

Best wishes, Juanita!

Wieczoreck retiring after 17 years as MPO executive director

Her boxes are packed. A framed poster of the Hermitage Museum, old schedule books, her cherished penguin collection and odds-and-ends gradually found their way to the car. As a new fiscal year starts, Juanita Wieczoreck is making sure the transition goes smoothly for the Dover/Kent County MPO while tying loose ends and taking calls from longtime friends and colleagues who wish her well.

After 17 years, Wieczoreck is retiring as the MPO's executive director. Her last day is July 22. Rich Vetter, formerly of the engineering and consulting firm Rummel, Klepper & Kahl, is taking the helm of the transportation planning group.

Wieczoreck brought the MPO from an agency with a

strictly Dover purview to a central-Delaware-wide jurisdiction. She oversaw the development of five long-range Regional Transportation Plans, 12 Transportation Improvement Programs, and numerous special projects and policies. She guided the agency into compliance with three different sets of federal transportation regulations (ISTEA, TEA-21 and SAFETEA-LU), and facilitated partnerships between the MPO and business groups.

Wieczoreck became the MPO's execu-

tive director in 1994, and was the agency's first employee. By that time the organization, which formed in 1992, was holding meetings, but needed someone to oversee day-to-day operations.

"Over the past 20 years I



Dover, Kent County and Federal officials paid respects to longtime MPO executive director Juanita Wieczoreck by presenting her with certificates in honor of her service. Wieczoreck served as the Dover/Kent County MPO's leader for 17 years. From left to right, Dover Mayor Carleton E. Carey Sr., Larry Windley, state director for Sen. Thomas R. Carper's office; Wieczoreck, and Kent County Administrator Michael Petit de Mange.

have been involved in hiring a lot of good people and Juanita was one of them," said Anthony J. DePrima, former Dover City Manager who served on the MPO Council for several years. "She came when we had nothing but a board and an MPO agreement. Juanita can take great pride in the fact that she built the Dover\Kent County MPO from the ground up. She had to figure out where every nut, bolt, and strut had to go. Through her work, she gave a voice to the local governments of Kent County on transportation issues. She was resolute in advocating for funding for Kent County transportation projects, and resourceful in finding funds for many

(See **WIECZORECK**, Pg. 3)

Vetter is new Dover/Kent County MPO Executive Director

The Dover/Kent County Metropolitan Planning Organization welcomes its new executive director, Rich Vetter.



Vetter, 42, comes to the MPO from the engineering and consulting firm, Rum-

mel, Klepper & Kahl (RK&K) in Dover where he was a project engineer. He began his duties at the MPO on July 7, the day after the MPO Council approved his hire. He is the MPO's second executive director. Juanita Wieczoreck, who held the job for 17 years, will retire at the end of July. Wieczoreck will help Vetter transition into his new position

during his first couple of weeks in the office.

A combination of factors put Vetter in the job, said Wieczoreck, mentioning his experience with management, his transportation planning and engineering expertise, his work in the public sector and as a consultant.

"That experience is going to help the MPO im-

prove its technical capabilities," Wieczoreck said.

A Kent County native, Vetter is a graduate of Caesar Rodney High School and the University of Delaware with a degree in civil engineering. He is a certified planner through the American Institute of Certified Planners (AICP).

(See **VETTER**, Pg. 2)

Shailen Bhatt named new DelDOT secretary

Delaware's Department of Transportation has a new secretary.

State lawmakers confirmed Shailen Bhatt for Governor's the cabinet position in June, and he started work in early July.

Bhatt fills the seat that former DelDOT Secretary Carolann Wicks vacated in March. Cleon L. Cauley, deputy DelDOT secretary, served as the agency's acting secretary in the interim.

Gov. Jack Markell nominated Bhatt for the position in May.

"I would like to thank the members of the Delaware Senate, including the executive committee, for their confidence in Shailen to lead the Department of Transportation," Gov. Markell said. "Transportation plays a part

in the lives of all Delawareans, and DelDOT plays an important role in the vitality of our state. Shailen understands the opportunities that await him - and he has the experience, intelligence, energy and integrity to move DelDOT forward."

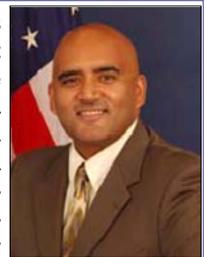
Bhatt has experience working on local, state and federal transportation issues. Before coming to Delaware, he served as associate administrator at the Federal Highway Administration (FHWA) in Washington, DC. For the last two years, he was responsible for setting policy and managing relationships with members of Congress and as well as led FHWA's efforts in reauthorizing the nation's surface transportation legislation.

"Every Delawarean de-

pends on a well-managed transportation system that moves people and goods efficiently and safely as they go about their daily lives," Sec. Bhatt said. "They also want a system that is accountable, transparent and managed with adherence to the highest ethical standards. As Secretary, I will bring about greater collaboration between the residents of Delaware and our excellent staff in meeting these standards and addressing our state's varied transportation needs."

Before joining FHWA, Bhatt served as a deputy executive director with the Kentucky Transportation Cabinet (KYTC) where he was responsible for advancing transportation projects and addressing regional transportation needs. Dur-

ing his time at KYTC, he helped oversee a record construction period for the state.



Bhatt

Prior to that, he was director of the Bowling Green/Warren County Metropolitan Planning Organization in Kentucky.

Bhatt is on the advisory committee of the State Smart Transportation Initiative (SSTI) and formerly served as a board member for Preservation Kentucky and the Bowling Green/Warren County Regional Airport.

VETTER, cont'd.

The son of a land surveyor, Vetter said he always had an interest in transportation planning. The comprehensive aspects of planning particularly pique his interest, Vetter said, including land preservation, and working with others to form solutions.

At RK&K, Vetter developed transportation planning alternatives and solutions, managed engineering design projects and handled communication and coordination with public, local and state governments on a variety of transportation planning projects. However, it was a chance to get back to working more directly with the public, and with various

transportation modes, that attracted him to the Dover/Kent County MPO.

"I wanted to get more hands on," Vetter said.

As a central Delaware resident, Vetter's quality of life interests are similar to others' in the community.

"I'd like to hear what people's interests are," Vetter said.

Before working for RK&K, Vetter was a project manager for McCormick Taylor & Associates in Christiana, and a project manager with the Delaware Department of Transportation. He also ran his own land surveying business for a couple of years. At DelDOT, Vetter said he enjoyed working with consult-

ants and officials from small towns to help make municipalities more attractive to visitors through the use of smart planning.

As the leader of a small metropolitan planning organization, Vetter is aware that the job will come with its share of challenges and successes. Transportation funding in Delaware is limited, despite a never-ending list of needs. The MPO also will work with Kent County, the state and municipalities regarding transportation and land use when they update their comprehensive plans.

"[To] make sure everything's consistent in their strategies, and make sure we don't promote sprawl,"

Vetter said.

Yet, an MPO can have an influence in the transportation planning process. Being a part of that process and helping prioritize projects is something to which Vetter is looking forward.

"Collectively, I'm looking forward to working with DelDOT, Kent County and the municipalities to identify the transportation needs of the county, because they're obviously out there."

Vetter, his wife, Joy, and their three children, live in Camden. In his spare time, he coaches little league baseball, plays guitar, bicycles and enjoys traveling and spending time with family and friends.

WIECZORECK, cont'd.



Wieczoreck speaks with Dover cab company owner Tom Antoniou at last year's Dover Transit Center Neighborhood Plan charrette.

needed transportation plans and programs. As the founding executive director she can leave with her head held high."

Larry Windley, state director for Sen. Thomas R. Carper, was a member of the MPO's Technical Advisory Committee when Wieczoreck was hired.

"She became responsible for better planning and coordination between multiple layers of government in a way that would improve the quality of life for all Kent Countians," Windley said. "Her leadership made the Kent MPO relevant and a force for better land use management and improved stewardship of state and local resources for transportation. I am very proud to have had the opportunity to work with Juanita in those early years and wish her all the best going forward."

Before coming to Delaware, Wieczoreck spent seven years with the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia. There, she worked with corridor studies, traffic surveys, park and ride studies, origin and destination surveys in preparation of an Interstate-95 reconstruction.

Accepting the MPO executive director position in Dover was a chance to move ahead in her career, and for the Chestertown, Md. native return to Delmarva.

"The change itself was scary, but the job didn't scare me because I had done so many things in Pennsyl-

vania," Wieczoreck said.

Transitioning from Philadelphia to Dover was an adjustment. The DVRPC covered a 5-million-person area that oversaw transportation issues in five Pennsylvania counties and four counties in New Jersey. It also was unusual to work closely with high-ranking state and municipal officials, as is more common in Delaware.

"You didn't work at DVRPC and meet the governor or the mayor," Wieczoreck said.

Early on, the MPO office consisted of a desk set up in the Blue Hen Mall while the DelDOT building was being renovated. The MPO stayed in the Blue Hen until 2009 when the agency moved its office to the third floor of Camden Town Hall.



Wieczoreck with bicycles in 2003

Over the years, the MPO has faced challenges and won victories.

"We've been getting some real work done," Wieczoreck said.

As DelDOT secretaries and Delaware officials came and went, Wieczoreck worked to convince them of the MPO's worth. Some didn't know what a metropolitan planning organization was or the instrumental role it played in planning transportation in central Delaware.

The little victories are most satisfying Wieczoreck said. For instance, the MPO was instrumental in two transportation improvements in Camden. It recommended improving the intersection of Camden-Wyoming Avenue and Main Street to eliminate a pedestrian tripping hazard and helped the town acquire a traffic light at Caesar Rodney and Camden-Wyoming avenues after Camden officials had spent decades requesting one from the state.

The MPO helped eliminate a left turn

at the intersection of West and North streets in Dover as well as the installation of a truck bypass for Harrington that the town had requested for 50 years. She's also proud of the Del. 8, North Dover and Dover Transit Center Neighborhood studies.

"Juanita did so much to open communication between the local jurisdiction and the state," said State Planning Director Connie Holland. "She attended all the meetings for comprehensive plans and any special projects; she offered the MPO's support and assistance. I believe it was her dedication and willingness to go to endless meetings, night or day, so that the MPO and DelDOT would be aware and part of the planning process. She would also make the locals aware of grants, funding or just information to assist in their goals."

With the work that the MPO has done to improve quality of life in central Delaware, the agency, she said, needs to build on that success.

"And keep going," Wieczoreck said. "Do more, do it better."

Once she leaves the MPO, Wieczoreck and her husband, John, plan to travel to Massachusetts, Seattle, Rome, France and the Caribbean.

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Wieczoreck with U.S. Sen. Thomas R. Carper at a 2005 event.

focus on household projects.

"I think I'm leaving at just the right time," Wieczoreck said. "Because I have a hard working staff that has done a good job over the last few years in terms of the studies that have been done and the improvements we've made in data management and public outreach. We have a very robust program."

Green section

Ozone Season 2011 Announced at DSWA Earth Day Festival

On a chilly, April day, the Air Quality Partnership (AQP) of Delaware kicked off the 2011 Ozone Action Season during the Delaware Solid Waste Authority's Annual Earth Day Festival at Killen's Pond State Park in Felton. Ozone season lasts through the end of September.

The partnership this year focused on the health aspects of air quality. Speakers included Ali Mirzakhilili, director of the Division of Air Quality for the Delaware Department of Natural Resources and Environmental Control; Bill Leitzinger, manager of the Healthy Homes program of the Delaware Division of Public Health; and Delaware Solid Waste Authority

CEO, Pat Canzano, who provided insights into air pollution as well as efforts to help the environment.

Mirzakhilili brought his young son, Cameron, to the kickoff.

"This is what it's all about," Mirzakhilili said, as children are particularly sensitive to the effects of ground level ozone. Not only are children sensitive to high ozone levels, but older adults and those with health problems as well.

"Ground level ozone and particulate matter are unhealthy for all of us," Leitzinger said.

There is good ozone and bad ozone, Leitzinger said. Good ozone, found in the Earth's upper atmosphere,

protects life by absorbing harmful ultraviolet radiation from the sun. Bad ozone, found near the ground, is man-made and is a result of air pollution from automobile exhaust and industrial emissions when they mix

reminded the public of the 72,000 Delawareans diagnosed with asthma. These health statistics are reasons to pay attention to air quality information and when ozone levels are high, Leitzinger said.



The Air Quality Partnership of Delaware announced the start of ozone season in April. TOP: Ali Mirzakhilili, director of the Delaware Division of Air Quality, Cameron Mirzakhilili, and Terri Brixen of the Delaware Division of Air Quality announce the start of ozone season.

LEFT: Pat Canzano, CEO of the Delaware Solid Waste Authority, explains the ways people can help lower air pollution.

RIGHT: Bill Leitzinger, manager of the Healthy Homes program of the Delaware Division of Public Health explains the effects of ground level ozone, also known as smog.

with heat and sunlight. People who inhale ozone on a prolonged basis can experience a spectrum of health problems from throat irritation, congestion and wheezing to chest pain, aggravation of existing health conditions and permanent lung damage.

Exposure to poor air quality is a possible cause of lung and bronchial cancers, Leitzinger said. Between 1992 to 1996 and 2002 to 2006, lung cancer rates decreased among African American men and women, and Caucasian men compared to national statistics, but increased 6.5 percent among Caucasian women, which is higher than the 4.3-percent increase in the nation. He also

The good news is, there are ways to lower air pollution. Canzano said the DSWA is doing its part to help the environment by capturing methane produced from Delaware landfills and converting it to energy to fuel power plants. The methane captured in lower Delaware, Canzano said, is enough to power 4,900 households in Kent and Sussex counties. The environmental savings, he said, is equal to 760,000 barrels of oil in a year or the exhaust from 72,000 vehicles.

The Air Quality Partnership is a group of citizens, public agencies, and private corporations concerned about the region's air quality. Its mission is to

raise awareness and inform Delawareans about practices that improve air quality and citizen health.

A free service called Enviroflash sends e-mail alerts for people to take measures that improve air quality. The partnership is comprised of the American Lung Association in Delaware, Bayshore Ford, Chesapeake Utilities, the Clean Air Council, Delmarva Broadcasting, the Dover/Kent County MPO, DNREC, DART First State, the Delaware Division of Public Health, RideShare Delaware, the Transportation Management Association of Delaware and WILMAPCO. Individuals also can do their part to save the air by following a few simple steps:

Trip chain: Combine errands into one trip. Warm engines pollute less than those that have been off for a while.

Avoid topping off the gas tank: Squeezing an extra bit of fuel into your tank after the shut-off can upset the fuel pump's mechanism that captures gasoline fumes.

Refuel when it's cool: Waiting to refuel your car in the evening, or when it's cooler outside, can further cut down on gasoline fumes escaping into the air.

Wait to mow your lawn until late in the day.

For more information about the Air Quality Partnership of Delaware, about Ozone Season, or to sign up for Enviroflash e-mail alerts, please visit www.wilmapco.org/aqp.

Green section 

Electrified parking stations save truck fuel and save the air

Hundreds of big rigs pull into the Smyrna Rest Area every year. Sometimes they stay overnight, sometimes for days at a time, said rest area manger, Ronald Szyszkowski.

Until last spring, drivers let their truck engines idle at the rest area overnight to run their air conditioning, heat, or electric appliances. The idling cost money and the exhaust contributed to air pollution.

Now, truckers can save money and the air by turning their engines off, yet keep their systems on by hooking up to an electric parking system at the Smyrna Rest Area.

In April, state and federal officials unveiled Delaware's first electrified truck stop. The station has 24 parking spaces equipped with consoles for truck drivers to attach to their vehicles.

"Electrified parking areas make environmental and economic sense," Gov. Jack Markell said. "Truckers won't have to idle their engines, reducing harmful diesel emissions and saving money on fuel consumption, which is a win for Delaware's environment and for our truckers who keep commerce moving."

The electrification station is a partnership project by DNREC, DelDOT and the

U.S. Environmental Protection Agency, and was paid for by an American Recovery and Reinvestment Act grant.

"A key part of our mission is to provide an environmentally friendly transportation system," said Cleon Cauley, then the acting secretary for the Delaware Department of Transportation.

The parking area will

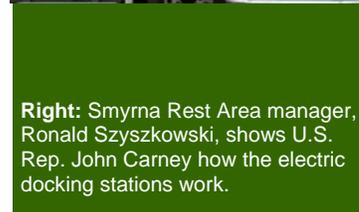


of truck fuel per hour.

Szyszkowski said he anticipates all 24 slots will be in use at all times. Federal safety regulations require that drivers of heavy duty diesel trucks rest 10 hours for every 11 hours that they drive. Drivers idle the trucks during that rest time, or if their stay is prolonged.

"That's 40 bucks right out the window," Szysz-

Left: A trucker parks at an electric docking station behind the Smyrna Rest Area. The station enables truckers to run air conditioning, and appliances inside the cab without idling the engine.



Right: Smyrna Rest Area manager, Ronald Szyszkowski, shows U.S. Rep. John Carney how the electric docking stations work.

operate 24-hours a day, seven days a week, using an automated system that allows truckers to use a Smyrna Rest Area credit card to access the service.

For \$20, drivers can purchase a reusable window adapter, which includes the credit card with eight hours of usage time. Additional hours cost \$2.50. Diesel fuel costs approximately \$4 per gallon. Idling burns a gallon

kowski said.

Multiply that cost by several more hours of idle time, and that's a hefty amount for the companies who depend on big rigs to ship their goods.

"It actually drives [up] the cost of merchandise and it trickles down to the public," Szyszkowski said.

Collin O'Mara, secretary of the Delaware Department

of Natural Resources and Environmental Control, said the stations could save drivers \$3,000 per year, per truck in fuel costs.

Idling also releases significant amounts of air pollutants that can cause lung damage and chronic respiratory problems, heart disease, cancer and other serious health problems.

"Moving from diesel fuel to electricity as the primary energy source for heating and cooling trucks produces significant health and environmental benefits, as well as immediate cost savings," O'Mara said.

If half of the electrified parking spaces were in use for 10 hours per day, truckers would save 44,000 gallons of diesel fuel per year, eliminate 500 tons of carbon dioxide emission, and significantly reduce nitrogen oxide and hydrocarbon emissions, O'Mara said.

"Lung health is largely determined by what we breathe," said Deborah Brown, president and CEO of the American Lung Association of the mid-Atlantic. "Soot is the most dangerous component of diesel exhaust, and eliminating the need for truckers to idle their diesel engines will translate to healthier air and healthier Delawareans."

Welcome, Michael and Arthur: U.D. interns join MPO for summer

The Dover/Kent County Metropolitan Planning Organization welcomes its two summer interns, Michael Tholstrup and Arthur Wicks. The two joined the MPO on May 31 and will be here through late August.

Tholstrup has assisted the MPO with a number of projects, including analysis of the Delaware Capital Trans-

portation program, updating the Transportation Improvement Program's prioritization process and maintaining the MPO's Web site and social media page. Wicks is conducting research and creating maps for the MPO's Regional Bicycle Plan and the 2010 Transportation Information Booklet.

Tholstrup and Wicks are both stu-

dents at the University of Delaware, earning Master of Public Administration degrees. Tholstrup's focus is in state and local government. Wicks' focus is in public management.

Tholstrup, 34, is a Dover native and resident.

(See **INTERNS**, pg. 6)

DelDOT publishes revised noise policy



The Delaware Department of Transportation (DelDOT) has revised its highway traffic and construction noise policy.

Originally written in 1993, DelDOT and the Federal Highway Administration (FHWA) approved a revised version of the policy in July. Robert Kleinburd, with DelDOT's planning division, said FHWA did not feel

the old policy was specific enough, or accounted for inflation adjustments. The new policy, he said, is more comprehensive in its consideration of when it is reasonable and feasible to install noise barriers during highway construction projects.

During the rapid expansion of the highway and roadway system in the 20th century, communities recognized that highway traffic and construction

noise had become environmental impacts, by interfering with normal human activities.

DelDOT must comply with the policy to receive federal funds for highway improvements. These federal regulations are generally uniform across the United States. The policy is not mandatory for projects that are 100-percent state funded and where no FHWA approvals are necessary.

MPO releases draft Regional Bicycle Plan

After nearly two years of work, the Dover Kent County Metropolitan Planning Organization released a draft of its Regional Bicycle Plan in July.

The bike plan shows where there are bicycle trails, lanes and similar facilities in central Delaware and where there are gaps in service. In addition, the plan addresses how to educate bicyclists and drivers about biking in Delaware.

MPO staff sought public input to find out what people want in bicycle facilities in central Delaware.

A working group comprised of MPO staff, representatives from state agencies, Kent County, municipalities and the public formed in 2009 and worked steadily with consultant Andrea Kreiner of A. Kreiner Company

in Dover to create the plan.

The MPO's plan is compatible with the Delaware Department of Transportation's statewide bicycle plan. Projects identified in the Regional Bike Plan will be submitted to DelDOT for development and funding.

In early 2009, the MPO Council asked that the MPO staff create a bicycle plan when it approved the MPO's Regional Transportation Plan for FY 2009-2030. Public comments presented with the RTP had indicated a need for more bicycle facilities in central Delaware.

The draft bicycle plan will have a 30-day public comment period, and will go before the MPO's Technical Advisory Committee, Public Advisory Committee and MPO Council before a

final draft is approved.

Public comments are welcome in writing, and should be sent to Dover/Kent County MPO Regional Bicycle Plan, P.O. Box 383, Dover, DE 19903 or by e-mail to: kate.layton@doverkentmpo.org. To comment on the plan by telephone, call (302) 387-6026.

The plan also is available on the Web at www.doverkentmpo.org. To request a hard copy, call the MPO office at (302) 387-6030.



INTERNS, cont'd



Tholstrup

He has a psychology degree from the University of Delaware and studied for a year at Widener University School of Law in Wilmington.

Between earning his bachelor's degree and resuming his studies, Tholstrup worked for eight years with Citigroup GTS and Citi Institutional Trust Company. His educational

and career interests include environmental/transportation planning, city management and disaster-management planning.

In his spare time, Tholstrup enjoys cooking and trains at Rigby's Karate Academy. He and his wife like to travel and spend time with family and friends.

Wicks, 23, is a Smyrna native and resident. He has a bachelor's degree in his-



Wicks

tory, with a minor in political science from the University of Delaware. At school, Wicks worked as a research assistant for the school's Institute of Public Administration's Integrated Transportation Management Systems project and was involved in the local bicycling community. Through bicycling, Wicks developed an interest in non-motorized transportation issues. Internships with the Delaware Department of Transportation and the City of Newark further developed Wicks'

interest in transportation policy. He worked as a research assistant for the U.D. Institute of Public Administration's Integrated Transportation Management Systems project. At DelDOT, he worked with the agency's Transportation Trust Fund Task Force. After finishing his master's degree, Wicks said he would like to pursue a career in transportation planning. In his free time, Wicks enjoys traveling, hiking and bicycling.



Find the Dover/Kent County MPO on Facebook!

Check out the new MPO Web site

Log onto the Internet, and you'll see that The Dover/Kent County MPO has a new Web site.

With the help of Delaware's Government Information Center (GIC), the MPO's site has a sleeker, more streamlined appearance and more features. The GIC not only manages the State of Delaware's Web site, it has helped Delaware municipalities from Arden to Ocean Pines revise their sites.

This is the MPO's second Web site facelift since it originally launched a site in 2000. The first overhaul was done two years ago, but software difficulties made it

necessary for the MPO to overhaul the site again.

Since its official launch in June, the site has had more than 860 hits. On the home page, visitors will find a news feed with the latest MPO activity, meeting and event dates. Drop-down menus help visitors find information about air quality, MPO plans and programs, maps, online versions of MPO newsletters and more. There's also a video of a workshop held last March in Dover regarding an urban design method called form based codes.

With time, the MPO hopes to offer more on its site, such as sur-



veys and possibly blogs. Visit the MPO's Web site at www.doverkentmpo.org.

For additional information and photos, visit the MPO's Facebook page.

Form based codes offer another tool in urban design

What makes a well-designed neighborhood? Does it look nicer? Is it easy to navigate? What does it take to make a well-designed neighborhood? Form based codes might do the trick, if you know what they are and how to use them.

Last March, Clarence Eng, an urban planning consultant with Renaissance Planning in Florida, explained form based codes at a workshop sponsored by the Dover/Kent County Metropolitan Planning Organization and the Delaware chapter of the American Planning Association.



The workshop was for county, state and municipal urban planners and officials. Eng was the lead consultant for a charrette the MPO and the Downtown Dover Partnership held in Fall 2010 that explored how the neighborhood surrounding the new Dover Transit Center could evolve over the next few decades.

A form based code is an urban design control method that takes a big-picture approach in how buildings, street types, transportation and neighborhood blocks exist in relation to one another and the public. Building mass, form, façade and height are among the details specifically considered in form based code. Code regulations and standards appear in text, accompanied by clearly drawn diagrams and other visual aids.

Urban design controls exist for a reason. Zoning codes, the most common design control method, are clear and regimented. Guides have softer limits. Form based code is another control method, Eng said. It's an example of putting a

set of guidelines together that are enforceable.

Some elements of good design, Eng listed, are harmonious architectural styles, consistent form and mass of buildings, consistent building setbacks, mixture of building uses and densities, walkable sidewalks and streetscapes scaled with pedestrians in mind.

"When we think about design control, it's not only to make a place look better, but really to help embody all the values that you would have and appreciate for a neighborhood community," Eng said.

The idea, Eng added, is not to force design standards, but guide them.

"What we're really trying to get at, is one, that the investment that you've made in that community is maintained," Eng said.

Form based codes aren't appropriate for every aspect of urban planning, Eng said. They have pros and cons. On one hand, they are visual and allow a designer to tailor their focus to district size, building height, street type or

theme, among other things. The form based code, ties together urban form, yet provides flexibility.

On the other hand, using this method takes a little more effort and a learning curve to put together, Eng said, urging audience members to think about whether they could accomplish their design goals through form based codes or through a combination of tools. If a community is less concerned about form, then using a form based code is not the right tool. Matters of architectural quality, design guidelines, communication, advisory or regulatory issues might benefit from form based codes.

"I'm not going to say that form based codes is your panacea," Eng said. "You'd probably be foolish to think so, but it's a great tool, and it's an important tool, I think."

To view Eng's videotaped presentation and PowerPoint slides, visit the MPO's Web site at: www.doverkentmpo.org and look under the Programs heading listed on the home page.

MPO approves FY 2012 budget

In May, the Dover Kent County Metropolitan Planning Organization's Council approved the Fiscal 2012 budget, also known as its Unified Public Work Program. The budget is \$469,977, including a state match.

The UPWP is a requirement of the Safe, Accountable, Flexible, Efficient Transportation Act-A Leg-

acy for Users (SAFETEA-LU), which the federal government passed in 2005.

The program's purpose is to describe all metropolitan transportation and transportation-related air quality planning activities anticipated in the next fiscal year. The UPWP maps out tasks for MPO staff, schedules for task completion and what the work will produce.

PAC holds annual workshop

The Dover/Kent County MPO's Public Advisory Committee (PAC) held its annual workshop on June 21 at Dover Downs' Festival Buffet.

The PAC saw presentations regarding its Public Participation Plan as well as possible public outreach strategies for the upcoming Regional Transportation Plan update, and draft population projections from the MPO's Data and Demographics subcommittee.

MPO staff presented the PAC members with engraved, wooden key chains as a token of appreciation for their participation in MPO policies and programs. Staff also gave its longest-serving PAC member, Dan Houghtaling, a necktie depicting a map of Dover. Houghtaling has been with the PAC for 15 years. Anne Canby, who was secretary of the Delaware Department of Transportation at the time, originally appointed Houghtaling to the PAC in 1996.

The Dover/Kent County MPO is going Green



To save paper and postage, the Dover/Kent County Metropolitan Planning Organization would like to deliver its newsletter, Journeys, via the Internet. Please contact the MPO at kate.layton@doverkentmpo.org, or at (302) 387-6026 and tell us if you prefer to receive Journeys via e-mail, or the U.S. Postal Service. Thanks for helping the MPO's efforts to be earth conscious. Go green!

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