



Bicycle/Pedestrian Subcommittee

Tuesday, January 10, 2017

5:00 pm – 6:00 pm

Large Conference Room, City Hall

Dover, DE

AGENDA

- 🚲 Welcome
- 🚲 Approval of Agenda
- 🚲 Approval of Meeting Minutes
- 🚲 College / University Partnerships
- 🚲 Old Business Items:
 - Capital School District Update
 - Restoring Central Dover – Bike Rack Grant Update
 - Senator Bikeway
 - Bike Friendly Community
 - Walk Friendly Community
- 🚲 Announcements
- 🚲 Adjournment



Walk Friendly Communities

Last updated 12/15/2016

[Print This Page](#)

Community Profile

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This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

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Name of Community:

Mayor or Top Official:

Mayor's Phone:

Community Contact Name:

Position/Employer:

Contact Address:

Address (line 2):

City:

State:

Zip code:

Phone/Fax:

Email:

Web site:

Pedestrian Coordinator & Government Staff

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List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person:

Contact Person Dept:

How many hours are spent per year in this capacity?

Is this person also the bicycle coordinator?

☐ Yes ☒ No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:

Ann Marie Townshend, Director Planning, Community Services, and Parks & Recreation
Eddie Diaz, Planning, City of Dover
Bill Cook, Planning, City of Dover
Sarah Coakley, State of Delaware

Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?

☒ Yes ☐ No

If yes, please provide the name of the Chair and their contact information:

Bicycle and Pedestrian Subcommittee of the Safety Transportation and Advisory Committee (SA&T).

SA&T Chair: James Hosfelt - hosdover@msn.com

B/P Subcomm Chair: James Hutchison - hutchisonj@studiojaed.com

Do you have an independent pedestrian advocacy organization?

☐ Yes ☒ No

If yes, please provide the name and contact information:

Has your mayor signed the International Charter for Walking or a similar pledge to improve the conditions for walking in your community?

☐ Yes ☒ No

If yes, please provide details:

Although the Mayor and Dover City Council have not yet signed off on the Charter, in November 2016 the Bicycle and Pedestrian Subcommittee reviewed the document and recommended its adoption. Council is now set to review and approve the Charter in January 2017.

Community Profile

Population: Area of municipality: Population Density: Park Land: **Age Distribution: [?]**under 20: age 20–64: age 65–84: Over 85: *Last updated 12/15/2016*

Status of Walking

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This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

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According to the 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking: Bicycling: Public transit: Single-occupant vehicles:

Carpool:

Please also provide the latest walking percentage of commuting to work from the 3-year estimates of the American Community Survey:

Walking 2006-2008: Walking 2008-2010: Public transit 2006-2008: Public transit 2008-2010:

If your community conducts its own travel counts, please include a link, attachment or description of those count results:

Web Link:

Current travel count file:

Comprehensive Plan count tables.pdf

File Upload:

Count Results Description:

Local travel counts are conducted by the Delaware Department of Transportation, the Dover/Kent County Metropolitan Planning Organization, and the Delaware Transit Corporation. They generally cover both the City of Dover and surrounding Kent County. The latest data available was updated for the Dover 2008 Comprehensive Plan, and spans the years 1999 to 2007.

Some significant results from the travel counts: Total annual vehicle miles traveled in Kent County increased from about 3,750 million in 1999 to about 4,600 million in 2006, an increase of 23%. Annual average daily traffic counts at the Dover Downs counting station in Dover showed a 15.42% increase in traffic between 2004 and 2006 on that portion of US Route 13, the city's busiest arterial road. Meanwhile, the Delaware Transit Corporation saw a 22% increase in passenger trips in its South District between 2002 and 2007, a rise from 308,716 trips to 376,223 trips.

Question 2

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

Number of Pedestrian Motor Vehicle Crashes — 2014: Number of Pedestrian Motor Vehicle Crashes — 2013: Number of Pedestrian Motor Vehicle Crashes — 2012: Number of Pedestrian Motor Vehicle Crashes — 2011:

Number of Pedestrian Motor Vehicle Crashes — 2010:	<input type="text" value="7"/>
Number of Pedestrian Injuries — 2014:	<input type="text" value="18"/>
Number of Pedestrian Injuries — 2013:	<input type="text" value="15"/>
Number of Pedestrian Injuries — 2012:	<input type="text" value="8"/>
Number of Pedestrian Injuries — 2011:	<input type="text" value="10"/>
Number of Pedestrian Injuries — 2010:	<input type="text" value="6"/>
Number of Pedestrian Fatalities — 2014:	<input type="text" value="1"/>
Number of Pedestrian Fatalities — 2013:	<input type="text" value="1"/>
Number of Pedestrian Fatalities — 2012:	<input type="text" value="2"/>
Number of Pedestrian Fatalities — 2011:	<input type="text" value="1"/>
Number of Pedestrian Fatalities — 2010:	<input type="text" value="1"/>

Question 3

What long-term trends in walking volumes and pedestrian/motor vehicle crashes has your community observed?

The number of people in Dover who walk to work has fluctuated by less than 350 people between 2006 and 2014. The number peaked between 2010 and 2012, when about 722 people, or 5.2% of the city's commuters, walked to work. This number of walking commuters had not been seen since 2000, when 724 people, or 4.9% of the city's population at the time, walked to work. The most recent figures indicate that about 4.1%, or 640 people, walk to work today. These figures are not as good as the peak years, but better than the city's lowest point in 2008 when 449 people, about 2.7% of the population, walked to work.

Motor vehicle crashes involving pedestrians have increased steadily between 2010 and 2014. The increase might be due to a population increase brought on by residential development between 2010 and 2014. Trends established between 2002 and 2006 might have continued while pedestrian commutes did not.

Last updated 12/15/2016

Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With

thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

Question 1

Has your community adopted a pedestrian plan or pedestrian safety action plan?

☒ **Yes**

Please provide a link or attachment of the plan.

Link to action plan:

<https://imageserv11.team-logic.com/mec>

Current action plan on file:

Dover Pedestrian Plan.pdf

Action plan file upload:

What year was the plan adopted:

How does this plan interact with or relate to your other planning documents?

The City's updated Pedestrian Plan, as well as its updated Bicycle Plan, is a reference and guide for planning in Dover. City officials already are fulfilling some of the plan's goals and recommendations.

What performance indicators or other techniques does your community use to monitor completion?

The Bicycle and Pedestrian Subcommittee keeps track of specific capital improvements proposed by the Pedestrian Plan as they are completed. Currently, there are no performance indicators being tracked to measure progress toward overall plan goals.

Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?

☐ Yes ☒ No

If so, what is the target walking share?

Does the plan have a safety goal (such as the reduction in pedestrian crashes)?

☐ Yes ☒ No

If yes, what is the target crash reduction?

Does the plan include any other benchmarks or performance indicators? If so, please describe:

Safety is an implied goal throughout the Pedestrian Plan.

What elements of the plan are complete?

(Indicate what percent of the plan is complete, if possible.)

The updated plan is too new for most of the proposed facilities to have finished construction, but there has been some progress. Some sidewalk gaps have been filled on U.S. Route 13 between Martin Luther King Jr. Boulevard and White Oak Road, between Townsend Boulevard and Leipsic Road, and between the Dover Mall and Denney's Road. A sidewalk along West Street between North Street and the Dover Transit Center, which runs between the heart of downtown Dover and its outskirts, is in design. Last summer, the city built a multiuse path in Mallard Pond Park. The path connects the park with Fox Hall West (Greenway Neighborhood) to Route 8. A trail extension is in design for Schutte Park. Staff is reviewing funding options to illuminate the pathway with bollard lighting.

How are pedestrian issues captured in other plans (e.g. the comprehensive plan, Transportation Improvement Program, etc.)?

Pedestrian needs are addressed in Dover's Comprehensive Plan, as well as the Dover/Kent County MPO's Metropolitan Transportation Plan. The MPO's plan recommends different levels of investment in different geographic areas under the MPO's purview according to state-level strategies for investment that designate growth areas throughout Delaware; the greatest improvement in pedestrian facilities is called for in the highest level growth areas.

Question 2

Has your community adopted an ADA Transition Plan for the public right of way?

☒ Yes

If so, please provide a link or attachment of the plan.

Link to action plan:

Current action plan file:

Dover ADA Transition Plan 2004.pdf

Action plan file upload:

 Browse...

If yes, what year was it adopted? 2004

Has the ADA Transition Plan been updated?

☐ Yes ☒ No

If yes, what year?

Does the ADA Transition Plan address curb ramps and sidewalks?

☒ Yes ☐ No

Explain:

The ADA Transition Plan specifies that the introduction of curb cuts for wheelchair accessibility is to be achieved through the City's annual street improvement program. The plan also identifies 55 locations where utility poles reduced sidewalk width to less than 36 inches, obstructing the way for wheelchair users. The Electric Department implemented a program to relocate these poles.

Does the ADA Transition Plan address street crossings and signals?

☐ Yes ☒ No

Explain:

The ADA Transition Plan makes no mention of efforts to be taken to improve street crossings, i.e. audible crossing signals.

Who is responsible for the implementation of the ADA Transition Plan?

The City Manager, serving as the ADA C

Is your transition plan being implemented?

☒ Yes ☐ No

Explain:

The 2004 ADA Transition Plan has been fully implemented. The plan contained appropriations for ADA projects through fiscal year 2009, and those projects were funded and completed. Since its implementation, additional projects could doubtlessly be identified, but the transition plan will need to be updated or replaced in order to set an agenda for these projects.

How is the ADA Transition Plan work funded?

The ADA transition work was funded mostly by the city's General Fund and Community Development Block Grant funding. Additional funding came from the city's Electric Fund and the city's Parks and Recreation Department when projects impacted operations in those areas. Two examples are the construction of sidewalks and curb cuts in a park, or when a sidewalk needed to have an electric pole relocated in order meet width requirements for walkability.

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?

☒ **Yes**

Is the state DOT transition plan being implemented?

☒ Yes ☐ No

Explain:

DeIDOT adopted their first ADA Transition Plan in May 2014. However, in July 2015 DeIDOT was informed by the FHWA that all new ADA Transition Plans provided by Departments of Transportation nationwide would require approval by the FHWA in order to meet full compliance with Title VI of the Civil Rights Act of 1964 and be eligible for federal funding. The 2014 Plan could not be approved because it did not provide an adequate schedule of remediation for the noncompliant features identified in the plan.

Starting in early 2016, DeIDOT worked to write an updated ADA Transition Plan that re-evaluated the inventory of features to be remediated and devised a detailed schedule for remediation. The updated plan is soon to be adopted.

Implementation work has continued unabated during the update process. Since 2012, over 2,400 curb ramps have been constructed or reconstructed to meet ADA compliance within the state. 156 bus stops have similarly been reconstructed. DeIDOT has created a Pedestrian Access Route program funded at \$3 million annually to fill in gaps in its pedestrian system and ensure the fills are ADA compliant. Finally, designated ADA Civil Rights staff at the department has increased from one individual in 2012 to four in 2016.

Question 3

Has your community adopted a Complete Streets policy or ordinance?

☐ Yes

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

Public input is embedded in the process for municipal projects. Public workshops often are offered for larger projects. If a project needs Dover City Council approval, or is discussed at a council meeting, committee meeting, or Dover Planning Commission meeting, these events are open to the public and advertised.

Dover's primary planning documents (the 2008 Comprehensive Plan, Restoring Central Dover, the Bicycle Plan and Pedestrian Plan, etc.) all had a series of public workshops at which the public could participate in map exercises, surveys, and facilitated discussion. In addition, a steering committee comprised of local residents, community leaders, elected officials, and representatives from local institutions oversaw the Restoring Central Dover plan. The Bicycle and Pedestrian Subcommittee directly oversaw the updated Bicycle Plan and Pedestrian Plan.

Public workshops are held for specific projects that the plans recommend to collect feedback before they are implemented. For instance, DeIDOT and the City of Dover who are jointly working on a project called the Senator Bikeway have hosted a series of workshops showcasing the design recommended in the Bicycle Plan. More workshops are to come as phases of the project are ready to advertise.

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:

<https://www.cityofdover.com/bicyclists-a>

Current participation file:

Planning Commission public notice instructions.pdf

Please briefly describe the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process of reviewing ongoing projects and development.

Development projects in the city have a specific process to notify the public of the project, and allow people to come to Planning Commission meetings to comment on them. Public Notice is distributed by postal mail to neighboring property owners, posted in one of three local newspapers, and posted as a physical sign on the property being developed. The

planning commissioners are typically very responsive to citizen concerns about development, including pedestrian concerns. For instance, one recent development project proposing a new grocery store within walking distance of several neighborhoods was denied a request to waive code-mandated sidewalk by the Commission due to neighbor concerns about safety on the routes to the store.

The Bicycle and Pedestrian Subcommittee does not comment directly on development projects. However, city planning staff supporting the Subcommittee also supports the Planning Commission, and ensures the Subcommittee's priorities are represented when reviewing development projects.

Please briefly describe how you assure that specific populations (like individuals with disabilities or low incomes) are included in the public input process.

A community partnership lead by NCALL, Inc. formed and developed the Restoring Central Dover Plan. The Plan represents our community's vision for restoring the vitality of Central Dover and lists recommendations for implementation. Resident input and priorities have been derived from a community survey, meetings, events, activities, and community outreach. The Plan offers a multitude of strategies for a Strong Community, Positive Development, and an Integrated Public Realm and Infrastructure. Targeting those living in areas of high crime, lower income areas and found to be disadvantaged, the plan is intended to assist our citizens in these areas reach an improved quality of life.

Central Dover is composed of a number of distinct residential areas clustered around the historic Lookerman Street commercial corridor. The Plan Area is made up of 75 blocks which is roughly 393 acres in size. Some challenges include crime and the perception of safety, the socioeconomic conditions of residents, and major vacancies among land parcels and buildings. Nevertheless, the area possesses many assets upon which we can center our revitalization work.

Please briefly describe how your community works with coalitions, advocates, and other departments and agencies to ensure that pedestrians are considered in all projects and documents.

Major pedestrian planning efforts are typically inter-agency and inter-departmental. For instance, the Pedestrian Plan was a joint effort between the City of Dover, the Dover-Kent County MPO, and DelDOT. Sidewalk projects not developed privately, such as park trails, are identified in joint planning efforts and engineered by either DelDOT or the city Public Works Department. Many of the individuals advocating for a better pedestrian environment in the city have become members of the Bicycle and Pedestrian Subcommittee or participated in public meetings.

Participation file upload:

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

☒ Yes ☐ No

On both sides of collector streets?

☒ Yes ☐ No

Sidewalk policy link:

<https://www.municode.com/library/de/do>

Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy)

Sidewalk funds link:

<https://www.municode.com/library/de/do>

Current funds file:

FY16_FINAL_BUDGET 136.pdf

Sidewalk funds file upload:

Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

☒ Yes ☐ No

Explain:

This requirement is stated by the City's Zoning Ordinance, in Article 5, Section 18.1. It states that "standard City of Dover sidewalk, as per chapter 98, article IV of the Dover Code of Ordinances, shall be required to be installed along the public street frontage of a property by the property owner or developer whenever such property involves a development proposal which is subject to planning commission review and approval."

Question 6

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

☐ Yes

Question 7

Do you have a trails plan?

☒ Yes ☐ No

How many miles of trails (paved/hard surface/natural) currently exist in your community?

13.6

How many miles of trails are included in your current planning documents?

4.1

Please describe destinations (schools, shopping, offices, etc.) that are accessible by trail in your community:

Destinations accessible by the city's trail network include parks and natural areas, including Schutte Park, Silver Lake Park, and the St. Jones River; the city's downtown and historic district; institutions like the Delaware Technical Community College and DelDOT campus; and major employment centers like the businesses and factories on Route 15 and Route 8.

Please provide a link or attachment of relevant plan, if available.

Link to document:

<http://trails.delaware.gov/map.aspx?PR>

Trail plan document upload:

Is it routine policy to build trails and paths with all new and major re-developments?

☐ Yes ☒ No

Is it required through zoning regulations?

☐ Yes ☒ No

Are incentives provided to encourage trail construction?

☐ Yes ☒ No

If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

Incentive file upload:

Question 8

Is your community served by public transportation?

☒ Yes

If yes, please list the agencies and whether they are city, regional, or both.

Delaware Authority Regional Transit (DART) a regional service AKA: DART First State

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

95%

Hours of operation for transit service:

Weekday: 6 am - 9 pm

Saturday: 9 am - 9 pm

Sunday:

No Service

Average off-peak headway on bus routes: 45 Minutes

Average peak period bus headway 30 Minutes

Average off-peak headway on train routes: No Train Service

Average peak period headway on train routes: No Train Service

Percent of bus stops that are wheelchair accessible:

35%

What route planning and trip information is provided for transit passengers (e.g. real-time arrival information, online trip planning, etc.)?

Online trip planning through the DART Website, but more popularly, all DART bus stop and scheduling information is available on Google Maps via the Transit Icon and directions. A real time phone app is soo to be launched through DART/DeIDOT.

Please describe your transit stop improvement process including information on bus stop location guidance and the use of safety and accessibility audits, crash data, and boarding/alighting data.

Transit stop improvement is an ongoing process where DART improves stops as funding is available. Some funding is available through State of Good Repair (SOGR) grants. The SOGR grant has allowed DART to fix bus stops along entire corridors of selected bus routes.

Question 9

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are used. (check all that apply)

☒ Maximum parking standards or absence of minimum parking standard

Link to standard:

<https://www.municode.com/library/de/do>

File upload:

Browse...

Description of standards (including when and where these are used):

Maximum parking for any use is set at 125% of the minimum parking by Article 6, Section 3.11 of the Zoning Ordinance.

☒ Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:

<https://www.municode.com/library/de/do>

File upload:

Description of requirements (including when and where these are used):

Properties in the Corridor Overlay Zone (described in Article 3, Section 27 of the Zoning Ordinance) have extra requirements for parking lots. One is that in most circumstances parking lots cannot be located in the front yard.

-
- ☒ Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:

<https://www.municode.com/library/de/do>

File upload:

Description of requirements (including when and where these are used):

Parking lots in the corridor overlay zone also have landscaping requirements. A minimum of 5% of their area must be dedicated to landscaping, including parking islands and medians. Islands are required at least every 20 spaces and medians are required at least every six rows.

-
- ☒ Shared parking allowances
Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.

Link to allowances:

<https://www.municode.com/library/de/do>

File upload:

Description of allowances (including when and where these are used):

Article 6, Section 3.8 allows the Planning Commission to reduce the total number of parking spaces required for a use on a specific lot if it can be conclusively demonstrated that the use will be generating a demand for parking primarily when another other use on the same lot is not in operation.

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- ☒ Priced public parking

Link to prices:

www.cityofdover.com/parks-permits

File upload:

Description of priced parking (including when and where these are used):

Dover sells annual renewable parking permits for individual on-street parking spaces in its downtown area, for continuous use by nearby residents and business owners. The city also owns a couple of parking lots just off the Loockerman Street corridor where visitors and shoppers can pay for parking on an hourly basis.

☐ Parking cashout incentives

Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.

☒ Remote parking and/or park and ride

Link to remote parking:

<http://www.dartfirststate.com/information>

File upload:

Description of remote parking (including when and where these are used):

There is one park-and-ride station on the grounds of Delaware Technical Community College's Terry Campus. It serves DART bus routes 112, 120, and 301.

☒ Other (please describe)

Link to other approach:

<http://doverkentmpo.delaware.gov/2016/>

File upload:

Description of other approach (including when and where these are used):

Dover is currently in the process of a comprehensive parking study for the downtown area to see if the public parking available is adequate to meet current needs, or conversely to see if there is too much parking and some of it can be given over to new development.

Question 10

Approximately what percentage of development in the last five years has been infill?

48

How many LEED-ND projects have been developed (or are pre-qualified) in your community (just LEED for Neighborhood Development not all LEED designations)?

None

What measures does your community use to encourage dense, mixed-use development? (check all that apply)

☐ Secondary or accessory dwelling units are permitted
Definition: These units are self-contained apartments on an owner occupied single-family lots.

☒ Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Link to measure:

<https://www.municode.com/library/de/do>

File upload:

Browse...

Description of measure (including where it is permitted):

Residential uses are not permitted on the first floor of buildings along the city's main mixed use corridor, Loockerman Street.

☒ Density bonuses to developers are provided for providing amenities that enhance walkability and livability
Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Link to measure:

<https://www.municode.com/library/de/do>

File upload:

Browse...

Description of measure (including where it is permitted):

Additional density is allowed in PND developments if they meet certain livability requirements, though those requirements do not have a lot to do with walkability.

☒ Form-based or design-based codes are used
Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are typically presented with both diagrams and words.

Link to measure:

<https://www.municode.com/library/de/do>

File upload:

Description of measure (including where it is permitted):

Form-based requirements are present in the Corridor and Historic District overlay zones, and the TND zoning district (See Zoning Ordinance Article 3 section 28.7).

☐ Neighborhood school siting policies

What other incentives are provided for infill developments? (please describe):

Dover provides incentives for infill development primarily through its Downtown Dover Development Incentives, made possible through the state Downtown Development District program. New construction or renovation projects within the city's downtown Target Area and over \$15,000 in value are eligible for permit fee waivers, impact fee waivers, 10-year property tax abatements, and construction cost rebates up to 20%. Projects within the city's High Priority Target Area are additionally eligible for business license fee waivers and real estate transfer tax rebates.

The city also provides incentives for downtown homeownership. Anyone who buys residential property within the downtown High Priority Target Area with the intention of occupying the property as their principal place of residence is entitled to real estate tax relief for their first four years of residency. This incentive encourages the construction of individual houses on vacant lots downtown.

Please describe the planning efforts in your community to preserve and strengthen your urban structure. Examples could include revitalization efforts of your downtown and other historic areas or infill and intensification efforts in centers, nodes, districts, and along corridors.

There are a few different planning measures Dover has taken to strengthen its urban structure. The city has a Historic District Overlay Zone, in which all proposed construction projects are subject to architectural review to ensure the proposal is in harmony with the character of the city's historic downtown. Projects that do not receive an architectural review certificate through the review process are not granted building permits. To balance this more stringent review, underlying zones in the historic district and in the downtown at large contain various provisions to relax other city standards; for instance, new structures on small lots downtown frequently have their bulk and parking requirements waived administratively.

Outside downtown, the city's major corridors on the west side of Dover are managed through the Corridor Overlay Zone. This zone has several purposes, including maintaining the visual quality of the streetscape along these corridors, and, particularly important for pedestrians, limiting the number of curb cuts used to provide vehicular access to the corridor. The zone has proven effective in preventing the so-zoned corridors from taking on a highway-like character.

Question 11

In the following fields, please select and briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment.

☒ Lighting:

Street and sidewalk lighting is important to the City of Dover. Generally, our lighting projects are/were developed to enhance safety, promote a welcoming feel for citizens, and used effectively to encourage pedestrian traffic to our local businesses in our downtown district. Dover uses a variety of street lighting posts

and styles for our varying neighborhoods, in the downtown commercial area and along roadways. Additionally, municipal code cites that it is unlawful and a nuisance for any person to obstruct or obscure the light from any streetlight erected by the authority of the city. Thus, this measure keeps our lights shining where needed for our pedestrians.

☒ Trees and plantings:

As addressed in our municipal code, the regulation of tree plantings, maintenance, and removal of shade and ornamental trees in the city are protected to advance the general welfare of the city. The Zoning Ordinance, for instance, requires new tree plantings with all new development. We believe trees and plantings offer visual character to our streetscapes while providing social and economic value to both private and public properties. We strive to preserve and enhance the pictorial and natural beauty of Dover.

☒ Street furniture:

In our Zoning Ordinance, the city offers a "Superior Urban Design" designation to planning proposals that contribute and enhance the pedestrian environment, and which include such features as pedestrian plazas and pocket-parks, pedestrian-way connections with existing sidewalk systems and community facilities, park benches and other street furniture, mass transit connections and shelters, and landscaping and shade tree plantings. Projects that earn the designation can have certain other design standards relaxed.

☒ Community identifiers (e.g. gateways, banners, public art):

There are banners attached to street lights on the Lookerman Street corridor to welcome visitors to downtown. Destination Downtown Dover, a private business association, will also soon be implementing a uniform "open" sign program; the purpose of this program is to encourage people to keep walking past vacant buildings to populated parts of the corridor when they would otherwise stop, because the familiar signs will signal that there is commercial activity further down the street. There is public art at several locations downtown, including in Constitution Park, outside the Biggs Museum, and in the Legislative Mall areas.

☒ Other features and amenities (e.g. facade design requirements, public restrooms, pavement design):

Buildings in the city's Historic District must follow specific design guidelines, especially for their facades. During winter months the city puts up holiday lights on the Lookerman Street corridor.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

<https://www.municode.com/library/de/do>

Current document on file:

Dover Zoning Ordinance sections related to urban design features1.pdf

File Upload:

	Browse...
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Question 12

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

The Bicycle/Pedestrian Subcommittee is a branch of the Safety Advisory & Transportation Committee for the City of Dover's City Council. While we currently have no "policy" this committee was formed with the intention of determining gaps in the pedestrian/bicycle network and improving the atmosphere for pedestrians and cyclists alike. These local community members and their constituents are out walking/biking in the Dover area frequently. Their feedback has been instrumental in identifying gaps. The city has taken their findings, worked with our partners and developed plans for improvement. In many cases issues have already been remediated. We believe these efforts will lead to encouragement of our citizens to walk more. Knowing the sidewalks and pathways are safe, easily accessible and convenient for their needs, people are more likely to use them.

Last updated 12/15/2016

Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question "Do your efforts result in a safe walking environment?" Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.



Walk to School Day/Week

Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:

Booker T Washington Elementary, Central Middle, Fairview Elementary, Towne Point Elementary, William Henry Middle, and W. Reily Brown Elementary schools have each held Walk To School day events as part of the SRTS efforts.

☐ Walking Wednesdays or other walking events

Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

☐ Walkability audits or SRTS maps

Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.

☐ Walking School Bus

Definition: From saferoutesinfo.org : A group of children that walk or bicycle to school together accompanied by one or more adults.

☐ Student safety patrol

Definition: From saferoutesinfo.org: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

☐ Tracking system to count the number of children walking to school☒ Other (please describe)

Description:

Towne Point Elementary offers a bike safety program in the spring. DeIDOT SRTS supports with materials such as bike safety coloring books, and reflectors. W. Reily Brown Elementary includes bike & pedestrian safety information in their Parent Resource Center. Physical Education teachers at Wm. Henry Middle School have received SRTS training on walkable audits and bike rodeos to include in the classroom.

Please estimate the number of schools in your communities that participate in the following:

Ongoing SRTS program:

Special walk to school events only:

No walk to school or SRTS activities:

Total number of elementary and middle schools in your community:

Please provide the following information for the Safe Routes to School contact person in your community:

Contact Person and Title:

Sarah Coakley, AICP
Pedestrian Coordinator and
Safe Routes to School Coordinator
Project Planner, email: sarah.coakley@state.de.us

Contact Person Department:

Planning Division
voice: 302-760-2236
fax: 302-739-2251

How many hours are spent per year in this capacity?

32 hours min fc

Please describe your most recent Safe Routes to School grants:

\$200,000 in federal SRTS funds and \$62,000 in state legislative funding for a project on Webbs Lane at W.Reily Brown Elementary School. Construction completed in Fall 2015. Included curb extentions/bulbouts, traffic signals, pedestrian push buttons, and upgrading ADA compliant curb ramps/crosswalks. Also included MUTCH compliant school zone signage and pavement markings.

Question 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Please include in this description the nature, frequency, scope, number of attendees, and results of these programs.

Engineering:

Two members of city engineering staff have gotten training in ADA compliance. The training sessions are held bi-annually. The city has seen results from this program by being able to have city engineering staff design and install ADA-compliant ramps. Engineering staff is also able to evaluate designs submitted for site plan review by developers.

Planning:

None

Law enforcement:

Cadets and Officers are periodically sent for training.

School staff:

Capital School District had two teachers from William Henry Middle School attend the SRTS train-the-trainer course last May. It was a one-day course and the morning part included training on SRTS and how to conduct walkability audits.

Public officials:

None

Other:

None

Question 3

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations.

Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

- ☒ Public service announcements to encourage safe walking and driving

Link to relevant material:

<https://www.facebook.com/DoverKentMI>

Description:

Public Service Announcements typically take the form of online announcements about recent accomplishments. For instance, during the planning phases of the Capital City Trail, the Dover/Kent County MPO hosted videos on its website about the trail in order to keep the public up to date on its progress. The MPO's Facebook page still hosts videos about new trails across the state. These announcements are intended for general audiences and have no set frequency.

- ☒ Public health campaigns related to walking

Link to relevant material:

<https://www.cityofdover.com/bicyclists-a>

Description:

The Dover Walks Program is organized through Parks & Recreation. This program actively promotes walking as a healthy lifestyles choice for our residents, including mature adults, moms with strollers, and walkers of all ages. Our goal is to promote walking to increase physical activity, remove barriers of weather & cost, promote walking as a family activity, and build community pride. This is free program for City residents and those 60 & over.

- ☐ Walk to work events

- ☒ Other (please describe):

Link to relevant material:

<http://www.bikede.org/2016/04/01/2016->

Description:

The Walkable Bikeable Delaware Summit has been held on Legislative Mall in May the last few years. It has been largely focused on bicycling, but this year was focused on pedestrian safety.

Question 4

Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

- ☒ Walking maps (e.g., neighborhood maps, school route maps, city-wide maps, trails and greenways, etc.)

Link to relevant material:

<http://trails.delaware.gov/>

Description:

Dover is home to First State Heritage Park, which provides a map of historic sites downtown. Delaware Trails & Pathways also provides an interactive online map of trails within Delaware, including those within the City of Dover.

☒ Wayfinding and route signs for pedestrians

Link to relevant material:

<http://www.destateparks.com/downloads>

Description:

Kiosks are located on the Capital Complex for touring the Legislative Mall area and next to the Johnson Victrola Museum. These informational kiosks offer pedestrians and cyclists a guide for navigating in the local area. There is also an informational kiosk at the Bradford Street parking lot for visitors to the downtown area.

Question 5

Please briefly describe any ciclovía/Sunday Parkways/open streets or similar events in your community. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available.

While the City does not have any formal open streets programs, there are a number of festivals throughout the year where streets are closed to accommodate the pedestrian atmosphere. These include Dover Days in May, July 4th, OktDoverfest, Market Fair in November, and History, Heritage and Hops in May. The Police Department also issues permits upon request for street closures to accommodate block parties and other community events.

Question 6

Please briefly describe any other education or encouragement programs affecting walking in your community.

Delaware's annual Walkable-Bikeable Delaware Summit is held in Dover each May. This widely publicized summit provides many different educational sessions for walkers and bikers of all ages. The 2016 summit focused on pedestrian safety.

Last updated 12/15/2016

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are

used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

- ☐ Sidewalks at least 5' wide in residential areas, 10' – 30' in commercial zones
- ☒ Required buffer zone between sidewalk and street
- ☐ Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:

<https://www.municode.com/library/de/do>

Sidewalk design file upload:

Question 2

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

Sidewalks on both sides — Arterials:

Sidewalks on both sides — Non-Arterials:

Sidewalks on one side - Arterials:

Sidewalks on one side - Non-Arterials:

Paved shoulders \geq 4' — Arterials:

Paved shoulders \geq 4' — Non-Arterials:

Please enter the following information about your road network:

What is the mileage of your total road network?

How many miles of sidewalks are in your pedestrian master plan?

How many miles of new sidewalk did you construct last year?

How many miles of new sidewalk did you construct in the last three years?

How many miles of new sidewalk do you plan to construct in the next three years?

Question 3

Describe the following inventories and update processes for your community.

Sidewalk inventory:

The city is currently conducting its first road and sidewalk inventory. Each road segment will be rated in terms of its condition. The width, material and condition of each segments' adjacent sidewalks will also be assessed, along with what kind of curbing exists between the street and sidewalk, if any. The intersections will be assessed for the absence, presence, or present but non-ADA compliant status of their curb ramps, as well as any signage present, including in-road markings such as crosswalks.

Data will be collected in the field and subject to quality control by office staff before being entered into a GIS database. Building the database will allow future inventories to be conducted more easily; the city's Public Works Department estimates that the database will be updated with a full new inventory once everyon three years. The database can also be updated upon the completion of individual projects.

In addition, the Bicycle / Pedestrian Subcommittee members compiled a listing of damaged, lifted, or sunken sections of sidewalk and areas where vegetation trimming was overdue to open the passage in 2013. Many of the items on their list were addressed and remediated.

Curb ramp inventory:

A curb ramp inventory is being taken together with the sidewalk inventory.

Please describe your community's sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed.

There are two major methods for constructing new sidewalks in Dover. One is the requirement that the developers construct, upgrade, or repair sidewalk along any street frontage adjacent to their development, as specified by the City's Zoning Ordinance in Article 5, Section 18.1. The other method is a process by which property owners may petition to have sidewalks constructed on their street, which is outlined in Article II, Section 28 of the city's Charter together with the City Council's general powers to lay sidewalk. If a majority of the property owners on a street sign a petition to lay sidewalk, and Council approves it, all the property owners on the street are required to lay sidewalk, or else pay the city to lay it their stead.

What is the annual line item for sidewalk maintenance in your community's budget?

One Million for both streets and sidewall

Estimate the percent of intersections that have ADA accessible ramps on all four corners.

95

Estimate the percent of sidewalks that need to be repaired or replaced.

15

Does your community have a program to install curb ramps?

☒ Yes

How many ramps are installed per year?

17

with road imprc

How many ramp installations are planned for _____
next year?

Does your community have a program to repair and replace broken sidewalks?

☒ Yes

How many locations (or linear feet) were _____
fixed last year? 4265 linear feet

How many repairs are planned for next _____
year? undetermined

Is there a method for residents to report missing or broken sidewalks and curb ramps?

☒ Yes

Please explain the report process (e.g., on-line complaint form):

Residents can report broken sidewalks by calling the Public Works Department. Reported sidewalks are checked by staff and placed on a replacement list. The online Citizen's Action Center, which allows residents to report online a diverse set of issues, specifies that for this issue Public Works should be called directly.

Question 4

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

Number of Bridges (excluding freeways): 25

Number of Bridges with pedestrian _____
provisions on at least one side: 11

Number of Pedestrian overpasses (or _____
bridges): 2

Number of Pedestrian underpasses: 0

Identify the last three bridges built (or major reconstruction) in your community, and do the bridges provide pedestrian provisions on at least one side?

Bridge Number 1

South Governor's Avenue bridge over Puncheon Run. Yes.

Bridge Number 2

Dennys Road Bridge over Fork Branch. No.

Bridge Number 3

Lebanon Road Bridge over St. Jones River. Yes.

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

Now under construction, the West Dover Connector will cross over the Norfolk Southern Railroad into the City to the south of Webbs Lane. This road, including the bridge over the railroad, will have a 10' multiuse pathway.

Question 5

Does your community maintain a pedestrian signalling system?

☒ Yes

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

The US RT13 corridor within the City of Dover is being considered as a candidate location for a Pedestrian Safety Audit Study. A few examples of the past Pedestrian Safety Audit Studies in Delaware can be found in the given link. The City is also working on a new ADA Transition Plan to replace the complete 2004 version.

Link to policy or ordinance:

<http://www.deldot.gov/information/comm>

Upload policy or ordinance:

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

☐ Yes ☒ No

If yes, when and where?

Please describe any passive pedestrian detection (e.g. video, microwave) in your community.

None known.

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

0

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

.5

What is the average walk speed used to determine signal timing?

3.5

Do you use right-turn-on-red restrictions? If yes, when and where?

There is at least one intersection in the city where cars are not allowed to make right turns on red (Pat Lynn Drive/Walker Road). Intersections where cars can turn right are marked with "Yield to Pedestrian" signs more frequently.

Do you use Leading Pedestrian Intervals? If yes, when and where?

At the intersection of Forrest Ave (DE8) and Gibbs Road; the LPI was activated at this intersection to assist the crossing guard that works at this intersection during the school season. The same are available at Fairview Elementary and South Dover Elementary Schools and St. Johns Lutheran School for use during school hours.

What is your maximum cycle length in your downtown?

90 seconds along the Division Street corridor and State Street corridor; and Lookerman Street at Legislative Hall. 75 seconds along the Governors Avenue corridor, North Street corridor and Lookerman Street corridor.

What is your maximum cycle length in your community?

The City is divided into two zones; zone A (Division St, State St) runs a 90; zone B (Governors Ave, Lookerman St, and North St) runs a 75.

What speed is traffic progress for in downtown?

DelDOT uses the posted speed limit for developing coordination timing plans, 25 MPH in most areas – 35MPH in a few areas.

What is the longest pedestrian crossing that you have?

N DuPont Highway and Kings Highway/White Oak Road (150 ft)

What is the policy on displaying Walk signals (e.g. > 12 seconds or 25% of cycle length)?

Pedestrian timing requirements include a WALK interval and a flashing DON'T WALK interval. The WALK interval gives pedestrians adequate time to perceive the WALK indication and depart the curb before the clearance interval (flashing DON'T WALK) begins. The DE MUTCD mandates that a pedestrian clearance interval always be provided and displayed long enough to allow the pedestrian who left the curb or shoulder during the WALK indication to travel from the curb or shoulder to the far curb or to a median of sufficient width for pedestrian to wait. Generally, the flashing DON'T WALK should be terminated and a steady DON'T WALK displayed at the onset of the yellow vehicular change interval. Based on all this the specific length of time that the intervals display depends on the specific circumstances of each signal location.

What percentage of intersections have countdown signals?

85

Question 6

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

Initiatives to address pedestrian access, safety, and convenience at crosswalks are largely the same ones to address these issues at signalized intersections, since the majority of crosswalks in the city are located at signalized intersections. These initiatives include the Pedestrian Safety Audit Study for Route 13 and the new ADA Transition Plan.

Link to policy or ordinance:

<http://www.deldot.gov/information/comm>

Upload policy or ordinance:

How are marked crosswalk locations selected?

On city streets, crosswalk locations are selected largely through public request. Public Works staff evaluate each request to see if it merits a response. On state roads, DelDOT evaluates changes to streets and intersections caused by new development to determine if they will require the developer to build crosswalks.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

24 Inches wide by 24 inch on center "pig

Please describe your crosswalk inventory and update process:

A crosswalk inventory is being taken as part of the sidewalk inventory and will be updated whenever the sidewalk inventory is updated.

Are crosswalk markings regularly maintained?

☒ Yes ☐ No

Describe:

Crosswalks are re-marked whenever streets are resurfaced. In addition, resident complaints about the condition of crosswalk markings are addressed whenever brought to the Public Works Department's attention. Public Works field staff typically takes note of the poor-condition crosswalks if they are in the area on other projects.

☒ Are in-road stop/yield signs used?

How are these locations selected?

In-road yield signs are placed at mid-block crossings where sight distance issues on the sides of the road (existing or would be caused by a new sign) would prohibit putting a yield sign on the side of the road. Public Works staff estimates about a dozen exist throughout the city.

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

☒ Yes ☐ No

Describe:

Dover's Public Works Department estimates that 80% of the city's non-signalized intersections with crosswalks have advance stop bars with accompanying stop signs.

Are there other pedestrian safety practices being used at crosswalks?

Curb bulb-outs have been installed along Loockerman Street, the city's main downtown commercial and mixed use corridor. Curbs throughout the city have also been painted yellow to demarcate fire lanes; the paint serves a secondary purpose by making curbs more visible to drivers.

Are pedestrian hybrid beacons and rectangular rapid flash beacons used? Please describe when and where (e.g. in close proximity to schools, bus stops, trail crossings, etc.):

There is one pedestrian hybrid beacon at Route 8 and Heatherfield Way near Dover High School. This was installed to make a route to school anticipated to be heavily used safer. There is another in design for South State Street between Kent General Hospital and the Holy Cross Catholic Church. This one is needed due to an unusually high number of pedestrian-motor vehicle crashes at this location.

Question 7

Does your community design and build its own roadways?

☐ Yes

Question 8

Please briefly describe your community's traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:

Traffic calming practices and devices are generally used in isolated instances around the city. They are implemented in response to specific traffic problems brought to the city's attention by concerned residents. An exception to this rule is those traffic calming devices implemented as part of a SRTS plan. These plans are developed by DeIDOT in conjunction with individual schools as part of the SRTS program.

Link to calming practices document:

<https://www.deldot.gov/information/comr>

Please describe any recent road diets:

None

Please describe your traffic calming methods including typical treatments and site selection and prioritization:

As noted above, sites and methods for traffic calming are selected in response to specific problems or as part of a Safe Routes to School Plan. One example of the former is a small roundabout that was built on Mifflin Road, on the city's west side; this two-lane road lined with houses directly connects between Forrest Avenue and Hazletville Road, two of the city's busiest east-west corridors. The roundabout serves to reduce speeding on the road. An example of the latter is a SRTS plan for W. Reilly Brown Elementary School; among the infrastructure improvements to be implemented in this plan are curb bulb-outs on adjacent Webbs Lane, which will serve to both reduce traffic speed on this street and allow for shorter crossing times.

What is the maximum speed limit at traffic signals in your community?

35 MPH. 25 MPH is more typical.

Do you have school zones and reduced speed limits? Please describe:

Yes, 20mph when children are present along school property frontage, 200' buffer.

What is the posted speed of the majority of the arterial roads in your community?

35 MPH

Question 9

Please briefly describe any other engineering projects or policies affecting walking in your community.

At this time we do not any, however as part of their initiatives the Bicycle and Pedestrian Subcommittee may recommend policy to enhance the safety of our pedestrians.

Last updated 12/15/2016

Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1

Does your community have a traffic safety division/unit within the Police Department?

☒ Yes ☐ No

Does your community have police patrols on foot or bike? If so, please describe (include the number of officers that are bike patrol certified).

Yes. We have our cadets on bicycle and foot patrols. We utilize these patrols for our neighborhoods and special events.

Please estimate the number of patrol officers and amount of time that is devoted to responsibilities concerning pedestrian laws and safety:

We do campaigns with the Office of Highway Safety. These campaigns are carried out with concentrated efforts to maximize their educational impact. We have multiple officers devoted to these responsibilities throught the campaign periods.

Question 2

Does your community use targeted enforcement programs to ensure the safety and security of pedestrians in crosswalks and on city streets, trails, and walkways? Indicate which of these elements, if any, are part of the enforcement program.

☒ Yes

Indicate which of these elements, if any, are part of the enforcement program.

- ☐ Targeted pedestrian crossing operations (e.g., use of plain-clothed "decoy pedestrian" officers to enforce motorist yielding laws):

Definition: From walkinginfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a 10 mi/h over the speed limit leeway. Cones are set out in that location. An officer in plain clothes steps into the crosswalk just before a vehicle passes the cone. If the motorist doesn't yield, either a warning or a citation is given, based on the severity of the incident.

-
- ☒ Media campaigns regarding enforcement

Please media activities and frequency:

In conjunction with Office of Highway Safety we advertise awareness activities and events.

-
- ☒ Speed feedback signs

Please describe the frequency of use (include how sites are selected):

We do use speed feedback signs in our neighborhood and some main streets for targeting driver awareness. Many times these are requested and put in these specific areas of need.

-
- ☒ DUI Checkpoint operations

Please describe the extent and frequency of operations (include how sites are selected):

We offer our own DUI check points and also coordinate with the Office of Highway safety during campaign periods, for example during the holidays or seasonal activities.

-
- ☒ Targeted speed enforcement

Please describe the extent and frequency of operations (include how sites are selected):

Our motor patrol unit does targeted speed enforcement. We look at neighborhoods and areas of high foot/bicycle traffic.

-
- ☒ Progressive ticketing

Definition: From walkinginfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.

Please describe when and why progressive ticketing processes are deployed:

During the campaign periods and as new traffic laws have taken place, we do offer a time period of educating the community where public service announcements and warnings are issued. Following a period of ample time, tickets are then issued.

-
- ☐ Emergency call boxes

-
- ☐ Other

Question 3

Please list the number of citations given for the following infractions:

Failure to yield to pedestrians:

18

Parking on sidewalks or too close to intersections or crosswalk:

224

Does your community use photo enforcement technology that targets speeding and/or red light running?

Question 4

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

The Dover Police Department has activity trained crossing guards at the Holy Cross Elementary School. This school sits on a major artery within the city and accross the street from the Kent General Hospital/Bayhealth. Having a trained crossing guard in this location is paramount the student safetly.

In addition, the Capital School District offers crossing guards at their elementary schools. Training is done internally within the school to ensure the safety of the students who are pedestrians both before and after school. Crossing guards wear reflective vests, many have access to change the traffic lights, and most carry a large hand held stop sign. For example, at Booker T Washington Elementary school, the crossing guard can alter the traffic light and stop traffic; then he walks into the roadway with his reflective vest and stop sign, then allows the children to begin crossing. The crossing guards work similarly at Fairview Elementary, Reily Brown Elementary and other elementary schools in the district.

Provide a link or attachment of any relevant policies, if available.

Link:

File upload:

Question 5

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?

☒ Yes

Describe:

Working with Delaware Department of Transportation (DeIDOT) and Office of Highway Safety, Dover Police activity work with sites that are a known safety problem. Analysis is done of traffic accidents involving drivers/cyclists/pedestrians.

Does your community use crash and/or fatality data to identify problem areas and potential solutions?

☒ Yes ☐ No

Describe:

A pedestrian crash analysis was performed for the city's Pedestrian Plan, in order to find problematic locations in the city that might be targeted for engineering or enforcement solutions. The analysis found that the majority of crashes took place along Route 13, the city's busiest and widest arterial, or along one of the city's other major corridors. A few specific intersections were also identified as crash hotspots. The Pedestrian Plan recommended these intersections for signage, striping, and lighting improvements.

Dover Police works with DeIDOT/OHS to produce HEAT maps of high incident areas, or higher levels of pedestrian/bicycle stress areas. We look for areas of activity where targeted education and enforcement programs may be needed the most.

Does your community use a Data-Driven Approach to Crime and Traffic Safety (DDACTS) to understand the overlap between hi-crime and traffic safety concerns?

☐ Yes ☒ No

If so, describe any DDACTS training you have undertaken and/or the process you use to prioritize traffic safety in relation to other police interests:

Question 6

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

The Dover Police Department actively responds to pedestrian concerns that are relayed to the department, whether it be from mapped data or citizen complaint. We use education and enforcement campaigns in conjunction with the Office of Highway safety. Our officers do outreach at local school and participate in events such as National Safe Night Out to educate citizens.

Last updated 12/15/2016

Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?

☐ Yes

Question 2

Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

☒ Walkability Checklists (please describe when and where):

Yes, used to evaluate & plan SRTS at all participating schools

☐ Pedestrian Intersection Safety Index (please describe when and where):

☐ Pedestrian Level of Service (LOS) (please describe when and where):

☐ Pedestrian Road Safety Audit Guidelines and Prompt Lists (please describe when and where):

☐ Health Impact Assessment (please describe when and where):

☐ Smart Growth Scorecards (please describe when and where):

☒ Web-based or smartphone applications for resident feedback and input(please describe):

The City of Dover's website offers the Citizen Action Center. This is a citizen tool to be used to report issues and concerns, request maintenance, and provide feedback.

☐ Other Evaluation Tools:

Please describe:

Question 3

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

☐ Yes ☒ No

If yes, please explain when this is typically done and provide a recent example:

Question 4

Using **Walk Score**, please type in the address for your City Hall and provide the following information:

City Hall Walk Score:

City Hall Transit Score:

Top 10% Walk Score for your community:

(located at the bottom of the Walk Score web page)

Average Walk Score for your community:

(located at the bottom of the Walk Score web page)

Please provide the **Overall Sprawl Score** for your community's metropolitan region:

Question 5

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

The Bicycle and Pedestrian Subcommittee is charged with identifying gaps and making recommendations. Committee members actively seek areas of concern and make recommendations for safety improvements, as demonstrated in their 2013 sidewalk inventory project.

Last updated 12/15/2016

Additional Questions

Question 1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

First, Dover wants to be a walkable community. That desire has stimulated the city's many accomplishments for better pedestrian access in the past few years. In ways big and small, Dover has evolved into a walk-friendly community and is working to maintain that infrastructure to further its potential. Second, Dover, as a municipality and a community, recognizes the vital importance of a walkable community and the benefits it can provide — environmental, economic, medical and otherwise. Third, a walk-friendly designation can help the city secure budgetary funds needed for infrastructure because city officials and residents would be motivated to invest in and maintain its identity.

Dover recognizes that walk friendly communities tend to have a lighter, friendlier tone. Residents can sit on their porches

and wave to neighbors walking by. Shoppers can greet one another on the sidewalk as they patronize local businesses. Areas with pathways that are wide enough to accommodate outdoor dining and shopping are appealing, and make for a community to which visitors want to return and residents can feel proud to call their own. In turn, these factors attract businesses and employees, which add to the city's economy. Walkable communities additionally increase property values and tend to be safer than places void of pedestrians and public activity. An easy walk to a bus stop gets people to work who can't afford cars, or can't drive. Bicyclist and pedestrians can enjoy common pathways for transportation and recreation.

The ability to walk in one's community can help people stay physically fit, as well as maintain a feeling of connectedness with their neighbors. Walking short distances means less gasoline use, and less air pollution. The combination of physical, mental and environmental health contribute to less burden on the healthcare system for breathing-and-weight-related maladies.

A walk friendly community is a people friendly community, a business friendly community, and an environmentally friendly community. The City of Dover works diligently and continuously to be all three, and is proud of what it has accomplished.

Question 2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

We would refocus this question to ask, "What is the network of improvements needed to accommodate pedestrians?" Multiple issues affect a pedestrian friendly community. These issues need simultaneous attention. Sidewalks need to be continuous, even, well lighted, and well maintained. Community policing efforts need to be supported so walkers feel safe. Recreation, places of employment and commerce need to thrive to provide the public with walking destinations. Streets, highways, and public transportation need to work in concert with walkways and bikeways to create a web of transportation that supports all community needs. Residents need to be informed and engaged in all these conversations so that there is grass roots support to finance and sustain this network of actions.

Question 3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

This is an auspicious time for the City of Dover. Many interrelated efforts are planned or in process that will support its walk friendly initiatives.

The City's first application for a Bicycle Friendly Communities designation received an honorable mention, and a second application addressing suggestions for improvement is in the works. The City has comprehensive Pedestrian and Bicycle Plans in place that were adopted in 2015 and are undergoing continuous monitoring and updating. The Dover/Kent County Metropolitan Planning Organization, the federally mandated agency responsible for coordinating transportation planning and investment, is working with the City of Dover to prioritize and fund a variety of pedestrian projects. The City of Dover is the recipient of a major grant from the State of Delaware to foster downtown development – businesses and residences – that will be enhanced by walk friendly initiatives. And a major goal of a new non-profit community development entity, Restoring Central Dover, is to improve transportation and enhance open and green spaces in downtown neighborhoods – a goal that will have a direct and positive impact on the City's pedestrian infrastructure.

We have a network of challenges, but we also have a network of people, organizations, and funding with which to meet them. We are connecting the dots of federal, state, county, city, and neighborhood initiatives to weave a comprehensive fabric of support for the City of Dover – a city that aspires to be friendly, healthy, and prosperous for all.

Walk Friendly Communities is sponsored by FedEx and the U.S. Department of Transportation Federal Highway Administration. The program is maintained by the UNC Highway Safety Research Center's Pedestrian and Bicycle Information Center, with support from a variety of national partners.

Pedestrian and Bicycle Information Center

Contact Information

www.pedbikeinfo.org

Bicycle Pedestrian Sub-Committee
Dover City Hall Large Conference Room
Dover, DE
November 1, 2016

**** DRAFT MINUTES ****

Members Present:

Chris Asay, Vice Chair
Jayce Lesniewski
Dave Moses
Gerry Pennington
Fran Riddle
Andy Siegel

Others Present:

Andrea Kreiner
Bill Cook
Carolyn Courtney
Eddie Diaz

John Fiori
Ann Marie Townshend
Rich Vetter

CALLED TO ORDER: Meeting opened at 5:00 P.M.

The meeting was called to order.

AGENDA

The vice chair opened the floor for agenda review. With no changes to the presented agenda, it was accepted without objection.

APPROVAL MEETING MINUTES

Mr. Asay opened the floor for review of the October meeting minutes. Without objection the minutes were accepted without objection.

REGIONAL BIKE PLAN

Mr. Vetter thanked the group for the opportunity tonight and handout out the bike plan draft. There purview is all of Kent County. They are updating their current plan of 2011. He gave a brief background of how they are gathering information and who is participating. The document is also online, please check it out on the MPO website. He then reviewed the working group information and workshops that garnered good feedback. We are looking to gather information tonight on the list of projects that are important to Dover, including off road projects (trail & multiuse trail projects) bike lanes, as well as intersection areas are of high concerns and sharrows that could be addressed. The committee developed criteria to evaluate and select projects. After we rank the projects, we will look at ordinances and alignments to RT1 and new maps and what do we do with the concept of employment centers. So far, we have not identified any employment center projects, so this may be a good time to approach. It will be revisited by the committee. Are there any glaring omissions on this list? We are looking to wrap this up next summer. Mr. Asay noted who should we give feedback? The answer was Ms. Courtney who will collect information and send to the MPO. The projects lists really range from tourism trails to safe routes to school.

Mr. Asay emphasized the committee putting this together is temporary and will come up with a prioritization list for DeIDOT. They have stakeholder representatives from DeIDOT, MPO and each community that wanted to send someone, including DAFB, DNREC, Bike Delaware. Anyone with an interest was invited. I am the only one as a member of the public who has attended all of the meetings. I really think a bicycle level of stress mapping would help this process.

RT13 COMMERCIAL DISTRICT PATHWAY

Mr. Asay noted this is the idea that creates a bicycle path that creates a bicycle path on RT13 on the east side up near Dover Downs. I asked Mr. Lesniewski to take a look at the city zoning code and if changes in the zoning code could help us have a plan to implement this bike route as commercial properties are developed/redevelop and make the city offer incentives for giving up land/parking. Mr. Lesniewski noted he had looked at the code and found general areas where potential changes could be made and then looked into examples of where this has been done before and hit a road block. I could not find any other similar projects and at this point came up with nothing. With nothing to compare to, and the Boulder Colorado wasn't quite the same idea. Mr. Seigel noted the plan presented was a somewhat aggressive scale, maybe if we could get thru some of the barriers to safety transition from one property to another without having to get on/off your bikes. As improvements are completed, then we could discuss with the property owner to work on this. Mrs. Townshend noted we do require this. For example, when Kohls was done a cross access link was created. We've only be able to do this during redevelopment. We really don't have any leverage to mandate this. Mr. Asay will check with Mr. McCleary to see if he knows of any communities that have done this. Mrs. Townshend noted typically where you see this is where the public sector is behind it.

OLD BUSINESS ITEMS

Bike Rack Contest Update – Mr. Asay reported we did not get the Delaware Bicycle Council grant for the bike rack project. There is still a potential from the grant application to Restoring Central Dover (transportation workgroup). Mrs. Riddle noted also, that DSU is interested in getting bike racks on their campus as well. Brief discussion on DSU and their safe bike routes, top on their lists is walking safety.

Capital School District Update - Mr. Moses noted he reached out to Mr. Shelton on where we stand with the courses we recommended. Some communications fell through, however, he is going to get Mr. Moses points of contact to pass onto DelDOT for requesting bicycle rodeos and take the curriculum and the bike rodeo would be at the end of the curriculum piece. I believe we will start K-5 first, and I am hoping to hear back from him soon to initiate the bike rodeo dates for down the road (8 – 12 weeks out). If weather is a problem, we may have move into an indoor venue. Possibly use the Pitts Rec. Center if we can't use a school gym. The school would have to provide transportation. Mrs. Townshend noted if it's during the school day, we should be able to assist.

University Partnership

Mrs. Riddle reported she spoke with Victor Santos of DSU and JD Bartlett. They are more than happy to attend a meeting and discuss shared concerns such as pedestrian safety and bicycling, too. They are very interested in a general conversation. Wesley is also interested, however, some of them know about the Senator Bikeway and some didn't. Mrs. Townshend noted she was under the impression they actually had some resistance to allow outsiders on the campus. It's better to have the conversation now with Wesley. Brief discussion on DTCC and Wilm. U.

Senator Bikeway

Mr. Moses noted a few of our members and city staff attended the workshop recently held at Dover High School. About half of the citizens we targeted showed. Some seemed happier after they left then when they arrived. I know some were concerned about pathway maintenance especially during snow and with discussion some of their concerns were elevated. Additional concerns, were trash being thrown in their yards. DelDOT is hoping the school would take over maintenance, but we are only hoping we have no commitment from them. DelDOT has a program for snow removal on paths, currently this area is not in the program but we may

be able to investigate this path to be included in this program. Mrs. Townshend noted the north side of RT8, the citizens are responsible and they did not clear their sidewalks and we did issue fines for those who did not. Biggest thing was snow removal and maintenance. Most of these properties are not in the city limits.

Bike Friendly Community

It was noted, due to the intensity of the Walk Friendly Community application, this item will be brought back to agenda in 2017.

Walk Friendly Community

A draft of the application was shared with the members. Please take time to review it and submit edits/ suggestions, etc. to Ms. Courtney. Reviewed the International Charter for Walking, it was noted to recommend to the SA&T Committee to approve and have the Mayor and Council sign the charter. Without objection this motion passed. Mrs. Townshend noted she would get the information onto the agenda for review and support.

ANNOUNCEMENTS

No additional announcements were made.

ADJOURNMENT

With no further business the meeting adjourned at 6:00 PM without objection.

10/24/16

MPO Regional Plan

Potential Projects			
Code	Location	Type	Specifics
OFF-ROAD PROJECTS			
M1	Milford	Off-Road	Mullet Run to Boys & Girls Club, Milford P&R (alternative, Airport Rd)
S1	Smyrna-Clayton	Off-Road	Access from town to schools – Connect existing trail by schools along Duck Creek Pkwy to Duck Creek Rd.
S6	Smyrna-Clayton	Off-Road	Clayton to Easton Rail Trail
D1	Dover	Off-13	Dover Mall to Leipsic Rd – connect parking lots (Dover zoning change, give up parking spaces w/o being penalized)
D3	Dover	Off-Road (potentially with some parts being Bike Lane)	Route 10 to John Dickenson Plantation (DAFB Trail) – Connecting the main Gate to Rt 10 Trails
D4	Dover	Off Road	Sorghum Mill Rd, replace footbridge & connect to the back of DAFB housing (outside the fence) to Rt 9
D5	Dover	Off-Road	Connector from Hunn Property to St. Jones Greenway Trail
C1	Camden	Off-Road	Rt 13 from S. State St or Puncheon Run to Lochmeath Way

BIKE LANES			
M2	Milford	Bike Lane	Del 14 from US113 to Del 1A
M3	Milford	Bike Lane	Abbotts Mill to DuPont Nature Center
S2	Smyrna-Clayton	Bike Lane & signage	Smyrna-Leipsic Rd to Bombay Hook NWS
S3	Smyrna-Clayton	Bike Lane	Sunnyside Rd from Carter Rd to RR track
S4	Smyrna-Clayton	Bike Lane	Rabbit Chase Rd from Sunnyside to Brenford Rd
S5	Smyrna-Clayton	Bike Lane	Brenford Rd from Big Oak Park to Masseys Mill Pond
D2	Dover	Protected Bike Lane	State St from US13 to Walker Rd
D6	Dover	Bike Lane	Chestnut Grove Rd from Kenton Rd to Del 8 (minus small segment done)
D7	Dover	Bike Lane	Del Bike Rt 1 Issue – Moose Lodge & Dundee Rd – no shoulders, high volume, 50 mph, blind curves
D8	Dover	Bike Lane	Del 8 from Del 1 to Del 9
D9	Dover	Bike Lane	Del 8 from US13 to Park Dr
D10	Dover	Bike Lane	College Rd from McKee Rd to Kenton Rd
D11	Dover	Bike Lane	Mifflin Rd
D12	Dover	Bike Lane	Saulsbury Rd west side from Del 8 to North St
D13	Dover	Bike Lane	Walker Rd from State St to Salisbury
C2	Camden	Bike Lane	Peachtree Run Rd

10/24/16

SHARROWS			
D14	Dover	Sharrows	State St from Walker Rd to North St
D15	Dover	Sharrows	Bank Lane

INTERSECTIONS			
I1	Dover	Intersection	Walker Rd & State St
I2	Dover	Intersection	Del 8 & US13
I3	Dover	Intersection	Court St & US13
I4	Dover	Intersection	State St N & US13
K2	County-wide	General/ Intersections	Importance of intersections in creating bike routes and designating how to get bikes through intersections

ORDINANCES			
K1	County-wide	General	Ordinances or guidelines for bicycle parking at businesses

EMPLOYMENT CENTERS			
	Milford	Employment Center	Bayhealth
	Smyrna-Clayton	Employment Center	Walmart & Smyrna Industrial Park
	Smyrna-Clayton	Employment Center	Duck Creek Business Park
	Dover	Employment Center	Civil Air Terminal



International Charter for Walking

Creating healthy, efficient and sustainable communities
where people choose to walk

I/We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. ***Increased inclusive mobility***
2. ***Well designed and managed spaces and places for people***
3. ***Improved integration of networks***
4. ***Supportive land-use and spatial planning***
5. ***Reduced road danger***
6. ***Less crime and fear of crime***
7. ***More supportive authorities***
8. ***A culture of walking***

Signed

Name

Position

Date

International Charter for Walking

Walking is the first thing an infant wants to do and the last thing an old person wants to give up.

Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999

Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy, pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.