

## South Governors Avenue Work to Begin Soon

The Delaware Department of Transportation (DelDOT) has announced that the long-awaited South Governors Avenue Improvements project will be started before summer. Because of the long delay in starting the project, DelDOT held a public workshop on March 4<sup>th</sup> where plans could be reviewed and questions asked.

The Signalization Project currently underway in downtown Dover will be completed before the South Governors Avenue project begins. In the first phase of the project, South Governors Avenue will be closed to through-traffic between Webbs Lane and Wyoming Avenue, to allow for the removal and replacement of

the bridge over the Puncheon Run. The Department of Transportation was concerned that motorists detoured to New Burton Road would come up against detours created by the Signalization

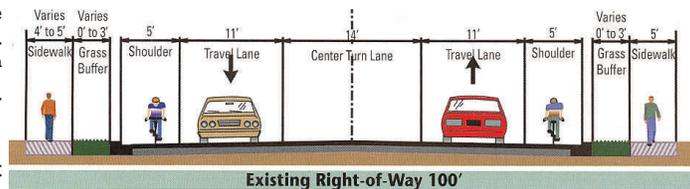
project at Queen Street if the two projects were to overlap. Access to businesses along South Governors Avenue between Webbs Lane and Wyoming Avenue will remain, however motorists

may have to alter their routes to get to their destinations. The bridge to be installed during the first phase of construction will be 37-feet in length. It will have a gateway appearance

the road to include a 14-foot center turn lane with 11-foot travel lanes and 5-foot shoulders. DelDOT will also replace two sections of the city's sewer line that are crumbling with PVC pipe. No full closures will be needed during the second phase of construction, however motorists will experience lane restrictions and possible delays. Similar improvements will be made between Wyoming Avenue and Water Street.

Construction bids were around \$1-million less than the \$15-million originally budgeted. The entire project is expected to be completed by the summer of 2010.

Article by Gary Laing



Proposed Improvements

Graphic of Proposed Improvements North of Puncheon Run Courtesy of DelDOT

## Saturday Bus Service Comes to Dover

The Delaware Transit Corporation (DTC) recently announced that DART First State will operate Saturday fixed-route bus service in the Dover area as part of a pilot program to begin June 30, 2008.

This expansion, as well as limited Sunday service in New Castle County, were originally included in Governor Minner's proposed 2009 budget. If approved by the General Assembly, the expanded bus service would have started in November. The earlier start date was made possible by business partnerships developed DART that freed previously programmed resources.

Proposed Kent County routes include:

- \* Route 101, Walker Road from Water Street to Greentree Village shopping center,
- \* Route 104, Camden/Mifflin Meadows, from Water Street to Mifflin Meadows,
- \* Route 109, Luther Towers/Dover Mall, from Water Street to Wal-Mart,
- \* Route 112, Dover Downs/Delaware Tech, from Water Street to U.S. 13.

The new service will run from 6 a.m. to 9 p.m. each Saturday. Continuation of the service beyond the first year will depend on its abil-

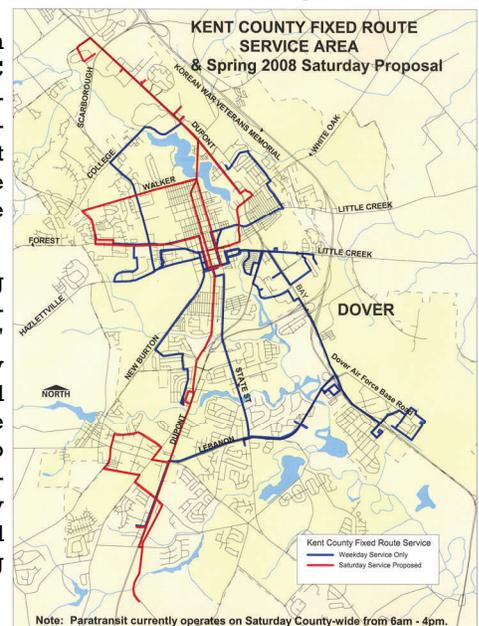
ity to attract enough riders. DART First State has set a target of at least 10 passengers per hour in Dover and Kent County.

Stephen Kingsberry, DTC Executive Director, said he expects 2,500 Kent Countians to use Saturday service each week.

"We are trying to get more people on the bus," Mr. Kingsberry said, "to help and preserve the environment, to help with problems of roadway congestion, and it's the right thing to do."

Statewide, expanding bus service will require the DART to hire 35 more employees.

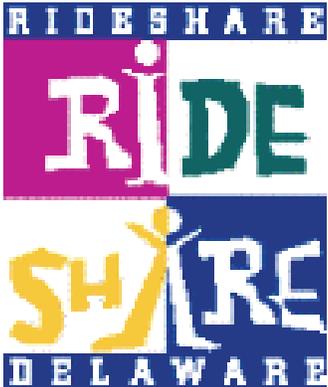
See BUS on Pg. 4



**DART to Offer Free RideShare Workshops: Tax incentives available to employers**

DART's RideShare Delaware can help employers and employees save money.

The program cuts transportation costs by helping



people who live or work near each other organize carpools.

Many Delawareans al-

ready know that Rideshare coordinates carpools, but Rideshare can benefit the business community in other ways, and the program is eager to explain.

That's why RideShare will offer a three-part series of free workshops in Kent County to teach employers and employees how to cut costs while saving the environment.

These workshops will explain what transportation services exist locally and nationally.

Tax breaks and other incentives are available to RideShare participants.

They will explain the benefits provided by those services and how RideShare

can help people put those services to use.

DART encourages human resource representatives, facilities managers, property managers or anyone managing employee transportation to attend.

The first workshop, "Introduction to Commuter Options," will be held 10 to 11 a.m. on Tuesday, March 25 at Dover Public Library, 45 S. State Street, Dover.

To register, contact the RideShare by calling toll-free 1-888-RIDE-MATCH, or visit their website at [www.ridesharedelaware.org](http://www.ridesharedelaware.org) to download a registration form.

Seats are limited, so participants are encouraged to

register early and before March 21.

Future workshop topics and dates have been set; and all workshops will be at the Dover Library:

*Pre-tax commuter benefits: 10 to 11 a.m., April 29*

*Setting up a commuter benefit: 10 to 11 a.m., May 28.*

DART's RideShare Delaware is a free public service of DART First State and available to all commuters working in Delaware as well as their employers.

For more information, contact Lisa Yeager, Customer Service Representative, at DART's RideShare Delaware, 919 N. Market Street Suite 411, Wilmington, DE.

**Commuter Incentives Rise  
Employers, Employees Benefit**

As tax season arrives, the Internal Revenue Service is offering commuters a small savings.

According to Rideshare Delaware, the IRS raised its fringe benefit exclusion for highway commuters and transit pass holders to \$115.

Likewise, the IRS raised

its monthly limit for qualified parking to \$220.

Both limits are now \$5 above their 2007 levels.

Delaware's DART RideShare encourages employers and employees to participate in commuter programs, such as carpooling and public transit.

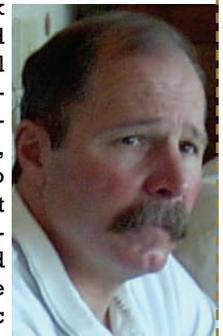
Rideshare also encourages employers to provide commuter benefits. The program suggests that employers offer pre-tax transit benefits and transit subsidies.

Accessing these programs can help businesses and people save money, reduce traffic and improve the climate.

To reach Rideshare, dial 1 (888) 743-3628.

**Thank You Nick DiPasquale**

It is with regret that we say thank you and farewell to Nicholas DiPasquale, who chose not to be re-appointed to the Public Advisory



Committee in January. Nick's involvement in a number of civic and public interest organizations made it necessary for him to leave the PAC in an effort to better manage his time.

During his tenure, Nick served as the Chairman and participated in many of the committee's activities. He will be sorely missed.

**PAC Election Results**

Horace Cook of Dover, former chairman of the Central Chamber of Commerce, is the new chairman of the MPO's Public Advisory Committee. Also elected at a February meeting was James E. Brown of Dover as vice



chairman.

Mr. Cook, as chairman of the Chamber's Transportation Committee, led the campaign to create the intersection of Delaware Route 1 and East Division Street. He previously

served the PAC as vice chairman for two years..

Judge Brown, a retired Supervising Administrative Law Judge in New York State, served as Staff Judge Advocate in Vietnam with the 8th Medical Brigade.

Both will serve until the PAC's annual meeting in the fall.

## Draft Transportation Improvement Program Available

A draft list of proposed highway projects for the years 2009 to 2012 was approved for further analysis and discussion by the Dover/Kent County Metropolitan Planning Organization (MPO) Council at its January meeting.

Proposed projects, which comprise the MPO's Transportation Improvement Program (TIP), would be funded by the Delaware Department of Transportation (DelDOT) using State, Federal and other types of funding. Funding for projects scheduled for 2009 could be available at the start of the new fiscal year on July 1, 2008.

Projects that include construction during FY 2009 include:

- Improvements to South Governors Avenue from Webbs Lane to Water Street in Dover;
- Creating a grade-separated intersection at SR 1 and SR 9, just south of Dover Air Force Base;

- Creating a grade-separated intersection at SR 1 and SR 12 north of Frederica;
- Completion of the Harrington Truck Route; and



- Installation of concrete medians on Saulsbury Road at DE 8 to decrease accidents at driveways.

Several bridge projects are also proposed for construction in FY 2009: over the Grecos Canal at Milford; Sandy Bend Road near Marydel across Tappahanna Creek, Mt. Olive Cemetery Road near Sandtown across Wildcat Branch; and on Fox

Hunters Road and Bullock Road, both near Harrington. Another bridge, on Layton Corners Road over Green Branch is proposed for improvements in FY 2010.

Other projects scheduled for construction after FY 2009 include:

- Widening Carter Road from Sunnyside Road to Wheatleys Pond Road (Delaware 300) to two 11-foot lanes with shoulders and pedestrian paths;
- Making safety improvements at the intersection of Delaware

8, Delaware 44 and Pearsons Corner Road;

- Creating a grade-separated intersection at SR 1 and Thompsonville Road
- Creating a grade-separated intersection on SR 1 at Little Heaven
- Improving Barratts Chapel Road to have wider lanes, shoulders and bicycle and pedestrian facilities
- Creating a grade-separated intersection at SR 1 and SR 12 south of Frederica

The TIP has to be fiscally constrained and subjected to air quality analysis to ensure it can be funded and will not generate traffic that will worsen the region's air. These analyses will be conducted in the months ahead and a draft of the results will be issued. The draft list of projects is posted on the MPO's web site at [www.doverkentmpo.org](http://www.doverkentmpo.org). For additional information, contact the MPO office at (302) 760-2713.

## DART Offers Environmental Poster Contest

DART First State wants to publicize some of the state's best young artists.

To do so, DART is offering its eighth annual Transit Poster Contest with this year's theme, "How does bus transportation help Delaware go greener?"

The answer should be simple: DART provides 10 million passenger trips each year, and those trips take almost 6.5 million vehicle trips off the road, reducing traffic and pollu-

tion.

But illustrating those facts could be difficult.

To win, a student must address the theme with an 8 1/2 X 11-inch poster, using



pencils, crayons, markers or paint.

Only students in grades 6 to 12 may win. DART asks participating schools to con-

duct competitions within grade levels and forward winning entries by March 31.

Schools should mail entries to DART First State Poster Contest, Attention Marketing Department, 119 Lower Beech Street, Wilmington, DE 19805.

On the back of each poster, artists should include their names, addresses, ages, grade levels, and the names of their schools or organizations.

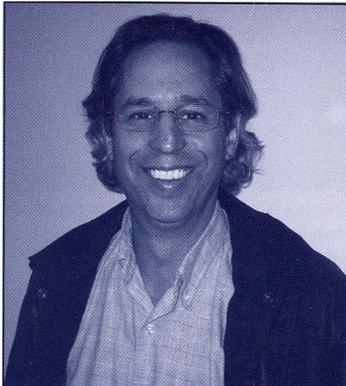
Artists should also provide the address and telephone number of the teacher or advisor who guided them in the contest.

Children not affiliated with public or private schools may enter if they are in grades 6 through 12.

DART will feature winning posters in marketing campaigns throughout Delaware.

For information, call (302) 576-6016 or visit [www.DartFirstState.com](http://www.DartFirstState.com)

## UTC Researcher Documents Link Between Freight Emissions and Health



Institute of Technology on the study, which correlates the global distribution of particulate matter released from the smoke stacks of ships with heart disease and lung cancer mortalities in adults. The interdisciplinary work is coauthored by leading atmospheric scientists from Duke University and the DLR-Institute of Atmospheric Physics as well as an RIT Public Policy graduate.

An article co-authored by University of Delaware University Transportation Center (UDUTC) -affiliated faculty member James Corbett had already caused quite a stir in the medical, marine, and environmental communities by the time it appeared in print. Published in the advance web-release section of *Environmental Science and Technology* (the journal of the American Chemical Society), the article, to appear in print in ES&T's December 15 issue, documents the link between pollution from marine vessels and heart and lung disease.

Corbett collaborated with James Winebrake chair of the Department of Science, Technology and Society/Public Policy at Rochester

The news has appeared on dozens of web sites, from EurekAlert, Innovationsreport.com, and SPACE-DAILY.com to Medical News Today and Apria Healthcare, in locations ranging from Alaska to Armenia.

The results of the study indicate that approximately 60,000 people die prematurely around the world each year from cardiopulmonary diseases linked to shipping-related emissions. This first-ever global estimate is bounded by a range of 20,000 to more than 100,000 premature deaths. The findings of the study are timely, given that the International Maritime Organization is in the midst of discussion about the regulation of emissions from

ships to mitigate impacts to human health and the environment.

"This study will help inform policymakers about some of the health impacts associated with ship emissions and the long-range transport of those emissions to population centers," says Winebrake. "We now have a benchmark by which we can begin to evaluate the benefits of emission reduction policies."

"Our work will help people decide at what scale action should be taken," adds Corbett. "We want our analysis to enable richer dialogue among stakeholders about how to improve the environment and economic performance of our freight systems."

An associate professor who is a marine policy expert in UD's College of Marine and Earth Sciences, Corbett holds a joint appointment in the Department of Civil and Environmental Engineering. He currently has a UTC project focusing on the development of Delaware regional freight data for the Geographic Intermodal Freight Transportation (GIFT) Model. GIFT integrates three freight transport modes (road, rail, and water) in a single Geographic Information System network, which will allow users to conduct route analyses based on such network attributes as cost, time, distance, energy use, and emissions. This model facilitates a variety of research designs related to transportation infrastructure, freight mobility, and environmental stewardship.

represents an economically important and fast-growing activity that threatens the resiliency of transportation corridors in many dimensions," Corbett says. "Congestion and capacity issues are changing intermodal transportation operations, and increased freight volume adds stressors to energy and environmental impacts that require innovative management decisions. GIFT should help us make informed decisions about which mode to use in a given situation to achieve the best possible outcome."

Corbett and colleagues recently published another article in ES&T on the policy cost-effectiveness of reducing sulfur emissions from ships using the Ship Traffic Energy and Environment Model (STEEM). "This program is an early example of what GIFT will be able to do for all freight modes," Corbett says.

UDUTC Director Sue McNeil is pleased at the visibility Corbett's work has brought to the University of Delaware and the UTC program. "Our center focuses on resiliency of transportation corridors," she says. "The work done by Jim and his colleagues is important because corridor resiliency is dependent on so many diverse and interrelated factors including human health and environmental impacts. Their findings will help to shape marine policy, which will in turn affect other modes of freight transport and other aspects of corridor resiliency."

Article by Diane S. Kukich and reprinted with permission from the Winter 2008 issue of *TranSearch*.

"Freight transportation

### BUS from Pg. 1

The cost of operating the four Kent County routes on Saturday will be \$360,000 annually. Public hearings regarding DART First State service changes for the spring are scheduled for:

**Tuesday, April 1, 2008 - 11:30 AM to 1 PM**  
Carvel State Office Building, 2nd Floor Auditorium  
820 N. French Street, Wilmington

**Tuesday, April 1, 2008 - 3:30 PM to 6:30 PM**  
City of Newark, Municipal Bldg., 1st Floor Council Chamber  
220 Elkton Road, Newark

**Wednesday, April 2, 2008 - 11:30 AM to 1 PM**  
DelDOT Admin. Bldg., Farmington/Felton Room  
800 Bay Road (US 113), Dover

**Thursday, April 3, 2008 - 11:30 AM to 1 PM**  
Milford Library, Meeting Room  
11 S.E. Front Street, Milford

## Freight Bottlenecks Identified in Recently Adopted WILMAPCO Freight Analysis

In September, the WILMAPCO Council formally endorsed its Regional Freight & Goods Movement Analysis. The goal is to gather information on the current conditions and trends of freight and its impact on the transportation system. The report answers these broad questions:

- ◆ What do we know about freight movement within our region?
- ◆ What knowledge gaps do we have in our understanding of freight activities?
- ◆ What do recent studies recommend?
- ◆ What are our future needs to better address efficient goods movement while maintaining a safe and healthy quality of life for our residents?
- ◆ How will these recommended policies, projects and plans be effectively incorporated into

WILMAPCO's process?

Due to its geography, the WILMAPCO region is a major thoroughfare for goods

moving along the busy Northeast Corridor on Interstate 95 (I-95) and on the CSX Transportation (CSXT) and Norfolk Southern (NS) railroads. Much of this freight passes through on

such as the Port of Wilmington, located in New Castle County. This freight movement brings significant economic advantages to the region, but it also contributes to congestion, infra-

tons per truck, nearly 8 million truck trips impact the WILMAPCO region.

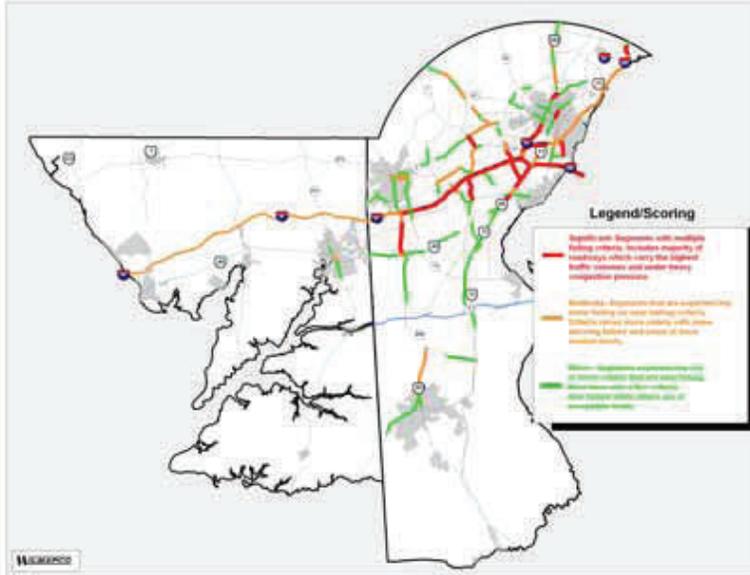
◆ 63% of all truck traffic in New Castle County consists of through trips. In Cecil County 87% is through trips.

Another key item within the report is the development of potential freight bottlenecks within the region. Using a six-factor scoring criteria, a prioritization map was developed to highlight locations with recurring and nonrecurring congestion related to trucks.

The report concludes with a list of recommendations, including several broad-based policy-level suggestions. These recommendations, along with the data and findings previously described in the report, are intended to support and expand future freight planning efforts in the region. To view the entire report and many other items regarding freight, please visit

[www.wilmapco.org/freight](http://www.wilmapco.org/freight).

Article by Dan Blevins



the interstates and rail lines to the major population centers in the Northeast, but a significant portion travels on local roads serving places like Harrisburg and the Delmarva Peninsula. The WILMAPCO region also is a significant producer and consumer of goods with large traffic generators,

structure deterioration, air quality and safety issues.

Some of the report's findings include:

- ◆ In 2005, roughly 135 million tons originated, terminated or moved through the region by truck.
- ◆ Assuming a weight of 17

## DE Route 8 Report Gets Approval

The Delaware 8 Concept Plan and Operation Study Report was given final approval by the MPO Council at its March meeting. It will be forwarded to the City of Dover and the Delaware Department of Transportation for implementation.

The proposals, based on safety and traffic operations, incorporate various forms of transportation and call

for improvements from the Division Street railroad crossing to Artis Drive. Recommendations include intersection improvements, better bicycle and pedestrian

paths, improved bus shelters and roadway beautification. The report also recommends the construction of additional local and collector streets to improve inter-

parcel connections and promote more travel choices. The adopted report can be found on the MPO's website [www.doverkentmpo.org](http://www.doverkentmpo.org).



## Survey: Ozone Warnings Work - More Than Half Try to Reduce Pollutant

Delawareans know when their air contains unsafe levels of ozone. They care, and they try to help.



Ozone is created when sunlight reacts with vehicle emissions, and it can cause lung damage, even death. The federal Environmental Protection Agency has included Delaware in a region where ozone levels surpass federal safety standards.

When air samples suggest that ozone levels are unsafe for infants, senior citizens and people with respiratory

problems, the Air Quality Partnership (a public/private coalition of DE, PA & NJ agencies) issues a code orange alert. When samples suggest that ozone levels are unsafe for everyone, a code red alert is issued.

In 2007, Delaware saw five code-red days and 15 code orange days.

But do these color-coded warnings do any good?

According to a survey by the Delaware Valley Regional Planning Commission, they do.

The survey found that 61 percent of the region's population was aware of the red and orange warnings. That number marked a 15 percent increase in awareness since 1998.

The survey also found that more than half of the people surveyed tried to reduce pollution on days ozone warnings were is-

sued.

According to the survey, 5 percent walked or biked, 4.4 percent carpooled and 4.1 percent used public transportation. Almost 10 percent of the people responding to the survey used other methods to reduce ozone.

And most of the people who took action to reduce ozone reported that a concern for the environment motivated their actions.

### Ozone in 2007

Code red days: 5

Code orange days: 15

Aware of code days: 61 %

According to the survey, environmental concerns motivated 53 percent of the people acting to reduce ozone; respiratory problems motivated 16 percent, and fear of new regulation

motivated 5 percent.

According to the survey, 26 percent of the people who acted to reduce ozone on code red and code orange days did so for "other" reasons.

And Delawareans' concern about air quality extends beyond code red and code orange days. About 37 percent reported that air quality is an ongoing concern, while 28.4 percent reported that air quality is not a problem, and 10 percent either did not have an opinion or would not comment, according to the survey.

When asked where they learned about code red and orange days, 68 percent listed radio, television or newspapers as their source for information, according to the survey. It found that only 2 percent learned about dangerous ozone levels from their employers.

## Work on the 2007 Comprehensive Plan Continues: Help Shape the Future of Kent County

### The Comprehensive Plan

The Kent County Planning Services Department is continuing their work on the 2007 *Comprehensive Plan (Plan Update)*. Delaware state law requires that Kent County review and update its comprehensive plan every five years. The Plan represents County policy with regard to regional land management, growth, and development issues, the provision of essential community services and facilities, and safeguards to promote quality living environments.

The Plan is not a decision

on specific land use proposals or a zoning map and ordinance. Rather, it is a framework of goals and policies that will guide decision-making to ensure that development occurs in an efficient and logical manner while minimizing short and long-term costs to the citizens of Kent County.

### Workshop Draft Released

With considerable input from the citizen member Comprehensive Plan Working Group (Working Group), Planning has released a second draft of the *Plan*. An electronic version has been posted on the County website at [http://](http://www.co.kent.de.us/Departments/Planning/Zoning/compplanupdate.htm)

[www.co.kent.de.us/Departments/Planning/Zoning/compplanupdate.htm](http://www.co.kent.de.us/Departments/Planning/Zoning/compplanupdate.htm).

### Public Input

Staff continues to encourage citizens to take advantage of the various opportunities to share their concerns, issues and ideas Plan. In conjunction with the second draft of the *Plan Update*, three public workshops were held throughout the County in February. A third draft of the *Plan* will be prepared based in response to public comments prior to Regional Planning Commission and Levy Court Public Hearings.

The Regional Planning

Commission hearing is scheduled for April 2, 2008 and the Levy Court public hearing is scheduled for April 15, 2008. Anyone interested in providing comments on the *Plan* is encouraged to attend both public hearings. In addition, comments and questions can be emailed directly to the Planning Services Department at [KENTPLAN.2007@co.kent.de.us](mailto:KENTPLAN.2007@co.kent.de.us) or mailed to Kent County Administrative Complex, Kent County Planning Services, 555 Bay Road, Dover, DE 19901. The Department can also be reached at (302) 744-2471.

Article By Mary Ellen Gray

## Commission Recommends USDOT Reorganization and Higher Fuel Tax

Congress is contemplating radical changes to the U.S. Department of Transportation and may devise new ways to fund transportation projects.

These ideas come from the National Surface Transportation Policy and Revenue Study Commission (NSTPRSC).

The group believes the department's structure and policies are incapable of meeting the needs of the 21st Century.

It proposed a performance-based funding system and the consolidation of highway, transit, railroad and safety funds into 10 new programs.

Among the NSTPRSC's priorities are:

- \* Rebuilding America's

infrastructure to relieve congestion,

- \* Making the nation's rail system competitive internationally,

- \* Improving movement in metropolitan areas,

- \* Providing access for rural areas and smaller cities,

- \* Improving intercity passenger rail service along high-growth corridors,

- \* Improving mobility for public safety agencies,

- \* Protecting the environment,

- \* Accelerating the replacement of polluting fuels,

- \* Easing access to public lands,

- \* And devising a coherent research program.

The NSTPRSC proposed dividing the department of transportation into 10 units, each of which would address one of the priorities above.

It also proposed the creation of an independent commission to shorten the time required to complete reviews and issue permits -- without losing environment safeguards.

The NSTPRSC suggested a five-year increase in the fuel task to allow the federal government to continue funding 40 percent of transportation capital projects.

It also suggested raising the fuel tax by 25 cents to 40 cents per gallon could fund the federal share of transportation capital projects until 2025.

Additional revenue should come from fees on freight containers, passenger tickets and vehicle miles traveled, the commission suggested.

The NSTPRSC suggested the department of transportation allow peak-hour "congestion pricing" on interstate highways to fund improvements to affected travel corridors.

The commission also suggested public-private partnerships to attract investment in surface systems.

The NSTPRSC is composed of 12 members representing local, state and federal governments, metropolitan planning organizations, transportation-related industries and public interest groups.

## Book Review On... Sustainable Urbanism: Urban Design with Nature

By Douglas Farr, John Wiley & Sons 2007, 304 pp., \$75 hardcover

Americans love to celebrate "our robust range of life choices," Chicago architect and urban designer Douglas Farr writes in this potentially important book. We express satisfaction about "being able to pick where we work, whom we live with, where we shop, and how we play" — all the while failing to deal with the obesity epidemic, global warming, and many other unhealthy trends. "Our lifestyle, to put it simply, is on the wrong course," Farr declares.

Farr's response — *Sustainable Urbanism* — is one of many books laying out remedies. What makes his volume stand out is that it combines expertise in New Urbanism with a thorough

understanding of environmental issues and techniques. The result is the

environmentally responsible and also gratifying to inhabit.



most comprehensive, technically informed volume available on how to design and build places that are

Part One presents "the case for sustainable urbanism" and offers hope that a "grand unification" of ur-

banism and green design is at hand. Farr defines the new synthesis, sustainable urbanism, as "walkable and transit-served urbanism integrated with high-performance buildings and high-performance infrastructure."

Part Two presents "the process and tools for implementing sustainable urbanism." Here the going gets slower. Farr's book may attract some general readers, but in this section the array of techniques and methods is formidable — a lot for anyone to absorb.

Part Three, "Emerging Thresholds of Sustainable Urbanism," looks at how to increase density and how to explain and illustrate it. This

**See Urban on Pg. 8**

**Urban from Pg. 7**

section is packed with discussions of transit-supportive densities, car-free housing, biodiversity corridors, neighborhood layout, “third places,” economic benefits of locally-owned stores, Complete Streets, management of travel demand, car sharing, indoor and outdoor wastewater treatment, district energy systems — and more. It’s nothing short of daunting.

Part Four consists of case

studies — lessons learned from built infill and built greenfield development and information about infill and greenfield projects that have not yet been constructed and in some cases may never be.

After 200 pages on every conceivable ingredient of sustainable urbanism, the reader gets to see the results of combining New Urbanism and green techniques — at BedZED in London, England; Glenwood Park in Atlanta; the Holiday neighborhood in Boulder, Colorado, Christie

Walk and Newington in Australia; High Point in Seattle; and elsewhere.

More than three dozen contributors, many of them prominent in New Urbanism, contributed essays to the book. Farr says his objective is “to jump-start this reform movement of the built environment” and make sustainable urbanism “the means to shift the American lifestyle toward sustainability over time.”

Though the contents are a lot to digest, the book could

spur environmentalists to focus more on settlement patterns — a crucial issue for our future. Some European countries are far ahead of us, mandating many of the practices this book advocates, as Farr points out in an epilogue. The time is ripe, he insists, for the US to “adopt sustainable urbanism as our generation’s moon shot.”

*Article by Philip Langdon and excerpted with Permission from the December 2007 issue of New Urban News*

## Upcoming MPO Meetings:

Technical Advisory Committee	Public Advisory Committee	MPO Council
<p>Wednesday April 9th, 2008, 10-Noon</p> <p>- 655 S. Bay Rd., Dover, DE 19901 Suite 5GA</p>	<p>Tuesday April 22nd, 2008, 7-9pm</p> <p>- Harrington Senior Center, Harrington, DE</p>	<p>Wednesday May 7th, 2008, 3-5pm</p> <p>- 655 S. Bay Rd., Dover, DE 19901, Suite 5GA</p>



Dover/Kent County MPO  
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 Dover, DE 19903-0383

Phone: 302-760-2713  
 Fax: 302-739-6340

### Return Service Requested

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(for President Brooks Banta)  
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- Robert Mooney, Mayor of Camden, Vice-Chairperson  
Kent County Municipalities
- Stephen Kingsberry  
Delaware Transit Corporation
- Anthony J. DePrima (for Mayor Carey)  
City of Dover
- Ralph Reeb (for Secretary Wicks)  
Delaware Department of Transportation
- Elizabeth Olsen (for Governor Minner)  
DE Dept. of Safety and Homeland Sec.

**MPO Staff:**

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- Executive Secretary: Catherine Samardza

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