

Harrington Truck Route heralded as positive step for city

Quality of life depends on many things, Sen. Thomas R. Carper, D-Del., said in August.

Low crime and amenities play a part.

"But quality of life also depends on the ability to get where we need to go," the senator said.

Brad Eaby, chairman of the Dover/Kent County Metropolitan Planning Organization's Council, joined Sen. Carper, Delaware Department of Transportation Chief Engineer Robert Taylor and Harrington Mayor Gene Price on August 20 to celebrate the new Harrington Truck Route.

"The designation of this road will establish a formal path which essentially re-routes truck traffic around the city of Harrington, effectively removing it from the



MPO Council Chairman Brad Eaby speaks at the opening of the Harrington Truck Route.

historic district of town," Taylor said at the ceremony.

From left, Sen. Thomas R. Carper, D-Del.; Sen. Colin Bonini, R-Dover; Delaware Department of Transportation Chief Engineer Robert Taylor and MPO Council Chairman Brad Eaby cut the ribbon on the new Harrington Truck Route on August 20.

Construction started in March 2007. The bypass,

which is open to all traffic, runs between Farmington and Tower Hill roads behind the Delaware State Fairgrounds. DelDOT widened the way to the intersection of Farmington and Walter Messick Road, also known as Five Points, to get trucks onto U.S. 13 south of town.

The road is designed to divert truck traffic from downtown Harrington's Clark and Commerce streets.

The Dover/Kent County MPO nudged the project along over the years by continuously ranking it as a high priority in central Delaware.

Small as it is, the Dover/Kent MPO carries a big responsibility, Eaby said at the celebration.

See HARRINGTON, Pg. 7

The Roundabout way: MPO Council and committees get scoop on safety device



DelDOT photo
The Rehoboth Beach roundabout near Rehoboth Avenue was one of Delaware's first.

A pager on Mark Luszc's belt tells him when someone's been injured or killed in a Delaware traffic crash.

The device beeps every other day for injury

crashes and every few days for fatal wrecks, said the assistant chief traffic engineer for the Delaware Department of Transportation (DelDOT).

"That gets nerve wracking after a while when you're seeing somebody die on a pretty consistent basis," Luszc said. "This is the kind of thing that you sometimes get at signalized intersections or

two-way stop control intersections."

T-bone crashes resulting from drivers who run red lights, are typical at standard intersections, Luszc told the Dover/Kent County Metropolitan Planning Organization's council, technical advisory committee and public advisory committees in August and September.

"Typically you're not

getting this kind of crash at a roundabout, Luszc said."

Delaware has five roundabouts, with 10 more under construction. More are on the way.

Planned developments in the Magnolia include roundabouts, Luszc said.

See ROUNDABOUT, Pg. 5



Luszc

Two join the PAC

The Dover/Kent County Metropolitan Planning Organization welcomes Dr. Carlton Cannon, Jr. and Guy H. Veach to its Public Advisory Committee.



Cannon

Dover Mayor Carleton E. Carey, Sr. appointed Cannon as the city's at-large alternate member on the panel and Dover City Council accepted the choice at its September 8 meeting.

Cannon, of Dover, is director of bands at Cab Calloway School of the Arts in Wilmington. He holds a doctorate of education, innovation and leadership as well as a master of education and school administration from Wilmington University. He also holds a bachelor's degree in instru-

mental music education from Delaware State University.

Gov. Ruth Ann Minner appointed Veach to the PAC on October 7 to replace former PAC member Diana Welch.



Veach

Veach, of Dover, is a retired Wachovia Bank executive and a Vietnam Era veteran. Between 1970 and 1991 he served the state of Delaware as a counselor for the state's Division of Vocational Rehabilitation, and an administrator for the Division of Accounting.

He has served as a development officer for the Delaware Agricultural Museum and Village and an Administrative Officer and secretary to the state Public Service Commission.

He holds a degree in history from Pembroke State College.

PAC member receives farm honor

Dwight Meyer's family has farmed near Magnolia for more than 100 years.

On October 14, the Delaware Department of Agriculture honored the Public Advisory Committee vice chairman and his family with a Century Farm award.

Meyer's family was one of three to receive the honor at the Delaware Agricultural Museum and Village in Dover.

Thomas Attix, Meyer's great-grandfather, originally bought the 85-acre farm in 1880 for about \$1,700.

The now 107-year-old farm produces grain on 155 acres.

The Century Farm program recognizes families who have owned and operated their farms for at least 100 years. Families must have proof of the years of ownership.

Farms must include at least 10 acres of the original parcel, or gross more than \$10,000 annually.

Delaware now has 106 Century farms in its program.

Information courtesy of the Delaware Department of Agriculture.



Dept. of Agriculture photo
The Attix-Meyer family accepts Century Farm awards at the Delaware Agricultural Museum and Village. From left, Rep. Robert E. Walls, D-Milford; Janet Meyer, Dwight Meyer and Dorothy Attix-Meyer.

Welcome, Jim Galvin

The Dover/Kent County Metropolitan Planning Organization welcomes Jim Galvin to the staff.



Galvin

Galvin joined the MPO office on September 8 as a planner and GIS specialist.

Galvin, of Dover, comes to the MPO with a wealth of experience in urban planning.

He recently worked for

the Delaware State Housing Authority in asset management, but previously was planning director for the city of Dover where he was instrumental in creating the city's Traditional Neighborhood Design zone which the new Eden Hill subdivision will follow.

Galvin holds a degree in environmental studies from the University of New York, Syracuse, where he graduated magna cum laude.

Carper introduces air quality bill

On September 26, Sen. Thomas R. Carper, D-Del., introduced the "CLEAN TEA," or Clean Low-Emissions Affordable New Transportation Equity Act.



Carper

If passed, the legislation would help to reduce greenhouse gas emissions by providing Americans with alternatives to driving, such as public transit, intercity passenger rail, transit-oriented development and sidewalks.

The bill provides federal funding to cities with more than 200,000 residents and state departments of transportation for projects that are added to their transportation plans that would have the effect of reducing greenhouse gas emissions.

Although nothing is expected to happen on the bill this session, it has been introduced to lay the groundwork for its introduction next session.

Information courtesy of AMPO

Traffic cameras added in Kent County

This fall, the Delaware Department of Transportation (DelDOT) added live traffic cameras to its statewide traffic monitoring system.



Three of the cameras are in Kent County, located at Del. 1 Exit 104/Scarborough Road in north Dover; Del. 1/South Bay Road Exit 97/Puncheon Run Connector in Dover; and at

Del. 1 and Bowers Beach Road in Frederica.

DelDOT's integrated transportation management program, Deltrac, paid to install the cameras.

Traffic cameras already exist throughout Kent County such as: Del. 1 and Scarborough Road; Del. 1 and the South Smyrna exit; Forrest Avenue and Saulsbury Road; U.S. 13 and E. Glenwood Ave; U.S. 13 and Division Street; U.S. 13 at the Dover Downs Entrance; U.S. 13 and Milford-Harrington Highway and U.S. 113 and Puncheon Run Connector.

DelDOT's traffic cameras are part of a complex

transportation management system based on intelligent transportation system technologies, said Gene Donaldson, transportation management center operations manager.

Cameras provide multiple agencies including police, fire and DelDOT, with real-time traffic views.

A variety of factors determine the priority of camera locations.

Critical intersections and roadway links, capital transportation projects, support of events and evacuation routes all play a part, Donaldson said.

Criteria for implementation have been the 800



most critical miles as defined in the "Integrated Transportation Management Strategic Plan" published in 1997.

The DelTrac program includes computerization of the approximately 1,000 traffic signals DelDOT maintains statewide. DelDOT's Traffic Management Center controls and monitors more than 500 signals, Donaldson said.

DelDOT to have Pre-Pass system by mid-2009

Truckers have smoother travels ahead.

The Delaware Department of Transportation (DelDOT) recently announced that next year the state will install PrePass®, a system that allows truck drivers traveling along northbound U.S. 301 near Middletown to use auto-

mated verification technology.

Once operational, the system will permit truckers to bypass weigh stations, therefore saving time, energy and gas.

PrePass works similarly to EZ pass by employing a transponder inside the vehicle.

The system is anticipated to improve highway safety and reduce greenhouse gases by cutting congestion and idling

at the U.S. 301 Delaware weigh station, which is under construction.

PrePass is free to the state and is funded through Heavy Vehicle Electronic License Plate, Incorporated (HELP Inc.).

The PrePass design has been incorporated into DelDOT's intelligent transportation management system known as DelTrac. DelTrac includes advanced systems that provide real time control, monitoring and information capabilities to improve the safety and efficiency of Dela-

ware's transportation system. DelTrac components included in the PrePass project are traffic monitoring cameras, electronic detection and an electronic changeable message sign.

"In addition to safety and environmental benefits, PrePass will enable Delaware to help improve the competitiveness of its trucking industry, and the local shippers they serve," said Richard P. Landis, president and CEO of HELP Inc.

For information, contact DelDOT Public Relations 760-2080 or visit www.deldot.gov.

Information courtesy of DelDOT



Team handles NASCAR traffic with ease

Handling traffic during a NASCAR weekend can be a bit like herding cats, Dover police Lt. Paul Bernat admits.

"But for the most part, it seems like people do listen," said Bernat, head of Dover Police Department's patrol division.

NASCAR races attract up to 250,000 people to Dover Downs International Speedway. With so many visitors, road managers have to keep the traffic flow steady.

After years of practice, Gene Donaldson, transportation management center operations manager for the Delaware Department of Transportation (DelDOT), has the supervision of NASCAR traffic down to a science.

A transportation committee comprised of Donaldson, representatives from Dover and Delaware State Police, Dover Downs,

Delaware Transit Corporation, Dover Mall, Delaware State University and others meet each month to map out traffic management plans for the bi-annual races.

"It's been a very cooperative effort,"

Mr. Donaldson said. "In each race we find things that we can improve on."

Dover won't see another NASCAR race until May, but the committee has resumed its monthly preparation meetings, Donaldson said. During race weekends, the agencies stay in close communication, via central command post near the speedway.

On race days, DelDOT separates lanes on U.S. 13 to direct race fans toward parking spaces and keep through traffic moving. Drivers can tune to WTMC-1380 AM radio for travel information.



Dover Police Department officers keep an eye on traffic during the September NASCAR races in Dover.



NASCAR fans find alternative forms of transportation during the September race weekend.

Bernat said extra-duty officers from around the state assist with the roads.

While police and others manage traffic from the ground, Donaldson handles things from a helicopter

before and after the Saturday and Sunday races.

Pedestrian traffic is the priority for the first 45 minutes after the race before focusing on vehicles. The goal is to get race traffic out within three hours.

Increased bus use to the races from the Blue Hen Corporate Center in Dover and Christiana Mall near Wilmington has improved traffic, Donaldson said, although there's a need for more charter buses.

"I believe we have just about everything we can do," Lt. Bernat said. "But if the public has suggestions we're more than happy to listen."

For Bernat, a pedestrian bridge at Leipsic Road would be ideal during race weekends.

"That would make a big difference," he said.

MPO Council, committees hold elections

The Dover/Kent County Metropolitan Planning Organization is pleased to announce the 2008-2009 leadership for its MPO Council, Technical Advisory Committee (TAC) and Public Advisory Committee (PAC).

Each group elected its officers at its annual meeting and each officer will serve a one-year term.

Bradley S. Eaby, a Kent

County Levy Court commissioner, will continue as chairman of the MPO Council and Camden Mayor Robert Mooney will remain vice chairman.

Eaby has served on the MPO council, representing Levy Court President P. Brooks Banta, since March 2007. Mayor Mooney has served on the council since September 2006, representing Kent County municipalities.

The TAC re-elected Scott Koenig, planning services manager for the City of Dover as the committee's chairman and David Edgell, principal planner with the state Office of Planning Coordination, will remain vice chairman.

Koenig has served on the TAC since September 1995 and Edgell has served on the committee since December 2002 after serving on the PAC.

The PAC re-elected Horace Cook as PAC chairman and elected Dwight Meyer as vice chairman.

Cook, a retired Dover resident, has served on the PAC as a governor's appointee since November 1999. Meyer, a Kent County Levy Court appointee and a farm management specialist at Delaware State University, joined the PAC in October 2003.

Survey reveals travel habits of Kent Countians

Kent Countians like to drive.

Trips to work or play, daycare or doctor appointments readily put central Delawareans behind the wheel.

People tend to drive alone, except when going someplace for recreation or transporting children. And the more money people earn, the more they drive.

This information and more was in a recent transportation study from the Delaware Trip Monitoring System Survey.

The survey, part of the Delaware Statewide Model Improvement Project, is an ongoing study that the University of Delaware's Center for Applied Demography and Survey Research (CADSR) designed in 1995.

Between 1997 and 2006, researchers gathered information on the week-day travel habits of randomly selected drivers age 16 and older across the state.

Drivers listed their trip origin, destination, time, and mode of transportation for every trip made in the preceding day. More than 25,000 people were sur-

veyed and more than 50,000 trips were documented in nine years.

Initially, the survey was a way to update the Delaware Department of Transportation on day-to-day travel data, estimating how and why people travel.

Last year, the Dover/Kent County Metropolitan Planning Organization

See Study, Pg. 7

ROUNABOUT, cont'd.

The Federal Highway Administration (FHWA), Luszc said, chose roundabouts as the preferred alternative for a wide number of intersections.

In July, the FHWA listed roundabouts as a safety alternative in all newly proposed intersections built with federal highway funds.

"This is not some crazy Delaware thing," Luszc said. "A lot of states are doing it."

Maryland, with its 300 roundabouts, is the closest Delaware neighbor to have success with the traffic devices.

New York, Colorado, Florida and Utah have them as well.

Safety is what sold Luszc on roundabouts. These devices have reduced fatal and injury crashes between 71 and 89 percent, he said. Maryland has had no fatal crashes at its roundabouts, Luszc said. In some situations, a

roundabout can provide fewer delays than a signal or traditional intersection, he said.

In his presentations, Luszc set a few things straight about roundabouts. They are not Jersey Circles, he said.

Jersey Circles have multiple lanes in each direction and are much wider than roundabouts. In fact, New Jersey has abandoned its circles in favor of roundabouts, Luszc said.

In a roundabout, drivers yield to traffic as they enter the circle.

Roundabouts force vehicles to slow down, discourage pedestrians from crossing and do not allow parking. The Georgetown Circle is not a true roundabout, Luszc said.

Except for the Rehoboth Beach roundabout at Rehoboth Boulevard, DelDOT prefers single-lane roundabouts.

There are places roundabouts don't work, such as evacuation routes.

"A roundabout is not the right answer at every place, but at certain locations I think it's just the right answer."

P A C member Richard Ornauer said at the committee's Aug. 26 meeting that a small device installed in the late 90's at Mifflin Road was Delaware's first roundabout. He said it slows traffic and deters large trucks from Mifflin Road.

"The two purposes have been justified and I think it's the most beautiful structure on earth," Mr. Ornauer

said at the meeting."

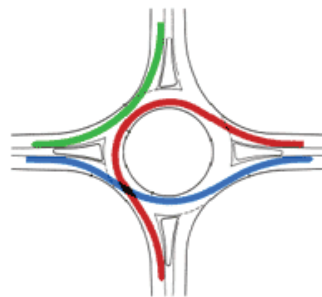
PAC Chairman Horace Cook said he thought Luszc's presentation was excellent.

"Roundabouts are good for traffic and they will help the environment," Cook said.

MPO Council Chairman Brad Eaby said roundabouts have a definite place in managing traffic flow.

"There is no doubt that that they provide a safer alternative to signalized intersections," Eaby said. "While they are not a substitute for all intersections, they can be a better choice depending on the circumstances." DelDOT's web site has a section for roundabouts, including a video from Wisconsin's Department of Transportation.

To view the information, visit www.deldot.gov and navigate to the community programs and services section.



Work on Del. 1, 9 overpass starts: Road is first of seven in Kent County

Before Del. 1 came along, U.S. 13 was the only way to drive upstate.

But Del. 1 opened the First State to a new set of travel possibilities and now a series of overpasses along Del. 1 will present even more transportation options.

In October, workers broke ground on the first of seven overpasses planned along the highway.

Gov. Ruth Ann Minner as well as officials from the Delaware Department of Transportation and Col. Steven B. Harrison, Commander of the 436th Airlift Wing at Dover Air Force Base celebrated the occasion.

The overpass will be located at Del. 1 and Del. 9 near Kitts Hummock Road in Dover.

This is the first overpass built on an existing Delaware highway in at least 30 years, DelDOT's

Chief Engineer Robert Taylor said. Often, drivers who want to cross Del. 1 have long waits between breaks in highway traffic. This is especially a problem during beach season, Taylor said.

Safety is another concern. Recently, a sport utility vehicle collided with an empty school bus whose driver pulled across Del. 1 toward the southbound highway lane. The crash killed the driver of the SUV.

Six more overpasses planned for the Del. 1 corridor will be in Little Heaven, Barretts Chapel Road, North Frederica, South

Frederica, Thompsonville and Del. 30. DelDOT hopes to have the \$9 million Del. 1/ Del. 9 overpass done in 2010 and have most of the others finished by 2015. Construction on the North Frederica interchange is set to start next summer.

Since Minner took office in 2001, Kent County has seen the construction of Crawford Carroll Avenue, the reconstruction of Walker Road, the establishment of the Del. 9 Scenic Byway and the acquisition of EZ Pass operations.

"I believe in the years to come, residents will con-

tinue to see the benefits of those funds through completed projects [like the overpass] and enhancements of other services," Minner said at the ceremony.

Building roads boosts employment, the governor noted. Every \$1million spent on construction creates 15 to 30 jobs.

"It's easy to see why our continued investment in transportation projects is essential to the economy," Minner said.

The state has accomplished much, Minner said, but more projects are needed. The challenge for the future of transportation will be to balance the needs with funding.

For more information about the overpass project, contact DelDOT Public Relations at (800) 652-5600 or 760-2080, or visit www.deldot.gov.



Gov. Ruth Ann Minner, left, speaks about the benefits of the Del. 1, Del. 9 overpass near Dover Air Force Base and Kitts Hummock Road. Work began in October on the first of seven Del. 1 overpasses in Kent County.

Congress clears Amtrak bill

On October 1, Congress cleared the final version of the Amtrak authorization bill.

The bill authorizes \$13 billion for Amtrak and \$1.6 billion for rail safety provisions.

The bill includes a high speed rail provision that will allow the federal transportation secretary to accept bids from private companies for the Northeast Corridor high-



speed line first, and then for other, less profitable lines around the country.

Winning companies will receive some federal funding, which the bill would authorize, to help pay for the preliminary design and engineering work.

U.S. Transportation Department Secretary Mary E. Peters announced that President Bush will sign the legislation.

Information courtesy of AMPO

Thank you, Levy Court

A \$1,000 community service grant from Kent County was recently awarded to the Dover/Kent County Metropolitan Planning Organization.

Kent County Levy Court included the grant when it adopted its Fiscal Year 2009 budget, which took effect July 1.

MPO Executive Director Juanita Wiczoreck said the grant money will go toward insurance, which frees the organization's budget for other planning activities.



HARRINGTON, from Pg. 1

"It is the hub of the wheel that propels transportation planning in central Delaware," Eaby said.

The MPO provides a means for county government, the municipalities and the state government to create transportation solutions, which was the case for the Harrington Truck Route.

Before the bypass existed, tractor/trailer trucks lumbered along Del. 14 through historic downtown Harrington. City residents often found side view mir-

rors dangling from vehicles after trucks sideswiped them on the narrow streets.



At the ceremony, Harrington Mayor Gene Price said the new road created a safe and durable access for trucks.

"This is a very positive day on a lot of different levels," Price said.

Since the road opened, city residents have a quieter downtown, Price said.

After construction on the road finished, city officials had to wait for road signs. Price said he's requested more signs from DelDOT.

Police enforced the usage of the bypass in phases; first by issuing warnings to truckers who still cut through town and then issuing citations.

Low funds delayed the road's construction for years. In August 2005, however, Sen. Carper earmarked \$8.5 million for the project from the federal transportation bill which helped with the cost of construction and road design.

"The axis of the earth sticks out most prominently and directly through the center of each town and city," Eaby said, quoting author and poet Oliver Wendell Holmes. "This is a great benefit to the city of Harrington," Eaby said.

Survey, from Pg. 5

had the center aggregate survey data to focus on Kent County. Most of the Kent County residents polled lived within Dover ZIP codes.

Polls showed that not only do Kent Countians like to drive, the number of vehicles per household grew from 2.2 to 2.5 in nearly a decade.

Between 2003 and 2006, 87 percent of Kent Countians identified themselves as the driver to 15 destinations listed in the poll. Those residents said they drove their vehicles for every trip to child day-care and for 84 percent of their recreational trips.

Residents between ages 25 and 54 drove the most, taking three or more trips per day according to

the poll. Teens and adults age 80 and older were more likely to be passengers during a trip.

In recent years, suburban residents drove more than city dwellers. The survey explained that suburbs tend to have more children and higher income residents.

More than 5 percent of Kent Countians travel outside the state to work. Wealthier Kent Countians tended to venture out more often. Polled residents who earned less than \$30,000 annually took two

or fewer trips a day. Households earning \$100,000 or more took three or more trips per day.

"Increased household size indicates a greater



likelihood of children in the household, as well as a number of trips related to the care and activities of children," the study said.

Income influenced transportation choices.

The 4 percent of people who primarily rode the bus, or the 5.6 percent who walked, earned \$10,000

per year or less.

Kent Countians weren't keen on carpooling, according to the survey.

Between 2000 and 2006, 92 percent of people said they might consider carpooling or vanpooling to work if there were a vanpool subsidy.

Response to state programs such as Rideshare Delaware was lukewarm at best.

Between 2000 and 2006, about two thirds of those polled said they thought DelDOT manages transportation well in the state. The rest rated DelDOT as fair or poor managers. Two thirds of Kent County residents also rated the condition of Delaware highways as good or very good.

MPO ready to take plan on the road

Complete Streets, sustainable communities and transit-ready development.

Alone, these terms sound far removed from the average person. But they are concepts based upon historic development patterns that could shape the Dover and Kent County area toward easier mobility.

These progressive planning concepts are in the latest draft of the Dover/Kent County Metropolitan Planning Organization's

Regional Transportation plan.

The MPO has conducted an analysis of future transportation needs and compiled a list of projects. Now, it's ready to take the plan on the road to share with municipalities and community organizations.

Staff is available for brief presentations within the first few weeks of January.

The Regional Transportation Plan defines how the region's transportation sys-

tem will develop over the next 20 years.

This type of plan, which is updated every four years, is required by the U.S. Department of Transportation as a prerequisite for federal funding. It must be developed through a process that includes input

from the public and private sectors and coordination with local and state plans.

Groups who are interested in scheduling a presentation may contact the MPO at 760-2713 or by e-mail at: juanita.wieczoreck@state.de.us.



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