REGULAR COUNCIL MEETING

The Regular Council Meeting was held on March 27, 2017 at 7:30 p.m. with Council President Slavin presiding. Council members present were Mr. Anderson, Mr. Neil, Mr. Lewis (departed at 8:50 p.m. and returned at 8:52 p.m.), Mr. Cole, Mr. Hosfelt, Mr. Hare, and Mr. Hutchison. Mr. Sudler was absent.

Council staff members present were Deputy Police Chief Mailey, Mrs. Mitchell, Mrs. Townshend, Third Assistant Chief O'Connor, City Solicitor Rodriguez, and Mrs. McDowell. Mayor Christiansen was also present (departed at 7:39 p.m., returned at 7:48 p.m., and departed at 7:50 p.m.).

OPEN FORUM

The Open Forum was held at 7:00 p.m., prior to commencement of the Official Council Meeting. Council President Slavin declared the Open Forum in session and reminded those present that Council was not in official session and could not take formal action.

Mr. Steven French stated that it would soon be too hot for the homeless and that he thought they deserved a home.

Mr. Timothy Lee Tague advised that he was a fire fighter, a licensed EMT, a licensed paramedic, and a licensed fire police and stated that there were between 20 and 28 violations that the City should be looking at. Noting that most new houses have three prong plugs, Mr. Tague advised that the house he is living in only has two prong plugs. He also stated that the "post-breaker box" has four fuses. Mr. Tague suggested that some of the landlords' properties that look brand new from the outside should be inspected.

Mr. Steven Hall stated that he represented and collaborated with those that are trying to get the homeless into placement and that he supported the Mayor, City Council members, and the Committee members. Mr. Hall advised that he had an emotional breakdown the previous Monday, because homelessness is a very serious issue. He noted that some days they have the strength and the ability to endure it, but some days they are faced with obstacles that make them feel like they are at their journey's end.

Ms. Liz Jones advised that a homeless woman named Donna passed to the ground on Division Street the previous week and died. She noted how sad it was that Donna had nobody with her when she died. Ms. Jones stated that she is being buried in Milton or Milford on Saturday and, although they would all like to go, they had no way to get there. Ms. Jones noted that homelessness is not going to go away and that it would get worse as companies close down and unemployment causes people to lose their homes. She also explained the risk that she takes of being arrested for carrying 12 different pills in the same bottle in order to protect her medication and the difficulty in finding a job when the homeless have no way to shower in the morning or a way to make sure that your clothes are neatly pressed. Ms. Jones requested City Council to stand beside them and help them because they want homes instead of living on the street where they are afraid at night.

Mr. Eric Abernathy stated that Donna Stratton was not the first homeless person to die on the street and she is only the latest that they know of. He advised that Ms. Stratton had just had a stroke about three weeks before she died and, as usual at Kent General Hospital, they stabilize you and then they

let you go. Mr. Abernathy noted that Ms. Stratton should not have been back out on the street but under care. He advised that she was at their church every night for service and to get a decent meal. Mr. Abernathy reiterated that homelessness is a problem and will continue to be a problem until something is done. He requested help for the homeless and noted that a homeless Navy veteran in need of help was in the audience.

Mr. Von Smith advised that he was stranded in Dover with no money and, luckily, he found the library and some of the people there told him about Victory church bringing lunch to the library and taking the homeless to the church for dinner every night. He noted that the churches and the Salvation Army feed the homeless but they do not do it every single day or for every meal. Mr. Smith stated that the locations are spread out and it becomes confusing knowing which day to go where and when. He suggested that the churches come together as one and that the City help them.

Mr. Dean Cromer advised that he came from a good background, his father was a chemical engineer and they came to Delaware because he worked for NASA making space suits. He stated that all of his brothers and sisters were successful and that he was the black sheep of the family. Mr. Cromer noted that he was homeless because of his alcoholism and he just got out of detox that day. He advised that he almost died the previous Sunday at the bus stop because he drank too much. Mr. Cromer stated that there has got to be a solution and he is a big believer in helping those who want to help themselves. Noting that he has been homeless for a few months and had never been homeless before in his life, Mr. Cromer stated that he has met a lot of people and some of these people that are homeless do not want any help or to be proactive about their situation.

Mr. Cromer advised that the resource center is a decent place, but it could be more education workshops such as filling out a resume on a computer. He advised that he was fortunate enough to get into Whatcoat immediately after being released from detox. Mr. Cromer stated that he was going to try to come up with a solution by the next City Council meeting, noting that there are definitely those that are trying to help themselves, those that really want to get out of this situation and be employed. He also noted that there are those that just want to walk around the streets and complain.

Ms. Sue Harris advised that, in preparation for the consolidated plan for the State of Delaware, Delaware State Housing Authority commissioned a needs assessment which was intended to frame the current housing needs within the State of Delaware, while examining the significant trends in the housing issues that will dictate housing policy over the years of 2015 to 2019. Primary housing needs identified in this assessment included, among others, permanent supportive housing for people with extremely low income and special needs. Ms. Harris stated that HUD defines special needs as populations to include frail and non-frail elderly, homeless persons and persons at risk of becoming homeless, persons with HIV/AIDS, persons with physical disabilities, persons with mental and behavioral disabilities, and persons with alcohol and drug addictions. Special need housing provides an alternative living arrangement for individuals who are unable to live independently without care, supervision, or support because of age, disability, substance abuse, mental illness, chronic homelessness, or other circumstances and supportive housing programs assist these individuals with daily life and also offer access to case management housing support, vocational employment, and other services for clients transitioning to independent living.

Ms. Harris noted that the City of Dover's executive summary, prepared in compliance with the regulations for the recipients of the CDBG grant money, identifies four specific goals - provide aid to special need persons with the objective being to provide support to homeless shelters and to increase support to agencies that provide rapid re-housing and rental assistance for those that are at risk of homelessness and to increase permanent supportive housing and to reduce homelessness by increasing availability. Ms. Harris stated that the City would soon be providing its report for 2016 and they would have to show how they have provided affordable housing for home ownership. She stated that, although the City has done well with Habitat, they are missing the rental housing and affordable housing for this level and would have trouble claiming that it has done anything for the homeless.

Mr. Lewis advised that The Blue Ribbon Commission for Homelessness would be having a meeting that Thursday at the library, starting at 4:00 p.m. and the public was welcome and that they would like to hear their comments.

The invocation was given by Chaplain Wallace Dixon, followed by the Pledge of Allegiance.

AGENDA ADDITIONS/DELETIONS

Mr. Hutchison moved for approval of the agenda, seconded by Mr. Neil and unanimously carried.

Mr. Hare moved for approval of the Consent Agenda, seconded by Mr. Neil and carried by a unanimous roll call vote (Mr. Sudler absent).

ADOPTION OF MINUTES - SPECIAL COUNCIL MEETING OF MARCH 6, 2017

The Minutes of the Special Council Meeting of March 6, 2017 were unanimously approved by motion of Mr. Hare, seconded by Mr. Neil and bore the written approval of Mayor Christiansen.

ADOPTION OF MINUTES - SPECIAL COUNCIL MEETING OF MARCH 13, 2017

The Minutes of the Special Council Meeting of March 13, 2017 were unanimously approved by motion of Mr. Hare, seconded by Mr. Neil and bore the written approval of Mayor Christiansen.

ADOPTION OF MINUTES - REGULAR COUNCIL MEETING OF MARCH 13, 2017

The Minutes of the Regular Council Meeting of March 13, 2017 were unanimously approved by motion of Mr. Hare, seconded by Mr. Neil and bore the written approval of Mayor Christiansen.

RESOLUTION NO. 2017-03 - JAMES E. HOSFELT, JR.

The City Clerk read the following Resolution into the record:

WHEREAS, James E. Hosfelt, Jr. retired from the Dover Police Department as Chief of Police in 2014 with 25 years of service, was sworn into office as Councilman of the First District on May 11, 2015, and served with distinction until March 27, 2017. During his nearly two years of service on City Council, James E. Hosfelt, Jr. served as Chair of the Safety Advisory and

Transportation Committee and a Member of the Parks, Recreation, and Community Enhancement Committee; Other Post-Employment Benefits Trust Fund Board; Downtown Dover Partnership; and Police Chief Selection Committee; and

WHEREAS, James E. Hosfelt, Jr.'s extensive knowledge, experience, and passion for protecting the citizenry of Dover were great assets to the City, as he provided guidance on issues related to public safety. His ability to ask incisive questions, consider diverse points of view, and analyze the implications of the complex matters before Council were invaluable in developing pragmatic and equitable solutions. He provided a sympathetic and supportive voice for his constituents and demonstrated commitment to resolving their concerns; and

WHEREAS, throughout his tenure, James E. Hosfelt, Jr. displayed the courage to speak his mind and adhere to his convictions, and he conducted City business in a manner that fostered the respect of his colleagues, constituents, and City staff.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council congratulate James E. Hosfelt, Jr. on his election as Kent County Levy Court Commissioner for the Second District, recognize that he will be sorely missed, and wish him and his family success in all future endeavors.

BE IT FURTHER RESOLVED that the Mayor and Council express their sincere appreciation to James E. Hosfelt, Jr. and his family for the dedicated years of service and personal sacrifices made on behalf of the City of Dover and direct the City Clerk to make this resolution a part of the permanent records of the City of Dover as a lasting symbol of appreciation and gratitude.

ADOPTED: MARCH 27, 2017

Mayor Christiansen and Council President Slavin presented Councilman Hosfelt with the Resolution, key to the City, and a Dover Cup in recognition of his service. Councilman Hosfelt thanked members for the recognition.

Mr. Hutchison moved for adoption of Resolution No. 2017-03. The motion was seconded by Mr. Anderson and unanimously carried.

PRESENTATION - YOUTH FOCUS GROUP INITIATIVE

During the Special Council Meeting - Budget Review of May 26, 2016, City Council established a youth focus group initiative across City government to solicit input on ideas, solutions, and issues from the youth who are residents of the City. The following departments were required to hold a focus group and provide a report each year: Planning, Parks and Recreation, Dover Public Library, and Police.

Ms. Margery Cyr, Director of the Dover Public Library, introduced City staff team members Mrs. Ann Marie Townshend, Mr. Wayne Voshell, Ms. Catherine Wimberly, Deputy Police Chief Marvin Mailey, Lt. Christopher Hermance, and Master Corporal Jennifer Lynch. The youth participants introduced themselves as follows: Adrian Harmon, Alicia Beese, Neaveah Adams,

Asia Dorsey, and Regina Saad of Central Middle School representing Value in Youth Voices (VIYV) and Matthew Kroen of Dover High School representing the First Presbyterian Church of Dover.

Ms. Cyr advised that the focus group was formed in the fall, and the team brainstormed how best to collect the information. She noted that they made a decision early in the process that the terminology for youth is very broad, and that depending upon the age of the youth, the perceptions and the experiences would be very different. The decision was made for this first focus group to target the residents of the City aged 13 through 16. Ms. Cyr noted that it was very, very important to them that all sections of the community were represented on the focus group, and they selected entities for participation to ensure balanced community representation. She advised that they also wanted each of the entities to nominate one (1) boy and one (1) girl because they believed that perceptions would be different based on their gender, and they wanted to make sure that both were represented. Ms. Cyr reviewed the Youth Focus Groups presentation.

Mr. Neil commended the staff for doing a marvelous job and noted the compassion that the kids had for the homeless. He stated that it is a tricky problem that the City alone cannot resolve for a number of reasons, but he thought their compassion was really essential. Mr. Neil also noted that awareness of the events and transportation seemed to be issues. He suggested that the school system could be a resource to help with the issues and that, perhaps Councilman Cole could assist in this area.

Mr. Anderson asked about why there was a red asterisk by SAT preparation in the presentation. Responding, Ms. Wimberly advised that they had gotten questions about SAT preparation and college preparation, so simultaneously as they were prepping for this focus group, the youth services department had been talking about how they could better meet the needs of teens, especially those teens who are looking to go forward after high school. She advised that they have a database through Learning Express that the library provides for free. As part of that database, the kids have the opportunity to have free study guides and free SAT preps. Ms. Wimberly advised that both the materials and courses can be very expensive for families. She stated that they are currently designing a class where librarians can facilitate access to this database in the library and, because there is no charge to use it, it can be used at home. Ms. Wimberly noted that it is a way for the library to help introduce the program, help children navigate the program, and if there are further questions, direct them to the appropriate resources for SAT prep.

Ms. Wimberly stated that the library has held job fairs in the past, however, they did not specifically cater to teens and they have recognized that there are teens who really would like to be a part of the job fairs so they will be doing a trial run this year. She advised that they have invited several different organizations and companies to come and meet with our teens, and hopefully get them connected with jobs. Prior to that they will also be having courses that teach how to build resumes, because for a lot of these kids, this is going to be their first introduction to it. Ms. Wimberly noted that they are also going to be giving classes on what you do in an interview and, later, they are planning a Volunteer Fair that can be geared not just to adults but teens, because sometimes you cannot get a job until you have had some experience, and the best way to get that experience is through volunteer work. She stated that they clearly need to start advertising their events more.

Responding to Mr. Anderson, Ms. Wimberly stated that the library has various social media accounts; however, the one that they use most frequently is Facebook, which is updated multiple times a week with the big events that are coming up. They also send out an email blast to people who have signed up. Ms. Wimberly advised that they have an Instagram account which is mainly used to publicize some of the big events that they have got going on but not as many of the smaller events or the weekly things that they do. She noted that they do a lot of programs that recur every week, so they do not really advertise those through Instagram as much. Ms. Wimberly advised that they also use Snapchat some. Mr. Anderson advised that a lot of teens use Instagram.

Mr. Cole noted that Caesar Rodney and Capital school districts both have very good PR departments in dealing with schools. He advised that Courtney Voshell, principal at Dover High School, should be on a committee of anything that the library does, as well as Sherry Kijowski, principal at Caesar Rodney High School because they disseminate the information to the students. Mr. Cole noted that they provide information weekly through their newsletters. Ms. Wimberly advised that the library also produces a newsletter every month and they do try to go out to the schools and distribute it. She noted that they have also been working to develop more of a relationship with the school librarians in Capital and CR to really help get the word out. Ms. Wimberly stated that whenever they are invited to Literacy Nights, they make a point to take all of their newsletters and programs. She noted that it seems to be a citywide issue of publicity and coordinating with what Parks and Recreation does.

Mr. Cole suggested that the Parks and Recreation information and the Library's information should be streamlined through Capital and CR school districts because that is where the students are getting it and taking it home from.

Mr. Hutchison moved to accept the Youth Focus Group Initiative report, seconded by Mr. Anderson and unanimously carried.

PRESENTATION - RESTORING CENTRAL DOVER (NCALL)

Mr. Joe Myer, Executive Director, Pastor William Grimes, Neighborhood Revitalization Coordinator, and Ms. Chanda Jackson, Community Engagement Specialist, provided the presentation.

Mr. Neil complimented NCALL, noting that he had a chance to see them in action very close and personal for Habitat and they are absolutely a cornerstone. He recognized that there is an interlock dealing with training programs, youth programs, and safety, and the police department. Mr. Neil stated that, at the end of the report, there is a $33,345,000 cost to it.

Mr. Hutchison commended NCALL, its business partners, and Mrs. Ann Marie Townshend, Director of Planning and Community Development for the total commitment that they have made to the community. He noted that they are seeing more results every single day, one house at time, and that he had the opportunity to ride down Reed Street and noted that they tore down the old Square Club and replaced it with nice townhouses. Mr. Hutchison stated that it was very important to continue the work that NCALL is doing and thanked them for making a difference.

Mr. Slavin thanked NCALL and their very strong ally, Mrs. Townshend, for their work. He noted that Mrs. Townshend would be leaving the service of city government and she has said, among everything else she is responsible for, she does not want this work to slip off the radar screen because it is critically important.

Mr. Neil moved to accept the Restoring Central Dover (NCALL) report, seconded by Mr. Anderson and unanimously carried.

PRESENTATION - 2016 ANNUAL REPORT - DOVER POLICE DEPARTMENT

Deputy Police Chief Marvin Mailey reviewed a Power Point presentation depicting highlights of the 2016 Annual Report for the Dover Police Department.

Mr. Hutchison congratulated Deputy Chief Mailey on an outstanding year by the men and women of the Dover Police Department. Responding to Mr. Hutchison, Deputy Chief Mailey advised that the cadet program is partially grant-funded; the library funds three cadets, they are allocated for nine cadets and they currently have four cadets.

Mr. Anderson advised that he had noticed that the foot patrols were down by almost half in the past year and asked if it was partially due to recent retirements and the cadet vacancies or if there were other reasons. Deputy Chief Mailey stated that the foot patrols on Loockerman Street decreased because of the vacancies in the cadet program and it decreased in the neighborhoods because they want to be fiscally responsible with the remaining grant money by spreading out the patrols into selected areas, including augmenting the downtown patrols with officers because of the deficiency in the cadet area. Deputy Chief Mailey advised that the officers were placed downtown because they know that to stimulate economy in Dover, people have to feel safe and if they do not see officers or cadets patrolling in those areas, then they do not feel safe coming to Dover and they do not spend money.

Mr. Anderson asked if the bike program was still active. Responding, Deputy Chief Mailey stated that the bike program was seasonal and would resume as the weather gets better.

Mr. Hare moved to accept the 2016 Annual Report for the Dover Police Department, seconded by Mr. Anderson and unanimously carried.

PRESENTATION - 2016 ANNUAL REPORT - PLANNING AND COMMUNITY DEVELOPMENT

Mrs. Ann Marie Townshend, Director of Planning and Community Development, reviewed a Power Point presentation depicting highlights of the 2016 Annual Report for the Department of Planning and Inspections, and Recreation.

Mr. Anderson congratulated everyone in the City because vacant buildings decreased from 16- or 1700 to approximately 300 and he thought that was an achievement that they should not overlook. He asked what the breakdown was between residential and commercial. Mrs. Ann Marie Townshend, Director of Planning and Community Development, stated that, unfortunately, it is not tracked in that way but noted that the bulk of the vacant buildings are residential. She stated that an ordinance that was developed to deal with commercial buildings and

the effectiveness has really been on the residential side. Mrs. Townshend noted that approximately 70 to 75% of the complaints they receive are about vacant homes.

Mr. Hutchison thanked Mrs. Townshend for her leadership, noting that she could certainly look back at her time with the City of Dover with a lot of pride knowing that she is leaving it a better place.

Mr. Neil moved for acceptance of the 2016 Annual Report for the Department of Planning and Inspections, and Recreation, seconded by Mr. Anderson and unanimously carried.

COUNCIL COMMITTEE OF THE WHOLE REPORT - FEBRUARY 28, 2017

The Council Committee of the Whole Meeting was held on February 28, 2017 at 6:00 p.m., with Mr. Hare presiding in the absence of Council President Slavin. Members of Council present were Mr. Anderson (arrived at 6:13 p.m.), Mr. Neil, Mr. Lewis (departed at 7:31 p.m. and returned at 7:48 p.m.), Mr. Cole (arrived at 6:04 p.m.), Mr. Hosfelt, and Mr. Hutchison. Mr. Sudler was absent. Mayor Christiansen (arrived at 6:18 p.m.) was also present. Civilian members present for their Committee meetings were Mr. Keller and Mr. Shelton (*Safety Advisory and Transportation*). Ms. Arndt and Mr. Blakeman (*Utility*) were absent.

Presentation by C. David Jamison - Speed Control Measures - Independence Boulevard

During the Regular City Council Meeting of May 9, 2016, Council considered Speed Control Measures - Independence Boulevard and approved the recommendation of the Delaware Department of Transportation (DelDOT) and the working group for the roundabout, as recommended by the Safety Advisory and Transportation Committee.

Mr. Hosfelt reminded members that discussions regarding traffic control measures for Independence Boulevard had begun during the Safety Advisory and Transportation Committee meeting of July 27, 2015. He noted that, over the course of time, there had been several meetings regarding this matter, and State Representative Sean Lynn and the Mayor's Office had been involved in trying to help the people in this neighborhood and along the streets due to safety, speeding, and other concerns. He noted that, after speaking with residents, it was felt strongly that Mr. C. David Jamison and Retired Colonel Tom Dix, who lives on Independence Boulevard, should be heard from to get their opinions. Mr. Hosfelt explained that because action on this project was previously approved by Council, no action could be taken during this meeting and the matter would have to go back to Council. Mr. Hosfelt advised that Mr. Jamison and Colonel Dix would each be given 15 minutes to speak, and then members would hear from any residents who wished to speak regarding this matter.

Mr. C. David Jamison, 423 Columbia Avenue, advised members that his son Kirk lives on Lamplighter Lane, and Mr. Jamison often visits him and goes to Capriotti's, Ace Hardware, etc. He stated that when he found out a year ago that traffic calming measures were proposed, he communicated and met with Mr. Mike Somers, City Transportation Planner and Traffic Calming Project Manager, DelDOT; however,

they agreed to disagree on this issue. Mr. Jamison explained that he had seen Representative Sean Lynn's campaign flyers in September that promised proposed traffic calming measures. He advised that on three (3) separate occasions he had asked Mr. Lynn to meet to talk about the project; however, Mr. Lynn was committed to the working group's plan, so there was no need to meet, and they agreed to disagree. Mr. Jamison explained that he then researched the minutes of the City Council meeting of May 9, 2016 and decided that he would have to prepare a report evaluating the proposed traffic calming measures. He stated his belief that members had received a final copy of his report on January 27, 2017. *(City Clerk's Office Note: A report entitled "Independence Boulevard Traffic Calming Measures Report" was received via email from Mr. Jamison on January 23, 2017; the Mayor and members of City Council were copied on his email, and it was forwarded to the civilian members of the Safety Advisory and Transportation Committee on January 24, 2017.)*

Mr. Jamison reviewed a presentation entitled "Independence Boulevard Traffic Calming Measures Report." Following his presentation, he noted that he had presented his message using common sense and hoped that members heard it using common sense. Mr. Jamison expressed his hope that, at the end of the day, he could say that everyone agreed to agree.

Mr. Anderson asked if any money had already been spent on the project and, if so, how much. He also noted that upon reviewing the petitions of those opposed, none of those who signed were on Independence Boulevard. Mr. Anderson stated that he had noticed signatures from Green Blade Drive and other areas, but none were in the impact area. He indicated that an impact area survey is the responsibility of DelDOT, not the City, and asked if DelDOT had done the survey. Responding, Mr. Jamison stated that the survey was the result of flyers by people who were opposed to the project and was not an official survey; however, he would more than welcome an official one.

Mr. Anderson stated that the official survey was supposed to have been mailed out by DelDOT and asked if Mr. Jamison knew the results from it. In response, Mr. Jamison stated that he was surprised that no one had brought this up at the meeting last May and questioned why the project was approved without the votes. He expressed his belief that Colonel Dix would verify that flyers were given out on Independence Boulevard, and explained that he did not know why they did not respond to it, but he assured members that they were delivered there. Mr. Jamison reiterated that this was not an official survey, which he would more than welcome, and was sure that anyone against the project would also welcome it. He stated that he was sure that the result would be the same.

Mr. Hosfelt indicated that DelDOT had recently offered to do an official survey and there had been some conversation between himself and Mr. Lynn to get on the same page to make that happen.

Mr. Anderson stated that there had been a Bicentennial Civic Association meeting where this was a hot topic, even though that area was broader than the probable impact area. He asked what the result of that meeting was. Responding, Mr. Jamison indicated that he was not there. Mr. Hosfelt informed members that, at the latest meeting, residents had basically four (4) different opinions, as follows: 1) leave it as is, with the traffic roundabout at Independence Boulevard and Colony Drive, which was the only thing that had been approved at this point in time; 2) do a traffic realignment, which was originally thought to be part of the motion but was not included the way the motion was worded; 3) do nothing at all; or 4) go with a digital speed sign. He indicated that the meeting was well attended and the majority wanted to disregard the traffic roundabout at Colony Drive and instead go with the traffic realignment along Independence Boulevard in the area of the park. He noted that this was the opinion of the majority of the residents, but it had been close.

Mr. Hare noted that there had been some speeding issues on Wyoming Avenue, which has approximately 30 residents, and is approximately the same length as Independence Boulevard, which has approximately 13 residents. He stated that those in the Woodbrook area had been looking at stop signs but proposed a roundabout for that area in lieu of stop signs, which Mr. Hare indicated was not a bad idea. Mr. Hare asked, if the roundabout does not go forward on Independence Boulevard, that the money not be given to street repairs since it might be used to put a roundabout on Wyoming Avenue. Responding, Mr. Jamison stated that he was unsure what State representative district the Wyoming Avenue area would fall under. Mr. Hare noted that Senator Brian Bushweller and Representative Sean Lynn both represent this area.

Mr. Hutchison commented that a radar speed sign had been placed on North State Street between Walker Road and Division Street. He stated that he traveled that road every day during the early morning, day, and evening and noted the behavior of people driving there had changed. Mr. Jamison noted that people do react to these signs.

Mr. Keller stated that he agreed with Mr. Hutchison's remarks, noting that the radar speed sign would be an excellent compromise.

Mr. Lewis asked how much work DelDOT had already started or how much had been spent on this project. Responding, Mr. Jamison stated that he had been trying to get a set of plans. He indicated that he did not know if the project was on hold and to date he had only received conceptual plans.

Mr. Lewis expressed his understanding that work had started on the project since it had been approved. Mr. Hosfelt explained that a representative from DelDOT would be speaking later in the meeting.

Mr. Jamison commended Mr. Will Garfinkel, noting that Mr. Garfinkel was running as a candidate for City Council in the First District and gave time and effort to this project. He also stated his desire to salute all of the members of Council, explaining

that it was not a high-paying job but members were giving their time and efforts to the City of Dover, and he appreciated and respected them.

Mr. Jamison commented that Mr. Hutchison had decided not to run for re-election in the First District and noted that he had attended Dover High School with Mr. Hutchison. He stated that Mr. Hutchison was a man who stood up for what he believed in and would not back down. Mr. Jamison informed members that he, himself, had gotten an engineering degree and went to work for DelDOT as a highway engineer and then into private practice, noting that his focus had always been the safety and welfare of the traveling public. He advised that Mr. Hutchison became Chief of Police, Mayor, and Councilman, and his whole life had been dedicated to the safety and welfare of the citizens of Dover. Mr. Jamison asked that those present join him in showing appreciation to Mr. Hutchison and acknowledging all that he had done. Mr. Anderson noted that Mr. Hutchison had also served in the Delaware Army National Guard.

Retired Colonel Thomas Dix, 664 Independence Boulevard, reviewed correspondence and attachments dated February 27, 2017, addressed to the Office of the Mayor and Council ***(Attachment #2)***. He referred to the comment in his letter that the DelDOT Traffic Calming Design Manual indicates that radar speed signs "Can cause speeds to be reduced within a community," and explained that "can" is a funny word that means able or possible; however, a radar speed sign had been on Bicentennial Boulevard since June and did not work. Colonel Dix stated that Mr. Doug Stamm, who lives right by the sign, had stated that it was ineffective.

Colonel Dix expressed skepticism that substituting two (2) yellow lines and one (1) blinking radar light for proven traffic calming measures would solve all of the problems, stating that he felt that he had been trampled. He pointed out that there are 13 people who have an Independence Boulevard address, and over 250 people in Bicentennial Village. Colonel Dix advised that people who live on the end of a cul-de-sac and are coming off of a dead-end street were telling him what 5,000 cars are like going in front of his house. He indicated that when he moved there in 1999, he did not have 5,000 cars in front of his house, but he has them now. Colonel Dix questioned if this is how people should be treated, stating that it is not right to punish a minority group. Colonel Dix added that a single radar speed sign only works in one (1) direction and asked if there would be another one (1) for traffic going the other way.

Colonel Dix noted that Mr. Jamison had mentioned that yellow center line stripes can reduce speeds by between two (2) mph and seven (7) mph, and emphasized that "can" indicates that this is possible but not highly probable. He noted that this had been proven since lines were painted and he expected speeds to reduce; however, they increased from 29.1 mph to 29.4 mph. Colonel Dix indicated that, in talking about the number of accidents on Independence Boulevard, Mr. Jamison had shown a site and mentioned an accident in 2013 when a driver hit the entrance sign. Colonel Dix advised that he knew that someone hit the marquee in 2014 and it was finally

fixed in 2015, and he did not know where Mr. Jamison got his data from. Colonel Dix indicated that Captain David Spicer, Dover Police Department, had previously stated that there were 10 accidents in 2015 and that the year before there were only three (3). Colonel Dix expressed his opinion that this street was going to hell in a hand basket, and he thanked Captain Spicer for bringing this to everyone's attention.

Colonel Dix stated that Mr. Jamison had commented about a speed problem and referenced an average speed of 29 mph, as if this was okay. Colonel Dix indicated that this was not okay when the recent study showed that 9.2% were above the ticketing speed of 35 mph. He advised that averages do not tell anything and noted that, by simple math, an average speed of 29.1 mph can be the average between 34.1 and 21.1 mph. Colonel Dix advised that those who are traveling 25.1 mph are the ones who want to obey the speed limit, and those who are traveling just below 35 mph do not want a ticket. He estimated that 2% - 3% of the drivers go as fast as they can, noting that in the latest survey in February, three (3) cars were clocked at over 70 mph. Colonel Dix asked if he was living on a raceway and was supposed to put up with this. He stated that 250 people were telling 13 people that they do not have a problem and they begged to differ. Colonel Dix reiterated that he was a minority and did not want to be treated as a minority.

Colonel Dix informed members that he had given over two (2) years of his life working on this project. He stated that when he started working on this project he recommended speed cushions and blocking the road at Redner's. He indicated that he had listened to the best that Delaware could give as far as traffic calming. Colonel Dix noted that DelDOT has a whole section that does traffic calming that indicated that a roundabout and realigned intersection were needed. He stated that he was not pumping anything and had just gone along with the people who were supposed to know what they are talking about, and noted that Mr. Garfinkel and Mr. Stamm had gone along with them too. Colonel Dix indicated that he was now being tortured by 250 people who do not live on Independence Boulevard.

Mr. Neil commented that in theater the two (2) protagonists are the most important people and stated his belief that what Mr. Jamison and Colonel Dix had done was brilliant and the type of thing that members need to hear from citizens. He indicated that he would award them a tie; however, that would be the easy way out, and a decision would have to be made. Mr. Neil thanked them for their enlightening presentations and the time and effort they put into this matter, noting that they would make members' job tougher rather than easier.

Mr. Anderson, noting that Colonel Dix had stated that almost 10% of the traffic was above 35 mph, asked if the median speed was known. In response, Colonel Dix provided a report for Mr. Anderson to review.

Mr. Lewis asked why the people who were now opposed to the project were not present to voice their opposition when it was approved by Council. Responding, Mr. Hosfelt explained that, from what he had heard, there was some confusion about

whether or not those people were invited to meetings or they had not felt that they were notified properly. Mr. Lewis indicated that the meetings are publicized.

Mr. Hutchison thanked Colonel Dix for the work he had done, noting that at the end of the day everyone was here for one (1) reason, public safety. He stated that he had 25 years in law enforcement, knows about public safety, rides up and down State Street every day, and radar systems and speed signs work. Mr. Hutchison advised that putting radar systems on either side and monitoring and reviewing this area would cost approximately $5,000, which would be a lot cheaper. He advised that if the radar systems did not work, there is a traffic study that says that the roundabout would be another alternative, and noted that the big project should not be done first. Mr. Hutchison informed members that he could not guarantee that the radar speed signs would work; however, he guaranteed that the traffic on State Street changed because of those signs. He stated that he was asking Colonel Dix and everyone else in the community to consider that if the radar signs are put up and they work, everyone would win. Mr. Hutchison explained that he was not saying anything against the study and roundabout because this could be plan B if the signs do not work.

Colonel Dix commented that a study had been done, noting that a flashing radar light was put up on June 2nd on Bicentennial Boulevard. He reviewed an email regarding the flashing radar sign from Mr. Stamm.

Mr. Hutchison asked if signs were put both ways on Bicentennial Boulevard, and Colonel Dix advised that they were not. Mr. Hutchison noted that North State Street had signs in both directions.

Mr. Lewis advised that he was not an expert on radar signs but had seen people speed right by them and not be a deterred at all. He indicated that they are not 100% effective.

Mr. Keller explained that he had also been up and down State Street daily and had seen a definite decrease, noting that there would always be scofflaws no matter what the street or traffic control measures are. He questioned what the City had to lose with the $5,000 outlay described by Mr. Hutchison and noted that if it did not work, plan B could be used. Mr. Keller advised that he agreed 100% with this approach.

Mr. Mike Somers, City Transportation Planner and Traffic Calming Project Manager, DelDOT, referred to Mr. Anderson's questions regarding why a DelDOT survey was not done for the entire community. He explained that this was not a DelDOT project but a City of Dover project, and DelDOT was a support arm. Mr. Somers advised that DelDOT will give the City what is needed, do what the City asks them to do, and do the design work; however, in a municipality, the municipality governs the process. He explained that the option in Dover was whether the group wanted DelDOT to ballot the community or whether they wanted to go through Council and the group decided to take it to Council. Mr. Somers pointed out that DelDOT had not forgotten

to do a survey, this was the way it was chosen to be done in this case. Noting that it was mentioned that DelDOT had offered to do a survey now, he explained that this was because of his concern that there was a disconnect. Mr. Somers indicated that there was confusion, one (1) group was saying that they wanted it, another group saying that they did not, and the votes were not all that far apart, so he made the offer to do a survey.

In regard to the cost of the project, Mr. Somers advised that additional costs beyond what had been mentioned were not anticipated. In terms of the status, he indicated that everything was mostly done and the project was in the process of being passed around the department for review. Mr. Somers advised that, even though there was no impact outside of the right-of-way and there should not be any impact off the asphalt, the project must still be passed by the environmental group, etc., according to the rules. He noted that if it comes back stating that Americans with Disabilities Act (ADA) or other adjustments are needed, this will have to be done, but the plans were finished for the most part. Mr. Somers explained that the plans were not being handed out because they were not finished, and they do not hand out working draft plans. He stated that once plans are complete, they will be public record, and anybody who wants to see them would be more than welcome to do so.

Mr. Anderson questioned how much had been invested in the project so far. In response, Mr. Somers stated that he had not brought those numbers with him but estimated a range of $25,000 to $30,000, noting that it was mostly consultant money.

Mr. Anderson indicated that he had looked at the report that Colonel Dix provided to him for review, and noted that approximately 85% of the traffic was above the posted speed limit and approximately 45% was above 30 mph. He asked if this was within normal parameters. Responding, Mr. Somers indicated that this was getting into speculation; however, it was not uncommon to see those kinds of numbers on a fairly straight road like this. He noted that, other than the one (1) end where all of the houses were directly on the road, most of rest of the road was pretty open and there was nobody living on it directly. Mr. Somers advised that speed limits are set for a reason, they are not supposed to be suggestions, and police try to enforce a specific speed because those speeds have been designated as safe speeds for a particular route.

For clarification, Mr. Lewis asked what stage DelDOT was at as far as work being done on the project, and if it was in the early stages of drafting, diagrams, and blueprints. In response, Mr. Somers stated that for the most part the plans were finished but were being passed around for in-house review. He explained that a contract had been lined up with a commitment to include this project on it, and the money had been allocated and approved, so DelDOT was ready to move.

Mr. Lewis asked if the money had been disseminated. Responding, Mr. Somers stated that the money had been contributed by the legislators, transferred to the programs, and was ready to go. He pointed out that it is Community Transportation

Funding (CTF), which is an allocation of funds that each legislator receives annually for projects in their district. Mr. Somers noted that the City also receives money directly without the legislators' involvement, and Mr. Anderson advised that it was Municipal Street Aid. Mr. Somers stated that these funds are supposed to be used within the City. Referring to Mr. Hare's comments about using the money somewhere else, Mr. Somers indicated that this was not necessarily the case, noting that he would not get into the legislators' business about this.

In response to Mr. Lewis about whether the funds could be used elsewhere, Mr. Somers indicated that the legislators could put it somewhere else, but it would have to be a similar project. He noted that the funding was there and if it is not grabbed when it is available, it may or may not be available next time. Mr. Somers reiterated that he would not presume to get involved in the legislators' business about this.

Mr. Neil asked, if this matter was put on hold for now and had to be brought back at a later time, whether the City would lose any of the plans or if anything would change regarding what had already been done. In response, Mr. Somers stated that a month-and-a-half ago, when he was told that there were questions, he discussed this in-house with his supervisor. He stated that, regardless of what comes out of the process, DelDOT will finish the plans, and if the City decides not to move forward, DelDOT will still have the plans. He cautioned that the plans would have to be reviewed to make sure that nothing has changed with the laws and regulations if this moves forward in two (2) to five (5) years; however, they probably would not have to be changed much. Mr. Somers noted that the money was another issue, and it may or may not be there. He indicated that the plans would be recorded, archived, and set aside until they are called upon.

Mr. Shelton asked how long the money would be allocated for. Responding, Mr. Somers estimated that funds would be in place for this project for a maximum of four (4) years; however, he explained that he did not know what that would mean if the funds were moved out of this project into something else. He indicated that he thought that the legislators have to use their money annually within at least a four-year period, after which it would no longer be available.

Mr. Shelton asked if enough money had been allocated for a roundabout if they chose, or for the radar speed sign. Responding, Mr. Hosfelt stated that money was allocated for both. *(City Clerk's Office Note: Subsequent to the meeting, Mr. Hosfelt advised the City Clerk's Office that funds had been allocated for both the roundabout and the traffic realignment; however, there was no mention of an allocation for radar speed signs.)*

Mr. Shelton stated that he agreed with the plan to stay with the radar speed sign; however, he noted that he drives on Mifflin Road every day, which has a roundabout, and had seen how it stops the flow of traffic, which he stated was not a bad idea. He

indicated that he liked Mr. Hutchison's comments about looking at the radar speed sign initially and moving on to the next thing if that does not work.

Mr. Keller asked how much of the $77,000 outlay the $25,000 would entail. Responding, Mr. Somers explained that the design money is part of DelDOT's in-house budget.

Mr. Hosfelt explained that this project would not cost the City. Mr. Somers reiterated that the funds would not come out of the City's budget but would be CTF money. He indicated that the City would have nothing to lose financially by doing the project, it was a matter of whether the City has an interest in doing it.

Mr. Lewis stated that he was baffled because testimony had been heard by Colonel Dix that they had already put up a radar sign in the community and it was ineffective, so he did not understand why they would want to spend money to do the same thing again. Responding, Mr. Hare stated that the sign had been put up on Bicentennial Boulevard, rather than Independence Boulevard.

Mr. Hosfelt asked Mr. Somers if, in his opinion, traffic calming was needed on Independence Boulevard. In response, Mr. Somers expressed his belief that there was a concern and that the community certainly believed it. He noted that, at a community meeting held a few days prior, even the people who did not necessarily love the notion of a roundabout were collectively not opposed to doing something. Mr. Somers stated that this had been just a straw vote at an individual meeting; however, even the people who did not want to do anything felt there was a concern.

Mr. Hosfelt asked if Mr. Somers thought that it was a matter of both things working together or if one (1) approach or the other should be tried. In response, Mr. Somers advised that each measure, whether a stop sign, roundabout, or realigned intersection, would have an area of influence that is generally 250 to 300 feet, depending on the measure, noting that this area is not always the same everywhere. He explained that a combination of measures breaks speeding more effectively than having one (1) or two (2). Mr. Somers indicated that when most rational people are coming out of a roundabout, and know there is a stop sign 300 or 400 feet down the road, they will not greatly increase their speed; however, he noted that people are not always rational. He advised that if people know there is something else coming they will stop trying to make up time, because they know they will not be able to do so.

Mr. Hosfelt thanked Mr. Somers, noting that he had been available anytime he was asked to come out in the evenings or to attend different community meetings and had answered questions. He expressed appreciation for Mr. Somers' help with this project. Mr. Somers invited those who needed more information to contact him directly.

Dr. Dina Vendetti, Principal, St. John's Lutheran School, 1156 Walker Road, stated that she was representing the parents of students at Saint John's and noted that the

school uses Continental Park for several activities. She explained that their property does not have any playing fields on it, so this is the closest field they can use. Dr. Vendetti advised that they sometimes use the park for physical education classes, but their biggest use of the park is a two-day field day event where several parents participate. She informed members that she put this matter out to parents and was unsure how concerned they would be, and the result was three (3) pages of a petition. Dr. Vendetti explained that their concern was about parking, noting that she had heard two (2) reports of what the area would look like after the project was complete. She stated that if parking was eliminated on the Continental Park side of the street, this would be a problem for them in using the park and for their parents to be able to participate in the activities of their kids. Dr. Vendetti stated that she understood that there was parking on the other side of the street; however, little kids were being discussed. She indicated that parents were not thrilled about the idea of walking the children across the street, and it was much more convenient and much easier for them to pull up alongside the park and be part of the activity. Dr. Vendetti advised that most of them do not live in that neighborhood so it is not really their fight, but their concern was the use of the park and the availability of parking near the park. She asked, whichever route the group decided to go, that members be aware of this and save as many parking places as possible.

Ms. Carolyn Courtney, 24 Lamplighter Lane informed members that she was native to Dover and chose and bought her house in May 1996 because it was in the center of Dover. She indicated that she had two (2) children at the time and it was close to commerce, her parents, and her family. Ms. Courtney stated that at night she has to listen to cars racing up and down the roads, and that she can hear the cars on Walker Road, and the train from her house. She advised that when you live in the City, these are some of the things you deal with; however, it had been a blessing to have a nice, wide street in the neighborhood that had been a place for her and her children to walk, ride bicycles, or rollerblade. Ms. Courtney stated that the occasional yahoo who drives down Independence Boulevard at full speed and runs stop signs would do this on any street, and it was not up to the City to fix this with a traffic circle by taking parking away from a park.

Ms. Courtney noted that Dr. Vendetti had stated that her school uses the park during the day. Ms. Courtney indicated that she had been there at night and seen teens use it for practice and pick-up games for those who show up and play football. She advised that taking the parking and narrowing that section of Independence Boulevard in front of Continental Drive would be an injustice to everyone who uses and appreciates it. Ms. Courtney stated that jumping to traffic circles would be way too fast, noting that there is not that big of a problem on her road. She suggested trying other calming measures and noted that when she sees the blinking signs on Wyoming Avenue and State Street, she looks down, checks herself, and slows down. Ms. Courtney explained that the striping on Independence Boulevard had happened while she was on vacation and at first she thought it was a ridiculous waste of money; however, in the month since, she thought that the striping had helped tremendously. She expressed her belief that the speed limit signs would help on Independence

Boulevard, rather than jumping to the measures proposed by Colonel Dix and the committee of three (3) or four (4) people supposedly representing the entire neighborhood. Ms. Courtney advised that, in addition to Bicentennial, the neighborhood included the Greens Association. She explained that these were the townhouses on the west side of Independence Boulevard who were never included in any of this, and she stated that it was an injustice to let four (4) or five (5) people speak for everyone.

Noting that Ms. Courtney had stated that there were only three (3) or four (4) people on this committee, Mr. Lewis asked if there was public notice put out that the committee was being formed and if Ms. Courtney had been aware that this was going on. Responding, Ms. Courtney stated that she knew nothing about it in the beginning, had seen it one (1) time on the Council agenda, and it was then gone and she heard it was a done deal. She indicated that she had received no mailing, flyer, or notice.

Mr. Lewis stated his understanding that the homeowners' association has a Facebook page and asked if Ms. Courtney was privy to this or had been on this site. In response, Ms. Courtney advised that, since attending one (1) of the meetings, she had joined the Bicentennial Association; however, she noted that she is on the west side of Independence Boulevard and belongs to the Greens Association. She stated that these members were not included and did not know anything about it.

Mr. Jim Stewart, 742 Bicentennial Boulevard, stated that he lives at the corner of Colony Drive and Bicentennial Boulevard, which is about the equivalent of being at the corner of Dover Downs at the racetrack as they are whipping around and can hear them at night. He advised that there are 327 households in the neighborhood, including Green Blade Drive and Lamplighter Lane, and they had yet to have 10% of the households represented at any of the meetings. Mr. Stewart stated that there were 897,934 residents in the State of Delaware on the 2010 census, the estimate as of July 1, 2016 was 952,065, and he projected that the State would probably be at 1,000,000 in 2020. Mr. Stewart indicated that the cost of just the traffic circle would be $0.14 per resident, and just doing the narrowing would be $0.06 per resident. When going to the larger population, he indicated that the cost of the traffic circle would drop down to $0.13, and the narrowing drops down to such an infinitesimal percent of a penny that he could probably pay for everybody in the room and still have change left over from the one (1) penny.

Mr. Stewart indicated that he was in the middle when he attended the meetings and compared this to living between the Hatfields and the McCoys, with bricks flying in both directions. He advised that there was a big group of those who were curious about what was going on and why, and there had obviously been some miscommunication. Mr. Stewart noted that some personalities had gotten involved, and there had been a lot of confusion. He advised that he had raised a concern at the last meeting about the fact that kids have to cross Independence Boulevard to get to the school bus stop there and this had not been mentioned. Mr. Stewart commented

that one of his neighbors, in irate frustration, had questioned why anything would be done since no one had been hit yet. He stated that the lady who lives on that corner and has kids at her bus stop or in her yard will have to deal with anybody being injured there, and she had commented that she was a retired public health nurse and believed in preventative measures. Mr. Stewart expressed the need to pay attention to the school kids.

Mr. Stewart advised that many options had been taken away, stating that a four-way stop cannot be used because it does not meet DelDOT standards at Independence Boulevard and Colony Drive, speed bumps or cushions cannot be used due to the Fire Department and other groups, and there were a couple of other items he could not remember. He indicated that he had to call an ambulance to his house once and did not want speed bumps to slow down those coming to him when they are really needed. He stated that it would cost $10,000, not $5,000, for a radar sign, and every time that money is chipped away at, there would be less money and a need to hunt for it somewhere else.

Mr. Stewart stated that members have a good share of responsibility for the City and City taxpayers and if something happened to somebody on that street, particularly a school kid, their parents would hire an attorney who would go hunting for deep pockets. He noted that there was a thorough and deep public record that the City was looking at this issue. Mr. Stewart questioned what the liability would become if the City did not try to do something, stating that it would be far higher than anything that had been talked about this evening.

Mr. Stewart indicated that the group met last on Monday, it was a vibrant meeting, and each time they voted, the votes were roughly one-third, one-third, and one-third. He advised that when they started raising the issue of the school kids, which was the prime issue, only two (2) voted against it, one (1) person that he did not know and another lady who lives well insulated from Independence Boulevard and does not see the problem every day. Mr. Stewart explained that they came to a reasonable consensus, which was a compromise, and there was some fussing and grumbling, but he thought the group seemed to be coming to a conclusion that they would be willing to try the traffic narrowing. He stated that some of those in the middle were afraid of what they had to lose, and he explained that school kids were what there was to lose if members were not careful. Mr. Stewart advised that they could bring pictures in of these kids to show to members and questioned, if it was too dangerous for little kids to cross the street for a couple of festival events, then what was it for the kids who have to do that every day during the school year. He indicated that they were just as much at risk and just as valuable, and $0.14 or $0.13 was being discussed. Mr. Stewart estimated that basically $0.20 of the first tax dollar spent on the day that this money was allocated would go to this project. He commented that, with all respect to Mr. Hare, the budget vultures were out there and had other projects, and Mr. Stewart did not blame them. Mr. Stewart stated that he had spent 26 years in State government and members could not assume that this money would be there a

year or two (2) from now because loose money lying around is low-hanging fruit in State government and they come after it first.

Mr. Eric Frankl, 44 Freedom Drive, asked if there was a device that would not just flash the driver's speed but also take a picture of a license plate and the speed, so that the City could get money from them. Responding, Mr. Hosfelt explained that, several years ago when he was serving as Chief of Police, the City had tried to work with the legislators for Dover to become a test for a program similar to red light or speed cameras. He stated that it never gained any traction at that point from any of the legislators, and that is why the City did not have this program.

Mrs. Rhonda Lewis, 27 Liberty Drive, advised that there had been different proposals, including a circle coming from Route 8 going toward Walker Road, a three-way stop at Continental Boulevard, narrowing, and another three-way stop at Liberty Drive. She asked what would happen when people are ticked off when they go through this long course, reach the block of houses where people are noticing the speed problem, and speed toward Walker Road. Noting that Mr. Somers had advised that these measures reduce speeds within a radius, Mrs. Lewis asked what the point would be and what more there would be to do when drivers get through all of this, are aggravated, and speed to Walker Road in front of the houses of Colonel Dix and others. She noted that she sees people slowly running through the stop signs all the time, stating that she did not know what more there was to do except for law enforcement.

Representative Sean Lynn, 224 Columbia Avenue, stated that he was present to speak in favor of the project which was brought to him by the City. He explained that the City asked him to facilitate public meetings to investigate this issue and they spent about a year investigating the issue. Mr. Lynn advised that they had the finest experts at DelDOT in traffic calming review this project with a private engineer for more than one (1) year and then brought that project to this Committee, who voted on it. He explained that notice was properly given to residents of Bicentennial Village and the other associated neighborhoods vis-a-vis the publication of Council agendas. Mr. Lynn indicated that when this issue was brought before the Committee, everyone in the City of Dover had access to the agendas and, regardless of what people's positions were, Council and this Committee voted on it.

Mr. Lynn stated that if you go to the doctor and the doctor tells you that you need your appendix removed, you don't say to the doctor that you would rather have your gall bladder removed. He indicated that it is not a buffet, and the experts had opined and rendered an opinion that two (2) things were necessary, a realigned intersection and a roundabout. Mr. Lynn advised that the experts at DelDOT had examined the issue and told members what the solution was and that this was what they needed to listen to. He informed members that he would not fund any alternative other than what the DelDOT engineers had proposed and, unless Council funds what the engineers had proposed, he would not give the CTF dollars to do it. Mr. Lynn stated that if something else was wanted, the City would have to pay for it because the

engineers had spoken. He advised that if you return to the doctor and say that you want your gall bladder out and they reiterate that you have appendicitis, you do not get to choose. Mr. Lynn explained that they had asked the finest minds in the State to examine this and they had rendered their opinions. He indicated that this issue would only get worse as time progresses, noting that cost of the project would only increase and, once the bypass is completed, there would be more traffic on this road. Mr. Lynn stated that Captain David Spicer had stated what the traffic patterns were on this road, and people who are against the project had asserted that the Dover Police Department was lying about what the traffic patterns were. He indicated that this was unconscionable. Mr. Lynn stated that, as the City grows, the situation will become worse. For these reasons, he advised that Council needed to stick with its original position and allow the project to go through unabated.

Mr. Hosfelt advised that when the original motion was made, through no one's fault and due to a wording issue, the roundabout was the only traffic calming measure that was approved. He asked, if this issue goes back to Council and the other part of the project is not approved, whether Mr. Lynn was saying the money would not be there and if he wanted it all or nothing. In response, Mr. Lynn stated that the money had already been expended since it was not clear to DelDOT that Council made an error and only approved one (1) of the two (2) traffic calming measures. He advised that the dollars had already been allocated, they had already funded the project, and work was already underway. Mr. Lynn stated that he did not think it reasonable to only fund half of the solution, so they were not going to pay for half of an appendectomy but would pay for the entire appendectomy. Mr. Lynn indicated that if the experts say that both are needed, they would fund both, but would not allow funding only half through political expediency. He stated that the experts had all found that a realigned intersection and a roundabout were needed to address the issue, and they would fund both or nothing.

Mr. Lewis stated his understanding that the other part of the project would be the realignment, and this was confirmed by Mr. Hosfelt.

Mr. Anderson asked if anyone could answer the question about parking for Continental Park. Responding, Mr. Hosfelt indicated that, at this time, the only information available were the opinions of Mr. Jamison and Colonel Dix. Mr. Anderson advised that a plan was being looked at for that park and that it would be appreciated if they tried to maximize parking in that area. Otherwise, he stated that he thought the choice was pretty clear and that the City needed to accept the money and address the issue.

Mr. Hosfelt stated that there was no action to be taken by the Committee at this point.

During their Regular meeting of March 13, 2017, City Council deferred this item until March 27, 2017 to allow for questions.

Mr. Hosfelt, Chairman of the Safety Advisory and Transportation Committee reminded members that Councilman Lewis had questions about this item at the previous meeting.

Mr. Lewis stated that, at the last Council Committee of the Whole meeting, they heard testimony from residents on Bicentennial and that surrounding area, and it was his understanding that this project was previously approved by City Council and the work was already started by DelDOT. He stated that DelDOT was there and gave testimony that they already have the plans drawn up and he presumed the work was about to start. Mr. Lewis advised that part of this project was approved, which was the roundabout, but there was another part that was not approved, and that was the alignment. He asked if it was the intention of this Council to approve the alignment so the project can be completed as a whole. Responding, Mr. Hosfelt stated that, in 2016, the Safety Advisory and Transportation Committee recommended approval of both the roundabout and the traffic realignment. When it came to City Council for consideration, the motion was made and they had assumed that both measures were approved. Mr. Hosfelt advised that a few months later they realized that there was a wording issue and only the roundabout had been approved, not the traffic realignment.

Mr. Hosfelt stated that Mr. Mike Somers of DelDOT and the rest of his staff have done a lot of work and they made the recommendations that both the roundabout and the realignment should work together to help solve the speeding and the safety issues on Independence Boulevard. Mr. Hosfelt stated that it was the intent of Council, by unanimous vote, to approve both measures and it was just by technicality that one was left out of the motion.

Mr. Slavin noted for the record that City Council members had received correspondence from Mr. David Jamison dated March 21, 2017 at 10:57 a.m. **(Exhibit #1)**, Colonel Dix dated March 22, 2017 **(Exhibit #2)**, and Representative Sean Lynn dated March 27, 2017, at 12:49 p.m. **(Exhibit #3)**

Mr. Neil asked if they would have to reaffirm the motion to ensure that there is no legal question in the future, or if they would have to bring it back up. Council President Slavin stated that it was his understanding, and he would defer to City Solicitor Rodriguez if he thought that he was wrong, that a motion that has been passed by Council remains passed by Council. Mr. Slavin stated that he believed that motion was for the roundabout and if they were to address that issue and address any actions that related to that, they would have had to advertise that they were taking up that motion, and give advanced public notice on it. He stated that they may need to come behind that with a second motion confirming that they wanted to also consider the alignment issue.

Responding to Mr. Neil, Mr. Slavin stated that there was no need to reaffirm the roundabout; however, there was a need to clarify their position on the alignment. Mr. Lewis stated that it was his understanding that it was already voted on by the full city council, but there was a glitch.

Mr. Lewis moved to add the alignment portion of the proposed DelDOT solution to the already approved roundabout solution. The motion was seconded by Mr. Neil.

Mr. Anderson asked that it be emphasized to DelDOT to take into account the parking at Centennial (Continental) Park when the alignment plans are done to minimize the loss of parking as much as possible.

Responding to Mr. Hutchison, Mr. Hosfelt stated that the funds that have been approved for this project would cover the realignment. Mr. Slavin noted that Representative Lynn's Committee Transportation Funds were being used for the project.

Mr. Anderson noted that they were presented with an all-or-nothing state funded package deal in the recommendation by DelDOT and it was accepted by Representative Lynn. He hoped that the residents understood that.

The motion to add the alignment portion of the proposed DelDOT solution to the already approved roundabout solution was unanimously carried.

Mr. Hosfelt moved for acceptance of the Council Committee of the Whole Report, seconded by Mr. Anderson and unanimously carried.

PASSPORT SERVICES UPDATE

During their Regular meeting of August 8, 2016, City Council approved the Council Committee of the Whole/Legislative, Finance, and Administration Committee's recommendation of July 26, 2016 to authorize the City Manager to submit the necessary documentation to provide passport services at the Dover Public Library and incur the necessary expenses to implement and manage the program. The City's application for the Dover Public Library to serve as a passport acceptance facility was approved by the Department of State on September 8, 2016.

Mr. Kirby Hudson, Assistant City Manager, advised members that the Friends of the Dover Public Library have graciously offered to build, or have constructed, the new Passport Office which will be operating on the first floor of the library. He advised that the facility would be located in the area where the vending machines were located. Mr. Hudson reviewed a depiction of the area provided by corporate interiors, noting that the color scheme would be red, white, and blue to signify the United States and Passport Office.

Mr. Hudson stated that two veterans had been hired as the Passport Officers and they are halfway finished with their training. He advised that they anticipate providing the service around the second week in April in a makeshift Passport Office located on the second floor. Mr. Hudson stated that they anticipate the permanent office to be done by the end of April.

Mr. Hudson advised that the hours for the Passport Acceptance Facility would be Saturday from 12:00 p.m. to 4:00 p.m., Sunday from 1:00 p.m. to 4:30 p.m., Monday through Thursday from 3:30 p.m. to 7:30 p.m., and closed on Friday.

Responding to Mr. Lewis, Mr. Hudson advised that the facility would be located in the area where the vending machines and some tables were located to the left after coming through the doors by the bike rack. He noted that it is empty space now.

Mr. Hosfelt moved for acceptance of the Passport Services Update, seconded by Mr. Neil and unanimously carried.

CONFIRMATION OF SPECIAL POLICE PENSION ELECTION - RETIRED SERGEANT STEVE ROGERS (TO FILL THE UNEXPIRED TERM OF RETIRED CAPTAIN JOHN SIGLER - TERM TO EXPIRE JANUARY 31, 2019)

The recent resignation of Retired Captain John Sigler left a vacancy on the Police Pension Board. Pursuant to Chapter 62 - Law Enforcement, Article III - Pension Plan, Division 2 - Retirement Committee, Section 62-102(c)(3) of the Dover Code, notice of an election was given to all plan members. Only one (1) nomination was received, therefore, no election was held. Deputy Chief Mailey nominated Retired Sergeant Steve Rogers to fill the unexpired term of Retired Captain John Sigler, term to expire January 31, 2019.

By consent agenda, Mr. Hare moved for approval of the nomination of Retired Sergeant Steve Rogers to serve on the Police Pension Board to fill the unexpired term of Retired Captain John Sigler, term to expire on January 31, 2019. The motion was seconded by Mr. Neil and carried by unanimous roll call vote (Mr. Sudler absent).

SETTING OF DATES FOR SPECIAL ELECTION

In accordance with Section 13 of the City Charter, a Special Election must be held to fill the vacancy created by the resignation of Councilman James E. Hosfelt, Jr. since the vacancy created is in excess of six (6) months in duration. This position is for a First (1st) District Council seat with a term that expires May 13, 2019.

The following were suggested for Council consideration and approval relative to the Special Election:

Date of Election - Tuesday, May 16, 2017
The earliest the election can be held is Thursday, April 27, 2017, and the latest it can be held is Friday, May 26, 2017.

Filing Petitions - Tuesday, March 28, 2017 through Friday, April 21, 2017 at 4:30 p.m.
This time frame allows approximately three and one half (3½) weeks for filing petitions, three (3) weeks for campaigning, and two and one half (2½) weeks for absentee voting.

Voter Registration Close - Friday, May 5, 2017
Voter registration (for the Special Election) shall close on Friday, May 5, 2017. The State will continue to accept voter registration applications.

Polling Place - Dover Elks Lodge #1903 - 200 Saulsbury Road

Oath of Office - Special City Council Meeting of Wednesday, May 24, 2017

Mrs. McDowell advised members that newspaper notices for the filing petition dates were prepared so that they could be advertised immediately following the Council Meeting (upon Council approval of the dates).

Council President Slavin thanked Clerk's Office for navigating their way through the myriad state laws and other requirements that are in place for a special election. He noted that it had been a very difficult thing to nail down these dates and then to get reservations at the Elks Lodge to hold this election.

Mr. Hare moved to accept the recommendations of the City Clerk and set the Special Election date for May 16, 2017 and all the other dates as read. The motion was seconded by Mr. Neil.

Responding to Mr. Lewis, Mr. Slavin advised that all other members would be sworn-in during the Annual Meeting on May 8, 2017; however, May 24, 2017 was the earliest that the new First (1st) District member could be sworn-in.

Responding to Mr. Hosfelt, Mr. Slavin advised that there was a period of time between the Regular Municipal Election of April 18, 2017 and the filing deadline for the Special Election.

The motion to accept the recommendations of the City Clerk and set the Special Election date for May 16, 2017 and all the other dates as read was unanimously carried.

APPOINTMENT OF JUDGES - SPECIAL ROBBINS HOSE COMPANY ELECTION - APRIL 17, 2017

The Special Robbins Hose Company election is scheduled for April 17, 2017. The following persons have been recommended to serve as judges for the election:

1. James Hurley 2. William Rhodes 3. Brian Wasko

By consent agenda, Mr. Hare moved for approval of the appointment of judges for the Robbins Hose Company election as recommended. The motion was seconded by Mr. Neil and carried by a unanimous roll call vote (Mr. Sudler absent).

APPOINTMENT OF DELAWARE MUNICIPAL ELECTRIC CORPORATION (DEMEC) DIRECTOR (DONNA S. MITCHELL)

By consent agenda, Mr. Hare moved to appoint Mrs. Donna S. Mitchell to serve as Delaware Municipal Electric Corporation (DEMEC) Director. The motion was seconded by Mr. Neil and carried by a unanimous roll call vote (Mr. Sudler absent).

APPOINTMENT RECOMMENDED BY COUNCIL PRESIDENT SLAVIN - CHAIR OF SAFETY ADVISORY AND TRANSPORTATION COMMITTEE (TO FILL THE UNEXPIRED TERM OF JAMES E. HOSFELT, JR. - TERM TO EXPIRE MAY 2017)

Council President Slavin recommended the appointment of Councilman James L. Hutchison, Sr. to serve as Chair of the Safety Advisory and Transportation Committee (to fill the unexpired term of James E. Hosfelt, Jr. - term to expire May 2017).

Mr. Hare moved for approval of the appointment of Councilman Hutchison, as recommended by Council President Slavin. The motion was seconded by Mr. Cole.

Mr. Lewis, noting his utmost respect to Mr. Hutchison, expressed concern with Mr. Hutchison, as Chair of the Safety Advisory and Transportation Committee, being appointed to the Police Chief Selection Committee, since Mr. Hutchison chose not to run for re-election and would be leaving City Council in May. Mr. Lewis stated that he thought it would be unfair to both the candidates and the Committee.

The motion for approval of the appointment of Councilman James L. Hutchison, Sr. to serve as Chair of the Safety Advisory and Transportation Committee (to fill the unexpired term of James E. Hosfelt, Jr. - term to expire May 2017), as recommended by Council President Slavin was carried by a roll call vote of five (5) yes (Mr. Neil, Mr. Cole, Mr. Hosfelt, Mr. Hare, and Mr. Slavin), one (1) no (Mr. Lewis), two (2) abstentions (Mr. Anderson and Mr. Hutchison), and one (1) absent (Mr. Sudler).

ACTING CITY MANAGER'S ANNOUNCEMENTS

Mrs. Donna S. Mitchell, Acting City Manager, made the following announcements:

The Dover Police Department will have two public events coming up. The first event will be the Spring Jam on Thursday, April 20, 2017 from 5:00 p.m. to 7:00 p.m. on the Plaza located on Loockerman Street. The second event will be an NCALL/Dover PD community event on Saturday, May 20, 2017 from 10:00 a.m. to 4:00 p.m. at the same location. Contact the Police Department with any questions.

Planning and Inspections will be holding a public workshop on the Downtown Parking Study this Wednesday in the library from 4:00 p.m. until 7:00 p.m.

Public Works has the water system flushing from March 19, 2017 to April 7, 2017. If anyone has discolored water, we recommend turning on an outside spigot until it runs clear. If there is no outside spigot, turn on an indoor faucet, cold water only, until it runs clear.

Leaf compost and wood chips giveaway will be Fridays and Saturdays in April and May and Spring Cleanup Week is April 10, 2017 through April 21, 2017.

The following active construction projects may affect traffic:

South New Street Water Main Repair - from Loockerman Street to Water Street
Westover Pump Station - North side of Hazlettville Road and off road activity
North State Street I & I Repair - Cecil Street to Mary Street, pending DelDOT approval for final top coat
Alley South of Delaware Avenue, adjacent to Maple Lane - new sewer line, tentative schedule start April 3, 2017
Street Program - currently working on Delaware Avenue, between State Street and Kent Avenue, moving to North West Street / Alley this week

Retreat Pump Station Replacement - possible final punch list items, Pine Valley Road, off road activity

Mrs. Mitchell also advised that there was an issue the previous Friday with the new vendor for the invoice processing. She stated that 376 emails were sent to incorrect accounts. Mrs. Mitchell thanked the staff in Customer Service, IT, and Finance for their quick response in trying to get this problem resolved. She advised that the Customer Service staff was inundated with phone calls for a little while and they handled this issue admirably and they think it is under control now.

COUNCIL MEMBERS' ANNOUNCEMENTS

Council President Slavin, noting that this was Mrs. Ann Marie Townshend's final City Council meeting, extended heartfelt thanks for all of her work and wished her the best of luck in her new position.

Council President Slavin wished Councilman Cole a happy birthday.

Mr. Hare moved for adjournment, seconded by Mr. Cole and unanimously carried.

Meeting adjourned at 9:21 p.m.

TRACI A. McDOWELL
CITY CLERK

All ordinances, resolutions, motions, and orders adopted by City Council during their Regular Meeting of March 27, 2017, are hereby approved.

ROBIN R. CHRISTIANSEN
MAYOR

/TM
S:\AGENDAS-MINUTES-PACKETS-PRESENTATIONS-ATT&EXH\Council-Minutes\2017\03-27-2017 Council Minutes.wpd

Exhibits
Exhibit #1 - Correspondence from Mr. David Jamison dated March 21, 2017
Exhibit #2 - Correspondence from Colonel Dix dated March 22, 2017
Exhibit #3 - Correspondence from Representative Sean Lynn dated March 27, 2017

Stein, Jody

From: Stein, Jody
Sent: Tuesday, March 21, 2017 11:14 AM
To: City Clerks Office
Subject: FW: SATC Meeting February 28, 2017

This e-mail has been blind copied to the Mayor, Members of Council, and Civilian Members of the Safety Advisory and Transportation Committee.

In order to prevent a serial meeting, please do not respond to, nor discuss, this information with a quorum of Council or any Committee.

Jody Stein
Administrative Assistant
City Clerk's Office - City of Dover
P.O. Box 475
Dover, DE 19903
(302) 736-7008

From: David Jamison [mailto:cdjpe1@gmail.com]
Sent: Tuesday, March 21, 2017 10:57 AM
To: Stein, Jody
Cc: City Clerks Office
Subject: Re: SATC Meeting February 28, 2017

Please have my March 3rd email, which rebuts Mr. Dix's remarks regarding my presentation given at the February 28th SATC Meeting, be made a part of the record and attached to the Regular City Council Meeting minutes scheduled for March 27, 2017.

Thank you,

David Jamison

On Tue, Mar 21, 2017 at 10:47 AM, Stein, Jody <jstein@dover.de.us> wrote:

Mr. Jamison,

This matter has been placed on the agenda for the Regular City Council Meeting scheduled for March 27, 2017 at 7:30 p.m. If you wish your email dated March 3, 2017 to be attached to the minutes of this meeting, please email our office with a request that it be made a part of the record.

Please let us know if you have any questions.

Jody Stein

Administrative Assistant

City Clerk's Office - City of Dover

P.O. Box 475

Dover, DE 19903

(302) 736-7008

From: David Jamison [mailto:cdjpe1@gmail.com]
Sent: Friday, March 17, 2017 12:14 PM
To: Stein, Jody
Cc: Krueger, Debbie; Devine, Denise
Subject: Re: SATC Meeting February 28, 2017



Jody,

I'd like to say good job to you and your staff regarding the February 28th SATC Meeting, especially Denise's creation of the accurate minutes.

I noticed that Mr. Dix had a rebuttal to my previously sent report attached to the minutes.

I am requesting that my email message below be added to the minutes and attachments.

Thanks,

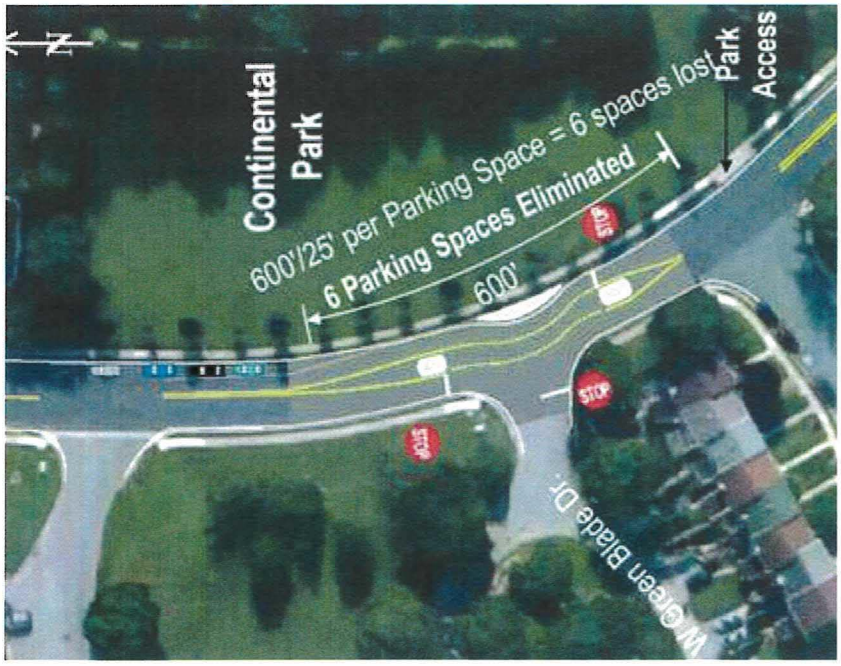
Dave J

On Fri, Mar 3, 2017 at 7:59 AM, David Jamison <cdjpe1@gmail.com> wrote:

Mayor, Councilmen and Committee Members,

After my presentation at the above, MR. THOMAS DIX, a resident of Independence Boulevard spoke and gave statements to discredit (1) me as a professional engineer and (2) the contents of my Independence Boulevard Traffic Calming Measures Report. Normally I would have let his comments go by the wayside, but his attempt to question my professionalism as a registered Delaware Profession Engineer obligates me to respond to some of his erroneous statements.

- **Parking at Continental Park** I had stated that the street parking on the east side of Independence Boulevard would be reduced by 50%. The loss of parking is a result of the proposed Realignment Intersection and the need to shift traffic from the through lane to the shoulder. The overall impact distance is 600'. Parking spaces are 25' in length resulting in a loss of 6 spaces as shown on the following:



- MR. DIX disputed my statements that double yellow centerline striping is a traffic calming measure. The following link from the Institute of Transportation Engineers speaks for itself:

http://nacto.org/docs/usdg/roadway_striping_as_a_traffic_calming_option_kahn.pdf

- MR. DIX stated that Radar Speed Signs are not a Traffic Calming Measure and not supported as such by DelDOT. The following are comments from (1) Mike Somers, DelDOT Traffic Calming Supervisor and (2) DelDOT's Radar Speed Sign Policy-Update 2015;

(1)

Mr. Mike Sommers, State of Delaware Department of Transportation (DelDOT), provided a copy of the Traffic Calming Treatments Presentation made to committee members in February (***Attachment #1***) and reviewed the various options and their use in certain areas. Recently, DelDOT has been considering the use of radar speed signs and, although they are expensive (approximately $5,000 each), they are movable and he noted that they have proven to be successful in reducing vehicular speeds.

(2)

The primary and most beneficial locations for Radar Speed Signs remain on ***suburban development streets, and other residential streets,*** where the speed limit does not exceed 25 mph. It has been demonstrated that these signs are most effective against speeding when placed in such locations, where the peer pressure of fellow residents works hand in hand with the sign to enhance its effect on the driving public. On state owned roads outside of municipalities, through the CTF process, DelDOT will install Radar Speed Signs on these types of roads.

In addition, Mr. Hutchinson and Mr. Keller of the SATC both supported the use of RSSs based on their observations of a RSS installed on State Street.

- MR. DIX stated that the speed tests results showed that yellow centerline striping does not reduce speed noting that the speed study without the striping showed an average speed of 29.1 mph while a speed study after installing yellow centerlines resulted in an average speed of 29.4 mph. MR. DIX's statement was flawed as he was comparing apples to oranges since the tests were done at 2 separate locations. The first test without striping (29.1 mph) was on a curved roadway at the south end of Independence Boulevard and the second test with striping was at the north end on a straight roadway. A straight-a-way section of road will result in higher speeds than a road on a curve.

In closing, MR. DIX is one resident in favor of the proposed Traffic Calming Measures who certainly has a right to express his opinions, however misguided they may be. Please note that on the below petition summary sheet, there are 60 residents who are opposed to the proposed Traffic Calming Measures. Nuff said.

16

Petition Responses

PTCM OR RSS

	Name	Address	PTMC	RSS
1	Jannette Chrtian	35 Freedom Drive		X
2	Gergette Chriatian	35 Freedom Drive		X
3	Constance Mahoney	5 Pewter Court		X
4	Mel Mahoney	5 Pewter Court		X
5	Kirk Jamison	32 Lamplighter Lane		X
6	Joeseph Parks	740 Bicentennial Blvd		X
7	Tanda Parks	740 Bicentennial Blvd		X
8	Michael Kelley	53 Freedom Drive		X
9	Mageline Kelley	53 Freedom Drive		X
10	Kurt Katz	8 Pewter Court		X
11	June Katz	8 Pewter Court		X
12	Laticia Prophet	4 Freedom Drive		X
13	Peter Ackles	9 Pewter Court		X
14	James Facer	15 Freedom Drive		X
15	Tina Facer	15 Freedom Drive		X
16	Fred Facer	15 Freedom Drive		X
17	Nancy Frankl	44 Freedom Drive		X
18	Eric Frankl	44 Freedom Drive		X
19	Stan Trier	39 Freedom Drive		X
20	Ellen Trier	39 Freedom Drive		X
21	Thos Woo Jr.	159 Colony Drive		X
22	Moe Naftzinger	102 Colony Drive		X
23	Robert Naftzinger	102 Colony Drive		X
24	Michele Churchman	224 Green Blade Drive		X
25	Greg Henry	12 Pewter Court		X
26	Kimberly Henry	12 Pewter Court		X
27	Rhonda Lewis	27 Liberty Drive		X
28	Randy Lewis	27 Liberty Drive		X
29	Kim Acevedo	287 Green Blade Drive		X
30	Akira Wise	11 Liberty Drive		X
31	Agnes Dozier	263 Green Blade Drive		X

PTCM OR RSS

	Name	Address	PTMC	RSS
32	Bradley Ebaugh	27 Liberty Drive		X
33	Susan Ebaugh	172 Continental Drive		X
34	Sharon Shuman	23 Liberty Drive		X
35	Mary Paulliesky	42 Liberty Drive		X
36	Erica Wildrick	234 Green Blade Drive		X
37	Mrs. Jackson Williams	236 Green Blade Drive		X
38	Susan Hessler	120 Cobblestone Lane		X
39	Ed Bates	10 Pewter Court		X
40	Kathy Bates	10 Pewter Court		X
41	Barbara Rafte	4 Pewter Court		X
42	Lmelody Peters	347 Cold Spring Place		X
43	Patricia Fox	36 Lamplighter Lane		X
44	Linda Miller	34 Lamplighter Lane		X
45	John Celatka	30 Lamplighter Lane		X
46	Hazel J Showell	13 Freedom Drive		X
47	Donald Walker	13 Freedom Drive		X
48	Camela Trower	244 Green Blade Drive		X
49	Samuel Kolubash	35 Lamplighter Lane		X
50	Ann Edmonds	11 Lamplighter Lane		X
51	Margie Shuman	283 Green Blade Drive		X
52	William White	261 Green Blade Drive		X
53	Brian E Reid Sr.	252 Green Blade Drive		X
54	Kimberly Butler	260 Green Blade Drive		X
55	John Watson	228 Green Blade Drive		X
56	Mary Watson	228 Green Blade Drive		X
57	Valerie Anderson	250 Green Blade Drive		X
58	Pam/Eddie Lopez	703 Bicentennial Blvd		X
59	Gale Hartley	232 Green Blade Drive	None	
60	April Henry	11 Liberty Drive		X
61	Katherine Ommanney	245 Green Blade Drive	X	

Respectfully submitted,

C. David Jamison, PE

Krueger, Debbie

From: Krueger, Debbie
Sent: Wednesday, March 22, 2017 1:14 PM
To: City Clerks Office
Subject: CORRESPONDENCE RECEIVED - Col. Thomas J. Dix - Response to Mr. Jamison's Proposals Sent to City Council
Attachments: Correspondence - Col. Thomas J. Dix.pdf

Attached please find correspondence delivered to the City Clerk's Office on March 22, 2017. Paper copies have been placed in your Council mailbox.

Sincerely,
Debbie Krueger
Administrative Assistant
City Clerk's Office – City of Dover
P.O. Box 475
Dover, DE 19903
(302) 736-7008

This message has been blind copied to the Mayor and members of Council.

RECEIVED
MAR 22 2017
OFFICE OF THE CITY CLERK

March 27, 2017

TO: Mayor Christiansen, City Council
FR: Col. Thomas J. Dix
RE: My response to Mr. Jamison's proposals sent to City Council

Attachment: "Engineering Countermeasures for Reducing Speeds: A Desktop Reference of Potential Effectiveness"
(from: https://safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/)

In his recent proposal, Mr. Jamison replied to only 3 of my rebuttals of his earlier 5 mistaken comments.

Below, I have reviewed and replied to those 3 again (#1–3) AND I have added the other 2 mistakes Mr. Jamison made previously, with my rebuttal to them (#4 and 5). I will treat his latest proposal and add data from The Federal Highway Administration "Engineering Countermeasures for Reducing Speeds: A Desktop Reference of Potential Effectiveness."

Mr. Jamison's New Proposal:

Mr. Jamison wants to move the realigned intersection from the center of Continental Park to the light pole in front of my house. I made that same proposal over a year ago as part of the Mayor's committee on traffic calming at our second meeting. DelDOT turned it around and moved it 700 feet south, to run alongside Continental Park — fewer houses and greater speed there! Mr. Jamison also made another mathematical error. On his first chart, he divided 600 by 25 and got 6 instead of the correct answer of 24.

(1) Mr. Jamison:

- **Parking at Continental Park** I had stated that the street parking on the east side of Independence Boulevard would be reduced by 50%. The loss of parking is a result of the proposed Realignment Intersection and the need to shift traffic from the through lane to the shoulder. The overall impact distance is 600'. Parking spaces are 25' in length.

MY REBUTTAL:

Between Continental Drive and Freedom Drive is just less than 800 feet of unrestricted parking on the east side of Independence Blvd. The realigned intersection runs for less than 170 feet — less than 22% of 800 feet, as compared to his 50%. The park frontage on Independence Blvd. runs for 600 feet; the realigned intersection will occupy 170 feet of this, or 28% of the 600 feet, as compared to his 50%. We would end up with 28 parking spots on the east side of Independence Blvd after construction and 22 parking spots on the west side.

It is a shame that we have lost sight of our objective -— to reduce speed and divert traffic from a residential street. We have dwelt on a two-day-a-year parking problem that does not exist rather than on the point of the highest speeds on Independence Blvd. We should be looking at the advantages of an active realigned intersection versus a passive Blinking Radar Sign. The Speed Feedback Signs, or Radar Signs, will give us a 3 or 4 mph speed reduction, according to the potential effectiveness report, while a Chicane will give us a 9 mph speed reduction. A realigned intersection is a Chicane, with the addition of a three-way stop sign and the addition of an intersection. (See Attachment, page 2, at top of page.) Look for an arrow in the right margin. Look at the before and after columns. So the realigned intersection should give us a minimum of an 11 mph speed reduction! Also, consider that the realigned intersection is over 700 feet north of Mr. Jamison's proposed Blinking Radar Light, the effect of which wears off with distance. And we still have over 1,100 feet of Independence Blvd. north of the leading edge of the realigned intersection depending on the lasting effect of a passive Blinking Radar Sign. An active traffic calming measure means you have to turn the steering wheel, you have to apply the brake. Passive means your mind has to go to Beta stage. Or, it may *not* go to Beta stage. These long distances demand active Traffic Calming Measures.

(2) Mr. Jamison:

MR. DIX disputed my statements that double yellow centerline striping is a traffic calming measure. The following link from the Institute of Transportation Engineers speaks for itself:

http://nacto.org/docs/usdg/roadway_striping_as_a_traffic_calming_option_kahn.pdf

MY REBUTTAL:

I do not dispute that yellow centerline striping is a traffic calming measure. But unfortunately, we put it to the test and it failed miserably. The recent Metro Count done on Independence Blvd. showed an increase of 0.30 mph over the first speed study. Mr. Jamison cited a chart that expected a 2 to 7 mph reduction. The same potential effectiveness report shows no difference between the before and after mph for both centerline and edge lines. The centerline striping failed in the above-cited report. (See Attachment, page 5.)

(3) MR. JAMISON:

MR. DIX stated that Radar Speed Signs are not a Traffic Calming Measure and not supported as such by DelDOT.

MY REBUTTAL:

My direct quote is:

"Mr. Jamison recommends that an alternative to the proposed TCMs [traffic calming measures] would be the installation of a Radar Speed Sign on Independence Boulevard and he said that these are known to reduce speeding on roadways, as acknowledged by DelDOT."

I then referred to the DelDOT Traffic Calming Design Manual, page III-9, regarding Radar Speed Signs:

- Under the heading 'Traffic Diversion,' the manual states: 'No impact.'
- Under the heading 'Disadvantages,' the manual states: 'Impact may be reduced over time unless regularly enforced by local police.'
- Under the heading 'Advantages,' the manual states: 'Can be effective in reducing speeding by drivers.'

The manual immediately adds this caveat: "These signs are most effective when a community is supportive and promotes the need for speed reduction through other community educational efforts."

As I noted previously, a single passive Radar Speed Sign only works in one direction!

MY COMMENT:

I am happy to straighten out a past misquote by Mr. Jamison of what DelDOT's Mike Somers said. Mr. Somers' full quote is as follows:

> "I have never hesitated to point out that radar signs have their place, and have been successful [*this is where Mr. Jamison ends the quote*] in slowing traffic to a degree, and for a period, but are not capable of forcing traffic to slow down, and they tend to lose their effectiveness in time. Failure can also be a consideration, and we have had some problems with vandalism. But again, they have their place."

(See Attachment, page 3.) Look for arrows in right margin. Look at the before and after columns. The Speed Feedback Signs, or Radar Signs, will give us a 3 or 4 mph reduction, according to the potential effectiveness report.

(4) MR. JAMISON:

Single unit 30' length Trucks (ex. UPS) will be challenged making left turns via the Round-A-Bout. Larger 3 or more axle trucks will have to reroute.

MY REBUTTAL:

This is incorrect. Our local UPS driver John says he can take his P-1000 truck around the Mifflin Rd. traffic circle, which is half the size of the roundabout approved for Independence Blvd.

The typical single-lane roundabout has a rotary speed dependent on the diameter of the roundabout. From my experiments with the Eden Hill roundabout, which is 100 feet in diameter, the maximum "non-scary" speed is 20 mph. A 70- to 80-foot roundabout should yield a maximum non-scary speed of about 15 mph. We know from the latest Independence Blvd. speed study that the entry speed is 29.7 mph. With a rotary speed and exit speed of 15 mph, simple math tells us that we get a 14.7 mph speed difference. (See Attachment, page 2, mid-page.) According to the potential effectiveness report, an urban roundabout would give us a 14 mph reduction. Here the total effect of this Traffic Calming Measure is to actively engage the driver to steer and to apply the brake in order to negotiate the roundabout.

Our objective is to reduce speed and divert traffic. The roundabout can do the job.

(5) MR JAMISON:

Mr. Jamison states that the Round-A-Bout concept has been used to calm traffic at various locations in Delaware. Most of them are used in developments or low volume roads. Independence Boulevard, however, is a high volume roadway (5,000 daily trips+/-) which would be atypical for the use of the type of Round-A-Bout being proposed. A safety concern is, with the volume of traffic on Independence Boulevard, that the 4 Way **Yield** scenario would create accident potential due to driver's decision-making-stress resulting in human error (*who goes first*). [Bolding and italics are Mr. Jamison's.]

MY REBUTTAL:

A Federal Highway Administration circular states that the maximum flow rate is 1,800 vehicles/ hour for a single-lane urban roundabout, such as the roundabout approved for Independence Blvd. A flow rate of 1,800 vehicles per hour can certainly handle 5,000 vehicles per day.

[See Federal Highway Administration (FHWA) Transportation Research Circular E-C 018; also, the paper "Capacity and Performance of Roundabouts: A Summary of Recommendations in the FHWA Roundabout Guide," by Kittelson & Associates, USA.]

As far as accident potential is concerned, how can a roundabout create accident potential when it reduces accidents?

A DelDOT brochure titled "What Is a Roundabout" states: "National studies have shown roundabouts provide a 90% reduction in fatal crashes, 75% reduction in injury crashes, 30%–40% reduction in pedestrian crashes, and 10% reduction in bicycle crashes."

We also have a bonus factor for this Roundabout. Since it is connected to Colony Dr. and Bicentennial Blvd., the Roundabout will also calm 5,000 cars a week from that connection. It should be pointed out that Bicentennial Blvd. has had a Blinking Radar Light since June 2, 2016, to calm only southbound traffic, but that light has been called ineffective by a member of the Mayor's committee on traffic calming who lives on the street.

We get an additional bonus from the roundabout in that the southbound traffic out of the roundabout will also benefit from the traffic calming function. The traffic at the nearby Redner's entrance is very bad at 5 p.m. The smoothing of the flow will help to reduce problems there.

Our objective is to reduce speed and divert traffic. The active roundabout can do the job. (See Attachment, page 2, mid-page.) The same report shows a 14 mph speed reduction for the urban roundabout. Roundabouts have the highest mph speed change in the entire report! A realigned intersection is a Chicane, with the addition of a three-way stop sign and the addition of an intersection. So the realigned intersection should give us a minimum of an 11 mph speed reduction!

CONCLUSION

You be the judge! Compare passive centerline striping (0 mph) plus a passive Blinking Radar Sign (3.5 mph) against an active Roundabout (14 mph) plus an active Realigned Intersection (11 mph). One alternative is cheap and works a little bit, and the other alternative gets the job done! Independence Blvd. is over 0.6 miles long. It runs in two directions, with 9.4 % of the drivers going over 35 mph and 3 drivers going over 70 mph. Are you going to follow the recommendations of DelDOT's Traffic Calming organization or the recommendations of a retired district engineer who does not have a conventional understanding of traffic calming? He makes a lot of mistakes. You be the judge!

This has been a long and hard road for me. I have had to climb Mount Mifflin every day! Could somebody please fix that old traffic circle?

Thank you for all the time and attention you have given to this project.

Sincerely,

Thomas J. Dix

COL. (ret.) USAF

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Safety

Engineering Countermeasures for Reducing Speeds

Download Version
PDF [126 KB]

A Desktop Reference of Potential Effectiveness

May 2009

Countermeasure	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85th Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
GEOMETRIC FEATURES											
Speed Hump-rounded raised area across the road, typically 12 to 14 feet in length and 3 to 4 inches high	Urban	Local Street	1 (1999)	178		48 to 11544	46 to 11043	35 (4)	27 (4)	-8 (3)	-22% (9%)
		Local Street	2 (2005)	7		400 to 4362	401 to 3384	32 (3)	26 (2)	-6 (2)	-20% (6%)
		Local Street	4 (2000)	4		475 to 1506	433 to 1343	36 (2)	31 (2)	-5 (1)	-15% (3%)
Speed Cushion-speed hump typically 6 to 7 feet wide that allows most emergency vehicles to straddle the hump.	Urban		1 (1999)	1		3323	2321	35 (-)	28 (-)	-7 (-)	-20% (-)
			2 (2005)	2		1042 to 1556	693 to 1563	31 to 37	26 to 30	-5 to -7	-16% to 19%
Speed Table-a long speed hump typically 22 feet in length with a flat section in the middle and ramps on the ends	Urban		1 (1999)	72		198 to 14500	242 to 14400	37 (3)	31 (3)	-6 (3)	-16% (9%)
	Rural	Small town	3 (2008)	2	12 month	1480		33 (1)	29 (2)	-4 (1)	-14% (3%)
		Residential Streets	18 (2003)	19		198 to 2102	364 to 2061	38 (n/a)	29 (n/a)	-9 (n/a)	-24% (n/a)
Raised Intersection-a raised plateau, with ramps on all approaches, where roads intersect	Urban		1 (1999)	2				37 (1)	38 (4)	1 (4)	3% (11%)
	Urban	Local Street	5 (2004)	1				30 (-)	30 (-)	0 (-)	0% (-)
Choker-mid-block curb extensions that narrow a road by extending the sidewalk or widening the planting strip	Urban		1 (1999)	4		770 to 6150	331 to 5040	34 (2)	30 (2)	-4 (1)	-3% (3%)
	Urban	Residential Area	51 (1977)	6				30 (4) 95% tile	29 (3) 95% tile	-1 (2) 95%tile	-3% (7%) 95%tile
Neckdown-intersection curb extensions that narrow a road by extending the width of a sidewalk	Urban		1 (1999)	3		2800 to 8110	4660 to 5660	29 (9)	30 (3)	1 (7)	3% (30%)
	Urban	Local Street	5 (2004)	2				28 (3)	31 (4)	3 (7)	12% (27%)
Chicane-curb extensions that alternate from one	Urban		1 (1999)	2		1380 to 3200	790 to 2400	33 (4)	27 (4)	-6 (1)	-16% (4%)

Countermeasure CHICANE	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85th Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
side of the street to the other, forming S-shaped curves.			4 (2000)	4	at least 4 years	1380 to 1965	790 to 1993	31 (6)	22 (4)	-9 (4)	-29% (8%)
+ INTERSECTION 1 MPH + 3 WAY STOP 1 MPH	Urban	School Zone	42 (1998)	1		8000		31 (-)	28 (-)	-3 (-)	-10% (-)
Lateral Shift-curb extension that shifts travel lanes to one side of road for extended distance and then back to the other side	Urban	Local Street	5 (2004)	1				36 (-)	33 (-)	-3 (-)	-8% (-)
	Rural	At City Limits	19 (1999)	5				44 (4)	33 (4)	-11 (7)	-25% (9%)
Center Island-a raised island along the centerline of a street that narrows the travel lanes	Urban		1 (1999)	1		3500	2800	33 (-)	29 (-)	-4 (-)	-12% (-)
Traffic Circle-circular, raised island placed within the middle of an intersection	Urban		1 (1999)	45		240 to 10910	269 to 8280	34 (5)	30 (4)	-4 (3)	-11% (9%)
Roundabout-large, raised, circular islands at the middle of major intersections, around which all oncoming vehicles must travel until reaching their destination street, where they then turn off.		Transition from High to Low Speed	36 (2005)	1				48 (-)	28 (-)	-20 (-)	-42% (-)
	Suburban	Y Intersection of two-lane roads	37 (2005)	1				32 (-)	24 (-)	-8 (-)	-25% (-)
	Urban		38 (2004)	1				47 (-)	33 (-)	-14 (-)	-30% (-)
	Urban & Rural	Intersection entry	54 (2007)	55					20 (4)		
SURFACE TREATMENTS AND MARKINGS											
Transverse Rumble Strips-raised or grooved patterns installed on the roadway travel lane or shoulder pavements, perpendicular to the direction of travel.	Rural	Posted Speed Limit=70mph	17 (2007)	3	5 months					-0.6 (0.4)	
	Rural	Intersection	23 (2003)	11	At least 1 month					-1 to -2	
Converging Chevron Marking Pattern-a type of transverse pavement markings forming chevron shape to create the illusion of traveling faster as well as the impression of narrower lanes.	Rural	Main Roads	3 (2008)	2	12 months	2300		36 (1)	33 (1)	-3 (2)	-7% (6%)
		Double S-Curve On A Two- Lane Roadway	7 (2006)	1	15 months			37 (-)	33 (-)	-4 (-)	-11% (-)
	Urban	Exit Ramps	12 (2003)	1	20 months			70 (-)	53 (-)	-17 (-)	-24% (-)
		Community Collector Street	13 (2001)	1	2 years			41 (-)	39 (-)	-2 (-)	-5% (-)
		Freeway-to-Freeway Connector Curve	48 (2008)	1	6 months	18000		53.4 (-)	52.8 (-)	-0.6 (-)	-1% (-)
Transverse Markings-a series of white lines placed across the center of the lane and spaced progressively closer to create the illusion of traveling faster	Rural	Horizontal Curves	20 (2005)	3	5 days			49 (3)	50 (3)	0.2 (1.7)	0.3% (3%)
	Rural	Interstate Work Zone	46 (2001)	1		18000		68 (-)	67 (-)	-1 (-)	-1% (-)
Optical Speed Bars-a series of white	Rural	Main Roads	3 (2008)	1	12 months			46 (-)	45 (-)	-1 (-)	-2% (-)
	Rural	Main Roads	3 (2008)	2	3 months	1000		47 (8)	46 (-)	-1 (0)	-2% (0)

Countermeasure	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85th Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
rectangular markings typically 1 foot wide placed just inside both edges of the lane and spaced progressively closer to create the illusion of traveling faster as well as the impression of narrower lane.	Rural	Curve	11 (2004)	3				37 (6)	36 (10)	-1 (4)	-2% (8%)
	Rural	Two-Lane Highway; Tourist Traffic	45 (2009)	1	3 months			71 (-)	66 (-)	-5 (-)	-7% (-)
	Rural	Freeway Curves	53 (2008)	1	6 months	63,072	57,948	61 (-)	60 (-)	-1 (-)	-2% (-)
Speed Limit Pavement Legend	Rural	Main Roads	3 (2008)	4	12 months			34 (3)	33 (2)	-1 (1)	-1% (4%)
Enhanced Speed Limit Legend with Colored Surfacing	Rural	Main Roads	3 (2008)	3	12 months	1000		46 (6)	44 (6)	-2 (2)	-4% (4%)
In-Roadway Warning Lights	Urban	Residential Area; Pedestrian Crossing	15 (2000)	2	1 month	30,000		46 (0)	39 (1)	-7 (1)	-15% (1%)
		School Zone	33		1 year			58 (-)	53 (-)	-5 (-)	-9% (-)
	Urban	Central Business District; Pedestrian Crossing	34 (2004)	1	2 weeks	25,000		21 (-)	22 (-)	1 (-)	5% (-)
		Freeway Off-Ramp	39 (2008)	1	14 months			57 (-)	53 (-)	-4 (-)	-7% (-)
Delineator Post	Rural	Horizontal Curves	20 (2005)	3	5 days			49 (3)	50 (3)	0.5 (0.4)	1% (1%)
"Slow" Pavement Legend	Rural	Main Roads	3 (2008)	3	9 months	2940		40 (6)	41 (8)	1 (2)	1% (4%)
	Suburban	Curve on Two-Lane Road	47 (1998)	1	2 weeks	5000		39 (-)	37 (-)	-2 (-)	-5% (-)
SIGNS											
Speed Feedback Sign-sign that dynamically displays speed of passing vehicles with the message "YOUR SPEED XX"	Rural	Main Roads	3 (2008)	1	3 months	2870		37 (-)	30 (-)	-7 (-)	-19% (-)
		15mph School Zone	8 (2002)	1				48 (-)	15 (-)	-33 (-)	-69% (-)
		School Zone	8 (2002)	1				32 (-)	25 (-)	-7 (-)	-22% (-)
		School Zone	14 (2005)	1	2 to 4 months			50 (-)	42 (-)	-8 (-)	-16% (-)
		Advance of School Zone	14 (2005)	2	2 to 4 months			57 (6)	56 (7)	-1 (1)	-2% (3%)
		Advance of Signalized Intersection	14 (2005)	2	2 to 4 months			57 (10)	56 (12)	-1 (2)	-3% (4%)
		Non-freeway	9 (2005)	20	6 to 39 months			35 (3)	32 (2)	-3 (2)	-7% (4%)
		Collector Street/Residential Cross Street	10 (2007)	6	3 years			37 (2)	33 (1)	-4 (2)	-11% (4%)
		School Zone	26 (2006)	8	6 months			25 (2)	24 (2)	-1 (2)	-5% (7%)
	Rural	Work Zone on Interstate Highway	27 (2001)	3	5 weeks	38000		65 (2)	60 (2)	-5 (1)	-8% (1%)
		School Zone	28 (2003)	2	2 months			30 (5)	28 (4)	-2 (1)	-7% (1%)

Countermeasure	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85th Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
						8000 to 9200					
		School Zone	28 (2003)	2	2 months	11800 to 29200		43 (1)	34 (0)	-9 (1)	-22% (1%)
		Two-Lane Collector Arterial, Near to School Zone	29 (2005)	4	7 months	1486 to 2794	1270 to 2533	34 (2)	32 (3)	-2 (1)	-3% (4%)
	Rural	Interstate Highway Work Zone	32 (2006)	1	1 week			65 (-)	63 (-)	-2 (-)	-3% (-)
Speed Activated Warning Sign-sign that displays warning messages to speeding drivers		Posted Speed Limit=50/55mph	17 (2007)	4	at least 3 months					-1.4 (0.1)	
		Work Zone at State Route	25 (2007)	3		122 to 250				-1 to -6.5	
		Multilane US Highway	25 (2007)	1						-1.6 to -4.7	
		Multilane Interstate	25 (2007)	2						-3.0 to -11.2	
	Urban	U.S. Highway Work Zone	32 (2006)	1	1 week			67 (-) PC;65 (-) Truck	64 (-) PC;63 (-) Truck	-3 (-) PC;-2 (-) Truck	-4% (-) PC;-3% (-) Truck
	Urban & Rural	Work Zone	35 (2007)	2				54 (4)	49 (6)	-5 (3)	-10% (5%)
	Rural	Four-Lane Divided Highway	43 (1999)	1		7000		73 (-)	69 (-)	-4 (-)	-5% (-)
		Curve on Interstate Freeway	44 (2003)	1		65000		63 (-)	62 (-)	-1 (-)	-2% (-)
Speed Activated Speed Limit Reminder Sign		Major Road	6 (2005)	1				42 (-)	37 (-)	-5 (-)	-12% (-)
		School Zone	24 (2001)	1	2 months			43 (-)	37 (-)	-6 (-)	-14% (-)
Variable Speed Limit Sign	Rural	Finland, weather-controlled	31 (1999)	3						-4.7 to -8	
	Rural	Freeway	40 (2005)	2				82 (1)	77 (6)	-5 (5)	-6% (6%)
Lower Speed Limit by 15+ mi/h	Urban & Rural	2 lane roads	21 (1997)	9	12-24 months			49 (5)	49 (4)	-0.1 (1)	-0.1% (3%)
Lower Speed Limit by 10 mi/h	Urban & Rural	2 & 4 lane roads	21 (1997)	34	12-24 months			50 (5)	50 (5)	-0.1 (1)	-0.6% (2%)
Lower Speed Limit by 5 mi/h	Urban & Rural	2 lane roads	21 (1997)	14	12-24 months			51 (6)	50 (6)	-0.3 (1)	-0.1% (2%)
Red Border Speed Limit Sign	Rural	Two-Lane highway	30 (2007)	3	8 to 14 months					-3 (4)	
One-Direction Large Arrow (W1-6) sign	Rural	Horizontal Curves	20 (2005)	1	5 days			47 (-)	47 (-)	0 (-)	0% (-)
Add Flashers to Existing Curve Warning Sign	Rural	Horizontal Curves	20 (2005)	2	5 days			51 (2)	52 (3)	1 (1)	1% (1%)

Countermeasure	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85th Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
Add Flags to Existing Curve Warning Sign	Rural	Horizontal Curves	20 (2005)	3	5 days			49 (3)	49 (3)	-0.3 (1.3)	-0.6% (3%)
Combinational Horizontal Alignment/Advisory Speed Sign	Rural	Horizontal Curves	20 (2005)	3	5 days			49 (3)	50 (2)	0.2 (1)	0.4% (2%)
Chevron Sign	Rural	Horizontal Curves	20 (2005)	1	5 days			52 (-)	52 (-)	0 (-)	0% (-)
NARROWING											
Add Shoulder Markings to narrow lane	Rural	Two-Lane Road Through Small Town	3 (2008)	2	12 months			33 (2)	33 (1)	0.5 (1)	2% (2%)
	Urban	Freeway Exit Ramp	49 (2000)	4	2 weeks			38 (10)	37 (9)	-1 (1)	-2% (2%)
Add Center Line and Edge Line	Rural	Main Roads	3 (2008)	2	12 months			34 (1)	35 (1)	1 (1)	2% (2%)
	Urban	Residential Area	50 (1984)	2	2 weeks			34 (2) Mean	34 (1) Mean	0 (0) Mean	1% (1%) Mean speed
	Rural	Two-Lane Road Day	52 (2006)	3				63 (2)	64 (3)	1 (4)	2% (7%)
	Rural	Two-Lane Road Night	52 (2006)	3				66 (4)	65 (3)	-1 (0)	-1% (0)
Longitudinal Rumble Strips-raised or grooved patterns installed on both inside edges of normal travel lane to narrow effective width	Rural	Rural High Speed Intersections on Two-lane Roadways	16 (2008)	9	at least 3 months					-4.5 (0.25)	
Road Diet-restripe road to reduce the number of lanes from 4 to 3	Urban	Arterial road	41 (1999)	1		24,000		51 (-)	47 (-)	-4 (-)	-8% (-)
Tubular Chanelizers -three foot high tubes used to create island in center of road	Rural	Main Roads	3 (2008)	3	12 months	2060		40 (5)	39 (4)	-1 (1)	-2% (2%)
ACCESS CONTROLS											
Half Closure-Physical blockage of one direction of traffic for a short distance on a two-way street	Urban		1 (1999)	11		220 to 9540	151 to 9180	30 (4)	24 (5)	-6 (4)	-20% (12%)
Diagonal Diverter-a barrier placed diagonally across a four-legged intersection, preventing through movement	Urban		1 (1999)	7		474 to 2057	177 to 574	28 (5)	27 (5)	-1 (5)	-5% (17%)
Full Closure-physical street closure resulting in a dead-end	Urban		1 (1999)	2		1540 to 1980	850 to 1080	18 (3)	15 (3)	-3 (0)	-17% (3%)
COMBINATION MEASURES											

Countermeasure	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85th Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
Gateway Treatment-the combined use of signs, textured pavements, name plates, monuments, landscaping, and/or others placed at the entrance to a neighborhood that helps to communicate a sense of neighborhood identity	Rural	Main Roads	3 (2008)	3	12 months			46 (6)	44 (6)	-2 (2)	-5% (4%)
	Urban		5 (2004)	1	9 months			30 (-)	28 (-)	-2 (-)	-7% (-)
Speed Hump + Speed Table	Urban		1 (1999)	4				36 (3)	29 (2)	-7 (4)	-17% (9%)
Speed Hump + Choker	Urban		1 (1999)	2		2456 to 3685	2593 to 2931	38 (2)	25 (0)	-13 (2)	-33% (3%)
Speed Table + Choker	Urban		1 (1999)	3				33 (1)	29 (1)	-4 (1)	-12% (3%)
Speed Table + Center Island	Urban		1 (1999)	2		6500 to 8440	6400 to 6780	37 (1)	29 (1)	-8 (3)	-22% (6%)
Half Closure + Median Barrier(-Median barriers are raised islands located along the centerline of a street and continuing through an intersection so as to block through movement at a cross street.)	Urban		1 (1999)	2		10160 to 10320	1120 to 2120	38 (2)	32 (4)	-6 (3)	-17% (8%)
Transverse Bar + Speed Feedback Sign	Rural	Main Roads	3 (2008)	3	12 months	830 to 1680		47 (6)	43 (8)	-4 (3)	-8% (8%)
Speed Hump + Traffic Circle + Gateway Treatment			2 (2005)	2		2017 to 4213	1857 to 4635	32 (1)	25 (3)	-7 (2)	-22% (6%)
Textured Pavement + Neckdown + Pavement Marking			2 (2005)			3722 to 3792	3603	31 (-)	31 (-)	0 (-)	0% (-)
Edge Marking + Speed Limit Marking	Rural	Main Roads	3 (2008)	4	12 months			34 (3)	33 (2)	-1 (1)	-1% (4%)
Rubber Pedestrian Island + In-Roadway Yield to Pedestrian Crossing Sign (R1-6)(-Removable rubber curbing used to create island and concentrate pedestrian crossings at crosswalk.)	Rural Resort Area	High pedestrian crossing	22 (2002)	2	2 weeks			44 (2)	38 (1)	-6 (3)	-14% (6%)

Notes:

1) Reference table only includes U.S. studies, except where no U.S. studies on a treatment exist, then international studies are used.

2) Measures within parentheses in the "85%th Speeds" columns represent the standard deviations from the average values.

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Page last modified on October 15, 2014.

Safe Roads for a Safer Future
Investment in roadway safety saves lives

McDowell, Traci

From: Lynn, Sean M (LegHall) <Sean.Lynn@state.de.us>
Sent: Monday, March 27, 2017 12:49 PM
To: Slavin, Timothy; Hosfelt, James E.; City Clerks Office; McDowell, Traci; thomas j. dix; Sudler, Roy; Lewis, Brian E.; Somers, Michael (DelDOT); wgarfinkel@aol.com; Hutchison, James L.; Hare, Bill; Neil, Fred; Cole, Scott W.; Anderson, David
Subject: Fwd: Experiment with Public Safety

Sent from my iPhone

Begin forwarded message:

> **From:** <Sean.Lynn@state.de.us>
> **Date:** March 27, 2017 at 12:40:51 PM EDT
> **To:** <CityClerk@dover.de.us>, <timslavin1@gmail.com>
> **Subject: Re: Experiment with Public Safety**
>
> City Council,
>
> We don't experiment with public safety.
>
> It's not prudent to wait for someone's kid to get killed on independence because we weren't proactive.
>
> The roundabout was not "my idea".
>
> The neighborhood came to the city with concerns of traffic issues and speeding throughout the neighborhood.
>
> The mayor appointed a committee and asked that i facilitate meetings with Deldot.
>
> Deldot and the city committee met for almost a year brainstorming ideas to address the traffic calming issues. The Mayor, Councilman Hosfelt, Councilman Neil and Cole, the Police Chief and the Fire Chief all participated.
>
> Deldot rendered the opinion of the roundabout and the realigned intersection. They used their traffic calming expert, Mike Somers.
>
> The project then was addressed by city council and a city committee and approved.
>
> A small portion of the neighbors asked the committee to reexamine the issue, because they opposed it.
>
> They wanted radar speed signs.

The experts at Deldot opined that radar speed signs would not solve the problem and would do nothing to address the traffic issues or speeding. Moreover, the traffic issues will only get worse through the passage of time.

My analogy is simple: if you have appendicitis, you can't elect to have your gall bladder removed instead. It doesn't solve the problem.

The experts have determined what the solution is. We need to listen to them.

There was never a "threat" to pull funding - the comment was that I would not use the CTF dollars to pay for radar signs because they won't work.

I will only use the ctf funds to pay for projects that the experts believe will solve the problem.

We can't experiment with public safety.

Nor will I pay to "solve" the issue twice - i.e. Pay for radar signs now and then pay for the traffic calming measures a year from now when people realize that the experts were right and the radar signs don't work in this instance. That's a waste.

When the interchange opens, traffic throughout this area will only get worse. We need to trust the engineers who specialize in the traffic calming field and not individuals who merely have an "opinion".

Regards,
Sean

Sent from my iPhone