



## South Governor's Avenue opens: Road could be 'gateway' to city

The detour signs are gone and the gates are down.

After a year, South Governor's Avenue in Dover is open to traffic.

Flaggers cautiously waive drivers through the major artery as construction continues on parts of the road, but Delaware Department of Transportation Secretary Carolann Wicks said that when the road improvement project finishes, South Governor's Avenue will create a gateway into Delaware's capital.

In late July, DeDOT re-opened South Governor's Avenue between Webbs Lane and Wyoming Avenue after closing it for a year.

Crews shut the road in that section to build a larger, more modern bridge over the Puncheon Run. The bridge, has alleviated flooding issues in the more problematic parts of the creek, said DeDOT spokesman Gary Laing.

The entire project improved the road between Water Street and Webbs Lane. Construction is targeted for full completion by autumn 2010, Wicks said in written public statement.

Crews are now working north of Wyoming Avenue on underground utility lines.

In the coming months, work will move to the section between Wyoming Avenue and Water Street, Wicks said.

the economy as a critical factor. At the same time that construction started, she pointed out, gas prices soared to \$4 per gallon, the housing market crumbled, the stock market plunged and employment layoffs ensued.

Long-term benefits of the project, Wicks said, have to be weighed against the short-term complications.

DeDOT held a meeting on September 29 with South Governor's Avenue merchants and residents to give them a look

ahead to Phase II of the project. Officials from the City of Dover also attended to answer questions from the floor.

Most of the merchants who attended had questions about utility line installation, scheduling, parking, and communication between DeDOT and the merchants.

Laing said DeDOT will

use its Web site and Twitter to communicate changes. He also agreed at the suggestion of one merchant to send updates through a created e-mail list.

He also asserted that DeDOT has done its part to communicate with the public about the project through numerous workshops.

"We continue our community dialogue," Laing said. "We're here."

**See ROAD, Pg. 4**



A car and a bicyclist head north on South Governor's Avenue amid orange barrels and cones. DeDOT opened the road to through traffic after posting detour signs to divert traffic from construction on the road for a year. South Governor's will remain open, although there likely will be periodic delays as road improvements continue.

South Governor's Avenue will remain open to through traffic during the balance of the project, but there will be periodic lane restrictions, causing delays, Wicks said.

Residents and business owners in the area have voiced complaints about the road closure, blaming loss of business on the construction scaring away customers.

Wicks addressed these issues in her letter, citing

"To those businesses that persevered and endured the hardships, I want to extend my gratitude," Wicks said. "I assure them, and the businesses in the area where construction will begin next, that DeDOT is aware of and sensitive to the problems that construction causes. We will continue to strive to do what we can to minimize entrance impacts, with advance notice and open communication.

## DART collects food for Thanksgiving cheer



A DART crew gathers outside the Dover Acme grocery store for the 2008 Stuff the Bus campaign. This year's campaign netted more donations than last year.

DART First State collected more food for the needy than ever during this year's "Stuff the Bus" Thanksgiving food drive.

DART volunteers collected 14.6 tons, or 29,184 pounds, of donated groceries during the campaign. The amount topped the 9.3 tons, or 18,714 pounds of non-perishable groceries donated last

year. Donations came from the general public, businesses, schools, organizations and state agencies throughout Delaware.

The event ran from November 10-13. DART stationed buses at Milford Wal-Mart and Acme grocery stores in Dover and Wilmington.

Donations will go to

the Food Bank of Delaware and distributed to its more than 250 agencies.

For more information regarding "Stuff the Bus," visit [www.DartFirstState.com](http://www.DartFirstState.com).



## RTP Executive Summary available

An executive summary of the Dover/Kent County Metropolitan Planning Organization's Regional Transportation Plan is now available to the public.

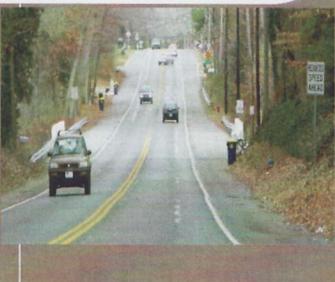
Earlier this year, the MPO approved and released its RTP plan update which stretches from fiscal years 2009 through 2030.

The full RTP has eight chapters, plus appendices, which give information about transportation projects in the state and local pipelines 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](http://www.doverkentmpo.org), or call the MPO at (302) 387-6030 to have a copy mailed to them.

### REGIONAL TRANSPORTATION PLAN



## 2008 MPO Data Booklet 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 Booklet. The booklet will be available this fall.

The 40-page booklet 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 booklet will be available at the MPO office as well as libraries in Kent County and on the MPO's Web site, [www.doverkentmpo.org](http://www.doverkentmpo.org).





**Overpass complete:** Vehicles drive on the newly opened overpass at SR 1 and SR 9 in Dover. The overpass, completed in October, is one of several like it slated for Kent County along SR 1.

## 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.

On November 3, the Town of Smyrna and the Dover/Kent County MPO held a Walkable Communities 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.

Dignitaries 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. As with a similar workshop held last June in Dover, group members were able to take 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.



Dover/Kent County MPO executive director Juanita Wieczoreck, 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, and others volunteered to use a wheelchair during parts of the workshop.

**ROAD, Cont'd**

Dr. Joel Halpern, of Halpern Eye Associates, said the construction hasn't been as disruptive as anticipated. But he was concerned about things to come.

"Is it going to get any worse than it is now?" he asked.

DelDOT and city officials said they could not eliminate construction conflicts, but have tried to minimize them.

Bill Neaton, Dover's economic development director, invited merchants to use his office as a place to address their problems and concerns.

The South Governors Avenue project began as a Highway Safety Improvement Project (HSIP). The road has been a hot spot for

crashes, Laing said. About 70 percent of crashes occurred when drivers made left-hand turns.

improvements include sidewalks, shoulders that double as bike lanes, underground utility lines and drainage upgrades.

"A safer roadway with

comfortable patronizing the businesses on South Governors Avenue in the future," Wicks said.

She encouraged drivers to visit the area and cross



When finished, South Governor's Avenue will have sidewalks, underground power lines and a separate center turn lane. Last summer, the Delaware Department of Transportation re-opened the road to traffic after a year of reconstruction. Picture courtesy of DelDOT.

The improved road will have a dedicated center left turn lane. Additional im-

better mobility for pedestrians will mean more potential customers feeling

the new bridge.

A difficult period is over for the businesses and motorists affected by road closure, Wicks said.

"DelDOT appreciates your patience and cooperation," she said. "We will continue to communicate the progress of the work as it

moves north into the second phase of construction."

**Council, committees elect officers**

The Dover/Kent County Metropolitan Planning Organization is pleased to announce the 2009-2010 leadership for its MPO Council, Technical Advisory Committee (TAC) and Public Advisory Committee (PAC).



Mooney

Chairman and vice chairman seats on the MPO Council changed September



Carey

2 at the panel's regular bi-monthly meeting.

Council members elected Robert Mooney, formerly the group's vice chairman, as chairman. He replaces council member Bradley S. Eaby. Carleton E. Carey, Sr. was elected vice chairman.

Mooney is mayor of the Town of Camden and has served on the council since 2006, representing Kent County Municipalities. Carey is mayor of the City of Dover and became a member of the council in 2007.

Officers for the MPO's two committees, the Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) will remain the same.

TAC members on Aug.

12 re-elected Scott Koenig as chairman and David Edgell as vice chairman. Koenig has served on the TAC since 1995 and Edgell has been a member since 2002 after serving on the PAC.

PAC members on Aug. 25 re-elected Horace Cook as chairman and Dwight S. Meyer as vice chairman.

Cook has served on the PAC as a governor's appointee since 1999 and Meyer, a Kent County Levy Court appointee, joined the PAC in 2003.

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

The TAC comprises employees 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 transportation plans, programs and policies that the MPO Council adopts. PAC members are volunteer citizens appointed by the county, the City of Dover and the state via MPO Council members.

Photos courtesy of the Town of Camden and the City of Dover.

## Electric car unveiled in Delaware

How about taking this car for a spin? The new eBox has four doors, five seats, cargo space in the back and gets zero miles to the gallon.

This car is no clunker. The driver of this vehicle won't need to pull up to the pump for fuel, but simply plug it into a home electric socket.

On September 21, Gov. Jack Markell, representatives from AutoPort, a New Castle-based auto plant, and Dr. Willet Kempton, a professor at the University of Delaware's College of Earth, Ocean and Environment, released the first electric car to be manufactured in Delaware.

AutoPort converted a Scion xB car and created the eBox to run entirely on electric power.

The car is the product of Kempton's concept and research of vehicle-to-grid technology.

Electricity from ordinary home wall sockets recharge the eBox's battery and potentially return electricity to the regional electric grid. Car owners can be repaid

for the energy.

A standard electrical outlet can charge the car's battery overnight, Kempton said. Larger outlets, similar to what an RV would use,



University of Delaware professor, Dr. Willet Kempton, right, helps reveal the eBox, the first all-electric vehicle made in Delaware. Gov. Jack Markell and representatives from car manufacturer, AutoPort, also were on hand at the September 21 unveiling.

can charge the battery within an hour or two.

Scott Baker, one of Kempton's research assistants, previously told the MPO's Public Advisory Committee that car owners would see an estimated \$3 increase in their bills to recharge the car. The estimate was based on a cost of 10 cents per kilowatt hour.

Electric vehicles benefit the environment because they emit less pollution than

gasoline-powered cars, yet deliver high performance, Baker said. These cars are also lower maintenance because they don't require oil changes and have fewer

motor components than a combustion engine.

The cost to drive the electric car is equivalent to driving a combustion engine car filled with gasoline that costs 90 cents per gallon, Kempton said.

A few more of Kempton's electric cars exist, although they were manufactured in California. The car manufactured in Delaware was the second in the small fleet, Kempton said.

AutoPort recently received the third, which was manufactured in California after unveiling the Delaware-made car.

Although the eBox saves money on gas and maintenance, its price tag is \$75,000 -- more expensive than gasoline-fueled and hybrid vehicles.

The expense is due to the amount of hand assembly involved in making the car. Kempton said the price won't change until the car goes into larger production.

U.D. has ordered three of the cars and there are four more on order for the state, using a Department of Education Research and Development grant, Kempton said.

The first electric car took more than a month to make, Kempton said. Most of that time involved learning how to retrofit the eBox from a gasoline engine.

AutoPort will manufacture all future eBox cars. Once AutoPort gets into continuous production, it could produce one car per day, Kempton said.

## Galvin joins Leadership class

Jim Galvin, Principal Planner for the Dover/Kent County MPO recently joined Central Delaware Chamber of Commerce's Leadership Central Delaware class of 2010.

Leadership Central Delaware brings together

existing and emerging leaders with community organizations.

The 10-month training program helps each class member to enhance their communication, team building, interpersonal and networking skills.

Training sessions are held once a month.

Galvin's fellow class members include Lt. Col Kevin Gordon of Dover Air Force Base; Audrey E. Brodie, owner and Realtor from First Class Properties and Bev Knight, owner of Knight's Fine Jewelry, among others.

The group kicked off the class on August 13 at a party held at the home of Dean Blaha, a member of Leadership Delaware's Class of 2004.

The first training session was held September 17 and 18 at the Atlantic Sands Hotel in Rehoboth Beach.

## Cash for Clunkers program yields sales in Kent County

Last summer's Cash for Clunkers program, which furiously drove customers into auto dealerships and out with a new set of wheels, accelerated a fair share of sales in Kent County.

Nationally, 690,114 cars sold through the federally subsidized program, officially named Car Allowance Rebate System (CARS). Car dealerships submitted \$2.877 billion worth of rebate applications, which came in just under the \$3 billion that Congress provided to run the program, the National Highway Traffic Safety Administration (NHTSA) reported in August. Statewide, Delaware dealerships requested \$11.2 million in subsidy vouchers, NHTSA reported.

Between 400 and 500 vehicles sold from the 40 to 50 participating Kent County auto dealerships.

The federal program was designed to invigorate the economy, but also get gas guzzlers off the road. Car owners whose vehicles

achieved 18 miles per gallon or less could receive up to \$4,500 to help with the cost of a more gas efficient model.

NHTSA reported that cars purchased under the program are generally 19 percent above the average fuel economy of all new cars available and 59 percent above the average fuel economy of cars traded.

This means the program raised the average fuel economy of cars on the road, and many of the more polluting vehicles are off the road.

Dealerships destroyed the clunker cars after drivers traded them in, per the federal program's instructions, to make sure the cars can't be resold.

Taking the dirtier cars, particularly ones whose emissions systems have deteriorated, could cut down on air pollution. But to quantify how much the program will cut emissions would be a tall order, said David Fees, an engineer

and manager of the Emissions Improvement Group for the Delaware Division of Air and Waste Management. To estimate an emissions savings would involve taking an inventory of the make, model, year and



mileage of every older vehicle traded in and comparing the same information with the trade-up vehicle.

Sales from dealerships with more than one location were counted as one total.

Buyers' top five choices nationwide were the Toyota Corolla, the Honda Civic, the Toyota Camry, the Ford Focus FWD and the Hyundai Elantra, NHTSA reported.

Other Toyota, Honda

and Ford products rounded out the top 10, along with the Nissan Versa.

Michael Hynasky, president of Winner Ford in Dover said the Fusion sold the best for the dealership, with Hyundais close behind in sales.

Drivers mostly traded in older pickup trucks, sport utility vehicles and vans for smaller cars, NHTSA reported. Kent County buyers followed that trend, dealership representatives said.

Some dealership managers, such as Pete Renzi, director of operations for I.G. Burton Auto Sales in Milford, said they still made sales even when customers found that their trade-in vehicle did not qualify for the subsidy.

The company that has three locations sold nearly 100 vehicles through the program with customers increasing their miles per gallon by at least two to three gallons.

Isaac Willis of Willis Chevrolet in Smyrna said the dealership sold 20 cars through Cash for Clunkers, but sold 40 more vehicles to customers who learned their vehicle didn't qualify for the program.

## MPO evaluating Public Participation Plan

The Dover/Kent County MPO is in the process of updating its Public Participation Plan.

This plan outlines the MPO's strategy to involve the community in its work,

from open public meetings to its plans and programs.

Federal rules require MPOs to have public participation plans. The Dover/Kent County MPO originally created its plan in 1994.

This will be the plan's fourth revision. The last revision was approved in 2007.

The MPO's Public Advisory Committee and Council will take a look at the

updated plan and then the MPO will open a 45-day public comment period.

After the comment period, the council will review the document a second time before its adoption.

## DTC applies for rail grant

In April, President Barack Obama and Vice President Joseph R. Biden announced a federal push to increase passenger rail service across the country. Delaware responded to that call.

Ken Potts of the Delaware Transit Corporation (DTC) said that the Delaware Department of Transportation last spring submitted two applications under the Federal Railroad Administration's High Speed Intercity Passenger Rail Grant Program.

The two grant requests

are mainly intended for tracks in New Castle County, but some of the money would be used in Kent and Sussex counties.

One grant request was for \$16 million in reference to a project called NEC Third Track, Delaware. This project would relieve a major chokepoint on the northeast rail corridor by installing 1.5 miles of track, rehabilitating the Mill Creek Bridge, installing new turnouts and relocating Norfolk



Southern freight car storage. This is important to the Dover/Kent County MPO because it will improve freight service downstate.

The second grant request was for \$900,000 for a Delaware Intercity Connection. This would be a study to determine the feasibility of operating intercity passenger rail service from points on the northeast rail corridor, which includes Phila-

delphia, Wilmington, Baltimore and Washington to Dover, Milford, Georgetown and Ocean City, Md.

DART First State previously looked into the possibility of expanding passenger rail service downstate.

At that time ridership estimates were too low to consider service feasible.

Amtrak and other passenger rail services are available in Newark and Wilmington.

The DTC hopes to hear from the Federal Railroad Administration about the grants sometime this year.

## Layton attends international conference on walking

In a city of 8.3 million people, New York residents have to find more than one way to get around town.

Cars and buses might crowd the miles of city streets, but you'll also see commuters navigate the city's subway system, pedal bicycles and pound the pavement with their own two feet.

Kate Layton, the Dover/Kent County MPO's public liaison, traveled to New York Oct. 6-9 and learned not only about New York transportation, but how communities around the world can improve walking and biking for residents.

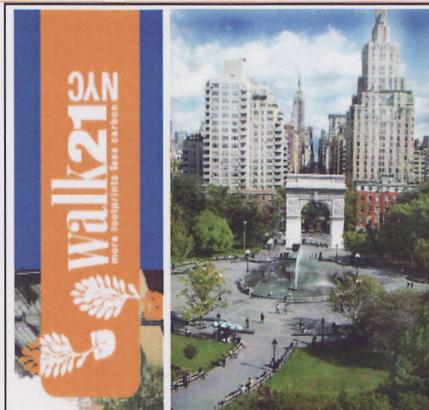
Layton attended the annual Walk21 International Conference for Walking.

Walk 21 is a non-profit organization which champions the development of healthy, sustainable, efficient and walkable communities.

This year's conference was held at New York University's Helen and Martin Kimmel Center for University Life. Typically, the annual event is held at a different place around the world.

Conference officials said this year's Walk21 set an attendance record with more than 500 delegates.

Urban planners, elected officials, members from MPO's and others involved



The Walk21 conference in New York offered both seminars and walking workshops for attendees to learn how to improve walkability in their communities. Left is a bird's eye view of Washington Square, where people can walk, bicycle or sit.

with community planning turned out from around the United States and the world.

Seminar topics included funding walkable areas through public-private partnerships and the United Kingdom's campaign, Walk England to get at least 2

England to get at least 2 million English residents to be more active by the year 2012.

Another seminar stressed how the availability of grocery stores and produce vendors in lower income neighborhoods affect people's walking patterns.

In addition to seminars, the conference offered afternoon walking workshops to various sites and boroughs of New York, such as Chinatown, Hunters Point in Queens, the Manhattan Bridge and the Chelsea High Line, a former freight train line that faced demolition before a citizens' group partnered with the city to turn it into a popular walking area.

Next year's Walk21 Conference is scheduled to be held in Holland.

## Kent County Levy Court awards grant to MPO

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 when it adopted its Fiscal Year 2010 budget, which took effect July 1.

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

Juanita Wieczoreck, the MPO's executive director, said the grant money will go toward insurance, which frees the organization's budget for other ventures.

## MPO OKs 2010 work program

In September, Dover Kent County Metropolitan Planning Organization's Council approved the Fiscal 2010 Unified Public Work Program.

The UPWP is a requirement of the Safe, Accountable, Flexible, Efficient Transportation Act-A Legacy for Users (SAFETEA-LU), which the federal government passed in 2005.

The plan's purpose is to discuss priorities facing the metropolitan planning area. It also describes all metropolitan transportation and transportation-related air quality planning activities anticipated in the next fiscal year. UPWP's maps out tasks for MPO staff, schedules for task completion and what the work will produce.

### Upcoming Meetings

#### MPO Council

3 p.m. Wednesday, Jan. 6  
Camden Town Hall  
1783 Friends Way, Camden

#### Technical Advisory Committee

10 a.m. Wednesday, Dec. 9  
Camden Town Hall  
1783 Friends Way, Camden

#### Public Advisory Committee

7 p.m., Dec. 15  
Camden Town Hall  
1783 Friends Way, Camden



Dover/Kent County MPO  
P.O. Box 383  
Dover, DE 19903-0383

Phone: 302-387-6030  
Fax: 302-387-6032

#### The MPO Council:

Robert Mooney, **Chairman**  
Kent County Municipalities  
Carleton E. Carey, Sr., **Vice Chairman**  
City of Dover

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:

Executive Director: Juanita Wieczoreck  
Principal Planner: Jim Galvin  
PAC Liaison: Kate Layton  
Executive Secretary: Catherine Samardza

#### Journeys Staff:

Editor/Layout: Kate Layton

*The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration, through the Joint Funding Simplification Program, and the Federal Highway Administration of the United States Department of Transportation.*