1. *Intermodal Transportation Terminal (Dover Transit Hub)*

   The Dover Transit Hub has outgrown the existing Water Street Transfer Hub in Dover and the State's Division of Facilities Management has stated the site is needed to "support the court system expansion in Downtown Dover." DelDOT has purchased the former George & Lynch property at Water and Queen Streets to support the new transit hub. The site has been cleared and Phase I & II environmental studies have been completed. Conceptual plans were completed in 2008 and the City is currently meeting with DelDOT, MPO members and design engineers to study the funding possibilities and feasibility of the DTH. The Downtown Dover Partnership is currently working on this as a public/private partnership opportunity. The site is designed to include an indoor waiting area, ticket sales, restrooms, and service DART local, Paratransit and inter-county lines as well as commercial bus service and taxis. It has also been identified as an ideal location for future growth for downstate commuter rail due to proximity to existing rail line. Dover City Council has prioritized this project and recommended that it be identified in the State's six-year CTP.

2. *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 states:
   - 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 Kesseling Farm (west of New Burton Road)
   - Connects to New Burton Road with a ramp
   - Connects to US Route 13 using Charles Polk Road corridor
   - 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 nearby adjoining streets, would reduce cut-through traffic and traffic volumes 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.

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.

b. *Traffic Signal at Banning Street & North Street*

As a part of the Eden Hill Development, DelDOT agreed to install a traffic signal at the intersection of Banning/Clarence Street and North Street. With the opening of the Eden Hill Medical Center the need for this signal has become apparent.

3. 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. Dover City Council has prioritized this project and recommended that it be identified in the State's 6-year CTP.

4. 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.

Dover City Council has expressed a desire to DelDOT to provide a direct access to SR 1 via a connector road to White Oak Road. While the State discourages growth east of SR 1, this tract is acknowledged by both the City of Dover and the State of Delaware as the only large scale developable land east of SR 1 in the City of Dover. City Council recommends that a study be done to evaluate the feasibility and costs of providing access to Garrison Oak by way of a connection to SR 1 via White Oak Road to encourage economic development and accessibility. Dover City Council has prioritized this project and recommended that it be identified in the State's six-year CTP.

5. *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, 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.

6. *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 from White Oak Road to College Road. 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.

7. *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. Dover City Council has prioritized this project and recommended that it be identified in the State's six-year CTP.

8. *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 study addressed the construction of the new Dover High School and other development that has occurred and/or is planned on the west side of Dover.

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