SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

The Safety Advisory and Transportation Committee Meeting was held on August 28, 2013, at 5:00 p.m. with Chairman Hutchison presiding. Members present were Mr. Dixon, Mr. Perza (arrived at 5:14 p.m. and departed at 5:47 p.m.), Mr. Davis, and Mr. Keller. Mr. Lynn (arrived at 5:12 p.m. and departed at 5:42 p.m.) and Mayor Carey were also present.

AGENDA ADDITIONS/DELETIONS

Mr. Davis moved for approval of the agenda, seconded by Mr. Dixon and unanimously carried.

Public Hearing - Left-Turn Restrictions from Loockerman Street onto Governors Avenue

During their Regular Meeting of August 14, 2013, City Council approved the July 24, 2013 recommendation of the Safety Advisory and Transportation Committee and set a public hearing for this time and place to receive public comments on proposed left-turn restrictions at Loockerman Street and Governors Avenue. In addition, staff was authorized to properly advertise this public hearing. *(City Clerk's Office Note: Correspondence received regarding this issue was provided to members, as follows: David Louie, dated August 16, 2013, and Jennifer Scacheri, dated August 17, 2013* ***(Attachment #1)****.*

Mr. Anthony J. DePrima, former City Manager, recalled that there were left-turn restrictions from Loockerman Street onto all streets up to Kirkwood Street, including Governors Avenue, during the latter part of the 1990s. He stated that, at that time, he served as the City's Planning Director, principal staff member of the Dover Parking Authority, and a board member to both Main Street Dover and the Downtown Dover Development Corporation (DDDC). It was his recollection that removal of the left-turn restriction from Loockerman Street onto Governors Avenue was complaint driven, explaining that those wanting to make a left turn were required to make a series of right-hand turns in order to get to their destination, which was a nuisance. Mr. DePrima reminded members that this was considered when Main Street had just begun, the Parking Authority was just reconstituted, and the DDDC had recently been established, and many consultants were assisting the City in downtown revitalization. The goal was to improve access to the downtown area and its parking lots. He vividly remembered that one of the consultants indicated that the desire was to allow visitors to access business and parking areas; however, left-turn restrictions on Loockerman Street, were causing vehicular traffic to be "swept" to the right. He stated that merchants were receiving complaints from their customers regarding the inconvenience of accessing parking lots.

Mr. DePrima felt that members must make the decision as to the current function of Loockerman Street, as was done in the latter part of 1990. If its main purpose was to convey traffic from east of State Street to West of Kirkwood Street as fast as possible, then the left-turn restrictions should be in place; however, if members felt that its purpose was to get visitors and residents to the downtown area as directly as possible without confusion, then the left-turn restrictions should not be present. As an example, he stated that if someone wished to go to the hospital and was traveling on Loockerman Street, they would be prohibited from making a left turn onto State Street, as well as Governors Avenue and would be forced to go to New Street. He stated that the decision was made in the 1990s that Loockerman Street should convey visitors to the downtown area as quickly and directly to wherever they were going without confusion and that through traffic would be encouraged

to use North Street or Division Street. At that time, he explained that it was the City's desire for North and Division Streets to serve as funnels for traffic going east and west and Loockerman Street to serve as a direct, easy way to access the downtown area.

Mr. DePrima stated his understanding of the motorists' frustration traveling along Loockerman Street who are behind someone waiting to make a left turn, noting that this could be avoided if the individual making the left turn moved up into the intersection, allowing traffic to go around and continue to flow. He questioned if the intersection could be marked to encourage those wishing to make a left turn to move forward and clear the lane for others to go around. He also advised members that it was his observation that traffic along Loockerman Street seemed extraordinarily bad this past year and that this may have been the result of construction work in the area.

Mr. DePrima suggested that if it were the City's desire to get traffic through Loockerman Street as quickly as possible, then they should consider all of the left-turns along Loockerman Street, explaining that if a left-turn restriction were placed only from Loockerman Street onto Governors Avenue, those wishing to make a left turn would simply move the "problem" down to the next street, New Street.

Ms. Margot Brennan, 32 W. Loockerman Street (residing at the corner of Bradford and Loockerman Streets), urged members to make no changes, explaining that traffic along Loockerman Street was slow and felt that it would always be slow, regardless of restrictions. She noted that the new large parking lot currently only has 18 vacant spaces and that the smaller lot, which is metered, continuously has vacancies and felt that at a cost of only a quarter for an hour, affordable parking was available to the public.

Ms. Jeny Shurtleff, 112 Matthew Court, agreed that if left-turn restrictions were instituted at all streets along Loockerman Street, traffic would be backed up at some point. If the City wished to allow for left-turns to continue from Loockerman Street, she suggested the possibility of installing left-turn signals. She stated that she preferred that left turns be restricted along Loockerman Street in its entirety or that turn signals be installed for left turns, and noted that her co-workers shared her sentiments regarding this issue.

Mr. Louis Colón, Executive Director of the Downtown Dover Partnership (DDP), concurred with the comments made by Mr. DePrima. He noted that visitors traveling along Loockerman Street following Google Maps or a GPS device who were not familiar with the area would not know how to get to the hospital if they were not permitted to make a left-turn onto State Street or Governors Avenue. He felt that the left-turn signals would be beneficial along Loockerman Street. He stated that in speaking with merchants in the area, some prefer the left turns and others prefer left-turn restrictions. He reminded members that any decision made would affect the merchants. Responding to Mr. Hutchison, Mr. Colón stated that five (5) downtown merchants had contacted him and that the number of those in favor and opposed to left-turn restrictions were equal.

Mr. Scott Koenig, City Manager, advised members that the City no longer owned the traffic signal system, explaining that since the action that was taken in the 1990s the system had been owned and maintained by the Delaware Department of Transportation (DelDOT). The study that was recently completed by DelDOT was only in regard to the left-turn restrictions (from 8:00 a.m. to 6:00 p.m.) from Loockerman Street onto Governors Avenue. Referring to the email received from Ms. Scacheri, he explained that her suggestion for a "lead lag condition" signal would require the review of DelDOT and, since it would require a change to overhead signals, would be a major change.

Responding to Mr. Hutchison, Police Chief Hosfelt indicated that police patrol units avoid Loockerman Street altogether, particularly if they are responding to a complaint or an issue in progress since they have to use lights and sirens and there is nowhere for traffic to move to along Loockerman Street. It was his feeling that the addition of left-turn signals would prove beneficial, explaining the difficulties in enforcing left-turn restrictions using signage.

In response to Mr. Davis, Mr. Koenig stated that if left-turn restrictions were instituted, signs indicating those restrictions would be erected on both the pedestal portion of the signal as well as the overhead section.

Mr. Hutchison suggested that DelDOT be requested to conduct a comprehensive review of the entire downtown complex so that the traffic could be reviewed in its entirety rather than piecemeal.

Mr. Perza indicated his observation that, due to the width of the street, it would be an obstacle to have a separate left-turn lane; therefore, he felt that a redesign of the intersection would be required. He suggested consideration of converting Loockerman and North Streets to one (1) way streets.

Mr. Koenig advised members that DelDOT had indicated that instituting the left-turn restriction would bring marginal operational improvements; however, it would most likely simply move the turning issue down to the next street. He stated that this issue could be delayed and discussed and considered in a broader context of the traffic flow downtown, noting that there would be more traffic downtown if there were more construction and more businesses locating to the area.

Mr. Dixon moved to recommend that the matter be referred back to the City Manager for further review, seconded by Mr. Davis and unanimously carried.

Request of White Oak/Towne Point Civic Association to Limit Parking on Miller Drive to Only One Side of the Street

Mr. Scott Koenig, City Manager, advised members that City staff was in receipt of an email request from the White Oak/Towne Point Civic Association President, Mr. Nelson Hill, to conduct a study of Miller Drive to determine if parking on both sides of the street was safe. Mr. Koenig indicated that although a number of streets in the White Oak/Towne Point Subdivision had parking limited to one (1) side of the street, there were no restrictions along Miller Drive.

Due to current staffing levels in the Department of Public Works, Mr. Koenig requested that staff be provided a 90-120 day time frame to conduct a study and report findings back to the Committee for further consideration. He noted that although staff would review the technical merits associated with the request, input from the community would be necessary if staff were to recommend any parking restrictions, since such restrictions could have a considerable impact on residents of the street.

Mr. Nelson Hill, 888 Townshend Boulevard, stated that the request of the Association was the result of complaints. He recalled that an auction was held approximately one (1) year ago, that essentially "shut" the street down due to parking on both sides of the street. He stated that the street width was 29'7", and having vehicles parked on both sides prevents two (2) cars from traveling on the roadway, forcing motorists to back up and wait for opposing traffic to pass through. As a result, several residents felt that there was a safety issue and that restricting parking to one (1) side would alleviate this concern.

In response to Mr. Hutchison, Mr. Hill stated that approximately 50 homeowners were actively involved in the White Oak/Towne Point Civic Association and estimated that four (4) of those homeowners reside along Miller Drive. He stated that he had not had an opportunity to actually speak directly with those residing along Miller Drive to get a consensus of their desires.

Mr. James Morning, 216 Bradley Road, advised members that he would recommend the side of the street with even house numbers be selected, based on discussions with the residents.

Mr. Lynn felt that the matter should be reviewed as a life safety issue, explaining that by allowing parking on both sides of the street, access to homes by emergency services is deterred. In determining which side of the street should be closed to parking, he suggested that members consider which side of the street had fire hydrants. He noted that regardless of the recommendation, half of the residents would be pleased and the other half would not; however, since this was a safety issue, members would be required to make an ultimate decision.

Referring to Mr. Hutchison's previous questions regarding membership and participation in the Civic Association, Mr. Lynn reminded members that the Association membership was free and available to anyone living in the neighborhood and that its officials are elected. He indicated that residents had the opportunity to relay neighborhood concerns through the Homeowners Association, much like members of City Council who represent the City. Although some of those entitled to vote may choose not to participate, members still have the authority to represent their constituents. He noted that the percentage of voters that elected Mr. Hutchison was approximately the same percentage of the membership of the White Oak/Towne Point Civic Association that reside on Miller Drive.

Mr. Lynn requested that this matter be addressed quickly and that a decision be made as to which side of the street parking would be permitted once the location of the fire hydrants was determined. He felt confident that since this was a fairly simple engineering decision, the City Manager could have a decision within one (1) to two (2) weeks. He suggested that the matter be brought back to the Committee in two (2) weeks for consideration of recommendations by the Engineering Department and Fire Marshal's Office in regard to this issue.

Ms. Tamera Burns-Hill, Membership Coordinator for the White Oak/Towne Point Civic Association, stated that she had brought this matter to the Association's attention due to safety concerns. She explained the difficulty for emergency apparatus, such as a fire truck, to access residences because of the narrow street since parking is permitted on both sides. She questioned why members should wait for a crisis to occur before making a change that could prevent such a crisis.

Responding to Mr. Perza, Ms. Burns-Hill noted that half of the streets in the subdivision have parking restrictions and that those that do not are considered "major" streets within the subdivision because they are wide enough to accommodate parking on both sides of the street.

In reviewing Google Maps, Mr. Perza noted that all fire hydrants along Miller Drive appeared to be located on the north side of the street; therefore, he felt confident that the Fire Marshal would recommend that parking be prohibited on the north side of the street. Since this decision would affect residents along the street, he recommended that they be contacted and advised of the consideration.

Mr. Koenig cautioned members that prohibiting parking on one (1) side of the street would address this safety concern; however, "widening" the roadway, would create another safety issue, explaining that there would be an increase in vehicular speed on the roadway.

Taking into consideration the observation made by Mr. Perza, Mr. Lynn requested that members submit a recommendation to City Council to prohibit parking on the north side of Miller Drive and that the Public Works Department and Fire Marshal's Office address any concerns they may have directly to City Council.

Concurring with Mr. Dixon, Mr. Nelson stated that the Homeowner's Association only requested that a study be done at this time to assure that it would be feasible to limit parking on Miller Drive to one (1) side of the street.

Mr. Perza felt that if this matter were presented to City Council during their first meeting in October (October 14, 2013), this would provide sufficient time for staff to confirm the location of the fire hydrants and provide the Homeowner's Association ample time to go out to the community and obtain any support that may be needed. He explained that the plan would be for a public hearing to be held that night before City Council to hear public testimony for the purpose of determining whether the north side of Miller Drive should have a parking prohibition and if parking should be limited to the south side of Miller Drive.

Mr. Perza moved to recommend that a public hearing before City Council be set for October 14, 2013 at 7:30 p.m. to consider prohibiting parking on the north side of Miller Drive. The motion was seconded by Mr. Dixon and unanimously carried.

Implementation of Security Measures in City Buildings

Mr. Scott Koenig, City Manager, advised members that as a result of a recent incident that occurred in Pennsylvania, there had been consideration of implementing security measures in City buildings. He stated that staff had obtained an estimate of between $2,500 and $3,000 for the purchase of a

metal detector. Mr. Koenig explained that the problem with this concept was that staff had no means to monitor the metal detector, except for its use at the entrance of the Council Chambers, and when monitored, he questioned what action would be taken if something were detected. He also stated that there were concerns with determining the location for installing such a detector and how it would be installed and used effectively.

Responding to Mr. Hutchison, Police Chief Hosfelt stated that his main concern was that the Council Chambers had several access points at the rear which would need to be secured. If Council were to choose to install a metal detector, he felt that there would be concerns with people accessing the foyer of the Council Chambers and that minimally, two (2) police officers would be required for the operation of a metal detector. However, he stressed the need to secure the access points to the rear of the Council Chambers, which could and should be done immediately.

Mr. Hutchison suggested that the Police Chief and City Manager consider security measures throughout City Hall, focusing beyond the use of the building for City Council meetings, and formulate recommendations to address security issues.

Responding to Mr. Perza, Mr. Hutchison felt that although this matter was discussed specifically in reference to City Hall, referring the matter to staff for their review would allow them to consider security issues and possible solutions for all City buildings.

Mr. Hutchison moved to recommend that the implementation of security measures in City buildings be referred to staff for their review and recommendation. The motion was seconded by Mr. Keller and unanimously carried.

Update on City Ambulance Service

Mr. Scott Koenig, City Manager, reviewed a memorandum containing an Update on City Ambulance Service data. He reminded members that during the budget review last year, there were concerns that serving the City was placing a burden on some of the local ambulance providers and a discussion was held regarding whether additional ambulance service should be procured through the contract with the City's vendor or if the burden could be offset by utilizing local community ambulance providers. It was determined at that time that the City had a bigger influence on the Cheswold and Camden-Wyoming ambulance services than on other surrounding communities. Staff met with both Cheswold and Camden-Wyoming officials late in the budget preparation process and recommended that the City make a donation to both. A formula was developed to determine an amount that was considered adequate to compensate other providers for service and the inconvenience involved in calling their ambulance into the City's service territory.

Mr. Koenig advised members that on a typical day, the City has two (2) ambulances in service, and if they are not available and another call comes in, an additional call is made to Camden-Wyoming or Cheswold. He stated that a donation of $25 per call is granted for calls taken in the City's service territory. Mr. Koenig indicated that for the year 2012, the City donated $9,125 to Cheswold Ambulance Service for 365 runs and $8,125 to Camden-Wyoming Ambulance Service for 325 runs. He explained that these donations were provided in lieu of the City adding another $100,000 to the City's ambulance contract costs while still having an influence on other ambulance service providers during "off shift" hours.

Mr. Koenig indicated that both the Camden-Wyoming and Cheswold Ambulance Service companies were grateful for the City's donations, explaining that both of these providers were having difficulties raising funds and felt that the donations provided by the City were more than adequate to cover the amount of time they spent addressing the City's service territory.

Referring to the Ambulance Data Comparison provided, Mr. Koenig stated that data covering the first six (6) months of 2013 seemed to be comparable to the previous year; therefore, staff recommended that another calculation be completed at the end of 2013 and the result be included in the FY 2015 Budget for the donations. He advised members that the City's current ambulance contract would be effective through June 30, 2015 and explained that the ambulance service required an annual evaluation to ensure that the City was not taxing other service providers to the point that they could not maintain their service levels or territory.

In response to Mr. Hutchison, Mr. Koenig stated that he did not have information regarding response times and reminded members that this was a previous concern; however, it had been discovered that on several occasions, when calls were made to Cheswold and/or Camden-Wyoming, responders were already in the City's service territory since they are often dispatched from the hospital. He stated that, to his knowledge, all response times had been within acceptable parameters and assured members that there had been no violations to service requirements. Mr. Hutchison requested that staff provide details regarding all response times, including paramedics.

Mayor Carey requested that staff also provide details regarding the response location for Cheswold and Camden-Wyoming (whether they were in the City's service territory or their home base) since this could make a difference in the response time. Mayor Carey explained his concerns regarding the ability to respond to 1,000 calls each year. He felt it was the City's responsibility to continue to review this matter to assure the citizens were receiving the service they deserve.

No further action was taken by the Committee.

Prioritization of City of Dover State Capital Transportation Program (CTP) Projects

Mrs. Ann Marie Townshend, Director of Planning and Community Development, reminded members that each year City Council develops a list of transportation priorities and shares these priorities with the Secretary of Transportation for consideration as the Department of Transportation develops the State's Capital Transportation Plan (CTP). She, along with the City Manager, had reviewed the priorities approved in September 2012 by City Council and developed a priority ranking for the coming year. She reviewed the priorities for the CTP Projects and their ranking, as follows:

1. Garrison Oak Connector Road
2. Construction of Sidewalks within the Walk Zone of the New Dover High School
    a. Mifflin Road
    b. South Side of Route 8 West of Mifflin Road
    c. Kenton Road (must be coupled with Kenton Road Corridor Upgrades)
3. Route 8/Hazlettville Road Connector
4. US Route 13 Sidewalk Construction
5. Crawford Carroll Avenue Extension

6. Kenton Road Corridor Upgrades
7. Loockerman Street/Forest Street Improvements
8. Kings Highway/Route 13 Intersection Improvements
9. US Route 13 Service Road Corridor
10. College Road Corridor Upgrades
11. Dover Transit Hub – Public/Private Partnership for Building

Mrs. Townshend explained that although the West Dover Connector remained a priority (and was included on previous priority lists), it was removed from the 2013 priorities because funding had been allocated and construction was scheduled to begin next year.

In response to Mr. Hutchison, Mrs. Townshend confirmed that staff could draft the letter to the Secretary of Transportation to be presented to City Council along with the list of transportation priorities for their approval ***(Attachment #2)***. She indicated that the letter could include more explanation regarding the projects and their priority placement.

Mr. Davis moved to recommend approval of the prioritization of City of Dover State Capital Transportation Program (CTP) Projects, as presented. The motion was seconded by Mr. Dixon and unanimously carried.

Update - Dover High School Construction

Mrs. Ann Marie Townshend, Director of Planning and Community Development, advised members that the construction on the Dover High School Project and monthly coordination meetings continued. She indicated that concerns had been relayed by the Capital School District regarding the availability of funds and it was indicated that the District may need to re-evaluate whether they could construct the east entrance, as previously planned. She explained that if the entrance were removed, the matter would require the review of the Planning Commission and a public hearing. Mrs. Townshend noted that the issuance of a Certificate of Occupancy was anticipated by April/May 2014; therefore, she urged the District to make this determination as soon as possible, since the final decision would be made by the Planning Commission and would not be based on whether or not funds were available. She stated that this had been explained in a letter sent to the Capital School District and it was made clear that until the site complies with the Planning Commission's approvals, the City would not be able to issue a Certificate of Occupancy. She indicated that this matter would be further discussed during the coordination meeting in September.

In addition, Mrs. Townshend stated that the parking shown on the school site plan was significantly less than the parking shown on the plan approved by the Planning Commission. She reiterated that a letter had been sent to the School District explaining the importance of resolving these issues as soon as possible to avoid delays in the issuance of the Certificate of Occupancy and the planned school opening.

Responding to Mr. Davis, Mrs. Townshend confirmed that the east entrance was the planned bus entrance.

Bicycle and Pedestrian Subcommittee

Mrs. Ann Marie Townshend, Director of Planning and Community Development, advised members that the Bicycle and Pedestrian Subcommittee submitted a Bicycle Friendly Community Application and was scheduled to meet again next week, at which time members would focus more on pedestrian issues. She stated that maps would be provided at the meeting with aerial photographs for members to identify areas where there were pedestrian impediments.

Ms. Margot Brennan, 32 W. Loockerman Street, questioned if the bicycle signage along Loockerman Street could be made larger, explaining that she had been "run over" on several occasions by bicyclists.

Responding, Mr. Hutchison stated that one of the functions of the Bicycle and Pedestrian Subcommittee was to promote educational programs on bicycle and pedestrian safety. As pedestrians, he stated that we must be alert and attentive to bicycle and vehicular traffic.

Mr. Davis moved for adjournment, seconded by Mr. Dixon and unanimously carried.

Meeting adjourned at 6:14 p.m.

James L. Hutchison
Chairman

JLH/JS/jg/dd/tm
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Attachments

Attachment #1 - Email Correspondence Received - Left-Turn Restrictions from Loockerman Street onto Governors Avenue

Attachment #2 - Draft Letter to Secretary of Transportation - Prioritization of City of Dover State Capital Transportation Program Projects

From: David Louie <nostarch@verizon.net>
Sent: August 16, 2013 2:31 PM
To: City Clerks Office
Subject: left turns

Hey Traci, Since they resurfaced Governors Avenue, they should add a left turn lane from South Governors Avenue (Northbound) at North Street, so cars turning left onto North Street from Governors will have their own lane and the cars going straight on Governors won't have to wait behind these cars.

Thanks,
David Louie, Harry Louie Laundry

From: Koenig, Scott
Sent: August 26, 2013 5:08 PM
To: Jennifer Scacheri
Cc: City Clerks Office
Subject: RE: Loockerman St/Governors Ave traffic issue - traffic light change

Good Afternoon Ms. Scarcheri:

I will forward your comments to the City Clerk's office to incorporate into the record. Thank you for your comments and suggestions.

Best Regards,

Scott D. Koenig, P.E.
skoenig@dover.de.us
City Manager
City of Dover
P.O. Box 475
Dover, DE 19903
302-736-7005 (Voice)
302-736-7002 (Fax)

"Engineering isn't about perfect solutions; it's about doing the best you can with limited resources" *- Randy Pausch*
p. X - Introduction to ***The Last Lecture****.*

This email, including attachments, is confidential and intended only for the designated recipient(s). If you are not an intended recipient, please delete this email. The unauthorized use, dissemination, distribution or reproduction of this e-mail, including attachments, is prohibited and may be unlawful.

From: Jennifer Scacheri [mailto:jennifer.scacheri@comcast.net]
Sent: Saturday, August 17, 2013 3:40 PM
To: Koenig, Scott
Subject: Loockerman St/Governors Ave traffic issue - traffic light change

Dear Mr. Koenig,

I am writing to suggest a possible solution to the Loockerman Street/Governors Avenue traffic problem because I am not able to attend the August 28 public hearing due to medical issues. It has been my observation that traffic backs up on Loockerman Street because cars trying to turn left onto Governors Avenue can't do so because of oncoming traffic, and cars traveling straight through can't do so easily because there is only one west-bound lane which is generally blocked by cars turning left. It might be fairly simple to add to the traffic light at that intersection a left turn arrow that allows west-bound traffic at that intersection to both turn left and go straight before the east-bound traffic begins to cross the intersection. This would quickly clear the west-bound traffic on Loockerman street for all cars turning left or going straight without needing to restrict traffic in any particular direction or adversely affecting the businesses on Loockerman Street.

Jennifer Scacheri

DAVID L. BONAR
Councilman - 3rd District
Council President

COMMITTEES
Civilian Pension Board
Police Pension Board

City of Dover

218 South State Street
Dover, DE 19901
(302) 242-2351 - Cell
(302) 736-7006 - City Office

September 10, 2013

Shailen Bhatt, Secretary
Delaware Department of Transportation
P.O. Box 778
Dover, DE 19903

Dear Secretary Bhatt:

As you may know, each year, members of Council submit a prioritization list of transportation projects for the City of Dover to the Secretary, as well as to the Governor and other distinguished delegates for their review and consideration.

This letter serves to inform you that the Dover City Council, at its meeting on September 9, 2013, endorsed the recommendation of its Safety Advisory and Transportation Committee to approve the 2013 Transportation Project Prioritization List (attached).

On behalf of the Mayor and Council, I would request that these items be given priority when considering State/Federal funding for transportation projects.

Sincerely,

David L. Bonar
Council President

DLB/tam
S:\Correspondence\Council Meeting\2013\09-09-2013 - Transportation Project Prioritization List DRAFT.wpd

Attachment
cc: Governor Jack Markell
Senator Robert L. Venables, Sr., Chair Senate Bond Bill Committee
Representative S. Quinton Johnson, Chair, House Capital Infrastructure Committee
Senator Bruce Ennis, 14th District
Senator David Lawson, 15th District
Senator Colin Bonini, 16th District
Senator Brian Bushweller, 17th District
Representative William Carson, 28th District
Representative Darryl M. Scott, 31st District
Representative Andrea Bennett, 32nd District
Representative Donald Blakey, 34th District
Mayor and Council
Barry Benton, (Acting) Chief Engineer, Delaware Department of Transportation
Richard Vetter, Executive Director, Dover/Kent Metropolitan Planning Organization
Judy Diogo, President, Central DE Chamber of Commerce

Draft

MAYOR AND COUNCIL

CITY OF DOVER
2013 TRANSPORTATION PROJECT PRIORITIZATION

1. **Garrison Oak Connector Road** – Due to the increased activity and interest in the Garrison Oak Technical Park, the planning and construction of this connection to Delaware Route 1 is increasingly important.

2. **Construction of Sidewalks within the Walk Zone of the New Dover High School** – With the expected opening of the new Dover High School in Fall 2014, the critical sidewalk gaps that were identified in the Dover High Pedestrian Study performed by the Dover/Kent County MPO become a priority. The critical gaps that are of highest priority to the City and most critical in providing safe access to the school are listed below:

   a. Mifflin Road
   b. South Side of Route 8 West of Mifflin Road
   c. Kenton Road (must be coupled with Kenton Road Corridor Upgrades - Item #6 below)

3. **Route 8/Hazlettville Road Connector** – This is planned to be a north/south access road that was identified in the Delaware 8 Concept Plan and Operations Study. With the construction of the new Dover High School, the construction of this connection is important to providing access to the school without causing additional burden on other roads in the area.

4. **US Route 13 Sidewalk Construction** – Construction of sidewalks along US 13 continues to be a priority.

5. **Crawford Carroll Avenue Extension** – The extension of Crawford Carroll Avenue south toward the Delaware State University Campus becomes a more critical priority with Delaware State University's lease of the Sheraton Hotel property. The extension of Crawford Carroll Avenue will help avoid use of US Route 13 for local trips between the Sheraton property and the Delaware State University Campus.

6. **Kenton Road Corridor Upgrades** – Upgrading Kenton Road, including the addition of sidewalks along the road, continues to be a priority for the City.

7. **Loockerman Street/Forest Street Improvements** – This project has been a priority for the City to help spur redevelopment and improved traffic flow on the west side of Dover. It was initially identified in the West Side Redevelopment study performed in 2001.

8. **Kings Highway/Route 13 Intersection Improvements** – The intersection of Kings Highway, US Route 13, and White Oak Road needs improvement to meet an acceptable level of service standard. The current condition of the intersection hinders redevelopment of properties in this vicinity.

Draft

9. **US Route 13 Service Road Corridor** – The construction of service roads along US Route 13 is a project that will help to alleviate congestion on US Route 13.

10. **College Road Corridor Upgrades** – This project is intended to upgrade College Road to include sidewalks and other road improvements.

11. **Dover Transit Hub** – Public/Private Partnership for Building – The construction of a building at the new Dover Transit Hub continues to be a priority that requires a successful public/private partnership to complete.

**The West Dover Connector was previously on the list and has been removed for the 2013 priorities because funding is allocated and construction is scheduled to begin next year. The City is appreciative of the State's efforts on this project.

Draft