**DOVER/KENT COUNTY MPO PUBLIC ADVISORY COMMITTEE**

**MINUTES OF JUNE 27, 2017 / ANNUAL WORKSHOP**

**PUBLIC ADVISORY COMMITTEE MEMBERS attending:**

**Michael Gumrot, Chair Chris Asay Jesse Spampinato**

**Shane Breakie (alt. Dean Holden) Dr. Carolyn Cohee Karen McGloughlin**

**Dr. Phyllis B. Collins Jonathan Contant Earle Dempsey**

**MEMBERS not attending:**

**Kevin Yingling (alt/KCLC) Tracey Miller Bruce Snow**

**Jayce Lesniewski, Vice Chair Dr. Carlton Cannon, Jr.**

**NON-MEMBERS attending:**

**Bill Conway, Century Engineering Jill Frey, Century Engineering**

**Rich Vetter, MPO Staff Kate Layton, MPO Staff**

**Catherine Samardza, MPO Staff James Galvin, MPO Staff**

**1. INTRODUCTION OF MEMBERS & GUESTS**

**2. PUBLIC COMMENTS**

Mr. Gumrot reported that travelling in the area of the new Kent County Sports Complex can be dangerous. He felt that weekends from now until Labor Day would see traffic problems. The Sports Complex was phased with the bridge, and planned for spring sports, not the summer beach traffic and sports events. The next grade-separated intersection for the area is South Frederica, and that is not scheduled for completion until 2018.Mr. Gumrot said that it is difficult to get across Route 1.

There was some discussion concerning other projects, including the intersection at North Street and Saulsbury Road. This road required more work than anticipated and that additional work has added to the construction timeline. This project is connected to the West Dover Connector.

**3. *ACTION ITEM:* Approval of Agenda**

Motion By Mr. Asay to approve the agenda. Seconded by Ms. McGloughlin. Motion carried.

**4. *ACTION ITEM:* Approval of Minutes, April 25, 2016 (enclosure)**

MOTION By Mr. Spampinato to approve the minutes. Seconded by Mr. Contant. Motion carried.

**5. PRESENTATION: U.S. 13 South Dover/Camden-Wyoming Planning Study -**  **Century Engineering**

Mr. Conway and Ms. Frey gave a Power Point presentation regarding this project, which involves the Camden Bypass and the widening of Route 13 from Walmart/Lochmeath way to Puncheon Run. The study is to ensure that there is coordination throughout the project to evaluate the impact on the area involved. Data collection, public workshops and presentations are all part of the process. The presentation reviewed sections of the project and the history of accidents in the study area. Traffic counts, pedestrian counts, speed and origin/destination information will also be gathered. In addition, the impact on nearby or adjacent parks, schools, cemeteries, historic structures and environmental elements such as streams will be evaluated. The DelDOT model program will run the information out to 2045.

It was reported that, as it is now, intersections on US13 will fail. The plan is to widen the road to three lanes, one extra lane on both the north and south sides. The improvements will include pedestrian paths, signal crossings, and turn-lane improvements. The majority of the intersections will be improved, with the exception of the center of Camden, because of concerns with the Camden Bypass.

Dr. Collins expressed concern that the West Dover Connector will back up traffic on New Burton Road, where there is a four-way stop in Wyoming. Ms. Frey commented that when they looked into this, they found people were going “every which way to avoid US13.” She noted that there is a public survey out and they are looking for information integral to the PLEL study. There will be blank maps at the workshops for people to view and mark up.

It was stated that there will be a need to look at traffic counts when the West Dover Connector is open and that the MPO could possibly do that. That would not be until 6 months after the WDC opens, because “traffic needs to find its way.” Ms. Frey said that the WDC would be open at the end of summer, and traffic counts would be figured out next spring.

Mr. Dempsey asked what parameters were used to determine an intersection failure; Ms. Frey said it was Level of Service (LOS), which uses the length of wait-time at an intersection.

Ms. Layton asked about the types of crashes that have occurred on US13, and Ms. Frey said that 78 were rear end collisions, with drivers going too fast for the conditions. She also noted that in 700 crashes in three years, 75% were only property damage, 25% had injuries related, and there were some fatalities involving pedestrians.

Century Engineering is talking to DART regarding the placement of bus stops, and the possibility of moving them to the main road from the side roads.

Camden has issues with heavy vehicles moving through town, including school buses, garbage trucks, Amazon deliveries and fire trucks. There were questions as to how many of these vehicles could move away from town, particularly when there are businesses in town servicing heavy vehicles or using heavy vehicles that have to travel through town.

There was more discussion concerning traffic volume, speed and origin/destination. Ms. Frey also noted that utility relocations and right-of-way and schools in the area had to be considered in configuring the road widening, there are space limitations.

It was noted that the Camden Bypass is not a miracle solution, it won’t fix all problems and may create new ones. There is a 20 question survey on DelDOT’s website. It was suggested that this should also be on the websites of Camden and the MPO. Century representatives said that there would be a flyer in the Camden tax bills with a link to the study.

Ms. McGloughlin asked how long the study would continue. The answer was that Century expects to have a draft by the end of the year, but with WDC traffic counts being held up until the spring 2018, the draft might be delayed until then. There will be a public workshop on August 2, 2017 at Caesar Rodney High School from 4-7 PM.

There was discussion concerning pedestrian safety and how to discourage people from crossing in the middle of the median, the use of cement “Jersey” barriers, aesthetics of the road after the widening and who would maintain any plantings. Mr. Conway said these were all good comments for the survey or at the workshop.

Ms. McGloughlin asked if there was any partnership with businesses along the corridor. Ms. Frey said they had not reached out yet, there would be either a group business meeting or individual meetings with business owners. However, it was unlikely any of them would volunteer to maintain any plantings in the median. She said that pedestrian safety is a high priority, but it has to be balanced with cost.

**6. DISCUSSION ITEM: Regional Bike Plan Update - Rich Vetter**

Mr. Vetter reported that the Regional Bicycle Plan update is coming to a close. A public workshop was held on June 24, and after the final draft is published for comment, a September approval is expected.

**7. \*\*\* MEMBER REPORTS \*\*\***

Mr. Gumrot expressed concern over the number of trucks on Williamsville Road. He noted that at 2 AM there were three trucks travelling the road.

Ms. McGloughlin noted that there is a new building at Eden Hill Medical Center, and that she felt North Street was going to be too narrow to handle the future volume of traffic. As it is, she said that a large delivery truck was unable to make the turn into Eden Hill. Mr. Contant remarked that the turn lane was not planned for tractor trailer traffic.

There was discussion concerning roundabouts, and how large trucks handle the turns. Ms. Frey said that design is done for the type of traffic expected and is usually one size. Now, multiple types of vehicles are considered.

Mr. Galvin said that the intersection at Banning and North Streets would be looked at and reworked, because there are three additional building sites at the Eden Hill site. The road will be improved to include a right-hand turn lane. There are also plans for a connector road from Route 8 to North Street, but that will not happen soon.

Mr. Contant reported that in August and September North Street would be closed to replace the railroad crossing, including an ADA sidewalk installation.

Mr. Asay expressed concern that the West Dover Connector multi-use path is only on the west side, and pedestrians must change sides at Ridgely Boulevard to access the pedestrian route on the east side. It will be an unprotected crossing at 40 MPH with heavy traffic. When DelDOT was asked about this, the engineers said that they expect more development at Ridgely Boulevard, and a traffic signal will be installed when warranted. Mr. Asay said that there is no development there now, and question whether or not people would use this path. The City of Dover sent a letter to DelDOT and got the same answer; when warranted, a signal will be installed. Delaware Representative Sean Lynn and Senator Brian Bushweller are also involved, offering funds for the signal, and got the same response from DelDOT.

**8. Staff Reports –**

**8.1 Progress & Financial Reports – Rich Vetter**

**8.2 Other Project Updates/Activities – MPO Staff**

**8.3 Correspondence, Publications/Reports/Outreach – K. Layton**

Ms. Layton reported on her “tabling” events. Mr. Gumrot asked if the MPO would be participating in Harrington’s Heritage Day. She said the MPO had attended in the past, but is not scheduled to be there this year.

Mr. Gumrot thanked Century Engineering for the presentation on the US 13 widening project.

**9. ADJOURN**

**\*\*Next PAC Meeting, Tuesday, Aug. 22, 2017\*\***

MOTION By Dr. Collins to adjourn the meeting. Seconded by Mr. Asay. Motion carried.