SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

A G E N D A

August 24, 2011 - 5:00 P.M. - City Hall Conference Room - City Hall - City of Dover

Public comments are welcomed on any item and will be permitted at appropriate times. When possible, please notify the City Clerk (736-7008 or e-mail at CityClerk@dover.de.us) should you wish to be recognized.

AGENDA ADDITIONS/DELETIONS

1. Updates
   A. Purchase of Collegian Property on Loockerman Street
   B. North Street Parking Lot
   C. Sex Offender Unit
   D. Dover High School Construction

2. Briefing on Delaware Department of Transportation (DelDOT) Projects - *Gary Laing*
   A. West Dover Connector
   B. Rt. 8 and Hazletteville Road Corridor
   C. Water Street Railroad Crossover
   D. Wyoming Mill Road Project
   E. Transit Center

3. Briefing on Dover/Kent County Metropolitan Planning Organization (MPO) Projects - *Richard Vetter*

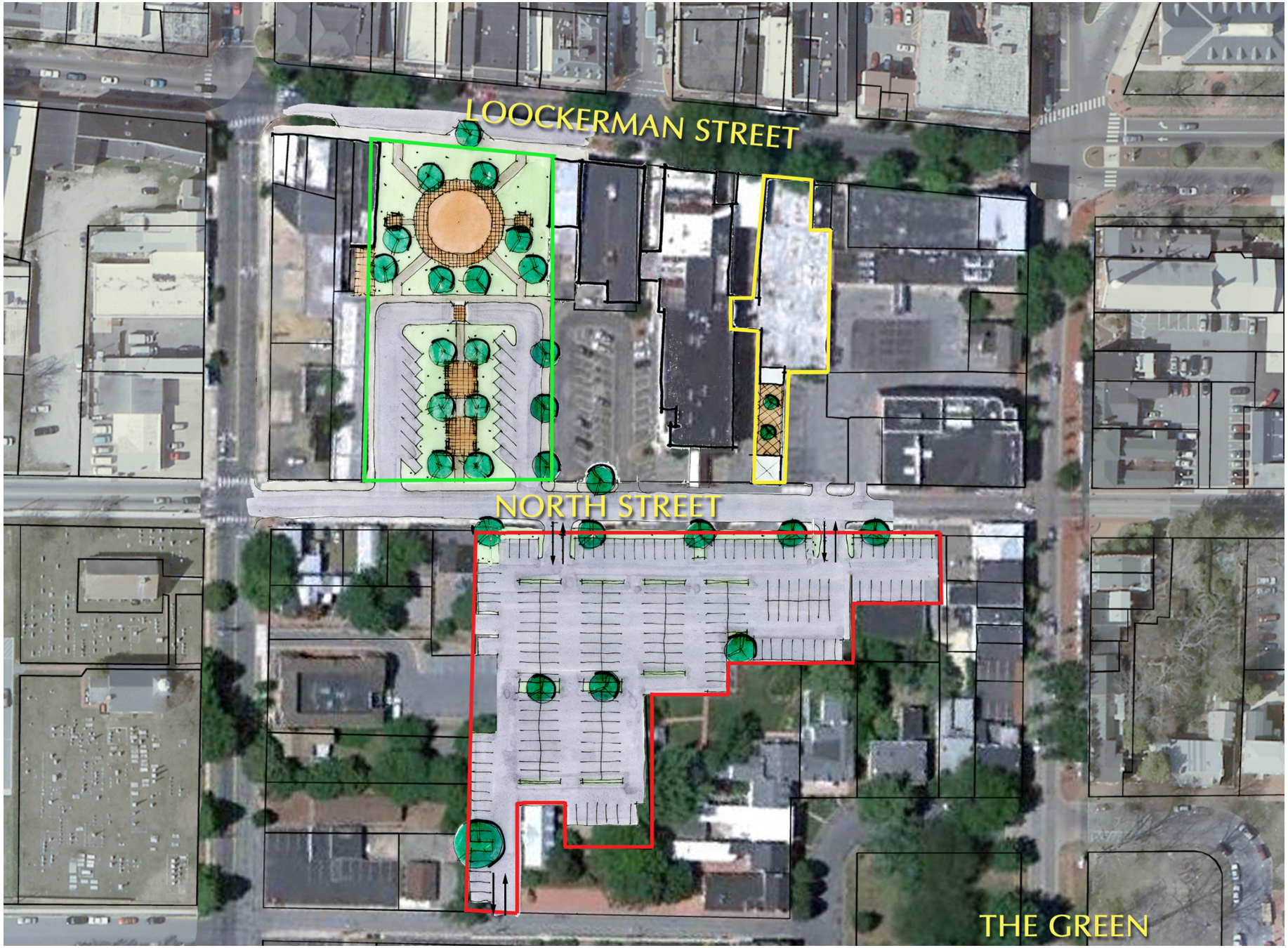
4. Proposed Ordinance #2011-22 - Chapter 106 - Traffic and Vehicles, Article III - Stopping, Standing and Parking, Division 2 - Metered Parking Related to Immobilization of Vehicles

5. Discussion - Alcohol Control Measures *(Referred Back to Staff During the Meeting of April 27, 2011 to Conduct Further Research)*

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

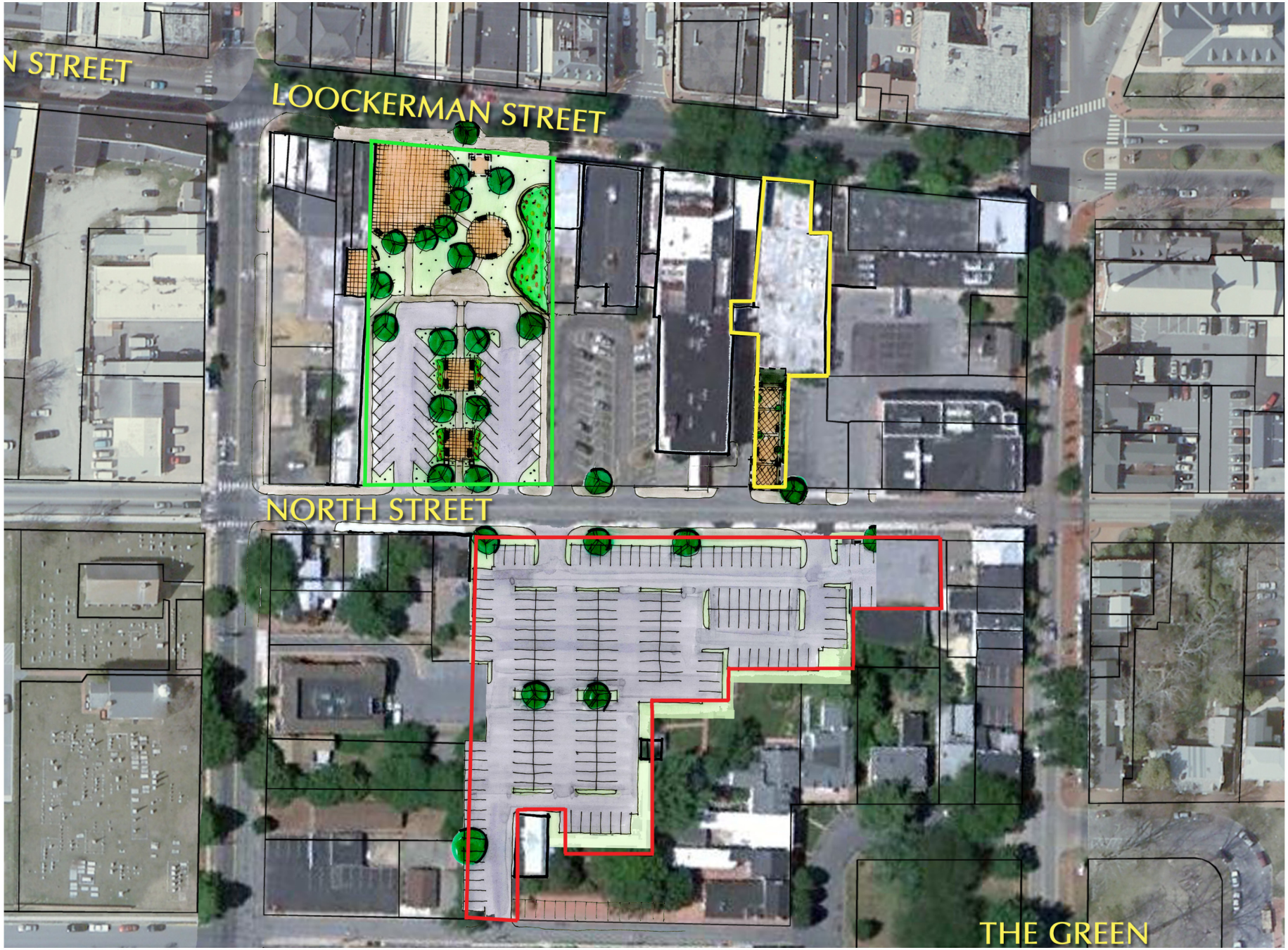
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THE AGENDA ITEMS AS LISTED MAY NOT BE CONSIDERED IN SEQUENCE. THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS.



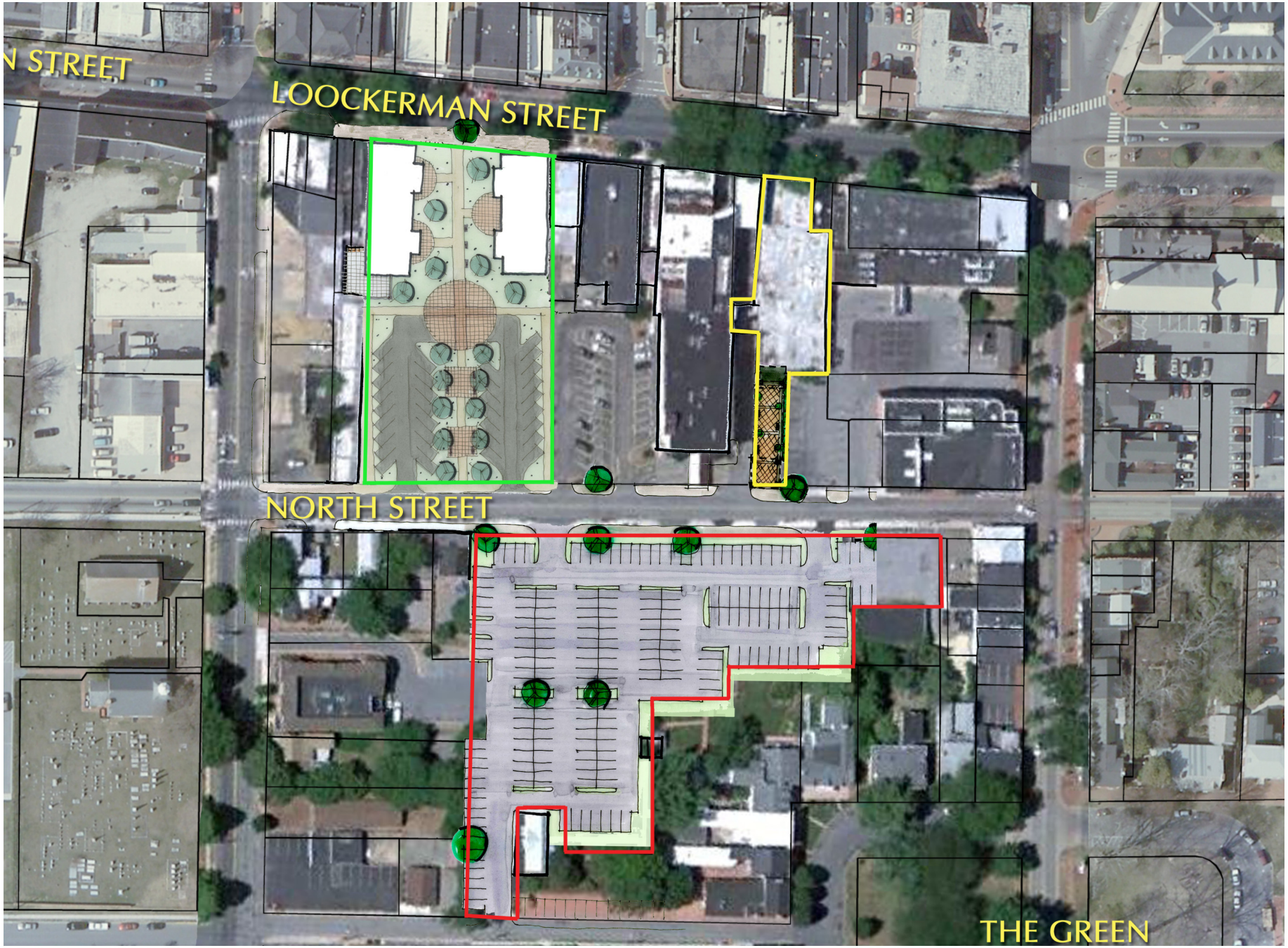
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COLLEGIATE SITE - CONCEPT 1



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COLLEGIATE SITE - CONCEPT 2



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COLLEGIATE SITE - CONCEPT 3

BECKER MORGAN GROUP

ARCHITECTURE ENGINEERING

PRELIMINARY COST ESTIMATE FOR NORTH STREET CONSOLIDATED PARKING LOT

	UNIT COST	UNIT	QUANTITY	TOTAL
PLANNING				
DESIGN, LEGAL, SOFT COSTS	$126,000	LUMP SUM	1	$126,000.00
CONSTRUCTION COST				
DEMO				
CURB ISLANDS / SIDWALKS	$18.0	LF	300	$5,400.00
PAVEMENT	$10.0	SY	7900	$79,000.00
SITE IMPROVEMENTS				
CURBING	$30.0	LF	1000	$30,000.00
STORMSEWER IMPROVEMENTS	$30,000.0	LUMP SUM	1	$30,000.00
PAVEMENT	$5.0	CY	72000	$360,000.00
BRICK PAVER SIDEWALK	$15.0	SF	1900	$28,500.00
MISC				
LANSCAPING	$40,000	LUMP SUM	1	$40,000.00
LIGHTING	$175,000	LUMP SUM	1	$175,000.00
TOTAL CONSTRUCTION ESTIMATE				$873,900.00
CONTENGENCIES			15%	$131,085.00
TOTAL ESTIMATE				**$1,004,985.00**

Since Becker Morgan Group Inc has no control over the cost of labor, materials or equipment, or over the contractor's method of determining process or over competitive bidding or market conditions, the opinions of probable construction cost provided for herein are made on the basis of our experience and qualifications. These opinions represent our best judgment as Engineers familiar with the local construction industry. However, the Engineer cannot and does not guarantee the proposals, bids, or the construction cost will not vary from opinions of probable cost prepared. If the Owner wishes greater assurance as to the construction cost, an independent cost estimator should be employed.

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PRELIMINARY COST ESTIMATE FOR NORTH STREET (1 BLOCK)

	UNIT COST	UNIT	QUANTITY	TOTAL
PLANNING				
DESIGN, LEGAL, SOFT COSTS	$100,000	LUMP SUM	1	$100,000.00
CONSTRUCTION COST				
DEMO			1	$0.00
CURB	$5	LF	1500	$7,500.00
SIDEWALK	$2	SF	7500	$15,000.00
PAVEMENT	$4	CF	2700	$10,800.00
UTILITIES				
STORM SEWER IMPROVEMENTS				
CATCHBASIN	$3,200	EACH	4	$12,800.00
REINFORCED CONCRETE PIPE	$50	LF	300	$15,000.00
BURY UTILITIES / UTILITY RELOCATION	$250,000	LUMP SUM	1	$250,000.00
SEWER / WATER IMPROVEMENTS	$125,000	LUMP SUM	1	$125,000.00
ROAD				$0.00
CURB	$30	LF	1500	$45,000.00
PAVEMENT				
PATCHING	$10,000	LUMP SUM	1	$10,000.00
BLACKTOP	$7	SF	1866	$13,062.00
SIDEWALK (BRICK PAVERS)	$12	SF	14000	$168,000.00
MISC				
LANDSCAPING	$30,000	LUMP SUM	1	$30,000.00
LIGHTING	$175,000	LUMP SUM	1	$175,000.00
TOTAL CONSTRUCTION ESTIMATE				$977,162.00
CONTINGENCIES			15%	$146,574.30
TOTAL ESTIMATE				**$1,123,736.30**
			3 BLOCKS EST.	$3,371,208.90

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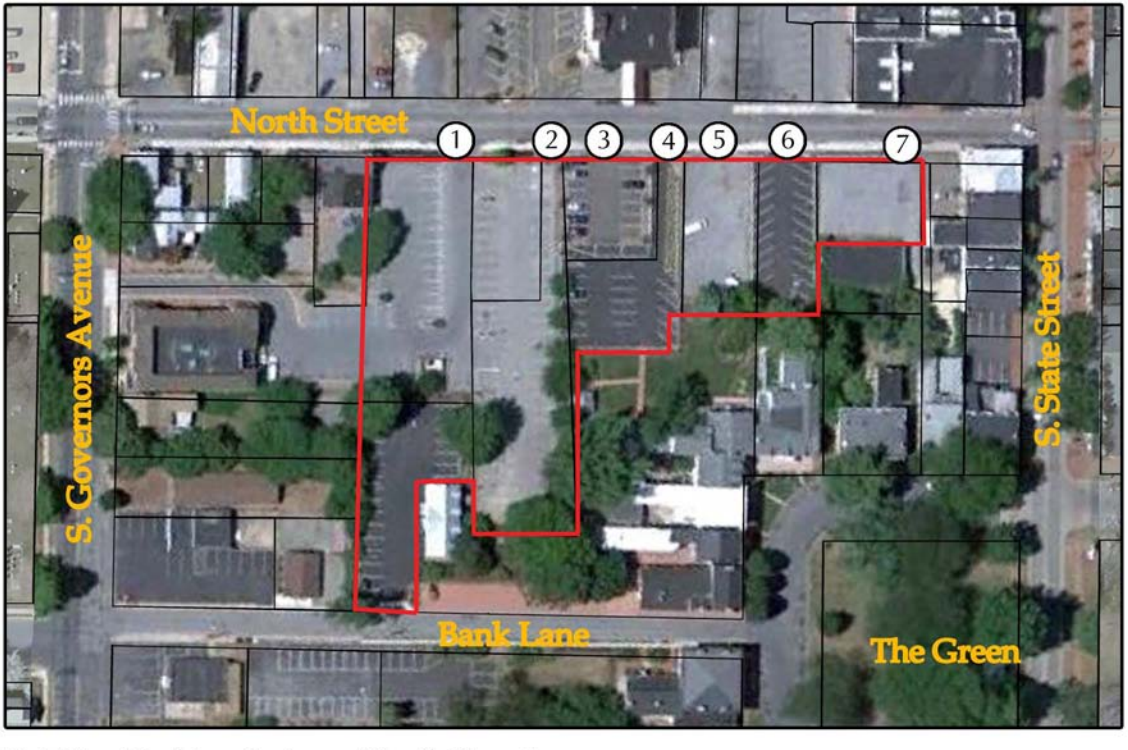
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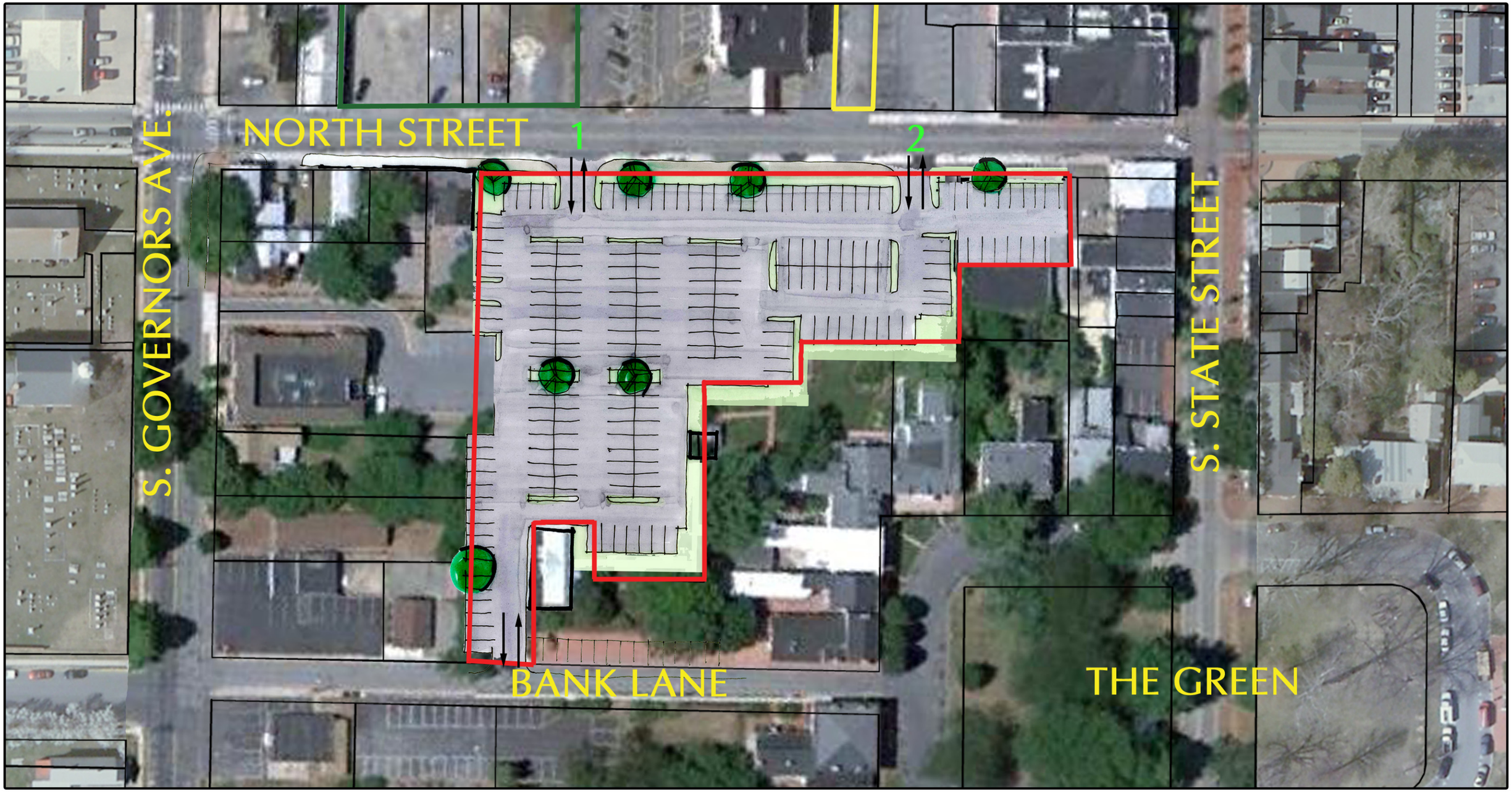
PRELIMINARY COST ESTIMATE FOR LOOCKERMAN PLAZA

	UNIT COST	UNIT	QUANTITY	TOTAL
PLANNING				
DESIGN, LEGAL, SOFT COSTS	$110,000	LUMP SUM	1	$110,000.00
PROPERTY ACQUISITION				
LAND PURCHASE (2 LOTS)	$250,000	UNIT	2	$500,000.00
CONSTRUCTION COST				
DEMO	$50,000	LUMP SUM	1	$50,000.00
CONSTRUCTION COSTS				
EARTHWORK	$75,000	LUMP SUM	1	$75,000.00
PAVEMENT				
PATCHING ETC.	$25,000	LUMP SUM	1	$25,000.00
PARKING LOT	$5,000	UNIT	36	$180,000.00
SIDEWALK (BRICK PAVERS)	$15	SF	6000	$90,000.00
CURB	$25	LF	800	$20,000.00
MISC				
LANSCAPING	$80,000	LUMP SUM	1	$80,000.00
LIGHTING	$60,000	LUMP SUM	1	$60,000.00
				$0.00
TOTAL CONSTRUCTION ESTIMATE				$1,190,000.00
CONTENGENCIES			15%	$178,500.00
TOTAL ESTIMATE				**$1,368,500.00**

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Existing Parking Lots on North Street
Existing Parking Provided - 172 Spaces



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DOWNTOWN DOVER PARTNERSHIP

NORTH STREET PARKING LOT CONSOLIDATION - CONCEPT DESIGN

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ACTION FORM

PROCEEDING: Safety Advisory and Transportation Committee
DEPARTMENT OF ORIGIN: Police Dept. **DATE SUBMITTED**: August 3, 2011
PREPARED BY: Lt. Alan Rachko SEU Commander
SUBJECT: Vehicle Immobilizer "Parking Boot"
REFERENCE: Dover Code Chapter 106 Article III
RELATED PROJECT: N/A
REVIEWED BY: Major Paul Bernat
EXHIBITS: Proposed ordinance amendment
EXPENDITURE REQUIRED: N/A **AMOUNT BUDGETED**: N/A **FUNDING SOURCE (Dept./Page in CIP & Budget)**:
TIME TIMETABLE: As soon as possible
RECOMMENDED ACTION: Staff finds the proposed ordinance amendment with a favorable recommendation to city council.

BACKGROUND AND ANALYSIS

The Dover Police Department has over $200,000.00 in unpaid, overdue parking fines. In the past, methods taken to recover this money had little success. It required valuable work hours by police officers which could be used elsewhere. The current procedure has a collection agency attempt to recoup this money; this too has had little success.

I've met with members of the Dewey Beach Police Department who use the vehicle immobilization which is commonly known as "the parking boot" for such problems. They relayed to me that this has allowed them to recover a large percentage of fines with less impact of the working shift. It takes just minutes to install and then to remove. This tool is used across the country by municipalities to collect monies owed to them. The Wilmington Police Department has used these devises for years with great success.

This tool will allow the Dover Police Department to recover a large portion of overdue fines owed with little impact on the departments staffing. As the public becomes aware of this tool it will act as a deterrent and the amount of unpaid fines will decrease.

CITY OF DOVER PROPOSED ORDINANCE #2011-22

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN COUNCIL MET:

That Chapter 106 – Traffic and Vehicles, Article III – Stopping, Standing and Parking, Division 2 – Metered Parking, Section 106-164 – Violations; penalties, be amended by inserting the text indicated in bold, blue, italics, re-lettering paragraph (d) as (e), and inserting a new paragraph (d) as follows:

(a) *Generally.* Any person convicted of violating the provisions of this division or of aiding, abetting or assisting in the violation of said provisions shall be sentenced to pay a fine as provided for ***in*** Appendix F—Fees and Fines. After the expiration of 24 hours, the violator may pay the sum as provided for ***in*** Appendix F—Fees and Fines, if payment is made voluntarily prior to the time and date set forth in the summons.

(b) *Fourth violation.* Any person committing a fourth violation within any 30-day period of the provisions of this division within one hour from the time that the summons giving notice of the violation is issued, may pay as provided for ***in*** Appendix F—Fees and Fines. After the expiration of one hour from the issuance of the summons, the violator may pay each such violation as provided for ***in*** Appendix F—Fees and Fines, if payment is made voluntarily prior to the time and date set forth in the summons.

(c) *Fifth violation, etc.* Any person committing more than four violations within any 30-day period of the provisions of this division may pay the sum as provided for ***in*** Appendix F—Fees and Fines, if payment is made voluntarily prior to the time and date set forth in the summons.

(d) Enhanced civil enforcement authority. If five (5) or more violations of this Article have been issued to a vehicle and those violations are more than thirty (30) days past due or if accumulated unpaid violations of this Article exceed more than $200.00, the vehicle shall be subject to enhanced civil enforcement, as follows:

(1) Such vehicle found parked on any street in the City of Dover shall be immobilized by any police officer or parking enforcement employee of this City in such manner as to prevent its operation. Any vehicle so immobilized or impounded shall not be released to its lawful owner until all unpaid violations and applicable administrative fees issued to such owner have been discharged by payment in full, together with payment for the costs of immobilizing, releasing, and storing such vehicle. The owner shall sign a receipt for such vehicle. Payment for any such towing shall be in accordance with the towing costs outlined in the current agreement between the police department and the towing operator. If the vehicle is a tractor-trailer combination, the trailer may be released to an authorized agent if the tractor-trailer is immobilized pursuant to this section.

(2) In any case involving immobilization of a vehicle pursuant to this section, the police officer or parking enforcement employee shall place on such vehicle, in a conspicuous manner, notice sufficient to warn any individual that such vehicle has been immobilized and that any attempt to move such vehicle might result in damage to such vehicle.

(3) Any vehicle remaining immobilized and not release for 120 hours may be towed and impounded at the direction of a police officer or parking enforcement employee.

(4) Any person who unlawfully removes a device for immobilization of a vehicle shall be fined as provided for in Appendix F – Fees and Fines.

(5) Any person who tows or otherwise moves an immobilized vehicle without authorization by the Chief of Police or his designee shall be fined as provided for in Appendix F – Fees and Fines.

~~(d)~~ *(e) Cost.* No cost will be assessed if payment of the penalty as hereinbefore imposed is voluntarily paid without the necessity of a hearing before the proper official.

BE IT FURTHER ORDAINED:

That Appendix F – Fees and Fines, Chapter 106 – Traffic and Vehicles, Article III – Stopping, Standing and Parking, Division 2 – Metered Parking, Section 106-164, be amended by deleting the text indicated in bold, red, strikeout and inserting the text indicated in bold, blue, italics as follows:

Chapter 106—Traffic and Vehicles, Article III—Stopping, Standing and Parking, Division 2—Metered Parking			
Sec. 106-163	Use of meters required		
	Subsec. (b)	Coins accepted	
		Each $0.01 coin	Permits the vehicle to be parked for a period of 12 minutes
		Each $0.05 coin	Permits the vehicle to be parked for a period of 60 minutes
Sec. 106-164	Violations; penalties		
	Subsec. (a)	Generally; Each violation *if paid within 24 hours* from time summons giving notice of violation is issued	A fine of not less than $1.00 for each violation
	Subsec. (a)	Generally; Each violation *if paid after expiration of 24 hours* from time summons giving notice of violation is issued	$2.00 for each violation, if payment is made voluntarily prior to the time and date set forth in the summons
	Subsec. (b)	Fourth Violation; Each violation *if paid within one hour* from time summons giving notice of violation is issued	$1.00 for each such violation
	Subsec. (b)	Fourth Violation; Each violation *if paid after expiration of one hour* from time summons giving notice of violation is issued	$2.00 for each violation, if payment is made voluntarily prior to the time and date set forth in the summons

DRAFT

	Subsec. (c)	Fifth violation, etc.; Any person committing more than four violations within any 30-day period of the provisions of this division	$5.00 for each such violation, if payment is made voluntarily prior to the time and date set forth in the summons.
	Subsec. (d)(4)	***Any person who unlawfully removes a device for immobilization of a vehicle***	***$500.00 fine for each violation***
	Subsec. (d)(5)	***Any person who tows or otherwise moves an immobilized vehicle without authorization by the Chief of Police or his designee***	***$500.00 fine for each violation***
	Subsec. ~~(d)~~ ***(e)***	Cost. No cost will be assessed if payment of the penalty as hereinbefore imposed is voluntarily paid without the necessity of a hearing before the proper official	

ADOPTED: *

SYNOPSIS

The proposed ordinance would allow the Police Department to use a device to immobilize a vehicle that has unpaid parking tickets exceeding $200 that are 30 days past due.

Actions History

August 24, 2011 - Scheduled for Consideration by the Safety Advisory and Transportation Committee

DRAFT

MEMORANDUM

City of Dover
P.O. Box 475
Dover, Delaware 19903
Phone: 302.736.7010 Fax: 302.736.4217

Date: August 15, 2011

To: Safety Advisory and Transportation Committee

From: Scott D. Koenig, P.E., Interim City Manager
Ann Marie Townshend, AICP, Director of Planning & Community Development

RE: Transportation Prioritization

Each year, the 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. A copy of last year's transportation prioritization, as approved by City Council on October 11, 2010, is attached for your reference. We have reviewed the priorities as approved last year, and we recommend the following priority ranking for the coming year.

1. West Dover Connector
2. Route 8/Hazlettville Road Connector (formerly identified as North/South Road between Route 8 and Hazlettville Road on the West Side of the Capital School District Property and the Village of Cannon Mills)
3. Garrison Oak Connector Road
4. Dover Transit Hub (Intermodal Transportation Center) – This represents the building associated with the Dover Transit Hub, which will be constructed as a public/private partnership.
5. Loockerman Street/Forest Street Improvements
6. US Route 13 Service Road Corridor
7. US Route 13 Sidewalk Construction
8. Kenton Road Corridor Upgrades
9. College Road Corridor Upgrades
10. Crawford Carroll Avenue Extension

Last year, the prioritization list also included a prioritization list of programs and policies. Staff does not recommend that a ranking of programs and policies for the coming year be forwarded to the Department.

CITY OF DOVER
2010 TRANSPORTATION PRIORITIZATION LIST

For the purpose of aiding in the prioritization of projects for the coming year, updates have been added to projects that City Council prioritized in 2009. The Delaware Department of Transportation is in the process of developing the FY 2012 - FY2017 Capital Transportation Program (CTP). This sets out the State's transportation funding priorities over the next six years. Ultimately, the CTP will tie in with the FY2012 Bond Bill approved by the General Assembly in June 2011. The City's identified transportation priorities, once approved by City Council, will be shared with the Delaware Department of Transportation, and City staff and the Mayor will advocate for these projects, as discussed previously by the Safety Advisory and Transportation Committee.

1. *West Dover Connector*

   With the completion of SR 1 around Dover, the east-west corridors in and out of the City have seen increases in traffic. The City of Dover Comprehensive Plan Update in 2003 and the Dover/Kent County MPO Long Range Transportation Plan recommended studying the extension of Saulsbury Road due to persistent and fast-paced growth that contributes to existing and future traffic congestion in the area. The West Dover Connector project is studying the feasibility of extending Saulsbury Road across the Eden Hill Farm and adjacent agricultural parcels making connections to New Burton Road and possibly to US Route 13. Because much of the land needed for such a roadway is undeveloped, the opportunity still exists to make improvements that best accommodate the area's multi-modal transportation needs. Alternative routes and concepts have been developed with the input and guidance of the West Dover Connector Working Group that began in 2004. This group is working in conjunction with DelDOT and with neighborhood and community officials, schools, local government leaders, concerned citizens, federal and state environmental and cultural resource agencies, and others to develop options that meet the diverse needs of the community.

   Through a series of workshops, the group developed five alternative options to improve mobility across the Norfolk Southern Railroad for all modes of travel to and from the west side of Dover, to reduce congestion at key intersections in the study area, and to improve the connecting roadway network for local travel.

   City Council, in December 2005, adopted a resolution to endorse Alternative Option 5C as the best possible alternative alignment for the West Dover Connector. The key features of 5C are as follows:

   - Extends Saulsbury Road over Puncheon Run and the railroad spur on a bridge;
   - Parallels New Burton Road on the west side of the railroad corridor;
   - Provides a new connector road across the Kesselring Farm (west of New Burton Road);
   - Connects to New Burton Road with a ramp;
   - Connects to US Route 13 using Charles Polk Road corridor; and
   - Potential connection to Wyoming Mill Road

   The Resolution stated that Alternative Option 5C has little or no impact on the existing homes, churches, and schools on nearby adjoining streets and would reduce cut-through traffic and

traffic volume along Camden-Wyoming Avenue, as well as provide a direct connector to US Route 13. Alternative Option 5C provides for interconnectivity and offers protection of City utilities without impacting the Mayfair Electric Substation. This option would establish a defined southern boundary for the City. This option was one of two concepts recommended by both the Working Group and the Project Team. Alternative Option 5C has been identified in the Dover City Council's Transportation Projects Prioritization as a key aspect of the West Dover Connector project.

On September 28, 2010, the Department of Transportation held a workshop and unveiled the preferred alternative, which is a modified 5C.

a. *West Street/North Street Intersection*
   The intersection of West Street and North Street has been identified as a potentially problematic portion of the road network. Difficulties for northbound traffic on West Street attempting to make left turns are compounded by line of sight issues down North Street. There have not been simple solutions to this issue to date as the road network in the surrounding area is compact enough where even small adjustments to one intersection can have dramatic impacts on other intersections. Increased traffic generation from Eden Hill Farm TND has begun to contribute to congestion in the area and is expected to be more significant with the addition of Eden Hill's commercial portions.

2. *Garrison Oak Connector Road*

Garrison Oak is a 385-acre tract zoned as IPM2 (Industrial Park Manufacturing Zone-Technology Center) and is the only site in the City to be zoned as such. It has been identified by the City as an ideal location for large technological/green industry firms that require large lot sizes of over twenty acres.

DelDOT has acquired the necessary right-of way to build a road extending south to Route 8 to tie in with the interchange. As development plans for Garrison Oak are well underway, the design and construction of this road is a priority for marketing Garrison Oak. The Dover Sun Park is expected to break ground in late 2010, and the City is in negotiations with Macquarie Energy for a gas power plant on another lot in the park. Dover City Council has prioritized this project and recommended that it be identified in the State's six-year CTP.

3. *North/South Road between Route 8 and Hazlettville Road on the West Side of the Capital School District Property and the Village of Cannon Mills (Project from Delaware Route 8 Study)*

The Dover/Kent County Metropolitan Planning Organization conducted a study in 2007 of the State Route 8 corridor from the railroad tracks, west to Artis Drive. The study identifies a number of service roads and alternative roadways to help disperse the traffic pattern and reduce congestion on Route 8.

The Capital School District is moving forward with plans for a new Dover High School, and the construction of a north/south road between Artis Drive and Mifflin road, along the west edge of the Capital School District property and immediately west of the Village of Cannon Mills, is important in relieving potential stress on Hazlettville Road, Route 8, Artis Drive, and Mifflin

Road associated with traffic related to the new school. While the Capital School District will fund and construct a portion of this road from Route 8 into the Dover High School campus, the Delaware Department of Transportation will need to construct the majority of the road, as more than half of the distance between Route 8 and Hazlettville Road is south of the property owned by the Capital School District. Additionally, sidewalk installation where sidewalk gaps are present might be a priority for implementation to ensure safe pedestrian access to the new Dover High School.

4. *Dover Transit Hub (Intermodal Transportation Center)*

The Dover Transit Hub has outgrown the existing Water Street Transfer Hub in Dover, and DelDOT has purchased the former George & Lynch property at Water and Queen Streets to support the new transit hub. The site improvements involved to construct the bus transfer hub are underway at this site, with the support of federal stimulus dollars. The concept for the site also includes an indoor waiting area, ticket sales, restrooms, and service for local DART, Paratransit and inter-county lines as well as commercial bus service and taxis and office space for lease. The building plans and construction are not part of the improvements underway. More recent discussions including DelDOT, the City of Dover, and the Downtown Dover Partnership would have DelDOT proceed with an RFP to solicit private sector developers to enter into a public private partnership to develop the building on the site. Dover City Council has prioritized this project and recommends that, even if additional State funding is not necessary to pursue the public private partnership to construct a building on the site, the Department continue with efforts to construct the transit center building in a cooperative effort with the private sector.

5. *Loockerman Street/Forest Street Improvements*

This project includes a series of improvements throughout Dover that will encourage economic development and alternative modes of transportation. These improvements include a roundabout adjacent to the Dover Train Station building, new curbing, and new sidewalks. Additionally, this project will enhance Downtown Dover development.

This project remains an important component to the western gateway to the downtown. It also ties in with the Clarence Street extension project, which will extend Clarence Street north from North Street to Forest Street. Additionally, a new office building proposal by Bob Duncan on what is referred to as the “triangle site” across from the Duncan Center also makes this a timely project. Dover City Council has prioritized this project and recommended that it be identified in the State's 6-year CTP.

6. *US Route 13 Service Road Corridor*

In adherence to the State’s Corridor Capacity Preservation Program, the addition of service roads from Scarborough Road, east and west of Route 13, from the toll plaza through to Dover Downs, behind the Dover Mall and Wilmington University, would decrease traffic on US 13 in an attempt to get local traffic off Route 13. Dover City Council has prioritized this project and recommended that it be identified in the State's 6-year CTP.

The purpose of the US Route 13/113 corridor through the City has changed. This roadway once served the dual purposes of a high speed through travel route and as a local access road to service the many commercial businesses that were constructed along it. With SR 1 serving the needs of through travelers, the US Route 13/113 corridor is becoming a destination for commerce and community activities, as well as a significant employment center for the growing service sector. In order to address the changing character of this roadway, a workshop was conducted by the Dover/Kent County MPO. The purpose of the workshop was to generate new ideas for improving the appearance and operation of the corridor. The organization prepared a report entitled "Concept Plan for US Routes 13 and 113 in Dover – Phase I, Technical Memorandum II: Final Recommendations." This was adopted by the MPO in November 1, 2000. The final recommendations of the study were:

- Create a corridor overlay zone;
- Service roads for local traffic;
- Assist voluntary development of rear access to business;
- Construction of sidewalks and bike paths;
- Median landscaping;
- Add bus pullovers where needed;
- Installation of attractive lights that serve both motorists and pedestrians;
- Bury utilities;
- Install pedestrian buttons at signals and strip crosswalks heavily; and
- Develop a system of appropriate signage.

7. *US Route 13 Sidewalk Construction*

As part of an ongoing effort along the corridor, this project will complete the sidewalk network on both sides of US Route 13. The scope of the project includes addressing accessibility and ADA compliance. Field surveys and preliminary design have been conducted and this project is in the design phase. Dover City Council has prioritized this project and recommended that it be identified in the State's 6-year CTP.

8. *Kenton Road Corridor Upgrades*

The proposal is to upgrade the Kenton Road corridor from Route 8 to Denneys Road to an urban road standard. Improvements to the corridor focus on new pavement sections, sidewalks, shoulders, curbing, enclosed drainage systems, bicycle lanes, lighting and intersection reconfiguration. DelDOT has entered into a contract with Whitman, Requardt & Associates and this project is in the study phase.

The study is a large study and, in terms of prioritization, the installation of sidewalks along Kenton Road between Route 8 and College Road would be a first phase priority implementation project from this study that should be added to the CTP. Dover City Council has prioritized this project and recommended that it be identified in the State's six-year CTP.

9. *College Road Corridor Upgrades*

   Another road improvement project is to upgrade the College Road corridor from Kenton Road to Saulsbury Road to an urban road standard. Improvements in this project include new pavement sections, sidewalks, shoulders, closed drainage system, bicycle lane, lighting and other improvements. Once completed, this road will be similar to Walker Road. Dover City Council has prioritized this project and recommended that it be identified in the State's 6-year CTP.

10. *Crawford Carroll Avenue Extension*

    This project will continue the improved right-of-way of Crawford Carroll Avenue from West Rustic Lane in a southerly direction to the site with Circuit City and PetSmart and connect to US Route 13 via a signalized intersection. Crawford Carroll Avenue is a limited access service roadway designed to alleviate traffic congestion on Route 13 and provide local motorists with alternate routes to access the commercial areas of Route 13 in north Dover. This project is currently in Phase III of implementation.

Policy/Program Prioritization List

1. Weekend Bus Service

2. Airport Studies and Improvements to Accommodate Passenger and Aircraft Related Industries

3. Red Light Photo Enforcement Program

4. Bike Path Connectivity

5. Continued Exploration of Options for Relocating the Storage and Marshalling of Chemical Cars at the Norfolk Southern Yard on New Burton Road

6. Additional Studies of Next Phase to Implement Commuter Passenger Rail Service between Wilmington and Dover.