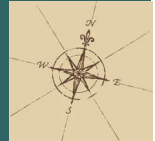


## 'A Downtown Worthy of the First State Capital'

*Consultants shed light on the Dover Transit Center neighborhood*



TOP: Representatives from the City of Dover, business owners and community members discuss the needs of downtown neighborhoods. From left: Janelle Cornwell, assistant planner for the City of Dover; Beverly Jackson, Downtown Dover Partnership, and John Moynahan with Renaissance Planning Group.



LEFT: Gregory Moore, left, of the Becker Morgan Group, and Tom Antoniou, owner of City Cab in Dover, examine a map of the neighborhood surrounding the Dover Transit Center.

BELOW: Mary Ellen Gray, assistant director of Kent County Planning Services, left; Sarah Keifer, director of Kent County Planning Services, middle; and Arden Bardol of the Becker Morgan Group discuss the Dover Transit Center neighborhood.



A five-day charrette, held this fall, produced a vision of the neighborhood surrounding the Dover Transit Center, under construction at the intersection of Queen and Water streets.

The Dover/Kent County Metropolitan Planning Organization recognized that local bus service does not run after 6 p.m. in Dover, leaving a potential for the center to become a neighborhood "dead" zone after dark. That's when the MPO seized an opportunity

to plan a more vibrant neighborhood by spearheading the charrette, held from September 27 to October 1.

Charrette is a French term for a rigorous session of cooperative work. Participants imagined a more active, more densely populated city center with more homes, more shops, more services and more space set aside for outdoor recreation.

The new transit center, scheduled to open this winter, will be a hub for local and inter-county DART

See **CHARRETTE**, Pg. 2

### 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. If you would like to continue to receive Journeys, please contact the MPO at [kate.layton@doverkentmpo.org](mailto:kate.layton@doverkentmpo.org) or by telephone at (302) 387-6026 and let us know if you would prefer e-mail, or U.S. Postal Service delivery.

**Charrette, continued**

and Greyhound bus service, as well as taxis. Bike racks, newspaper kiosks, ticket vending machines, more parking, shelters and benches for waiting passengers are some of the amenities of the new hub, which was paid for through the American Recovery and Reinvestment Act.

The MPO enlisted the help of the Downtown Dover Partnership, architectural and engineering firm Becker Morgan Group of Dover, and Renaissance Planning Group, of Tampa, Fla. to create the Dover Transit Center Neighborhood Plan. During the intense week, the charrette team consulted the community to create a plan for trans-

sit-oriented development. The team's goal was to create a downtown worthy of the First State capital.

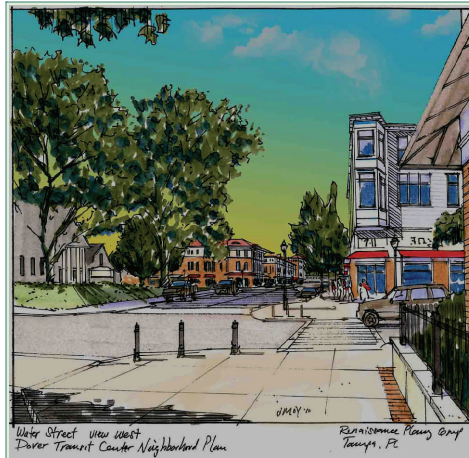
The public was invited to three evening events – an opening kickoff, open house and a final presentation. At the final presentation, charrette leader, Clarence Eng, of Renaissance, revealed a plan to increase building density and population in the city's core.

Eng presented a sketch of central Dover created in 1885 that portrayed a city with more buildings and activity than today. Contemporary models of the area demonstrated how much building density has disappeared over the last 125 years. The neighborhood

plan encourages development that connects activity areas, such as Kent General

appeal by depicting tree-lined streets, more walking areas and multi-story buildings fit for living and working. The plan also proposed a small grocery store, concentrated downtown parking areas and bike paths.

Downtown Dover Partnership president, Gregory Moore, presented the neighborhood plan at the DDP's October 7 meeting. The charrette team urged the City of Dover to adopt the plan as an official guide for redeveloping downtown, which could involve revamping downtown zoning codes.

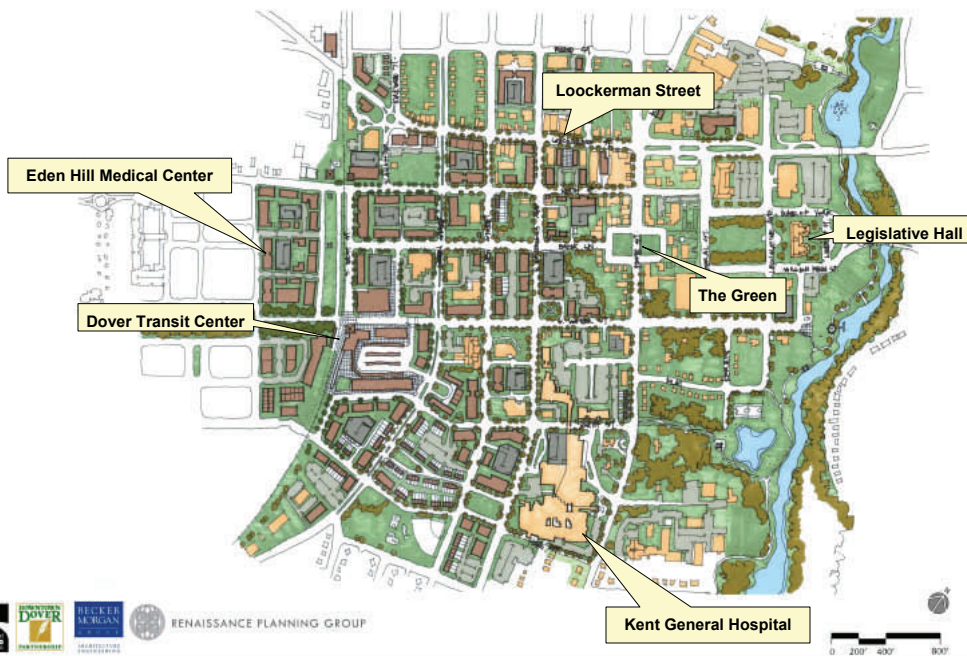


Multi-story, mixed use buildings are a part of a new vision for the Dover Transit Center neighborhood.

Hospital, downtown retail, Wesley College and Legislative Mall to flesh out the neighborhood.

Conceptual drawings boosted the neighborhood's

**VISION PLAN**



The Dover Neighborhood Planning Group's vision for the Dover Transit Center neighborhood would bring more density back to the downtown area with more housing, services, and sidewalk and bike route improvements.

(Map courtesy of Becker Morgan Group)

## DelDOT Secretary Wicks to lead new commission



Wicks

Carolann Wicks, secretary of the Delaware Department of Transportation, will head a new commission created to improve rail service in the Northeast Corridor.

Members of the new Northeast Corridor Infrastructure and Operations Advisory Commission held their first meeting on September 27 .

The Northeast Corridor is a 456- mile passage serving communities between Boston and Washington, D.C.

The commission is comprised of representatives from the U.S. Department of Transportation, Amtrak, the District of Columbia and the eight states that the Northeast Corridor serves: Delaware, Maryland, Pennsylvania, New Jersey, New York, Connecticut, Massachusetts, and Rhode Island. During its inaugural meeting, the panel elected Secretary Wicks as its leader.

The U.S. Congress established the commission with the Passenger Rail Improvement and Investment Act of 2008 (PRIIA). The panel develops strategies to maintain, improve and expand intercity, commuter and freight rail along the Northeast Corridor. Commissioners will develop a formula to allocate costs and revenues among corridor users and owners, and develop a report on Amtrak's economic development role in corridor service.

## Thank you, Bridget Lane

Best wishes to MPO Public Advisory Committee member, Bridget Lane, who resigned from the PAC in October.

Kent County Levy Court appointed the Camden resident to the PAC in May 2009. During her time on the PAC, Lane attended the MPO's annual TIP Tour and helped out with last June's Dover Trails Fun Ride and Stride.

Anyone interested in joining the PAC may contact Kate Layton at (302) 387-6026 or [kate.layton@doverkentmpo.org](mailto:kate.layton@doverkentmpo.org).



Lane

## MPO Council, committees elect 2010-2011 leadership

The Dover/Kent County MPO Council and committees recently held elections for leadership posts.

During the Council's September 8 meeting, members re-elected Dover Mayor Carleton E. Carey Sr. to serve as their chairman. They also elected Kent County Levy Court Commissioner Bradley S. Eaby to serve a vice chairman.

On August 11, the MPO's Technical Advisory

Committee re-elected Scott Koenig to serve as its chairman and David Edgell as its vice chairman.

On August 24, members of the Public Advisory Committee elected Dwight S. Meyer to serve as their chairman. They elected Michael Gumrot to serve as vice chairman.



Meyer



Gumrot

## Welcome, Phyllis Collins

The Dover/Kent County Metropolitan Planning Organization extends a warm welcome to its newest Public Advisory Committee member, Phyllis Brooks Collins.

Gov. Jack Markell appointed the Wyoming resident to the PAC on August 30. Her term will expire on August 30, 2012. Gov. Markell also re-appointed Horace Cook to the PAC on September 15.

Collins is executive director for Academic En-

richment at Delaware State University. For 17 years she has worked with DSU's enrollment management, with a focus on student success and retention.

Collins holds bachelor's and master's degrees from DSU and is earning a Ph.D. in Organizational Leadership Development from the University of Maryland Eastern Shore in Princess Anne, Md.

Collins is a member of several organizations, such as The Delaware Mentoring Council, and has worked with Kent County Head Start, Dover Air Force Base Family Services and Delaware Food Bank.



Collins



## DeIDOT reveals route choice for West Dover Connector

On September 28, the Delaware Department of Transportation announced its preferred route for the West Dover Connector.

DeIDOT chose Alternative 5C Modified, which would extend Saulsbury Road over the Puncheon Run and a section of the Norfolk Southern Railroad connecting to U.S. 13 via Charles

Polk Road. DeIDOT invited the public to a workshop to view and voice opinions about the proposed route and learn why DeIDOT prefers the route.

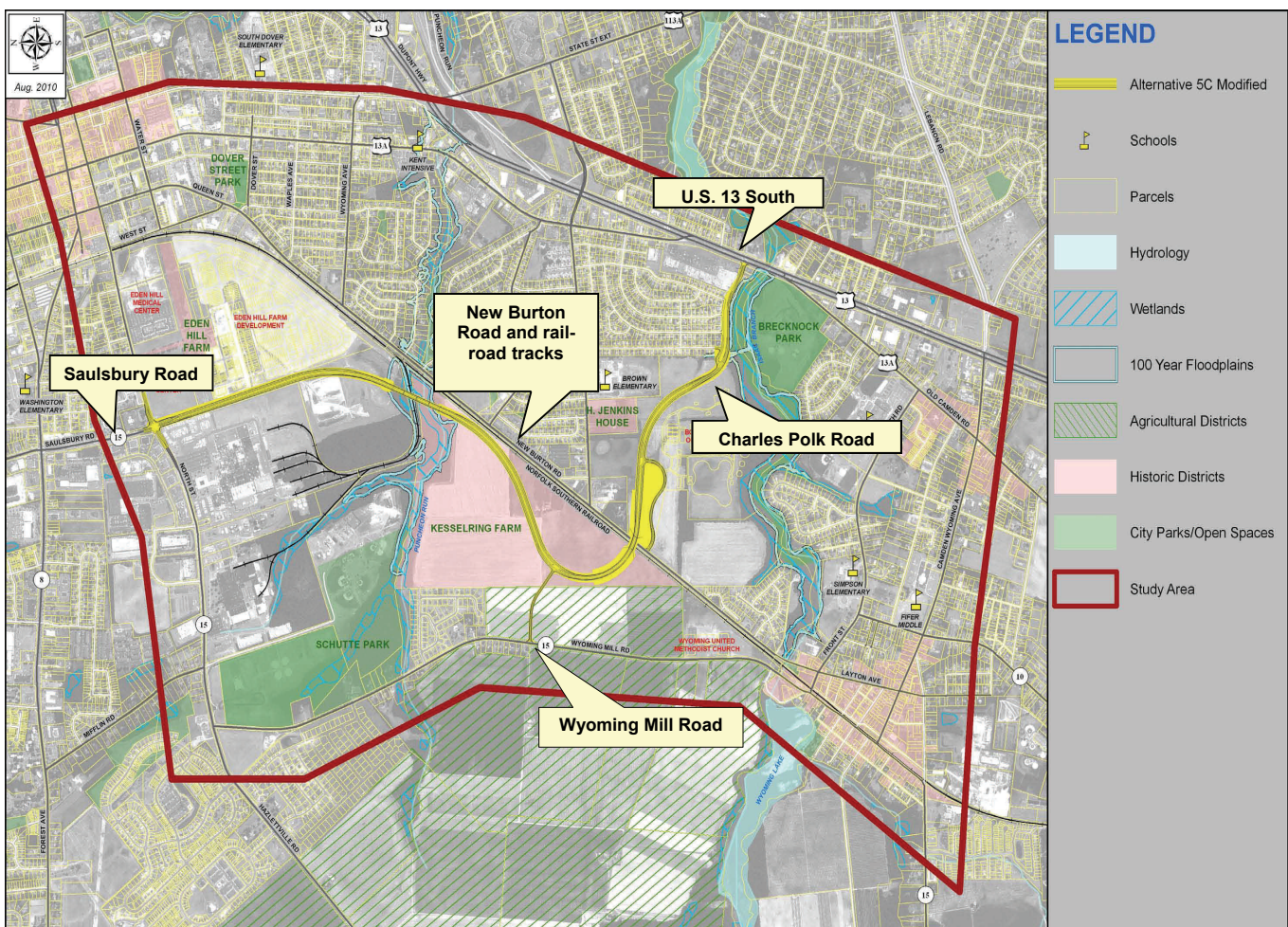
The connector would extend Saulsbury Road southward from its North Street intersection to U.S. 13 near Camden and provide an auxiliary connection to

Wyoming Mill and New Burton roads. The connector is intended to reduce traffic on smaller roads in western Dover and create an efficient railroad crossing at New Burton Road, particularly for emergency vehicles en route to Kent General Hospital. Census statistics project that Dover's population will grow 15 per-

cent by the year 2030, mostly in the West Dover Connector study area.

The recommended route would run parallel with New Burton Road along the west side of the railroad track before connecting to U.S. 13, via Charles Polk Road in the Rodney Village neighborhood.

See **DELDOT, Pg. 5**



A map of Alternative 5C Modified provides an outline of the West Dover Connector study area and the proposed route the connector would follow. The suggested route would extend Saulsbury Road at North Street, run parallel with New Burton Road and cross railroad tracks before connecting with Charles Polk Road. The route would connect to U.S. 13 near Camden. (Map by DeIDOT)

## DeIDOT, continued

DeIDOT would maintain local traffic at Charles Polk Road in Rodney Village. Alternative 5C Modified would affect more than a dozen properties on Charles Polk Road.

Plans for the West Dover Connector were developed through public workshops and a working group, consisting of state, county and municipal officials, as well as

representatives of civic associations within the study area. Between 2004 and 2005, the group whittled down more than a dozen plans for the road to four options worthy of further study. One option considered not building the road at all.

The Federal Highway Administration (FHWA) is reviewing the route.



Chris Fronheiser of AECOM group, who worked with the Delaware Department of Transportation on the proposed West Dover Connector route, explains some information to area residents at September workshop held at the Modern Maturity Center in Dover.

## Dover submits transportation priorities to DeIDOT

*West Dover Connector and Dover Transit Center among top five in list*

The West Dover Connector and the proposed Dover Transit Center are high on Dover City Council's list of transportation priorities this year.

Each year, Dover City Council submits a prioritized list of transportation projects to the governor and the secretary of the Delaware Department of Transportation (DeIDOT). Council approved its 2010 list on October 11, by recommendation from its Safety Advisory and Transportation Committee.

The West Dover Connector topped Dover's transportation project list, which cites increased traffic along the city's east and west corridors since the completion

of Delaware Route 1.

The Garrison Oak Connector Road is second on the list. Dover has identified the 385-acre Garrison Oak Technology Park as an ideal location for large technological/green industry. A road to the property is essential to market the land to potential tenants. Dover SUN Park, a 10 megawatt solar energy plant, will be the first tenant on the land, using 100 acres.

A proposed building at the Dover Transit Center ranks fourth on the list. The building would be adjacent to the new hub at Queen and Water streets. The City of Dover and the Downtown Dover Partnership would like DeIDOT to solicit private

developers to enter into a public-private partnership for the construction.

A north/south road between Del. 8 and Hazletville Road was third on the list and Loockerman Street improvements ranked fifth.

Dover additionally posted a policy/program priority list. The list includes weekend bus service, airport studies and improvements to accommodate passenger and aircraft-related industries, Delaware's red light enforcement program, bike path connectivity, continued exploration of options to relocate the storage and marshalling of chemical rail cars, and further studies for commuter passenger rail

service between Wilmington and Dover.

### Other Dover Transportation Priorities by ranking order:

- 6) U.S. 13 Service Road Corridor
- 7) U.S. Route 13 sidewalk construction
- 8) Kenton Road corridor upgrades
- 9) College Road corridor upgrades
- 10) Crawford Carroll Avenue extension.



## DMV hosts Senior Driver Day, launches new senior Web site

Delaware seniors ruled the road on October 2, when the Delaware Division of Motor Vehicles held Senior Driver Day at the Delaware Department of Transportation campus in Dover.

To celebrate the day, the DMV opened registration and driver's license booths as well as vehicle inspection lanes for safety and emissions checks. Information was available in the lobby from DMV partner agencies, the Delaware Office of Highway Safety,

TOP: A Delaware Division of Motor Vehicles employee, left, makes sure a guest gets some goodies from the informational tables during the DMV's Senior Driver Day.



BOTTOM: Jennifer Cohan, director of the Delaware Division of Motor Vehicles, left, talks to a woman about the DMV's new Senior Driver Web page and one of the safe driver games featured on the site.



AAA, DART, Ride-Share, the Delaware Insurance Commissioner's Office and the Sussex County Consortium. Outside, a team of trained technicians from the AARP CarFit program made sure vehicle components were properly adjusted for drivers' comfort and safety.

That day, the DMV officially launched its Senior Driver Web page.

The site offers the senior drivers numerous resources from driving tips, to reaction time games and health information.

The day was put together by the DMV and a Senior Driver Task Force. The group's overall goal is to keep senior citizens driving safely for as long as possible.

DMV statistics show that 17 percent of Delaware's drivers are age 65 and older and are involved in 14 percent of the state's fatal crashes.

To visit the DMV's Senior Driver Web page, go to: [www.seniordriver.dmv.de.gov](http://www.seniordriver.dmv.de.gov).

## AARP program makes sure people are 'fit' to drive

Are you 'fit' to drive your car? Some people aren't. However, volunteers from the AARP of Delaware helped drivers get 'fit' when they held CarFit inspections on October 2 as part of the Delaware Division of Motor Vehicles' Senior Driving Day in Dover.

"What we're doing is making sure people are familiar with their cars," said James DeVone, a certified CarFit technician who volunteered for the day with the AARP of Delaware.

Technicians helped drivers adjust their car's components for maximum mobility and safety. A driver, for instance, should be 10-12 inches from the steering wheel to prevent injuries in case the air bag deploys during a crash. Steering wheels should be no higher than the driver's shoulders, and drivers

should grip the steering wheel at 8 o'clock and 4 o'clock with their upper arms resting against their ribcage. This position also protects drivers from airbags as they deploy.

Technicians helped drivers adjust their mirrors, seats and head rests for visibility and comfort.

"Do you realize how many people don't know their head rest adjusts?" CarFit technician Charles Cantler said.

AARP volunteers checked tire pressure and asked drivers to look over both shoulders to make sure they could see clearly.

Although the CarFit lane was part of Senior Driver Day, AARP driving instructor Robert Williams said any driver could benefit from the inspection.

For more information about CarFit, visit the DMV's Senior Driver Web site at: [www.seniordriver.dmv.de.gov](http://www.seniordriver.dmv.de.gov).

### Tips For A Good Fit:

As you get in and out of a vehicle, notice if you must bend uncomfortably or experience difficulty lifting your legs.

Adjust the rearview mirror so that you can see as much of the rear window as possible.

Look over your shoulder on both sides to confirm that you can see rear and side windows clearly.

Adjust the seat. Assure that you can easily adjust the height and tilt.

Make sure the top of the steering wheel is no higher than the top of your shoulders.

Check that you can steer freely. Grasp the steering wheel at 8 o'clock and 4 o'clock, with your upper arms resting on your ribcage.

Assure that you can comfortably reach the pedals, radio and temperature controls while steering.

Confirm that there is at least 10 to 12 inches between your chest and the front airbag and steering wheel.

Make sure your seat belt fits comfortably. The lap belt should go across your hips, and the shoulder strap should go across your rib cage.



An AARP volunteer, right, talks a driver through a checklist to make sure his seat, mirrors and other components are properly adjusted.



## celebrates 21st year with record resort transit ridership

DART Resort Transit celebrates 21 years of service with record ridership.

The service that started in 1990 as Delaware Resort Transit, this year had double digit increases across the board.

During the 2010 season through September 4, DART transported 359,745 passen-

DART's Rehoboth Beach Park & Ride which had a 36.5-percent increase over the same period last year. DART's Wilmington-Rehoboth Beach Connection also saw a noticeably higher ridership this season.

Rehoboth Beach area employees contributed to the increase in the Park & Ride usage this year.

DART's Marketing group helped the service's profile by running radio and newspaper ads, sending Rider E-Mail notices,

highlighting information on [www.DartFirstState.com](http://www.DartFirstState.com), placing restroom display

ads in 20 beach area restaurants and working with Rehoboth Beach area businesses and agencies to remind them of the discounted parking fees available to their employees. DTC Marketing spent a week in the beach area distributing 26,100 resort schedules to more than 1,000 businesses. The team additionally placed ads in the major shopping malls at Christiana and Dover along with movie theater ads in Dover and Rehoboth Beach. Year to date, ridership is up from 2009 by nearly 36 percent. As of August, DART has transported 227,459 riders.

"We are pleased to provide families and beach visitors with a low-cost, safe and comfortable way to experience all the beach area has to offer," said Delaware Transit Corporation Direc-

tor, Stephen Kingsberry. "We also are pleased to welcome more bicyclists on our resort buses."

Delaware Transit Corporation (DTC) is a subsidiary of the Delaware Department of Transportation. DelDOT operates DART First State, whose services include fixed route and inter-county bus, Paratransit, seasonal resort bus, commuter assistance, RideShare Delaware ride matching program, and other transportation services.

DART provides more than 11,185 passenger trips per year, taking up to 7 million vehicle trips from area roads. For information about bus service, call (800) 652-DART, or visit: [www.DartFirstState.com](http://www.DartFirstState.com). To make a reservation for Paratransit, or for GoLink information, call (800) 553 DART.



gers — a 27.12-percent increase from last year. The increases are due to the growing popularity of

### New MPO subcommittee examines population growth

A new subcommittee will use population projections to aid the Dover/Kent County Metropolitan Planning Organization with its policies and programs.

The MPO's Data and Demographics Subcommittee held its first meeting November 9 at Camden Town Hall. The panel is a subcommittee of the MPO's Technical Advisory Committee. Membership is comprised of representatives from Kent County and municipalities within central Delaware, supported by MPO staff. Mary Ellen Gray, assistant planner for Kent County, heads the panel.

The subcommittee's goal is to determine how population will spread across Kent County. Members will achieve this goal by reviewing the impact of population on households and places of employment, based upon Kent County and Dover population projections from the Delaware Population Consortium (DPC). Committee members will additionally use the information to inform the MPO about the approval of new neighborhood subdivisions and construction progress for existing subdivisions to help with the project population distribution.

### Layton joins LCD Class of 2011

Kate Layton, public liaison for the Dover/Kent County Metropolitan Planning Organization, recently joined the Central Delaware Chamber of Commerce's Leadership Central Delaware (LCD) class.

LCD's mission is to connect emerging leaders through diverse networks while enhancing leadership skills, group dynamics and community knowledge.

Over the next several months, the class will explore various economic drivers in Kent County such as agriculture and tourism,

community awareness and business development.

The class began in September at an overnight retreat held at the Atlantic Sands hotel in Rehoboth Beach. In October and November, the class visited businesses related to agriculture, tourism, energy and the environment. Before graduating in June, the class will participate in two charitable projects and take a ride on a C-17 aircraft from Dover Air Force Base.



Layton



## Amish Country Bike Tour draws thousands to Kent County

On September 11, more than 1,300 bicyclists pedaled through Kent County for the 24<sup>th</sup> annual Amish Country Bike Tour.

Cyclists from Delaware and 14 other states attended the event put on by the Kent County Tourism and Convention Bureau. States included Georgia, New Mexico, Indiana, West Virginia and Rhode Island, said Tourism Director, Cindy Small.

The tour started at 8 a.m. from Legislative Mall in Dover. Routes of varying mileage ambled into rural Kent County. The last cyclist returned at 5:15 p.m., Small said. The youngest rider, age 5, completed a 15-mile

loop, and a Georgia man rode 100 miles as part of a goal to do so in every state. Delaware was the man's 30<sup>th</sup> state out of 50.

Kent County Tourism will donate \$287 to the Amish Schoolhouse fund. The office also will send donations to three churches that had food stops for the cyclists, Central Delaware YMCA, ABATE motorcycle club and USO Delaware.

In addition to the rides, the event featured six live bands, a "blessing of the bikes" ceremony and a September 11 tribute. Kent County Tourism will hold next year's tour on Saturday, September 10, 2011.



Cyclists head out from the starting gate in Dover for the 24th Amish Country Bike Tour. The tour saw more than 1,300 riders from 15 states.

*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.*

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 Ken Fuchs, (For Camden Mayor, Richard Maly)  
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