

Kent County Leads State in Estimated Population Growth Rate

Kent County led the state in population growth rate between 2000 and 2006. According to new estimates from the US Census Bureau, Kent County gained almost 21,000 new residents in the six-year period, for a growth rate of over 16 percent. Sussex County grew by an estimated 15 percent, gaining almost 24,000 persons. New Castle County had the largest estimated numerical population growth, gaining just over 25,000 persons for a growth rate of five percent between 2000 and 2006. The state as a whole

gained almost 70,000 persons during the same period, for a growth rate of just under nine percent.

In Kent and Sussex Counties, migration into Delaware accounted for most of the population growth. The contribution of migration was most striking in Sussex County, where newcomers accounted for more than 90 percent of the estimated growth. In New Castle County, natural population growth - births minus deaths - accounted for most of the growth.

While New Castle County had the smallest total

growth from migration, it saw the largest percent of that growth come from international migration, according to the Census Bureau estimates. In fact, the estimates suggest that New Castle County saw a net loss of population due to internal migration. All of the county's growth by migration was from international migration. In Kent

and Sussex Counties, most of the growth from migration was due to migration from within Delaware or from other states.

Questions and comments can be directed to Mike Mahaffie: via e-mail: Mike.Mahaffie@state.de.us or call (302) 739-3090. Tables showing the population estimates can be found

Geographic Area	Population Estimates		Growth Rate
	July 1, 2006	April 1, 2000	
Delaware	853,476	783,600	8.92%
Kent County	147,601	126,700	16.50%
New Castle County	525,587	500,265	5.06%
Sussex County	180,288	156,635	15.10%

JUNIOR SOLAR SPRINT COMPETITION AND OZONE KICK-OFF SET FOR MAY 16, 2007 AT POLYTECH HIGH

It may not be NASCAR, but it still packs plenty of excitement and fun! Delaware's 13th Annual Junior Solar Sprint Competition will begin promptly at 11:00 a.m., Wednesday, May 16, 2007 at Polytech High School, 823 Walnut Shade Road, Woodside, Delaware.

May 16th will also mark the kick-off of this year's Ozone Action Season. A brief event will be held just before the start of the first races during which visitors and students will learn more about alternate fuel vehicles and steps to take to improve air quality in Delaware.

The Junior Solar Sprint spotlights model cars developed by students from across Delaware that are powered by solar photo-voltaic cell/panel, which

converts sunlight into electricity. The model cars showcase developing technology in alternate fuel vehicles, which help to improve air-quality.

Students from all over Delaware join together to race the cars they've built. Racers have time trials and test runs prior to the competition start. The double-elimination competition has awards for the fastest cars and the best car designs.



Two Junior Solar Sprint Cars racing down the straightaway.
Photo Courtesy of <http://nesea.gaiahost.coop>

The inclement weather date is May 17, 2007 for the Junior Solar Sprint, same time and location. The Ozone Action Season Kick-Off will take place rain or shine. Come out and support our students and see the cars of the future!

For additional information, contact Suzanne E. Sebastian, Delaware Energy Office, (302) 739-1530.

Thank You Don Erhart



It is with regret that we accept Don Erhart's resignation from the Dover/Kent County MPO's Public Advisory Committee (PAC). Because of increasing demands on his time by outside obligations, Don feels that he would be unable to maintain the same level of commitment and dedication to the work of the PAC.

Don was appointed to the PAC by Governor Thomas R. Carper in September of 1999. Since his appointment, Don has been an active contributor to the PAC and will be sorely missed by all.

MPO Initiates Study of North Dover

The Dover/Kent County Metropolitan Planning Organization is embarking on a study of US 13 in the North Dover area, from Lepore Road/Jeffric Boulevard north to Scarborough Road.

The purpose of the study is to formulate potential growth or redevelopment scenarios for the North Dover area, and outline transportation plans that address these scenarios.

The first phase of the study will involve interviewing property owners and businesses in the study area. Interviews will discuss current transportation needs and problems and how the corridor may change in the future. Representatives of the MPO will also meet with residents in the area to hear their concerns and ideas.



North Dover Study Area

After the interviews, the MPO will draft plans showing how the corridor might appear in the future and the transportation system that would be needed to serve it. The draft plans will include different mixes of land use types and identify infrastructure needs associated with each. Public workshops will be held to allow area residents and businesses to review the plans. The final outcome of the study will be a technical memorandum that has been accepted by the MPO, Dover and DelDOT as a guide for reviewing future development and redevelopment proposals.

When the study has been completed, the MPO will describe an array of potential scenarios and the plans that will be needed to create long-term positive outcomes for the North Dover area.

Thank You Jim Malloy

The MPO is sad to accept the resignation of Jim Malloy, at-large alternate to the Public Advisory Committee (PAC). Mr. Malloy has chosen to leave the committee because of his health. He was appointed by the Kent County Levy Court, upon the recommendation of Commissioner Richard Ennis and fellow PAC member, Arley Cooper.

His October 2005 appointment made Jim the PAC's first at-large alternate member. Jim has been invaluable to the committee, attending meetings and workshops and always ready with a vote for any absent member. We wish Jim better health and hope that he will be able to join us again soon.

I-95 Widening Project to Begin - 5TH Lane To be Added

Traffic delays can be expected beginning in early June, when work is to begin on the widening of I-95, affecting both north and southbound lanes in New Castle County. This work is part of a multi-year, multi-project Turnpike Improvement Program that has included work at the Churchman's Road/SR 7 Intersection, the Churchman's Road Bridge; and will also include work at the SR1/I-95 Christiana Mall Interchange. The construction schedule projects 544 calendar days to completion.

Northbound, the fifth lane will run from the on-ramp of SR 1 near the

Christiana Mall through the Churchman's Marsh and the 141 Interchange, ending just south of the I-495



ramp overpass. Southbound, the additional lane will run from the 141 Interchange southbound ramp, to just south of the new Churchman's Road Bridge over I-95.

The contractor agreement calls for maintaining four lanes and one shoulder during peak periods with a lane reduction in the evening to increase the work area and bring in and remove material. Real-time traffic updates are available by listening to DelDOT's radio station, 1380 AM.

To reduce the stress and aggravation usually associated with road construction, it is an ideal time to consider other travel options. Besides considering DART First State bus services, there is also RideShare. With the many park & ride locations around the State, commuters can take advantage of car or vanpooling.

The timing is perfect to save money on gas, lower vehicle wear-and-tear and have someone to talk to during the ride to and from work. RideShare participants can register for the program's emergency ride home benefit, available to all Delaware employees.

Employers can also help by initiating flex hours for their employees, to reduce the number of commuters on the road at the same time.

Additional information can be obtained by calling RideShare at 1-888-743-3628 or accessing the website: www.ridesharedelaware.org.

Bi-Monthly Meeting Schedule

TECHNICAL ADVISORY COMMITTEE (TAC) - 2 nd Wednesday, even months, 10 AM – Noon	PUBLIC ADVISORY COMMITTEE (PAC) - 2 weeks following the TAC, Tuesday, 7-9 PM	COUNCIL 1 st Wednesday, odd months, 3-5 PM
June 13, 2007	June 2007 WORKSHOP - TBA	July 2007 To Be Determined
August 8, 2007	August 21, 2007	September 5, 2007
October 10, 2007	October 23, 2007	November 7, 2007
December 12, 2007	December 2007 To Be Determined	January 2, 2008

Farewell Joe Cantalupo

Joe Cantalupo, Assistant Director of Planning, decided to take on a new challenge. Joe has accepted a position with the consulting firm of Parsons Brinkerhoff. Joe will be relocating to Texas, after he undergoes a brief training stint in the firm's Philadelphia office. The Dover/Kent County MPO extends its very best wishes to Joe and his family as they embark on this new adventure.

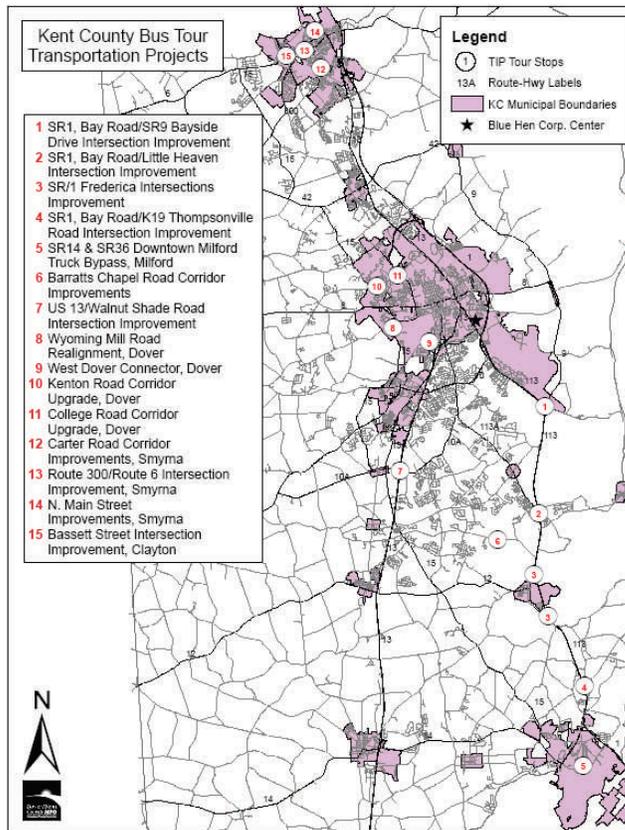


MPO Conducts Project Site Tour

On February 24, 2007, the Dover/Kent County MPO's Public Advisory Committee hosted a bus tour to visit the locations of projects proposed to be included in the Transportation Improvement Program (TIP). A forty-seven seat wheelchair accessible bus was hired for the tour, which began at 9:00 AM.

The purpose of the tour, conducted as part of the MPO's public outreach program, is to give the public and local officials a first-hand opportunity to see projects that have been submitted to the MPO and the Department of Transportation. The MPO Council determines the importance, or priority of transportation projects proposed in the region; DelDOT then selects projects to be funded out of the MPO's highest priorities. The tour gives the public an opportunity to discuss all projects proposed for the region, whether or not they are included in the tour.

Fifteen projects were



selected for the tour, with locations ranging from Milford to Smyrna. At each project stop, Juanita Wiczoreck, Executive Director of the MPO, described the

project, its history, the reason for its inclusion in the TIP and the potential impact on the area when the project is carried forward to completion.

While keen interest was evident at each of the project stops, the group made the most inquiries when visiting the proposed West Dover Connector, the Barratts Chapel Road Corridor and the Carter Road Corridor Improvements. All of the comments expressed for these and the other projects were positive and supportive of the need for these projects.

Participating on the tour were Anthony DePrima, Chairman of the MPO Council, Council member Brad Eaby, Nicholas DiPasquale, Chairman of the MPO's Public Advisory Committee (PAC), Horace Cook, Vice Chairman of the PAC and PAC member Jim Webster.



Frank Treynor (left) and Horace Cook (right) enjoying the MPO Bus Tour. Photo courtesy of Dan McNulty

Delaware's Anti-Idling Law

This past September, DNREC's Division of Air and Waste Management Enforcement Section announced plans to begin enforcement of Delaware's Anti-Idling regulation that was adopted in 2005 (Regulation 45, Excessive Idling of Heavy Duty Vehicles). The regulation prohibits owners of on-road vehicles over 8,500 pounds gross vehicle weight to idle their engines for a period more than three minutes long. Violators are subject to a penalty of not less than fifty dollars (\$50) and not more than five-hundred dollars (\$500) for each offense. Subsequent violations carry fines of \$500 - \$1500.

According to Ali Mirzakhali, Air Quality Management Section Administrator, this regulation continues DNREC's efforts

to protect human health by reducing emissions of nitrogen oxides, air particulates, and other tailpipe pollutants from heavy-duty vehicles operated in the state. "Vehicle emissions contribute significantly to our overall air pollutants," said Mirzakhali. "Regulation 45 and our plans to enforce the anti-idling regulation of heavy duty vehicles are important in helping us reach our goal of improving air quality in Delaware," he said.

Emergency fire, rescue, and lifesaving vehicles, school and transit buses with passengers, as well as farm and electric utility vehicles are exempt from the regulation. Additional vehicle operating situations that are exempt are listed in the Exemption Section of the regulation.

Since 2005, DNREC's Enforcement Section has an ongoing education process on the anti-idling rule. "We met with more than 30 trucking businesses potentially affected by the new regulation," said Captain Chip McDaniel, Operations Manager with the Division's Enforcement Section. "The Delaware Motor Transport Association, Delaware Transit Corporation, and the Delaware Department of Education worked with us to develop the regulation and assisted with our educational efforts," he said.

Delaware is among more than 25 state and city jurisdictions that

have implemented regulations addressing the maximum allowable idling time for heavy-duty vehicles.

Citizens can report idling violations by calling DNREC's Emergency Prevention and Response Branch's 24 Hour Complaint Line at 1-800-662-8802. In addition Verizon Wireless customers can call #DNR from their cell phones to register a complaint. The regulation can be accessed online at: http://www.dnrec.state.de.us/air/aqm_page/docs/pdf/REG_45.pdf or can be obtained by contacting Phil Wheeler at (302) 739-9402.

Downtown Dover Signal Upgrade Project Moves Forward

The first phase of a project to upgrade 18 traffic signals and place them on a coordinated signal control system was completed with the opening of the intersection of Division and State Streets in mid-April. Construction of the Downtown Dover Signal Upgrade began in November with the closure of the intersection of Ridgley and Division Streets. Road closures at each successive intersection created traffic headaches for area motorists. However, one needs only to drive through the area to realize that the improvements were worth the hassle for pedestrians as well as drivers.

The next set of intersections and signals to be upgraded are on Governors Avenue. The intersection of Governors Avenue and North Street is expected to be complete in a couple of weeks. Improvements are scheduled next for

Governors Avenue at Water Street and Loockerman Street.

The Department of Transportation (DelDOT) had originally intended to move the project to Loockerman Street from Division Street; however concerns from downtown merchants prompted DelDOT to change its schedule. As a result of a March 28 meeting with the merchants, DelDOT agreed to schedule the work around peak business times.

The Loockerman Street/Governor's Avenue intersection will be started at the end of June, one of the slower retail periods. Once that intersection is complete, DelDOT will continue its work in other areas, then come back to the State Street and Queen Street intersections on Loockerman Street during the slower month of August. The intersection of Loockerman Street and Legislative Avenue will be done next January or February.

The Downtown Dover Signal Upgrade Project was first proposed by the City of Dover in 1999. Initial funding was authorized in FY 2004, and project development was started in 2005. In January of 2007, DelDOT accepted ownership of the 18 traffic signals that are being upgraded and the project moved into implementation. Each traffic signal will be hardwired to DelDOT's Traffic Management Center, which will monitor and

adjust signal timing as traffic flow requires. Curb ramps are being reconstructed to bring the intersections into compliance with new American with Disabilities Act (ADA) requirements.

More information about this project, including detour routes, can be viewed on DelDOT's recently updated interactive website at <http://www.delDOT.net/static/projects/tmt/>.



Signalization Improvements on Division St. at Governors Ave.

DelDOT's Transportation Trust Fund Proposals for Revenue Increases

Prepared by Darrel W. Cole, Director, DelDOT's Office of Public Relations

The current financial situation required a serious review of the Transportation Trust Fund revenues. The Trust Fund's steady sources of revenues (mainly tolls, gas tax, Division of Motor Vehicles [DMV] fees) have not been able to keep up with the cost of doing business and the tremendous growth this state has experienced. It is not anticipated that this situation will improve, which is why DelDOT has asked the legislature for more revenues to be dedicated to the Transportation Trust Fund. Specifically, the Governor has proposed increasing the Motor Fuel Tax 5 cents per gallon beginning September 2007; increasing the DMV Documentation Fee 1.25 percent by September 2007, and again by a ½ percent in September 2008; eliminating the commercial

E-ZPass nighttime discount on I-95; eliminating all Rt. 1 E-ZPass discounts beginning September 2007; raising tolls by \$1 at the Biddles Corner and Dover toll plazas, 50 cents at the Boyds Corner and Denneys Road exits, and 25 cents at the Smyrna exit, beginning in September 2008; and, increasing vehicle registration 50 percent beginning September 2007.

While a host of fees and potential other new revenue sources were evaluated, those listed above have been chosen for three main reasons: they had not been raised in at least ten years (Rt. 1 tolls have never been increased, while vehicle registration has not been raised since 1965); they

raise significantly more revenues compared to other options; and, even with the increases, these proposed rates would compare favorably with other states' rates in the region.



The proposed increases are anticipated to bring in approximately \$1 billion in additional revenues over six years, and allow DelDOT to continue with those needed

improvements and services as previously committed. Without new revenue sources, many services and projects that have been identified by the Dover/Kent County Metropolitan Planning Organization would be unfunded, including the West Dover Connector, and the five Rt. 1

intersection upgrades in Kent County.

Since DelDOT Secretary Carolann Wicks took office in February of 2006, the department has worked diligently to ensure that internal operations mimic acceptable business practices, and that communication with outside partners is constant and transparent. DelDOT has been able to show that the department is on a new path, where better communication with the General Assembly, the Office of Management and Budget (OMB), metropolitan planning organizations, counties and others, ensures everyone is on the same page.

DelDOT and OMB will be working with the

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Delaware Route 8 Concept Plan Workshop Held

The first public workshop for the Delaware Route 8 Concept Plan and Operations Study was held on February 21, 2007 at the William Henry Middle School in Dover, Delaware. The purpose of this public workshop was to share the data collected along the corridor as well as the needs analysis that had been conducted by the consultant, Johnson, Mirmiran & Thompson. Displays showed current and projected future traffic volumes, levels of service for key intersections, future land use maps and potential alternatives. Area residents, business owners and City and County officials attended the workshop. Approximately twenty-five people attended.



Left to Right: Gene Ruane, Joe Wutka, Ray Harberson, Dave Edgeu, Juanita Wieczorck, and Dave DuPlessis

Attendees were asked to complete a questionnaire that included questions such as how often they use the

corridor, their mode of travel, and the problems experienced on Route 8 as well as suggested improvements. The majority of respondents said that they use Route 8 on a daily basis as drivers and pedestrians, with a few bicycle or transit users. The main problems described were traffic congestion at the signalized intersections, long traffic signal cycle lengths at Kenton Road and conflicts between pedestrians and motorists at the intersections. Suggested improvements were modification of traffic lights (i.e. no left-turns on blinking red arrow) to alleviate crashes, adding a median from Saulsbury Road to Mifflin

Road to control turns and pedestrian crossings, and to provide interconnections to lessen the traffic on Route 8. Suggestions were also made for aesthetic and landscape improvements, improving accessibility to bus stops through shelters and bus pads, improving pedestrian and bicycle facilities and adding shoulders on Route 8 from Mifflin Road to Weston Drive.

An additional public workshop will be held in the upcoming months. For more information, please contact Juanita.Wieczorck at (302) 760-2713 or Juanita.Wieczorck@state.de.us.

New Ultra-low Sulfur Diesel Fuel Requirements Help Clean the Air

(Sources: Diesel Technology Forum December 2006 & March 2007, US EPA Web Site)

Effective October 2006, refiners have to provide ultra-low sulfur diesel fuel (ULSD) nationwide. The sulfur content in ULSD fuel is 15 parts per million (ppm), the equivalent of one ounce of sulfur per tanker truck of diesel fuel. ULSD fuel replaces low sulfur diesel (LSD), introduced in 1993 with a sulfur content of 500 parts per million (ppm).

Diesel-powered vehicles tend to be more fuel efficient than gasoline-powered vehicles, primarily because of their fuel combustion systems. Gasoline engines ignite fuel with spark plugs; diesel engines through compression. This compression of the fuel-air mixture in a diesel engine is so intense that it combusts spontaneously. This ignition process is more efficient and provides more torque than using spark

plugs required by a gasoline engine. Advances in technology have also made today's diesel engine cleaner, quieter and more powerful than in the past. High pressure fuel injection, new electronic controls, variable injection timing, improved combustion chamber configuration and turbo-charging are examples of the advanced technologies incorporated in the diesel engine of today.

The impact of ULSD fuel can be compared to the 1970's, when lead was removed from gasoline, making gasoline vehicles 99 percent cleaner from smog-forming emissions. With the introduction of ULSD fuel, the advanced diesel engine and effective exhaust-control technologies, diesel engines are cleaner than ever before. In the next few years the diesel industry will drastically

reduce key emissions associated with on and off-road diesel equipment.

According to the US EPA, the use of ULSD fuel will reap the following annual benefits beginning model year 2007:

- 2.6 million fewer tons of smog-causing nitrogen oxides (NOX);
- 110,000 fewer tons of soot or particulate matter;
- An estimated 8,300 fewer premature deaths, 5,500 fewer cases of chronic bronchitis and 17,600 fewer cases of acute bronchitis in children;
- An estimated 360,000 fewer asthma attacks and 386,000 fewer cases of respiratory symptoms in asthmatic children; and
- 1.5 million fewer lost work days, 7,100 fewer hospital visits and 2,400 fewer emergency room visits for asthma.

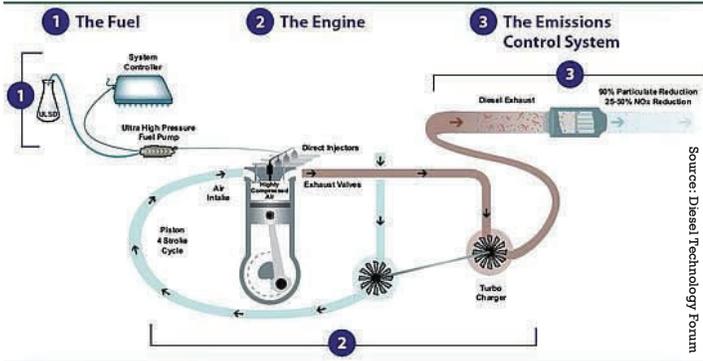
chemical reaction to convert NOX into harmless substances.

By EPA mandate, owners of 2007 and newer diesel-powered highway vehicles must use only ULSD. These vehicles are designed to operate with only ULSD fuel. Owners of 2006 and earlier models must use either ULSD or LSD during the transition period. However, beginning December 1, 2010, only ULSD fuel will be available for highway use.

Locomotive, marine and non-road engines and equipment must be able to use LSD fuel by 2007. By June 2010, the ULSD fuel standard of 15 ppm will apply to non-road diesel fuel production, with locomotive and marine meeting the ULSD standard beginning in 2012.

More information about ultra-low sulfur diesel fuels and diesel technology can be found on the US EPA web site: <http://www.epa.gov/otaq/highway-diesel/index.htm> or the Diesel Technology Forum web site: <http://www.dieselforum.org/meet-clean-diesel/what-is-clean-diesel>.

Complementing the ULSD fuel, and key to effective emission reduction, are advanced exhaust treatment systems that collect particulate matter, as much as 90 percent. There are also oxidation converters that use a



In Memoriam: We were saddened by the report that Ray Miller, former MPO Council member and Executive Director of DART First State, has died after a prolonged illness. Ray was a dedicated leader with great sense of humor and abundant respect for his colleagues. Our hearts go out to his family. We will miss him greatly.

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leadership of the House and Senate and the Bond Bill Committee over the next several months on solving these revenue issues. In addition, over the next several months there will be many opportunities to better understand the proposed six-year capital transportation program, with meetings scheduled for April in all three counties.

It is hoped that an agreement can be reached on the need to increase revenues for transportation improvements and services throughout the state. The investments made today will serve generations to come and support everyone's quality of life.

Additional information can be obtained by going to DeDOT's website: www.deldot.gov, or call 302-760-2080.

WILMAPCO's Environmental Justice Report

Environmental Justice is an initiative to ensure that federal funds are not used in ways that would discriminate against minority and low income populations. It is an outgrowth of Title VI of the Civil Rights Act of 1964, which stated: "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

In response to a Federal mandate to incorporate Environmental Justice (EJ) considerations into WILMAPCO's planning process, the 2003 Environmental Justice Report was completed.

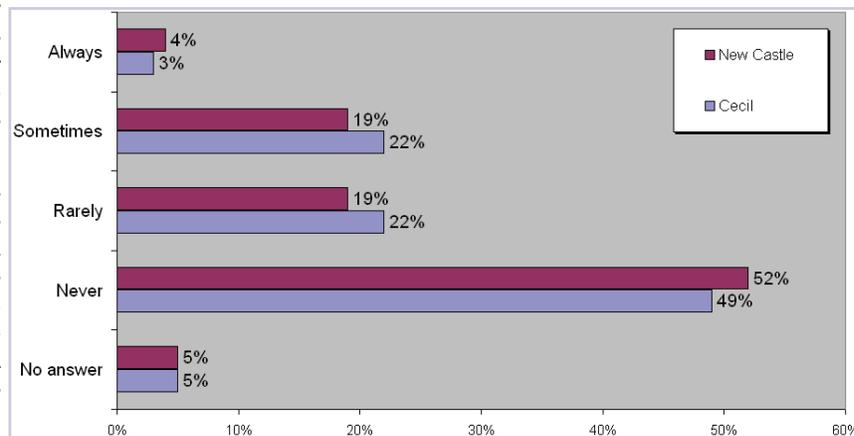
The report opens with identification of general concerns and problems faced by Transportation Justice (TJ) groups, both nationally and regionally. Isolation—the separation from family, friends, and services—is the most constant theme. This separation most often results from the lack of access to, or the ability to operate a private automobile. WILMAPCO's TJ Report tackles the issue from a "universal design" perspective. Practical, cost-effective measures, such as: improved access to bus stops, greater frequencies of fixed-route buses to and from key locations, and enhanced walkability within and around "targeted" neighborhoods work best to improve mobility and combat isolation.

Using 2000 Census data, "targeted" neighborhoods within the region (specifically, block-groups where significant portions of TJ groups are found) are identified, mapped and analyzed. These targeted areas, deemed to support either "moderate" or "significant" concentrations of TJ populations, are the foundation of the study. Located along the

than 20 minutes, others top one hour.

Observing first hand the infrastructure in place, practical recommendations for improving walkability within significant TJ areas were made. These included measures to ease access to bus stops, retail outlets, and parks. Pedestrian and bicycle crashes between 2000

mended to: the Concord Pike commercial corridor, the Kirkwood Highway commercial corridor (beyond just Prices Corner), Newark and the Christiana Mall. These locations represent key regional destinations that were not served directly from Prices Run or Eastlake — forcing patrons to utilize two or more buses to reach them.



Seniors with Difficulties Accessing Transportation

I-95 corridor in the region's north, they cut across class and racial boundaries. For example, the Trolley Square neighborhood in western Wilmington boasts no unemployment and a rate of poverty half of the county average. Eastside, however, suffers economically. Over half of its residents live below the poverty level and one out of five is unemployed. Populations within TJ areas display wide ranging commuting types and average travel times. For example, 26 per cent of Eastside's residents commute to work via public transit, while none do in South Elkton. Travel times to work vary still more. While a few neighborhoods enjoy public transit commuting times less

and 2005 were also provided for each neighborhood, with specific attention to intersections showing high crash rates.

Next, the frequencies and destinations of bus routes serving significant TJ areas were analyzed. Recommendations were made to consider improving frequencies for routes with slower frequencies and/or to provide direct service to a key regional destination, if it was not served. Prices Run and Eastlake in Wilmington, for example, were found to have fairly limited service regionally. Besides the consideration of upgrading frequencies on several lines, connections were recom-

In the final stage of the analysis, the results of a brief "Senior Transportation Survey" were provided. Findings from the survey supported the approach to the needs of TJ populations. Of respondents from New Castle County, for example, 44 per cent felt improvement was necessary in the fixed-route bus service. Specifically, 26 per cent faced diffi-

culty reaching their fixed-route stops. Reasons cited for difficulties reaching stops included: lack of sidewalks, deteriorating conditions of existing sidewalk and busy intersections. Additional criticisms of the system were: the lack of Sunday bus service, poor transit linkages, and the tardiness of para-transit services. Most troubling, however, was the quarter of the region's seniors who were found to presently face transportation dilemmas.

Questions or comments about this report can be directed to Bill Swiatek at WILMAPCO (302) 730-6205 or visit www.wilmapco.org/ej.

MPO Sponsors Land Use Workshop

The Dover/Kent County MPO is partnering with the Delaware Technology Transfer T² Center, the Wilmington Area Planning Council and the Department of Natural Resources and Environmental Control Division of Air and Waste Management to bring a workshop developed for the American Planning Association (APA) to Delaware.

The all-day workshop, which is being held on May 16 at Clayton Hall, University of Delaware, will focus on the influences that motivate travel choices and land use decisions in the market place and how these relate to public policy. The workshop will examine the degree to which public policy can affect

these influences and, ultimately, congestion in urban areas.

The workshop will be led by Terry Moore, FAICP, a vice president and senior planner at ECONorthwest. He has managed over 500 projects in land-use and transportation planning, policy analysis, and market analysis for private and public clients. His recent projects have focused on growth management, the interaction between land-use and transportation policies, and strategic planning for public facilities and services.

Moore is an adjunct professor in the Department of Planning, Public Policy, and Management at the University of Oregon, where he has

Bike Month 2007: Calendar of Events

- May 9** **Delaware Legislators' Ride**
Contact: Doug Mills by e-mail: Doug@ewick.com
- May 14-18** **National Bike Week**
- May 16** **National Ride of Silence**
Rides in both New Castle and Sussex Counties
Register at: www.rideosilence.org
- May 18** **Delaware Ride to Work Day**
Contact Anthony Aglio (302) 760-2509 or by e-mail anthony.aglio@state.de.us
- May 19 & 20** **Tour De Delaware**
Information at: www.gobreakaway.com

taught for over 20 years. He is teaching and doing research at the National Center for Smart Growth Research and education in Spring 2007. His book with Paul Thorsnes, *The Transportation/Land Use Connection*, will be updated and republished as a second edition by the APA in 2007.

If you are interested in attending or send staff or planning commissioners to this workshop, register online at www.engr.udel.edu/outreach/t2/index.html.

Contact Larry Klepner at the T² Center at (302) 831-6241 with questions.



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