

JOURNEYS

—Planning Transportation for Everyone—



APPS AND MAPS: DELDOT SHARES TRAFFIC INFORMATION WITH PUBLIC



Take a look at a person's smart phone and you'll probably see a lot of applications, or apps.

You might find an app for a favorite publication or game. Next to those, might be apps for social media or online banking. There are even apps to map the stars.

Delaware's Department of Transportation has come up with an app to help people on the road. This traffic app for the smart phone or tablet can show if traffic is heavy in certain places, provide detour routes, tell where traffic cameras are located, and other information.

"It's just another service to get to the data," said Gene Donaldson, director of DeIDOT's Transportation Management Section.

Donaldson worked with the DeIDOT Web development team to plan and develop the app as an extension of DeIDOT's website. DeIDOT released the app in November 2012. Other states offer similar applications, although

none that border Delaware. Virginia is the closest state to Delaware that has a similar traffic app.

"Largely, the app is a copy of DeIDOT's website, put into a smart phone app," said

Bill DeCoursey, a planner with the University of Delaware's Institute for Public Administration, or IPA.

DeIDOT recently enlisted the help of the IPA to gather input on the branding and the use of the app, DeCoursey said. DeCoursey and a team from the IPA asked focus groups to use the app, then provide feedback on what they liked and didn't like about its features. One of those focus groups included the Dover/Kent County MPO's Public Advisory Committee, as well as staff from the Delaware Tourism Office, and the office of Kent County Tourism. DeCoursey and the IPA research team received feedback from the PAC and tourism representatives at the Public Advisory Committee's February meeting.

When users first open the app, they choose if they want a traffic map, to listen to live traffic radio reports, DeIDOT news, information about DeIDOT workshops, or to log onto DeIDOT's social media pages. The traffic map opens to the user's location, and traffic conditions show in the form of colored dots. Green dots show few or no delays and red dots indicate heavy traffic congestion. Yellow and orange dots indicate mild to moderate delays.

[See APP, Pg. 7](#)



TOP: Gene Donaldson, head of DeIDOT's Traffic Management Section, views traffic trends. BOTTOM: Bill DeCoursey, planner for the University of Delaware's Institute for Public Administration, middle, talks to PAC members Earle Dempsey, left, and Jeremy Tucker, right, about DeIDOT's traffic app.

DTC HIRES NEW DIRECTOR

ASSISTANT DIRECTOR POTTS TO RETIRE IN MAY



Sisson

On April 8, Delaware Department of Transportation Secretary Shaileen Bhatt named John Sisson as the new Chief Executive Officer of the Delaware Transit Corporation. Sisson, a longtime DTC employee, replaces former director Lauren Skiver, who left Delaware for California last fall.

Sisson has more than 20 years of experience in the transit and transportation fields, in both the public and private sector. His DTC career began in June 1993, in the former Railroad Administration section of Delaware Transportation Authority.

Since then, Sisson has held several positions, serving as contract operations coordinator, facilities engineer, facilities manager, and most recently as DTC's chief performance officer, who is responsible for implement-

ing the Performance Management Program. In other areas of responsibility, Sisson oversaw several sections within DTC, such as Safety and Security, Corporate Development, Transit Systems (Technology), and Compliance. Sisson also worked in the Technology and Support Section of the Delaware Department of Transportation as the projects and facilities manager.

As CEO, Sisson will oversee the ongoing implementation of DTC's Transit Redesign efforts. He has played a key role in DelDOT's efforts to rethink the way transit is delivered in Delaware, and was instrumental in the creation of a more sustainable financial model that will result in improved service performance.

Highlights of Sisson's career with the department include construction oversight of the new Interstate 95 Welcome Center, restoration and renovation of the Biden Train Station in Wilmington, and implementation of DTC's Performance Management program.

Sisson holds a Mechanical Engineering degree from Villanova University and Masters of Business Administration from Wilmington University.

As the DTC gains a CEO, it will lose an administrator. Chief Administrative Officer Ken Potts, a longtime DTC employee and member of the Dover/Kent County MPO Council, will retire this spring.

Potts has been with DTC since 1995, and has served as contract operations manager, director of development and most recently as the chief administrative officer.

"It has been a privilege for me to be part of the DTC team for over 19 years," Potts said.

Potts first worked in public transportation for Amtrak during the 1970's, and later with the Pennsylvania Department of Transportation in its Shared Ride Program before joining DTC.

In 2006, he became the DTC's director of development. As such, he served as

the DTC executive director's representative to the Dover/Kent MPO Council. His position as development director, Potts said, transitioned into DTC's chief administrative officer in 2012 when there was a corporate reorganization.

"The role of the MPO is invaluable in planning transit services," Potts said. "The Dover/Kent MPO facilitated a transit-oriented development plan to accommodate renewed bus transit in Dover as well as incorporating future passenger train service. The MPO provides a valuable link between the public, stakeholders and potential partners for expanded public transportation."

Although he is retiring, Potts said he expects to continue his involvement in transit issues.



Potts

THANK YOU, PHIL

LONGTIME TAC MEMBER, PHIL WHEELER TO RETIRE



Wheeler

The Dover/Kent County MPO extends a warm thank you and best wishes to longtime MPO Technical Advisory Committee member, Phil Wheeler.

Wheeler is set to retire from his job

this spring in the Air Quality Management Section of the Delaware Department of Natural Resources.

Wheeler joined DNREC's Air Quality division in 1994. There, he developed on-road emission inventories, regulations and procedures for auto emissions inspections, wrote grants for diesel emission reduction technology and reviewed and commented on conformity

analyses for the Dover/Kent County MPO and the Wilmington Area Planning Council (Wilmapco). He took his seat on the MPO's Technical Advisory Committee when he started working for DNREC.

Prior to his work in Delaware, Wheeler worked in land use planning, legal and government research in New York State, and as an environmental technician in Massachusetts.



HEELS & WHEELS WALK AND BIKE SUMMIT A SUCCESS MORE THAN 200 ATTEND NEWARK EVENT

Trails. Complete streets. Safety. Innovation.

These were just a few themes and ideas that carried through the day at the Heels & Wheels Summit on March 21. The event drew 250 people to the University of Delaware's Clayton Hall in Newark.

In just a few years, the national League of American Bicyclists upped Delaware's ranking as a bicycle-friendly state from near the bottom to within the top five in the country. The improved status is due to legislation for better transportation planning as well as traffic enforcement, not to mention construction and planning of more bicycle lanes and trails.

"The evidence is clear that many economic benefits come with trail development," said Gov. Jack Markell, who in 2009 issued an order for Complete Streets. "They improve quality of life, make Delaware a more attractive place to live, and help support businesses. We've made progress creating new and better trails and pathways, whether for recreation or commuting, and this summit will help us keep that effort moving forward."

Summit keynote speaker was Dan Burden, a leading national expert on planning sustainable communities for walking and bicycling. Burden, executive director of the Walkable and Livable Communities Institute, has spent more than 35 years helping 3,500 communities become more livable and walkable.

"Delaware's transportation for the future will create greater discovery, pleasure and exchange," said Dan Burden, the summit's keynote speaker. "We'll see stronger hearts and less stewing and sitting."

Other state officials also spoke at the event. Shailen Bhatt, secretary of the Delaware Department of Transportation, and Collin O'Mara, secretary of Delaware's Department of Natural Resources, also spoke.

"We are not just about building roads. We are about providing other alternatives, creating and sustaining walkable, bikeable communities where multiple modes of transportation safely work together as the ideal transportation system," Bhatt said.

O'Mara provided an update of Delaware's Trails and Pathways program.

"Today's conference is a great opportunity to further integrate our goals of providing viable transportation alternatives for connecting people with their jobs, schools and other destinations, while concurrently offering wonderful recreational opportunities to our citizens and visitors that can contribute to healthier lifestyles," O'Mara said. "With Governor Markell's leadership and working with our many partners

in local and state government, the private sector and non-profit organizations, we have made huge strides in making these goals real. I am extremely grateful to all of today's participants and their many and varied contributions to this effort, and look forward to our future successes together."

The Heels & Wheels Summit was a collaboration of the Delaware Recreation & Parks Society; DNREC's Division of Parks and Recreation; DeIDOT Planning; the Delaware Bicycle Council; the Dover/Kent County Metropolitan Planning Organization and the Wilmington Area Planning Council. Members of this planning committee thank everyone who attended the event as a participant or speaker, and especially thanks its sponsors.



SPECIAL AIR QUALITY SECTION

2014 Air Quality Season

Earth Day and Dover Days events help kick start awareness

Breathe in, breathe out. That's what we do to focus, to stay calm, and to live.

Air pollution, however, can make that essential act more difficult, and even tougher for asthmatics, the very young or old.

Air Quality Action season has started. On hot, humid days vehicle and industrial exhaust, and other fumes mix with heat and sunlight to produce ground-level ozone, or smog.

The Air Quality Partnership of Delaware is kicking off this Ozone Action Season at two events. The Partnership already took part in an April 22 Earth Day festival at Rodney Square in Wilmington.

Shawn M. Garvin, regional administrator for Region 3 of the EPA; Sec. Collin O'Mara of DNREC; Jennifer Adkins, executive director of the Delaware Estuary; and Deb Brown, executive director of the American Lung Association for the mid-Atlantic; spoke about some of the strides Delaware has made to improve the local environment while encouraging people to make everyday Earth Day.

On May 3, Partnership members will help celebrate

Dover Days on Legislative Mall and in downtown Dover.

DNREC Assistant Secretary David Small and Dover Mayor Carleton E. Carey, Sr. will read the Ozone Action Season proclamation and talk about the things people can do every day to improve the air we breathe. They'll also remind people that May is Asthma Awareness Month.

The Partnership is a group of citizens, public agencies, and private corporations concerned about our region's air quality. Visit www.wilmapco.org/AQP.

AQP adopts new mascot that's out of this world

There's a mysterious creature sailing through space, and headed for the First State.

This newest member of the Air Quality Partnership of Delaware is friendly and cuddly, but his message is clear: To help earthlings lower air pollution.

Partnership members have worked with Raymond Entertainment and Bruce Productions to bring the latest member of the AQP to Delaware. The Partnership subtly introduced the intergalactic visitor on April 22 at Wilmington's Earth Day celebration. The group will introduce him to Kent County residents at Dover Days on May 3.

Know your colors

When it comes to air quality, knowing your colors — namely, green yellow, orange and red — can be a big help. These are the main hues of the air quality index that weather reports often refer to in daily forecasts.

Green and yellow typically follow cooler days when air pollution and health risks are lower.

Orange and red are action days and usually occur when it's hotter outdoors. Orange cautions children, older adults and people with health sensitivities to stay indoors. A red day means the air is unhealthy for everyone, and people should take precautions or stay indoors.

Unhealthy for Everyone

Unhealthy for Sensitive Groups

Moderately Unhealthy

Healthy



Who is this mystery creature? Find out soon.

If you go:

Dover Days

When: Saturday, May 3

When: Parade begins 9 a.m. on Loockerman Street in downtown Dover. Festival starts at 10 a.m. on The Green and Legislative Mall in downtown Dover.

Cost: Free!

SPECIAL AIR QUALITY SECTION

Tips for cleaner air (and more green in your pocket)

Who doesn't want clean air? Clean air is good for our health, our plants and animals, the water we drink and the food we eat. In the long run, keeping the air clean can mean fewer trips to the doctor for yourself or others because air pollution triggers health problems such as asthma and heart weaknesses. Doing little things here and there to lower air pollution can also keep a few bucks in our pockets. Here's few a few ways how to do your part:

1) Combine trips.

Have a lot of errands to run? Combine them into one trip. This is called "trip chaining." Trip chaining saves time, stress, and reduces pollution. A cooled engine emits pollution equal to a 30 mile drive while a "warm" engine is more efficient.

2) Avoid topping the gas tank.

Fuel pumps automatically stop when a gas tank is full. Adding extra gas in your tank after the pump stops affects the pump's vapor recovery calibration system, not only for your purchase, but for the next few after yours. You can pocket the money you don't spend on gas.

Gas tanks need a little extra space for gasoline to expand. If you top off your tank, the extra gas may evaporate into your vehicle's vapor collection system. That system may become fouled and will not work properly causing your

vehicle to run poorly and have high gas emissions.

3) Share a ride.

Carpooling saves gas and reduces pollution by reducing the number of vehicles on the road. If you're the driver, you get control of the radio station. If you're the passenger, you can relax and read, snooze or check your messages.



4) Care for your car.

Regular tune-ups, oil changes and proper tire inflation can improve vehicle performance and reduce emissions by up to 10 percent

5) Fuel up at night during air quality season which runs from May through September.

Refueling during cooler periods of the day can prevent gas fumes from heating up and creating ground-level ozone, or smog.

6) Wait to mow the lawn.

If you use a gasoline-powered lawn mower, wait until early evening to cut grass. Fumes are less likely to get trapped in the atmosphere than during the heat of the day.

7) Walk. It's easy to do for short trips, saves gas and is better for the air.

8) Bicycle. Keep yourself and air quality in good condition.

9) Take mass transit. Like carpooling, mass transit cuts down on traffic jams and air pollution.

10) Spread the word. Let others know how simple steps can make a difference.

A few more air quality tips:

Don't idle if you're idle.

If you're waiting in traffic or outside a building to pick up a friend or a child, shut the car off instead of running the engine. Idling is the same as throwing money out the window, and pollutes the air.

If you must have the car on for air conditioning or heat, don't run the engine for more than five minutes at a time.

Enjoy a "good" barbecue:

Start your barbecue with an electric probe, charcoal "chimney" or use a gas grill. Charcoal lighter fluid vaporizes quickly and adds to air pollution.

Paint smart:

Use latex paints rather than oil-based.

For more information, visit the EPA mid-Atlantic's website at www.epa.gov/donttopoff.





Dover/Kent County MPO Spotlight

Ann Marie Townshend

Dover City Planner

Name: Ann Marie Townshend

Title: Director of Planning & Community Development

How long have you been in this position?

I began in this position in March 2006. I have been in the position for eight years.

How long have you lived in the area? I am originally from Baltimore. I originally came to Delaware to attend graduate school at the University of Delaware, where I earned my Masters of Public Administration. I first moved to Dover in 1997 and then permanently located in Dover in 1999. I worked as a planner at DNREC from 1996 until 2002, when I moved to the Office of State Planning Coordination as a principal planner assigned to Sussex County.

Educational background:

I attended Towson University and earned a Bachelor of Arts in Political Science with a minor in Spanish. I became a member of the American Institute of Certified Planners in 2003.

Family and hobbies:

I have two boys, age 10 and 14. When not cheering them on in their sports and helping them with school work, I enjoy jogging, cycling, and spending relaxing time with friends and family.

What is Dover's Planning and Inspection Department? What does it do?

Dover's Planning and Inspections Department includes the Planning Office, Fire Marshal's Office, Code Enforcement Division, Licensing and Permitting Division, and Construction Inspections Division. We develop and enforce codes, review building, fire protection, and site development plans. We conduct inspections of new construction and existing occupancies and work with the public to ensure that development activities are managed and consistent with the City's Comprehensive Plan and ordinances.

I also function as the director of parks and recreation for the City of Dover. The parks and recreation department provides a variety of programs and leagues, and manages the John W. Pitts Recreation Center. The city operates 27 parks.

As head of the department, what are your responsibilities?

As a department head, I am

responsible for general administration within the department. This includes policies and procedures, personnel administration, and development and administration of departmental budgets including projecting revenues. Additionally, in Dover, the department heads have a number of operational responsibilities. In that regard, I work directly with developers and other agencies with regard to the development process. I work closely with staff throughout the department to support their programmatic responsibilities.

Dover's planning department seems to have grown in its responsibilities in the past few years since you came on board as city planner. Is this correct? Explain.

This is correct. The fire marshal's office, licensing and permitting division, and construction inspections division that had been under the public services manager since 2006, moved back under the director of planning and community development in

2011. The parks and recreation department was assigned to the planning department in 2012.

What have some of the challenges of the department's expansion been? What about the city's growth?

The greatest challenge has been *being available to be available to staff when they need my support, especially with managing a facility outside of City Hall where my office is located.* While I have plenty of enthusiasm for all of my roles, I don't always have as much time to dedicate to each issue as I would like. This has caused me to learn to delegate better.

Any perks to the department's expansion? Perks to the city's growth?

One of the benefits of adding the parks and recreation function to my responsibilities is that it allows me to utilize the resources of both the planning office and the recreation division staff on issues that overlap departmental boundaries. These areas include addressing the community's bicycle and pedestrian needs, wellness and health initiatives, and completing the long-needed recreation needs assessment.

The city's boundaries also have grown, correct? How have you, your department and the city handled that?

The boundaries have expanded in recent years, with the largest expansion being in the area of the new Dover High School. Annexation activity halted when the economy stalled, and the only annexations we have seen in recent years have been small parcels in need of city sewer service. Our larger growth challenges have been related to how we address infill and redevelopment, especially along the U.S. 13 and Bay Road corridors and

in the downtown area.

The expansion of the department's responsibilities essentially places a lot of responsibility on you as the department head. Do you see it that way? If so, how do you handle it? If not, what's your point of view?

I just take each day as it comes. There are certainly some days and weeks that I have to put in more hours than in the past, but I enjoy each facet of my responsibilities and find each of these areas rewarding in their own way. I also have great staff that keeps things going when I get pulled to other tasks. And sometimes I just need to realize that it takes longer to get things done than I would like. Even with all the responsibility, it is important for me to keep my life in balance and spend time with my family. My kids are still young enough that they want to spend time with me. I need to savor that.

How do you see Dover evolving in the coming years? As city planner, how would you like to see it grow or change?

The most important issue that we will face over the coming years is how we will continue to grow, primarily through infill and redevelopment. I believe that the days of large annexations are behind us, and infill development presents more interesting challenges. When you redevelop areas within the city, there are many more neighbors. It is important to listen to the neighbors' concerns and balance their interests with the private development interests and the larger goals of protecting community character, and promoting economic growth. It is a delicate balance, but I believe we are up to the task.

APP, CONTINUED FROM PG. 1

Activate other features on the app, and it can show road closure and incident locations, advisories, and weather conditions on certain roads.

PAC members and others in the central Delaware focus group provided comments and suggestions about the application.

Elizabeth Purcell, tourism digital media coordinator for the Delaware Tourism Office, suggested including push notification alerts from the app if a traffic jam is miles ahead.

PAC member Phyllis Collins said the use of the app while people are driving could be problematic. She said making the app voice-activated would be beneficial. Donaldson later said drivers should use the app before driving, or have a passenger use the app to help with navigation. However, he said, he would like to make the app voice activated.

DeCoursey asked the group about branding since DeIDOT's triangular logo also marks the application.

Purcell said the logo is recognizable for those who live in the state, but not for

out-of-staters. She and others suggested that DeIDOT define what its audience is before deciding if the brand is effective, and what a traveler is — someone from within, or out of state.

"The brand is DeIDOT," said PAC member Carlton Cannon Jr. "So when I see the DeIDOT logo, I think immediately Delaware. I'm not going to click on that when I'm in New Jersey."

Some panelists wanted to know the difference between DeIDOT's traffic app and a standard GPS application or gadget. Donaldson later said a GPS won't show traffic delays and other data like the DeIDOT app does.

Ease of use was another topic DeCoursey asked about. PAC member Jeremy Tucker said it was easy to go to the website, but a lot of information on a phone or tablet app, however, could be too much.

A few panelists suggested that DeIDOT find a narrower niche for app users.

"What do you want this app to be?" PAC member Mike Gumrot asked. "If you want it to be a traffic app,

then you've got to focus on that."

Donaldson said the feedback from the various focus groups on the app has been good on average, although none of the answers have been surprising. His team strategizes often on how to improve the app and already has responded to some of the feedback, such as alternate traffic routes. Users will soon see more detailed information about real-time traffic — particularly beach traffic — incidents, and detour routes. Donaldson additionally wants to work on social media features, and he said DeIDOT will advertise the app more.

PAC member James Webster suggested the app show travelers where rest stops are located.

"That's the kind of feedback we want to see," Donaldson said.

In just a few years, Donaldson said he would like to see the app's uses stretch to DART riders who want to find out when to expect the next bus. But, he wants other forms of transportation included too.

"Whether you're walking, on your bike, in your car or on a train or heading to the airport, we're going to give you the information," Donaldson said.

The app is free to download onto your smart phone or tablet. Go to the Apple Store or Google Play and search for "DeIDOT." Users can provide feedback through the app by selecting "contact us."



Linda Parkowski, left, and Elizabeth Purcell, middle, of the Delaware Tourism office, and Lorraine Dion of Kent County Tourism, right, provide input for DeIDOT's traffic app.

55-Plus draws more than 5,000: MPO, DMV, DART and AAA staff popular Dover Downs event

In early April the Dover/Kent County MPO partnered with the Delaware Division of Motor Vehicles, DART First State and AAA Mid-Atlantic to be silver sponsors at the annual 55-Plus Expo. The Central Delaware Chamber of Commerce event drew more than 5,000 people from Delaware and other states to Dover Downs Hotel & Casino. The four agencies together offered a variety of transportation-related information, from drivers' licenses to AAA memberships, transportation planning sites to how to navigate Delaware's bus service. Chamber officials said that in addition to Delaware residents, visitors from Maryland, Washington, D.C., New Jersey, New York, Pennsylvania, Virginia and even Texas attended the event.

You can visit the MPO these coming events:

- **Milford Bug n' Bud Festival: Saturday, April 26, downtown Milford**
- **Dover Days: Saturday, May 3, Legislative Mall, Dover**
- **Safe Summer Day: Saturday, June 14, Brecknock Park, Camden**



Sara Fuller of DART, right, at the 55-Plus Expo.

Public comment period started for Transportation Improvement Plan and UPWP

The Dover/Kent County MPO seeks the public's opinion on two documents.

A comment period for the MPO's Transportation Improvement Plan opened on April 6, and will finish on May 6. The MPO started a comment period for its spending plan, also known as the Unified Planning Work Program, on April 15 and will close on May 15.

This spending plan, which becomes effective July 1, 2014, is \$654,370, part of which is marked for several planning studies and programs that coordinate transportation and land use in central Delaware.

The MPO's FY 2015 proposed planning studies include:

- A bicycle and pedestrian plan for the city of Dover
- U.S. 13 Transportation Improvement District
- Rt. 10 Trail study
- A Milford northeast area master plan

The TIP represents the first few years of the MPO's long range Metropolitan Transportation Plan. Projects in the TIP are ones for which the Delaware Department of Transportation wants to secure federal funding. The TIP also serves as a budgetary guide for how

much money will be spent on each project. If a project is not in the TIP, it can't be done.

A few project highlights of the proposed TIP include:

- The widening of U.S. 13 from two lanes to three lanes on both sides of the divided highway. The widening would occur between the Puncture Run in Dover and Walnut Shade Road in Woodside — *For plan design and land right-of-way acquisition only.*
- A Camden bypass road. The road would run along Rt. 10 from Rising Sun Road to the west side of Camden — *This is for design and right-of-way acquisition only.*
- The West Dover Connector
- Grade-separated intersections along Rt. 1 at Little Heaven, South Frederica, Thompsonville Road and Northeast Front Street in Milford.
- Several safety projects, such as improvements at Glenwood Avenue in Smyrna and a roundabout at the Route 10/15 intersection.
- Bridge rehabilitation projects throughout the county.
- Transit vehicle purchases and re placements.

Some of the TIP projects, such as the proposed Camden Bypass have been identified as transportation needs for decades. The road would create an alternate route from U.S. 13 into the town and areas west of Camden, especially large truck traffic.

This project, and a few others in the TIP are yoked to a proposed 10 cent gasoline tax increase, on which the General Assembly could vote by June 30. If the legislature rejects the tax increase, some of the projects will not take place during the FY 2015-2018 TIP period, and the MPO will amend its document. Even without the proposed gasoline tax increase, a project's inclusion in the TIP does not guarantee construction will start within the TIP's time span, although designers and planners could be busy behind the scenes on a project.

The MPO's policy-making body, the MPO Council, is scheduled to vote on the TIP and UPWP at its May 7 meeting. The vote on the UPWP will be pending the completion of the public comment period. The Council's meeting will be held at 3 p.m. on May 7 in the council chambers of Camden Town Hall.

The UPWP and TIP are available to view on MPO's website at: www.doverkentmpo.org.

We're on the Web!

www.doverkentmpo.org

Also visit us on Facebook and Twitter

Like the MPO on Facebook!



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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)

John Sisson
Delaware Transit Corporation

Drew Boyce, for Sec. Shailen Bhatt
Delaware Department of Transportation

Terry Pepper (for Governor Markell)

MPO Staff:

Executive Director: Rich Vetter

Principal Planner: Jim Galvin

Public Liaison: Kate Layton

Planner: Chris Kirby

Executive Secretary: Catherine Samardza

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.

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