

COUNCIL COMMITTEE OF THE WHOLE

The Council Committee of the Whole met on July 29, 2025, at 6:00 p.m. with Council President Neil presiding. Members of Council present were Mr. Anderson, Ms. Arndt, Mr. Boggerty, Ms. Hall, Mr. Lewis (via WebEx), Dr. Pillsbury (via WebEx), and Mr. Rocha. Dr. Sudler was absent. Mayor Christiansen was also present. Civilian members present for their Committee meetings were Ms. Jackson (*Safety, Advisory, and Transportation*), Mr. Garfinkel, and Mr. Shevock (via WebEx) (*Legislative, Finance, and Administration*). Ms. Smack (*Safety, Advisory, and Transportation*) was absent.

ADOPTION OF AGENDA

Mr. Rocha moved for adoption of the agenda, seconded by Mr. Anderson and unanimously carried.

SAFETY, ADVISORY, AND TRANSPORTATION COMMITTEE

The Safety, Advisory, and Transportation Committee met with Chairman Boggerty presiding.

Adoption of Agenda

Mr. Rocha moved for adoption of the agenda, seconded by Ms. Arndt and unanimously carried.

Annual EMS Update – Ambulnz (Kay Sass, Emergency Services Manager, and Tyler Selak, Senior Director of Operations, Ambulnz)

Mr. Tyler Selak, Senior Director of Operations, Ambulnz, reviewed the presentation titled City of Dover EMS FY 24-25 Annual Report.

Mr. Boggerty shared his personal experience following a tragic event at his home, where he struggled with feelings of doubt, questioning whether he had performed CPR correctly or if there was more that he could have done. He explained that he had spoken with Mr. Selak, who reassured him that he had done everything possible. Mr. Boggerty noted that Ambulnz responded quickly, took control of the scene, and did everything they could. He thanked Mr. Selak for helping him process those emotions and expressed that it was nice to see individuals from the previous contract. He added that although some people disagreed with their decision a year ago, he believes they made the right one.

Responding to Ms. Arndt, Mr. Selak stated that there is no specific trend contributing to the increase in emergencies. He explained that during the COVID pandemic, people avoided the doctors' offices and hospitals, resulting in more severe illnesses at home and increased ambulance calls. He noted that they are still seeing the residual effects from that time. He also reported an uptick in heat-related emergencies, which is typical during the summer months, though no particular trend has been identified.

Responding to Ms. Arndt, Mr. Selak confirmed that they track the number of heat emergencies as a part of a larger report.

Responding to Ms. Arndt, Mr. Selak stated that she was correct, that mutual aid calls typically involve assisting other counties or municipalities.

Responding to Ms. Arndt, Ms. Sass added that there is an exception related to mutual aid. Going back several years, across various contracts and service providers. The city had external providers coming into the community approximately 240 to 260 times a year, which became costly. She noted that the city would pay a stipend because they were being pulled out of their territory, and the city was not able to keep up. She explained that with the service provider prior to Ambulnz, they saw a fifty percent decrease, and with Ambulnz, the number has almost dissipated. She stated that there is no reimbursement given other than what they capture for patient billing. She noted there is no reimbursement aside from patient billing revenue, which is minimal overall, but mutual aid is still something the city is able to provide to its neighbors.

Responding to Mr. Lewis, Mr. Selak stated that Ambulnz has an internal billing department that handles all claims. However, mailings are sent out through a third-party service. He acknowledged that some letters may appear to be bills on the front, but the instructions explain that the recipient may be responsible for charges and ask them to sign the back of the form to authorize billing to their insurance. He noted that rates are then negotiated between the insurance company and Ambulnz. Many insurance plans now carry higher copays and deductibles, which can make ambulance bills appear more substantial, though they are subject to negotiation

Responding to Mr. Anderson, Mr. Selak explained that they pay the Dover Fire Department a stipend for the space that they occupy. The Memorandum of Understanding outlines the responsibilities of both Ambulnz and the fire department.

Responding to Mr. Anderson, Mr. Selak confirmed that Ambulnz also provides discounted training to the fire department.

This item was informational; committee action was not required.

Review of Safety Concerns on East Loockerman Street (David Suiters)

Mr. David Suiters, East Loockerman resident, presented his concerns surrounding speeding and the safety of residents on East Loockerman Street.

This item was informational; committee action was not required.

Joseph Satterfield, 790 East Loockerman Street, Dover, Delaware, stated that he captured on his camera a car speeding down the road, hitting his tree, and injuring a small child. He explained that many of them have almost been hit while walking down the street. He also noted that when he cuts his grass, he must remain aware of his surroundings because it is not safe.

Mary Bell, 801 East Loockerman Street, Dover, Delaware, stated that her Girl Scouts did their Citizen Scientist Journey qualification concerning her street, and they also wrote a letter (**Attachment #1**). She explained that her house serves as a cookie pickup location in the winter, and while doing so, the girls found her street to be unsafe. Ms. Bell recounted a time when she was

loading cookies into another troop leader's car, and the woman was almost struck by a passing car. Ms. Bell explained that not only has a small child now died, but her kids have almost been struck while riding bikes, she has almost been struck while walking her dogs, and her daughter's car has been totaled, her car has been totaled, and her husband's car has been severely dented. She noted that she has lived in different parts of Dover for most of her life and never experienced the speeding that she sees on her road now. She emphasized that there are no consequences for the drivers coming down the street and almost running people down.

Mr. Anderson thanked everyone for expressing their heartfelt concerns as well as trying to bring solutions. He clarified that Ms. Bell was speaking about closing the portion of the street that proceeds past Burger King, where it was halfway closed before.

Ms. Bell stated yes, on East Loockerman.

Ms. Arndt thanked the residents for attending and sharing their concerns. She noted that this was not the first time the issue had been brought to their attention. She recalled a previous conversation with Mr. Suiters during which she visited the neighborhood and noted that the streets were very narrow, which would typically encourage drivers to slow down. The speed data analysis had been conducted and was previously discussed during a Council Committee of the Whole meeting. Although no community members were present at that meeting, the data was reviewed, and at the time indicated that speeds were not excessive and there was a recommendation to change the signage at the end of the road that indicated "No Thru Traffic". Ms. Arndt reiterated her appreciation for the community's continued engagement and stated that they would continue to explore potential solutions.

Mr. Rocha noted that, in light of the safety of the children, if members of the community are suggesting closing the road, he would be in favor of closing the road. He stated that he remembered the previous conversation regarding the road closure, but he did not remember the pros and cons of the possible closure. He noted, remembering an ordinance that became effective after the neighborhoods were developed, that now would no longer allow a throughway through a development. He stated that they should consider the closure unless there is a reason for emergency vehicle access.

Jeremy Schneider, 787 East Loockerman Street, Dover, Delaware, questioned where the speed study was conducted. He explained that if it were placed close to the Burger King entrance, then the data would not be accurate. He noted that the live speed sign that was in their neighborhood revealed a car going 52mph in the residential neighborhood while he was walking his dog.

Responding to Mr. Boggerty, Mr. Schneider stated that they are entering by the Burger King one way and by the time they have gone 300 yards, they are reaching an excess of 52 mph. He emphasized that if the speed study had not been conducted in the middle of the road, then that would be why it did not reveal a speeding issue.

Thomas Johnson, Chief of Police, explained that there is a broader context to the speed study they have reviewed, and they are typically done anytime they have received a speeding complaint or an aggressive driving complaint. He explained that the sergeant who is in charge of the device that

does the study places it for seven days and typically in the area with the highest potential for speeding. He noted that it would not make sense to place the device in a spot where someone is just pulling away from a stop sign because it would not give the people the opportunity to commit the violation. He clarified that the pin shown in the image was auto generated by Google Earth and does not accurately reflect the actual placement of the speed monitoring device. He explained that he does not have enough information regarding the study to say the exact location of the device. Historically, the device is placed in a location where they would do enforcement and where they are most likely to see violations.

Responding to Mr. Schneider, Chief Johnson stated that he believes that no less than two of the reports for the 700 block of East Loockerman were recorded with speeds beyond 50 mph. He explained that he is constantly working with the State Office of Highway Safety to find a message to coax people to understand the responsibility of safe driving, especially in neighborhoods. He noted that when looking at the studies, he must evaluate where to assign his resources. There are only a set number of officers on a few shifts, and lots of miles to cover in Dover. He emphasized that the block is in their rotation, but they have to go where the data tells them to go, and he does not want anyone to think that they are not concerned with the problem at hand. He noted that everyone's emotions around the accident that took the life of a small child were valid.

Robert Bell, 801 East Loockerman Street, Dover, Delaware, questioned whether it would be possible to have the electronic radar sign reinstalled on their street. He noted as Mr. Suiters previously stated, it had been hit and is no longer there. He also questioned whether they make cameras for the back of the signs to catch individuals pulling away at over 50 mph.

Responding to Mr. Bell, Chief Johnson stated that the Speed Camera Program is now state law. He explained that there are a ton of regulations on how it can be applied because of concerns for profiteering and other things. Currently, the system is not built to be useful unless there are enough violations to pay for the cost of the technology. He noted that the technology is incredibly expensive, and council had recently inquired into the technology. He explained that the technology is not cost-effective unless there are enough violations beyond a certain point to generate enough money to cover all the overhead costs to allow the technology to exist on the streets. A traffic study is also required, and it must show that the block that people are requesting meets a certain criterion. He explained that the study done on East Lockerman Street would not meet the state standard of enough violations for the device to be placed there.

Responding to Mr. Bell, Chief Johnson stated that the device they previously had on the pole was a traffic calming device. He explained that it did not record anything and could not issue fines. He noted that the device that would take a photograph and issue fines is something different for addressing neighborhood speeding problems. He explained that he did not believe the data would represent an issue for East Loockerman under the current State of Delaware law.

Marianna Duckworth, 756 South Halsey Road, Dover, Delaware, stated that she walks her dogs in the alley behind Edgehill because of the traffic. She noted that the Chief would not have to worry about resources if the road were blocked off permanently.

Mr. Anderson stated that a street closure is a major step that has many consequences and has to be done with the consent of the neighborhood. He explained that council asked that it be verified that their neighbors wanted the closure because if there are a few who do not it can create many problems.

Mr. Anderson moved to recommend that staff begin an engineering study for the closure of the neighborhood and to replace the electronic speed signage that was damaged that was previously in the neighborhood. The motion was seconded by Mr. Rocha.

Responding to Ms. Hall, Mr. Anderson stated that they would have to change the city code because speed bumps and speed humps are not allowed anywhere in the city. He noted that speeding is a problem all over the place, and that speed bumps are bad and should be banned. There is new technology that has been developed, and he wanted to have a discussion about some of the new options that have come out.

Ms. Arndt recalled what was discussed at the previous meeting and the memorandum that was presented by the assistant city manager, which provided data and things for council to consider. Ms. Arndt noted that there were concerns from the City of Dover Fire Marshal, who were not in support of the road closure due to increased response times for emergency incidents. There were also concerns regarding stormwater management depending on the type of road closure. She emphasized that it was noted that a petition should be filed to demonstrate that most of the neighbors agree with the people in attendance. She explained that she was not opposed to evaluating the closure further, but she wanted to recap the previous discussion.

Mr. Suiters noted that he had previously obtained a petition and signatures in 2023 and turned it into the permitting desk.

Mayor Christiansen explained that he agreed with Chief Johnson's concerns regarding the speed cameras. He noted that the City of Newark has taken the risk with the speed cameras, and he feels the committee needs to investigate the cost effectiveness of having the speed cameras put up. He explained that speeding is a problem all over the city. He stated that the chief only has so many people to depend on to enforce speeding laws, and there are no consequences for those who break the law.

Mr. Rocha emphasized being in favor of the closure due to the loss of the child and to prevent another accident like that from occurring again. He noted that they should consider shutting the road down. Although he did not know what the impact would have on the fire department and their response time, it should be considered.

Mr. Boggerty questioned if the road closure could be ramp-like for only emergency access, similar to what was done at Delaware State University.

Mr. Anderson asked that all the options be looked at in regard to the closure and then be brought back. He emphasized that he would like to see another petition done and delivered to the City Clerk's Office with a majority of the residents' signatures.

Mr. Suiters offered the idea of installing a gate with a remote control, similar to those placed around senior housing developments. He explained that the police department and fire departments could maintain control of the remotes for emergency access.

Mr. Lewis asked that the mayor have the police department replace the electronic speed sign.

Mayor Christiansen asked Chief Johnson to have a new electronic speed sign placed on East Loockerman Street.

Mr. Anderson moved to recommend that staff begin engineering studies to find the best way to achieve closure and to replace the digital radar speed sign. The motion was seconded by Mr. Rocha and unanimously carried.

Request for Speed Humps/Reducers in Lincoln Park (Sharon Duca, Assistant City Manager)

Ms. Sharon Duca, Assistant City Manager, reviewed the background and analysis of the request for speed humps or reducers in Lincoln Park.

Staff recommended receiving direction from council to either select a presented option, amend the current code, or follow the existing procedure.

David Carey, Chief of the Dover Fire Department, stated that he, Chief Johnson, Mr. Selak, and Ms. Sass all met during race weekend to discuss speed bumps and speed humps. He explained that although the different emergency services do not agree with speed bumps because they can slow down response times, hinder operations, create concerns with providing medical treatment in the back of ambulances, as well as police cars responding to incidents. He explained that they all agreed to traffic calming devices such as those on Independence Boulevard or Mifflin Road. He noted that from the fire department's standpoint, a structure fire doubles in size every thirty seconds. That creates less chance of survival if someone is trapped in a building, and buildings today are built differently than many years ago.

Chief Johnson agreed, noting that they had a productive meeting and they all had some common concerns. He noted that the police department puts lots of miles on their vehicles in the city every year, and the constant hits on speed bumps will create a large amount of suspension issues. The city would then have to put money aside for the things that will impact the life cycle of any city asset that is purchased. He emphasized that turning it around to the community and their consumption of emergency services and their expectations, just like a fire grows quickly, think about the felony in progress call from a homeowner that has someone coming through their window. He noted that if there is urgency at the other end of the radio, it is human nature and their desire to serve, and that could have consequences, as they are not going to slow down for those speed bumps. He stated that he agrees with Chief Carey, they are trained to drive, so if a chicane is placed in front of them or some other calming device that does not impact the rubber and road, they can navigate that and not waste a whole lot of time.

Mr. Selak added that when talking about patient care and starting things like intravenous (IV) fluids in the back of an ambulance, there are risks when the paramedic is now wielding a sharp object and trying to stick a patient. Problems can occur when placing a breathing tube, which takes

accurate skill and requires steady speed and concentration. In instances with neck fractures, there are millimeters before someone can be left with paralysis. He explained that the City of Dover roads are well maintained, but the roads outside of the city have issues like potholes and other things they encounter, and they are already navigating those. Adding speed bumps or cushions would not be in the best interest of the business and would add additional wear and tear. Looking at a primary truck in the A district, they do over 30,000 miles in a year. He emphasized that they do a lot of driving, which creates a lot of wear and tear, and the trucks run 24 hours a day, seven days a week, and they want to do what they can to protect those investments. He stated that he agrees with the traffic calming devices as the chicanes are rather easy for the vehicles to navigate.

Responding to Mr. Rocha, Chief Johnson stated he would have to look up the regulations for Pennsylvania, as it is a commonwealth. He noted that most townships, boroughs, and cities avoid bumps for all the reasons previously discussed. He stated that in the rural areas, he has encountered the extended humps or plateaus as Ms. Duca described, but they are typically on very quiet streets off the beaten path. They typically do not have a lot of traffic, not a lot of calls for services, not even a lot of residential traffic, let alone support services. He noted that speed bumps are often found on private property and parking lots. He recalled his own experience as a paramedic, where they moved the paramedic unit after speed bumps were placed in the employee parking lot because they were tired of paying the bills for the shocks and suspension parts.

Responding to Mr. Rocha, Chief Johnson stated that there are many circumstances to consider how many speed cushions are there. How far apart are they located? What would the data be in that area? He explained that they try and patrol everywhere, and if they were driving in normal conditions, it would not be a big deal, but it would be when the emergencies come in. He emphasized that he would be very cautious about using them, but he would not say that it is impossible, and he believes that it would be neighborhood specific.

Responding to Mr. Rocha, Chief Carey noted that a speed hump slows a firetruck down by ten seconds. He emphasized that a speed bump would cause more of a delay because it is more erratic. He also noted concern for the safety of the crews in the fire trucks who are putting on an air pack and grabbing tools from the inside of the truck, so that when the truck stops, they are ready to bail out and go to work. He stated that the large metal bars that are carried to break doors would now be flying objects. He explained that he understands both sides of the spectrum, as he lived in a neighborhood where people would speed through. However, he also understands the concerns from the safety aspect of emergency services and the services they are trying to provide to the general public.

Mr. Anderson moved to recommend that staff review the data and return by the end of the year with a speed reduction plan that includes the chicanes. The motion was seconded by Ms. Hall and unanimously carried.

Chief Carey noted that on Independence Boulevard, the sign placement is very tight and causes damage to the fire apparatus. He explained that there are hoses and ladders on the sides, and when they are traveling to a call, there have been a few instances where the signs have struck the trucks and caused damage. He asked when evaluating the chicanes if they could consider pushing the signs farther out.

Mayor Christiansen stated that he concurred with the chief that the signs are ill-placed.

Mr. Boggerty recommended revisiting the current sign placement to protect the investment in the safety apparatuses.

Mr. Boggerty moved for adjournment of the Safety Advisory and Transportation Committee meeting, hearing no objection, the meeting adjourned at 7:37 p.m.

LEGISLATIVE, FINANCE, AND ADMINISTRATION COMMITTEE

The Legislative, Finance, and Administration Committee met with Chairman Anderson presiding.

Adoption of Agenda

Ms. Arndt moved for adoption of the agenda, seconded by Ms. Hall and unanimously carried.

Proposed Ordinance #2025-13 – Amending Chapter 2 – Administration, Article IV – Officers and Employees, Division 1 – Generally, Section 2-201 – Compensation and expenses for mayor, council, and other elected or appointed officials (Councilman Anderson)

Councilman Anderson reviewed the background for Proposed Ordinance #2025-13.

The recommendation was to forward Proposed Ordinance #2025-13 to council for approval.

Ms. Arndt moved to recommend forwarding the Proposed Ordinance #2025-13 to council for full approval. The motion was seconded by Mr. Boggerty and unanimously carried.

Proposed Amendments to Military Leave (Employee Handbook) (David S. Hugg, III, City Manager, and Chief Johnson, Dover Police Department)

Ms. Naomi Poole, Human Resources Director, reviewed the background and analysis regarding the proposed amendments to the Military Leave policy in the employee handbook.

Staff recommended approval of the proposed policy changes.

Mr. Boggerty noted that having the ability to provide 48 hours' notice is not a guarantee. Depending on the state of emergency, there may not be 48 hours available. He recommended changing the language to when possible or in extreme circumstances.

Mr. Anderson stated that parts of the organization are on call twenty-four hours, which would not create an issue. However, he recommended using language that says notification within two business days, except in extraordinary circumstances. He explained that as a Reservist, if they were to go in on a Saturday and get orders, there would be no one to notify until Monday for most city offices.

Ms. Arndt expressed appreciation for the many former military and active-duty members on council. She stated that she appreciates the perspective and expertise that they bring to the discussion, and it is very important for a town that has an active military base.

Mr. Neil moved to recommend approval of the proposed policy changes. The motion was seconded by Mr. Rocha and unanimously carried.

Discussion – Open Forum Improvements (Councilwoman Arndt)

Councilwoman Arndt stated that Council President Neil requested she, Councilman Rocha, Councilman Anderson, and Dr. Sudler review the Open Forum policy to ensure that sufficient time is being allotted for public input. She explained that there have been instances where a large number of speakers, each given the standard three minutes, exceeded the total time allotted for the Open Forum.

She further stated that the group plans to look at what improvements could be made to ensure that they receive public input. As part of the process, they intend to review the existing policy, with the assistance of the City Clerk’s Office, and examine other public body procedures for possible guidance.

Responding to Mr. Anderson, Ms. Arndt stated that she will prepare a white paper outlining background information and proposed changes, which she will circulate via email.

Responding to Mr. Rocha, Ms. Arndt stated that they provide information via email and then will be brought back to the full committee for an open discussion.

Mr. Anderson suggested sending any suggestions to the City Clerk’s Office for compilation to avoid an accidental serial meeting.

Mr. Anderson noted concerns about individuals scheduled on the agenda. Many of whom travel from across the state or from out of state. They often leave when meetings start significantly late, resulting in council not receiving the information they had anticipated. Mr. Anderson explained that some public bodies recess the Open Forum once the allotted time ends and reopen it at the conclusion of the meeting, which allows for additional public comment. He noted that this approach could respect both the time of invited speakers and members of the public who wish to provide input.

This item was informational; committee action was not required.

Establishment of an Ad Hoc Security Committee

Council President Neil stated that he was appointing Councilman Boggerty, Councilwoman Hall, Councilwoman Pillsbury, and Lieutenant Jordan Miller to review security concerns. He noted that there have been several attacks on elected officials, who often attract individuals who are highly emotional. He further explained that large crowds can present additional risks, both to attendees and to those involved in the meeting. He emphasized the importance of evaluating these factors to ensure the safety of both the public attending meetings and the council and committee members present.

Mr. Anderson recalled an incident when an out-of-town group raised death threats against a member of council. He noted that they were passing out flyers in his neighborhood as well as posting on social media. He explained that the police department responded very well.

Mr. Neil moved to recommend the establishment of an Ad Hoc Security Committee. The motion was seconded by Ms. Hall and unanimously carried.

Chief Johnson requested to address police complaints. He noted that parliamentary procedure does not allow him to speak during the Open Forum unless directed by Council President or if a member of council asks that he address something. He explained that he is normally able to comment during the business portion of the meeting, and by then, the impact of the public comment has already had an impact on the employees of the organization. He asked that, as they review the procedure for the Open Forum that they consider allowing him time to address the issues directly, as long as he can do so without putting the city at risk.

Mr. Anderson moved for adjournment of the Legislative, Finance, and Administration Committee meeting, hearing no objection the meeting adjourned at 8:00 p.m.

Mr. Neil moved for adjournment of the Council Committee of the Whole meeting, hearing no objection the meeting adjourned at 8:00 p.m.

Fred A. Neil
Council President

Attachments

Attachment #1 - Letter from Mary Bell and Girl Scout Troop 370 supporting the closure of East Loockerman Street.

GIRL SCOUT TROOP 379

Dover, DE

GS Troop 379
Grace Church Dover
Dover, DE 19904

02 July, 2025

Dear Mayor Christiansen and City Council,

As Girl Scouts, we have worked on our Citizen Scientist Journey. During this journey we had to identify a need for improvement within our community.

During Cookie Season (February and March), we often visit Troop Leader Bell's home to pick up cookie inventory for cookie booths within the community. During these visits, we sometimes park on her street or in her driveway. These times of day vary, but one thing is always evident during these visits (no matter how brief), the amount of speeding cars and reckless drivers along this street is dangerous.

After speaking with Troop Leader Bell, we realized that in her 10 years living on this street, 3 of her cars have been very badly damaged (one was totaled) by drivers along this street. The cost to repair and recover from these incidents was not only expensive but time consuming. Troop Leader Bell expressed that the city, DelDot and council has been called about the driving conditions along her street, but no solution has been implemented. Drivers under the influence have hit the same property no less than 3 times in the last 2 years alone. The worst accident occurring in January 2025 for which Mrs. Bell had to call 911. It was a traumatic experience considering the circumstances of that event.

Simply looking at a map of Dover, it is evident many people use East Lookerman Street as a "short cut" to either Rt 1 or Rt 8. It is a one way entry from Rt 13, but the speed and reckless driving behavior cause accidents and leaves no safe place for residents in this neighborhood to walk.

Troop 379 has made several observations regarding the traffic flow on this street and we suggest the following:

Add a stop sign at the intersection of East Lookerman Street and South Edgehill Avenue, this will require drivers entering East Lookerman St from Rt 13 to stop before proceeding through the residential neighborhood. This will hopefully reduce their speed and increase their awareness as they travel this street. The addition of a sign on a nearby lamp post – “Children at Play” or “Drive Like You Live Here” would also help bring attention to their driving practices.

Another suggestion would be to change the direction of traffic on East Lookerman Street. The street could become a one way street – with traffic only traveling from Division Street onto East Lookerman Street, this would create a LEFT TURN only at the RT 13 entrance to East Lookerman Street. This may not reduce speed or traffic volume, but it could in turn make the neighborhood safer for residents to navigate. If the direction of East Lookerman is reduced to one way traffic, South Halsey would also need to be a One way street to eliminate the shifting of traffic volume onto that street.

Our Troop understands that attempts have been made to “catch speeders” and monitor the traffic on this street, but no real solution has been implemented to date. It should stand to be recognized that the residents of East Lookerman Street live in Edgehill Estates, and as long as this street provides access without consequence, drivers will continue to speed and recklessly travel this street without regard for the damage they cause by their driving.

Our final suggestions would be to install multiple cameras to catch persons running the stop sign and speeding on the street, sending out violations as needed. Without consequences, or a pattern change, the traffic issues on East Lookerman will not be resolved. The residents will continue to endure house and car damage, as well as be unsafe when simply taking a walk. Residential streets in Dover deserve better.

Please consider our suggestions to ensure the communities of Dover remain safe and walkable.

Regards,

Troop 370 members Sarah Bell, Clara Bell, Irma Bell, and Hannah Shaw