

As evening commuters drove home in gasoline-powered cars to their electrically-lit homes, members of the Dover/Kent County Metropolitan Planning Organization's Public Advisory Committee learned about the latest innovations in creating energy.

The PAC held its annual workshop on June 23 at Dover Downs. The workshop is a working meeting where the MPO also takes an opportunity to thank the volunteer members.

Alternative energy was the theme of this year's workshop.

"We're entering an era of climate change," PAC liaison Kate Layton told the group. "We're thinking about alternative resources, we're thinking about alternative energy, so we thought this would be a good year to address wind power and

PAC Workshop

*Alternative energy
theme at annual meeting*



Dover/Kent County MPO Public Advisory Committee members show off the shirts they received at their annual workshop. Top row, left to right, PAC Vice President Dwight Meyer, Jim Webster and Bridget Lane. Front row, left to right, Mike Gumrot, PAC President Horace Cook, Arley Cooper and Prameela Kaza. Not pictured are James Brown, William Saunders, Carlton Cannon, Dan Houghtaling and Guy Veach.

vehicle-to-grid technology."

Nancy Carig of the wind power energy company, Bluewater Wind, and Scott Baker, a research assistant at the University of Delaware, attended the workshop to talk about alternative energy sources and products under development in Delaware.

Carig talked about a wind farm in development off the coast of Rehoboth Beach. Baker talked about his work with Dr. Willet Kempton on electric cars and vehicle-to-grid technology.

Carig said construction on Bluewater's wind farm is set to start in 2012 and end in 2013. The number of turbines has not been finalized, she said. The project is part of a long-term contract with energy giant, Delmarva Power.

See PAC, Pg. 6

In memoriam: Longtime PAC member Ornauer dies

Members of the Dover/Kent County MPO were saddened to learn of the June 11 death of longtime Public Advisory Committee member Richard Ornauer.



Ornauer, 86, died in Courtland Manor nursing home in Dover from complications of a stroke.

Ornauer was a founding

member of the PAC in 1992 after Kent County Levy Court appointed him to the panel. He served as PAC chairman from 1995 to 2001.

Ornauer's contributions to transportation planning in Kent County didn't end with the PAC. He served on the MPO's Project Prioritization Policy Committee, as the Kent County appointee to the Delaware Department of Transportation's Prioritiza-

tion Systems Committee and on DelDOT's Advisory Committee on Traffic Calming Devices.

This commitment to public service extended to his neighborhood and the city. He was the government relations chairman to the Mifflin Road Neighborhood Association, a member of the City of Dover Transportation Committee, City of Dover Public Safety Issues

Implementation Committee and City of Dover Sign Amendment Advisory Committee.

He also served as a volunteer communications officer for the Dover Air Force Base Museum.

Dover and Kent County officials remember Ornauer as a good person who contributed much to the MPO.

See ORNAUER, Pg. 3

Workshop explores what makes communities walkable

This summer, about 10 Dover and state officials and city residents took an evening stroll in downtown Dover and found that a walkable neighborhood involves more than just a strip of sidewalk.

The downtown tour was part of a June 16 workshop held by the City of Dover and the Dover / Kent County Metropolitan Planning Organization.

MPO executive director Juanita Wieczorek presented a slide show which explained the characteristics of a walkable community and how those amenities can be a community asset.

Although most communities are geared toward automobiles, about 30 percent of United States residents do not drive due to age, infirmity, affordability or personal preference.

Walkable communities, Wieczorek said, promote physical activity, improve health, reduce air pollution, improve safety and contribute to economically and socially vigorous communities. These communities often have:

- 1) **A compact, lively town center**
- 2) **Low vehicular speed, distributed volumes**
3. **Fine grained streets,**

many trails, transit links

4. Neighborhood schools and parks, within one quarter mile or one eighth mile

5. Public places with inviting features: benches, restrooms, shade, water



Bill Osborne, Executive Director of the Transportation Management Agency of Delaware, and Jim Galvin, Principal Planner for the Dover/Kent County MPO walk through downtown Dover.

and art

6. Convenient, safe and efficient crossings

7. Many people of all ages and abilities walking many hours

8. Celebrated public space and public life, parades, markets, festivals, awards

9. Land use and transportation partnerships

10. Affordable, inspiring, well maintained streets and homes.

After World War II, developers built suburban neighborhoods away from cities. More and more, people started to depend on cars to get around and became less and less active.

Today, obesity, diabetes and heart disease rates among Americans have reached epidemic proportions, according to the U.S. Centers for Disease Control. In 2007, 30 states reported obesity rates of 25 percent or greater. Three states -- Alabama, Mississippi and Tennessee -- reported at least a 30 percent obesity rate.

After the presentation, workshop attendees walked a couple of blocks in downtown Dover from City Hall downtown. A few people took turns riding in a wheelchair to experience the tour from a different perspective.

Downtown landscaping won the group's favor because members said it creates a pleasant atmosphere. They also liked the prevalence of pedestrian-controlled crosswalk lights and mix of residential and commercial property.

Downtown Dover's red brick sidewalks drew both praise and criticism.

Although the group said the bricks lend a quaint appearance, they also noticed that the path was cracked and uneven, posed a safety hazard and were difficult for people in

wheelchairs to navigate.

Town officials noted that the bricks are difficult to maintain. A possible solution, group members said, is to even out the foundation under the bricks.

Crosswalk curbs, some said, can become safety hazards in winter if they fill with snow, rain and ice. Group members also noticed that the downtown had little or no amenities for bicycles.

Changing the crosswalk signals to ones that count how much time pedestrians have to reach the other side of the intersection was another suggested way Dover officials could improve the downtown's walkability.

Attendees also said properties adjacent to the downtown need better landscaping and upkeep and utility poles should be moved out of the middle of sidewalks to give pedestrians and wheelchairs a wider



Dover/Kent County MPO executive director Juanita Wieczorek leads a group in a tour of downtown Dover to explore the neighborhood's walkability.

berth.

Dover Planning Director Ann Marie Townshend said funding and space limitations could impede improvements.

Ornauer, cont'd.

"I have known Richard since he was first installed as Chairman of PAC committee, and have always considered him as an astute and knowledgeable person who dedicated himself to excellence," said PAC chairman Horace Cook. "I have always enjoyed Richard's wit and his sincere interest in the MPO and PAC," Cook said. "He has given his all on any project we wish to discuss. He will be missed."

Kent County Administrator Michael J. Petit de Mange said he was saddened to hear Ornauer had passed.

"Richard was a great advocate for the public interest and a wonderful

friend. He championed and practiced public participation like no other citizen advocate I know."

Dover City Manager Anthony J. DePrima said Ornauer and his wife, Rexene, became dedicated public servants in the Dover area since moving here in the early 1990's. Ornauer's drive to serve the public good struck him most.

"People like Richard keep guys like me on our toes," DePrima said. "I will admit we need them. He was always pushing for more, or pushing for less, encouraging new ideas; asking 'why not?'; looking out for the little guy; never hesitating to call a foul when he thought you were veering off the path of serving

the public good.

"He was always up front, sometimes putting it right between your eyes, but never aiming from behind," DePrima said. "I have to admit that I sometimes enjoyed goading him, because when you stirred him he'd let loose that frenzied 'high pitch' voice and his sarcasm was hilarious. I will miss that."

He is survived by his wife, Rexene; sons David and Michael of Okinawa and Long Beach, N.Y.; daughter Sara Jo of Merrick, N.Y.; five stepchildren T. Phillip Ashford III, Mary Collier, Ann Menor, William R. Ashford and Jean Berrios as well as four grandchildren, one great-granddaughter and 15 step

grandchildren and two step grandchildren.

Interment was held June 17 at Mr. Ararat Cemetery in Farmingdale, N.Y.

A scholarship in his memory has been established at the Long Island High School for the Arts in Syosset, N.Y. Donations may be sent to Teresa Scaturro at Nassau Boces, 71 Clinton Road, Garden City, N.Y. 11530. Contributions may also be sent to Compassionate Care Hospice, 702B Kirkwood Highway, Wilmington, DE 19805.



Welcome Bridget Lane

The Dover/Kent County MPO's Public Advisory Council welcomes its newest member, Bridget Lane. Lane, of Magnolia, is a real estate agent with Harrington Realty in Dover.

Kent County Levy Court appointed Lane to the PAC on May 29. She replaces Peter Schaeffer, who left the panel earlier this year.

Lane and her husband, Bob, moved to Delaware in

1962. For 33 years she worked for the Delaware Hospital for the Chronically Ill and retired as hospital administrator.

Lane is a member of Mended Hearts, of the American Heart Association, Magnolia Methodist Church and the Ladies Auxiliary of the Magnolia Fire Co. She also enjoys golf, camping and fishing.

In addition to Lane's appointment to the PAC the City of Dover reappointed Prameela Kaza and James P. Webster to the panel.



Lane

Meet our intern

A new face has joined the Dover/Kent County MPO for the summer.

Ben Johnson, a student from the University of Delaware, began an internship with the MPO June 1.

The Tulsa, Okla. native is earning a Masters in Public Administration program at U.D.'s School of Urban Affairs and Public Policy.

Johnson holds bachelors degrees in International Studies and Russian Language and Literature from the University of Oklahoma.

From 2003-2004, Johnson attended the Nevsky Institute of Language and Culture in St. Petersburg,

Russia for his Russian studies.

Johnson is working on a research project at U.D. that examines how well prepared the Delaware Department of Transportation and emergency responders are to react to emergency conditions on Interstate 95.

In his spare time, Johnson is a volunteer firefighter/EMT with Aetna Hose Hook and Ladder Co. in Newark.



Johnson

DelDOT preparing Complete Streets plan

A recent executive order from Gov. Jack Markell will give a wider berth to pedestrians and bicyclists on Delaware roads.

On April 24, Markell signed Executive Order 6, mandating that all new projects fit a Complete Streets concept within the context of the area.

Complete Streets is a concept that creates safe amenities not just for automobiles, but for pedestrians, bicycles, wheelchairs and other modes of transportation. When these designs exist in a community, they allow residents more freedom of choice in transportation instead of forcing reliance on vehicles.

Jennifer Baldwin, pedestrian coordinator for the Delaware Department of Transportation, explained the order to the Dover/Kent County MPO's Technical Advisory Committee in June.

"It's just very exciting, the things that the governor is requesting of us, and of not just DelDOT, of all state agencies are going to take in a complete streets initiative," Baldwin said at the meeting.

Building complete streets will help address some of the country's pressing issues — climate change, obesity, air quality, safety, congestion Baldwin later said in an essay to the Delaware Department of Public Health. The concept gives people transportation options and a chance to

reduce reliance on cars.

Not all roads will have sidewalks and bus stops under this new policy, Baldwin said. For instance, a project in Sussex County could fulfill the requirement simply by adding shoulders to a rural road. However, in downtown Dover, a complete street should include sidewalks and lanes for bicycles and transit. It all depends on the context of the location and the community's needs.

Markell's order coincides with the federal Complete Streets Act of 2009,



currently under review in both the Senate and the House of Representatives. Like Markell's order, the proposed federal bill would require state and local transportation planners to consider the needs of all users—bicyclists, pedestrians, motorists, bus riders—when designing transportation facilities funded with federal dollars.

Markell has given DelDOT until September to create a Complete Streets policy for the state.

"This is a very exciting step in creating a transportation system in Delaware that enhances bicycling and walking, increases safety, reduces traffic congestion, and improves air quality," Baldwin said in a written statement.

Construction of Complete streets, Baldwin also told the panel, improves road safety and in the long run saves the state and municipalities money by not having to retrofit a Complete Streets model later.

Under the new order, the cost of sidewalks, bike lanes, and transit facilities would be budgeted in during the scoping phase of a project. In the past, these things were considered at the end of the planning

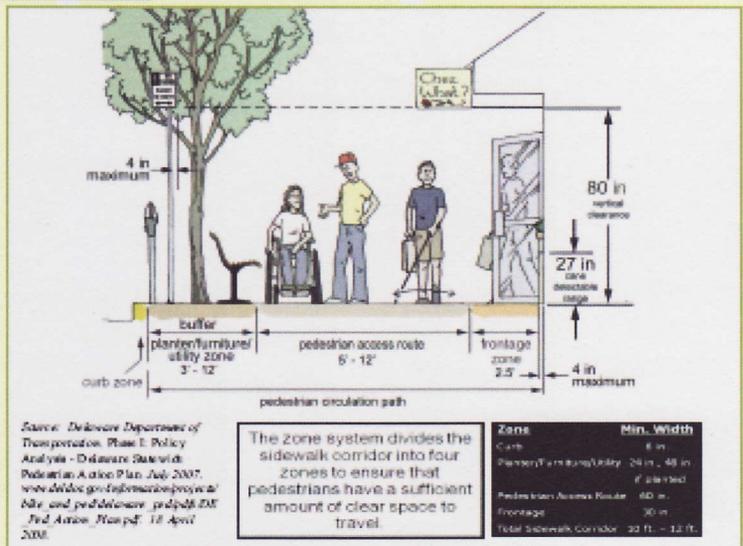
process, requiring DelDOT to spend more money to incorporate the walkways.

"If multi-modal options are considered from the very beginning and you think of your streets from the outside in, then the cost wouldn't be such a big factor," Baldwin said.

Requests for exemption from the executive order would have to be written, and cite excessive cost or lack of need. The explanation also would be made available to the public.

"We have to make it hard to get exceptions," Baldwin said. "Because, again, it should be thought of as just an everyday task."

Baldwin said she plans to travel to various panels, like the Dover/Kent County MPO, its sister organization, WILMAPCO, and bike and pedestrian councils to educate people on Complete Streets, as well as seek input on the policy.



DART continuing Saturday bus service in Dover

Saturday bus service in Dover will continue for another year.

In June, DART received approval from the General Assembly to continue the popular service.

The newly passed budget extends the service that started in 2008 as a pilot program to June 30, 2010. Saturday service opened in June 2008 to more than 500 passengers and five routes, plus the Harrington-Dover shuttle.

The first 36 hours of service saw 521 passengers, or 14.3 riders per hour, according to DART statistics.

The Saturday bus service was part of a one-year pilot program of the Delaware Transit Corporation, the agency that oversees DART bus service. Continuation of the service after the first

year was to depend on the DART's ability to attract passengers.

Ridership fluctuated over the year, peaking in August 2008 and dipping in September and January. Ridership rebounded to last summer's figures in March and April.

Cathy Smith of DART said the state does not plan to expand the program at this time.

Saturday routes are 101: Walker Rd.; 104: Mifflin Meadows; 107: Blue Hen Corporate Center; 109: Dover Mall and 112: Delaware Technical & Community College. The Harrington-Dover Shuttle con-

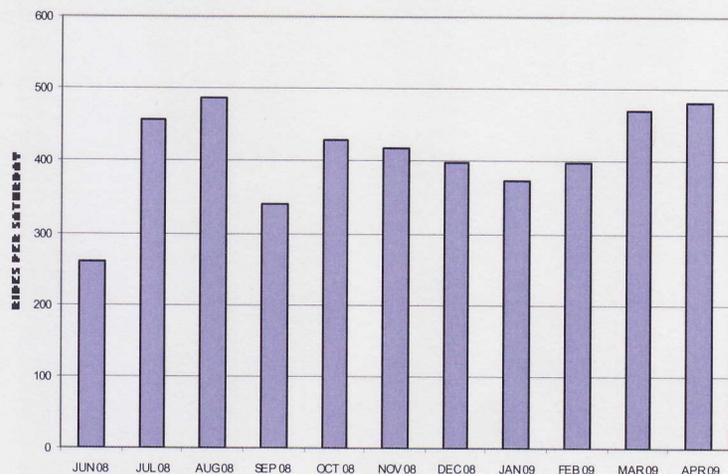
nects with Del. 1 and 104.

Service remains available between 9 a.m. and 6 p.m. Routes 101, 104, 107, 109 and 112 operate hourly. The Harrington-Dover Shuttle operates every two hours. Standard DART fares

apply, including Daily Passes and DARTCards. Existing Paratransit services are available.

Cost is \$1 per ride. Visit www.dartfirststate.com for a complete list of DART transit services, changes and alerts.

AVE. RIDES PER SATURDAY DOVER SERVICE



Operation Life Saver an education in safety

On May 20, Norfolk Southern Corporation (NS) and Operation Lifesaver Delaware (OL) sponsored a special train excursion between Newark, Dover and

Harrington.

Operation Lifesaver Delaware is an educational outreach program sponsored by the Delaware Transit Corporation.

The purpose of the trip was to draw attention to a number of contributing factors relating to highway-rail grade crossing crashes and

right-of-way trespassing incidents.

Crashes, injuries and fatalities are among the more preventable challenges to rail safety.

To make the trip more meaningful, the coaches were linked to cameras so passengers could have an engineer's view of the track ahead.

A team of NS officials played host to legislators, police officers, emergency responders, mayors of at least two towns, representatives from the Delaware

Department of Transportation, Delaware Transit Corporation and the Dover/Kent County MPO as the vintage rail cars rolled gently through the state. In addition, the 45 passengers paused for box lunches in Harrington, which NS provided.

Operation Lifesaver Delaware is an active member of the national OL partnership.



PAC, cont'd.

Wind energy will be distributed primarily to Delmarva Power customers from Delmarva Power's Indian River substation and delivered through the company's power lines.

Some of the farm's power will go to customers in Smyrna, Dover, Clayton, Milford, Newark, New Castle, Middletown, Lewes and Seaford. These municipalities are members of an electric power pool called the Delaware Municipal Electric Corporation.

Bluewater also hopes to sell energy from the farm to Maryland, New Jersey and on the open energy market, Carig said.

The average additional consumer cost for the wind power would be 70 cents per bill for Delmarva Power customers, Carig said.

The wind farm will supplement power already generated in Delaware, but eventually decrease the

ates 21 wind parks in nine states and produces more than 1500 megawatts.

"What would we like to see in the future? Energy that's clean, plentiful and done right," Carig said.

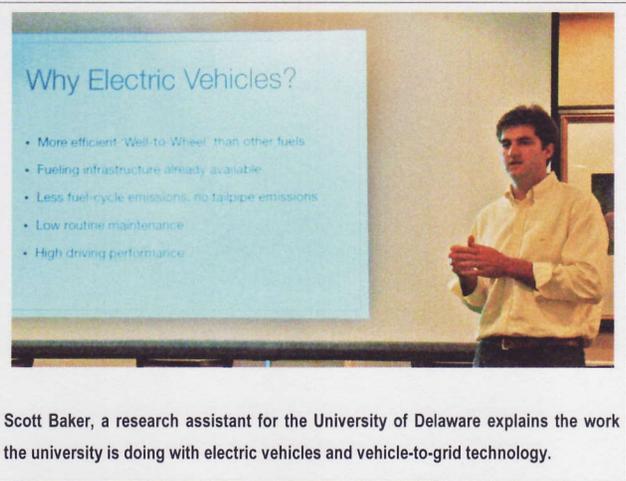
Baker, who works with Dr. Kempton through the University of Delaware's College of Marine and Earth Studies program, said his research on electric cars and vehicle-to-grid technology ultimately interfaces with Bluewater's mission.

"That's renewable energy, and particularly renewable energy generators that are intermittent, such as wind and solar," Baker said.

If Kempton's research proves successful, vehicle batteries could provide power to the electric grid and car owners would be paid for the energy when they plug their cars into an ordinary wall socket at home.

A couple of years ago, people debated what the alternative fuel of the future would be, Baker said.

"And you really had to talk more to defend electric vehicles, a little bit more



Scott Baker, a research assistant for the University of Delaware explains the work the university is doing with electric vehicles and vehicle-to-grid technology.



than you do today," Baker said.

This was due to major auto manufacturers, General Motors, Nissan, Ford and Toyota, who hope to put electric vehicles on the roads

because they emit less pollution than gasoline-powered cars, yet deliver high performance. These cars are also lower maintenance because they don't require oil changes and have fewer motor components than a combustion engine.

Baker's and Dr. Kempton's research has netted one fully electric automobile, with a second car on the way.

After the presentations, the PAC heard from MPO Principal Planner Jim Galvin about a transportation studies project as well as the new Unified Planning Work Program which maps out the MPO will spend money on planning and projects in the next fiscal year.

As a token of appreciation, PAC members also received polo shirts embroidered with the MPO logo.

sooner than vehicles that run on hydrogen and other fuels.

Much of the infrastructure to get vehicle-to-grid technology going already exists, Baker said, because people already have electricity in their homes, which is connected to regional power grids.

"From that standpoint, it's very easy to make a transition to a different fuel type for our vehicles if it's electric," Baker said.

The added cost to charge Kempton's car battery to a person's home could be about \$3 if a kilowatt hour costs 10 cents, Baker said.

Electric vehicles, he said, have environmental benefits



Nancy Carig of Bluewater Wind explains wind energy in relation to the wind farm the alternative energy company will build in 2012 off the coast of Rehoboth Beach.

need the Indian River plant to create electricity through the use of fossil fuels.

Bluewater already oper-

Earth Day event kicks off Ozone Season for Air Quality Partnership

The Air Quality Partnership of Delaware celebrated Earth Day on April 22 and kick-started Ozone Season.

Hundreds of people attended the Earth Day celebration held at Rodney Square in Wilmington where the Air Quality Partnership was one of 36 groups that set up tables with environmental information, giveaways and activities.

Gov. Jack Markell proclaimed April 22-25 as Air Quality Week in Delaware. Wilmington Mayor James Baker, Debra Brown, executive director for the American Lung Association of Delaware, Jennifer Adkins, executive director of the Partnership for the Delaware Estuary and Jim Werner, director of the Delaware Division of Air

and Waste Management, also attended the event.

Collin O'Mara, newly appointed secretary for the Delaware Department of Natural Resources and Environmental Control, made his first public appearance since he was sworn into office.

O'Mara said what attracted him to take the job in Delaware was Markell's vision for good environmental policy and that he was confident that Delaware could be a leading state in fighting climate change.

Brown said one of the Partnership's initiatives is to get the word out about



Members of the Air Quality Partnership of Delaware show off a copy of the Air Quality Week proclamation Gov. Jack Markell signed at an April 22 celebration of Earth Day in Wilmington. Pictured left to right, Deb Brown, executive director for the American Lung Association of Delaware, Randi Novakoff of WILMAPCO and Terri Brixen of the Delaware Division of Air and Waste Management.

the state's air pollution problem. She even gave some tips to help improve the air such as taking more public transit, linking errands into one trip and not to let a car engine idle for more than a minute.

The Partnership sends out e-mail alerts on days when air quality is poor so people can protect themselves. Anyone who wishes to sign up for these alerts can do so by visiting www.wilmapco.org/acp.

High levels of ozone can harm the respiratory system as well as affect crops and vegetation. Adkins, therefore, said air pollution not only affects what we breathe, but the water we drink and the food we eat.

Werner said the public can see how special monitors track ozone data in Delaware with up-to-the-minute reports. "We can do a lot," Werner said. "We are doing a lot, but never doubt that individual efforts always help."

MPO getting word out about air quality

Dover electric customers found a little something extra in their bills in July.

In an effort to spread the word about ozone season in Delaware, the Dover/Kent County MPO submitted fliers with Ten Tips to Better Air Quality that the city inserted with the bills.

With Ozone Season in full swing from now until the end of September, the tips are meant to inform Dover customers how they can reduce air pollution through a few simple steps.

The tips include waiting to mow the lawn until evening to cut down on gasoline emissions, walking more or carpooling to cut down on the number of cars on the road and avoid topping off the gas tank when fueling a vehicle.

The inserts were just



Dover/Kent County MPO intern Ben Johnson helps man a table at Safe Summer Day, held June 13 in Camden.

one of the MPO's outreach efforts. The MPO also published a guest opinion in the Dover Post newspaper, attended public events to hand out air quality literature and information and gave a radio interview to spread the word about protecting air quality in Delaware.

On May 2 the MPO attended the Old Dover Days festival at Legislative Mall. On June 13, the MPO attended Kent County's Safe Summer Day at Brecknock Park in Camden and on August 1, attended the Wyoming Peach Festival.

On July 7, MPO spokeswoman Kate Layton gave a radio interview with Phil Feliciangeli for Clear Channel, which operates several radio stations in Delaware.

The MPO will have a table at Harrington Heritage Days on August 29.

Walkable, cont'd.



Assistant Dover City Planner Michael Albert pushes Dover Planning Director Ann Marie Townshend in a wheelchair during a June 16 Walkable Communities Workshop sponsored by the City of Dover and the Dover/Kent County MPO. The chair lends another perspective to the tour.

The workshop received favorable reviews overall. "It gave us examples of what good traffic calming measures might be and then the walking part gave us a chance (especially with the wheelchair) to see issues first hand," said Andrea Summers, spokesman for the Delaware Department of Highway Safety. "And those would likely not have been issues that we would have noticed before if we hadn't been given the background in the first place to show us what to look for. I think these types of workshops can really help people who are interested in making their communities more walkable."

Upcoming MPO Meetings:

<p>Technical Advisory Committee</p>	<p>Public Advisory Committee</p>	<p>MPO Council</p>
<p>Wednesday August 12 2009, 10-Noon</p>	<p>Tuesday, August 25, 2009, 7 p.m.</p>	<p>Wednesday September 2, 2009, 3-5pm</p>
<p><i>Camden Town Hall, 1763 Friends Way, Camden</i></p>	<p><i>St. Joseph's Center 355 W. Duck Creek Road, Clayton</i></p>	<p><i>Camden Town Hall, 1783 Friends Way, Camden</i></p>



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