

Annual TIP Tour set for late March

Reserve a seat now for the Dover/Kent County MPO's annual TIP tour, set for Saturday, March 27.

The free bus tour travels around Kent County visiting sites included in the MPO's 2011-2014 Transportation Improvement Program (TIP). The TIP represents the first four years of an MPO's Regional Transportation plan.

Last year's tour route included Carter Road in Smyrna, the future West Dover Connector area, Rt. 300/6/Smyrna/Clayton Boulevard and the Harrington Truck Route. This year's tour will visit some of the same sites, plus different ones.

The public comment period for the Transportation Improvement Program will open April 2 and end May 4.



MPO participation plan approved

In March, the Dover/Kent County MPO Council approved an update to the organization's public participation plan.

The plan outlines the MPO's strategy to involve the community in its work, from public meetings to plans and programs.

Council approved the plan following a 45-day public comment period which ran from January 11 to February 25.

Federal rules require MPOs to have public participation plans. The Dover/Kent County MPO originally created its plan in 1994. Council approved the last revision in 2007.



MPO bike plan in works

MPO bike plan needs public input

Do you ride a bike? If so, where do you ride? If you don't ride, why not?

How can bicycle facilities improve in central Delaware?

These are the kinds of answers the Dover/Kent County MPO wants to hear from you.

The MPO needs public input for a regional bicycle plan.

Contact the MPO by calling (302) 387-6026, or via e-mail at kate.layton@doverkentmpo.org.

Comments also are welcome via U.S. mail at P.O. Box 383, Dover, DE 19903 and through our online survey at www.doverkentmpo.org.

The MPO will also receive comments from the road. Look for the MPO's booth and pick up a bike plan survey at upcoming public events.

This summer, the Dover/Kent County MPO will have new perspective on bicycle facilities in central Delaware.

The agency that helps coordinate transportation planning and programs is working on a bike plan for the MPO's region, which encompasses all of Kent County, plus parts of Smyrna and Milford that are part of New Castle and Sussex counties.

A committee comprised of MPO staff, members of the public, and state, county and municipal officials started work on the plan last fall.

The plan will show where bicycle trails, lanes and other facilities are located in central Delaware, how they connect, or do not connect, and how county and municipal officials can improve facilities in the area.

MPO Council asked for the plan's creation last year when it approved the MPO's Regional Transportation Plan for FY 2009-2030. Public comments

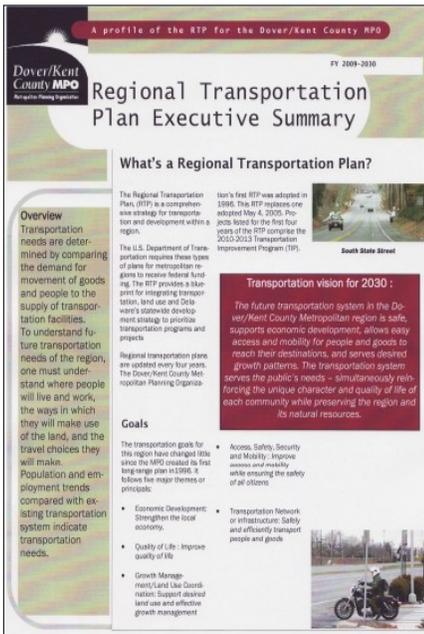


Members of an MPO Regional Bicycle Plan committee look at a map of central Delaware to see where facilities are needed.

that were presented with the plan had indicated a need for more bicycle facilities in central Delaware.

MPO staff is on track to have the plan ready to present to the council later this year.

RTP Executive Summary available



The full RTP has eight chapters, plus appendices, which give information about regional transportation projects as well as information about air quality.

The eight-page executive summary is a more reader-friendly digest with colorful graphics.

Interested members of the public may pick

up a copy of the executive summary at the MPO office in Camden, local libraries or they can read it online through the MPO's Web site at www.doverkentmpo.org, or call the MPO at (302) 387-6030 to have a copy mailed to them.

An executive summary of the Dover/Kent County Metropolitan Planning Organization's Regional Transportation Plan is now available to the public. In 2009, the MPO approved and released its RTP plan update which stretches from fiscal years 2009 through 2030.

MPO Information Book available

Did you know that there are consistently more women drivers than male drivers in Kent County?

How about the average number car trips people took in 2008, or the number of vehicle crashes?

That information and more is in The Dover/Kent County Metropolitan Planning Organization's 2008 Transportation Information Book.

The 40-page book shares transportation data for Kent County and throughout Delaware, including road projects in the MPO's Transportation Improvement Program for 2010-2013.

Copies of the book are available at the MPO office as well as libraries in

Kent County and on the MPO's Web site, www.doverkentmpo.org.



MPO officers elected

Dover Mayor Carleton Carey Sr. is the new head of the Dover/Kent County Metropolitan Planning Organization's council.

Carey fills the seat of Camden Mayor Robert Mooney, whom the panel elected as chairman in September. Council elected Carey vice chairman.

In late February, Mooney lost his re-election campaign to Richard Maly.



Carey

Maly took office March 9. The office comes with a seat on the MPO Council. At its March meeting, the council moved Carey into the chairman's seat and decided to check the MPO's bylaws before deciding to leave the vice chairman's seat open or to hold a special election.

In August, the MPO's Technical Advisory Committee and Public Advisory

Committee elected its leadership for 2009-2010.

On August 12, the TAC re-elected Scott Koenig as chairman and David Edgell as vice chairman.

On August 25, the PAC re-elected Horace Cook as chairman and Dwight S. Meyer as vice chairman.

The MPO Council is the organization's policymaking body. Members include the highest elected officials, or their representatives, from member governments and representatives of major transportation providers.

The TAC comprises em-

ployees of member governments in central Delaware or related agencies who provide skilled analysis and comments regarding proposed transportation plans and programs.

The PAC ensures that the MPO receives input from the public regarding all proposed transportation plans, programs and policies. PAC members are volunteers appointed by the county, the City of Dover and the state via MPO Council members.

Photo courtesy of the City of Dover.

Federal partnership outlines livability principles

For the first time, the U.S. Department of Housing and Urban Development, EPA, and Department of Transportation have created a partnership focused on building more sustainable communities.

The Partnership for Sustainable Communities formed last June. EPA, HUD and DOT announced the new alliance in November.

Six livability principals resulted from the partnership, as well as plans to provide technical assistance to eligible groups for smart growth initiatives.

"This partnership will coordinate federal housing, transportation and other infrastructure investments to protect the environment, promote equitable development, and help to address the challenges of climate change," EPA representatives explained.

The six livability principles focus on:

- Providing more transportation choices
- Promoting equitable, affordable housing
- Enhancing economic competitiveness
- Supporting existing communities
- Coordinating and leveraging federal policies and investment
- Valuing communities and neighborhoods

Traditionally, there has been no coordination among federal housing, transportation and land use investments, HUD said. The partnership is to meet President Barak Obama's chal-

lenge to coordinate federal policies, programs and resources to help urban, suburban and rural areas build more sustainable communities.

A result of the new alliance is the Smart Growth Implementation Assistance Program. The program provides technical assistance from national experts to help communities explore barriers to smart growth implementation and other issues. EPA, DOT and HUD are each offering grant assistance related to the livability principles.

For more information about the various grant opportunities, visit the agencies' program Web sites at: www.epa.gov/smartgrowth/sgia_communities.htm, www.fta.dot.gov/livability, and www.hud.gov/sustainability.



Planning around transit creates better communities

Convenience and independence rule transportation habits.

Cars usually provide these luxuries, however, the Dover/Kent County MPO wants to see a change in the status quo and make transit and other modes of travel just as convenient.

An urban planning concept included in the MPO's recently adopted Regional Transportation Plan aims to make these other modes as convenient as a personal vehicle.

This concept is Transit Ready Development (TRD).

TRD is very similar to a

concept called Transit Oriented Development (TOD). The exception is, with TRD there is no transit service. TRD creates a density and mix of land uses that are appropriate for a transit node. Development occurs in anticipation of transit service extensions.

TOD is a concept planners have used and advanced for the last 10 to 15 years. It generally refers to higher-density development, with pedestrian priority, located within easy walking distance of a major transit station or stop, according to the article,

'Traveler Response to Transportation System Changes,' from Transportation Cooperative Research Program Report 95, Chapter 17. TOD also generally includes a mix of uses and less parking.

Studies show that people are willing to walk a maximum of a quarter mile to or from a bus stop. Put in perspective, a quarter mile is a stroll between Dover City Hall and the Army Navy Store on West Lookerman Street, or one circuit of the Dover Mall. This distance is integral to a successful TOD or TRD.

Creating a TRD means building a neighborhood that includes the elements of a successful transit node

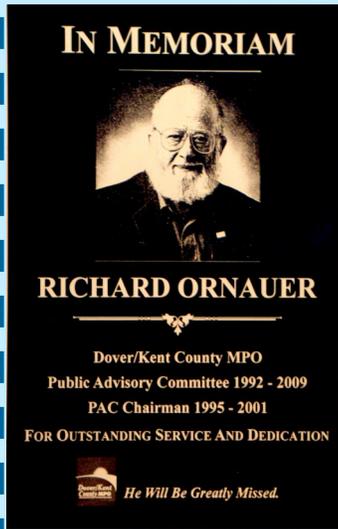
within a quarter mile radius.

An intense mix of land uses creates a market area that can support transit and give the transit operator an acceptable return from the fare box.

A transit rider's home or workplace is within a quarter mile of the anticipated transit service corridor with an appropriate location selected for the transit stop.

Residential development occurs at 7 units per acre. A mix of office, retail and other commercial uses comprise millions of square feet of floor space.

Goods and services such as a grocery store, pharmacy, dry cleaner, and restaurants are within walking distance of home.



Ornauer honored

Dover/Kent County MPO Public Advisory Committee member, Richard Ornauer, passed away last summer but his energy and devotion to the group will be remembered.

PAC members presented a plaque in Ornauer's memory at the panel's December meeting.

The plaque, which includes an engraved picture of Ornauer, marks his 17 years of service on the PAC as well as his six years as PAC chairman, which ran from 1995 to 2001.

The plaque hangs at the entrance to the MPO office and is a symbol of dedication to public service.



Rexene Ornauer, center, accepts a plaque on behalf of her late husband, Richard Ornauer. Ornauer served for 17 years on the PAC and was chairman from 1995 to 2001. Pictured left to right, PAC chairman Horace Cook, Rexene Ornauer and MPO executive director Juanita Wiczoreck.

Join the PAC: MPO accepting applications for committee

The Dover/Kent County MPO Public Advisory Committee is looking for energetic people to come and join the group.

The 13-member panel has seats available, including a state appointment and an alternate seat from the City of Dover.

The MPO's Public Advisory Committee is a link between the MPO and the

community by ensuring that the organization receives input from the public regarding all transportation plans, programs and policies adopted by the MPO.

PAC members are usually business and civic leaders and others from diverse backgrounds who are interested in planning and transportation.

The full committee is

comprised of four state appointees, six county appointees and three City of Dover appointees.

For more information, or to send inquiries about joining the PAC, call (302) 387-6026 or (302) 387-6030. E-mails also are welcome to kate.layton@doverkentmpo.org.

Goodbye, Guy

The Dover / Kent County MPO bids farewell and thank you to Public Advisory Committee member Guy Veach.



The Dover resident left the PAC in December to attend to family matters.

Gov. Ruth Ann Minner appointed Veach to the PAC in October 2008 to fill the term of former PAC member Diana Welch.

As a PAC member, Veach always offered a helping hand and often voiced his insights into transportation and committee matters at meetings.

He will be sorely missed.

Levy Court awards MPO community service grant

The Dover/Kent County Metropolitan Planning Organization would like to thank the Kent County Levy Court for awarding the MPO with an \$800 Kent County Community Service Grant.

The grant is a general award to community organizations. Levy Court included the grant in its

Fiscal Year 2010 budget, which took effect July 1.

Last year's grant award was \$1,000.

Juanita Wiczoreck, the MPO's executive director, said the money will help pay administrative costs, which frees the organization's federal funds for other ventures.

University holds March workshop

The University of Delaware's Institute for Public Administration will hold a free workshop from 4-6 p.m. on Thursday, March 18.

Attendees will discuss how to make Delaware communities more livable and accessible.

Community leaders, civic association representatives, advocacy groups

and council boards are welcome to attend the workshop at the university's Paradee Center, 69 Transportation Circle, Dover.

Visit www.ipa.udel.edu/transportation/livablecommunities/registration.html to register.

DTC receives rail grant

With the help of a federal grant, Delaware will study



the potential for intercity rail service into lower Delaware and eastern Maryland.

Delaware Transit Corporation's Ken Potts said Delaware received a \$900,000 grant for a Delaware Intercity Connection.

The money, which comes from the Federal Railroad Admini-

stration's High Speed Intercity Passenger Rail Grant Program, will pay for a study that would determine the feasibility of operating intercity passenger rail service from the Northeast Corridor down to Dover, Georgetown and Ocean City, Md.

This was one of two FRA grants for which the Delaware Department of Transportation applied last year.

FRA denied Delaware's request for a \$16 million

grant for a project called NEC Third Track, Delaware.

This project would have relieved a major chokepoint on the northeast rail corridor by installing 1.5 miles of track and rehabilitating the Mill Creek Bridge. It also would have paid to relocate Norfolk Southern freight car storage and permitted SEPTA service expansion and improved reliability of all trains. FRA deemed this project eligible and ready for consideration, Potts said.

DART anniversary theme of 2010 Student Poster Contest

DART is taking entries for its 10th annual Student Transit Poster Contest.

This year's contest theme is "Celebrating 15 Years as DART."

Delaware students in grades 6 through 12 are eligible to participate.

The contest is to make youth aware of other forms of transportation than cars.

For more information about the contest, call DART Marketing at (302) 576-6016 and visit the Web at DartFirst-State.com.

The entry deadline is March 26. Winners will be announced by April 12.

Morning Routine: Alarm, shower, coffee, jacket, briefcase, wallet & don't forget..



The 2009 winning poster entry came from Natalie Hines of Padua Academy in Wilmington.

DART celebrates 15 years

Delaware Transit Corporation's DART First State celebrates its 15th anniversary this year.

DART from the beginning was dubbed the "Green Team" because it began with the merger of transportation-related agencies. DART was able to offer a full array of transit options that help customers reduce their carbon footprint.

More than 10 percent of DART's fixed route bus fleet is hybrid electric powered and all of its newer buses, both hybrid and standard-engine, use advanced engine gas reduction systems and the latest clean exhaust technologies.

DART also has 56 solar lit shelters and several solar lit bus stops. The agency is installing rooftop solar panels its facilities.



Smyrna workshop sheds light on walkability

Good sidewalks, safe street crossings, a lively downtown and a pleasant atmosphere all make for a walkable community.

But Town of Smyrna and state officials found out there's even more to a pedestrian-friendly community than what meets the eye.

Last fall, the Town of Smyrna and the Dover/Kent County MPO held a Walkable Community Workshop at Smyrna Town Hall. Smyrna Town Manager David S. Hugg and Smyrna Town Planner Janet Vinc helped lead the workshop.

Members of the Smyrna Town Council and Smyrna Downtown Renaissance group attended the workshop, along with representatives from the Delaware Department of Transportation, DART First State, the Transportation Management Association and the Delaware Economic Development Office.

Attendees went for a brief walk in Smyrna's downtown area to get a look at its pedestrian friendly features, where the town plans to make improvements and what areas are more hazardous.

Group members took turns riding in a wheelchair to give them a different perspective of mobility on the downtown sidewalks.

Later, the MPO gave a presentation and led a discussion on the elements and importance of a walkable community.

Representatives from central Delaware municipalities who are interested in holding walkable community workshops can contact the MPO at (302) 387-6030.



Dover/Kent County MPO executive director Juanita Wiczoreck, left, points out different features of a pedestrian-friendly community. Officials from the Town of Smyrna and the state attended a Nov. 3 Walkable Communities Workshop in Smyrna. Town Planner, Janet Vinc, center, volunteered to use a wheelchair during part of the workshop.

Delaware Bike Summit returns May 21

Save May 21 on your calendars.

The second annual Delaware Bike Summit rides again. This time, it runs from 9 a.m. to 2 p.m. at The Grand Opera House in Wilmington.

Last year's summit was a resounding success with nearly 300 attendees. This year's event is expected to be just as big of a winner.

State, county and municipal officials, as well as

the public are invited to take a look at what the state has accomplished since last year's summit in making Delaware more bicycle friendly, and how people can be more involved in bicycle initiatives.

The event coincides with the kick-off of the Wilmington Grand Prix bike race.

Bike Summit participants will receive tickets to

the pre-race party Friday evening, the post-race party Saturday afternoon, and discount rates at local hotels.

For more information, or to register, visit the bike summit Web site at: <http://www.wilmapco.org/DEBikeSummit/>.



MPO, APA hold Milford planning workshops

Milford planning commissioners are getting some expert advice about making good land use decisions.

The Dover/Kent County MPO and the Delaware chapter of the American Planners Association have organized a series of monthly workshops that provide insight into planning policies and regulations.

Workshops began January 19 and will end in May.

MPO Principal Planner James Galvin, MPO Executive Director Juanita Wiczorek and Assistant State Planner and Delaware APA President David Edgell started organizing the workshops last year.

Typically, Delaware municipal and county planning commissioners attend citizen planner classes from the University of Delaware's Institute for Public Administration.

Due to cost, the City of Milford recently decided

not to send its commissioners to the university's training workshops.

The MPO/APA workshops are free of charge for the city's planning commissioners and members of the public. Professional planners from around Kent County and the state have volunteered to speak at the Milford workshops.

Galvin and Wiczorek spoke at the January session about urban planning practices that simultaneously consider transportation and

land use.

The March workshop will focus on signs. The MPO will hold a walkable communities workshop for the April session. The last workshop in May will focus on commercial and open space.

Sessions are held prior to Milford Planning Commission meetings on the third Tuesday of each month at Milford City Hall.



TRANSIT, Cont'd.

Distance between destinations is not the only consideration. Wide, well-maintained sidewalks and bicycle paths assist travel within the community.

Vehicular traffic moves slowly through the community. Great public spaces within the neighborhood foster community harmony and a desire to walk and bike.

Consequently, a car is unnecessary to run simple errands or visit neighbors.

Finally, TRD benefits health and the environment.

Walking to and from the transit stop and around the neighborhood improves the wellness of the residents.

The most effective strategy to reduce ozone and green house gasses is to reduce vehicular trips.

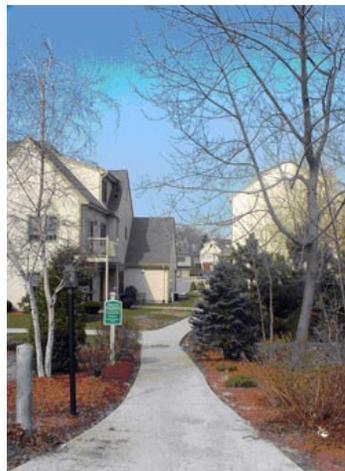
The advantage of a TRD is it promotes alternative modes of transportation other than personal vehicles. Use of another, shared transportation mode reduces the number of vehicles on the road and, there-

fore, cuts emissions and road congestion.

Thus the density of development has a positive impact on air quality as well as the function of the system.

Walking and biking have the lowest impact since they generate no emissions at all.

Creating communities that support expansion of the transit system means cleaner communities for future generations.



This TOD in Canton, Massachusetts, includes a sidewalk from the neighborhood to the train station.

MPO sponsors workshop

How can communities measure livability? How do they balance levels of transportation service to accommodate cars as well as alternate transportation modes such as walking or biking?

A January audio/Web conference sponsored by the Dover/Kent County MPO addressed these questions.

The conference, called Performance Measurement in Transportation Planning, was presented by the American Planners Association and designed to teach urban planners, state, municipal and county officials and other APA members appropriate ways to measure performance for transportation corridor studies where redevelopment balances with mobility.

Planning needs good performance indicators to help officials and the public understand the implications of development decisions.

Presenters included:

Uri Avin, FAICP

Practice Leader

Regional Growth Management PB PlaceMaking.

Whit Blanton, AICP

Vice President, Principal

Renaissance Planning Group

Jane Hayse

Chief, Transportation Planning

Atlanta Regional Commission

Terry Moore, FAICP (moderator)

Principal, EcoNorthwest

Senior Research Scientist, National Center for Smart Growth.

MPO sets 2010 calendar

In January, the Dover Kent County MPO Council approved the agency's meeting calendar for 2010.

The calendar shows the dates not only for council meetings, but for the MPO's Technical Advisory Committee and Public Advisory Committee.

The TAC and PAC moved their February meeting dates due to scheduling conflicts.

Dates and times are subject to change.



TECHNICAL ADVISORY COMMITTEE (TAC)	PUBLIC ADVISORY COMMITTEE (PAC)	MPO COUNCIL
- 2 nd Wednesday, even months, 10 AM – Noon	- 2 weeks following the TAC, Tuesday, 7-8:30 PM	1 st or 2 nd Wednesday, odd months, 3-5 PM
		January 6, 2010
February 3, 2010	February 16, 2010	March 3, 2010
April 14, 2010	April 27, 2010	May 5, 2010
June 9, 2010	June 22, 2010 WORKSHOP	July 7, 2010
August 11, 2010	August 24, 2010	September 8, 2010
October 13, 2010	October 26, 2010	November 10, 2010
December 8, 2010	December 2010 To Be Discussed	January 5, 2011

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The MPO Council:
 Mayor Carelton E. Carey Sr., **Chairman**
 Mayor Richard E. Maly
 (for Kent County municipalities)
 Bradley S. Eaby
 (for President Brooks Banta)
 Kent County Levy Court
 Stephen Kingsberry
 Delaware Transit Corporation
 Ralph Reeb (for Secretary Wicks)
 Delaware Department of Transportation
 Elizabeth Olsen (for Governor Markell)
 DE Dept. of Safety and Homeland Sec.
MPO Staff:
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