

# Journeys

The Newsletter of the Dover/Kent County Metropolitan Planning Organization

## Best wishes, Rich

### *MPO executive director returns to private sector*

The Dover/Kent County MPO extends its best wishes to Executive Director Rich Vetter, who is leaving the agency after six years. His last day as full-time director was June 30. The MPO is conducting its search for a new director, and hopes to have one in place this fall.

"We are saddened to lose the talents, energy and expertise of Rich Vetter as Executive Director," MPO Council Chairman and Dover Mayor and MPO Council Chairman Robin R. Christiansen said. "During his tenure, he served the MPO with great professionalism. On behalf of myself, MPO Council Members, and staff, we wish him well in his next life adventure."

Vetter is the agency's second ex-

ecutive director. He came aboard in July 2011, following the retirement of longtime director Juanita Wieczorek. In the last six years, Vetter has overseen the development of two long-range Metropolitan Transportation Plans, seven Transportation Improvement Programs, and seen the agency through three sets of federal transportation regulations.

With Vetter at the helm of the MPO, the agency has led or assisted with numerous transportation studies and projects, including a U.S. 13 corridor study for the town of Smyrna, a parking study for downtown Dover, a transportation study for the Garrison Oak Technical Park in Dover, the updating of the city of Dover's bicycle and pe-

destrian plans, and helped with a myriad of bicycle and pedestrian infrastructure improvements around Kent County.

Vetter has spent more than 25 years working in the transportation field. Before joining the MPO, Vetter was a project engineer for the engineering and consulting firm, Rummel, Klepper & Kahl (RK&K) in Dover. His career includes work as an engineer and planner for McCormick Taylor & Associates, and the Delaware Department of Transportation.



Vetter

## Downtown Dover Parking Study continues

A parking study for downtown Dover is expected to finish this year. After more than a year of research involving hard data, car counts, and talks with local residents, merchants, officials and other stakeholders, the study has some conclusions and recommendations. The Dover/Kent County MPO, the city, and consultants from Langan presented their findings and some proposals to the public at a workshop on Aug. 24, along with:

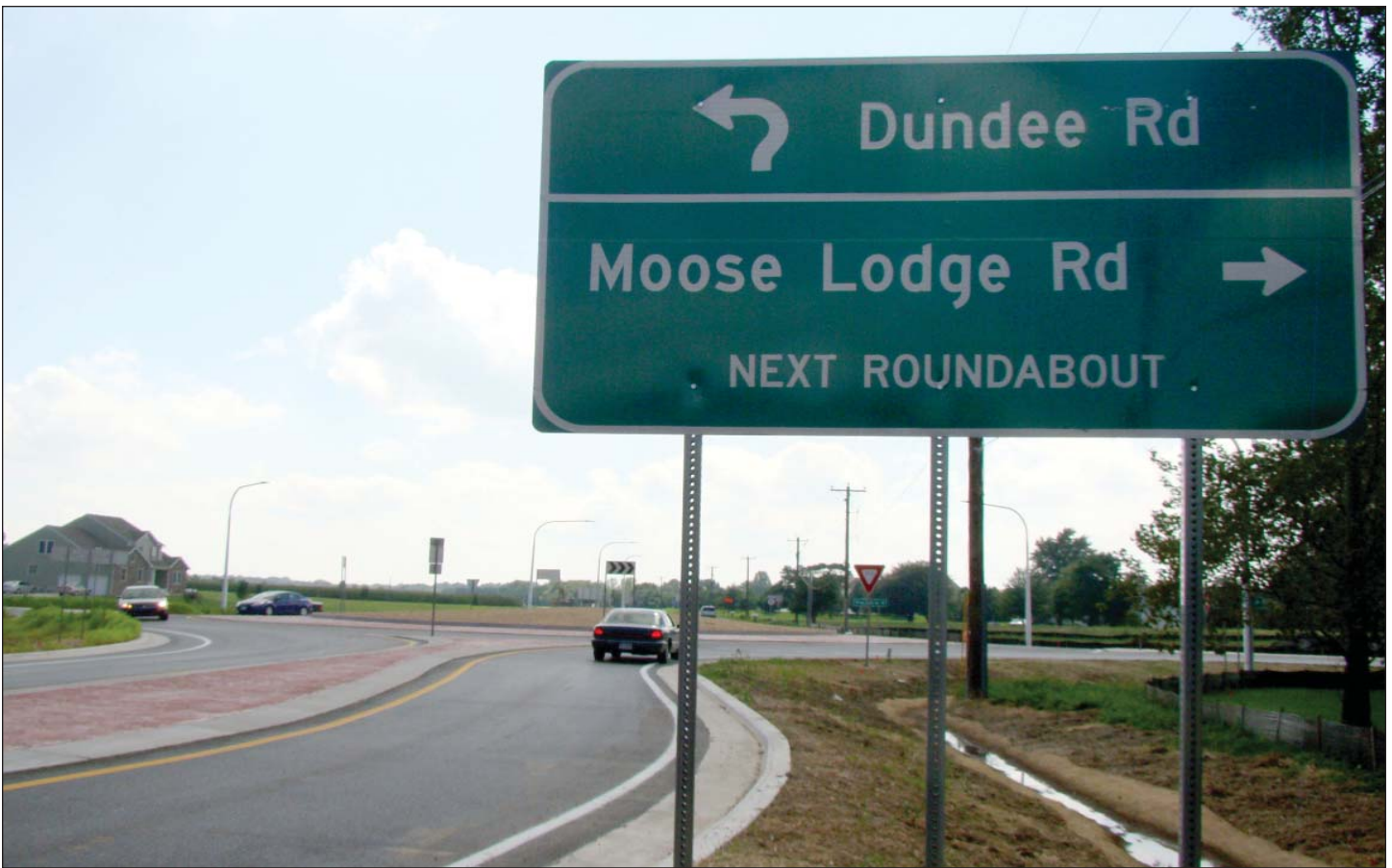
- Maps showing four different scenarios of recommended changes to downtown parking and approximate costs of each



Consultants from Langan, city officials and residents talk about some of the recommended options presented at an Aug. 24 public workshop for the Downtown Dover Parking Study. A final presentation from the study should go to Dover City Council this year.

- Suggested places for signs that point the way to available parking
- Options for parking meters and costs.
- Recommended areas for streetscaping and re-allocation of permit-only and public parking.

MPO staff will show progress from the parking study to the MPO Council in September. The MPO and city staff also will take the study's findings and public workshop comments and incorporate them into a final presentation to the city this year.



A roundabout now stands in place of a four-way intersection where Route 10 meets Route 15 (Dundee Road and Moose Lodge Road) west of Camden and Wyoming. According to the Delaware Department of Transportation, construction on the roundabout started on June 5, and the intersection reopened on Aug. 15, with some work remaining.

## Stevens is new FHWA acting administrator for Delaware

**T**he Dover/Kent County MPO welcomes Spencer Stevens.

Stevens is the Federal Highway Administration's acting division administrator for the Delaware division office. He is here on a three month rotational assignment, which began on June 26.

Stevens is currently the Senior Planner at the FHWA's Washington, D.C. headquarters in the Office of Planning Oversight and Stewardship, where he is responsible for freight planning, performance based planning and programming, incorporating connected/automated vehicles into planning, planning liaison relationships with the mid-Atlantic and Great Lakes states, and overall

implementation of MAP-21/FAST Act regulations.

Stevens has been with FHWA for 27 years since graduating from the University of New Hampshire with a bachelor's degree in civil engineering. He has worked in various FHWA offices throughout the country and held leadership positions in the agency.

Prior to joining the Office of Planning, Stevens was the transportation planning team leader for the FHWA Pennsylvania division office in Harrisburg, Pa. He and his family live in Harrisburg, Pa.



Stevens



## PAC, public get info about Camden Bypass/U.S. 13 projects

About 100 people turned out on Aug. 2 to attend a public workshop about the proposed Camden Bypass and the partial widening of U.S. 13.

Consulting firm Century Engineering is heading the conjoined projects for the Delaware Department of Transportation. While Century just finished a public outreach campaign, the projects are still in their conceptual stages. Century engineers Jill Frey and Bill Conway gave a presentation about the projects to the MPO's Public Advisory Committee in June as part of its outreach process.

The study area for the Bypass and widening of U.S. 13 encapsulates the town limits of Camden, Wyoming, some of Dover and surrounding lands. Although construction would be done in phases over a number of years, and even considered as separate jobs in the eyes of the engineers, these projects have been packaged and presented jointly to ensure coordination and to evaluate the impact on the roads that would be most affected. Crash history, traffic and pedestrian counts, and speed and origin/destinations are being taken into account in addition to impacts on parks, schools, cemeteries, historic structures and environmental elements such as streams.

### CAMDEN BYPASS

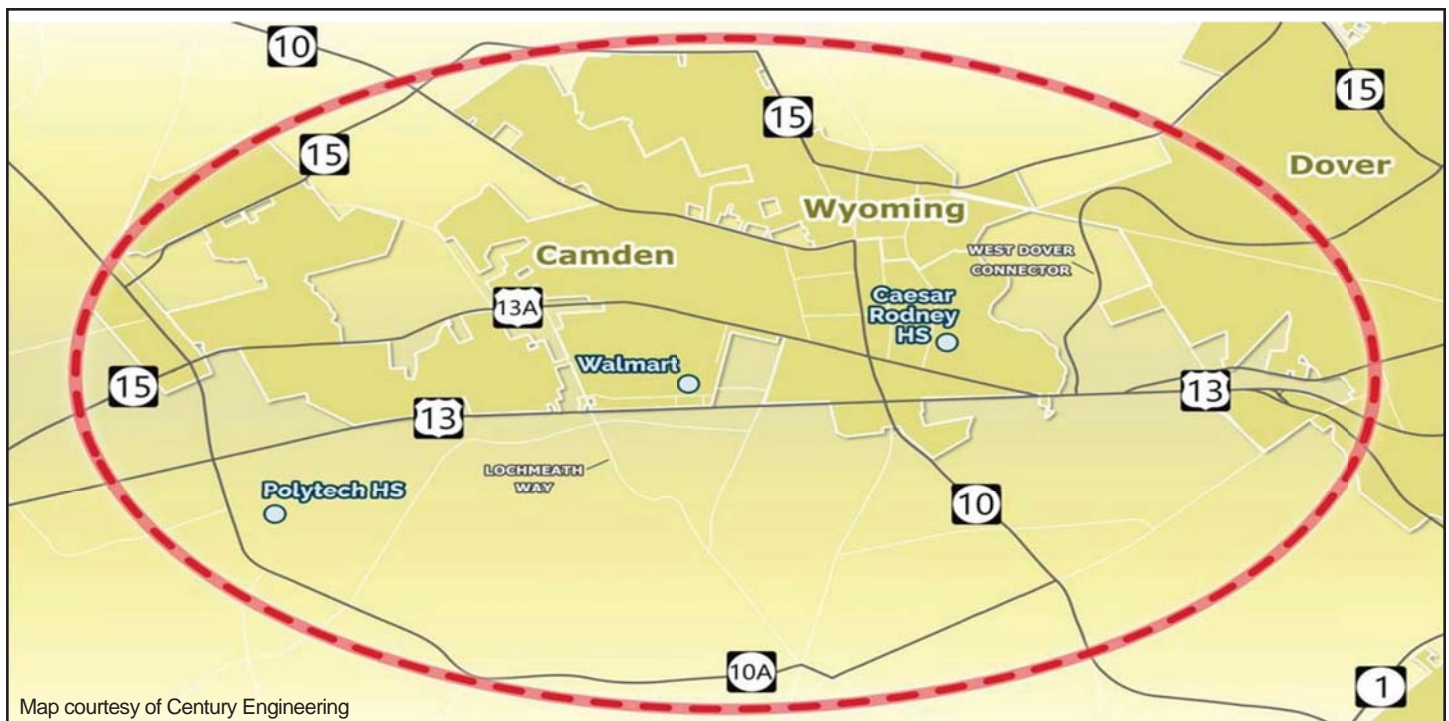
The Camden Bypass is intended to minimize daily through traffic and large truck traffic along Route

10 within historic Camden. Although exact road alignment and other parts of the Bypass are being explored, it would likely connect with U.S. 13 in two places, Frey said. A north section would direct east/west traffic across 13 via Old North Road in Camden. A south section of the Bypass could tie Route 10 and U.S. 13 via a new road and intersection that is about 1,000 feet or so south of where U.S. 13 now intersects with Route 10 near the Dairy Queen. This portion has much more to consider in terms of logistics and alignment, Frey said.

### U.S. 13

DelDOT proposed widening a section of U.S. 13 a few years ago as traffic crashes increased between southern Dover and Camden. DelDOT proposes adding a third lane in both directions of the north/south divided highway between the Puncheon Run Connector in Dover and Walnut Shade Road in Woodside. Along with the added lanes would be off-road pedestrian paths, signal crossings, and improved turn lanes. This widening will be constructed in two phases. Puncheon Run to Lochmeath Way would be first, and Lochmeath Way to Walnut Shade Road would come second.

The study should finish next year, after the West Dover Connector opens and its traffic flow is better established. Construction is still years away -- around fiscal year 2021 or later.



Map courtesy of Century Engineering

# DelDOT launches *Innovation in Motion*



Article and pictures courtesy of DelDOT

The Delaware Department of Transportation (DelDOT) recently kicked off its new Long Range Transportation Plan entitled “Innovation In Motion.”

DelDOT publishes a new statewide Long Range Transportation every five years for the purpose of guiding the Department’s transportation decisions and strategic investments.

Transformative societal changes taking place in the areas of technology, transportation patterns, and demographics, are requiring transportation agencies to embrace innovative and cost-effective solutions for addressing future transportation challenges.

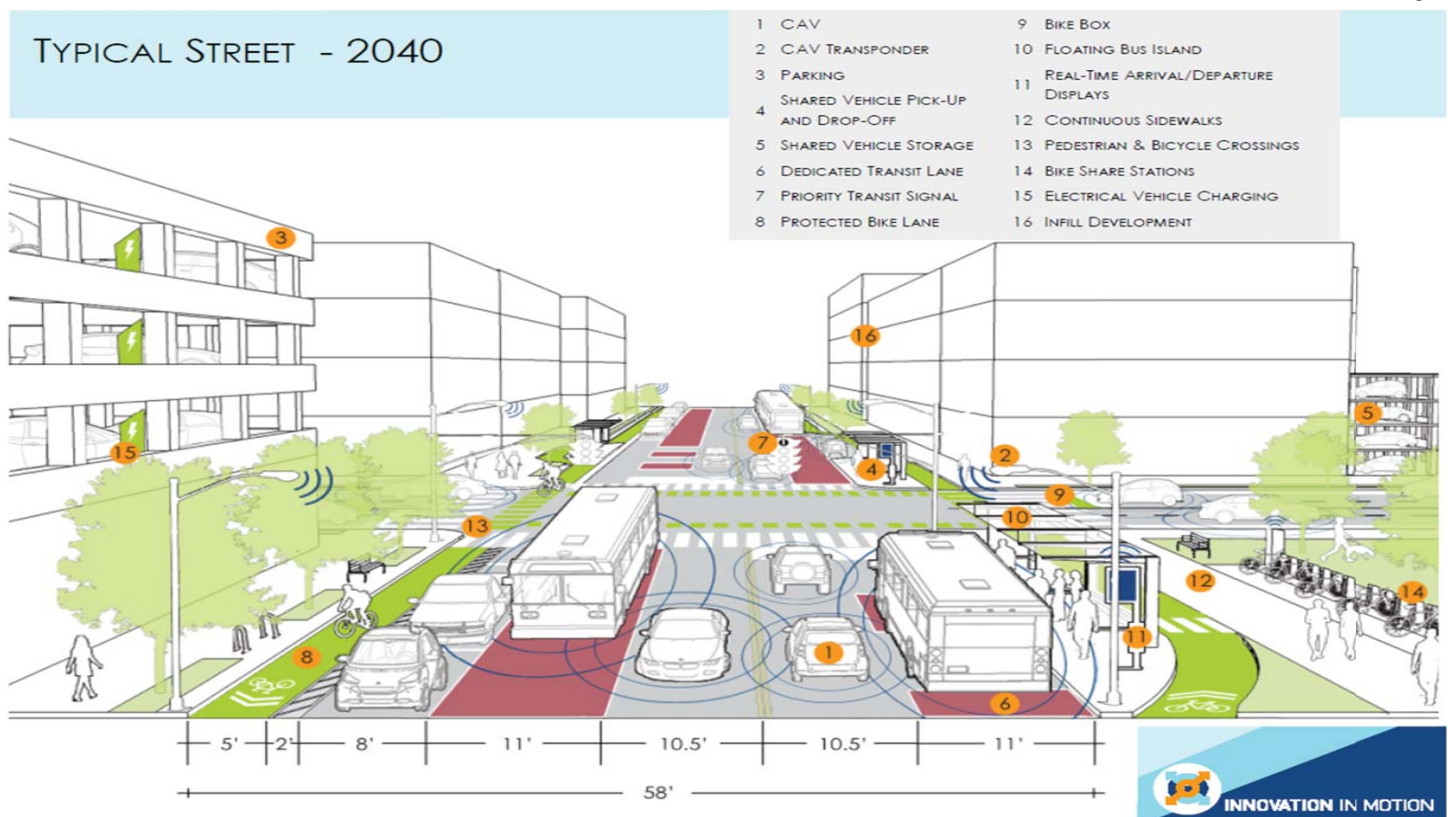
In an effort to make the Plan more readable and accessible to the public, DelDOT has taken a new

approach to developing the document. The following eight topics will be presented in a unique format that allows the reader to quickly navigate to his or her particular area of interest:

- Traffic Management
- Freight Movement
- Roads, Bridges and Other Assets
- Bicycling
- Pedestrian Travel
- Aeronautics
- Public Transit
- Planning and Land Use

Each transportation topic will be addressed within the context of a series

See DELDOT, Pg. 5





## DELDOT, continued from page 3

of broad goals.

These goals will guide the Department in setting priorities and policies with the purpose of identifying the most appropriate strategies for meeting the state's future transportation needs.

A schedule for the Plan has been established that includes the following elements:

Part I (June 2017) - Background and trend data research and formation of Vision and Goals.

Part II (July - September 2017)



- Public/internal surveys and public event input for Part II.

Summer 2018 - Public review of

Part II.

Fall 2018 - Innovation in Motion complete.

DelDOT is actively seeking input and assistance from the public to help guide the development and completion of the Plan.

Feedback and comments can be provided at [plan.deldot.gov](http://plan.deldot.gov), which is an interactive website that allows members of the public to participate in a survey, share their ideas, and view interactive graphics depicting what our transportation system might look like in the future.

## Regional Bike Plan '17 heads to MPO Council for OK

An update of the Dover/Kent County MPO's Regional Bicycle Plan will go before the MPO Council for approval this September.

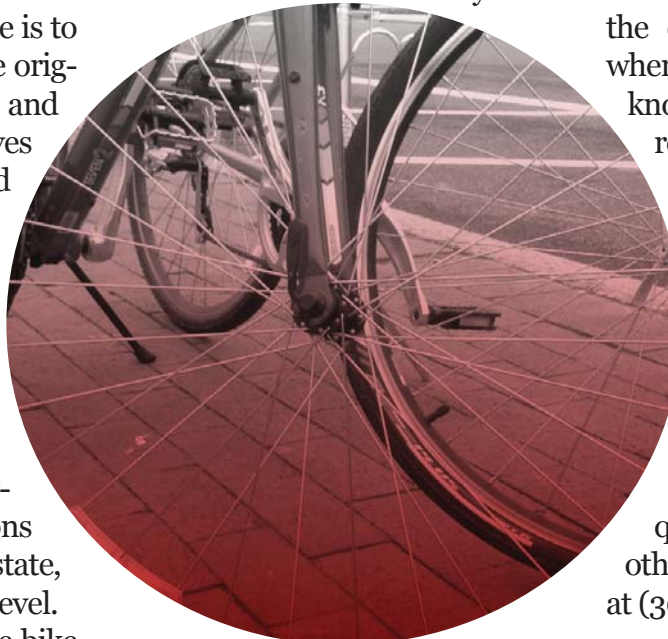
Work started last year on the updated plan, whose purpose is to review the progress from the original plan, published in 2011, and establish goals and objectives for improving the safety and effectiveness of the bicycle system.

The updated plan, which looks at a 20-year time frame, identifies and prioritizes recommended projects and makes recommendations for policies, ordinances, and other actions that should be taken at the state, county or local government level.

The overarching goal of the bike

plan is to get more people using bicycles, and within the plan are two main goals.

Goal I calls for the creation of an effective and safe bicycle transportation system.



Goal II is to make bicycle riding a viable transportation option for riders of all ages.

There are a number of proposed objectives, including the promotion of bicycling as transportation, the creation of an environment where all bicyclists and motorists

know and follow the rules of the road and to increase the availability of bicycles. The plan presents specific recommendations for projects and actions to accomplish the goals and objectives.

Copies of the original and new plans are available on the MPO's website at [www.doverkentmpo.org](http://www.doverkentmpo.org). To request a copy of the plan in another format, call the MPO office at (302) 387-6030.

# Public Hearing

The Dover/Kent County MPO and the Delaware Department of Transportation will hold their annual joint public hearing for transportation projects in central Delaware.

When: 4-7 p.m., Monday, Sept. 19

Where: Camden Town Hall/main floor/1783 Friends Way, Camden, DE 19934

Join the discussion and let your voice be heard.



For more information, contact the Dover/Kent County MPO at 302 . 387 . 6030 or visit [www.doverkentmpo.org](http://www.doverkentmpo.org)

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