

North Dover Study gets a second look



You're stuck in traffic on U.S. 13 in Dover and you're wishing for an escape to steer you out of the jam and get you where you want to go.

That wish may come true.

A year into a Dover/Kent County Metropolitan

Planning Organization study of a northern section of U.S. 13, the organization showed business owners and the public some options to relieve traffic on Dover's biggest thoroughfare.

In 2007, the MPO began a study of U.S. 13 between Jeffric Boulevard and Scar-

borough Road. The purpose of the analysis was to estimate potential growth or redevelopment in north Dover and outline transportation plans that address traffic needs along the corridor.

Last year, 53,000 vehicles traveled U.S. 13 per

day between Jeffric and Scarborough, according to recent traffic data. By 2017, about 65,000 vehicles are expected to travel that section of the highway each day.

See STUDY, Pg. 5

Saturday bus service a success in Kent

Saturday bus service in Kent County opened to great success in June when more than 500 passengers

stepped aboard and took a ride.

Saturday DART bus service began in Kent County June 28 with five routes, plus the Harrington-Dover shuttle.

The first Saturday of service saw 521 riders in a little more than 36 hours, or 14.3 riders per hour, according to statistics from the Delaware Transit Corporation (DTC), the agency that oversees DART.

On July 5, there were 452 riders, or 12.4 riders per hour. By the third, week ridership dropped off a little with 402 passengers, or about 11 passengers per hour.

By July 19, numbers rebounded with 474 passengers, or 13 rides per hour. July 26 saw 481 riders, or 40 rides per hour.

August ridership data is not yet available.

Saturday bus service is a one-year pilot program of the DTC. Continuation of

the Saturday bus service will depend on the DART's ability to attract passengers.

"In these few weeks of service, ridership has met and exceeded the standard set for Kent County," said Lisa J. Collins, service development planner for the DTC.

"This pilot affirms the need for weekend service, hopefully leading to a full complement of service in Kent County."

See BUS, Pg. 5



MPO remembers Dan McNulty



Funny.
Enthusiastic.
Talkative.

These are just a few words Dover/Kent County Metropolitan Planning Organization executive director Juanita Wieczoreck and others used to describe Dan McNulty Jr., the organization's former public affairs officer.

McNulty, 67, of Dover, died March 22 after a battle with lung cancer.

Services were held March 28 at Holy Cross Roman Catholic Church in Dover and he was buried at Holy Cross cemetery.

After working for Merrill Lynch financial agency in

New York, Dan moved to Delaware and opened an executive employment search business in Newark.

He later joined the Delaware Economic Development Office as a business development representative and became the office's representative for Kent County business.

Gary Smith, a former MPO Technical Advisory Committee member and director of capital resources for DEDO, met Dan more than 15 years ago when the two worked at the state office.

"Dan was a unique individual," Mr. Smith said. "He always had a joke, even when things would be nega-

tive and (you were) just having a bad day. Dan always cherished the opportunity to bring a smile to somebody's face."

Dan served on the MPO Council from 1999 to 2005, representing the governor's office. He joined the MPO as its public affairs and Public Advisory Committee liaison in August 2006.

"He was a good worker," Wieczoreck said. "He was reliable. He never turned down an assignment, never didn't try. He never said, 'I can't.' I can't believe he's gone."

MPO PAC member, Dr. Daniel A. Houghtailing, knew Dan from DEDO.

"Dan was a great guy,"

Houghtailing said. "Very well organized and very friendly."

Dan is survived by his wife, Janet, and their daughters, Cayla and Alyssa; his sons, Michael of Syracuse, N.Y. and Andrew of Perth Amboy, N.J.

Other survivors include grandchildren, Kent, Shari, Kimberly and Kyle; brother-in-law, Jim Forenski; sister-in-law Lynda Forenski and several nieces and nephews.

The family requests that memorial contributions be sent to the Cayla and Alyssa McNulty Educational Fund, c/o Wachovia Bank, 100 N. DuPont Highway, Dover, DE 19901.

Richard Ornauer contributed to this article.



Welcome, Mike Gumrot

The Dover/Kent County Metropolitan Planning Organization welcomes Michael J. Gumrot to its Public Advisory Committee.

He fills the seat Nicholas DiPasquale previously held as the designee for the state Department of Transportation. DiPasquale in January chose not to be reappointed to the PAC due to other commitments.

Gumrot, of Houston, is a defensive driving instructor for the AARP and a retired accounts manager for ICI Americas, where he worked from 1996 to 2004.

He taught chemistry at Mt. Pleasant High School from 1965 to 1977.

MPO 2007 data booklet available

Dover/Kent County MPO has developed a book of transportation information for the Kent County region.

The brochure, now available to the public, was developed as a companion to the Delaware Department of Transportation's annual transportation facts book that focuses on data for the entire state.

Over several months, the MPO collected transportation-related data specifically for Kent County.

The MPO's brochure presents many statistics. For instance, 96 percent of people typically travel by car while 1.3 percent of people in Kent County

walk to get around.

The book contains information on various modes of transportation, such as industrial trains, passenger bus service, bike paths and an inventory of sidewalks.

The book includes figures on freight trucks and a list of airports in Kent County such as Dover Force Base, the DelDOT helipad, Smyrna Airport and the Dover Civil Air Terminal.

The book contains 2007 data, as information for 2008 is not yet available.

MPO Council endorsed the booklet at its July 2 meeting. The brochure can be found online at www.doverkentmpo.org.



New staff at MPO



The Dover/Kent County Metropolitan Planning Organization welcomes a new staff member. Kate Layton joined the MPO July 18 as its public liaison.

She comes to the MPO with more than a decade of journalism experience.

Layton recently worked as a reporter for the Delaware State News in Dover where, among other topics, she covered Kent County and municipal government, energy, and development.

She also has worked for weekly and daily papers in Delaware and Indiana. Layton is a graduate of the University of Kansas.

Wicks named president of regional transportation group

Delaware Department of Transportation Secretary Carolann Wicks is the 2008-2009 president for the Northeast Association of State Transportation Officials (NASTO).



Wicks received the honor June 10 in Pittsburg. She replaces David Cole, commissioner of transportation for the state of Maine.

Wicks joins a distin-

guished list of past NASTO leaders.

Since 1925, Delaware transportation officials have served as NASTO president seven times.

"I am truly honored to be chosen as the NASTO President for the coming year," Wicks said. "This is a very challenging time in the northeast, with endless demands on the transportation network and limited fiscal resources at both the state and federal levels.

"I look forward to working with the all of the mem-

ber NASTO states to ensure the needs for expanding and maintaining the infrastructure of our region are met.

"Specifically, I will make sure NASTO's needs are recognized as part of the forthcoming federal highway reauthorization bill."

Chartered in 1924, NASTO is one of four regional groups that make up the nationwide American Association of State Highway Transportation Officials (AASHTO).

State members include Delaware, Connecticut, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont. Canadian provinces of Ontario and Quebec are represented as well.

NASTO advances transportation policies and practices for the northeast region of the United States as well as eastern Canada.

Article by Sharen T. Elcock

SEEING 'GREEN': Kent governments trying energy-efficient methods

Kent County government and several central Delaware municipalities are getting 'green.'

They're switching to energy-efficient light bulbs, testing hybrid vehicles and converting trucks to use biodiesel fuel. They're monitoring truck use, recycling and creating long-range energy saving plans.

Smyrna has one hybrid, or electric-and-gasoline-powered, vehicle and Dover has three hybrids.

Dover City Manager Anthony J. DePrima uses one of the vehicles, and Dover's electric and engineering and administration departments use the other two vehicles.

Employees in Smyrna and Dover are testing hybrids to determine how much fuel they save and whether the municipalities should buy more hybrids.

Dover's auto shop recy-

cles used oil for gasoline-powered vehicles in the city fleet. The shop also reuses absorbent pads and rags kept on hand for general needs.

Milford officials have considered converting the city's fleet of police vehicles to hybrids.

Dover installed a GPS system in its sanitation trucks to monitor trips, check on mileage and curb excessive idling time.

The towns of Wyoming and Camden have captured the ecological spirit by expanding their recycling programs. Camden started its town-wide weekly program on Aug. 5. The town is studying effi-

cient ways to dispose of lawn and shrub clippings

Dover's city-sponsored recycling program expanded has nearly three-fold since it started. The city buys recycled paper products and supplies for office use.

Several Kent municipalities use tree-planting programs to reduce toxic emissions and beautify the communities.

Energy-saving residential plans are on file at the city of Milford for wind turbines and geothermal units. Most municipalities have replaced old bulbs with efficient fluorescent bulbs. The town of Smyrna did this in its public works building.

The new Kent County

Administration Complex meets national Leadership in Energy and Environmental Design (LEED) standards. Overhead lights and bathroom faucets automatically shut on and off, and appliances are Energy Star certified. Carpeting is LEED certified and the building's exterior glass reflects sunlight away from the building.

The county hopes one day to make its wastewater plant run by a combination of wind power and by converting grease to fuel.

Dover, with the help of a state grant, powers its public utilities building with solar panels on the roof. The city hopes the panels will generate an energy surplus that Dover could sell to the regional power grid. Timed devices already control heat and air conditioning in Dover's buildings.

Article by Richard Orner



Delaware exceeds EPA ozone limit

Delaware exceeded the federally-set ozone standard on 13 days this year from April to July, with eight of those exceedances occurring in Kent County.

New Castle County exceeded the limit on nine days in the three-month period. Sussex County exceeded the limit on seven days.

Ozone season runs from May 1 to October 1 each year, when exceedances most often occur.

Betsy Frey, environmental scientist for the Air Quality section of the state Division of Air & Waste Management, indicated there was some overlap in how the data was compiled and presented.

If all three counties went over the limit in one day, she counted that as one occurrence. Frey said the state of

Delaware tracks ozone exceedances for publication purposes.

The number of ozone exceedances is linked to a stricter federal Environmental Protection Agency limit. On March 12, the EPA announced the final revision to its National Ambient Air Quality Standard (NAAQS) for ground level ozone. The EPA lowered the eight-hour ozone standard from 84 parts per billion to 75 parts per billion averaged over an eight hour period.

The state lists exceedances in parts per million.

The revision was the

agency's first since 1997 and is the EPA's most stringent standard to date. The EPA changed the standard after it found that the former standard did not sufficiently protect public health and welfare.

EPA will compare three years of data to determine whether Delaware meets the standard. If Delaware does not meet the standard, Frey said, the EPA will consider the state a non-attainment area and could impose a plan for the state to attain the standard.

If the state fails to improve its air quality, the EPA might decide to issue sanctions.

High ozone levels can cause public health impacts

and damage crops. These risks outweigh any possibility for EPA sanctions, said Ron Amierikian, a member of the planning branch for the state's Air Quality section.

If Delaware shows improvement, but still exceeds the ozone level limit, the state can apply for more time to make progress.



Ozone exceedances:

Measured in parts per million by the Delaware Division of Air Quality Management at Killens Pond State Park, Felton.

April	18:	.080
April	19:	.076
June	12:	.083
June	26:	.081
July	03:	.077
July	16:	.084
July	17:	.091
July	18:	.078

Dover comp plan in the works

Dover's 2008 comprehensive plan is near completion.

In July, Dover Planning Commission and Dover City Council approved the document that maps the future of the city's growth and forwarded it to the state Preliminary Land Use Service (PLUS) for review.

PLUS reviewed the comprehensive plan on August 27. The panel has until late September to submit its comments to Dover.

Delaware law requires municipal and county governments to update their comprehensive plans every five years.

The preface of Dover's draft plan states the city

council and planning commission use the comprehensive plan as an advisory document when making decisions about land use, transportation and the city's future. The new comprehensive plan is more action-oriented than previous plans, the preface states.

Public hearings before the city planning commission and council are tentatively set for October 20 and November 10.

The city will accept written comments on the draft until September 30.

To see the draft and city maps, visit <http://www.cityofdover.com/departments/planning/complan/>.

MPO director appears on TV



Comcast cable television customers might have seen a familiar face on their screens lately.

Juanita Wieczorek, executive director of the Dover/Kent County Metropolitan Planning Organization recently taped an interview on the cable company's segment, Comcast Newsmakers.

Newsmakers is a 5-minute interview program that airs during CNN Headline News. It provides news from people making a difference in Delaware

and regional communities.

Wieczorek's July 8 interview with show host Autumn Marisa discussed the MPO's role in bringing various government agencies together to talk about transportation needs, prioritize projects and work with the state Department of Transportation about funding projects.

They also discussed the MPO's annual public hearing held in September in conjunction with DelDOT to let the public ask questions or air concerns about transportation.

Wieczorek's interview ran from July 23 to August 5 on Channel 27.

STUDY, from Pg. 1

In February, after talking to property owners and assessing future traffic impacts, the MPO and consultants from Rummel, Klepper & Kahl in Dover created a preliminary plan showing what could be done to keep traffic on the highway moving.

A study map shows proposed new and realigned roads that connect with, or are near, U.S. 13 to give drivers more travel options instead of relying strictly on the highway.

“The objective is to get more people on and off this road,” said Project Manager Ray Harbeson of RK&K.

One proposal calls to realign Leipsic Road near Berry Van Lines and connect it with a new road that would run alongside Del. 1 to a redesigned Scarborough Road interchange.

Other proposals include extending College Road behind Delaware State University and connecting it to U.S. 13; installing connector roads between businesses, such as

from Best Buy to Dover Mall, so drivers can avoid another trek on the highway to go from place to place.

Last year, MPO representatives interviewed property owners and businesses in the corridor to discuss transportation needs, problems and how the highway could change as Dover and Kent County grow.

Adam S. Weiser, an engineer with RK&K, said the increase in traffic on U.S. 13 by 2017 could require more connector

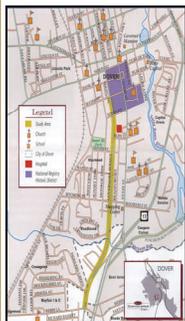
roads near the highway to improve travel time. The MPO and engineers incorpo-



Adam Weiser, project engineer for the North Dover Study shows representatives from Wilmington University maps of U.S. 13.

rated the comments into preliminary plans showing how the corridor might appear in the future.

S. Governors Avenue project begins



After nearly 15 years, a project to improve South Governor’s Avenue in Dover is finally underway.

Work began July 9 on the South Governors Avenue Reconstruction Project between Webb’s Lane and Water Street. Utility line installation began in May.

The \$11 million project is one of the state Department of Transportation’s (DelDOT) largest ventures

in Dover. On top of the \$11 million budgeted for the project, DelDOT spent another \$3 million for traffic signals and other costs, DelDOT engineer Jim Satterfield said.

South Governor’s Avenue will have 11-foot travel lanes, 5-foot shoulders and a new asphalt surface.

The project includes a

new bridge over the Puncheon Run near Lynnhaven Drive and underground utility lines.

The bridge will be closed through spring 2009. Construction on Phase II of the project, between Wyoming Avenue and Water Street, will start next summer.

Information courtesy of DelDOT

BUS from Pg. 1

A recent report from the federal Environmental Protection Agency’s Delaware Valley Regional Planning Commission in Philadelphia said gas prices contributed to more public transit use vs. personal vehicles.

The report quoted the American Public Transportation Association (APTA), which said public transit trips nationwide were up nearly 85 million, or 3 percent, during the first quarter of 2008.

Southeastern Pennsyl-

vania Transit Authority (SEPTA) saw a 4.7 million, or 10 percent, increase in passengers on buses, trol-

leys and rail. Conversely, APTA reported an 11 billion mile decrease in vehicle miles traveled in 2007.

This is the first time since 1980 that the number of vehicle miles has not increased, the association reported.

Saturday ridership:
June 28
521 Riders
July 5
452 Riders
July 12
402 Riders
July 19
474
July 26
481 Riders

Kent County’s new service will open many doors formerly out of reach to local residents.

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

Service is available between 9 a.m. and 6 p.m. Buses for routes 101, 104, 107, 109 and 112 run every hour. Buses on the Harrington-Dover Shuttle line run

every two hours serving Mifflin Meadows, Polytech High School, Meadowbrook Acres, London Village, Paris Villa, Canterbury, Viola, Felton and Harrington.

Standard DART fares apply, including Daily Passes and DARTCards. Paratransit services will be available.

Daily passes and pre-paid discounted DARTCards will be accepted. Visit www.dartfirststate.com for a complete list of DART transit services, changes and alerts.

Information courtesy of DTC.

DeIDOT, OHS campaigns target speeders

Speeding was a cause in 18 percent of Delaware's 106 fatal crashes last year, and

**STOP SPEEDING
BEFORE WE STOP YOU**



general aggressive driving caused 62 percent of all fatal wrecks.

With those statistics in mind, the state Department of Transportation and Office of Highway Safety each created statewide summer campaigns to keep Delaware's roads safer.

DeIDOT's campaign, which began July 1, educates drivers about the dangers of speeding in residential areas. Highway Safety's campaign began July 8 to let

people know that local and Delaware State Police officers are on the lookout for speeders, DeIDOT spokesman Darrel Cole said.

DeIDOT's campaign reported that pedestrians hit at 20 mph have a 95 percent chance of survival, but a pedestrian hit at 35 mph has a 45 percent chance of dying.

State law sets the speed limit in residential areas and subdivisions at 25 mph.

"Statistics like this are shocking, and we believe that reminding drivers of the consequences of speeding is the best way to get them to slow down," DeIDOT Secretary Carolann Wicks said. "We are asking people to obey speed limit

laws in residential areas, because going just a little too fast could end in a horrible tragedy."

Most neighborhood speeders are neighborhood residents, studies show.

Cole said neighborhoods may call DeIDOT at 760-2080 for lawn signs with the safety message.

OHS's Stop Aggressive Driving campaign focuses this year on speed but police officers are still arresting other dangerous drivers, such as those who run red lights or are impaired by drugs and or alcohol, OHS spokeswoman Andrea Summers said.

OHS helped pay for more officers on the road statewide to crack down on

speeders, Summers said. Delaware State Police have handled enforcement statewide, but helped Dover police in Kent County .

There will be enforcement on Interstate 95 and Del. 1, but drivers are more



likely to see officers on secondary roads where most speed-related crashes occur.

Graphics and information courtesy of DeIDOT and OHS.

Dover/Kent MPO aids with rail safety talks

In July, the Dover/Kent County Metropolitan Planning Organization got municipal, Kent County and state officials together with Norfolk Southern Railroad representatives to talk about rail safety.

During the July 15 meeting, held at the Dover Police Department, state, Kent County and municipal representatives asked Norfolk Southern about safety practices, rail car parking, storage and other issues.

Officials asked:

- When did Norfolk-Southern remove tank placards which show if the tank is full or

empty? Is there now a way to tell when tank cars are full or empty?

- At what point is a tank car the industrial user or the railroad company's responsibility?
- What is Norfolk Southern's security plan?
- Could Norfolk Southern work with DeIDOT's security planner to improve communications?

The group also asked Norfolk Southern to provide a survey of security camera systems that could use along New Burton Road and Har-

rington Yard as well as address a few general safety points such as:

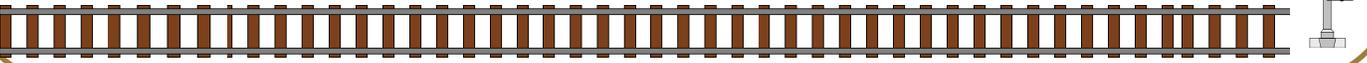
- Preventing people from getting snagged on tracks at crossings.
- Restricting hazardous chemical cars from locations near Harrington State Fairgrounds during the fair.
- Improving electric crossing signals for drivers on U.S. 13 near Harrington.

Officials requested that Norfolk Southern remove a washing machine found

near a dumpster, maintain landscaping along Railroad Avenue at Commerce Street and around the yard office in Harrington.

Area officials and Norfolk Southern representatives agreed to meet again about rail safety.

For more information, contact MPO executive director Juanita Wieczoreck at 760-2713 or juanita.wieczoreck@state.de.us.





Delawareans respond to transportation questions

Gas prices are probably the biggest thing on drivers' minds when it comes to transportation, but a poll from national motorist club, AAA, shows that Delawareans also have opinions on transportation funding and related issues.

AAA has annually surveyed its members since 1989. As with prior polls, this one questioned respondents about issues of local and national importance. Results come from randomly selected AAA members in Delaware.

Here's a sample of some AAA poll results for Delaware:

"In light of the recent attention on the nation's aging transportation infrastructure, which of the following would you support to increase funding for the nation's roads and bridges? "

Respondents could pick more than one answer.

32% charge tolls only on new roads and highway lanes

30% charge tolls on new and existing roads and highway lanes

27% no new revenue is needed

17% assess a user fee to the vehicle based on the number of miles driven during a specific time period.

16% increase gasoline taxes

10% lease existing road facilities to private interests

9% increase other taxes (sales, income, and property)

"Some states have significantly raised fines or fees associated with serious traffic offenses (i.e. drunk driving, reckless driving, driving on a suspended license) to increase funds for transportation projects and/or maintenance. These fees can range from \$100 to \$3,000 depending on the violation and the state. Do you favor or oppose using traffic fines to raise revenue for transportation projects?"

71% Favor

29% Oppose

"As federal and state transportation funding becomes more constrained and demands on the system

grow, many states are looking for new ways to generate revenue. One alternative source of revenue is leasing toll roads to private companies more commonly referred to as public/private partnerships. Do you favor the leasing of toll roads to private companies?"

26% Favor

74% Oppose

"Tolls from Delaware River crossings are used for bridge repairs and maintenance as well as a variety of unrelated purposes, including area stadiums, arts projects, private venture capital, etc. Do you think tolls from Delaware River crossings should be used for bridge repairs and maintenance projects only?"

80% Yes, bridge repairs and maintenance only

20% No, allow other purposes

Full questions and answers, including graphs and charts, can be found at <http://www.aaamidatlantic.com/PGA/LegPolls>.

Article by Catherine Rossi, AAA, Mid-Atlantic

AAA Study shows fewer drivers, crashes

Delawareans are driving fewer miles.

AAA Mid-Atlantic recently compiled data from the Federal Highway Administration showing that a drop in miles driven has affected gas prices and possibly the number of highway deaths, said Catherine L. Rossi, Manager of Public and Government Affairs, AAA Mid-Atlantic.

From January 1 through July 22, Delaware highway deaths were 4.5 percent lower than for the same period last year.

Federal Highway officials said Delawareans drove 5 percent or 45 million fewer vehicle miles in May 2008 than in May 2007.

Nationally, Americans drove 9.6 billion (3.7 percent) fewer vehicle-miles in May 2008 than in May 2007, Rossi said.

Since November, Americans have traveled 40.5 billion fewer miles, when compared to the same seven-month period the previous year, Rossi said. Cumulative travel for 2008 has declined 2.4 percent.

Generally, the number of vehicle miles traveled and the crash fatality rate peak in July and August across the United States.

Article courtesy of AAA, Mid-Atlantic.

DelDOT gives money to schools

In July, the state Department of Transportation awarded money to three schools through its Safe Routes to School program.

Awards went to Clayton Elementary School and North Smyrna Elementary School, both in the Smyrna School District, as well as Henry M. Brader Elementary School in the Christina School District.

As part of the federal Safe Routes program, DelDOT ensures that Delaware students in kindergarten through eighth grades are able to walk and/or bike to school safely.

Clayton Elementary

received \$125,000 and North Smyrna Elementary received \$250,000 for curb, ramp, crosswalk, sidewalk and sign improvements.

Safe Routes also awarded money for hand held stop signs, reflective clothing and safety cones.

For more information about the SAFE Routes to Schools program, contact Sarah Coakley of DelDOT at (302) 760-2236 or sarah.coakley@state.de.us.

Information courtesy of DelDOT



Kent comp plan gets second PLUS review

The state Preliminary Land Use Service (PLUS) recently took a second look at Kent County's latest draft of its 2007 comprehensive plan.

Now the county must put the document through the rest of the approval process.

Kent County Regional Planning Commission recommended approval of the document with minor changes. Levy Court will hold a hearing on October 7.

PLUS reviewed the plan on February 27 and on July 23 after Kent County Levy Court told the county planners in May to change the document.

"They wanted to keep

the good stuff," said Mary Ellen Gray, assistant county planning director.

Commissioners, she said, wanted to sustain the plan's main goal to create communities, preserve natural resources and the county's rural character instead of build isolated subdivisions.

Levy Court wanted the plan to keep Kent County's 2002 land use map instead of adopting a new map.

The older land use map included the 2002 growth zone boundary as well as sending and receiving areas in the county's existing Transfer of Development Rights (TDR) program.

The new map con-

tained town, village and village conservation land use designations within the growth zone, rural protection areas outside the zone and a revised county growth zone boundary, Gray said.

Commissioners asked that the updated comprehensive plan incorporate incentives for developers to use the TDR program, have better architectural design standards for subdivisions and maintain the designation of the county's 11 transportation improvement districts.

Another request was to include a recommendation to change Kent County's Adequate Public Facilities

Ordinance for roads.

Under the new ordinance, level of service on Kent County roads would run at a grade "D" or better in the Growth Zone and "C" or better outside the Zone.

Service levels range from "A" to "F" with "A" as the best and "F" as the worst, according a state rating system.

The county sent a fourth draft to PLUS in July and received new comments 20 days later.

The upcoming county hearings will be at the Kent County Administrative Complex. Later, the document goes to the Livable Delaware Advisory Council for review, then the governor's office for certification, Gray said.



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