

JOURNEYS

—Planning Transportation for Everyone—



MILFORD'S WALNUT STREET IS A GREAT STREET PLANNING ORGANIZATION PUTS MILFORD ON ITS BEST OF 2013 LIST

Downtown Milford is decked out for the season. In December, the streetlights had red ribbons tied to them. Wintery displays adorn shop windows. Even the water from the Mispillion River shimmers icily in the afternoon sun.

Employees at local offices are visible through some of the windows. A few shoppers stop on the street to see what's for sale in one of the shops. Dolce' coffee shop offers a warm haven from the freezing winter air with hot drinks and maybe something sweet or savory to eat. Down the street, warm gloves and scarves are for sale at local boutiques.

Walnut Street is a great street. That's not an opinion, that's a designation from the American Planning Association.

In October, the national

organization named Walnut Street as one of its Great Streets for 2013.

The street initially came to the APA's attention when Milford City Planner Gary Norris applied for the annual

designation.

"I didn't think it would come of anything, but lo and behold, we won," Milford City Manager Richard D. Carmean said.

Walnut Street —north and south— received the Great Street designation this year, along with Palafox Street in Pensacola, Fla.; Kalakaua Avenue in Honolulu, Hawaii; C Street in Virginia City, Nev.; Market Street in Corning, N.Y.; Broadway in Jim Thorpe, Pa.; Ben Franklin Parkway, in Philadelphia; The Strand (Avenue B) in Galveston, Texas; and West Beverley Street in Staunton, Va.

Streets are just one category in the Great Places in America designation it bestows each year. APA also has an annual list of Great Public Spaces and Great Neighborhoods.



Downtown Milford's N. Walnut Street is decorated for the season. The American Planning Association named Walnut Street as one of America's Best Streets for 2013.

See MILFORD, Pg. 5

MPO PROPOSES CHANGES TO LONG-RANGE PLAN

The Dover/Kent County Metropolitan Planning Organization has proposed changes to its long-range Metropolitan Transportation Plan, including one that would possibly widen part of U.S. 13. A public comment period ran throughout December.

In addition to the proposed widening of U.S. 13, proposed amendments include the creation of a truck bypass road in Camden and several small improvements along Delaware Route 8 and part of U.S. 13 in Dover.

Delaware's Department of Trans-

portation (DelDOT) has proposed widening U.S. 13 to three lanes on both the northbound and southbound sides of the divided highway from the Puncheon Run Connector in Dover to Walnut Shade Road in Woodside. Safety is behind the proposed road widening project. Increased traffic crashes landed this section of the highway in DelDOT's Hazard Elimination Program.

The Town of Camden also would like to create a truck bypass road in its town. The area primarily involves part of U.S. 13A (designated as Main Street/

Upper King Road), Delaware Route 10 (also known as Camden-Wyoming Avenue) and South Street. The proposed bypass would address several issues regarding Camden town traffic, including increased traffic on Camden-Wyoming Avenue, undesirable truck operations on Camden-Wyoming Avenue and Main Street (possibly adversely impacting the historic district) and increased traffic noise downtown.

Other proposed changes include a

See MTP, Pg. 2

WELCOME, NEW PAC MEMBER JONATHAN STREET; COMMITTEES HOLD ANNUAL ELECTIONS



Street

The Dover/Kent County MPO would like to welcome Jonathan N.H. Street as its newest Public Advisory Committee member.

"It's a privilege to serve my community in this role, and look forward to utilizing my experience and knowledge for the betterment of the community," Street said of the appointment.

Street was born and

raised in Dover, and is a Dover High School graduate. He earned a degree in engineering technology from the University of Delaware, after which, he started his career in New Castle County with a land development engineering firm.

For several years, Street worked in New Castle County for different firms and in different areas of engineering, ranging from civil design to environmental and geosciences. Street came

home to Dover, after marrying and starting his family. He now works for the Becker Morgan Group, where he works as a civil designer and project manager.

Street said he enjoys spending time outdoors and with his growing family.

In other PAC news, the committee has a new vice chairman. PAC members voted in August for Edmund Maron to be their new vice chairman. They also voted for chairman Dwight Meyer

to keep his title for another year.

The Technical Advisory Committee voted in October to keep Mary Ellen Gray as its chairperson, and David Edgell as vice chairperson. The MPO Council's leadership will stay the same as well. Council members voted to have Dover Mayor Carleton E. Carey, Sr. continue as council president and for Kent County Levy Court commissioner Bradley S. Eaby as the council's vice president.

MCCLEARY DELDOT'S NEW HEAD OF ENGINEERING

On Oct. 7, the Delaware Department of Transportation named Rob McCleary as its chief engineer and director of Transportation Solutions.

McCleary has worked for DeIDOT since 1993. Combined with his work with other areas of state government and the private sector, McCleary has nearly 27 years of civil engineering experience. He most recently served as the Assistant Director of Engineering Support. In his new role, McCleary oversees a staff of 64 employees and directs the department's efforts in environmental compliance, land survey, coordi-

nation of utilities, right-of-way plan development, and more.

Throughout his career, McCleary's work experience has involved developing and implementing budgets, developing strategic plans, contract administration, and establishing internal controls for projects and programs, including the implementation of DeIDOT's NPDES Stormwater Program. He has managed many support functions in more than 15 program areas, in addition to capital improvement projects in Kent and Sussex Counties.



McCleary has 11 years of experience in designing and directing road engineering work, which includes serving as Program Manager II in Project Development South, and two years as the Delaware Route 1 Project Manager responsible for managing multiple roadway projects and the management of several consulting firms.

Over his career, McCleary has gained extensive experience in writing and defending legislation and regulations with his involvement in the stormwater program, Tree Bill legislation, and in re-writing the

Utility Manual Regulations and DeIDOT Noise Policy, among others. He was instrumental in substantially reducing permit acquisition approval time.

McCleary has a bachelor's degree in Civil Engineering from the University of Delaware and has been a registered Professional Engineer in Delaware since 1991. His considerable knowledge of DeIDOT and engineering expertise will serve the department and Delaware well and will help ensure the department's mission and goals are accomplished. The Dover/Kent County MPO wishes him all the best in his new position.

MTP, CONTINUED

number of improvements along Rt. 8, including a connector road behind Greentree Shopping Center between Independence Boulevard and Kenton Road, and a connector road south of the Gateway West shopping center to Commerce Way.

Similarly, there are a number of improvements proposed for the northern part of U.S. 13 in Dover, spanning between Scarborough Road and Jefferic Boulevard. For example, two proposed

improvements would be to realign the Exit 104 toll plaza and access roads, and to realign Leipsic Road and connect to US 13 at Jefferic Boulevard.

Although these are DeIDOT projects, they would become part of the Dover/Kent County MPO's long-range plan. The additions to the MTP, therefore, warrant a public comment period from the MPO.

A Metropolitan Transportation Plan defines how an area's transportation system will develop over the next 20

years and how transportation projects in central Delaware will be funded. The U.S. Department of Transportation requires the MPO to update its plan every four years as a prerequisite for federal funding.

Maps and more information are available on the MPO's website, www.doverkentmpto.org.

DART COULD UNVEIL TRANSIT CHANGES SOON

The Delaware Transit Corporation will roll out some changes to its DART transit service next month.

DART officially announced the changes, on January 10.

Starting Sunday, Feb. 9, riders will see an increase in fares, but also in services in addition to other changes. In Kent County, all weekday route times will extend to 9 p.m., instead of earlier in the evening. Intercounty service on Route 301 between Dover and Smyrna will run five local evening trips on Rt. 1 instead of U.S. 13. DTC also has changed its paratransit service, which provides low-cost transportation to the disabled, regardless of their location.

These changes and more are part of the DART Transit Redesign Plan, which is meant to expand and improve service for all Delawareans. DTC held public workshops in the fall to gain public insight and comments about the then-proposed changes, as well as things customers would like to see in bus service. DTC also conducted a rider survey over the summer. Information

posted at the public workshops explained that DTC has prepared a plan to establish a “right fit” for its customers. This plan aims to meet customer needs, operate within a realistic framework, could expand service in response to demand and could be maintained in the long term.

Cost is partially driving the service overhaul. New Castle County bus fares have remained \$1.15 for 25 years, and fares for Kent and Sussex counties are even lower. Meanwhile, maintenance, labor and fuel costs have increased, according to DART brochures and information available on the DART website. Changing the fares will allow the agency to provide quality

service and expand hours, as well as get up to par with other transit agencies.

All regular single-zone cash fares will increase to \$1.50, and all fares for daily passes (passes to ride the bus all day) will increase to \$3.15, in all three counties. Therefore, in Kent and Sussex counties, and for resort services, single-zone cash fares would increase from \$1 to 1.50. A single-zone daily pass, which is now, \$2.10, will increase to \$3.15. In New Castle County, single-zone cash fares will go from \$1.15 to \$1.50. A daily pass in New Castle County, now \$2.40, would go up to \$3.15.

By extending Kent County’s weekday service until 9 p.m., Route 120 will

serve Governor’s Avenue in Dover, replacing the three northbound and two southbound trips which Route 301 currently operates.

Paratransit service also will change. Some changes include:

- ADA/non-ADA Service Delineation
- Trip Negotiation for ADA service
- Non-ADA Demand response service
- Implementation of conditional eligibility
- Enhanced eligibility process
- Implementation of conditional eligibility and an enhanced eligibility process
- A senior ride program
- Enhanced travel training program and outreach
- Modified/enforced no-show policy

To view DART’s announcement on the Web, go to: <http://www.dartfirststate.com/rightfit/index.shtml>.



STUFF THE BUS FOOD DRIVE NETS 11.4 TONS OF DONATIONS

Food Bank of Delaware was able to distribute food to its more than 500 hunger relief partners this year, thanks to community generosity and DART First State’s Stuff the Bus Thanksgiving Food Drive.

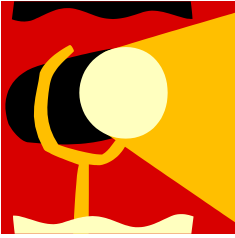
The 16th annual drive collected

11.4 tons, or 22,769 pounds, of food from this year’s drive, held at locations in each county from Nov. 12 to 15.

This year’s donations of non-perishable food filled two, 30-foot buses, surpassing last year’s donation total by more than 1, 170 pounds.

Members of the general public as well as business, schools, organizations and state agencies contributed to the food drive. To see photos from the event, visit [DART’s Flickr page](#).





Dover/Kent County MPO Spotlight

Richard D. Carmean

Milford City Manager

Q: Tell us a bit about yourself, your background, and your relationship to Milford.

I have worked for the city for 42 years, and for the most part have served in only two capacities. I started my career with the Milford Police Department in January of 1970 as a patrol officer. I also worked in the criminal investigation division before being appointed as Chief of Police. I served as the chief until 1997 and while filling in as city manager during a period where a manager had resigned, but when a replacement had not been hired, the City Council asked that I consider taking the position. I decided to take the job because I felt that it would be challenging. I decided to retire in 2009. I was retired until 2011, but when my successor left I was again asked to take the seat until a few projects could be completed.

Q: What do you do as Milford City Manager? What are your duties?

I am responsible for the operations of the entire city with the exception of the police department. I have to prepare and oversee a

budget in excess of \$40 million dollars. We (the city) provide all utilities to the citizens including electric. I work with the mayor and council on legislative matters, and carry out directions given to me by them. In the past two years I, assisted by my staff, have been involved in infrastructure projects which cost more than \$30 million dollars.

Q: It seems like Milford has changed a lot over the years, and seen its share of high and low points. Do you agree or disagree? How has Milford changed over the years in your eyes, if at all?

Milford mirrors the economy of the nation for the most part. We fare as the nation fares. Unemployment problems, stagnant growth, rising cost of living, and other positive and negative barometers of society can be attached to our lives in Milford. But the difference I have always observed in Milford that doesn't always show up in all places is



the "do something and make it better" attitude of folks in Milford. Main Street was beginning to disappear, or at least becoming not recognizable as the Main Street of my early years in Milford. What did people do? They formed volunteer groups to revitalize downtown. It's coming along nicely.

Q: Was winning the APA recognition Milford's biggest achievement, or have there been others that have topped this one?

I will not give an opinion on that. It certainly is flattering, and indicates the success of hard work by a lot of people. In recent years Milford has been noticed as a community doing the right things to make it a wonderful place to live.

Q: When something like that happens in Milford, how does that make you feel, as the city manager?

Proud. I may sound corny when I say I love this town, but at my age I don't find myself too concerned about what people think of me.

What do you see for the future of Milford?

I see steady growth in business and residential areas. We have been described by the University of Delaware's Institute of Public Administration as a "Complete Community." In the future we will become an even more complete community by offering a variety of life choices and experiences.

MILFORD, CONTINUED

In the past year, Milford's downtown has received other awards for beautification and other categories.

"I just think this particular award, the APA giving the award, is kind of a big deal," Carmean said.

Milford over the years has put money and effort into revitalizing its downtown. Several years ago, Milford built a wooden plank walkway downtown along the Mispillion River. Since then, Carmean said, the Riverwalk has caught the attention of a few local beach magazines who have published photos of the scenic walkway.

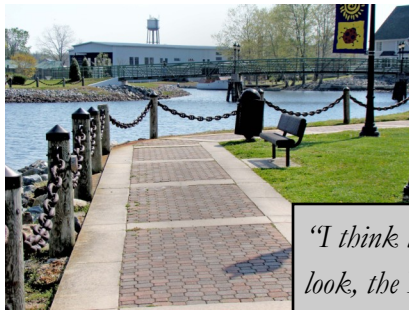
According to the APA's website, more than \$2 million has gone into improving Walnut Street since 1995. Local businesses along Walnut and elsewhere downtown have donated \$40,000 over the past several years for city-initiated improvements and programs, the website also said.

Downtown beautification money has come from grants and the city's tax base, said Carmean, a Milton native who said he saw Milford at its retail peak in the early 1970's when his parents used to do their shopping in Milford.

"And then I saw it over a period of eight to 10 years just dry up," he said.

When the city manager heard some residents say they didn't want their tax money spent on the downtown, Carmean's referred to the city's economic valleys over the years as a counterpoint.

"You live at the edge of town, just think if you wanted to put your property up for sale, when they ride through a main street that is totally dilapidated, what do you think that does to a chance to advance the sale of your property?" Carmean said. "I think the charming look, the



Riverwalk, I think that enhances the property value of every property in this town."

The area's ups and downs were exactly an aspect that the APA liked about Walnut Street, said Jeff Soule, director of outreach for the APA. Soule said the APA looked at the revitalization efforts that the downtown has been able to sustain over a number of years.

"And that it's had different leadership in the community, and everybody has taken their turn adding to the success of the street, whether it was going back to the original establishment of the Main Street program, or the Riverwalk," Soule said.

The APA has its Great Places in America program since 2007. When the APA kicked off the program, it had some specific characteristics in mind on how to judge its contests.

"We didn't want to be just another beauty contest, because there's plenty of those out there," Soule said. "We wanted it to be more planner focused."

Nominations for the APA's different categories can come from staff, applications or other sources. Then, the APA does its homework and takes its time researching nominated places before awarding a designation. Judging criteria is the same, regardless of a town's size.

Streets, for instance, in large and small towns have received Great Street designations, Soule said.

"I think the charming look, the Riverwalk, I think that enhances the property value of every property in this town."

--Richard D. Carmean

Street. APA judges and researchers further looked for a continuity from Milford's old shipbuilding days. They also found citizen involvement that brought the downtown to its current level, a visual appeal and economic aspects. Walnut Street, Soule said, also is a good example of a Complete Street, which integrates auto, pedestrian, bicycle and other uses into a streetscape. Engagement from the business community was another point in the downtown's favor.

"Because Main Street is not just skin deep, it's a variety of retail and other things," Soule said. "From an urban design standpoint, if it isn't creating a niche for the buyers of the community, it isn't working."

Towns can submit applications to the APA for Great Street designations online. Since the APA has around 40,000 members, Soule and others at the organization rely on members to help find the next great streets, places and neighborhoods.

Said Soule, "They help us find the obvious, and also help us find

those hidden gems out there."

To view photos of Walnut Street, and the APA's other Great Streets of 2013, visit: www.planning.org/greatplaces/streets/2013/.



"We try to make sure we're not biased to any kind of geographic criteria or size," Soule said.

Citizen involvement, environmental issues, and the form and composition of a street are what matter. In Milford's case, several criteria, including the Mispillion River, played a role in designating Walnut as a Great

DOVER GETS HONORABLE MENTION IN BIKE FRIENDLINESS

The results are in. Dover has received an honorable mention in bicycle friendliness from the national League of American Bicyclists.

The city applied for a League ranking earlier this year, and received its results in late autumn.

An application to the League for Dover to receive a bicycle-friendly city designation was the reason that the Dover Bike and Pedestrian Committee formed in the first place. It was one of the basic building blocks toward having the application considered. While an honorable mention designation means that Dover is still not formally considered a bicycle-friendly city, Bike and Pedestrian Committee member Chris Asay said it gives Dover and the committee something else.

"We had the honorable mention, which does nothing for us except give us encouragement," Asay said. Honorable mention, in fact, was the result the committee had anticipated.

"From the committee's point of view, we don't want to be *designated* a bike-friendly community, we want to *be* a bike-friendly community," Asay said. "The reward that we were looking for was feedback and steps we can take to get to that point."

The League's report said its reviewers were pleased to see the city's efforts and dedication to make Dover a great place for cyclists. It also provided the city and the committee with a thorough list of how Dover could become more bicycle friendly in aspiring to a higher ranking.

The main suggestions in the 11-page report included:

- Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.
- Update the bike plan in close collaboration with the community to ensure public involvement, information and ownership.
- Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes, cycle tracks and shared lane markings. Suggested improvements include:
 1. Bike lanes or paths on Forest Ave./Route 8, from Weston Drive, west to Saulsbury Road.
 2. Bike lanes or paths on South West Street, from RR crossing at North Street, south to Queen Street.
 3. Bike lanes or paths on North State Street, from Walker Road, north to US 13.
 4. Bike lane on Saulsbury Road, from Gateway Blvd, south to North Street.
 5. Bike lanes or paths on College Road, from McKee Road, west to Kenton Road
- Increase the amount of high quality bicycle parking at popular destinations such as recreational and entertainment facilities, retail stores, office buildings, and churches throughout the community.
- Adequately maintain your off road bicycle infrastructure to ensure usability and safety.
- Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community.
- Bicycle-safety education should be a routine part



*"From the committee's point of view, we don't want to be **designated** a bike-friendly community, we want to **be** a bike-friendly community,"*

—Chris Asay



LEAGUE, CONTINUED

of public education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking.

- Expand encouragement efforts during Bike Month in partner-

The league provided a few lists of other suggestions as well, including long-term solutions and “low-hanging fruit” fixes toward better bikability in Dover.

Some of the easier fixes the League presented under the engineering category included amend-



A pedestrian and a bicyclist stroll in downtown Dover.

ship with local bicycle advocacy groups.

- Encourage Wesley College, Delaware State University, Wilmington College, Delaware Technical Community College and other local institutions of higher education to promote cycling and to seek recognition through the Bicycle Friendly University program.
- Regularly conduct research on bicycle usage beyond the U.S. Census’ Journey to Work report to more efficiently distribute resources according to demand.

ing the city’s corridor overlay zone 1 district, which references interconnectivity, encourages fewer car trips and an interconnected local street system. The overlay zone provides five performance standards, of which applicants must meet two; transportation amenities for bicycles, pedestrians and transit that exceed those required by the zoning ordinance.

“We recommend that this standard be mandatory instead of an option,” the League’s report said. “An example of how this could improve facilities for bicyclists is the New Dover High School, which is in this overlay district, and yet remains unconnected



Cyclists line up at one of the annual Amish Country Bicycle Tour events, which start and end at Legislative Mall in Dover.

to adjacent properties along the main street frontage. The path on the school property will be too circuitous for bicyclists traveling beyond the school.”

The League further suggested that the city develop and implement streetscape design guidelines that “foster a pleasant and comfortable environment for pedestrians and cyclists.”

“Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values,” the League’s report said.”

Another fast fix suggestion was for Dover to allow access to suitable public lands for off-road bicyclists.

A longer term engineering goal that was mentioned was for Dover to require a mix of uses throughout the community to further shorten the distances people need to bike. It suggested that Dover consider a form-based code to allow for flexible land uses and to provide a comfortable and conven-

ient built environment for pedestrians and cyclists.

Under the education category, a suggested easy fix was for Dover to offer Cycling Skills classes and bike commuter classes at least annually or encourage a local bicycle advocacy group or shop to do so, in addition to the Traffic Skills 101 that already is periodically offered.

Another suggestion was for the city to get together with a local bicycle group or shop to offer regular bike maintenance workshops at parks, libraries, community centers or at events. A short tutorial on how to change a flat tire can empower a person to ride their bike more often.

A longer-term suggestion for education was for Dover to make more efforts to ensure that bicycle education programs reach traditionally underserved populations, particularly seniors, women, adult minorities, non-English speakers and the disabled.

The committee has not determined when it might re-submit a League application.

Asay said the League’s suggestions provide a broad array of options that will be most effective.

Kent Kids launches website



Healthy in the
Heart of Delaware.



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December 2013 Today						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

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Member Publications and Articles

[HIV Among Youth in the US, Vital Signs \[CDC Kids' Health\]](#)

About 50,000 people are infected with HIV each year, and 1 in 4 is 13 to 24 years old. Youth make up 7% of the more than 1 million people in the US living with HIV. About 12,000 youth were infected with HIV in 2010. The greatest number of infections occurred among gay and bisexual youth. Nearly half of all new infections among youth occur in African American males.

[National and State Vaccination Coverage Among Adolescents Aged 13-17 Years — United States, 2012 \[CDC Kids' Health\]](#)

To monitor vaccination coverage among persons aged 13-17 years, CDC analyzed data from the National Immunization Survey-Teen (NIS-Teen). This report highlights findings of that analysis.

[CDC Releases 2012 School Health Policies and Practices Study Results \[CDC Kids' Health\]](#)

School districts nationwide are showing improvements in measures related to nutritional policies, physical education and tobacco policies, according to the 2012 School Health Policies and Practices Study (SHPPS). SHPPS is a national survey periodically conducted to assess school health policies and practices at the state, district, school, and classroom levels.

[Vital Signs, Binge Drinking: Risks for Women and Girls \[CDC Kids' Health\]](#)

About 1 in 8 women aged 18 years and older and 1 in 5 high school girls binge drink. Binge drinking increases the chances of breast cancer, heart disease, sexually transmitted diseases, unintended pregnancy, and many other health problems.

[Reducing Teen Pregnancy in the United States \[CDC Kids' Health\]](#)

Teen birth rates in the United States have declined to the lowest rates seen in seven decades, yet they are still nine times higher than in most other developed countries and ethnic disparities continue to persist. Parents, educators, public health and medical professionals, and community organizations all have a role to play in reducing teen pregnancy.

[Norovirus is now the leading cause of severe gastroenteritis in US children \[CDC Kids' Health\]](#)

Norovirus was responsible for nearly 1 million pediatric medical care visits for 2009 and 2010 in the United States. About 50 percent of the medical care visits due to norovirus infections were among children aged 6 to 18 months. Infants and 1-year-old children were more likely to be hospitalized than older children.



[Kent Kids Delaware Upcoming Events](#)

Calculator **What is BMI?**
English | Metric

Birthdate:
month day year

Date of Measurement:
month day year

Height:
feet inches frac

Weight (8 oz. = 1/2lb):
frac

Sex: boy girl

Calculate

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Kent Kids coalition marked its first official year on Dec. 6 with a celebration at the Duncan Center in Dover.

Kent Kids members and guests who have been involved with the group or with Nemours Health and Prevention Services attended the event.

In the past year, the organization has been involved in a community garden kickoff, where it gave away zucchini plants, a back to school event at the Dover Parks and Recreation Center, where sponsors gave away school supplies to local school children, and participated in Safe Summer Day and Healthy in the HeART of Delaware at the Biggs Museum of American Art. The organization also recently launched a website for the public to see what the group is up to. To learn more about Kent Kids, go to KentKidsDE.org.

Like the MPO on Facebook!



We're on the Web!
www.doverkentmpo.org
Also visit us on Facebook and Twitter

Phone: 302-387.6030

Journeys has gone electronic



Due to changes in postage regulations, paper and postage costs, and a desire to be more environmentally friendly, the Dover/Kent County Metropolitan Planning Organization is now delivering its newsletter, Journeys, via the Internet. The newsletter will be available on the MPO's Web site at www.doverkentmpo.org, and by e-mail. To join the Journeys e-mail list, write to kate.layton@doverkentmpo.org, or call the office at (302) 387-6026. Thanks for helping the MPO's efforts to save on costs and be earth conscious.

The MPO Council:

Dover Mayor Carleton E. Carey Sr., **Chairman**

Bradley S. Eaby, **Vice Chairman**
(for President Brooks Banta)
Kent County Levy Court

Mayor Don Tinari, Town of Cheswold
(for Kent County municipalities)

Ken Potts, for the
Delaware Transit Corporation

Drew Boyce, for Sec. Shailen Bhatt
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