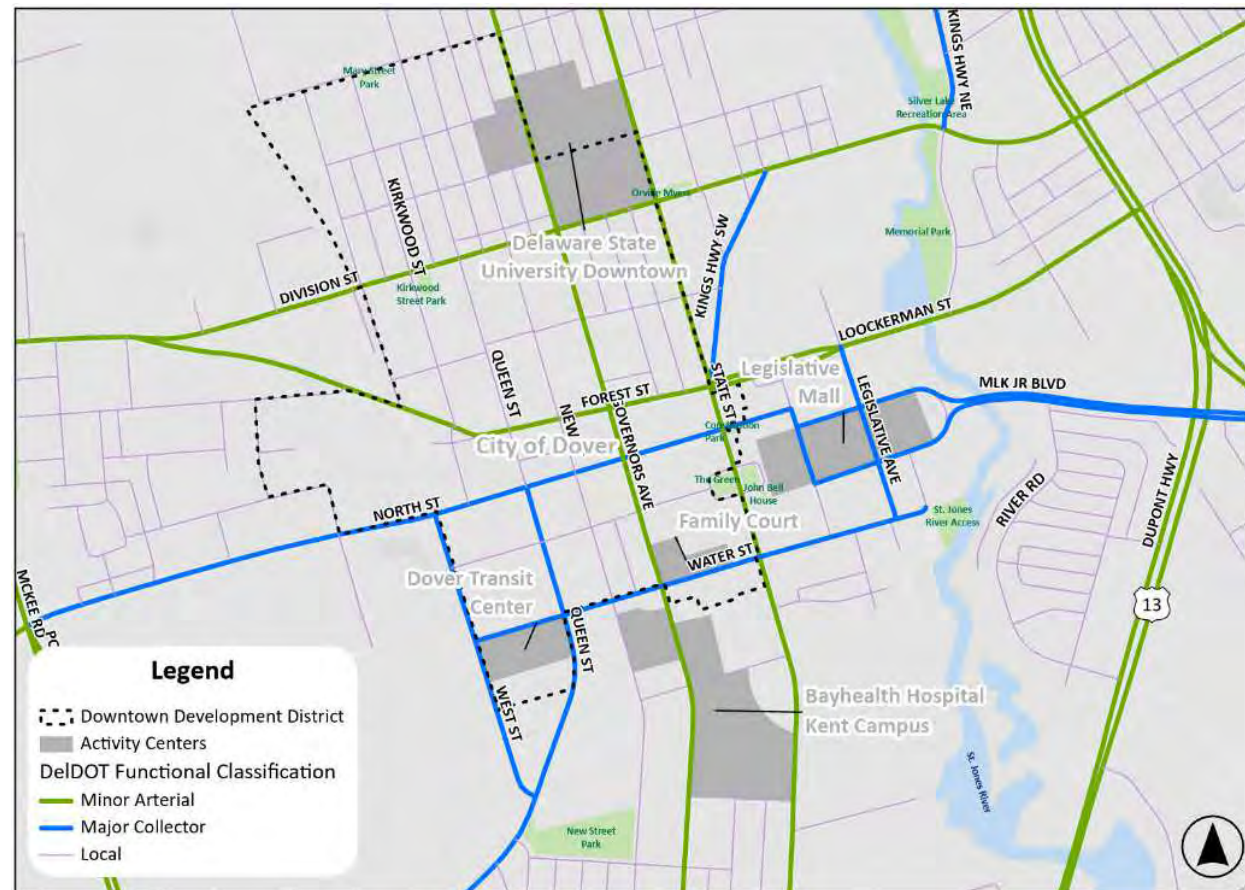
Downtown
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Pathways

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

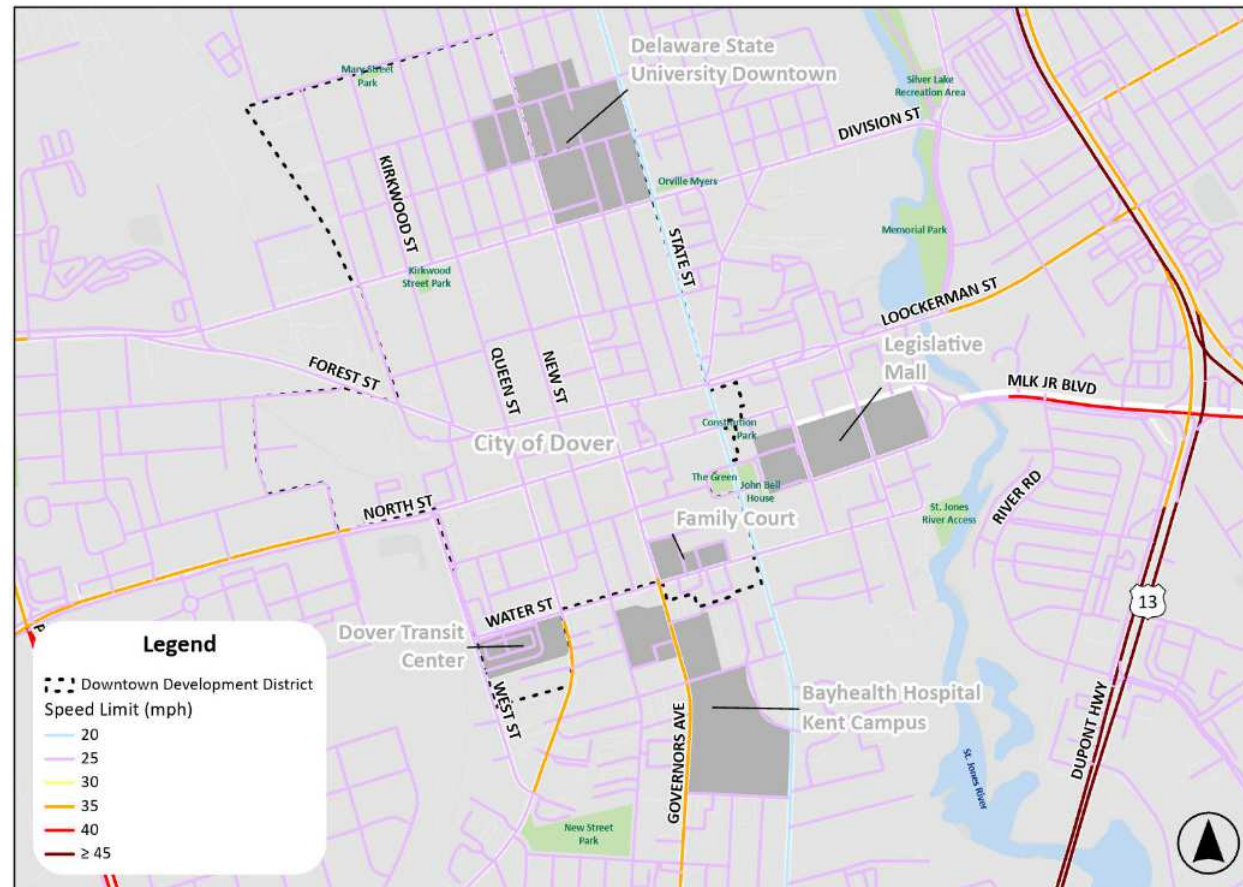


Speed Limit

Downtown
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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

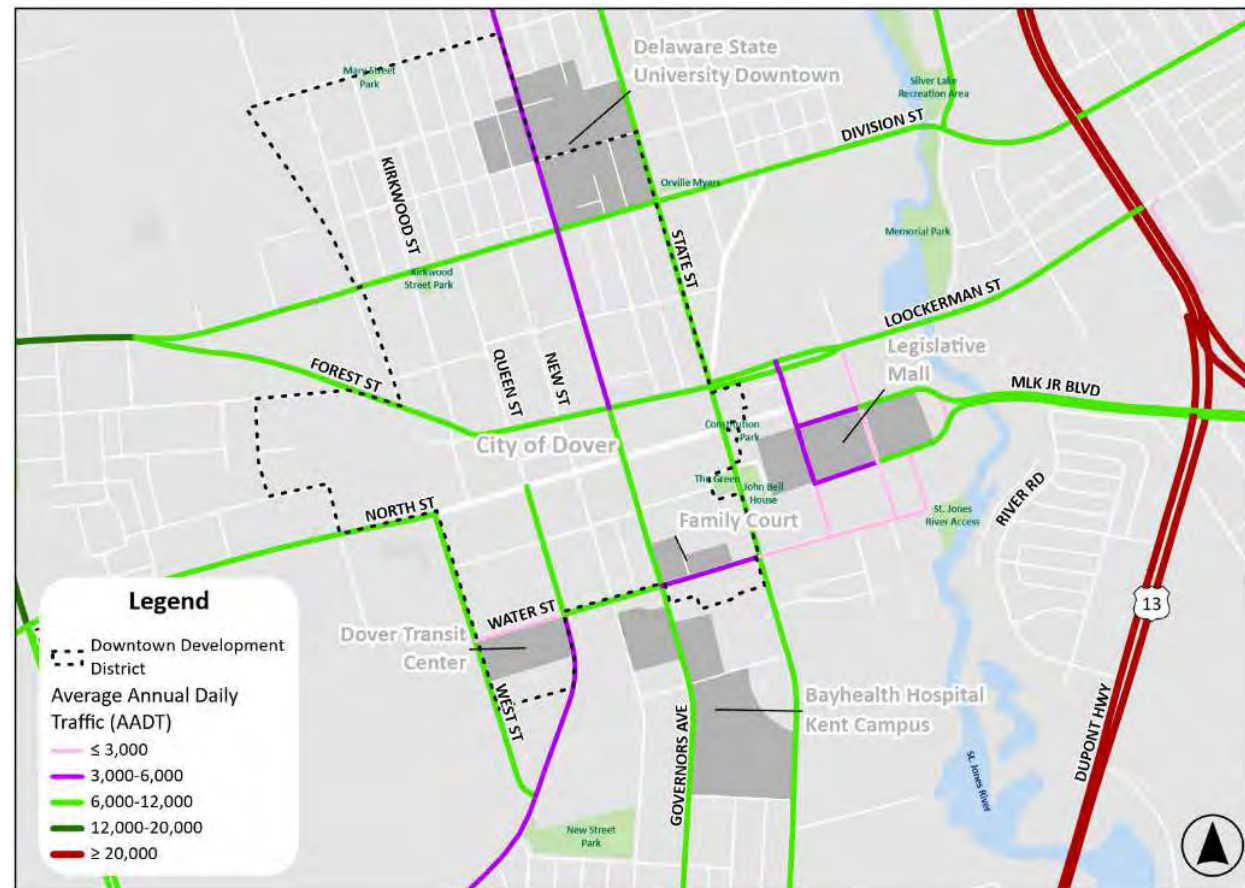


Traffic Volumes

Downtown
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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

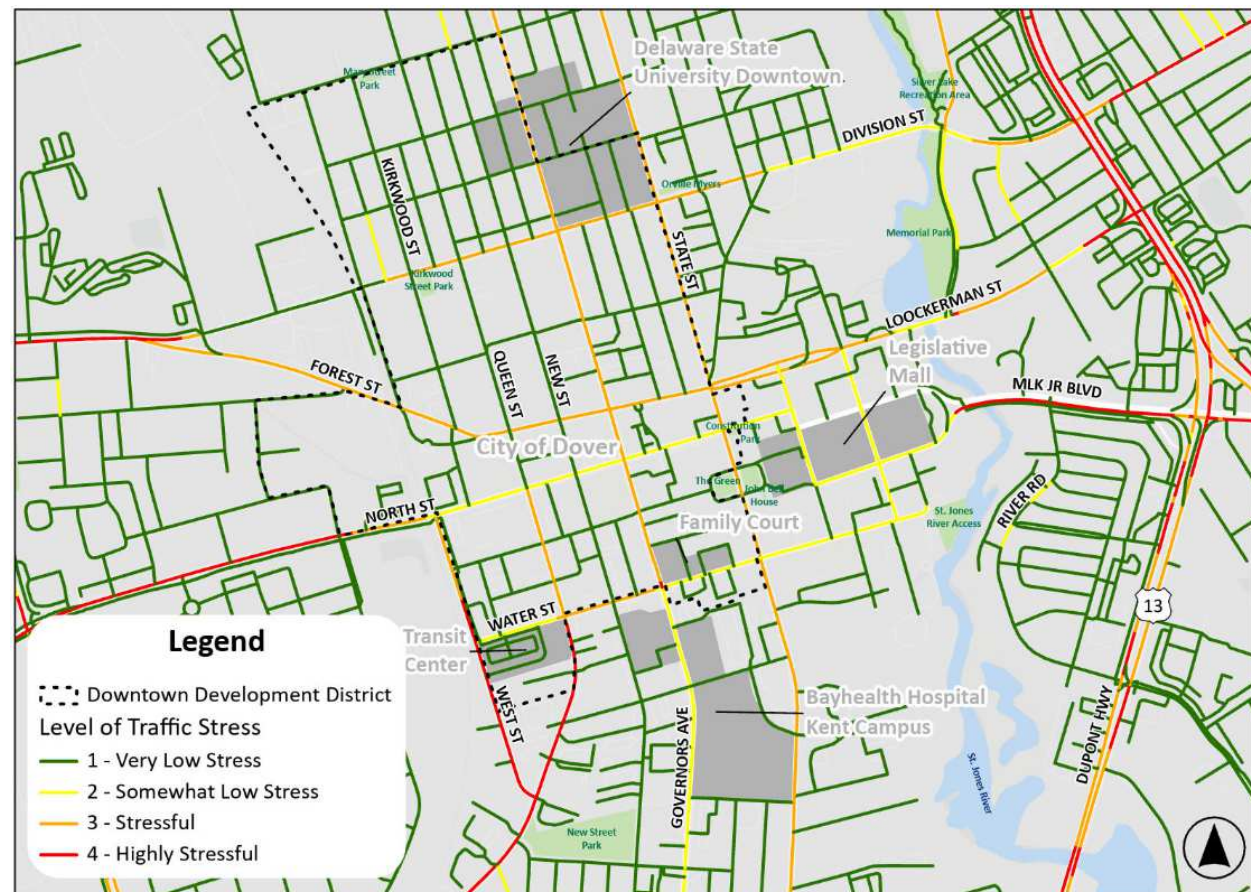


Bicycle Level of Traffic Stress

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

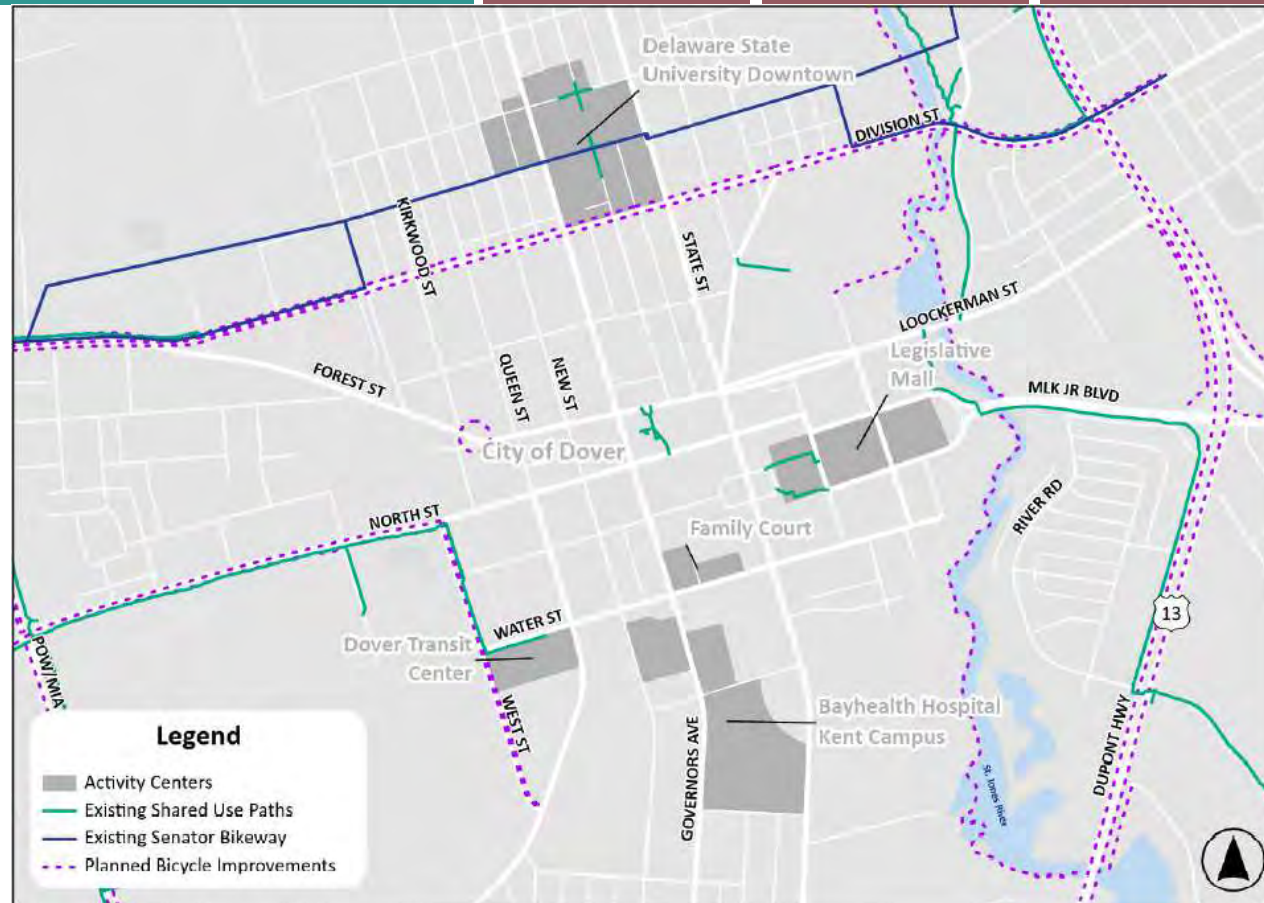


Bicycle Infrastructure

Downtown
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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

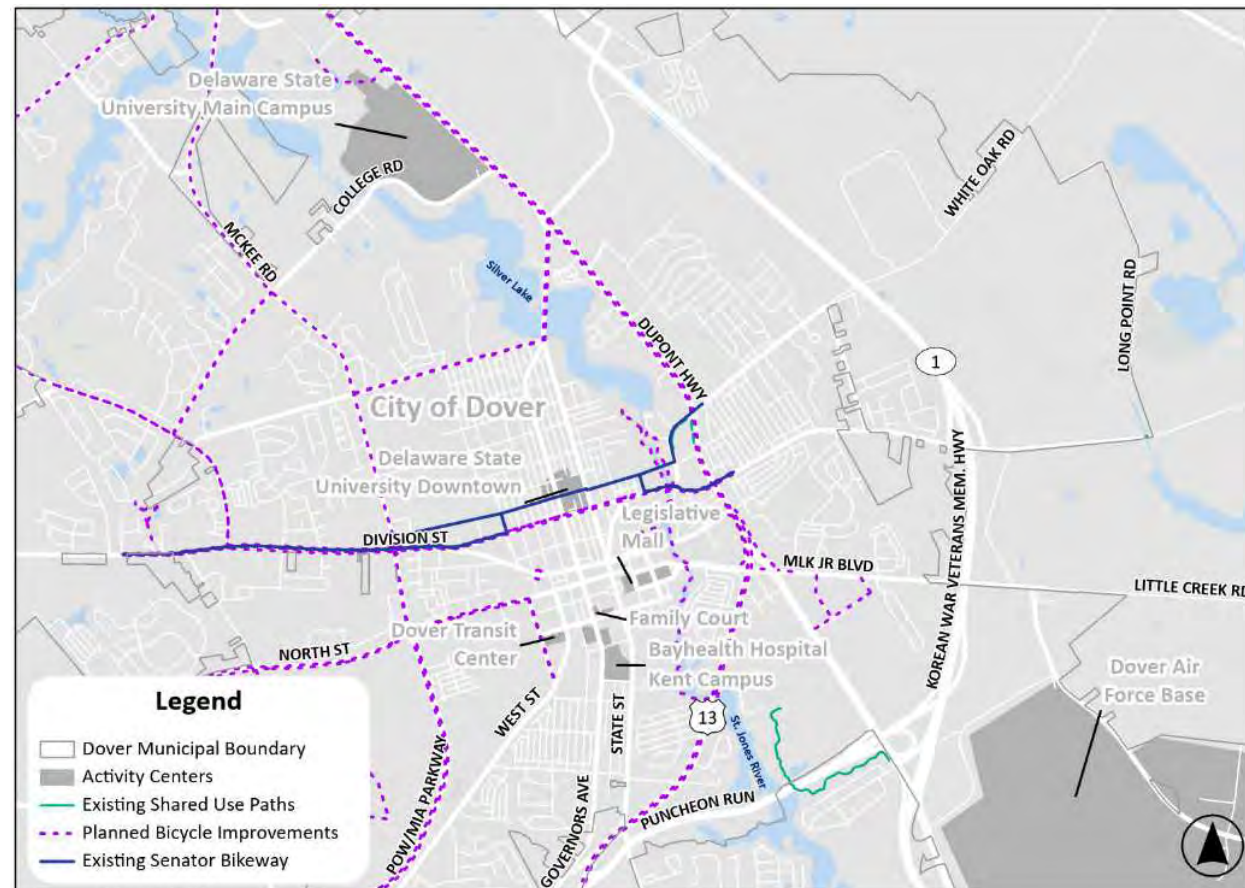


Bicycle Infrastructure

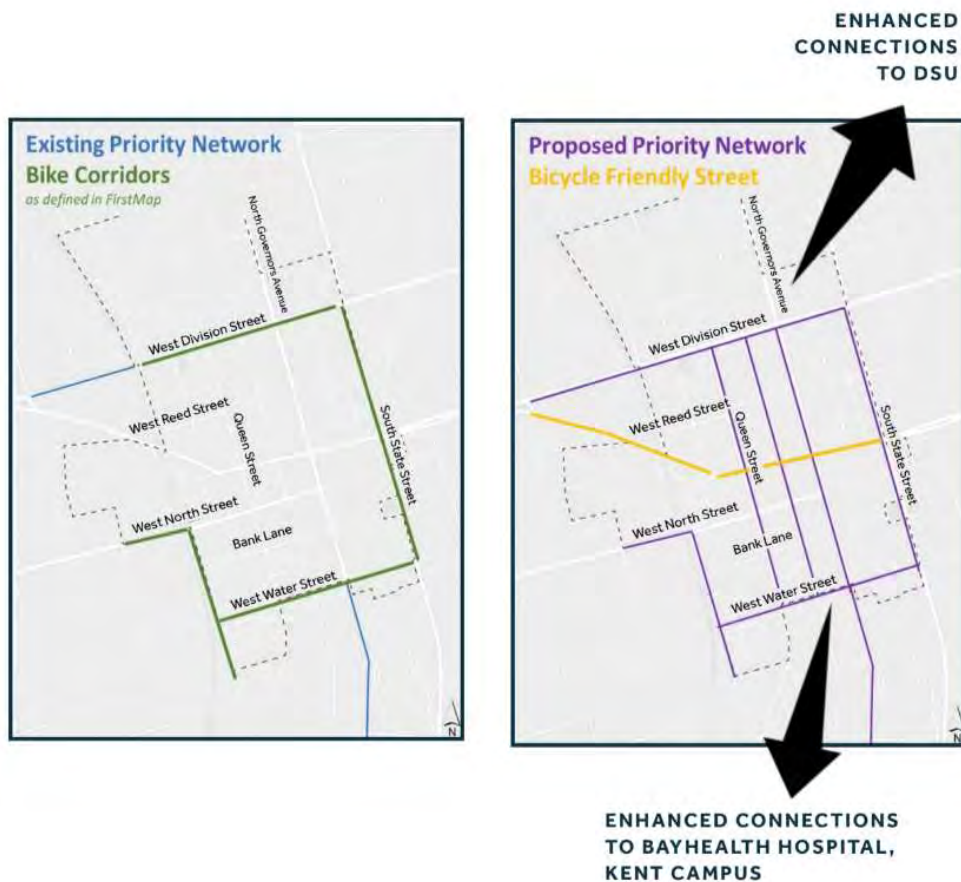
Downtown
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Key Bicycle Routes:

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



Bicycle Infrastructure



Transforming Downtown Dover Plan:

- Prioritize north-south connections through Downtown

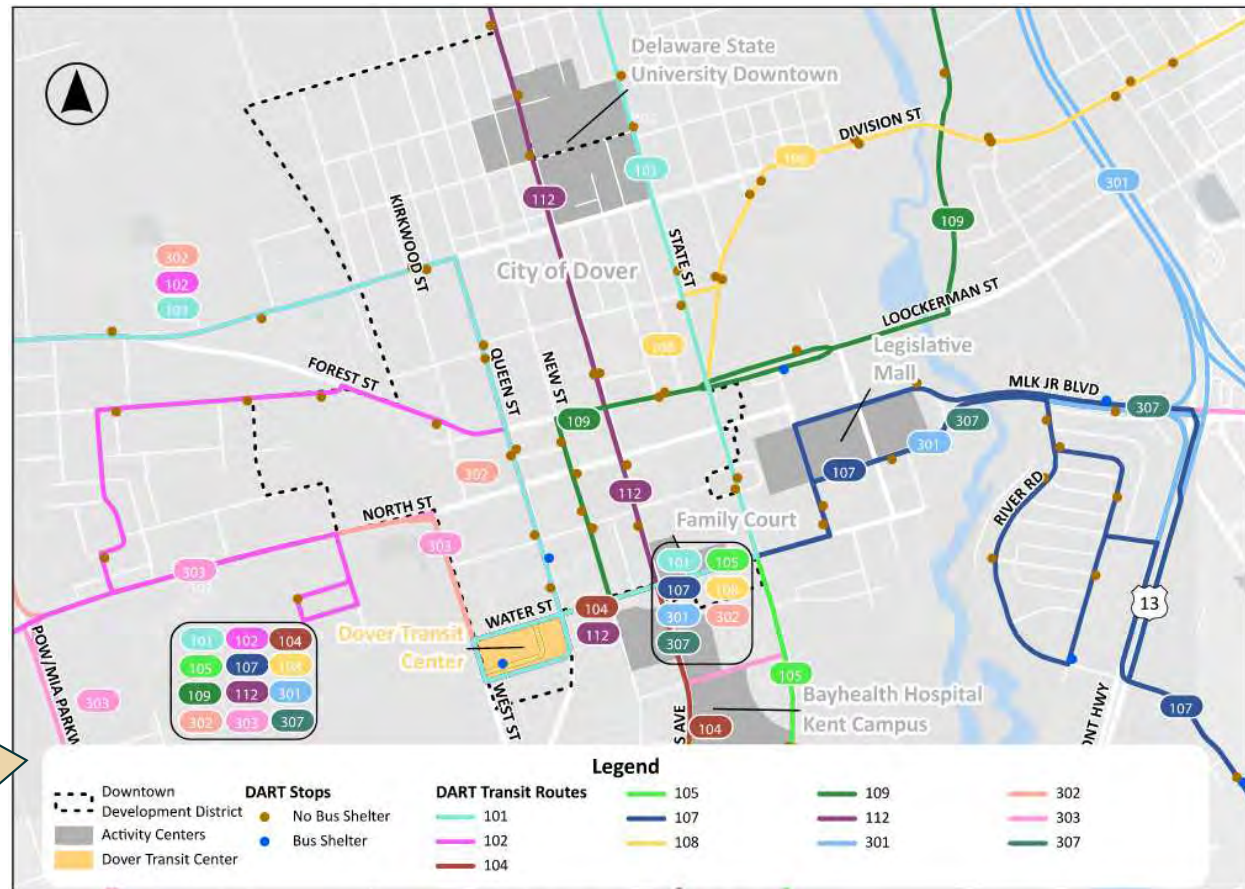
Transit Infrastructure

Downtown
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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



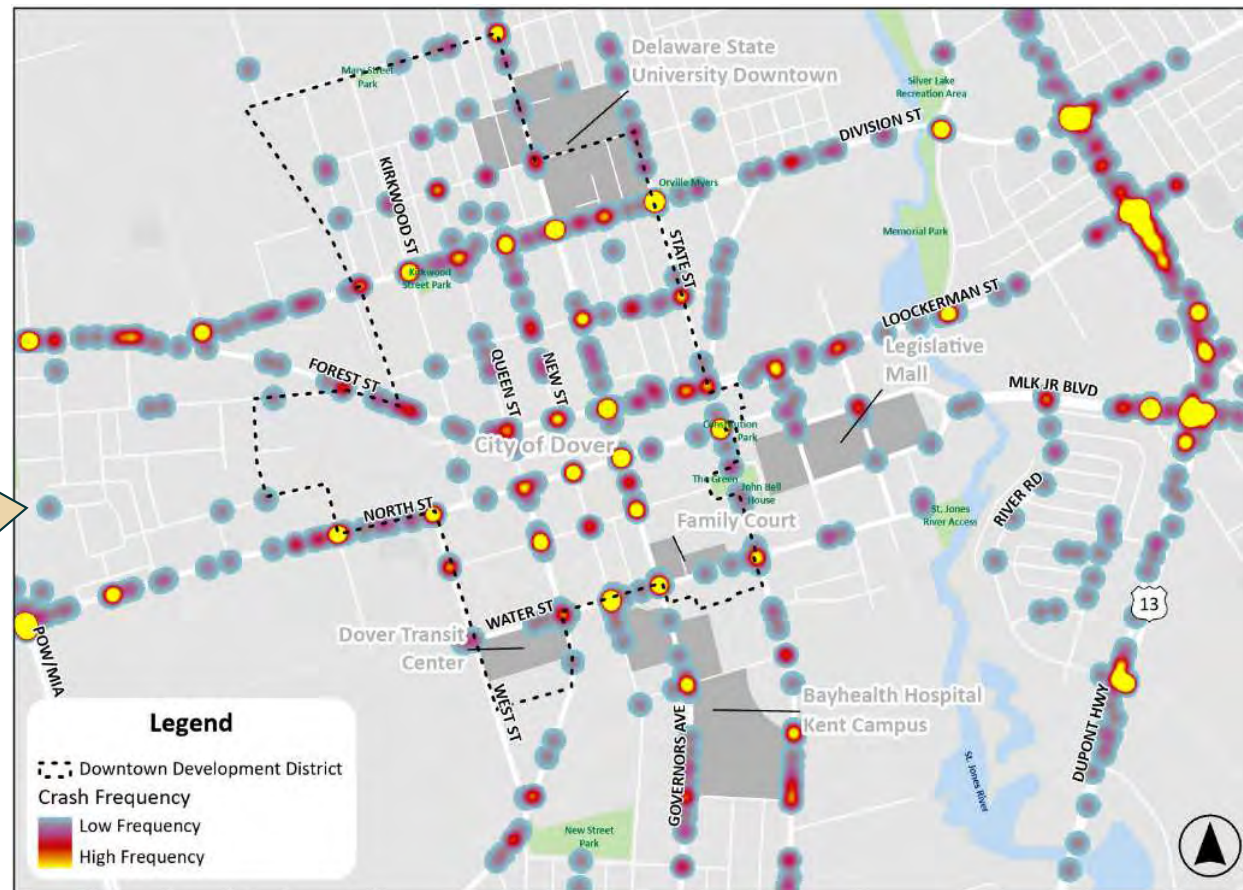
Fatal & Serious Injury Crashes (2013-2023)

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



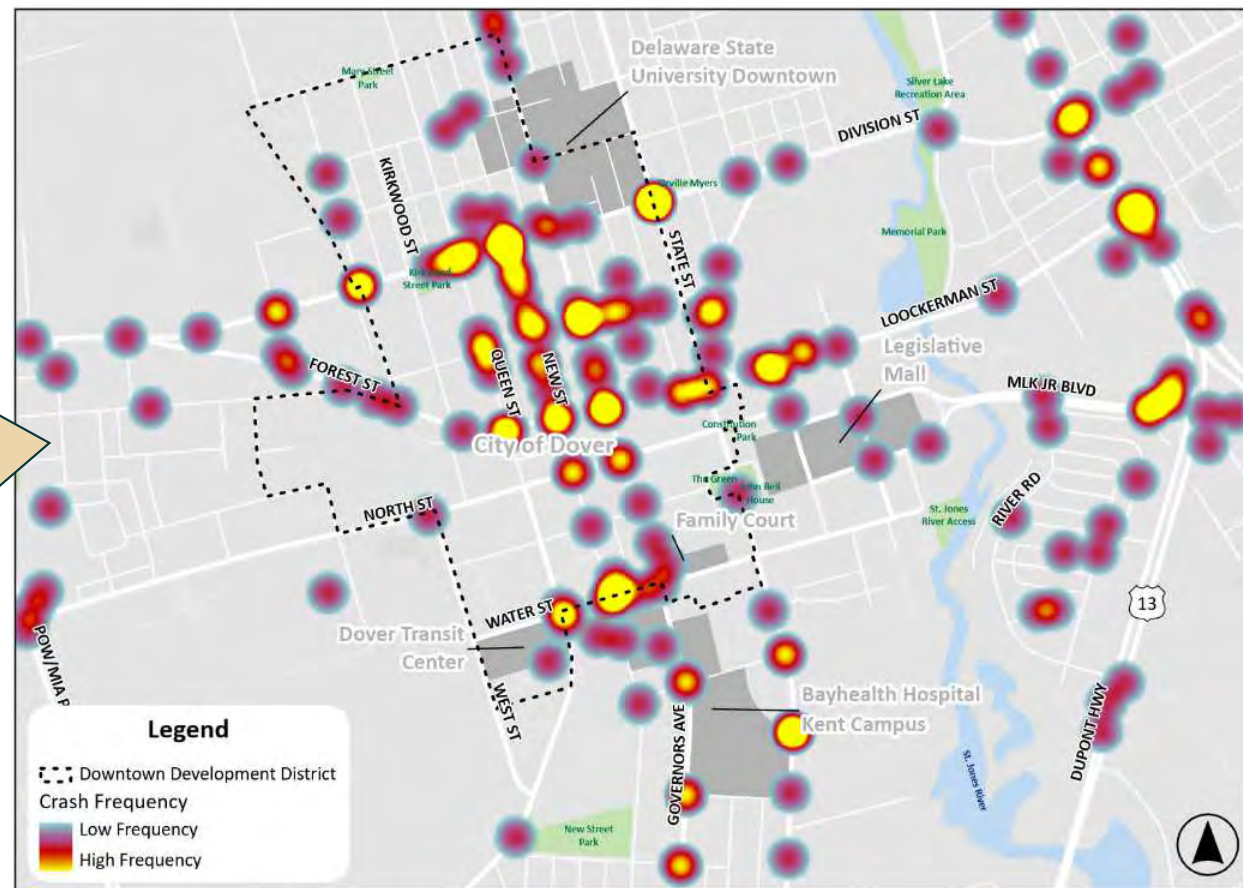
Bicyclist & Pedestrian Crashes (2013-2023)

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



Bicyclist & Pedestrian Crashes (2013-2023)

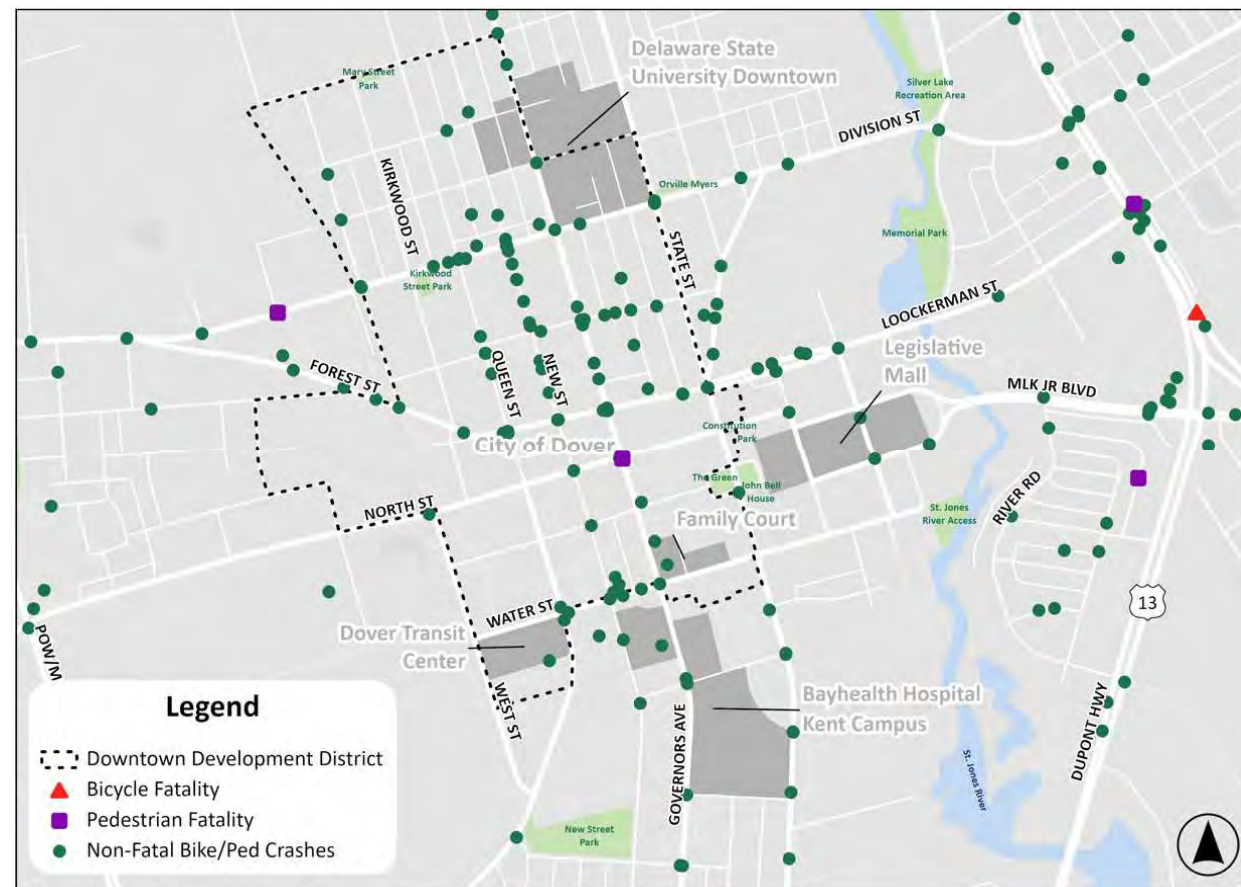
Downtown
Dover
Pathways

Key Takeaways:

- Concentration of crashes on New Street between Lookerman Street and Division Street
- Concentration of crashes north of North Street

Fatalities:

- At intersection of North Street and Governor's Avenue
- Along Division Street

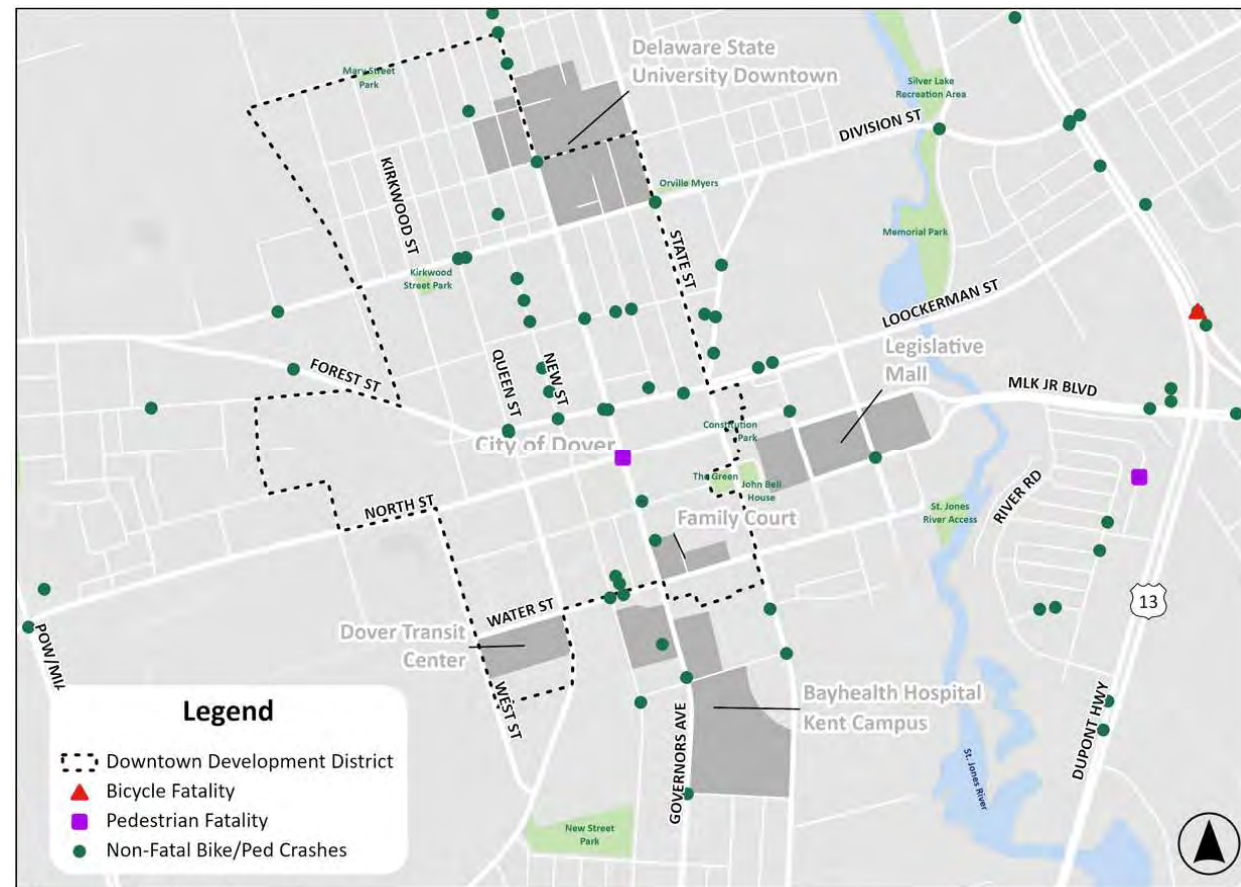


Bicyclist & Pedestrian Crashes (2018-2023)

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Key Takeaways:

- Several crashes at the intersection of New Street and Water Street



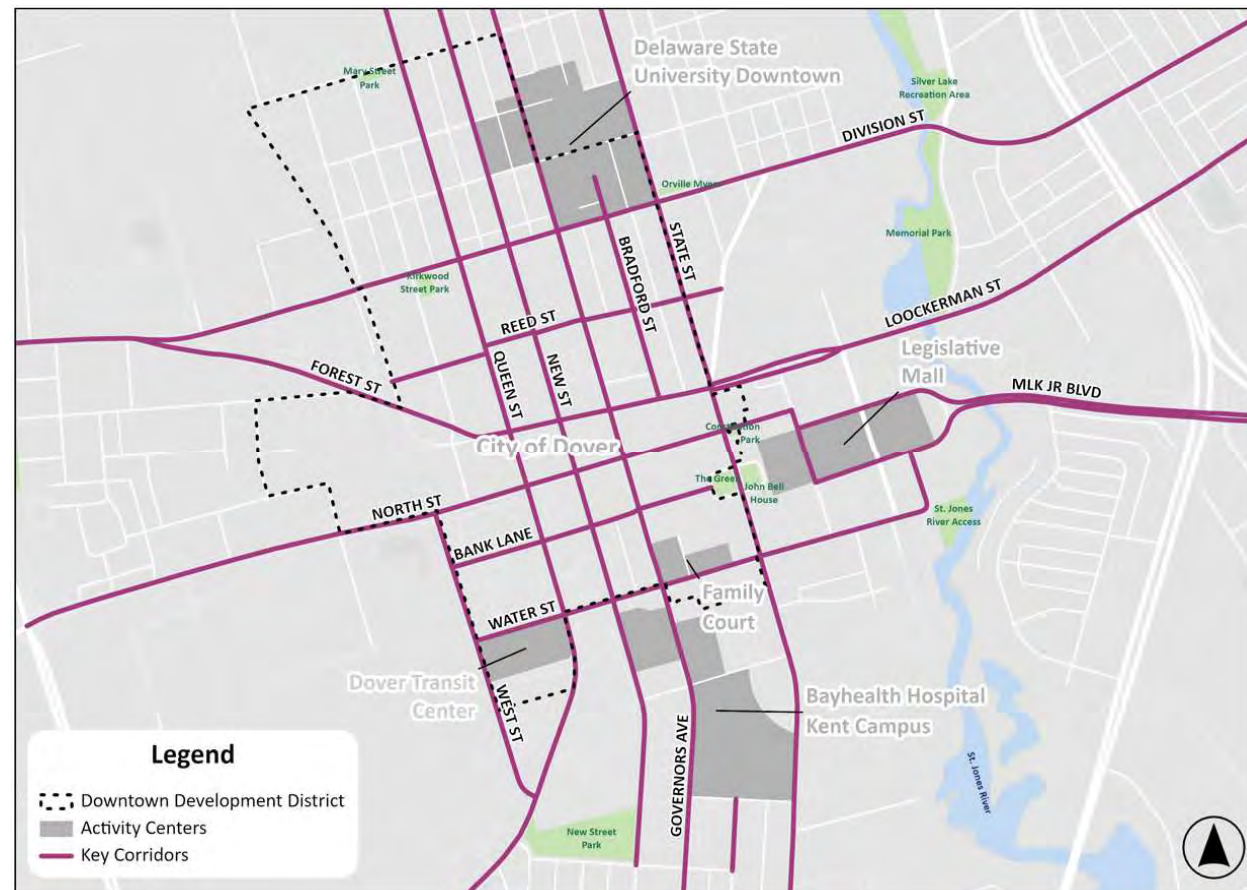
Summary



Key Corridors

Downtown
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Pathways

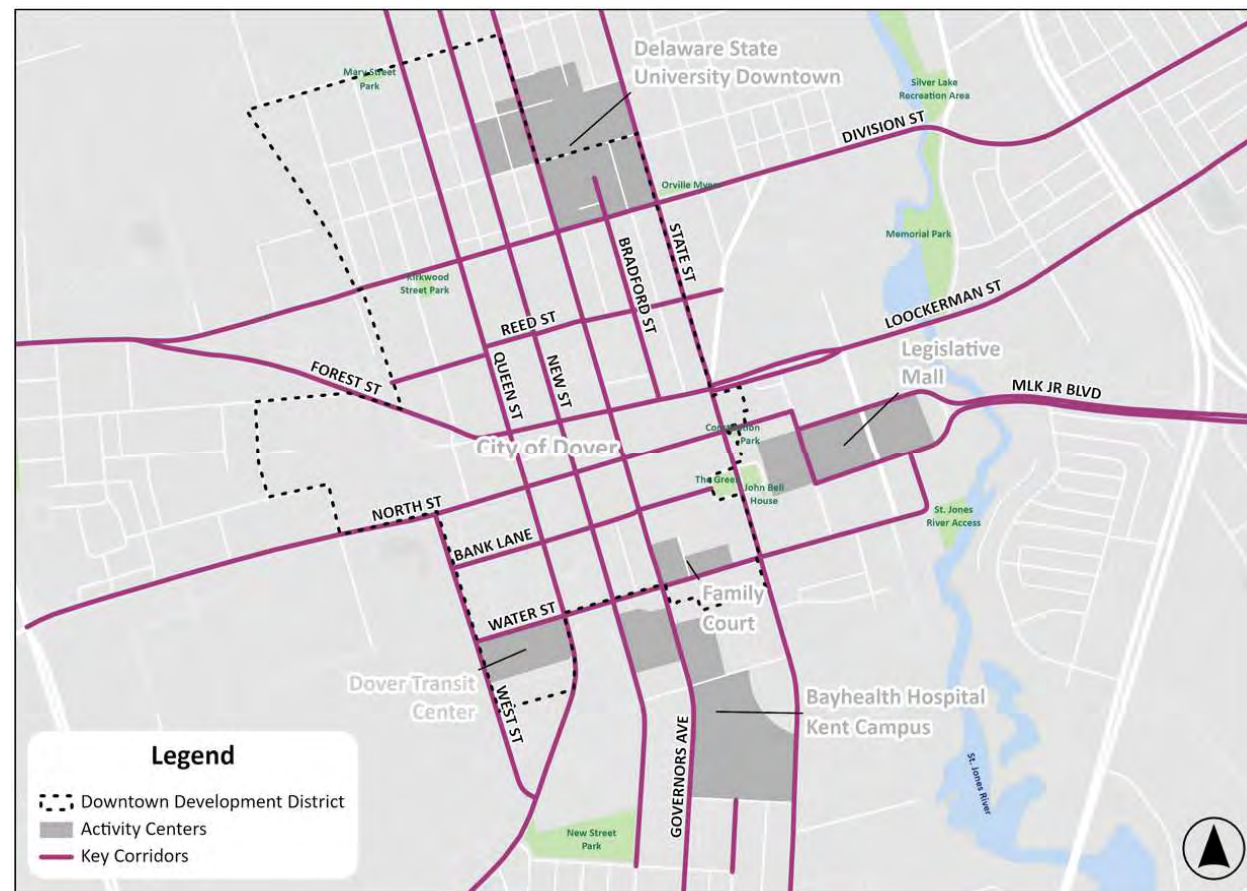
- Division Street
- Reed Street
- Loockerman Street / Forest Street
- North Street
- MLK Jr Boulevard
- Bank Lane
- Water Street
- State Street
- Bradford Street
- Governors Avenue
- New Street
- Queen Street
- West Street



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

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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)

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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

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- 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
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Pathways

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



Malcolm Jacob
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Tara Hofferth
(thofferth@kittelson.com)

Downtown Dover Pathways Student Pop-Up, Bus Tour, and Partners Meeting 2

January 24, 2024
Dover, DE

Attendees

Marilyn Smith	Dover/Kent County MPO
Malcolm Jacob	Dover/Kent County MPO
Mike Petit de Mange	Dover/Kent County MPO
Michelle Vinson	Dover/Kent County MPO
Helen Wiles	Dover/Kent County MPO
Diane Laird	Downtown Dover Partnership
Tina Bradbury	Downtown Dover Partnership
Ken Anderson	Downtown Dover Partnership
Jordan Resh	Downtown Dover Partnership
Heather Saint	Bayhealth
Lynn Andrews	Bayhealth
Dina Vendetti	Central Delaware Chamber of Commerce
Chris Asay	Citizen
Chris Neaves	Citizen
Robby Sheehan	Citizen
Dennis Spence	Citizen
Dawn Melson-Williams	City of Dover
Jed Hatfield	Colonial Parking
Humaira Nabeela	Delaware Department of Transportation
Terrell Holmes	Delaware State University, Downtown
Quiana Hutchins	Delaware State University, Downtown
Tremica Cherry-Wall	Delaware Transit Corporation
Cathy Smith	Delaware Transit Corporation
Catherine Jenkins	Kent County Tourism Corporation
Linda Parkowski	Kent Economic Partnership
Reginald Daniell	NeighborGood Partners
Jeff Riegner	Kittelsohn & Associates
Tara Hofferth	Kittelsohn & Associates

DSU Student Pop-Up Event

Overview: We hosted a pop up in the College Center outside the dining hall from 10 am to noon.

Student Commuting Preferences

- Most students do not have a bike.
- A few students walk into downtown, but most tend to drive.
- Reasons for not walking: too far, inaccessible, lack of safety and lighting, no businesses that interest student body, “there is no reason to go there.”
- Some students feel that it is not safe to walk outside the campus “bubble.”
- Most students and staff choose to drive for convenience and security.
- The nursing students have class in Johnston Hall – they typically drive there.
- One student mentioned biking on the sidewalk because it does not feel safe to bike in the street.
 - He said that the sidewalk condition can make biking challenging.
- Students and staff said they are unsure what kinds of businesses and restaurants are Downtown.
 - More advertising and incentives are needed, such as bringing back First Friday or having a monthly student discount day.
- Some main campus students come to the Downtown campus because the dining hall is better.
- One shuttle per hour carries students from Main Campus to the Downtown Campus
 - Most people do not currently bike from one campus to the other.
 - One student said that he does bike because it is faster than the shuttle; he bikes on the sidewalk along US 13 to reach Downtown.
- Running is challenging due to the frequent breaks at busy roads, red lights, etc.

Study Considerations

- There are five residence halls that are part of the Downtown campus.
- Some students expressed interest in a shared bike or scooter system.
- There were suggestions to repair sidewalks.
- April Community Day would be a great time to advertise this study. (Dr. Quiana Hutchins will be in touch about this). This would also be a good time for restaurants to offer food samples.
- Other events like food truck festivals and farmers markets in Downtown could be a draw for students and staff.

Bus Tour

Overview: We travelled clockwise, stopping at the intersection of Water Street and New Street, then stopping at New Street and Reed Street, and then at Division Street and Bradford Street. The tour ended at the library, where the group discussed Lookerman Plaza.

Water Street / New Street

- Lighting is an issue.
- Flooding can be an issue, especially in the summer.

Reed Street

- Some parts of Reed St are one-way, and some are two-way – consider how the bicycle facility will work with that changing configuration.
- There are concerns about security around New Street and Reed Street.

Partners Meeting

Purpose: After the bus tour, the group gathered in the Dover Public Library for a presentation and discussion of the bicycle and pedestrian network.

Bicycle Network

- Chris said the intent was to connect the existing North Street path south one block on West, then east on Bank Lane.
- North Street may be too narrow and high-volume for a bicycle boulevard.
- In response to Diane's question, Tara and Jeff noted that parallel streets are better for bicycle facilities as compared to Lookerman Street through the Downtown core.
- Curb-to-curb dimensions – the team looked at these but didn't map them.
- Rob said there needs to be a good connection between Bayhealth and the DSU nursing building.
- He also suggested that separated bike lanes be provided on Governors Avenue between DSU and the hospital.
 - Attendees noted that this may require a lot of impacts to highly used parking.
- Chris sees New Street as a good option; he doesn't feel uncomfortable riding it.
 - Jeff cautioned that it's important to make sure routes feel comfortable at all times of day.
 - Heather drives Queen Street and New Street and has experienced several issues, even in a car.
 - There may be fewer security issues on Queen Street than New Street.

Pedestrian Network

- Dennis asked about considerations for people with disabilities.
 - All recommendations will need to be compliant with the Americans with Disabilities Act (ADA).
 - The team's surveys did not explicitly ask about disability.

- Project recommendations will likely include upgrades to intersections specifically to address ADA compliance.
- Reginald asked about including the intersection of Division and West; this intersection falls outside the activity centers being looked at by this study.
- It was suggested that the intersection of State Street and Kings Highway be incorporated into the intersection improvements at State and Lookerman Streets.
- Helen said that the intersection of Lookerman and Bradford Streets would benefit from crossing improvements.
- Heather suggested including Governors Avenue and Water Street if it's not being addressed by the Family Court project.
 - Kittelson will verify street / intersection improvements being implemented by the Family Court project.
- Diane suggested decorative crosswalks at Division and Bradford Streets.
- Mike noted that some agencies may require mountable curb in median islands, which might defeat the purpose of protected people standing on the median.
 - The report should state that vertical curb is preferred.
 - Eastbound and westbound left turns could likely not occur at the same time if the median option is implemented at Division and Bradford Streets.
- Heather likes the curb extension option at Division and Bradford Streets.
 - More room for people to wait on the corner.
 - Division already weaves back and forth too much.
 - Terrell agreed.
- Dawn said that speed humps are not allowed in the City due to a firefighter injury that occurred many years ago.
 - Jeff suggested the plan should recommend revising that policy; speed humps are exceptionally effective and inexpensive, so they should be in the toolbox. They can be designed to create a speed profile that is safe for emergency responders.
- Heather and Dawn noted that the eastbound right turn lane on Water Street at Governors Avenue is essential.
 - There doesn't seem to be much interest in bicycle facilities in Water Street as opposed to Bank Lane.
 - It's still important to provide better pedestrian access on Water Street.
 - Mike added that the transit center should be connected to the rest of the city by bike.
 - Chris said there's a bike path (or wide sidewalk) along West Street.
 - Dawn noted that Queen Street is wide at Bank Lane and might be difficult to cross.
 - Diane likes green paint for bicyclist crossings.
 - Dennis said vehicle queuing needs to be better understood.

Lookerman Plaza

- Options:
 - Wider medians
 - Better crosswalks

- Change in materials so drivers would be “guests” in the pedestrian space
 - Separated bike lanes
 - Full redesign
- Many people cross at Federal Street even though there’s no crosswalk.
- Dawn agreed that the pavement is much too wide.
 - She referred to Transforming Downtown Dover recommendations at Lookerman, State, and Kings Highway.
- Dennis asked about features that shouldn’t be impacted.
 - The Christmas tree was mentioned by many attendees.
 - Clock.
 - Memorial plaza.
- Diane said this is an “anchor” for the whole area.

DSU Main Campus

- Two options to consider:
 - Bicycle facilities along College, McKee, and Salisbury Roads and North Street
 - Trail from College Road to Buttner Place (still a gap south of Walker Road)
- Chris likes the trail option.
- Dawn said that a shared use path is being developed on West Street.
- She added that security is a concern at the Electric Department.
- One DSU student we heard from today rides on the US 13 and State Street sidewalk between campuses.
- Dawn said there was a past study for the six-leg intersection at Governors Boulevard and Bradford and Ross Streets.
- Chris thinks a shared use path along US 13 is a possibility.

Dover Air Force Base

- Chris said there’s already pretty good wayfinding.
- Mike noted there’s a crosswalk across Route 10.

Downtown Dover Pathways

Mobile Alternatives Workshop
Wednesday, January 24, 2024



Agenda

- Introductions
- Study Recap
- Alternatives
- Next Steps



Meeting Purpose

1. Provide a recap of the study
2. Discuss potential alternatives
3. Narrow down alternatives for evaluation

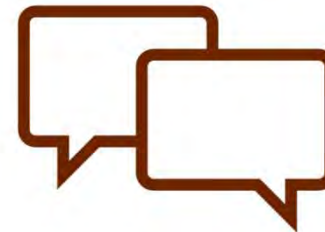
Introductions



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 Recap



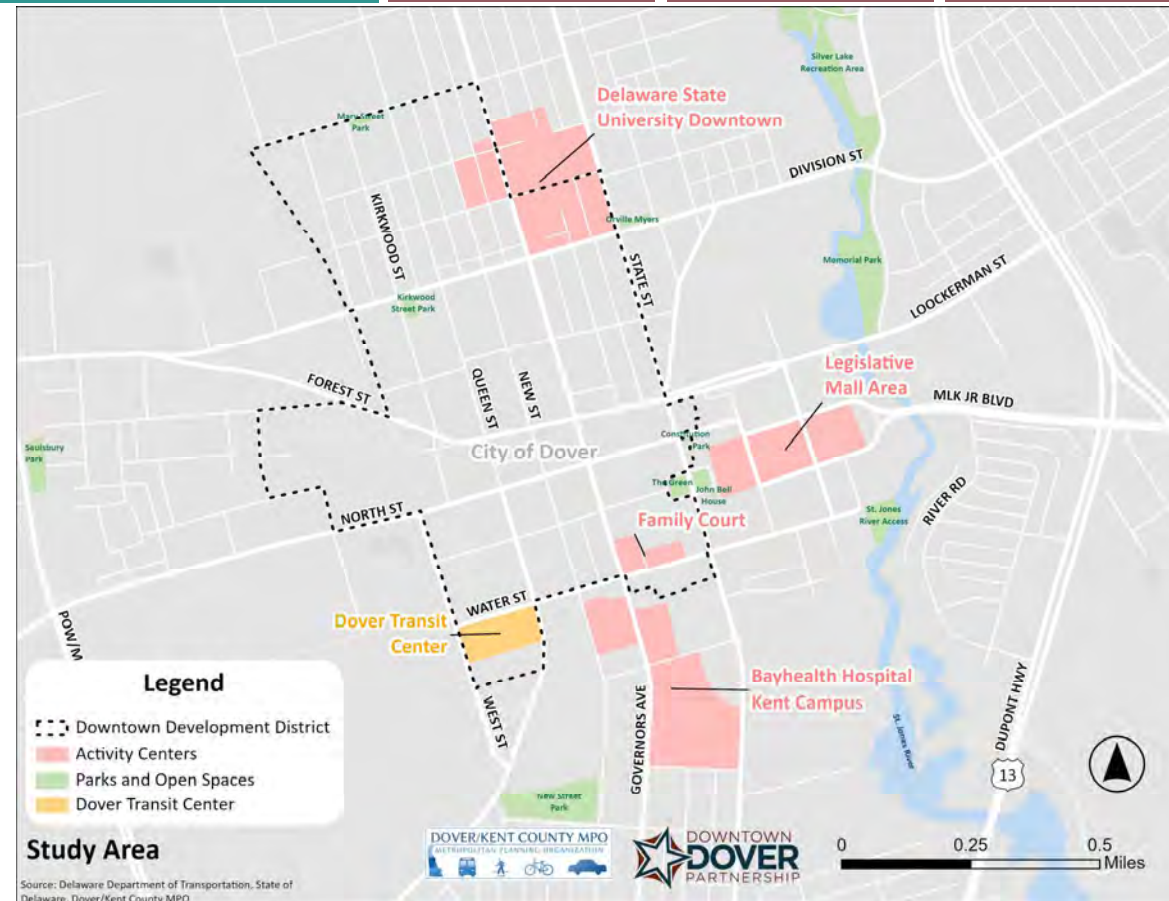
Overview

Downtown
Dover
Pathways

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
- New Family Court Building
- Legislative Mall Area
- Delaware State University Downtown
- Dover Transit Center

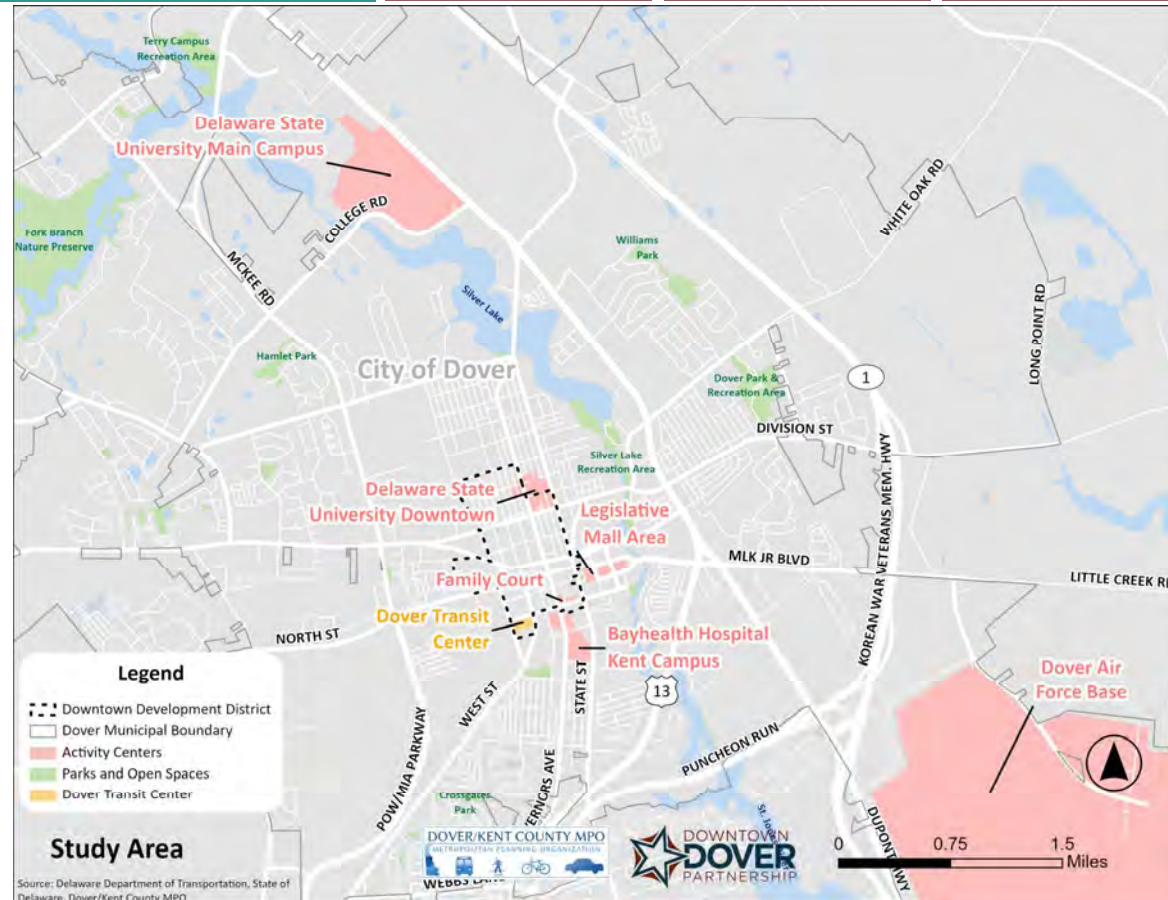


Overview

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:

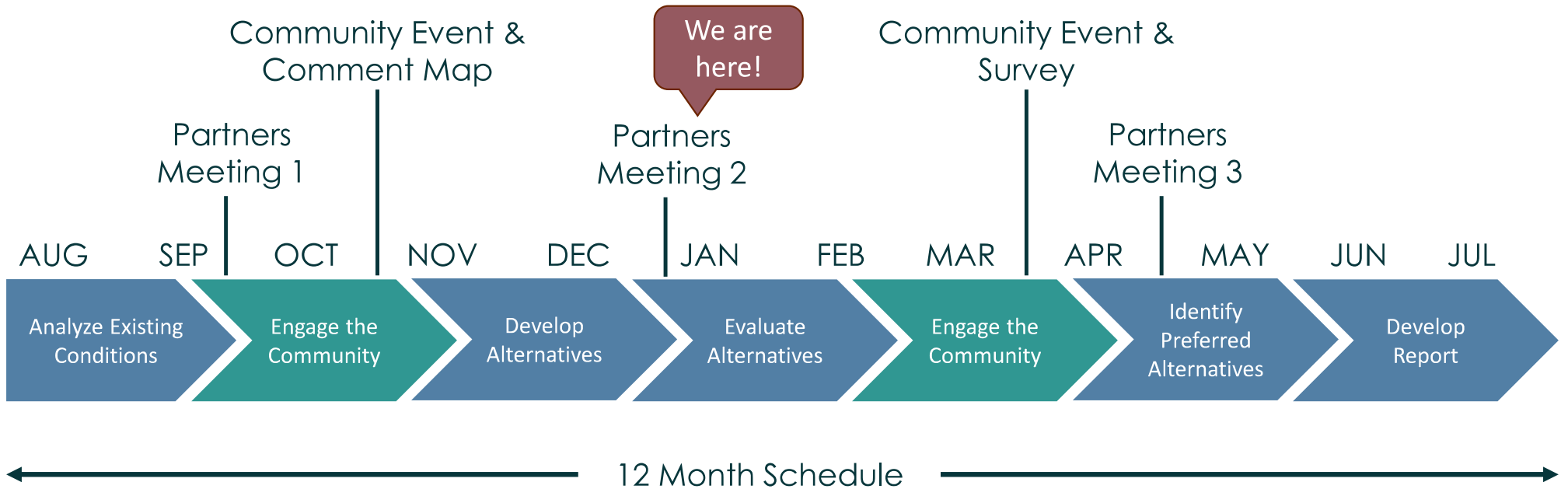
- Delaware State University Main Campus
- Dover Air Force Base



Downtown
Dover
Pathways

Schedule

Downtown
Dover
Pathways



Engagement

Downtown
Dover
Pathways

Touchpoints:

- Field Walk – September
- Public Workshop – October
- Online Comment map – ongoing
- Additional Meetings – November

DOWNTOWN DOVER PATHWAYS

This map is being used to inform requests to better connect key activity centers and landmarks within downtown Dover by making existing routes or other active transportation and accessibility options.

- Legend**
- Downtown Development District
 - Key Activity Centers
 - ⓧ Pedestrian Comments
 - ⓧ Bicycle Comments

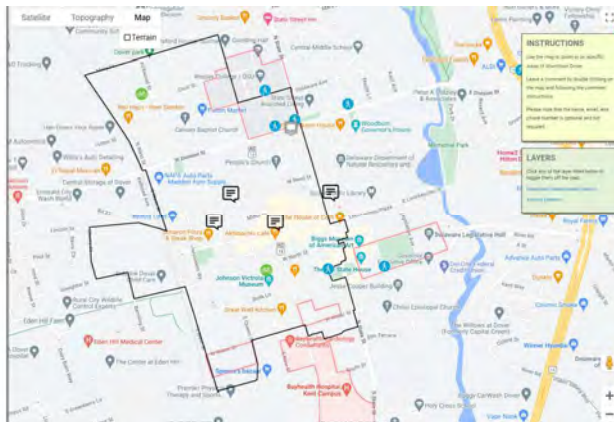
Click the comment icon to identify gaps in the existing pedestrian and bicycle network as well as areas for improvement. Please place the pedestrian and bicycle icons and leave a comment describing the existing gap or potential improvement.

There are no fees for this tool and you can use it on any device.

Click a dot of existing comments...

Review existing comments in a pop-up window. Please contact the location at the following address: 100 N. State St., Dover, DE 19801.

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Engagement

Downtown
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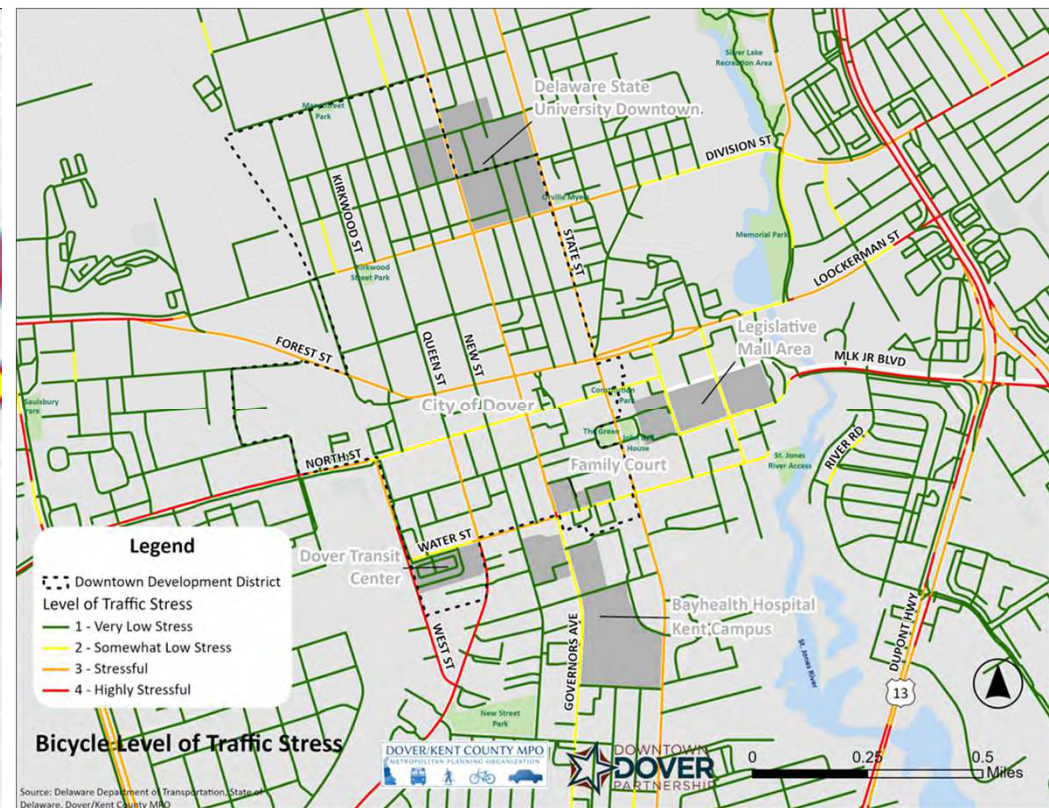
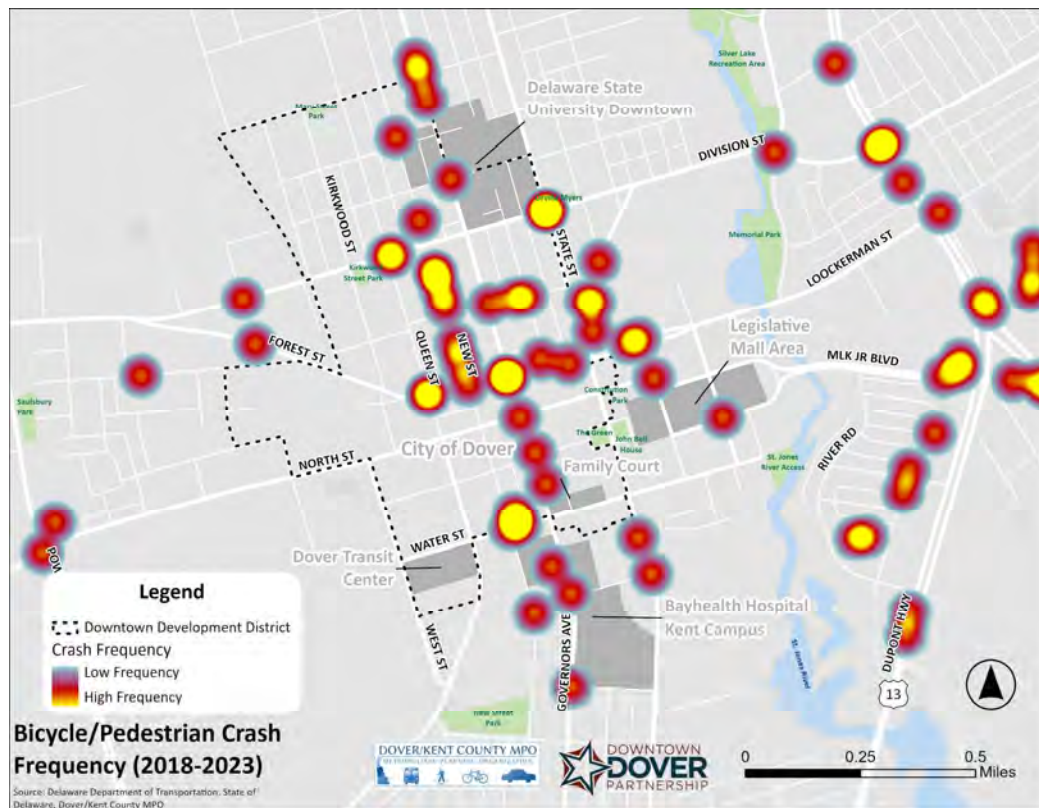
Key Takeaways:

- Sidewalks vary in accessibility and condition
- Some bike facilities are high stress
- Vehicle speeds exceed speed limits
- Some intersections, like Water Street / New Street, are difficult to cross on foot
- Continuous walking/bicycling routes are critical
- Division Street is a barrier
- Consider emergency routes
- There are additional destinations and developments between activity centers



Existing Conditions

Downtown
Dover
Pathways

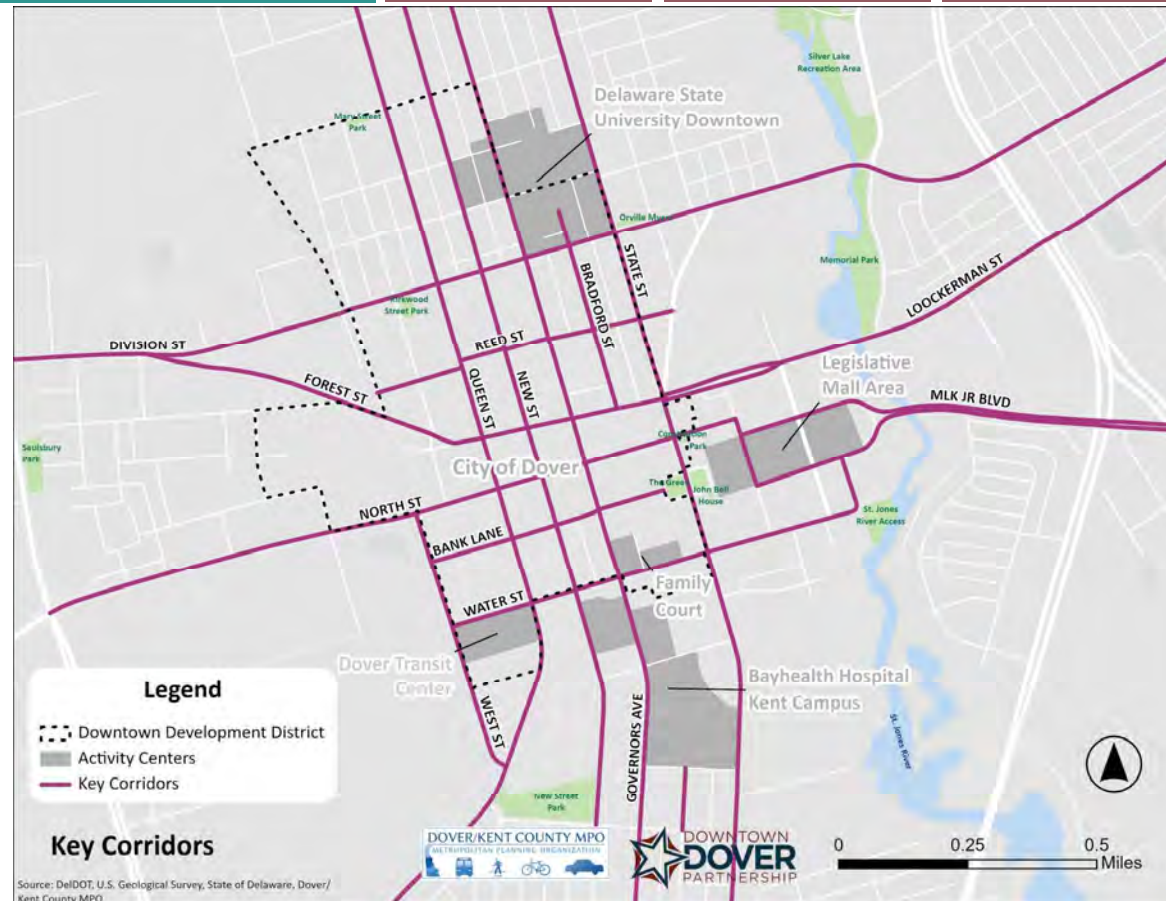


Key Corridors



Downtown
Dover
Pathways

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



Source: DelDOT, U.S. Geological Survey, State of Delaware, Dover/
Kent County MPO

Objectives

Downtown
Dover
Pathways



Create a continuous, low stress bicycle network.



Fill sidewalk and crosswalk gaps to improve pedestrian comfort.



Reduce vehicular speeds and eliminate pedestrian and bicyclist crashes.



Connect activity centers and spur economic development.



Identify fundable projects and establish a framework for implementation.

Performance Measures

Downtown
Dover
Pathways

- Continuous paths
- Low stress bicycle routes
- Pedestrian comfort
- Improved crossings
- Eliminate crashes
- Access to transit
- Support Downtown businesses
- Implement projects

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



Alternatives Approach & Overview



Approach

Downtown
Dover
Pathways

- Identify potential pathways for each activity center
- Consider connectivity to additional destinations
- Consider potential tools and facility upgrades
- Note potential extents, opportunities, and challenges

Toolkit Treatments

Downtown
Dover
Pathways



Pedestrian Safety and Access



Bicyclist Safety and Access



Traffic Calming

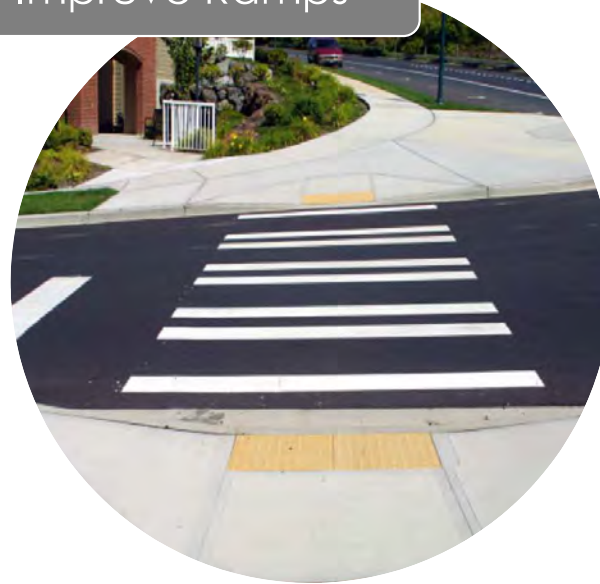
Pedestrian Facilities

Downtown
Dover
Pathways

Improve Sidewalks



Improve Ramps



Improve Streetscape



Pedestrian Facilities

Downtown
Dover
Pathways

Crosswalks



Intersection Visibility



Pedestrian Refuge



Pedestrian Facilities

Downtown
Dover
Pathways

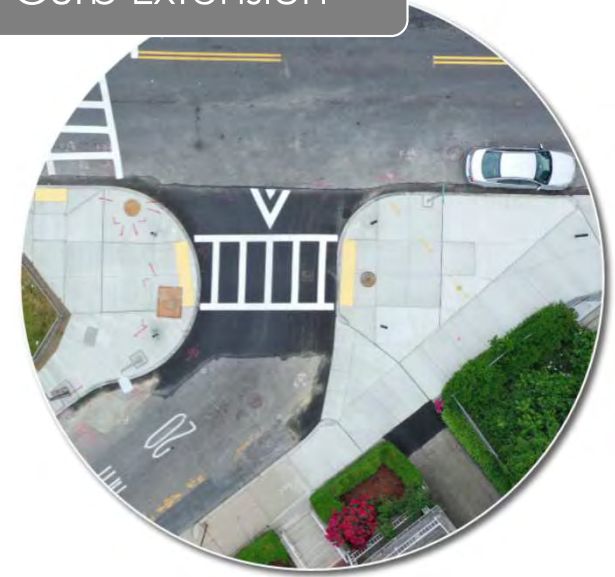
Flashing Beacon



Raised Crossing

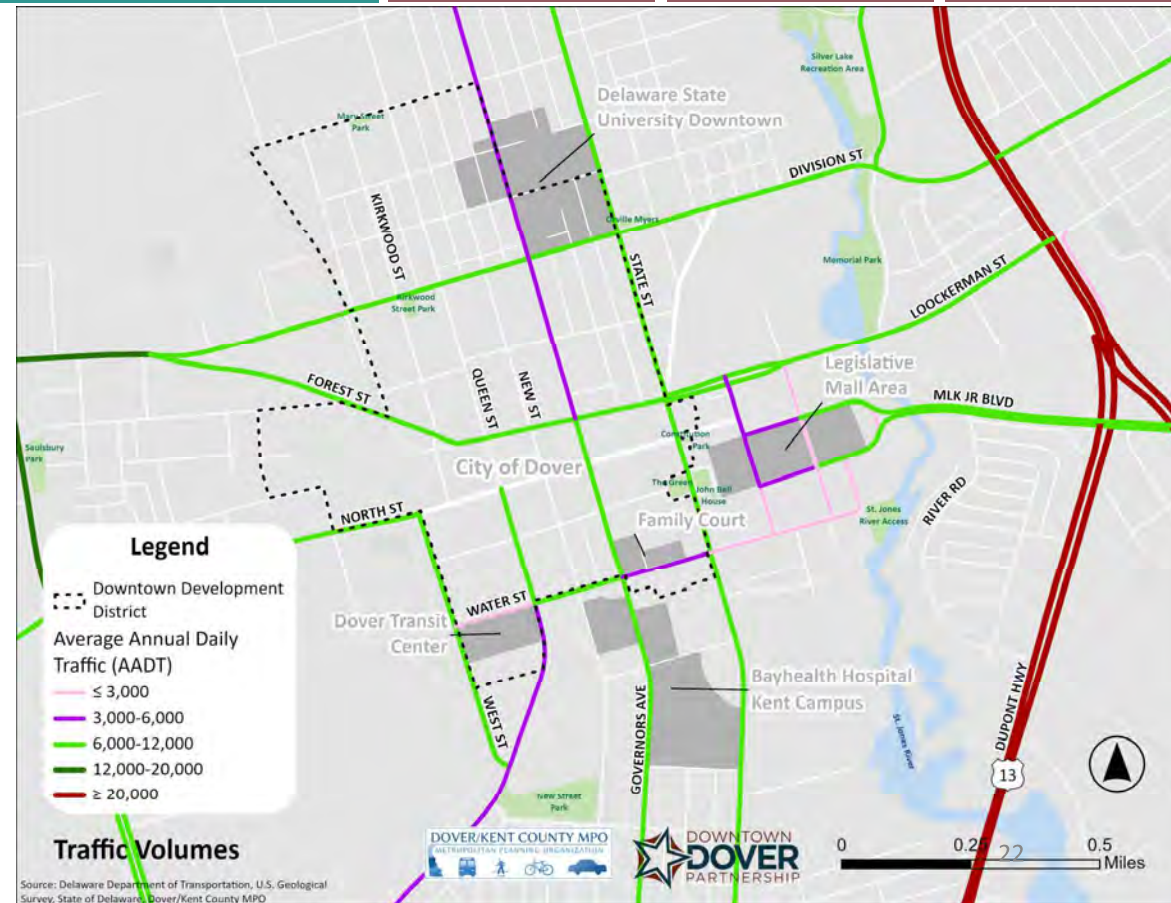
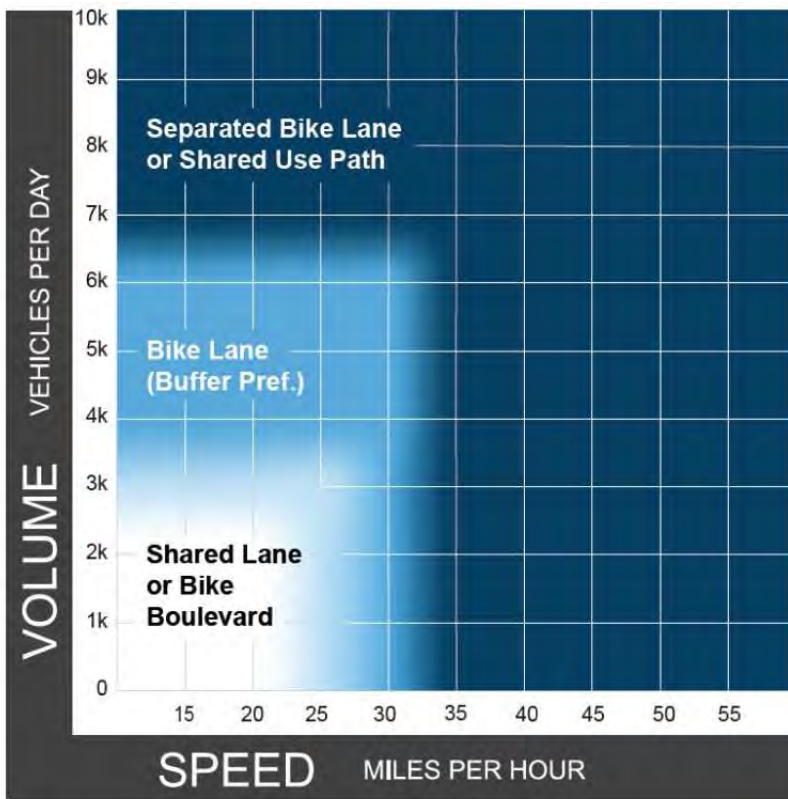


Curb Extension



Bicycle Facilities

Downtown
Dover
Pathways



Bicycle Facilities

Downtown
Dover
Pathways

Shared Use Paths



Buffered Bike Lanes



Separated Bike Lanes



Bicycle Boulevard Toolkit

Downtown
Dover
Pathways

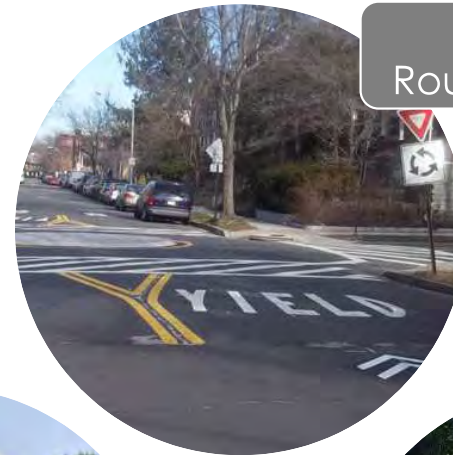
Wayfinding



Hardened Centerline



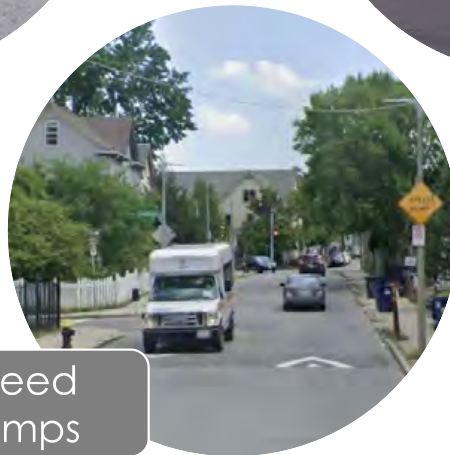
Mini Roundabout



Pavement Markings



Speed Humps



Slow Turn Wedge



Potential Alternatives



Bicycle Network Ideas

These lines represent options!



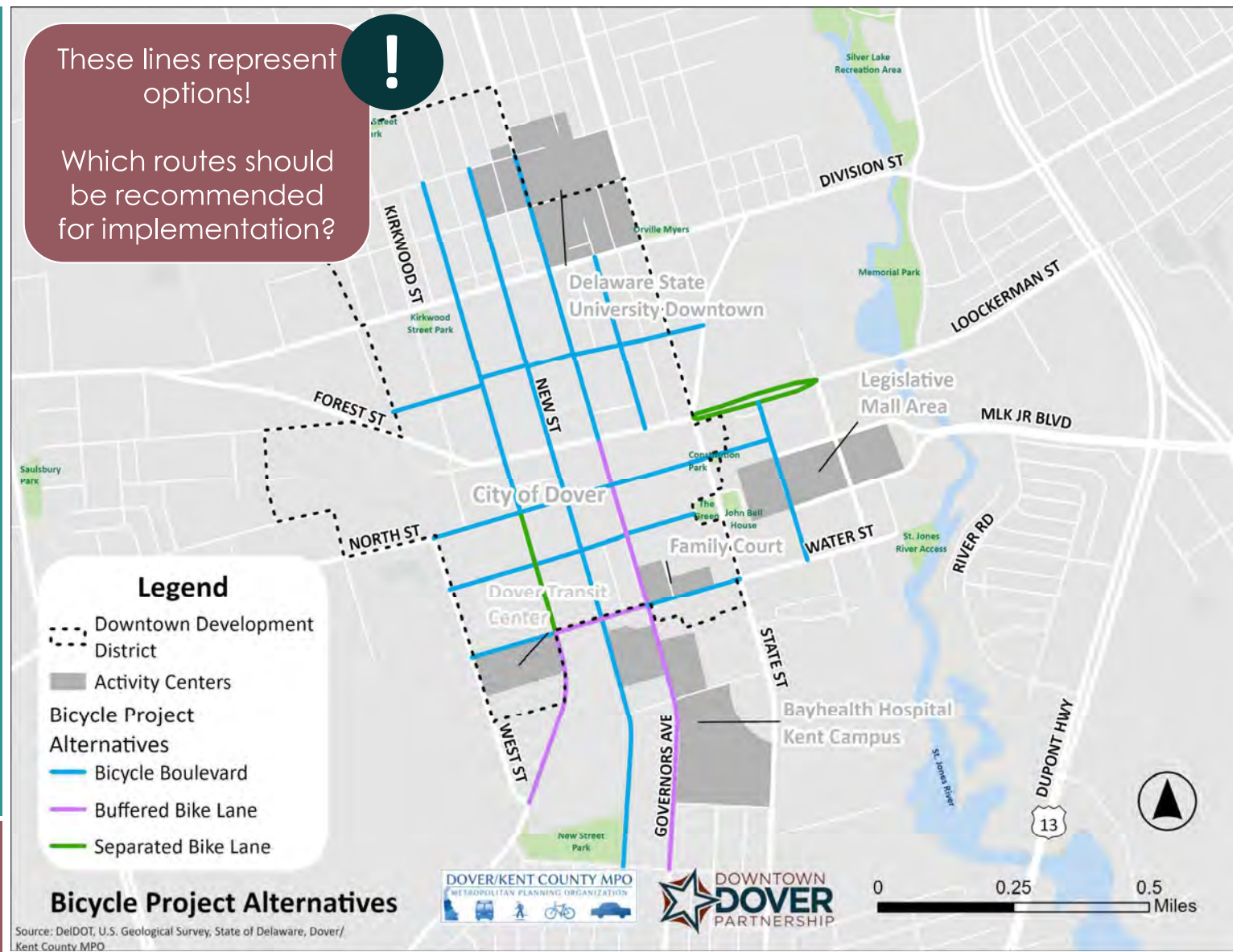
Which routes should be recommended for implementation?

Legend

- Downtown Development District
- Activity Centers
- Bicycle Project Alternatives**
- Bicycle Boulevard
- Buffered Bike Lane
- Separated Bike Lane

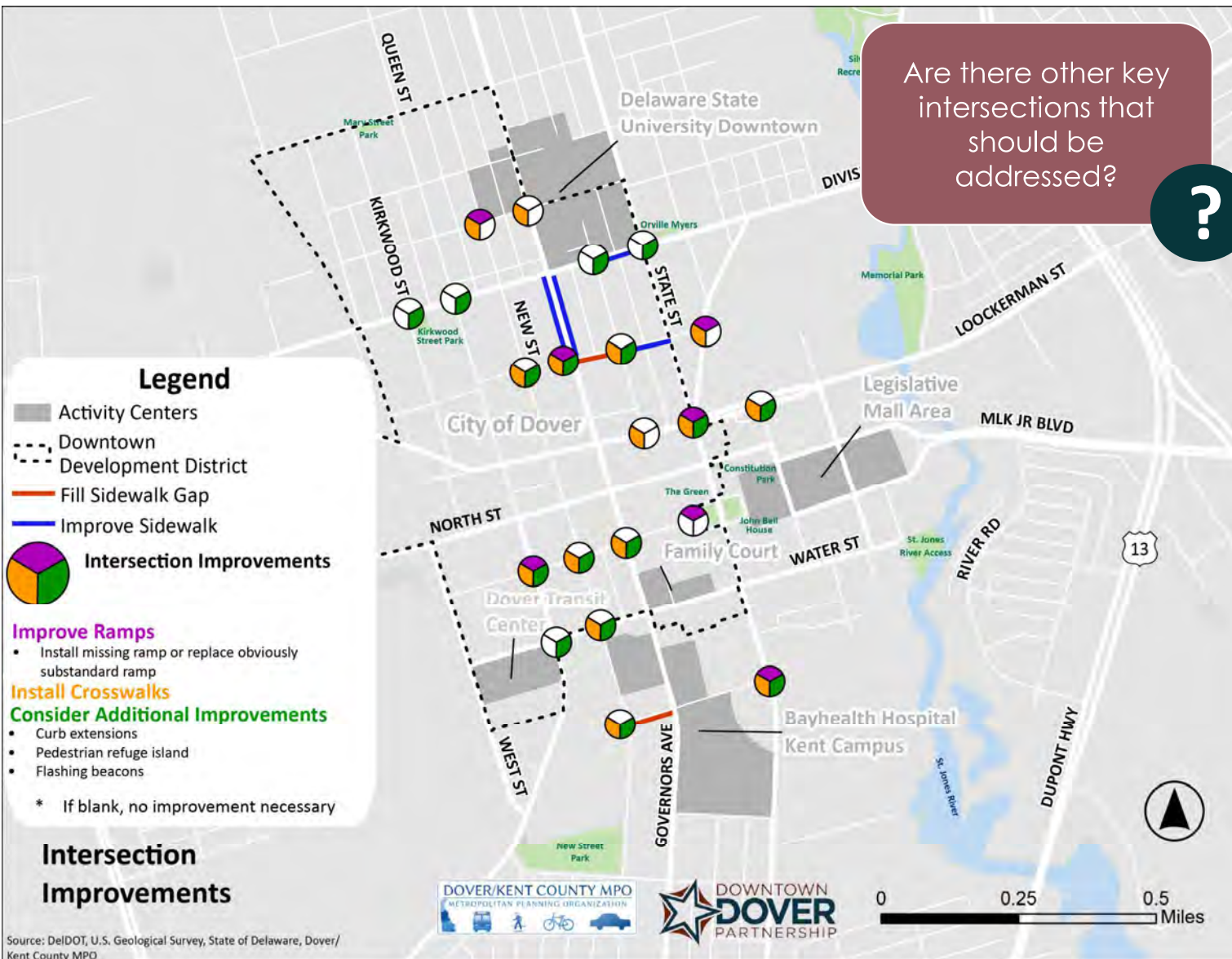
Bicycle Project Alternatives

Source: DelDOT, U.S. Geological Survey, State of Delaware, Dover/Kent County MPO



Pedestrian Network Ideas

Are there other key intersections that should be addressed?



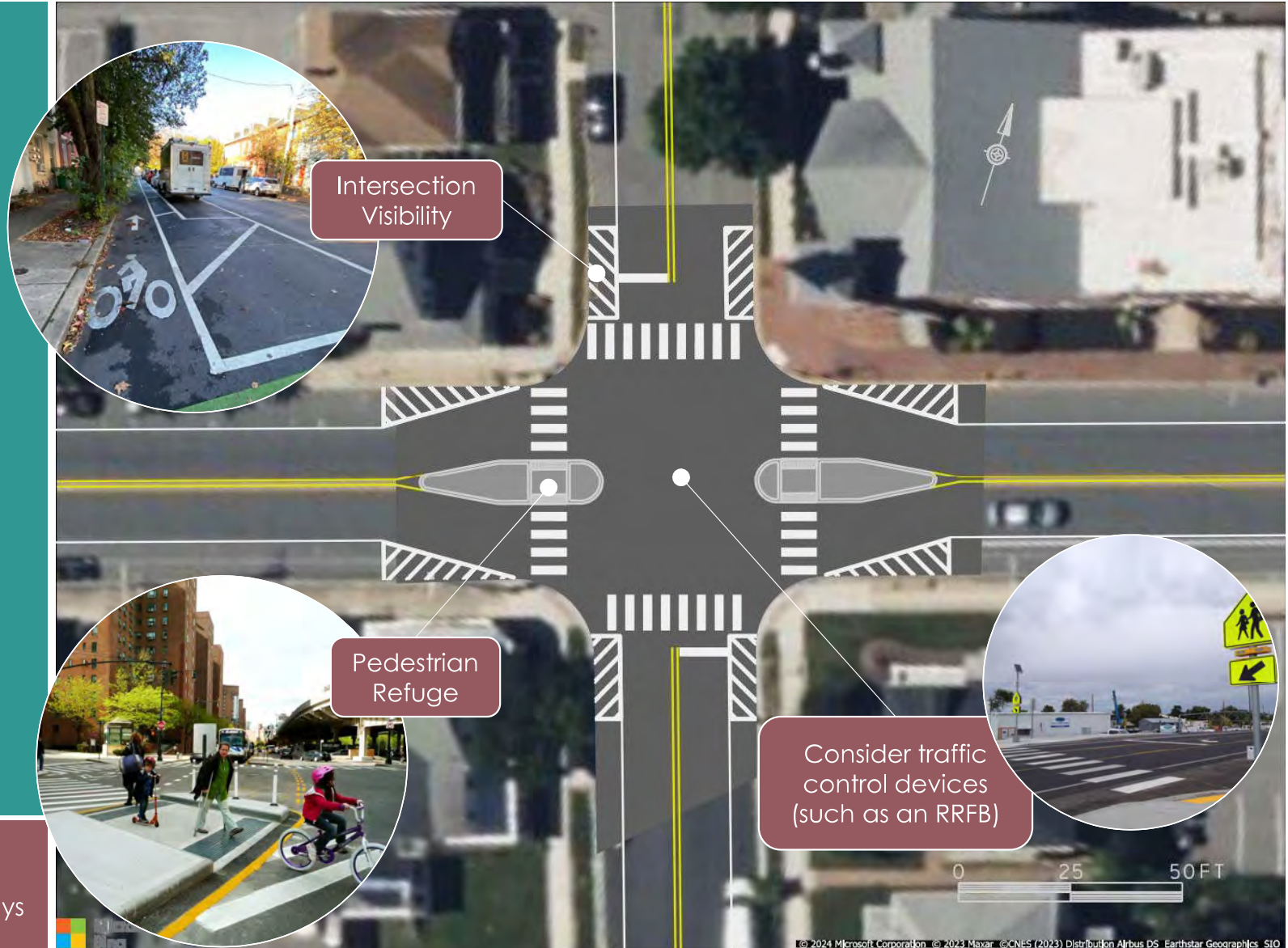
Examples & Ideas



Division Street & Bradford Street Intersection

Medians

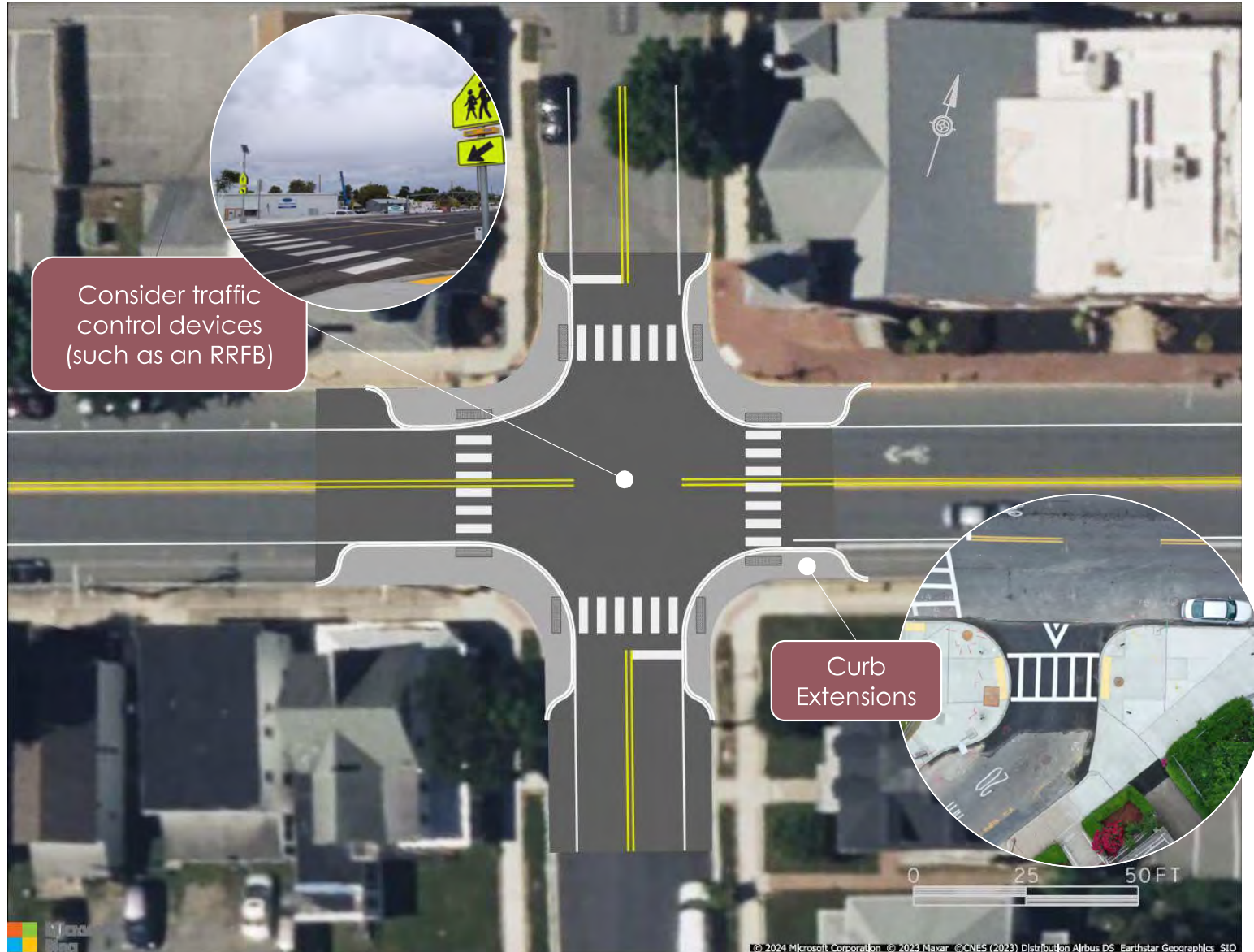
Downtown Dover Pathways



Division Street & Bradford Street Intersection

Curb Extensions

Downtown Dover Pathways



Options for Consideration along Bicycle Boulevard



Install Wayfinding Signs



Install Bicycle Markings



Consider All-Way Stop Control



OR a Mini Roundabout



Install Crosswalks & ADA Ramps



Options for Consideration along Bicycle Boulevard



Consider Parking Chicanes



Install Curb Extensions and/or Medians



Consider Intersection Control



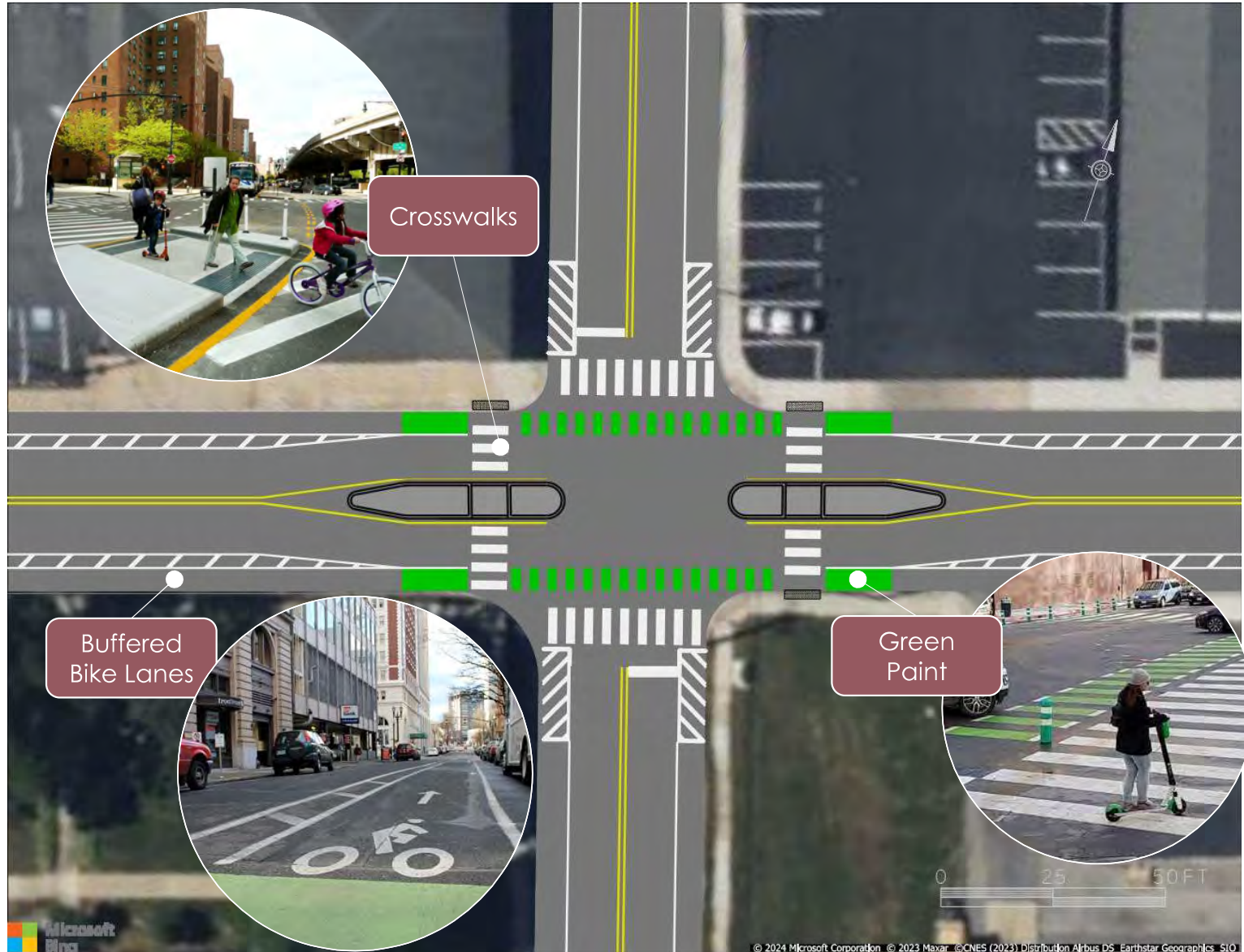
Consider Mid-Block Speed Humps



Water Street & New Street Intersection

Medians & Buffered Bike Lanes

Downtown Dover Pathways



Loockerman Plaza Ideas



Loockerman Plaza Ideas



Loockerman Plaza in the 1930s



Loockerman Plaza Ideas



Loockerman Plaza Ideas



Loockerman Plaza Ideas



Source: City of Lancaster

Loockerman Plaza Ideas

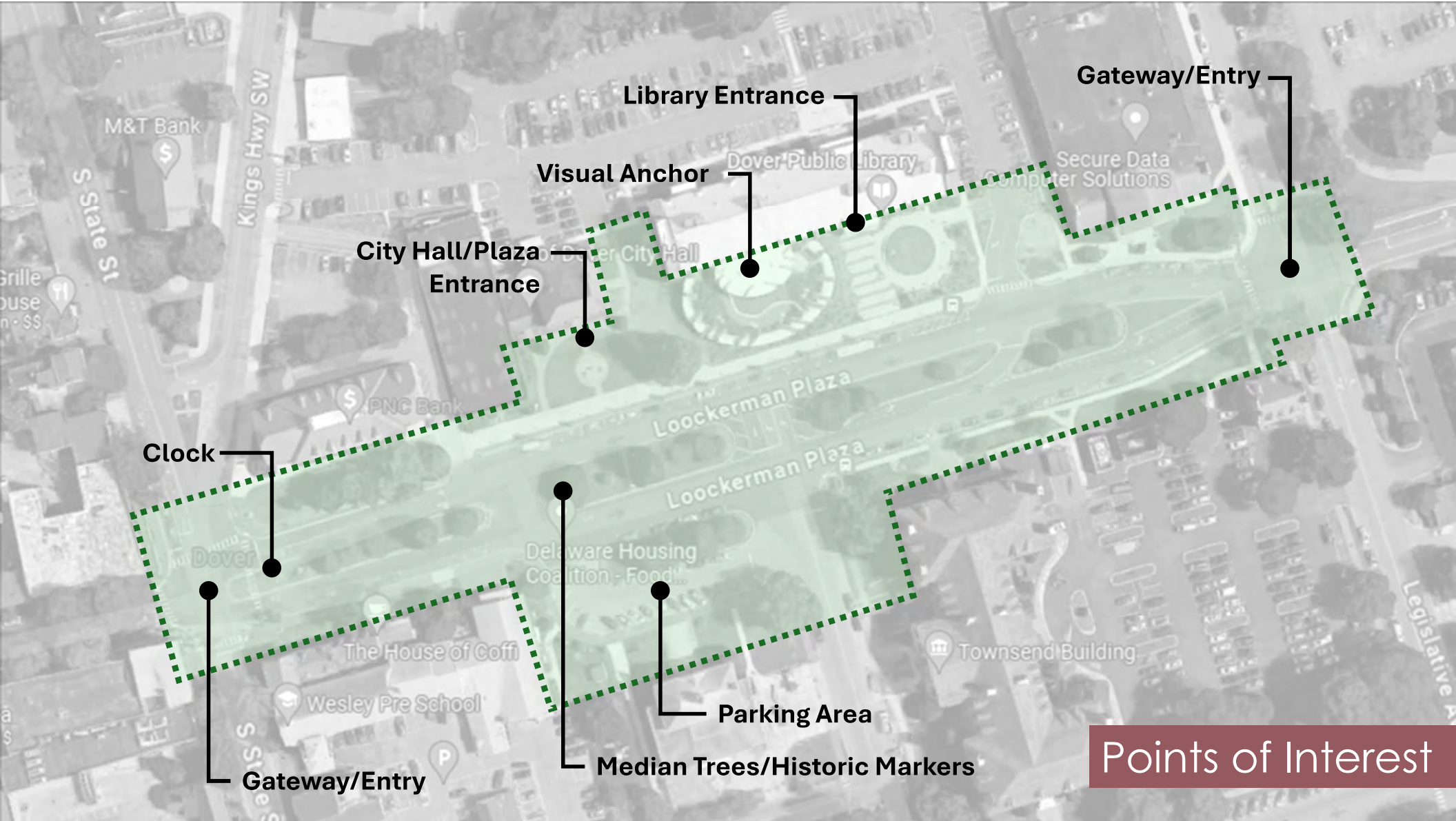


Downtown Dover Pathways

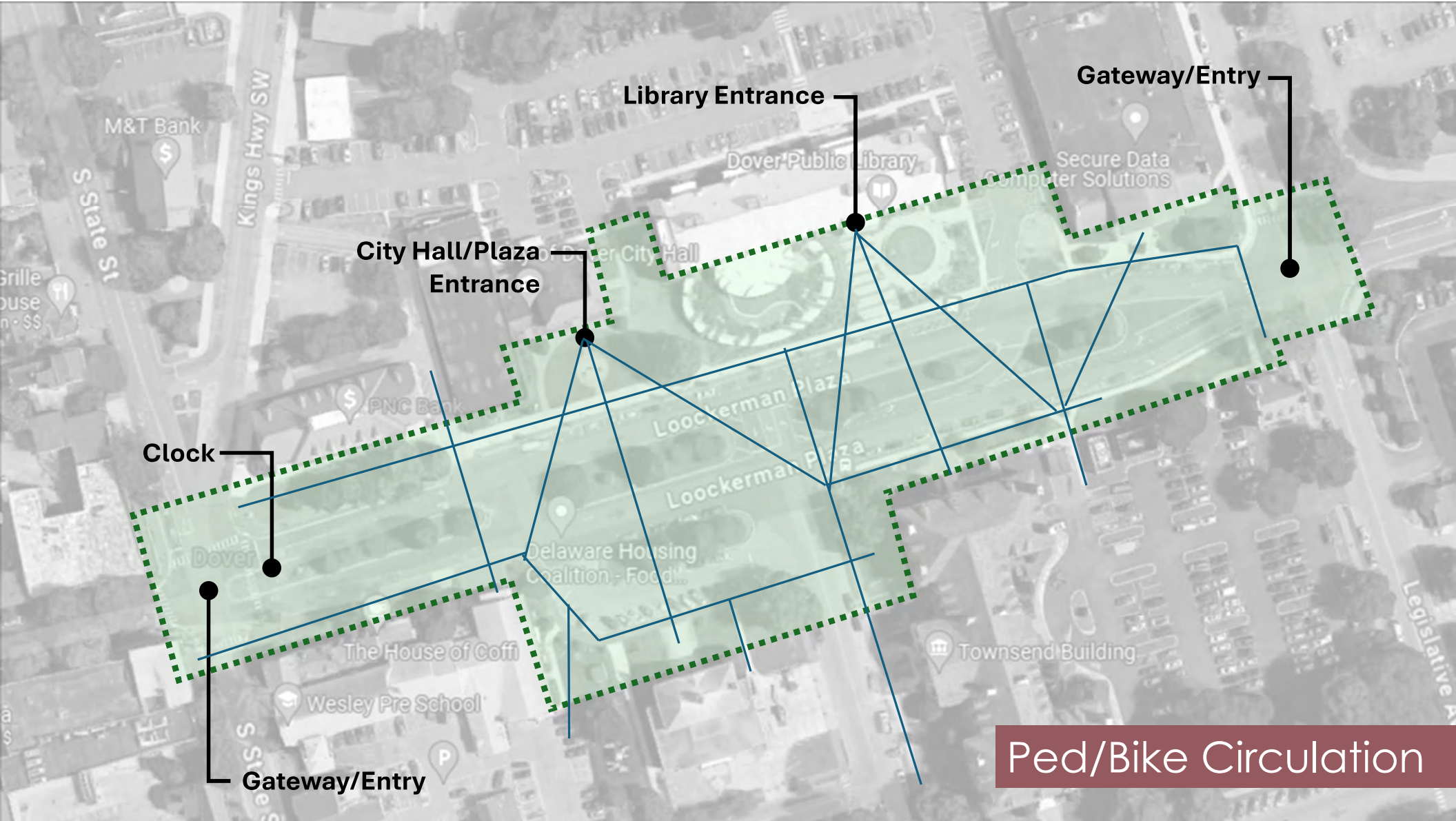
Loockerman Plaza Ideas



Downtown Dover Pathways



Points of Interest



Library Entrance

Gateway/Entry

City Hall/Plaza Entrance

Clock

Gateway/Entry

Ped/Bike Circulation

S State St

Kings Hwy SW

Loockerman Plaza

Loockerman Plaza

The House of Coffi

Wesley Pre School

Delaware Housing Coalition - Food...

Townsend Building

Dover Public Library

Dover City Hall

Secure Data Computer Solutions

M&T Bank

PNC Bank

Grille house

Legislative A

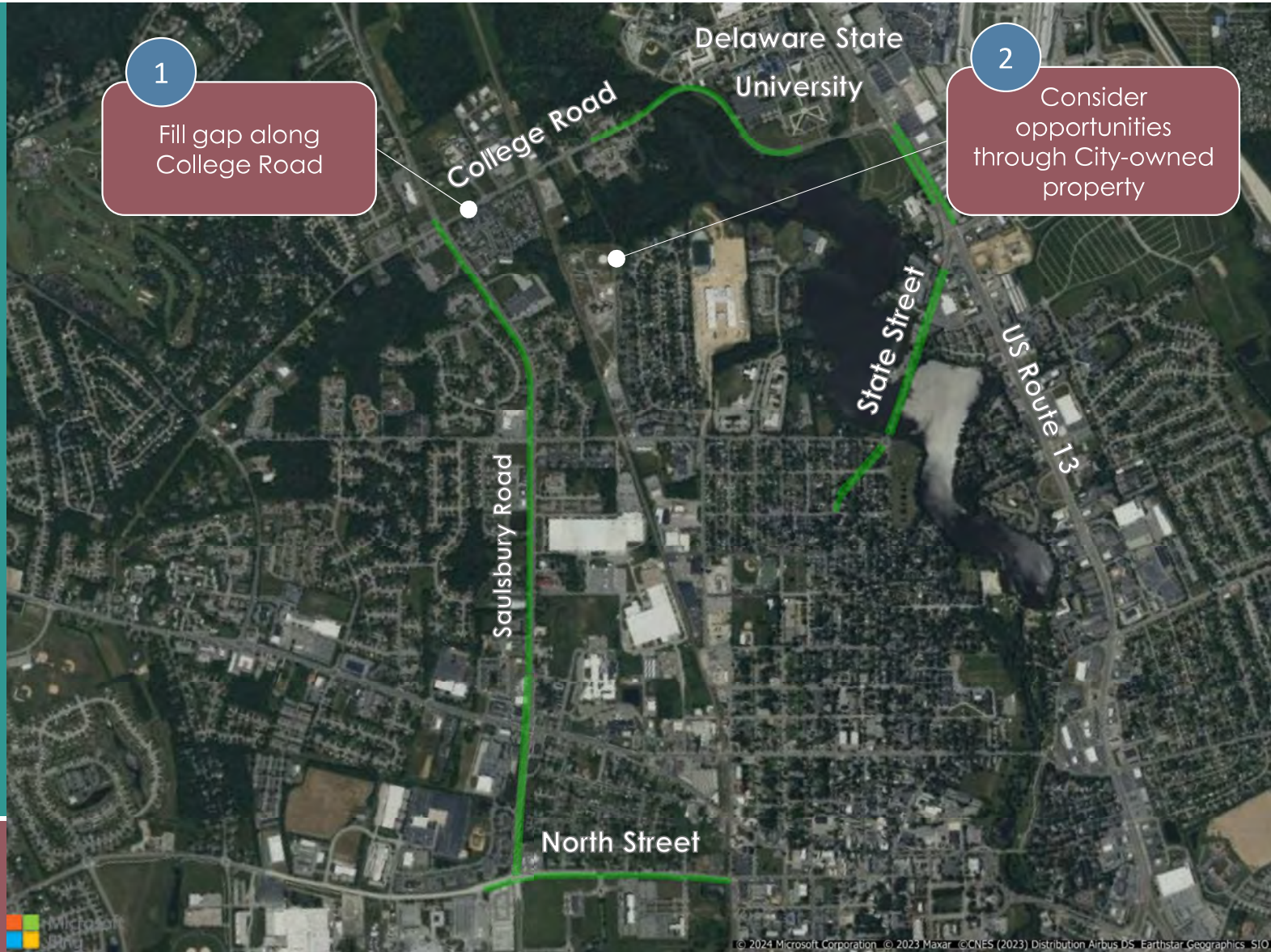
Non-Downtown Activity Centers



Ideas for Connecting Downtown and DSU Main Campus

Existing Bike Lanes and Shared-Use-Path

Downtown Dover Pathways



Ideas for Connecting Downtown and DSU Main Campus

Utilize City-Owned Property

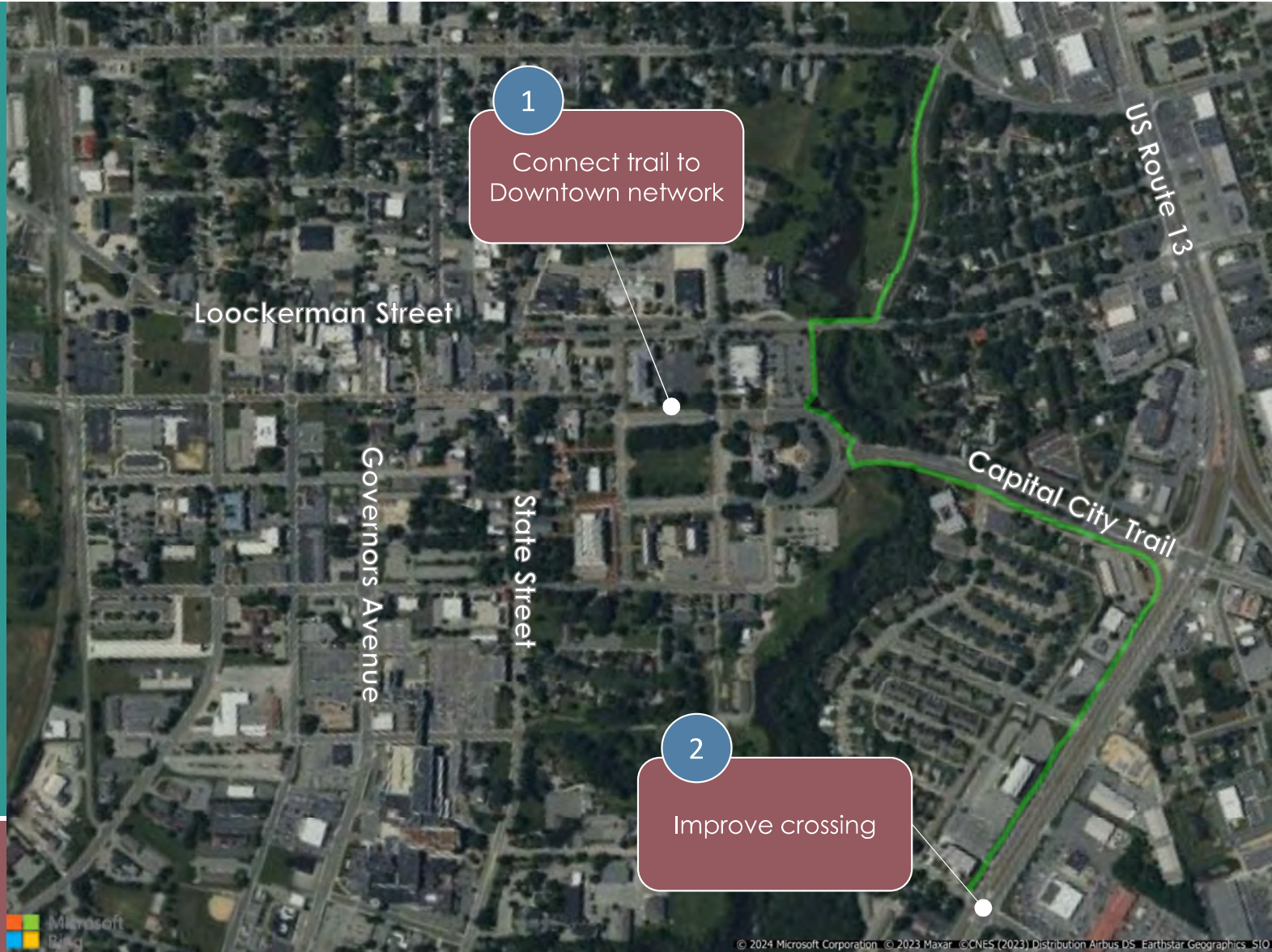
Downtown Dover Pathways



Ideas for Connecting Downtown and Dover Air Force Base

Existing Trail Network

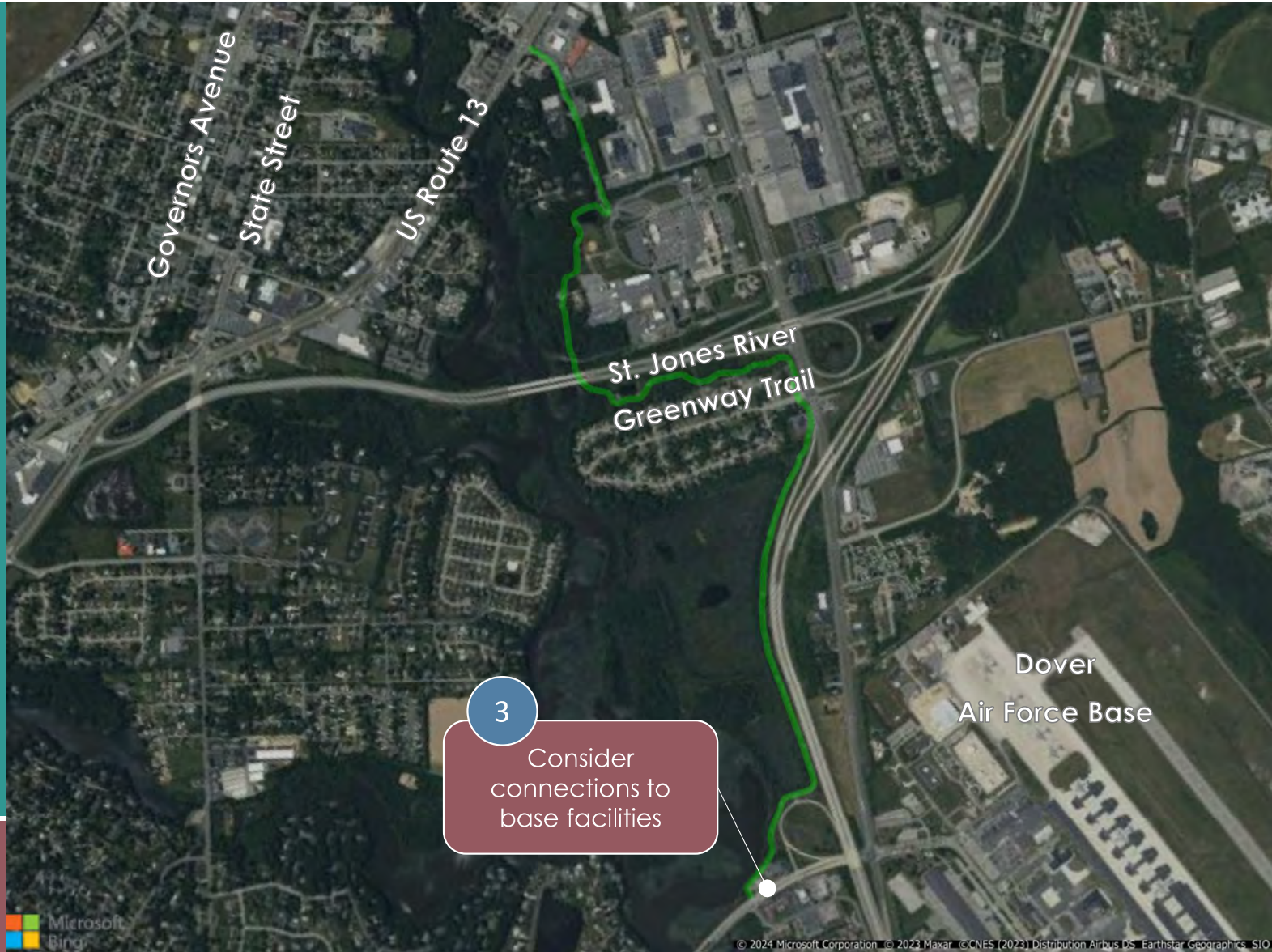
Downtown Dover Pathways



Ideas for Connecting Downtown and Dover Air Force Base

Existing Trail Network

Downtown Dover Pathways



Ideas for Connecting Downtown and Dover Air Force Base

Trail Connection & Sidewalk Widening

Downtown Dover Pathways



Ideas for Connecting Downtown and Dover Air Force Base

Crossing Improvements

Downtown Dover Pathways



Ideas for Connecting Downtown and Dover Air Force Base

Base Connection

Downtown Dover Pathways



Next Steps



Schedule

Downtown
Dover
Pathways



Next Steps

Downtown
Dover
Pathways

- Evaluate Alternatives
- Host second public workshop
- Distribute alternatives survey



Malcolm Jacob
(Malcolm.Jacob@doverkentmpo.org)



Tara Hofferth
(thofferth@kittelsohn.com)

Site Plan

Downtown
Dover
Pathways



AERIAL VIEW – REAR VIEW



AERIAL VIEW – GOVERNORS AVENUE. & WATER ST.

Downtown Dover Pathways

This study is about walking and biking in Downtown Dover!

How do DSU students get Downtown?



Answer the Survey!

Comment on the Map!

Visit the website!



Downtown Dover Pathways

This study is about walking and biking in Downtown Dover!

How do DSU students get Downtown?



Answer the Survey!

Comment on the Map!

Visit the website!



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

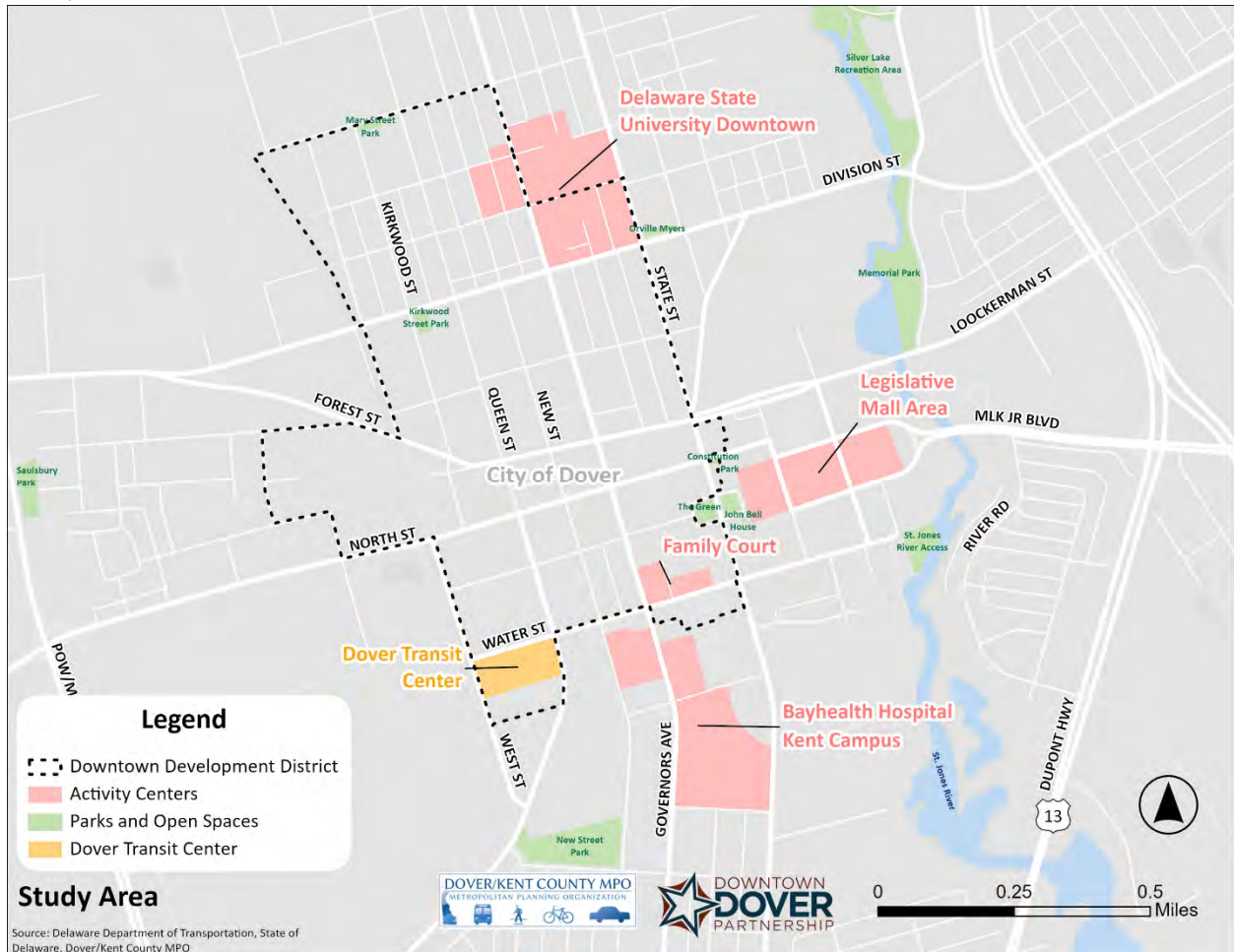
- Potential key activity center
- Located between S Queen St and S New St at South St
- Open Tuesday, Friday, and Saturday
- Unsafe feeling walking or biking southbound on S New St to the market
 - Particularly along frontage of Morris Correctional Institute

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

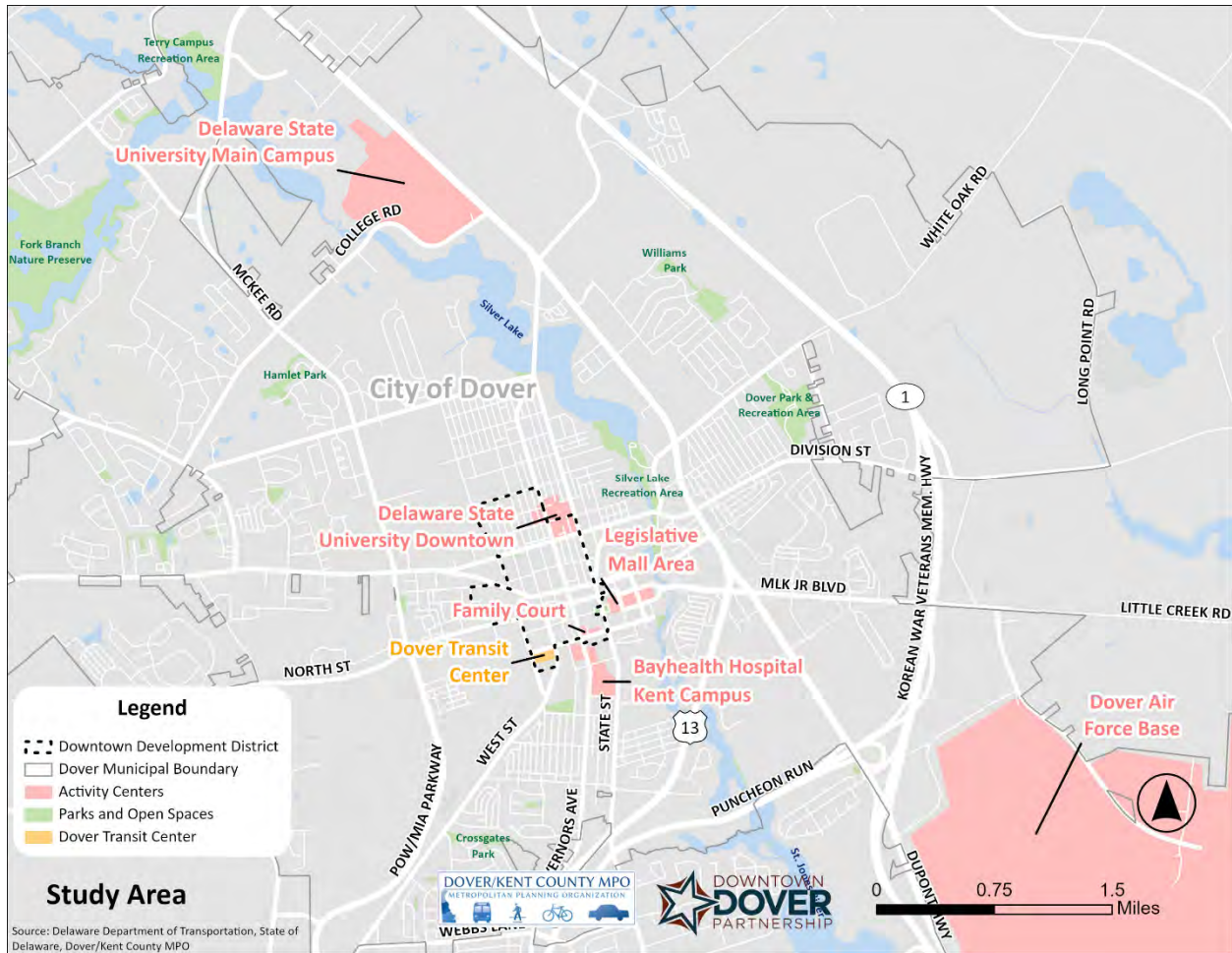
Study Area - Downtown



- 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

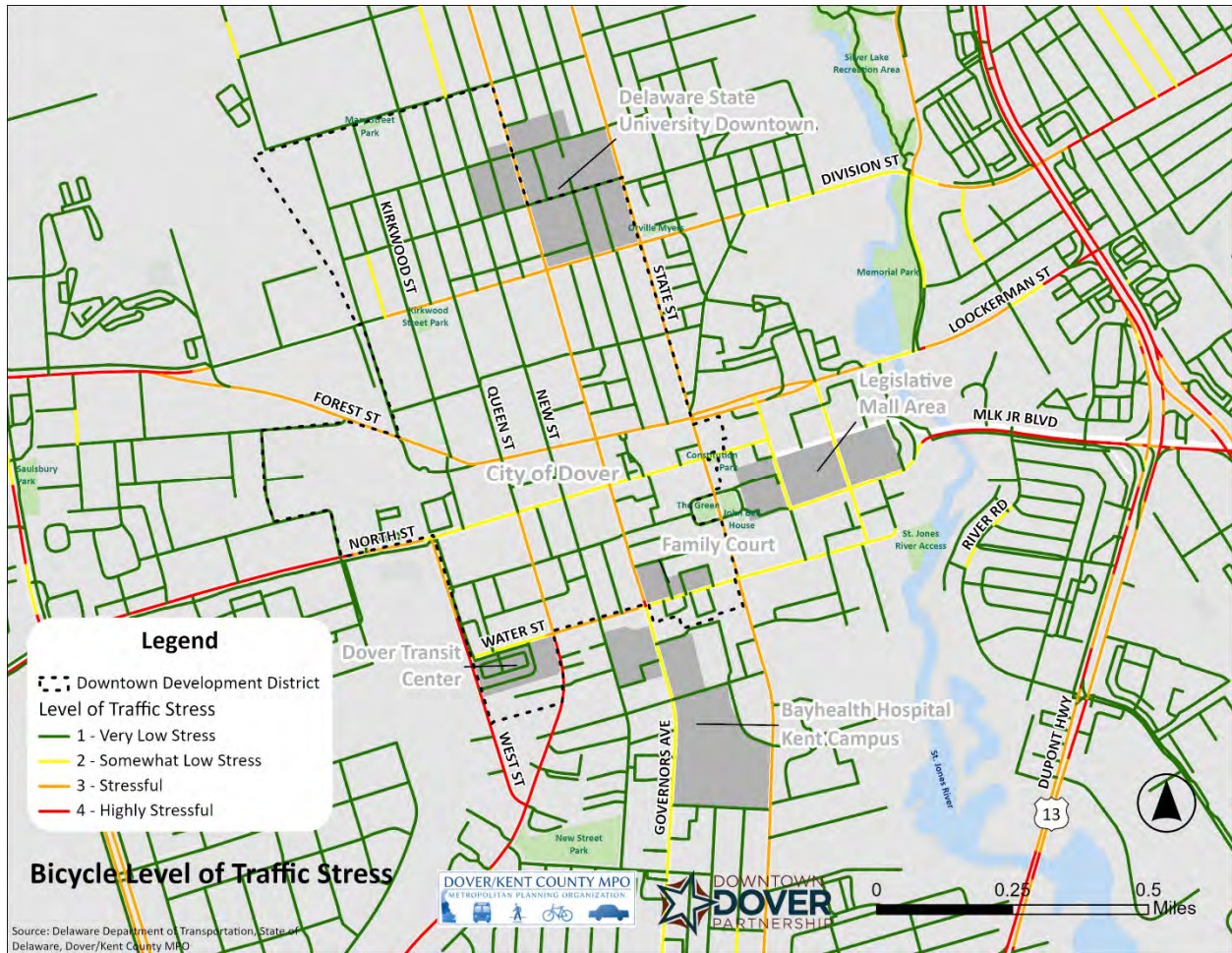
- Concern over parking layout and how it relates to the width of the roadway
- Transform Dover Master Plan for traffic calming and intersection improvements at Lookerman St & State St
- It feels treacherous walking in front of the bank drive-thrus that exit to the sidewalk near Dover Public Library on 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



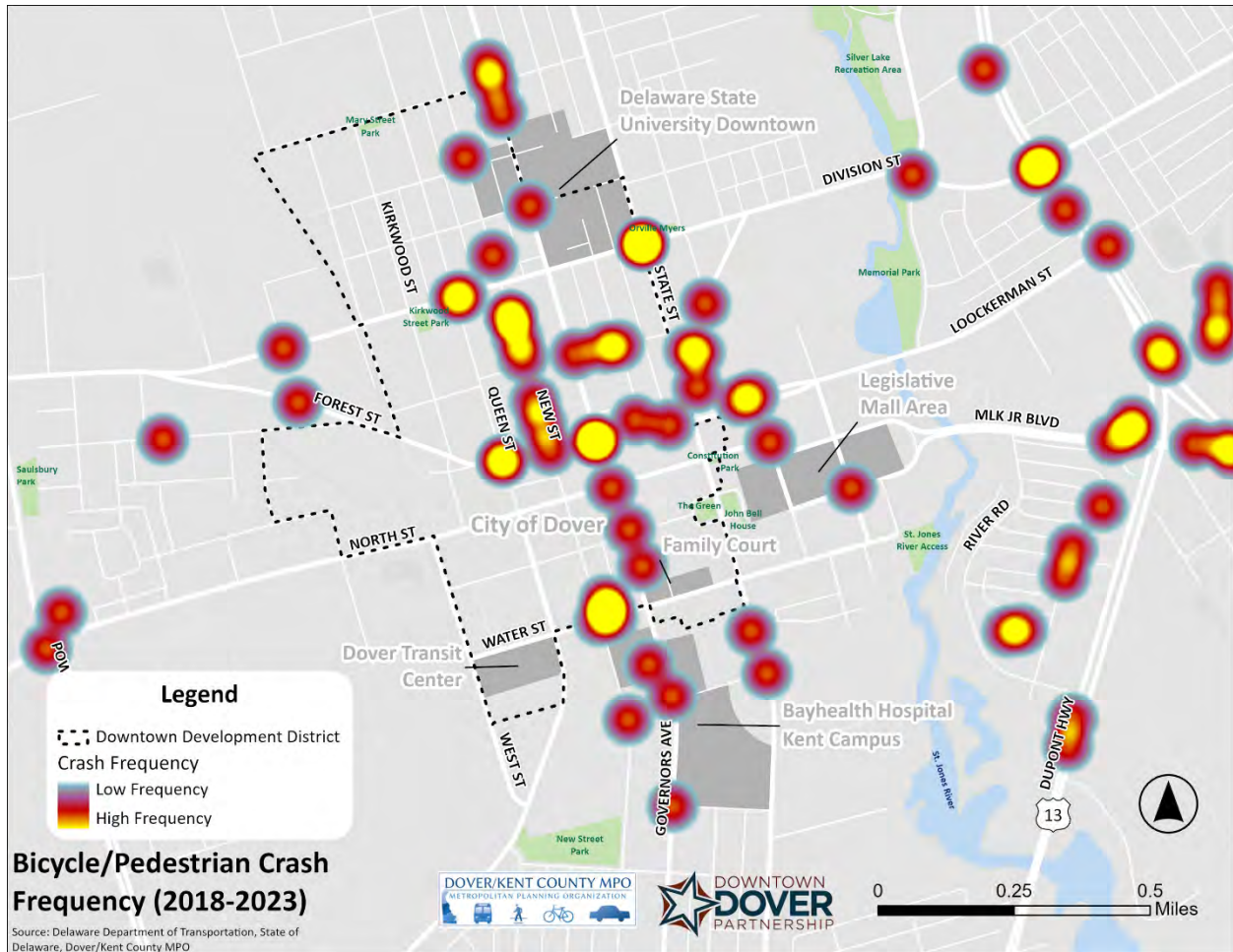
- ADA accessibility
- Green space and aesthetics
- There are bike facilities on POW/MIA Parkway which allow
- West St, as opposed to Governors Ave and State St, could be an option for residents outside of the study area to bike into downtown
 - Provides connection to Camden

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

STUDY OVERVIEW

Downtown Dover Pathways

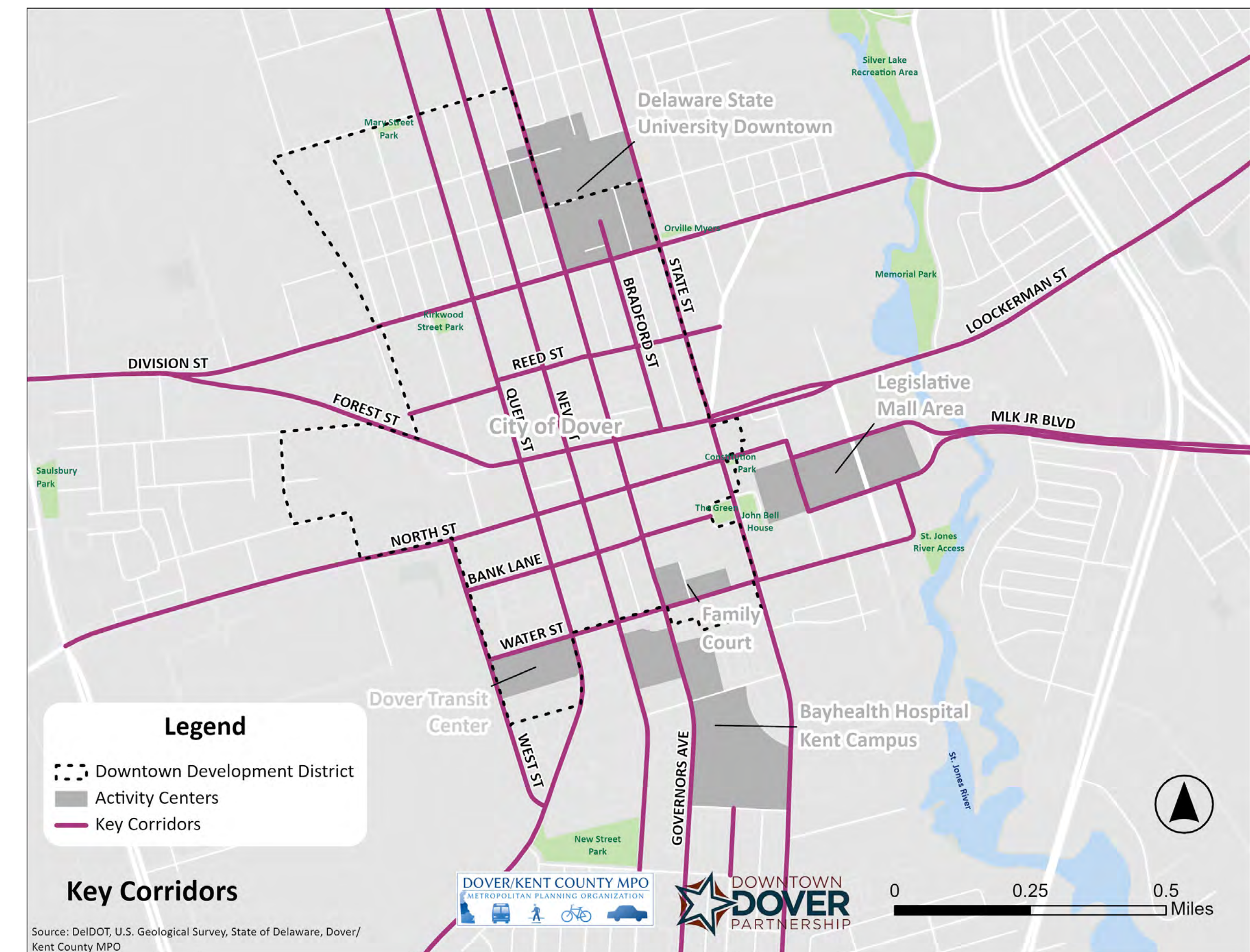
This study will identify means to better connect **key activity centers** within downtown Dover by walking, bicycling, scooter, or other **active transportation** and micromobility options.

Activity Centers:

- Bayhealth Hospital Campus
- Family Court
- Legislative Mall
- Delaware State University Downtown
- Dover Transit Center
- Delaware State University Main Campus
- Dover Air Force Base

Key Corridors:

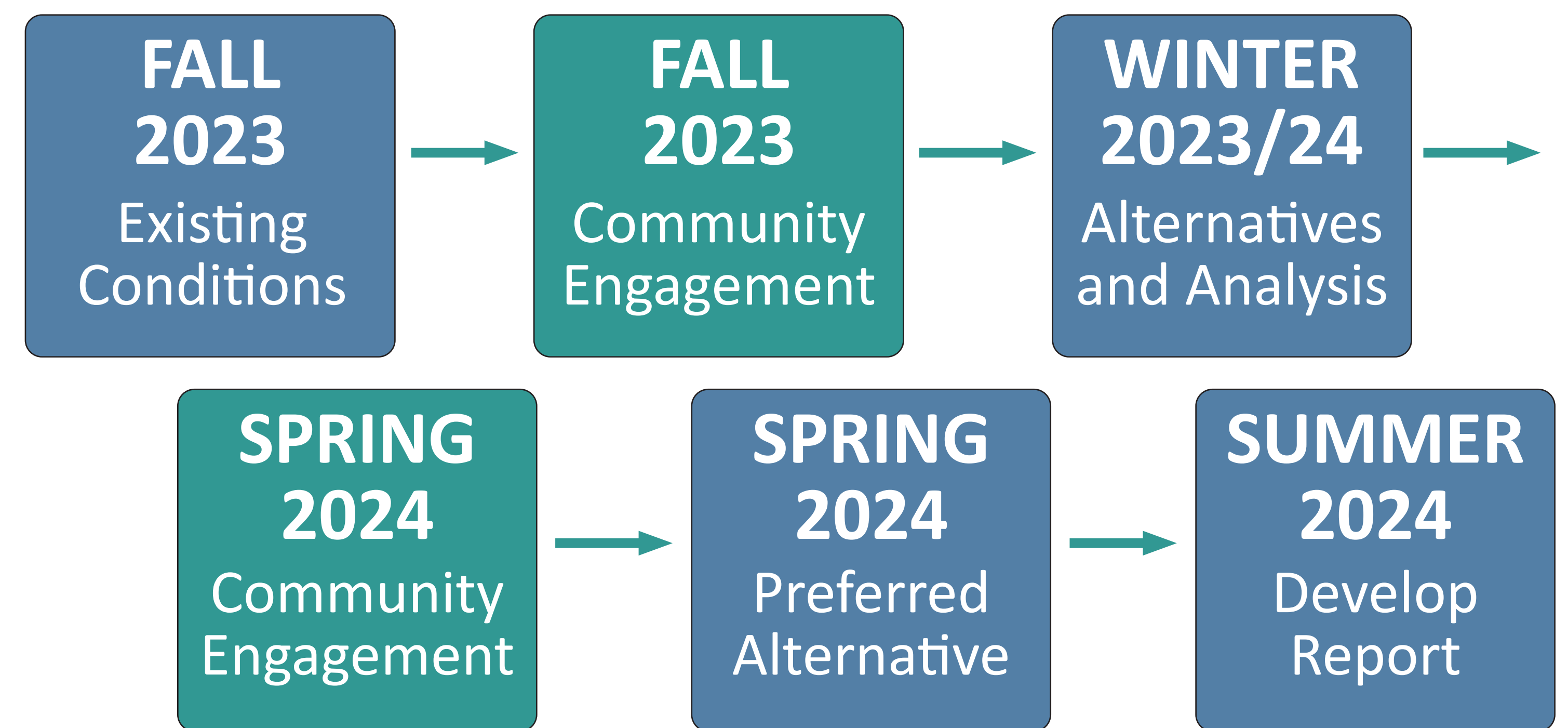
- Division Street
- Reed Street
- Loockerman Street
- North Street
- MLK Jr Boulevard
- Bank Lane
- Water Street
- State Street
- Bradford Street
- Governors Avenue
- New Street
- Queen Street
- West Street



Draft Objectives

- Create a continuous, low stress bicycle network.
- Fill sidewalk and crosswalk gaps to improve pedestrian safety.
- Reduce vehicular speeds and eliminate pedestrian and bicyclist crashes.
- Connect activity centers and spur economic development.
- Identify fundable projects and establish a framework for implementation.

Study Schedule



Downtown Dover Pathways

Public Workshop

October 26, 2023
4:30 pm to 6:30 pm

Dover Public
Library

Food will be provided!

Let's talk about
walking and biking
in Downtown Dover!

A brief presentation will be
provided at 4:30 pm and
again at 5:30 pm. Drop by
at your convenience to
chat about the project.



Use this online comment map to tell us about where dedicated bike facilities, wider sidewalks, improved crosswalks, and other bike or pedestrian changes would be beneficial.



**Downtown Dover Pathways
Delaware State University Meeting**

November 15, 2023
11:00 am – 12:00 pm
Virtual

Attendees:

Dr. Stacy Downing, Delaware State University (DSU)
Dr. Terrell Holmes, DSU
Dr. Quiana Hutchins, DSU
Na'Ja Stokes, DSU
Kevin Willis, DSU
Khalid Zerrad, DSU
Diane Laird, Downtown Dover Partnership
Tina Bradbury, Downtown Dover Partnership
Marilyn Smith, Dover/Kent County Metropolitan Planning Organization (MPO)
Malcolm Jacob, Dover/Kent County MPO
Mike Petit de Mange, Dover/Kent County MPO
Jeff Riegner, Kittelson & Associates
Tara Hofferth, Kittelson & Associates

Notes / Discussion:

Attendees introduced themselves and Malcolm provided background on the purpose for this meeting. The DSU Downtown and Main Campuses are key activity centers in developing walking, biking, and active transportation pathways in Downtown Dover.

Tara gave a brief overview of the Downtown Dover Pathways Study, which aims to identify means to better connect key activity centers within downtown Dover by walking, bicycling, scooter, or other active transportation and micromobility options.

(Project Website - <https://doverkentmpo.delaware.gov/downtown-dover-pathways/>)

Tara then asked the DSU team about how students travel in Dover.

- Most students live on the DSU Main Campus (and they tend to stay on Main Campus)
- Some students reside in downtown and are slowly starting to walk to businesses on Lookerman Street.
- Students have been less inclined to use public transportation.
- Shuttle services connect one campus to the other, but do not stop in Downtown Dover.
- Consider how to entice students to come to Downtown and how to get them to Downtown (other than DART)

- Students are not thinking "let's go Downtown."
- Students might not want to drive, as they are concerned about parking.
- Different modes of transportation might be needed to engage students.
- Students are not knowledgeable about what is available Downtown.
 - Students think " Dover is not a college town."
 - More entertainment is needed, particularly for nights and weekends
 - Consider student friendly Downtown events (like a movie night).
 - Consider signs on the businesses welcoming college students.
 - Consider surveying students on their needs and preferences.
- Consider streamlining transportation from main campus to Downtown.
 - How does DART Reimagined consider this?

Tara asked about potential walking and biking pathways from DSU Downtown to Loockerman Street.

- The Division Street / Bradford Street intersection is key.
 - Even driving across the intersection feels unsafe.
 - That intersection is convenient, but it does not invite pedestrian crossing.
 - Walking through that intersection is intimidating.
 - There is a lack of signage indicating when to go.
- Two intersections (New Street/Bank Lane and New Street/Water Street) are not 4-way stops, and they do not have a complete set of crosswalks. This makes crossing at these locations more challenging.
- Some students are skateboarding.
- Consider wayfinding signage to mark pathways from campus to Downtown.
 - Consider branding the pathways also.
- Student safety is a concern (especially in the dark).

Tara mentioned that shared bicycle and scooter programs have been successful in other college towns and asked whether DSU thinks students in Dover would use this kind of system.

- Given the public safety challenges, there may be a need to limit hours of use.
- Consider a short-term solution that can be expanded as conditions change.
- Diane mentioned the multimodal hub being planned for Downtown (near term project).
 - Shared bicycles or scooters could be connected to that hub.

The group discussed other items for consideration.

- Emergency vehicles use Governors Avenue and State Street to access Bayhealth.
- Continue improvements along Governors Avenue all the way from Bayhealth to DSU Downtown.
- Students take health science classes at Dabney Mishoe Hall (formerly Johnston Hall) along New Street between North Street and Bank Lane, but they go straight from Campus without visiting Downtown. Consider connectivity from Dabney Mishoe Hall to Downtown.
- Some faculty live Downtown and commute by active transportation modes.
- Some grad students come with families; consider how to serve them.
- New housing is being proposed / developed Downtown
 - This is not specifically student housing.

-
- Governors Avenue is right in the heart of that new effort.

Tara asked about engaging the student population.

- The timing of putting out a survey is important.
- It should be very short and very specific.

Meeting attendees agreed that this group should remain engaged with each other. Tara will invite the DSU team to future Downtown Dover Pathways Study events. Attendees should reach out to Malcolm and/or Tara with any questions or suggestions.

**Downtown Dover Pathways
Committee of 100 Coordination Meeting**

November 16, 2023
3:00 pm – 4:00 pm
Virtual

Attendees:

Elizabeth Keller, Executive Director, Committee of 100
Catherine Jenkins, Committee of 100 Young Leaders, Branding & Communications
Robby Sheehan, Committee of 100 Young Leaders, Workforce Development
Dennis Spence, Committee of 100 Young Leaders, Youth & Family Engagement
Marilyn Smith, Dover/Kent County MPO
Malcolm Jacob, Dover/Kent County MPO
Mike Petit de Mange, Dover/Kent County MPO
Jeff Riegner, Kittelson & Associates
Tara Hofferth, Kittelson & Associates

Notes / Discussion:

Attendees introduced themselves and Marilyn provided background on the purpose for this meeting. The Committee of 100 is working on initiatives in/around Downtown Dover, which may be relevant to the development of Downtown walking, biking, and active transportation pathways.

Tara gave a brief overview of the Downtown Dover Pathways Study, which aims to identify means to better connect key activity centers within Downtown Dover by walking, bicycling, scooter, or other active transportation and micromobility options.

(Project Website - <https://doverkentmpo.delaware.gov/downtown-dover-pathways/>)

Workforce Development –

- Initiatives include:
 - Discussions with Delaware State University (DSU) about student travel
 - Establishing a training facility / co-working location Downtown
 - Want that to be well positioned for foot traffic
- Concerns & opportunities:
 - Public safety through some neighborhoods is an obstacle for walking and biking
 - Street lighting might be an issue
 - How do we get people to feel comfortable to be Downtown?

-
- DSU students that live Downtown need to take classes on the main campus
 - There could be a synergy with this
 - Dover is a college town, but students don't feel that culture currently
 - DelTech Terry Campus, Wilmington U campuses are nearby too
 - Committee of 100 is exploring opportunities to create that college town culture
 - Consider a Downtown circulator bus (could be a recommendation for future study)
 - There are a number of warehouse jobs northwest of Downtown
 - It is important to connect those people to Downtown also

Youth & Family Engagement –

- Working with several organizations:
 - Next Generation Outcome
 - Roundtable Life Skills LLC
 - Boys & Girls Club
 - InnerCity Cultural League

- Concerns & Opportunities:
 - Transportation has been an issue for schools
 - Particularly for after school activities
 - Parents are working and there are not always options for getting kids to school
 - DART is doing the best they can
 - There is a lack of school bus drivers
 - Some people do not have enough keeping them entertained and busy, which can contribute to the loitering that affects feelings of safety
 - Programming for young people can help with the public safety concern
 - Walking down Loockerman is great, but getting to Loockerman can be hard
 - Need solutions for the 3+ mile destinations
 - Boys & Girls Club is farther away
 - Consider some hybrid solutions
 - It can be hard for some young people to walk to their destinations because they can get caught up in the challenges in the community
 - There is a lot of traffic on Division Street
 - Division Street is an obstacle (as its name suggests)


Branding & Communications –

- Initiatives include:
 - Downtown wayfinding signage
 - Wayfinding can be key for bicycle routes and/or for directing students from Campus to Downtown

- Concerns & Opportunities:
 - Consider renaming neighborhoods and streets (like Division Street)
 - Consider pedestrian kiosks and maps of Downtown


Meeting attendees agreed that this group should remain engaged with each other. Tara will invite the Committee of 100 team to future Downtown Dover Pathways Study events. Attendees should reach out to Malcolm and/or Tara with any questions or suggestions.

Downtown Dover Pathways

1.  Added October 12 2023


Having an east/west crosswalk and bike connections on the north side of the intersection would be a great improvement and add connectivity to the existing multi-use path.

Liked 3 times

0 replies
2.  Added October 24 2023

Parking on the east side of Federal St across from the county courthouse goes right up to the end of the block here. There's a heavily used pedestrian crosswalk to the courthouse at the point where I dropped the marker, and when driving north on Federal St., it can be difficult to see pedestrians, who have the right of way, crossing from right to left going toward the courthouse. Definite safety issue - I usually slow down before reaching the crosswalk because of vehicles to my right blocking the view of the sidewalk to the right. Eliminate one or two parking spaces on the right side to give a clear view of pedestrians crossing the street from the east side.

Liked 3 times


0 replies
3.  Added October 24 2023

We love to bike and would love to see interconnectedness all through Dover with good bike paths. As the capitol city it would do wonders to have great bike paths like Sussex county does

Liked 7 times

1 reply

And these paths could be used by runners also

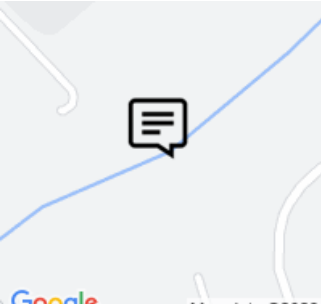
Liked 7 times
4.  Added December 08 2023

So fascinated by the Conceptual Design and the overall 120 South Governors Project. Let's make it happen!!!!

Liked 4 times

1 reply

Dover needs to build a children's museum!

Liked 4 times
5.  Added December 08 2023

Create an off-road Bike/Ped link from College Road/College Square Student Housing to Walker Road through City owned lands as a way to enable non-motorized travel between DSU Main Campus and DSU Downtown

Liked 3 times

0 replies

6.



Added December 08 2023

I dusting Alleys In downtown should not be dismissed as possible bike/scooter alternatives to streets. The alleys exist and see significantly less motor vehicle traffic and slower travel speeds- they are safer and they connect with Lookerman Street. If one or two are selected, minor improvements would be required and may include: repaving; signage; enhanced lighting; etc.

As a former long term resident of downtown, I can assure you that the alleys were regularly used by Wesley College Students and local residents for moving around on foot and by skateboard and bicycle.

Liked 7 times

0 replies

7.



Added December 08 2023

We need pedestrian HAWK signals at Division and Bradford. This is a tough crosswalk. Cars don't stop. Would improve connection with DSU and downtown.

Liked 3 times

0 replies

8.



Added December 08 2023

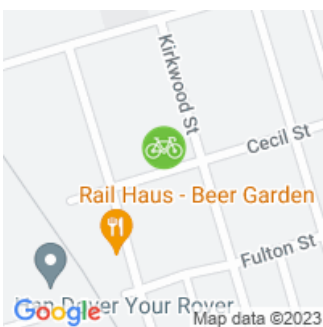
2015
December 08 2023

We need pedestrian HAWK signals at Division and Bradford. This is a tough crosswalk. Cars don't stop. Would improve connection with DSU and downtown.

Liked 1 time

0 replies

9.




Added December 08 2023

The Senator Bikeway runs down Cecil. The Bikeway has stop signs while cross traffic does not. The Bikeway should go straight through without the signs or the intersections should at least be 4 way stops.

Liked 3 times

0 replies


10.  Added December 08 2023
- Please remove the parking spots here! Please, with the crosswalk sign and two way traffic, it is too tight of a street for cars to be parked, and two way traffic to clear without hitting anything.
Example is like when I am leaving out the M&T/PNC entrance that connects to the Library parking lot, if I turn left towards state & loockerman, it's very tight when there's cars parked and traffic coming in.*
- Also, when I do go that way and need to turn left onto State across from the Grey Fox Grill, it's very hard to see oncoming traffic because of the cars and shrubs. If we could cut back the shrubs or push parking down just a spot or two, that'd fix everything*

Liked 5 times


1 reply

remove the parking, I have almost been sideswiped a few times when I've parked in these spaces


Liked 5 times

11.  Added December 09 2023
- No curb cuts. Accessibility is more important than preservation of historic curbs.*
- Liked 3 times

0 replies

12.  Added December 09 2023
- Sidewalks along rt 8 are too narrow and have poles set in them.*
- Liked 1 time

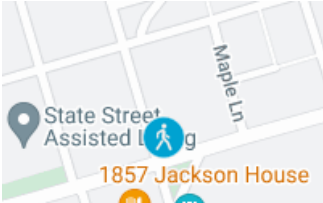
0 replies

13.  Added December 09 2023
- My biggest concern is the current lack of existing parking. If downtown is expected to have more pedestrian traffic, a great deal more parking spaces will be needed. In addition with Delaware's electric car mandate a huge investment will be require to install charging stations everywhere. I haven't seen any mention of charging stations anywhere.*
- Liked 0 times

1 reply

There is no need for extra parking. There are plenty of spaces in and around downtown with plans for a new parking garage as well.

Liked 0 times

14.  Added December 11 2023
- There is a pedestrian crosswalk at Pennsylvania and Delaware but crossing at busy times is still a challenge. Safer crossings from the neighborhood to downtown will encourage more walking trips to downtown destinations.*
- Liked 3 times


2 replies

Added caution pedestrian lights would be great here

Liked 3 times

Clearly marked crosswalks and caution lights should help alleviate the problem. Also, driver education to emphasize yielding to pedestrians. Does Delaware have a law mandating this? If not, we should have one.


Liked 3 times

15.  Added December 12 2023
- This intersection backs up because there is no left turn lane or left turn signal.*
- Liked 1 time


1 reply

agree - perhaps enforcement of the no left turn between 8 am and 6 pm rule? Or does that rule need to be adjusted if traffic backs up at times that left turns are allowed?


Liked 1 time

16.  Added January 04 2024
- Can we consider adding exercise equipment/playgrounds on the bike and/or pedestrian routes or near parks for users to promote a healthy lifestyle? Consider equipment for both adult and children. Example: <https://www.miracle-recreation.com/products/outdoor-fitness-equipment/>*
- These could be between anchors within the designated downtown district as well as on the broader pedestrian/bike linkages outside of downtown proper.*
- Liked 2 times


0 replies

17.  Added January 04 2024
- Crossing from the bus stop to city hall and that entire intersection is taking your life into your hands! Yet, people are not inclined to go left or right to the crosswalk to cross this broad intersection.*
- Can we consider intermittent crosswalks (one or two) with perhaps the flashing yellow lights often seen at pedestrian crossings?*
- Liked 0 times


0 replies

18.  Added January 08 2024
- Three things are needed for pedestrian safety:
- 1) Properly mark and maintain ALL crosswalks and related signage.
 - 2) Conduct a MASSIVE public information campaign to make Dover and Delaware a pedestrian-friendly place to live, work and visit. (Like Lewes)
 - 3) Conduct regular surveillance and make as many arrests as it takes to get people to stop and yield to pedestrians.
- Liked 1 time
-


0 replies

19.  Added January 09 2024
- And these paths could be used by runners also
- Liked 3 times
-

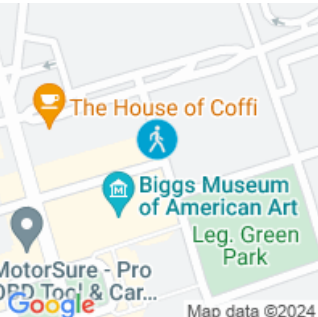
0 replies

20.  Added January 09 2024
- Added caution pedestrian lights would be great here
- Liked 1 time
-

0 replies

21.  Added January 09 2024
- There is no need for extra parking. There are plenty of spaces in and around downtown with plans for a new parking garage as well.
- Liked 5 times
-

0 replies


22.  Added January 10 2024
- increased pedestrian crossing signage - may even help to freshen up paint on sidewalk or add a ped crossing sign.
- I stopped walking my dog this way in the mornings because we almost got hit too many times - people coming northbound on Federal and turning left onto North St are looking for their opening and not yielding to pedestrians, and people coming east on North St like to roll through that stop sign into the crosswalk. It's a mess. . . I'm sure it's more than people walking their dogs, as well, since there is a preschool there and it is between two bus stops (one across from the library and one down in front of the Biggs)
-

Liked 0 times

1 reply

**I meant crosswalk, not sidewalk!*


Liked 0 times

23.  Added January 10 2024

This building is too beautiful to be left unoccupied, I think that filling this with the food hall is a great idea and would be a great place to walk to from Legislative Hall for lunch

Liked 9 times


0 replies

24.  Added January 10 2024

agree - perhaps enforcement of the no left turn between 8 am and 6 pm rule? Or does that rule need to be adjusted if traffic backs up at times that left turns are allowed?

Liked 0 times


0 replies

25.  Added January 10 2024

**I meant crosswalk, not sidewalk!*

Liked 0 times


0 replies

26.  Added January 10 2024

The sidewalks along Division Street are generally unusable.

Liked 2 times

0 replies

27.  Added January 10 2024






I have not seen any plans for installing charging stations. Many of these will be required due to the state's EV mandate. Can you share where these will be located?

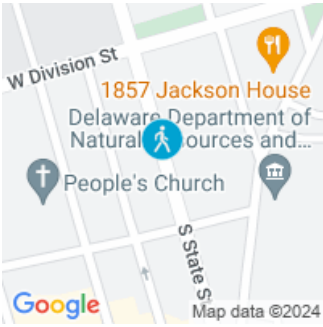
Liked 3 times

1 reply

Maybe we can have them at the transit center?

Liked 3 times


28.  Added January 10 2024
Dover needs to build a children's museum!
Liked 1 time
0 replies
-
29.  Added January 10 2024
Clearly marked crosswalks and caution lights should help alleviate the problem. Also, driver education to emphasize yielding to pedestrians. Does Delaware have a law mandating this? If not, we should have one.
Liked 0 times
0 replies
-
30.  Added January 10 2024
This area in general could benefit from sidewalk restoration, expansion and lighting. One suggestion would be to implement pole lights along the sidewalk as they have across from the Wawa near the family court. Aesthetically pleasing and increased awareness and safety all in one.
Liked 1 time
0 replies
-
31.  Added January 10 2024
Suggested biking paths through the Green to utilize the scenic and historic views the park offers.
Liked 0 times
0 replies
-
32.  Added January 10 2024
Suggested walking trails through the Green to utilize the scenic and historic views the park offers.
Liked 1 time
0 replies

33.  Added January 10 2024

The point that I placed the marker is irrelevant, as it's not a specific point but more accurately the entire community as it pertains to sidewalks. The purpose of this communication is to discuss moving around Dover. Taking a walk on the sidewalks of Dover is paramount to taking your life almost literally into your own hands or maybe more appropriately taking your life unto your own feet and hoping not to trip over the innumerable, broken, heaved and otherwise pathetically unmaintained sidewalks. I find it disgraceful that the sidewalks, especially in the old capital area, are in such disrepair. Is it a lack of funding? Is it a lack of awareness or is it just the wrong people pull the levers of power on the city council? It's a disgrace and the city government should be ashamed!

Liked 0 times


0 replies

34.  Added January 10 2024

proposed bike share location

Liked 0 times

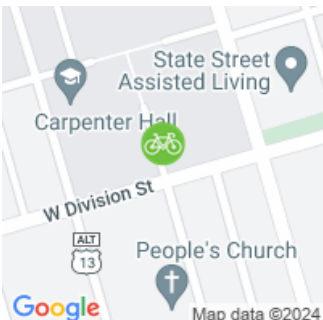
0 replies

35.  Added January 10 2024

proposed bike share location

Liked 0 times

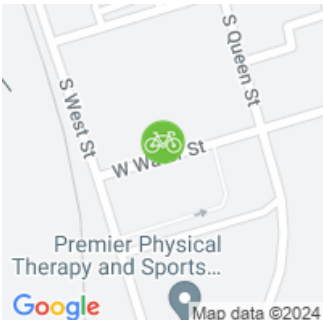
0 replies

36.  Added January 10 2024

proposed bike share location

Liked 1 time


0 replies


37.  Added January 10 2024


proposed bike share location


Liked 1 time


0 replies

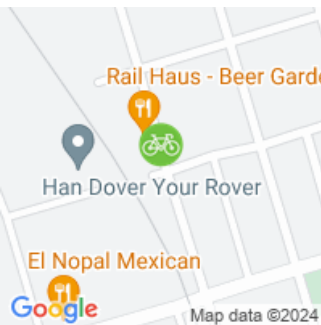
38.  Added January 10 2024
proposed bike share location
Liked 0 times
0 replies







39.  Added January 10 2024
proposed bike share location
Liked 0 times
0 replies







40.  Added January 10 2024
proposed bike share location
Liked 1 time
0 replies


41.  Added January 10 2024
proposed bike share location
Liked 0 times
0 replies

42.  Added January 10 2024
proposed bike share location
Liked 1 time
0 replies


43.  Added January 10 2024
proposed bike share location
Liked 1 time
0 replies

44.  Added January 10 2024
consider making a large parking garage here and add residential building - desirable location for people to live
 Liked 1 time
0 replies
-
45.  Added January 10 2024
make this intersection safer to cross, slow the traffic down and extend cross signal time
 Liked 0 times
0 replies
-
46.  Added January 10 2024
overall reduce the speed of traffic on this street to make it seem safer to walk around
 Liked 0 times
0 replies
-
47.  Added January 11 2024
Sidewalks are unsafe. Tripping hazards are numerous and unsafe
 Liked 0 times
0 replies
-
48.  Added January 11 2024
This area needs significant clean up and safety issues addressed. It is unsafe and limits how much walking can be safely done in these neighborhoods. I can hear gunshots from my house on a regular basis and get alerts on crimes regularly.
 Liked 0 times
0 replies
-
49.  Added January 11 2024
I don't feel safe walking this area at night. Can we do something to increase foot patrols or any kind of police presence?
 Liked 0 times
0 replies


50.  Added January 11 2024
The sidewalks along State Street are in need of repair and have done for years. The trees that make this neighborhood so beautiful have pushed the sidewalks up and created a significant walking hazard.
 Liked 0 times
0 replies
-
51.  Added January 11 2024
Not sure who owns this block - pretty sure it is DSU/Wesley. It would be nice if this could be rehabbed into a nice park and opened to the public (on a limited basis to not interfere with the student use). There are numerous types of outdoor fitness stations that could be added as well as other things to bring people together and playing outdoors.
 Liked 0 times
0 replies
-
52.  Added January 14 2024
Bus route(s) all the way & directly to Dover Public LIBRARY is sorely needed. Sidewalk along New Burton Rd. to safely access to Downtown Dover.
 Liked 0 times
0 replies
-
53.  Added January 17 2024
Eliminate Loockerman Street for vehicles, have only pedestrian/park area downtown!! overall, is it worth the cost anymore?
 Liked 0 times
0 replies
-
54.  Added January 18 2024
I like the library and walking on the campus of Westley. The most important thing is to be able to walk safely in the downtown area. The Dover Art Gallery use to be a place that I enjoyed going but things has been changing. the artwork is not to my taste. I would like to visit more of the restaurants
 Liked 0 times
0 replies
-
55.  Added January 18 2024
We need more spots to rest on Loockerman St. The business district is not suited for parking and driving, but it is difficult to walk if you are older or have a disability. We are excluding some of our biggest fans of downtown from experiencing the area by not offering accommodations anymore
 Liked 0 times
0 replies

56.  Added January 18 2024
remove the parking, I have almost been sideswiped a few times when I've parked in these spaces
Liked 0 times


0 replies

57.  Added January 18 2024
Maybe we can have them at the transit center?
Liked 0 times


0 replies

58.  Added January 18 2024
Proposed bikeshare location!
Liked 0 times


0 replies

59.  Added January 18 2024
could we put ev parking here? would be nice to park/ charge my car while im visiting businesses downtown- plus it would look nice at the visitor center
Liked 0 times


0 replies

60.  Added January 18 2024
parking garage on this site to help with the 'parking problem'?
Liked 1 time


0 replies

61.  Added January 31 2024
Proposed Bike Share Location
Liked 0 times

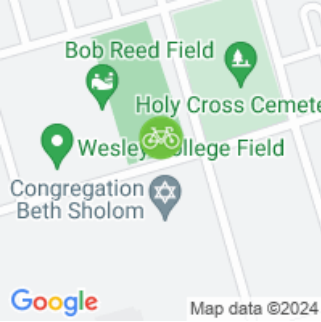
0 replies

62.  Added January 31 2024
Proposed Bike Share Location
Liked 0 times

0 replies

63.  Added January 31 2024
Proposed Bike Share Location
Liked 0 times

0 replies

64.  Added January 31 2024
Proposed Bikeshare location
Liked 0 times

0 replies