



CREATING A

CAPITAL GATEWAY

Drive toward to the west end of Loockerman Street and you eventually hit a fork in the road.

Downtown Dover is a mixture of old Dover and new; particularly evident just before Loockerman Street transitions into the western part of the city. There's a railroad track, and its former depot, which represent a time when a person took the train to get to neighboring towns, as well as a way goods are still shipped in and out of Delaware. There are homes, restaurants, offices, newer businesses in renovated older buildings and side-

walks, both bumpy and repaved.

The Dover/Kent County MPO and the City of Dover are working on a study that will make that area a more definitive gateway to downtown Dover. This November, the public will get to see what the Capital Gateway Study hopes to achieve.

The study encompasses Division Street from Saulsbury Road to State Street, and Forest Street to Division Street and the railroad track. MPO and city staff, along with hired consultants, held an initial stakeholder meeting on Sept. 15 regarding the Gateway

Study. The purpose of the study is to develop a master land use and transportation plan for Division Street and Forest Street in Dover, prepare an implementation strategy for enhancing the gateway into central Dover, and engage stakeholders and the public in a multi-day hands-on design process, or charrette, whose purpose is to develop an overall vision for these two corridors. The study would also develop a plan for emphasizing transportation, streetscape and land use elements as well as integrating broader (See GATEWAY, Pg. 7)

DELDOT HAS NEW HIRES IN FINANCE AND BICYCLE COORDINATION

Delaware's Department of Transportation has two new hires, within very different realms.

Lanie Thornton recently assumed the role of assistant director of finance, replacing Earle Timpson who retired after 24 years of service.

In her new role Thornton is responsible for both operations and capital cost management across DelDOT, including coordinating and reporting on the Capital Transportation Program (CTP), as well as control of federal funds.

Thornton brings eight years of DelDOT finance experience to her role, along with experience in private industry. She earned a bachelor's degree in accounting from Wilmington University and is currently pursuing a master's degree in business administration. Thornton resides in Smyrna with her husband and two sons.

In another division, John T. Fiori is DelDOT's new bicycle coordinator's role, which resides within planning. He started his new position on Aug. 24.

Fiori began his career with DelDOT in 1989 as a



Thornton

draftsperson in the Environmental Studies Office. He later became an Engineering/Planning/Surveying (EPS) technician in October 1991, with the Design Support division where he advanced to a higher level within the division. During his time in Design Support, Fiori verified and identified rights-of-way needs for department roadway and bridge projects in Kent and Sussex County, performed deed research, and prepared town agreements.

In October 2001, Fiori was promoted to be the Sussex County subdivision manager in Development Coordination. He reviewed subdivision and commercial plans to ensure compliance with department rules and regulations, coordinated development plans with Transportation Solutions relative to existing and proposed department construction projects, served as a member of the Sussex County Technical Advisory Committee, and prepared letter agreements outlining developers' obligations to improve or contribute funds toward a roadway being impacted by the land development project.

John is a graduate of Delaware Technical & Community College and the University of Delaware with a bachelor's degree in applied science.

MPO offers Little Creek, Kenton aid with their comprehensive plans

Aiding central Delaware's municipalities is just one of the many things the Dover/Kent County MPO does.

This year, two Kent County towns will receive some aid when the MPO helps their officials update their comprehensive plans.



Delaware requires its counties and municipalities to have comprehensive plans. The plans map out how each county and municipality, respectively, wants its jurisdiction to take shape in the coming years. The MPO has agreed to help the Town of Little Creek and the Town of Kenton.

MPO staff met last year with officials from Little Creek, the Office of State Planning and Coordination, and other agencies and agreed to provide financial assistance while an outside consultant puts together the updates.

The MPO also is offering Kenton financial assistance for its comprehensive plan, while members of the University of Delaware's Institute for Public Administration handles the work on the town's first comprehensive plan.

PAC NEWS



Carol Giesecke becomes new PAC member

The Dover/Kent County MPO welcomes a new member of its Public Advisory Committee.

Over the summer, Delaware Transport Corporation (DTC) appointed Carol Giesecke as its representative on the PAC.

Giesecke recently retired from Delaware State University after 10 years of service. Her responsibilities there included directing the Dietetics Program in the Human Ecology Department and working as the program leader in Family and Consumer Sciences for the university's Cooperative Extension.

Giesecke also was the principal investigator for several grants. She additionally provided nutrition education to youth in Title I schools in Delaware and performed regional

food systems work through a five-year grant with Pennsylvania State University.

Giesecke has worked in the nutrition and food safety education fields for more than 30 years at Ohio University, Penn State, the University of Maine, Lincoln University in Missouri and Del State.

Giesecke loves biking and riding Amtrak to Boston. She gets to Amtrak's platforms at the Wilmington train station by taking DART's 301 bus from Del State in Dover. As a user of mass transit, Giesecke hopes to bring a consumer's perspective to mass transit and cycling issues in Delaware.

MPO Recognizes PAC's efforts at June workshop



Dr. Carolyn Cohee shows one of the plants that the PAC received as gift for volunteering to be on the committee.

In June, the Dover/Kent County MPO said thank you to the members of its Public Advisory Committee at its annual workshop and dinner at Dover Downs Hotel & Casino.

The dinner, which also welcomed a few new PAC members, included a presentation about mapping software from Kendall Summers from the Delaware Division of Parks and Recreation and a presentation from MPO staff about bicycle and pedestrian projects.

Public Advisory Committee re-elects leadership

The Dover/Kent County MPO's Public Advisory Committee leaders will keep their seats for another year.

In August, the PAC voted to have Michael Gumrot remain as its chairman, and for Jayce Lesniewski to remain as the PAC's vice chairman.

These seats remain in effect for one year. Members will hold leadership elections again next August.



Gumrot



Lesniewski

MPO UPDATING PUBLIC PARTICIPATION PLAN

PUBLIC COMMENT PERIOD TO FOLLOW

The Dover/Kent County MPO is updating its public participation plan and will soon need public input.

Metropolitan Planning Organizations are federally required to have public participation plans. The Dover/Kent County MPO's plan, which was updated two years ago, outlines how the MPO communicates with the public about its plans and programs,

as well as other activities. A draft of an updated plan has gone through the Public Advisory and Technical Advisory committees, as well as the MPO Council. The plan will need to go through these channels again, as well as a 45-day public comment period before it can receive final approval. News of the

comment period will be posted on the MPO's website at www.doverkentmpo.org and in local newspapers. MPO staff hopes to have final approval of the Public Participation Plan in early 2016.





The American Planning Association's Planning & Community Health Research Center is dedicated to strengthening the connection between urban, regional and rural planning and community health.

The Center engages in collaborative, multidisciplinary research; education and outreach activities; and policy development work aimed at addressing today's pressing health issues, such as social inequities, physical inactivity and poor food access through urban, regional and rural planning.

What is food system planning?

Planners play an important role in the development of healthy, sustainable local and regional food systems to support and enhance the overall public, social, ecological, and economic health of communities. Community food system planning is the collaborative planning process of developing and implementing local and regional land-use, economic development, public health, and environmental goals, programs and policies to:

- Preserve existing and support new opportunities for local and regional urban and rural agriculture;
- Promote sustainable agriculture and food production practices;
- Support local and regional food value chains and related infrastructure in-

involved in the processing, packaging, and distribution of food;

- Facilitate community food security, or equitable physical and economic access to safe, nutritious, culturally appropriate, and sustainably grown food at all times across a community, especially among vulnerable populations;
- Support and promote good nutrition and health, and;
- Facilitate the reduction of solid food-related waste and develop a reuse, recovery, recycling, and disposal system for food waste and related packaging.

For more information, try checking out <http://planning.org/nationalcenters/health> as well as the following resources:

Webpages:

Planning & Community Health Research Center Homepage:
<http://www.planning.org/nationalcenters/health/>

Food System Planning:

<http://www.planning.org/nationalcenters/health/food.htm>

Access to Healthy Food:

<http://www.planning.org/nationalcenters/health/food.htm>

Publications:

Community and Regional Food Planning (PAS Memo, Sept. 2007):

<http://www.planning.org/pas/memo/2007/sep/index.htm>

APA, CONTINUED FROM PG. 5

Farmland Preservation (APA Education CD-ROM)
<http://www.planning.org/apastore/Search/Default.aspx?p=3419>

Food Systems Planning (PAS Essential Info Packet 16)
<http://www.planning.org/pas/infopackets/pdf/EIP-16.pdf>

Old Cities Green Cities: Communities Transform Unmanaged Land (PAS Report 506/507)
<http://www.planning.org/apastore/Search/Default.aspx?p=2420>
A Planners Guide to Community and Regional Food Planning (PAS Report 554)
<http://www.planning.org/apastore/search/Default.aspx?p=3886>

Planning Magazine, The Food Issue (August/September 2009)
<http://www.planning.org/planning/open/aug/>

Policy Guide on Agricultural Land Preservation (APA PolicyGuide)
<http://www.planning.org/policy/guides/adopted/agricultural.htm>
Policy Guide on Community and Regional Food Planning (APA Policy Guide)
<http://www.planning.org/policy/guides/adopted/food.htm>

Regulating Temporary Summer Uses (PAS Essential Info Packet 9)
<http://myapa.planning.org/APAStore/Search/Default.aspx?p=3846>

QuickNotes: Food Systems Planning
<http://www.planning.org/pas/quicknotes/pdf/QN24.pdf>

Zoning for Public Markets and Street Vendors (Zoning Practice, February 2009)
<http://www.planning.org/zoningpractice/2009/pdf/feb.pdf>

Zoning for Urban Agriculture (Zoning Practice, March 2010)
<http://www.planning.org/zoningpractice/2010/pdf/mar.pdf>

Interest Groups:

Food Interest Group (FIG)

FIG is a member lead and initiated group of practicing planners, students, and professors interested and engaged in food system planning practice at the local, regional or state levels.

Current Projects:

Community-Based Brownfields Redevelopment Strategies Workbook (2006-present)
<http://www.planning.org/research/brownfields/index.htm>

Funding from EPA has enabled the Planning & Community Health Research Center to develop an education and training product that community development corporations, organizations, and residents across the country can use to support the active involvement of their communities in brownfields redevelopment.

Urban Agriculture and Resilient Cities (2009-present)

Funds from the EPA, Center for Resilient Cities, and the MetroAg: Alliance for Urban Agriculture have helped the Planning & Community Health Research Center develop a Planning Advisory Service Report on the role of planning practice and local government policies in developing and supporting urban and peri-urban agriculture.

This article is courtesy of the American Planning Association's Planning & Community Health Research Center. For more information about the Planning & Community Health Research Center, contact Kimberly Hodgson at khodgson@planning.org.



Breaking Ground

LITTLE HEAVEN IMPROVEMENT PROJECT IS UNDERWAY **BY MIKE HAHN, AICP, DELAWARE DEPARTMENT OF TRANSPORTATION**

After years of transportation planning and engineering design, the Little Heaven Transportation Improvement Project is back on track. The project, located in central Kent County, has been advertised, with an award to A-Del Construction of Newark for approximately \$40 million.

Originally approved by the Federal Highway Administration as an Environmental Assessment in June 2010, programming shifts in funding and delays in a Kent County sewer upgrade to complete its affiliated effort within project limits, have caused some minor setbacks in scheduling. Additional coordination to secure

all rights of way, easements, and permits have also hastened the project's original construction date. However, with those elements completed or secure, beginning stages of construction begins this fall.

The actual project is called the State Route 1, Little Heaven Grade Separated Intersection. The proposed action will address the needs for traffic safety and preservation of road capacity for current and future traffic along Route 1 and local intersecting roadways. As such, the essential elements to the project are to separate through traffic movement along Route

1 from local traffic that crosses Route 1. In order to do this, the Delaware Department of Transportation (DelDOT) has proposed removing the existing at-grade intersection crossings at Bowers Beach Road, Mulberrie Point Road, at all direct property access to Route 1, provide alternative access to adjacent properties via parallel service roads, as well as access to and from Route 1 via new ramps.

Local road crossings of Route 1 would be consolidated at a grade separated intersection, and parallel service roads are provided to maintain connectivity between the local roads

and private accesses on each side of Route 1. Route 1 itself would be elevated through Little Heaven with local and service roads at grade.

Additional information, including a detailed diagram of the project limits and extent of access controls can be found at: http://www.deldot.gov/information/projects/sr1/little_heaven/.

Other information is also provided, such as visualization of the completed project effort from the perspective at Bowers Beach Road.

Why or how is this project important for

See PROJECT, Pg. 7



PROJECT, CONTINUED FROM PG. 6

planning, specifically transportation planning? DeIDOT data indicate origins of the project

date back to the early 1990's where it appeared in the state's Corridor Capacity Preservation Program (CCPP). The project was to serve as an alternative to *not* extending the SR 1, Toll Road south of the Dover Air Force Base, and, thus, avoiding a new parallel roadway system (with interchanges). The intent of the CCPP is to improve traffic safety and relieve traffic congestion along Route 1 and at its at-grade roadway crossings. This project, therefore, would

also provide and consider planned access to existing and future developments.

Sticking to this plan would additionally best avoid or minimize adverse effects to the socio-economic, cultural and natural environmental resources within the project limits of the CCPP and eliminate the need for new parallel highways. Although dated, the CCPP is to cover the Route 1 corridor area and access controls south of Dover to Nassau in Sussex County.

Three Grade Separated Intersection (GSI) projects have already

occurred or are still in the planning or concept stages. Those completed include SR 1/SR 9 which is located south of the Dover Air Base; North Frederica at SR 12/SR 1; and, at SR 1/SR 30 (relocated) south of Milford. The Thompsonville Road GSI is under construction north of Milford.

Future projects for CCPP planning consideration and eventual implementation include South Frederica in anticipation of a planned sports complex on the east side of the highway, North-east Front Street in Mil-

ford, and Route 1/Route 16 at Beach Highway/Broadkill Road.

Beyond the transportation planning, impact assessment, or governmental crisis on funding, infrastructure improvements will better improve our economy and provide safer options for our necessary travel modes. As a nation and locally, we need to stay competitive to provide levels of quality employment — skilled and semi-skilled— and better opportunities for quicker services.



GATEWAY, continued from Pg. 1

community and economic development opportunities, in conjunction with the Downtown Development District and Restoring Central Dover initiatives.

In short, the Gateway Study aims for beauty and function. It would formulate a plan of what people in the city want these roadway corridors to look like, what types of uses are desirable, and how to deal with access to businesses without introducing traffic confusion on Division Street.

Data collection started in September, with help from contrac-

tors from Whitman, Requardt & Associates, which included the initial stakeholder meeting which included representatives from the City of Dover, the Downtown Dover Partnership, and NCALL. A public meeting is planned for later this year, and the charrette is planned for mid-November with other area stakeholders — property owners, community leaders, business owners, and agency representatives — to gather local perspectives and determine land use/transportation needs and vision for the Gateway.



Stakeholders and planners examine a map of Dover during an initial meeting regarding the Dover/Kent County MPO and City of Dover's Capital Gateway Study. A charrette, or weeklong workshop, about the study is tentatively planned for the week of Nov. 16. Clockwise from bottom left, Dover City Planner Ann Marie Townshend, Bill Neaton of the Downtown Dover Partnership, Chanda Jackson of NCALL, Gregg Moore of the Becker Morgan Group and Andrea Trabelsi of Whitman, Requardt & Associates.

HOW MUCH SUGAR IS IN THIS?



LEFT: A little girl looks at a sugar display kit from the Kent Kids coalition, while spending time at the Safe Summer Day celebration in June at Brecknock Park in Camden. **RIGHT:** Volunteers from Kent Kids talk about healthy alternatives to sugary drinks, such as water flavored with fruit, or milk. The displays include several bottled beverages and clear plastic cups to indicate how many teaspoons of sugar are in each beverage, from soda and sports drinks, which have several teaspoons of sugar to water, which has no sugar. Since May, the Kent Kids coalition and Delaware State University nutritionist Marianne Carter have been on board with a campaign called Re-Think Your Drink, which focuses on trying to get the public to re-think sugary beverages and go for healthier choices, such as water. Since the campaign launch, Kent Countians have been encouraged to take the Rethink Your Drink Pledge, a 30-day challenge during which they commit to eliminate, or drink fewer, sugary beverages.

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Get Journeys the 'Green' way

The Dover/Kent County Metropolitan Planning Organization mostly publishes its newsletter, Journeys, via e-mail and the Internet. While you might see the occasional paper copy, the MPO has changed to an electronic format. To join the Journeys e-mail list, write to kate.layton@doverkentmpo.org, or call the office at (302) 387-6026, or visit the MPO's website at www.doverkentmpo.org. Thanks for helping the MPO's efforts to be earth conscious.