

COUNCIL COMMITTEE OF THE WHOLE

The Council Committee of the Whole Meeting was held on September 28, 2021 at 6:02 p.m., with Council President Sudler presiding. Members of Council present were Mr. Anderson, Mr. Boggerty, Mr. Neil, Mr. Hare, Mrs. Arndt, Mr. Rocha, and Mr. Taylor. Mayor Christiansen was also present. Civilian members present for their Committee meetings were Mr. Shelton (*Safety Advisory and Transportation*), Mr. McCutchen (*Utility*), and Mr. Contant (arrived at 6:03 p.m.) and Mr. Shevock (*Legislative, Finance, and Administration*).

COUNCIL COMMITTEE OF THE WHOLE

Adoption of Agenda

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

UTILITY COMMITTEE

The Parks, Recreation, and Community Enhancement Committee met with Chairman Rocha presiding.

Adoption of Agenda

Mr. Neil moved for adoption of the agenda, seconded by Mr. Hare and unanimously carried.

Evaluation of Bids - Inflow and Infiltration Evaluation (Jason Lyon, Director of Water and Wastewater)

Mr. Jason Lyon, Director of Water and Wastewater, reviewed the background and analysis regarding the evaluation of bids for the inflow and infiltration evaluation.

Staff recommended awarding the contract to Reybold Construction Technologies, LLC, for the City of Dover, Inflow and Infiltration Removal Project, Bid #22-0003WW, for the amount of \$488,914.50.

Mr. Hare moved to recommend approval of staff's recommendation, seconded by Mr. Neil.

Responding to Mr. Taylor, Mr. Lyon stated that the procurement policy was to submit the evaluation as a public bid and City staff had reached out to minority vendors in this category but unfortunately there were not a lot in this particular area.

Responding to Mr. Taylor, Mr. Lyon stated that he could not guarantee anything but he was fairly confident that the \$488,914.50 would encompass all of the City's needs to finish the project because they had done a lot of research.

Mr. Hare moved to recommend approval of staff's recommendation, seconded by Mr. Neil and unanimously carried.

Mr. Anderson moved for a recess of the Utility Committee meeting. The motion was seconded by Mr. Neil and unanimously carried.

Meeting recessed at 6:08 p.m.

LEGISLATIVE, FINANCE, AND ADMINISTRATION COMMITTEE

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

Adoption of Agenda

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

United Way - Request for American Rescue Plan Act (ARPA) Funds (Michelle A. Taylor, President and Chief Executive Officer, United Way)

Ms. Michelle Taylor, President and Chief Executive Officer of United Way, reviewed a presentation from United Way of Delaware and the Delaware Racial Justice Collaborative entitled "Learning Pod Collaborative Fighting for Equity for Our Dover Students," dated September 21, 2021.

Responding to Mrs. Arndt, Ms. Taylor stated that the learning pods would be taking place at the Boys and Girls Club and the Green Beret Project. She noted that the First State Community Action was looking to start some as well.

Responding to Mrs. Arndt, Ms. Taylor stated that the pod size could vary. She explained that there was a total of about 100 students but the ratio was about one teacher to about ten students and the age/grade could range anywhere from kindergarten to twelfth grade in a single pod. Ms. Taylor noted that the staff was meeting each child where they were academically and working with their teachers and the school districts to ensure they were getting the support they needed.

Responding to Mrs. Arndt, Ms. Taylor stated that the pod educators were not teachers, they were more community-based organizations in partnership with the school districts. She explained that over the past year they had worked with the school districts to do virtual tutoring and they still had a contract with them. Ms. Taylor noted that they had brought tutors on site for their expertise and in some cases brought a liaison in for trauma or social service support if needed.

Responding to Mrs. Arndt, Ms. Taylor stated that in most cases they coordinated with the school to provide transportation to and from the pods but they did have some money in their budget for transportation. She explained that in some cases a pod may serve two separate school districts. Ms. Taylor gave the example that if a pod was serving both Capital School District and Caesar Rodney School District and was located within Caesar Rodney's District, Caesar Rodney may do transportation but Capital may not, so a mode of transportation would need to be figured out for the Capital District students.

Responding to Mr. Taylor, Ms. Taylor stated that the 85% participation rate that was mentioned in the presentation was measured from the beginning of the program to the end of the summer which was almost a full year's attendance. She noted that each pod reported their attendance monthly.

Responding to Mr. Taylor, Ms. Taylor stated that they shared a space with Delaware Multicultural and Civic Organization (DEMCO) and were trying to figure out how to expand other grassroots partners in this project as well.

Responding to Mr. Boggerty, Ms. Taylor stated that the pods met daily, five days a week.

Responding to Mr. Boggerty, Ms. Taylor stated that the students were fed at the pods. She noted that they had also partnered with the Division of Social Services (DSS) so if things needed to be sent home for the weekend or if DSS needed to get involved the families would have additional support.

Responding to Mayor Christiansen, Ms. Taylor stated that to run the entire program the cost was about three million dollars. She explained that she had a funder that she was currently working with and was considering to make a commitment for one million dollars for two years because they wanted to focus on this program for 24 months. Ms. Taylor noted that she was also working with the districts to come up with two million dollars for two years. She stated that there were about 1,000 children in the pods and they were looking for each district to put their percentage in out of their funding and United Way would have to raise the other third which was why she was present that night.

Responding to Mr. Contant, Ms. Taylor stated that they would be using the same research sources as the school districts. She explained that the districts had given them the programs that were used in the schools. Ms. Taylor noted that the pods could be thought of as an extension of the school day and that they did not work without the school district. She explained that the school districts needed them to reach the students that had the highest needs and they needed the school districts to be successful.

Responding to Mr. Contant, Ms. Taylor stated that the students would be at the pods for about two to three hours and they had committed to the school districts to provide 45 minutes of math and 45 minutes of English Language Arts (ELA). She explained that for the remainder of the time at the pods they wanted to do fun things with the students because they also wanted to create a love a learning so that when the students went back into their school day they would be better students.

Responding to Mr. Contant, Ms. Taylor confirmed that the students were broken up by location, not by grade.

Responding to Mr. Contant, Ms. Taylor stated that they would consider breaking the pods down by grade rather than location if they could get transportation for everyone. She explained that each pod could serve up to five different school districts so if staff had 40 or 50 students they may try to break them down into smaller pods by grade but for pods with only ten or fifteen students that may be harder to do.

Responding to Mr. Contant, Ms. Taylor stated that they would try to specifically look for City of Dover individuals for the 100 students that they were going to target. She explained that she had met with Dr. Tony Allen, President of Delaware State University, that day and due to the low percentage of African-Americans entering college that were not prepared and that he would like United Way to have a greater focus on students in the vicinity, especially since Delaware State University had just acquired Wesley College in downtown Dover.

Responding to Mr. Contant, Ms. Taylor stated that when the time came to move this item beyond informational, she could provide the contract to committee members for review.

Ms. Anne Smith, Central Delaware National Association for the Advancement of Colored People (NAACP), stated that she thought this was a great program but suggested that Ms. Taylor look for retired teachers rather than using people who were not certified to teach. She noted that the Boys and Girls Club was quite far

away in Wyoming, Delaware so she was not sure how many students they would reach there but she supported Dr. Allen's suggestion to look for inner-City students in the Dover area.

Mr. Hare moved to refer this item to staff for qualification of supplemental ARPA appropriation, seconded by Mr. Neil and unanimously carried.

Discussion - Weatherization and Maintenance of the Post Office Building at 55 Loockerman Plaza (Matt Harline, Interim City Manager)

Mr. Matt Harline, Interim City Manager, provided an update on the Post Office Building at 55 Loockerman Plaza to include the following:

- The City would receive the keys to the Post Office Building at 55 Loockerman on Thursday, September 30, 2021.
- The Post Office had given the City notice that they wanted to be released from their lease of the building since their new building was complete and they were in the final stages of cleaning out the old property.
- The Post Office had advised the City that they would be cutting off utilities which would then be billed to City Hall. This would most likely go over budget regardless of the amount of weatherization that may be done due to the City not knowing when the building would be turned over and therefore not budgeting for the utilities, but Mr. Harline stated that he may have a potential solution for this.
- The building as it currently existed was permitted for a specific use group in the Building Code so changing it to other uses in the interim may be difficult. Mr. Harline noted that any use where a lot of people would be using the entire building could trigger substantial upgrades per the Code. He noted that there was no sprinkler system so using the entire area for occupancy or use would probably be difficult.
- Things that were allowed when the building was upgraded in the seventies were no longer allowed.
- Non-conforming uses were grandfathered for the City but if someone else used the building they would have to bring it up to Code.
- There were multiple concerns regarding the building to include:
 - Structural concerns (the wall on the library side was bowed out slightly) and there were cracks in the basement (which may or may not be signs of foundational problems).
 - The roof leaked which had cause wood rot and there were serious leaks in the dormers on the top floor of the building.
 - There was an antiquated heating, ventilation, and air conditioning (HVAC) unit in the basement that was functional but was not a perfect system when the building was occupied. Mr. Harline stated that it would be a challenge to keep the HVAC working well enough to prevent rot and keep the water lines from bursting in the winter.
 - There was almost certainly asbestos in the floor tiles and possibly elsewhere.
 - There may be polychlorinated biphenyls (PCB's) in the transformer of the basement.
 - There may be lead paint.
 - There was mold (although it was not known if it was severe).
 - Long-term reuse would involve substantial investment and demolition may end up being the best option.

Mr. Harline stated that his recommendation was to secure the perimeter of the building with fencing and do regular visits to the building. He explained that the Post Office had informed the City that some people had

been sleeping on the back dock of the building so by adding fencing it would make it less possible for people to get on the back dock. Mr. Harline noted that aggressive weatherization would need to be done including covering the windows with plastic although as minimally as possible, especially in the front, but the utility bills could be high. He stated that there was a second floor to the building with several offices so they would try to find a way to minimize heating and cooling loss on that floor. Mr. Harline explained that the final part would be to seek bids for a structural engineer to find out if the building was stable and sound for renovation. He noted that they also wanted to talk to some other government partners to get discussion started to see if there were options for the Federal Government to help out because it was a fairly central location.

Responding to Mr. Anderson, Mr. Harline stated that the possible solution for the budget was that there was a lease for the parking lot that had been renewed around 2000 or 2008 which meant the Post Office owed \$7,700 annually for parking. He explained that this had not been collected and the City had received a check earlier that day for \$33,000 which he believed was payment for the parking lease but staff was trying to investigate it to confirm. Mr. Harline noted that the \$33,000 had not been budgeted in revenue and could possibly cover some of the cost this project would incur. He stated that a structural engineer would probably run in the neighborhood of \$15,000 plus or minus to get a thorough review and that is what he would like to move forward with. Mr. Harline explained that the City was a long way from coming up with a long-term plan but the first thing to do was find out if the building was safe so he was asking to move forward with getting a structural engineer which was not budgeted.

Responding to Mr. Boggerty, Mr. Harline stated that if the structure was sound and could be rehabilitated that would be the first and best thing to do. He explained that he did not know if it would be a solution for parking in the downtown district if demolished, but it was his understanding that there was a possibility that there may be an interest in the property parking for State employees. Mr. Harline noted that it was a beautiful location for different options that would need to be looked into.

Responding to Mr. Boggerty, Mr. Harline stated that he did not know how it would work if it was turned into State parking. He explained that Ms. Tina Bradbury, Downtown Dover Partnership, had accompanied him to the property and had some ideas but nothing had been looked into.

Responding to Mr. Rocha, Mr. Harline stated that if the asbestos tiles were kept damp and the friable asbestos could be kept from getting into the air it could be managed pretty well. He explained that if there was asbestos in the insulation or other places where it would be much more friable then it would require more tenting and more expense. Mr. Harline stated that there may be some environmental hazards in the basement so he thought there would be some expense. He explained that in the worst case scenario, the environmental costs could be more than the physical demolition of the building.

Responding to Mr. Rocha, Mr. Harline stated that the first thing to do would be the structural report to see if the foundation had issues, if the report showed that all that could be salvaged were I-Beams then they would need to look into an environmental assessment which would be a separate assessment by a separate company. He explained that whether the building was reused or demolished an environmental assessment would need to be done.

Responding to Mr. Sudler, Mr. Harline stated that he believed the building was built in 1964.

Responding to Mr. Sudler, Mr. Harline stated that they believed there was lead-based paint in the building.

Responding to Mr. Hare, Mr. Harline stated he thought it was best to start with a structural assessment rather than an environmental assessment to ensure the structure was sound. He explained that the environmental assessment would be another expense so if it could be held off until the next budget year that would be better. Mr. Harline noted that any environmental issues could most likely be encapsulated and left in the building for the foreseeable future.

Mr. Hare stated that if the environmental assessment could dictate whether or not the building should be torn down then it was his suggestion to start with that assessment first and follow it up by the structural assessment if it was warranted.

Mr. Harline stated that a structural assessment would still need to be done to do the demolition work properly.

Responding to Mr. Boggerty, Mr. Harline stated that his wild guess was that the City would be lucky to demolish the building for less than one million dollars.

Responding to Mr. Boggerty, Mr. Harline stated that they had figured that the utilities for the building would be around \$1,500 a month at the minimum but it was still speculation based on other buildings that were similar.

Mr. Sudler stated that he believed it would cost much less than one million dollars to demolish the building.

Mrs. Arndt stated that she agreed with the need for the assessment of the building and securing the building but she wanted to make sure that it was maintained to look like a feature of the gateway to downtown Dover.

Responding to Mr. Rocha, Mr. Harline stated that the lease with the Post Office had been unique but he had glanced through it. He explained that he could get some information on the past maintenance on how it came to be and if there were other buildings the City was leasing that could run the risk of falling into the same situation.

Responding to Mr. Contant, Mr. Harline stated that he believed the building was 3,400 square feet but he was not sure but could get that information to him.

Mr. Contant stated that his recommendation would be to demolish the building based on the issues talked about and the cost to repair them. He explained that he agreed that the environmental assessment should be the first step and the City should try to put the cost of the structural engineer on the company it contracts with for the demolition.

Mr. Contant asked what the current setback for the building was. Mr. Contant asked if Mr. Harline had the cost for weatherization or putting up a fence.

Mr. Harline stated that staff had decided they needed to put up a fence that day and it would probably require some surveillance periodically as well to keep people from sleeping there.

Responding to Mr. Contant, Mr. Harline stated that what he was asking for was the ability to spend in the neighborhood of \$30,000 and the first choice would be to use the money that just became available for this project. He explained that he had spoken to Ms. Lori Peddicord, Controller/Treasurer and Mr. Jeff Dill, Budget Analyst, and there was not a source for \$30,000 out of the general fund.

Responding to Mr. Contant, Mr. Harline stated that his original reason for bringing this item forward that night was to get a start on the project. He explained that he would get more information to the Committee as staff got a chance to have more data on the project.

Responding to Mr. Taylor, Mr. Harline stated that the City did not have a structural engineer on staff. He explained that the City did have an environmental scientist on staff but their expertise was in storm water.

Mr. Sudler recommended that Mr. Harline look into Apha Engineering for a structural report.

Mr. Harline stated that the City would seek bids from several different contractors for engineers.

Ms. Anne Smith, Central Delaware NAACP, suggested that the City partner with an engineer and barter for the assessment.

Responding to Mr. Sudler, Mr. Harline stated that he could provide the estimates for the environmental assessment, structural engineering report, and weatherization so Council could see them individually.

Mr. Hare moved to recommend approval for weatherization of the Post Office Building at 55 Loockerman Plaza and to conduct an environmental assessment and structural engineering report up to \$30,000, seconded by Mr. Hare and unanimously carried.

Sale and Disposition of Excess Real Property (Matt Harline, Interim City Manager)

Mr. Matt Harline, Interim City Manager, reviewed the background and analysis regarding the sale and disposition of excess real property for properties located at 145 North Ann Avenue, 710 Slaughter Street, 423 Collins Drive, and 131 North Kirkwood Street (**Attachment #1**).

Staff recommended reviewing the requests for the three parcels of land that had been properly declared surplus and determining to which non-profits organization they should be donated. To declare Exemption E under Section 2-244 (e) (5) applied to the property at 131 N Kirkwood Street may be donated to a non-profit organization. Furthermore, direct staff to prepare such documents as may be necessary to ensure that any stipulations are met for the use of the property.

Responding to Mr. Sudler, Mr. Harline confirmed that in saying “giving away” he meant gifting property to a non-profit organization.

Ms. Faye White, 101 Babb Drive, Luther Village II Dover, Delaware reviewed the documents she had submitted regarding her request for a building for her non-profits organization, A 2nd Chance - A Haven for Abused-N-Battered Women and Children, Inc.

Responding to Mr. Taylor, Ms. White stated that when she was operating A 2nd Chance in Philadelphia, Pennsylvania she operated from her own home and therefore had no over-head expenses, she utilized her own finances to keep the non-profits going.

Mr. Taylor stated that he thought the best thing to do would be to table the discussion regarding A 2nd Chance so that members of the Committee could meet with Ms. White to discuss the best route to take and give Ms. White an opportunity to put her ideas in writing so she would have a roadmap going forward.

Responding to Mr. Rocha, Ms. White clarified that the name of the non-profits was not just A 2nd Chance, the full name was A 2nd Chance - A Haven for Abused-N-Battered Women and Children, Inc.

Responding to Mr. Rocha, Ms. White confirmed that her organization was a registered 501(c)(3) non-profits.

Ms. Anne Smith, Central Delaware NAACP, stated that she would be submitting Ms. White's proposal to the Central Delaware NAACP to see if they could help her in her efforts to establish the organization.

Mr. Harline stated that his recommendation would be for the City to hold onto the property at 423 Collins Drive and to work with National Council on Agricultural Life & Labor Research Fund, Inc. (NCALL) and Habitat for Humanity for 131 North Kirkwood Street, 145 North Ann Avenue, and 710 Slaughter Street. He explained that it would require a separate motion for Council to decide to donate 131 North Kirkwood Street to non-profits since it had not been previously declared surplus.

Mr. Neil moved to recommend approval of staff's recommendation to approve the exception to donate 131 North Kirkwood Street to a non-profit organization, seconded by Mr. Hare.

Mr. Tolano Anderson, 50 Dove Creek Terrace Dover, Delaware, stated that he supported all of the non-profits that had been mentioned but he felt it was a disservice for the City to give the properties away when there were citizens interested in purchasing them. He noted that while the properties had been listed in the past, he believed they had been overpriced. Mr. Anderson explained that he had a specific interest in the property at 710 Slaughter Street because he owned several properties close to it and he was also interested in the two vacant lots across the street from it as well.

Responding to Mr. Anderson, Mr. Tolano Anderson confirmed that he was only interested in the 710 Slaughter Street property and the two vacant lots the City owned that were directly across the street from it. He noted that one lot was buildable and the other was not.

Mr. Neil moved to recommend approval of staff's recommendation to approve the exception to donate 131 North Kirkwood Street to a non-profit organization, seconded by Mr. Hare and unanimously carried.

Mr. Neil moved to recommend approval of staff's recommendation to donate 145 North Ann Avenue to a non-profit organization, seconded by Mr. Sudler.

Responding to Mrs. Arndt, Mr. Harline stated that if the NCALL and Habitat for Humanity could not come to a decision amongst themselves about who the property would go to, it could come back to Council to settle any dispute. He noted that The Good Neighbor Next Door program had indicated that they were

interested in the property at 131 North Kirkwood Street but he did not know that it was a registered non-profit organization.

Mr. Neil moved to recommend approval of staff's recommendation to donate 145 North Ann Avenue to a non-profit organization, seconded by Mr. Sudler and unanimously carried.

Mr. Anderson stated that 710 Slaughter Street would be left on the table for discussion and asked that Mr. Harline bring that property back and inform the Committee what was happening with it at a later time.

Mr. Neil moved for adjournment of the Legislative, Finance and Administration Committee meeting, seconded by Mrs. Arndt and unanimously carried.

Meeting adjourned at 7:47 p.m.

SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

The Safety Advisory and Transportation Committee met with Chairman Taylor presiding.

Adoption of Agenda

Mr. Hare moved for adoption of the agenda, seconded by Mr. Neil and unanimously carried.

Prioritization of City of Dover State Capital Transportation Program (CTP) Projects (Dave Hugg, Planning and Community Development Director)

Mr. Dave Hugg, Planning and Community Development Director, reviewed the background and analysis regarding the prioritization of City of Dover State Capital Transportation Program (CTP) project.

Staff recommended approval of the 2021 transportation prioritization list.

Mr. Hare moved to recommend approval of staff's recommendation. The motion was seconded by Mr. Boggerty.

Mr. Hugg noted that there were two revisions made to the 2021 Transportation Project Prioritization list to items two and ten (**Attachment #2**). He explained that item two had been corrected to read "Saulsbury Road" instead of "Scarborough Road" and he had included a comment about the plans for Senator Bikeway in the description for item ten. Mr. Hugg noted that he had received a question from Mr. Chris Asay asking about the extent of work on West Street but he was unable to answer the question at that point in time. He stated that the extent of work on West Street did not affect the priority but it would potentially affect the scope of the project.

Mr. Anderson urged members of Council and the public to make comments on the CTP project and advised that Delaware Department of Transportation (DelDOT) was taking public comments. He noted that if anyone needed the email address to submit comments he could have it emailed out.

Mr. Anderson stated that after the item was adopted he would like to make a motion to formally support the requests for appropriation to the fund the Garrison Oak Connector Road.

Mr. Hare moved to recommend approval of the 2021 transportation prioritization list, as recommended by staff. The motion was seconded by Mr. Boggerty and unanimously carried.

Mr. Anderson moved to recommend the funding, as recommended by the Metropolitan Planning Organization (MPO) for the Garrison Oak SR-1 Connector to the State for approval in the next General Assembly. The motion was seconded by Hare and unanimously carried.

Mr. Boggerty moved for a recess of the Utility Committee meeting, seconded by Mr. Anderson and unanimously carried.

Meeting recessed at 7:52 p.m.

UTILITY COMMITTEE

The Utility Committee reconvened with Chairman Rocha presiding.

Update on Cross Connection Control Program (Jason Lyon, Director of Water and Wastewater and Kate Mills, Water Production Manager)

Mr. Jason Lyon, Director of Water and Wastewater, introduced Ms. Kate Mills, Water Production Manager.

Ms. Mills reviewed a presentation entitled “Cross-Connection Control Program Update”.

Responding to Mayor Christiansen, Ms. Mills stated that the majority of plumbing fixtures a building would need some sort of backflow prevention on them. She explained that the need would depend on how the fixture was used and was installed.

Responding to Mayor Christiansen, Ms. Mills stated that fire systems went through the Fire Marshal’s Office and they were keeping record of those annual testings.

Responding to Mayor Christiansen, Ms. Mills stated that the City was more focused on high-hazard non-residential premises. She noted that the regulations said that residential properties more than likely would be low-hazard, so that regulation could be satisfied through public education explaining how to avoid backflow in those types of settings.

Responding to Mayor Christiansen, Ms. Mills stated that the program should not affect the majority of residential customers. She explained that there was potential for specific cases but that was something they would have to formalize in a cross connection control plan.

Responding to Mr. Taylor, Ms. Mills stated that she could not say that there would not be a cost to City homeowners eventually because the potential was there. She explained that their immediate focus would be on non-residential properties but as they moved forward with finishing the plan the regulation would need them to address special considerations for residential and non-residential properties so they needed to make sure they complied with the Delaware regulation. Ms. Mills noted that may include taking a look at some specific residential locations, but for the most part they would be heavily relying on public education to fulfill that portion of the program.

Responding to Mr. Taylor, Ms. Mills stated that National Water Specialties Company (NAWSC) would send out an assessment that the customer would fill out and send back and based on that they would determine the next steps that would be required. She noted that if an inspection was required, the customer would need to pay for it.

Mr. Lyon stated that they could certainly bring the plan before the Committee once it was finalized for review and to answer specific questions before the ordinance came forth.

Mr. Anderson moved for adjournment of the Utility Committee meeting, seconded by Mr. Hare and unanimously carried.

Meeting adjourned at 8:11 p.m.

SAFETY ADVISORY AND TRANSPORTATION COMMITTEE

The Safety Advisory and Transportation Committee reconvened with Chairman Taylor presiding.

Update on Police Chief's Advisory Committee for 2021 (Thomas Johnson, Police Chief)

Police Chief Thomas Johnson provided an update on the Police Chief's Advisory Committee for 2021 to include the following:

- The Committee had its first meeting on September 30, 2020 and Ms. Courtney Ford was named the chairperson.
- The group was a member-driven Committee of nine (9) people that represented the stakeholders of Dover.
- The group met as often as it needed to, which during the first year had translated into a bi-weekly schedule. He noted that the COVID spike did lead to the cancellation of some of the early meetings but they were able to rebound from that with a shift to virtual meetings.
- In the autumn of 2020 the meetings featured presentations from various special units of the police department in order to orient members to basic police functions. This included but was not limited to: internal affairs, the hiring process, and the testing process which was validated to the Committee through one of the member's questions. The department went back to the testing company to make sure that it had been peer reviewed and did not have any challenges in relation to equity or bias when it related to the testing of police officers. They also got into the academy education process for new police officers and the Committee was able to offer some curriculum updates that were adopted by the course coordinator for the police academy. They covered field training education, orientation, narcotics, Police Athletic League (P.A.L.), and the body-worn camera implementation.
- In the winter of 2020 the Committee pushed the Chief to use technology to connect with the young people in the Dover area. They attempted to do a video contest, a subcontractor was hired to help with marketing and a prize pool was assembled but the contest did not resonate with the youth and they did not get much of a response which turned into a learning experience for the Committee and the Police Department.
- In the spring of 2021 the resource psychologist at the police department was introduced to the Committee so they could talk to him about what was involved in psychological issues during the ongoing career of a police officer. To try and touch base with the youth of the community, they recognized and solicited the idea of a youth subcommittee. Mr. Jordan Denby, President of the Black

Student Union at Dover High School, jumped in and started to organize some of his classmates to figure out why the Committee was not able to connect with young people. The subcommittee started meeting before the close of school last year and had jumped back in on September 21st.

- In the summer of 2021 there was a lively discussion about the community response vehicle and was able to partner with Council to get a lot of good things accomplished. They received a lot of community feedback that the Committee was working on currently. They also conducted a survey at National Night Out in August and that information combined with the feedback already received had formed the basis for what the fall agenda would be. The Group Violence Intervention (GVI) program spontaneously came out to a June meeting and came back to another meeting in July to give more information.
- Topics that had come out of larger meetings and the survey were: individual officer engagement with the community members, community services provided in and through the police department, youth engagement, marketing communication, a revisit to gang and drug violence issues in Dover.
- In 48 hours the Committee would be celebrating its one-year anniversary with both the current members and alumni.

Responding to Mayor Christiansen, Chief Johnson stated that Group Violence Intervention (GVI) was a project the police department had been trying to develop for some time. He explained that GVI was a program that was hyper-focused on the less than 1% of individuals that continuously prove they are part of some of the most horrible violence in a community. Chief Johnson noted that the idea was to first try and deliver services to those individuals to help with whatever challenges they may have that lead to that lifestyle and if they still continue in that lifestyle regardless of the help then law enforcement hyper-focuses resources to make sure they are not a continued danger to the community.

Mr. Neil moved for adjournment of the Safety Advisory and Transportation Committee meeting, seconded by Mr. Rocha and unanimously carried.

Meeting adjourned at 8:26 p.m.

Mr. Hare moved for adjournment of the Council Committee of the Whole meeting. The motion was seconded by Mr. Neil and unanimously carried.

Meeting adjourned at 8:26 p.m.

Roy Sudler Jr.
Council President

RS/JMTS/mr

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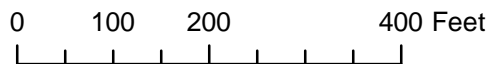
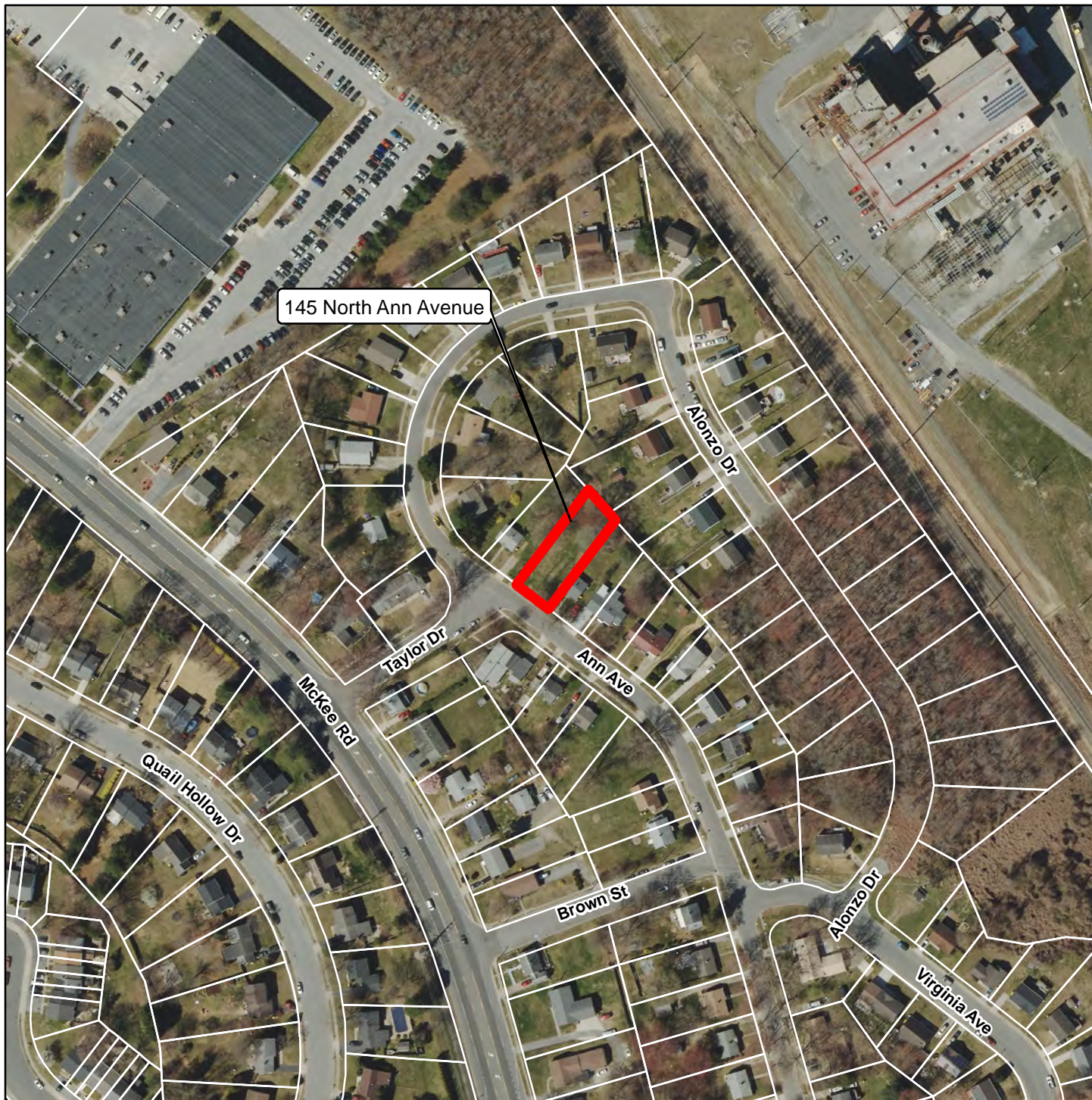
Attachments

Attachment #1 - Maps of City owned property proposed for sale

Attachment #2 - Revised 2021 Transportation Project Prioritization List

City Owned Property




Proposed for Sale



Date Printed: September 27, 2021
File: m:\gis_data\projects\tech_mxds
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Department: Public Works GIS
City of Dover, Delaware

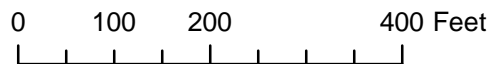
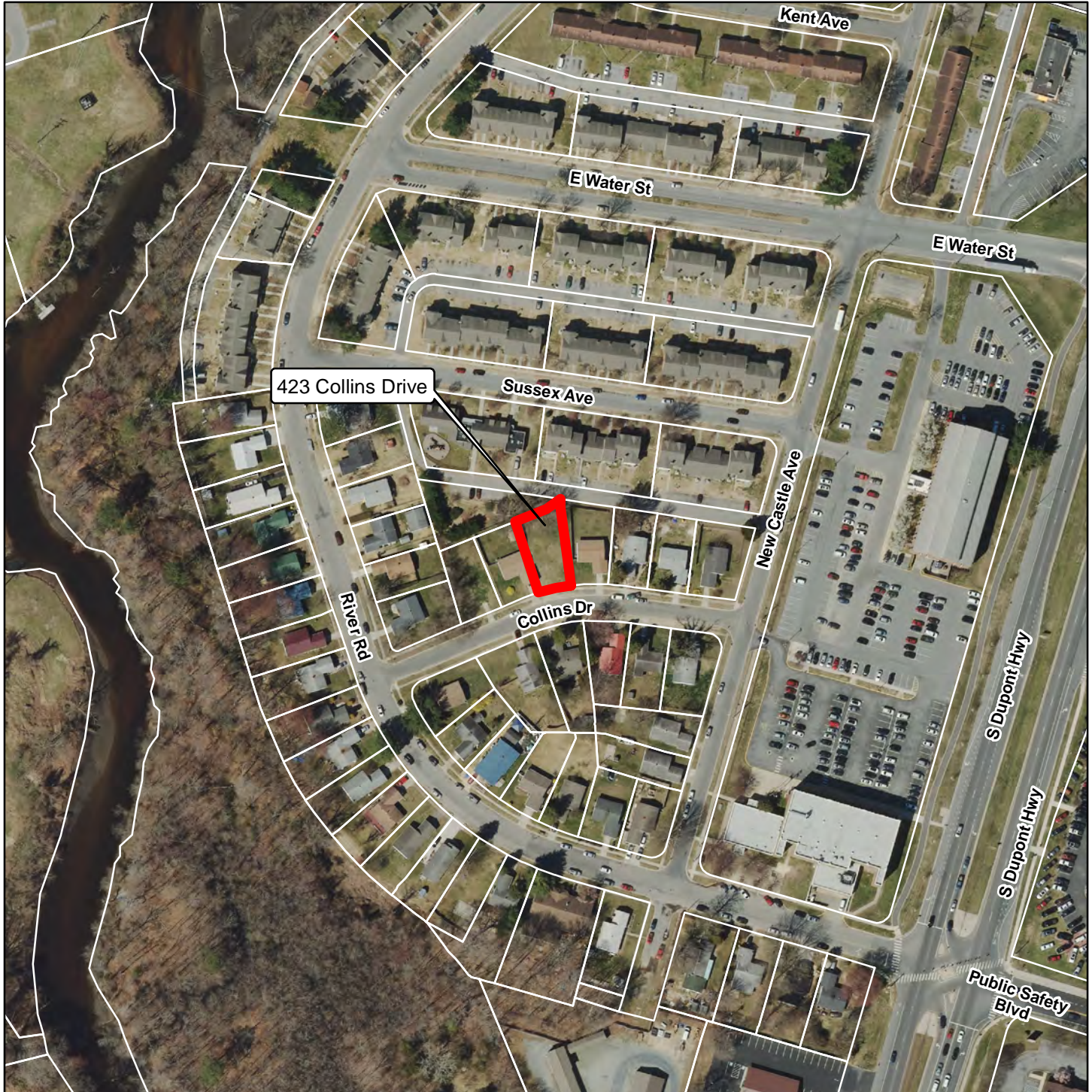


Legend

-  Proposed Sale
-  Parcels
-  City Boundary




City Owned Property

Proposed for Sale



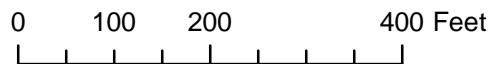
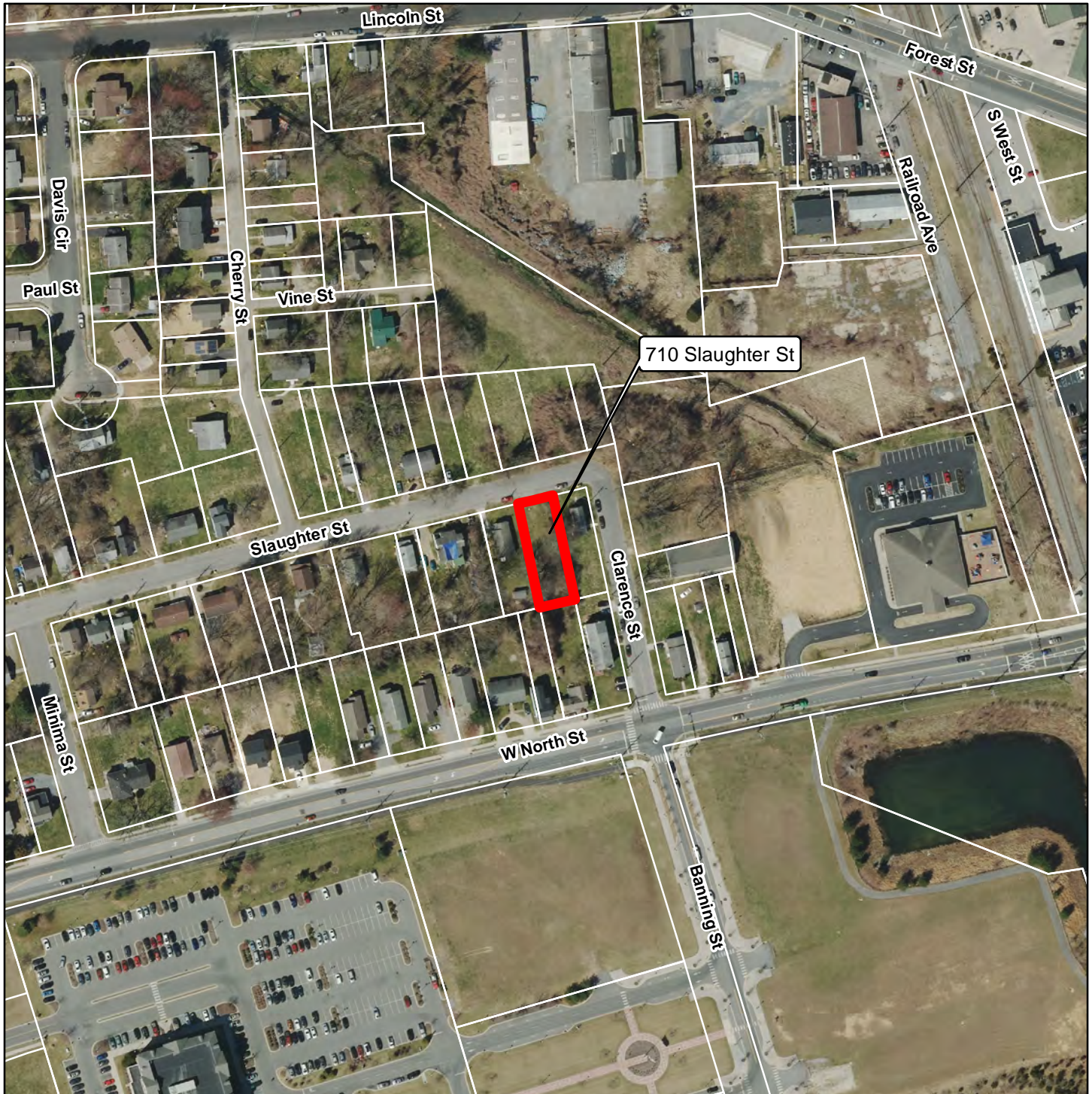
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Department: Public Works GIS
City of Dover, Delaware

Legend

-  Proposed Sale
-  Parcels
-  City Boundary




City Owned Property

Proposed for Sale



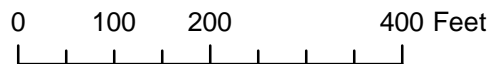
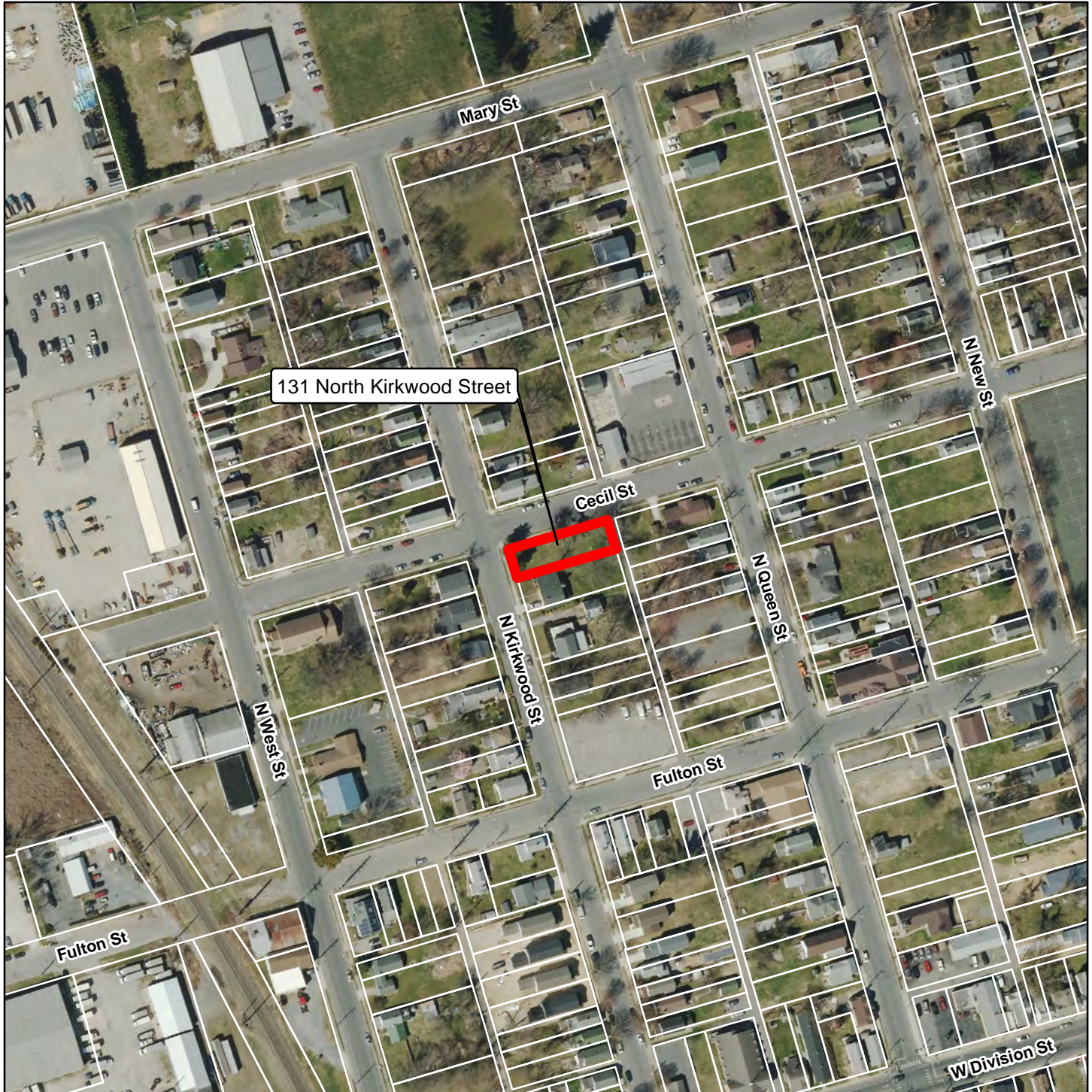
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City of Dover, Delaware



Legend	
	Property for Sale
	Parcels
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City Owned Property




Proposed for Sale



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Department: Public Works GIS
City of Dover, Delaware



Legend

-  Proposed Sale
-  Parcels
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DRAFT September 21, 2021

2021 TRANSPORTATION PROJECT PRIORIZATION LIST

Each year the City of Dover submits a prioritization list of transportation projects to the Secretary of Transportation and the Dover/Kent County MPO for consideration as part of the State's Capital Transportation Program considerations. The following is the City's 2021 list. Several new projects were added to the list reflecting the City's ongoing economic development initiatives and the recommendations of recent and ongoing studies conducted by the MPO. Data on costs and funding schedules are as presented in the FY 2021-FY2026 Capital Transportation Program.

1. Garrison Oak Connector Road

A direct connection from the Garrison Oak Business and Technology Center to the SR 1 Interchange at N. Little Creek Road has been Dover's highest priority transportation project request for several years. The City is aware of business development opportunities that were not successful due to the existing access which is not conducive to efficient freight transportation. Access to this 385 acre business center involves using local roads for the movement of goods and materials and for employee access. In 2019 the list of permissible uses of the GOBTC were expanded to include warehousing, distribution and logistics support, a rapidly growing cluster in the Central Delaware Region.

A recently completed Dover Air Cargo Freight Access Study (Dover/Kent County MPO, July 2021) reinforced the potential for significant employment growth in the Garrison Oak - Central Delaware Aviation Complex portion of the City. For these opportunities to be realized a complete business-to-business connector serving the area is essential. The Garrison Oak portion is recommended as Phase I of that program, with an estimated cost of \$4.7 million. The study outlined scope, existing conditions, primary alignments and design, and costs for a multi-phased project (Phases II, III and IV being additions to the City's priority list – see item 7).

This roadway system is consistent with and supportive of the future growth and development plans set forth in both the City and County Comprehensive Plans.

2. Saulsbury Road/Route 8 Corridor Plan Improvements (SR8 & SR 15 Intersection)

Previously part of a broader Kenton Road/Route 8 Corridor Program, this project involves improvements at Route 8 and Route 15, which are already in planning, design, and ROW acquisition. The work involves improved turn and through lane improvements. The Route 8 Corridor Design Study (2008) also identified several improvements along the Route 8 Corridor that will improve safety, better manage access, reduce congestion, and provide improved traffic flow. This project was identified in the 2012 Hazard Elimination Program. It is funded for construction in FY 2021 and FY 2022 with a budget of \$6.1 million.

3. Kenton Road Corridor Upgrades, Kenton Road to Chestnut Grove Road

The companion project to the improvements along Route 8 are upgrades to Kenton Road from Route 8 to Chestnut Grove Road. This project is in planning, design, and ROW acquisition stages and includes full

roadway development with drainage, shoulders, travel lanes, bike lanes and related improvements. The Kenton Road Corridor project is focused on improved traffic flow as well as improved pedestrian and bicycle safety. It is critical to improving the approach to the City from the northwest where new residential development within and outside the City has occurred. The City has also requested that the MPO further study the conditions along Route 8 west of Kenton Road to the City's westerly limits. Planning, engineering, and ROW acquisition are underway with construction scheduled for FY 2026 and a budget of \$28.1 million.

4. College Road – Kenton Road to McKee Road

This project consists of pavement rehabilitation, construction of shoulders and sidewalks on both sides of College Road, minor intersection and drainage improvements, bike safety improvements, utility relocations and complete overlaid pavement. This project serves as a critical east-west connector and addresses transportation needs for all modes and users. It is scheduled for FY 2023 and 2024 for planning, engineering, and ROW, with construction starting in FY2025, with a budget of \$1.7 million.

5. Sidewalks within the Walk Zone of Dover High School

Critical gaps in the sidewalk system near Dover High School remain, including along Mifflin Road and Route 8 on the south side of the roadway traveling west. This project incorporates recommendations from the Capital Gateway Study and Senator Bikeway Plan. The City is very concerned about public safety in this area and urges funding through the statewide safety improvement program at the earliest convenience.

6. West Street Improvements from North Street to the Transit Center

This project widens West Street to urban collector standards and includes bike lanes and sidewalks connection to the Dover Transit Hub. The project was identified by the Dover/Kent County MPO as part of their pedestrian studies. West Street is an important connection for the DART transit services to the City. Improvements were made in 2018 with completion of a multi-use path along West Street. The completion of the new Dover Post Office increases the importance of this project. It is budgeted at \$1.3 million with planning, engineering, and ROW in FY 2022, FY2023 and FY 2024 and construction beginning in FY 2025.

7. Business-Business Connector Roads (N. Little Creek Road to Horsepond Road; Horsepond Road, Lafferty Lane and Starlifter Drive) – NEW Priority Request

These roads are new priority requests to DelDOT and the Dover/Kent County MPO reflecting the completion of regional freight movement and air cargo studies by the MPO. These roads are a continuation of the Garrison Oak Connector project, extending a business focused limited access connection from the SR1/N. Little Creek Road interchange south to S. Little creek Road (Phase II); improvements to Horsepond Road and Lafferty Lane to facilitate imminent business development (Phase III); and an extension of Starlifter Road (Phase IV) to facilitate the development of the East Dover Employment Center as outlined in City and County Comprehensive Plans. These improvements increase safety by taking industrial traffic off local streets, improve regional freight access, and support the long term viability of the East Dover Industrial Center, the Kent County Aeropark and the Central Delaware Aviation Complex. Preliminary cost estimates for these segments total \$13 million, including planning,

engineering, ROW, and construction. The City urges that initial funding for these improvements be approved as soon as possible.

8. US 13 Sidewalk Construction

Construction of multi-use paths and sidewalks continues to be a City priority. Construction of sidewalks is required when properties are developed or redeveloped but significant sections of the sidewalk system are either missing or in poor condition. This program is ongoing and funded through the state's sidewalk safety improvement program and included in the FY2022-2028 CTP.

9. Route 8/Hazelettsville Connector (Commerce Way to SR8)

A north/south connector from Route 8 to Commerce Way in the Enterprise Business Park was identified in the Route 8 Concept Plan and Operations Study to encourage economic development and provide traffic circulation options in this heavily traveled corridor. The project proposes a new connector road with 2 travel lanes, bike lanes and sidewalks or multi-use paths for pedestrians. A preliminary alignment has been determined as part of development activity on Route 8. It is budgeted at \$2.5 million with planning and engineering in FY2022, ROW in FY2024, and construction beginning in FY2025.

10. Kings Highway/White Oak Road and Route 13 Intersection

The intersection of Kings Highway/White Oak Road and US 13 needs improvements to meet acceptable levels of service (now functioning at LOE "E"). Extensive adjacent commercial development has added traffic and access burdens to this intersection. Nearby multi-use paths contribute to increased bike and pedestrian traffic as well. This intersection was identified in the DelDOT Transportation Operations Management Plan as a congestion hotspot in Kent County. . Recommendations include adding a two-stage pedestrian crossing system and revising the intersection at White Oak Road and Centre Drive to provide additional access to US 13. **The revised plans for Senator Bikeway include a crossing of US 13 at this intersection; this enhanced bicycle crossing must be included in planning and engineering of this project.**

11. Banning Street/Clarence Street/Forest Street Connector

The Dover/Kent County MPO is completing a study assessing the construction of a connector from North Street at the Banning Street signal running along Clarence Street and extending north to Forest Street. This study is an update to a study of the transportation needs in this area from about 2000. It includes consideration of flooding, traffic flow, and intersection alignments near Lincoln and Forest Streets. This new project is included as a placeholder pending completion of the Study and development of alignments and costs.

12. US 13 Service Roads/Scarborough Road C&D Roads

This project would create a collector and distribution system of service roads parallel to US 13 from Leipsic Road to Scarborough Road and a set of local access roads to the Dover Mall and adjacent commercial complex. These roads were recommended as part of the US Route 13 Circulation Study and the State's Corridor Capacity Preservation Program intended to decrease traffic on the corridor by providing more use of service roads through the area. It would have included a southbound toll exit and a privately funded road facility to the areas near the Mall. At present only preliminary planning and engineering funds are proposed in FY 2024 and beyond. Changing economic considerations have stalled

discussions of the commercial complex adjacent to the Mall and any plans for the privately funded roadways. For these reasons it has been moved toward the end of the priority listing.

13. Lookerman Street and Forest Avenue Intersection Improvements

This project was requested by the City to help spur redevelopment activities in the Downtown Development District while improving traffic circulation and safety. It was identified as a needed improvement through the Restoring Central Dover Study and the Westside Redevelopment Study conducted in 2001. It is complementary to the Capital Gateway Study and would result in improved traffic circulation, a more pedestrian friendly zone at the railroad crossing, and create a new gateway into the Downtown. Work on this project has been deferred due to opposition to the design option (roundabout). It should be reviewed as part of the DDP's proposed Downtown Master Plan activity . It is not funded at this time.

14. Crawford Carroll Avenue Extension

This project was part of a proposed series of service roads serving the commercial activities on both sides of US13. As a result of concerns about the feasibility of the project expressed by DeIDOT, the project has been removed from the DeIDOT CTP, FY21-26 spending plan. The City encourages continued consideration of other service road improvement opportunities on both the west and east side of US 13 even if the original design is not achievable.