

Mobility Friendly Design Standards *Summit 2*

SUMMARY REPORT
from the
April 2005 Summit



by **William J. DeCoursey**
published
September 2005



Institute for Public Administration
College of Human Services, Education & Public Policy
University of Delaware

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which was sponsored by

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University of Delaware

TMA Delaware, DelDOT, and the Office of State Planning Coordination

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Table of Contents

Preface

Jerome R. Lewis, Ph.D., Institute for Public Administration, University of Delaware 1

Presentation

“Mobility Friendly Design Standards: Recommendations for Delaware” 2

Lorene Athey, Edward J. O’Donnell, and William J. DeCoursey
Institute for Public Administration, University of Delaware

Group Discussion 15

Moderator: Edward J. O’Donnell, Institute for Public Administration,
University of Delaware

Concluding Remarks 23

Roger Roy (Transportation Management Association), Constance Holland
(Office of State Planning Coordination), Jerome R. Lewis

Appendix: List of Participants 24

Panelists 24

Attendees 26

Preface

**Dr. Jerome R. Lewis, Director
Institute for Public Administration
University of Delaware**

As the director of the Institute for Public Administration (IPA) at the University of Delaware, I am pleased to provide this report on the Mobility Friendly Design Standards Summit 2. This summit was held on April 11, 2005, at the University of Delaware's Clayton Hall Conference Center and was sponsored by IPA in conjunction with the Delaware Department of Transportation and Transportation Management Association of Delaware with assistance from the Office of State Planning Coordination.

Stakeholders from the business community joined representatives from state and local government and civic leaders to discuss the issues of mobility friendly design and the recommendations that have been formulated specifically for the state. For a complete list of attendees, see the Appendix.

What is mobility friendly design? Mobility friendly design describes a broad set of design solutions for maximizing the opportunities of all people to move within and among communities independently and safely. It includes various modes of travel (e.g., auto, bus, commuter rail, walking, and bicycling) as well as travel for various trip purposes (e.g., employment, school, shopping, recreation, and community services). Best practice integrates the design of transportation infrastructure with the land-development process to encourage people to travel by modes other than the automobile. Barriers to integrating land use and transportation planning include lack of funding, resistance to change, public perception about smart-growth policies, and regulations that discourage innovation.

As part of the study effort that accompanied this summit, existing state and county land-development regulations were reviewed with the purpose of enhancing current mobility friendly standards in New Castle County with regard to transit, traffic calming, interconnectivity, school transportation and location, and trails. Since the initial summit in February 2004, a blue-ribbon panel of planning professionals, developers, homebuilders, government officials, legislators and university staff have taken the recommendations outlined at the first summit and developed specifically tailored policy and legislative changes, which are outlined in this summary document.

Attempts have been made to implement mobility friendly design concepts throughout the county. Area studies have been completed by DeIDOT, WILMAPCO, and New Castle County. This summit represents the next step in the process to review and then enact the recommendations, focusing on implementation activities that will benefit the majority of New Castle County residents who live in developed areas of the county.

I would like to take this opportunity to acknowledge those who contributed to the success of the summit. IPA's Edward O'Donnell and Lorene Athey were principally involved in the planning of this summit. IPA staff members Edward O'Donnell, Lorene Athey, and William DeCoursey presented a summary of the working paper and the Mobility Friendly Design Committee's recommendations. Edward O'Donnell also moderated an open discussion on the major themes of the summit. Also, I would like to thank IPA's Nelcenia Downer for providing exceptional staff support.



Presentation

The following presentation, given by IPA’s Edward O’Donnell, Lorene Athey, and William DeCoursey gives a brief overview of the history of the mobility friendly initiative, outlining the relevant objectives and challenges. It then proceeds to identify a number of specific priority recommendations for each issue area, proposing changes to New Castle County’s unified development code, state legislation, and various state agency’s rules and policies. Lastly, unresolved issues and possible future issues and actions are addressed.

Mobility Friendly Design Standards: Recommendations for Delaware

Lorene Athey, RLA
Edward O'Donnell, AICP
William DeCoursey

Clayton Hall Conference Center
 University of Delaware
 April 11, 2005

Mobility Friendly Design Project

- Joint effort of DelDOT, TMA of Delaware, and the University of Delaware/Institute for Public Administration, in cooperation with the Office of State Planning Coordination
- First Summit was held Feb. 2004




Mobility Friendly Design Project

Purpose and Objective

- Goal: Improved quality of the built environment
- Objectives: mobility focused design standards, policies, practices and processes




Mobility Friendly Design Project


- Committee convened to review issues identified at the first summit.
- Draft legislation involving county and state legislation has been prepared.
- Today's summit will present the findings and proposed legislation.




Defining Problem and Purpose

Current Problem and Challenges

- Inefficiency and costs of the modern transportation system
- Challenges to public transit services
- Land use issues, development decentralization, natural resources, environmental impacts, and service issues
- Coordinate this effort with the Livable Delaware initiative, State Strategies for Spending, *Better Models for Development in Delaware* and county/municipal comprehensive plans.




Livable Delaware - Update



- Strategies for State Policies and Spending
- Guidance for investment policies and decision making



Better Models for Development in Delaware



Ideas for Creating More Livable and Prosperous Communities


by Edward T. McMahon
with Shelly S. Mastran and Blaine Phillips, Jr.

published March 2004

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New Castle County Plan


- Updated in 2002
- In conformance with State strategies
- Utilizes the UDC as the implementation tool
- Coordination is required among state, county, and municipal plans.



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What's the Problem?

Americans are on the move...
without moving.



Courtesy of McCann Consulting
Measuring the Health Effects of Sprawl, McCann, 2004.

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Designing for Active Transportation

- Proximity: Are there places nearby to walk to?
- Connectivity: Are there safe and direct ways to make the trip?




Courtesy of McCann Consulting
Measuring the Health Effects of Sprawl, McCann, 2004

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Proximity

People are more likely to commute to work on foot or via bicycle if they:

- Live in a city center.
- Live close to a non-residential building.
- Live very close to a grocery or drug store and.
- Have good access to public transportation.



Courtesy of McCann Consulting
Measuring the Health Effects of Sprawl, McCann, 2004

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Access to Facilities

The closer people lived to a bikeway, the more likely they were to use it.

Traped, P.J., Preventive Medicine 2001




Courtesy of McCann Consulting
Measuring the Health Effects of Sprawl, McCann, 2004

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Our Streets are Incomplete

- 25% of walking trips take place on roads without sidewalks or shoulders.
- Bike lanes are available for only about 5% of bike trips.

Natl. Survey of Pedestrian and Bicyclist Attitudes and Behaviors, 2003. FHWA



Courtesy of McCann Consulting Measuring the Health Effects of Sprawl, McCann, 2004

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Barriers to Walking and Biking

- Lack of street connectivity
- Street design
- Site location/design
- Traffic volume/speed
- Lack of travel choice
- Social norm
- Time
- Crime – real/perceived



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What are Active Community Environments?

- Support and promote physical activity for people of all ages and abilities.
- Have sidewalks, bikeways, trails, parks and other recreational facilities.
- Promote mixed-use development and connectivity for all modes of travel.
- Are close to where people live and work and are easily accessible.

Courtesy of Nemours Health & Prevention Services The Built Environment and Public Health Barrett, Maribelen 2004

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Traditional Neighborhood Design, Neo-Traditional Design and New Urbanism



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Key Mobility Friendly Components

- Mix of Land Uses and Housing Types
- Universal Accessibility
- Interconnected Neighborhoods
- Public Spaces as Focus of Development
- Pedestrian-Friendly Infrastructure
- Managed Density

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Key Mobility Friendly Components

- Multi-Modal Infrastructure and Design
- Public Facilities—Transportation and Location
- Off-road Facilities
- Managed Parking
- Transit-Oriented Design

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Mix of Land Uses and Housing Types

Key Recommendation: Allow vertical and horizontal mixing of land uses. Require a variety of housing types.

Key Point: Communities and neighborhoods, require a variety of land uses and a variety of housing types to be successful.



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Universal Accessibility

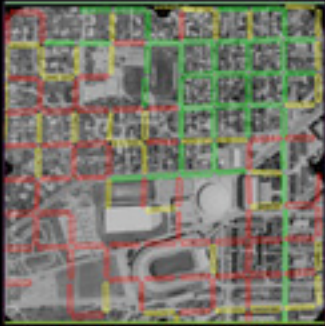
Key Point: All public transportation facilities, including pedestrian and transit facilities as well as parks and recreational areas, are required to be ADA-compliant.

Key Suggestion: Review national accessibility literature and AAB rules and regulations for additional recommendations beyond ADA requirements.



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Grid-like Intersections and Interconnected Streets



Key Recommendation: Require development proposals to identify nearby trip generators.

Key Recommendation: Design for interconnectivity and an arterial grid.

Key Recommendation: Design short blocks and streets and minimize the use of cul-de-sacs.

University of Southern California, Institute of Urban and Environmental Studies

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Grid-Like Intersections and Interconnected Streets

Key Recommendation: Reduce design speeds and incorporate traffic calming as needed.

Key Recommendation: Reduce required street widths.

Key Recommendation: Revise intersection design for safer pedestrian crossings.

Key Recommendation: Allow alleys and reduce the impact of driveways.



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Public Spaces as the Focus of Development

Key Recommendation: Communities should be designed with public space as a focal point.

Key Recommendation: Commercial and employment buildings should be designed with pedestrian-oriented public spaces.

Key Recommendation: All buildings should be designed for orientation toward public streets and public spaces.



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Pedestrian-Friendly Infrastructure

Key Recommendation: Adopt recommended sidewalk dimensions and standards.

Key Recommendation: Require a pedestrian-circulation system with interconnection and easements as needed.

Key Recommendation: Design developments to enhance the pedestrian environment using setbacks.



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Pedestrian-Friendly Infrastructure and Design

Key Recommendation: Design and locate pedestrian crossings to serve pedestrians, and provide maximum visibility for pedestrians.



Key Recommendation: Design to enhance the pedestrian environment using building articulation.



www.ipa.mad.edu Institute for Public Administration

Pedestrian-Friendly Infrastructure and Design

Key Recommendation: Design to enhance the pedestrian environment using parking lot placement and design.




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Pedestrian-Friendly Infrastructure and Design

Key Recommendation: Design to enhance the pedestrian environment using landscaping.



Key Recommendation: Enhance the pedestrian environment using lighting.



Key Recommendation: Enhance the pedestrian environment using traffic calming.



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Managed Density

Key Recommendation: Actively work to achieve transit supportive densities in existing or proposed transit served areas (up to 1/4 mile of a transit stop).

7 du/acre supports service every 30 minutes, 30 du/acre supports ten minute headways.





.67 du/acre 3 du/acre 6-8 du/acre

www.ipa.mad.edu Institute for Public Administration

Managed Density

Key Recommendation: To increase density within 1/4 mile of a transit arterial...

- Rezone to higher densities, 7-10 du/acre.
- Allow up to 50% of non-residential parcels to be used for multifamily residential development.
- Allow residential uses on upper floors of office and retail uses.
- Allow residential uses in close proximity to retail, office, institutional, and civic uses.
- Allow auxiliary residential units such as granny flats, guest houses, caretaker apartments, etc.
- Designate parcels as Transfer of Development Rights (TDR) receiving zones.



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Multi-Modal Infrastructure and Design

Key Point: Land use within 1/4 mile of a transit stop needs to be pedestrian and transit supportive.

Key Recommendation: Require a site-circulation plan as part of the design-review process.

Key Recommendation: All development should plan for the presence of bicycles.




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Multi-Modal Infrastructure and Design

Key Recommendation: Design transit facilities to maximize customer convenience, comfort and safety.

Key Recommendation: Design and locate Park & Ride lots to maximize customer convenience, comfort and safety.



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Public Facilities—Transportation and Location

Key Recommendation: Locate and design public facilities such as schools to maximize pedestrian, bicycle and transit access, in addition to access by school buses.



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Off-Road Facilities

Key Recommendation: Design and locate open space and recreation areas to maximize bicycle/pedestrian connection.

Key Suggestion: Review the national literature, AAB rules and regulations and DNREC guidelines to develop dimensional and design standards for off-road trails and paths.



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Managed Parking

Key Recommendation: Adopt methods to reduce the amount of land dedicated to parking lots.

Key Recommendation: Manage the supply of parking to discourage single-occupant-vehicle trips.



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Transit-Oriented Design



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Priority Recommendations Evaluated for New Castle County

- Design for interconnectivity and an arterial grid.
- Require a pedestrian-circulation system with interconnection and easements as needed.
- Allow vertical and horizontal mixing of land uses. Require a variety of housing types including both single- and multi-family.
- Actively work to achieve transit-supportive densities in existing or proposed transit-served areas (within 1/4 mile of a transit stop).

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Priority Recommendations Evaluated for New Castle County

- Locate and design public facilities such as schools to maximize pedestrian, bicycle, and transit access, in addition to access by school buses.
- Require a site circulation plan as part of the design-review process.
- Require a variety of land uses and a variety of housing types within transit arterial districts.

www.jpccastledel.org Institute for Public Administration 

Priority Evaluated for New Castle Recommendations County

- Design transit facilities to maximize customer convenience, comfort and safety.
- Reduce required street widths.
- Communities, whether they be villages, hamlets, neighborhoods or towns, should be designed with public space as a focal point.

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Problem: Community Planning

Current Planning efforts jump from the large-scale comprehensive plan to the small-scale subdivision plan with no middle ground. As a result, we plan and build mostly large-scale roads and small-scale subdivision streets. We need to create a mechanism to plan (and plan the transportation network) at the intermediate or community scale.

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Action: Community Planning

- Amend Title 9 Section 2656 of the Delaware Code to require planning sub-areas to be identified within the county comprehensive plans. Create a Local Area Plan for these sub-areas including, but not limited to, roadways, sidewalks, connections, and greenways. Existing land use studies and DelDOT corridor and area studies may be adopted as a Local Area Plan.

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Action: Community Planning

- Amend Section 20.200, 21.100 and 33.300 of the UDC to better define local area planning.
- New Castle County and WILMAPCO will identify planning Sub-Areas for Local Area Plans in the Regional Transportation Plan.



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Problem: Local Street Network

In many areas, we lack a network of local collector roads, whereby subdivision streets often access directly onto an arterial road. Once local transportation networks have been planned, we need to ensure that they are built in a timely fashion and provide more tools to accomplish this.

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Action: Local Street Networks

- Amend Title 17 Section 132 of the Delaware Code to ensure that collector streets which are identified in an adopted Local Area Plan are constructed.
- Amend Title 17 Section 160 of the Delaware Code to allow DelDOT to enter into public/private partnerships in order that collector streets identified in an adopted Local Area Plan are built in a timely fashion. The developer building the street would be reimbursed up to a *pro rata* share of the costs, and later developers would pay a *pro rata* share of costs based on trip generation.

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Problem: Closing Streets

Currently, it seems like streets can be closed with limited factual analysis and community-wide input. Create a deliberative, public process to close streets that formalizes the involvement of the affected communities and local government.

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Action: Closing Streets

- Amend Title 17 Section 1301 of the Delaware Code to require DelDOT to have approval from the local jurisdiction in order to vacate, abandon, or permanently close a road or interconnection.
- Amend Section 20.230 of the UDC to develop a formal deliberative process to abandon or vacate a street or interconnection and for stub streets and connections to be removed.

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Action: Closing Streets

- Amend DelDOT's Rules & Regulations for Subdivision Streets to:
 - Include criteria for determining the merits of a request for abandonment of a road or interconnection.
 - Require an operational analysis to be performed which will provide sufficient data to make an educated decision.

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Opportunity: Design and Location of Public Buildings

Public-health statistics, as well as fiscal, equity, and environmental concerns, provide compelling reasons to reduce our dependence on the car. To that end, it is important to locate and design all public facilities, including schools, to maximize pedestrian, bicycle, and transit access for students, employees and customers.

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Action: Design and Location of Public Buildings

- Amend Title 17 Section 132 of the Delaware Code to require safe pedestrian accommodation within one mile of all schools.
- Amend Title 14 Section 121 of the Delaware Code to ensure the presence of appropriate pedestrian facilities and connections to schools.
- Develop guidelines for the Better Models Booklet to address school location and site design, as well as connections to the community.
- Amend the UDC Section 21.131 to update language regarding school bus access in subdivisions and pedestrian connections.

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Action: Design and Location of Public Buildings

- Amend the UDC Section 40.21.163 to require pedestrian connection/facilities for other public facilities (in addition to schools).
- Amend the UDC to allow schools as a permissible use within open space, and to allow a certain percentage of school lands to count towards required open space. Additionally, when a developer donates land for a school, the donated land or a portion thereof may be used to calculate the allowable net density for the remainder of the development.

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Action: Design and Location of Public Buildings

- The Department of Education will incorporate the *Guidelines for School Location and Design* into the Department of Education’s site-review process. Each school district will need to address these guidelines in order to select a site or construct a school.
- The state needs to update the minimum construction standards for schools to include sidewalks as part of all school building programs, and update the state funding formulas to include the costs of providing appropriate pedestrian facilities.

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Opportunity: Design and Location of Public Spaces

The design and location of public spaces can support mobility by creating inviting bicycle and pedestrian connections and destinations.

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Action: Design and Location of Public Spaces

- Develop guidelines for open space and provide good examples to be added to Better Models for Development in Delaware that would discuss:
 - Where and how to locate open space
 - How much open space is needed
 - How to design attractive, functional open space that is integral to the community.

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Action: Design and Location of Public Spaces

Related Issue still to be addressed—Maintenance

- Create guidelines to address maintenance issues, especially regarding off-road trails and greenways and the connections between trails with neighboring homes and destinations, including snow removal.



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Problem: Development-Review Process


Although we are getting better, sometimes new development does not adequately address the transportation needs of local residents and customers.

We need to make sure the development review process addresses all circulation issues and opportunities.

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Action: Development-Review Process

- Amend Chapter 40.31 and Appendix 1 of the UDC to define the contents of a site circulation plan, and identify when in the process it will be required. A Site-Circulation Plan for a proposed development must include the following, within a one mile radius:
 - Land uses
 - Transportation network
 - Existing and proposed pedestrian and bicycle facilities
 - Transit service and facilities
 - Relationship to the local area plan
 - Identify additional transportation needs

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Action: Development-Review Process

- Amend Title 17 Section 132 of the Delaware Code to ensure that transportation needs identified through an adopted Site-Circulation Plan are addressed.
- DelDOT and New Castle County will revisit their MOU regarding how and when a Site-Circulation Plan will be reviewed.
- DelDOT will include language supporting Site-Circulation Plans within the Rules and Regulations.
- The Office of State Planning Coordination will revise the PLUS process to require and review a Site-Circulation Plan.

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Action: Development-Review Process

- New Castle County will revise the UDC such that connections must be appropriately located and designed to enhance pedestrian and neighborhood safety including good visibility, signage and appropriate lighting.
- New Castle County will revise the UDC so that where connections are in close proximity to homes, they will be designed and marked to be clearly visible and defined, to minimize negatives to neighboring home owners, and to discourage private appropriation of public land.

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Problem: Street Design

Speeding, pedestrian safety, aesthetics, and environmental concerns suggest that we need to re-evaluate how we design our vehicular facilities.

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Action: Street Design

- Amend DelDOT's Rules & Regulations for Subdivision Streets to include recommended street and sidewalk widths.
- New Castle County will consider requiring structured parking, limiting the use of impervious surfaces and/or other solutions that improve accessibility, aesthetics, and the environment, when a developer wants to have more parking than the minimum required by the UDC.

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Problem: Transit Facilities

Attractive, comfortable, and safe transit facilities encourage transit ridership and make the experience more pleasant. Many of our existing bus stops currently lack basic facilities.

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Action: Transit Facilities

- Develop a policy statement for DTC bus stop facilities.
- Delaware Transit Corporation will work with the appropriate affected parties to develop guidelines for the design of major transit hubs that minimize the negative impacts on the community while maximizing the benefits to transit users.



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Problem: Transit-Supportive Land Uses

Transit usage is good for the environment, provides alternatives to the car, and independence to a significant number of people who are disabled, poor, elderly, or too young to drive. We need to ensure that land use supports maximum access to transit and that transit facilities are accessible as well as mobility- and community-friendly.

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Action: Transit-Supportive Land Uses

- Revise the UDC to encourage infill and mixed-use development in appropriate locations.
- Revise the UDC such that innovative and mobility-friendly development and transit-supportive densities are allowed “by right” in appropriate locations throughout the county.

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Action: Transit-Supportive Land Uses

- DelDOT will address the Transportation Impact Study (TIS) issues related to density bonuses.
- Delaware Transit Corporation will work with the local jurisdictions and MPOs regarding the location of major transit hubs so that they may be identified on the MPO’s long-range plans, and so that the local jurisdiction may zone appropriately to encourage complimentary adjacent land uses.
- New Castle County will revise the UDC to provide incentives and/or encourage use of the existing incentives for mobility-friendly design.

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Action: Transit-Supportive Land Uses


- New Castle County will revise the Comprehensive Plan to identify where Village/Hamlet developments would be appropriate.
- New Castle County needs to work with DelDOT and DTC to seriously consider where transit-supportive densities are appropriate and then zone these areas accordingly.

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Related Issues to be Addressed

Village/Hamlet Ordinances:
Revise the Village/Hamlet ordinances in the UDC such that large developments could increase density in conjunction with TDR or other methods of land preservation, provided a fiscal analysis can show a public benefit.


Walkable Communities:
Land development design should be oriented towards achieving safe, walkable communities that are functionally integrated with the surrounding land uses.

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Related Issues to be Addressed

Public Education


- Develop and conduct a public education campaign regarding mobility-friendly-development practices.
- Emphasize the benefits to the individual such as: convenience (e.g., less time chauffeuring family), improved health and fitness, better emergency-response times (fire, police, ambulance), less pollution, and lower local taxes as a result of more efficient public works provision, operation, and maintenance.

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Related Issues to be Addressed

Public Education (continued)

- We need to find and show people good examples of what we are trying to accomplish, and bring in residents (not just consultants, professionals or government employees) who have benefited from it.




WILMAPCO

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Related Issues to be Addressed

Affordable Housing

The current UDC needs to better balance environmental and land use requirements with affordable housing needs. It was agreed that this topic requires attention and that additional stakeholders need to be brought to the table to address this issue.

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Next Steps

- Continue to refine and implement ideas identified from this summit for New Castle County.
- Work with Kent and Sussex Counties and Delaware municipalities to address mobility friendly issues.
- Work with the Office of State Planning Coordination to revise the Model Code for municipalities.

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Working Together to Develop a Shared Vision for Our Future






Thank You!

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Group Discussion

Moderator: Edward J. O'Donnell
Senior Policy Advisor
Institute for Public Administration

During the summit, Edward O'Donnell moderated a panel discussion, during which audience members asked questions of the Mobility Friendly Design Committee/panel members. The following is an edited summary of the discussion.

Edward O'Donnell – When you ask a question or comment, please state your name and your affiliation.

David Ames (*University of Delaware Center for Historical Architecture & Design*) – How do we approach elementary and middle schools about incorporating elements of neo-traditional design and new urbanism into their course work?

Edward O'Donnell – That can be addressed in conjunction with other disciplines, such as architecture, on which a curriculum could be based for elementary-aged students.

Anita Puglisi (*Wilmington Area Planning Council Public Advisory Committee*) – So far we're talking about the counties and the state. When will the municipalities be brought on board?

Lorene Athey (*Institute for Public Administration*) – This has already been happening as municipal plans, when updated, are utilizing the better models booklet, the state strategies, and Livable Delaware. It's a process that is underway.

Edward O'Donnell – Governance also plays a role. Some micro-towns don't yet have the staff to embrace or maintain the concepts. It may require more outreach from the state.

David Ames – I'm sorry if I'm putting you on the spot Ed, but in your opinion, what are the three aspects of MFD in Delaware that are the most important?

Edward O'Donnell – (1) Local-area plans, (2) Complete traffic and pedestrian impact analysis (need same access for people and cars), (3) How do we integrate design changes in proposed communities with fire-protection standards?

The Hon. Robert Weiner (*New Castle County Council*) – The state doesn't mandate or require any of its best practices. It does not impose penalties for non-compliance. The state needs to take a stronger role.

Juanita Wieczoreck (*Dover/Kent County Metropolitan Planning Organization*) – I'd like to thank you all for the good work you've done. One issue we have is that municipalities have struggled whenever they try to reduce street widths, because the fire regulations dictate a minimum width of 24 feet, meaning that no street in the community can be any narrower, although some municipalities would like to utilize alleys or more narrow streets. What's the answer?

John Rossiter (State Fire Marshal's Office) – The fire regulations do set the minimum street widths at the moment. The regulations were adopted over a number of years based on input from the fire chiefs and the Delaware State Fire Commission. However, the newer-type developments (New Urbanist/Neo-Traditional) would impact the minimum size of fire lanes. Changes in the fire regulations must be addressed. Governor Minner suggested as much in her legislative agenda. We need to come to a consensus with the fire chiefs. It's possible that construction and design standards, coupled with fire-suppression systems, could help mitigate any increased risk narrower streets may pose.

Constance Holland (Office of State Planning Coordination) – It's on the governor's legislative agenda and has been discussed in the context of the Livable Delaware program. We have an upcoming meeting with the top fire officials. From there we hope to work through this issue. They realize some of the street widths and turning requirements have been a problem for years, but they don't like to grant waivers.

Edward O'Donnell – Building materials and fire-suppression systems may be one way to address the issue.

Anita Puglisi – Is there any possibility of using one-way streets to mitigate the required street widths in the fire code (a 12-ft. one way as opposed to a 24-ft. street)?

Ralph Reeb (Delaware Department of Transportation) – In an emergency, fire trucks seem to go anywhere they want, regardless of street direction. What we need to do is not reinvent the wheel. Let's look at other places and see how they do it. Other places have skinnier streets and they manage their fire and emergency services just fine. There are wide-ranging solutions, and folks in more urbanized areas learned these lessons sooner. Some of the same concerns have been discussed, as they relate to traffic-calming features (speed bumps), and have been addressed. In some of the western states, they've spent a lot of time having fire personnel test-drive their equipment over various types of surfaces. We should see what folks in these other cities have done.

Robert Weiner – How do we get a greater commitment to bike and pedestrian enhancements and context-sensitive design? They don't need to be over-engineered. We would like to see the state, counties, and municipalities mandate this so that we have a complete 20-year plan for build-out on our connectivity.

Charles Baker (New Castle County) – A couple ideas that came out of this work were the local-area plans, and site circulation reviews are a step. Together they help to address multi-modal issues and connectivity. They were created to specifically address that issue.

Ralph Reeb – This is something that has been struggled with from the transportation side, the county side, as well as by municipalities, the counties, and the development community. A common complaint is that, "This thing doesn't go anywhere." The plans have to spell out beforehand where and why the linkages do or will exist. People need to have a sense of how and why. The developers and property owners need to know in advance how everything is supposed to work.

Robert Weiner – One example is the Carter farm, where the community decided that their neighbors' \$300,000 homes shouldn't be integrated with their \$400,000 homes. First DelDOT capitulated and disallowed vehicular interconnectivity. New Castle County then disallowed pedestrian and bicycle connections. I'm hoping we don't see any more examples like that. The rich don't want to live next to the poor. Everyone capitulates and the interconnections are closed. How do we avoid this?

Constance Holland – In all fairness, this is an area in which we have made great strides as a state. The local jurisdictions should be commended as well. We had the first state strategies for policies and spending in 1999. The second version was just adopted in September of 2004. The State Strategies have incorporated all the municipal plans. There is much more coordination today. There are these new preliminary land-use reviews. There are comprehensive plans. There are state strategies. I think all of us feel we're ready for district plans, not to usurp authority, but to communicate more, and that will really help us see where this trail goes.

Ted Williams (*Landmark Engineering*) – The requirement and cost of the operational analysis (proposed legislation) would be a serious deterrent to frivolous closings. The analysis would have to prove that closing the interconnection would not be a detriment to the community.

Pamela Scott (*Saul Ewing LLP*) – The proposed legislation makes the process so difficult and expensive that it will be very difficult for the status quo (of political connection closings) to persist. We've already made some headway on this issue. DelDOT has been pushing for connectivity for some time now.

Jay Sonecha (*Blenheim Management Corporation*) – I'll give you an example of what occurs with DelDOT working with the private development community. At Bayberry South, it was DelDOT's thoughts and ideas that led to connectivity. On Bayberry North, they also suggested we achieve connectivity as well.

Robert Weiner – “McMansions” are a crime. We need higher densities. Currently we don't provide options for density, and the market isn't even allowed to determine development patterns and densities. How do we provide those options? It was very difficult for Jay Sonecha (*Blenheim Homes*) to get approval for a more progressive development. There should be density bonuses for mobility friendly communities. Not everyone wants to live in a one-acre “McMansion.” Will there be a commitment from government agencies and the private sector to support it?

Constance Holland – Some legislation has been proposed. All through it, it addresses the transfer of development rights, wastewater, and Level 4 that are causing sprawl. It should be encouraging to see the governor, the secretary of agriculture, the state planning office, and the national resource secretary looking at this, trying to preserve open space and farm land, - that we, in fact, can have bio-diesel. It's a very hot issue. Some people feel if you own the land you can do anything you want with it. That's why we need TDR and new annexation legislation, as land preserved will be a future commodity.

Ralph Reeb – Density is an easy topic in the academic world, but in the real world, we need to talk about something being walkable first. Then we can move toward transit-oriented development. As we move forward, trying to make livable communities will fall to architects and designers. “Walkable” has a much better ring to it than “dense.” No one wants to have to drive to get breakfast, and those aren't the places we take our families for vacation.

Robert Weiner – Delaware is cutting back on bike and pedestrian enhancements because of budgetary constraints. I think that is going backwards. We need to lobby to ensure these items are put back in the budget.

David Ames – How are we going to evaluate the effectiveness of whatever recommendations are implemented? Is there any systematic way to see whether these initiatives work or not?

Constance Holland – The law says the local jurisdictions must reply to the state on how they have implemented their comprehensive plans. The growth zones seem to be working. So far 90% of new growth has occurred in the growth zone. That was very pleasing. This may not be exact, but we’re looking for ways to ascertain how well the comprehensive plans are being implemented. I believe the state strategies should be state law, because they are a compilation of comprehensive plans that are certified. We’re not quite as far as you’ve suggested, but that is where we are headed.

Charles Baker – The policy advice this committee has put forth, i.e., the research supporting it, is from all over the country about what has worked. In terms of does it work later? I’m aware of two efforts, one at DelDOT and another at WILMAPCO. Our task is to convince government and the developers to embrace it.

Ralph Reeb – There are two efforts to track performance. They’re not precise, but they are accurate on the state and county level. The first is an ongoing effort by CADSR (the University of Delaware’s Center for Applied Demography and Survey Research). They have a huge database of phone surveys where Ed Ratlege asks them what they did yesterday, where they traveled. Slowly over time, it shows us travel trends. Secondly, we can track progress via complaints. Oddly enough, increased bicycle funding will equal increased complaints from cyclists. It’s actually a good thing, because a larger volume of cyclists will equal an increase in complaints. In 1995 about 59% of cyclists were reasonably happy with the system. Now about 75% are happy. The real test will be over a 20 or 25-year period. We need to offer kids choices as they decide where and how they want to live. There has always been a missing piece. We have comprehensive and transportation plans. We study rezoning and subdivisions, even surface water, but connectivity was always lacking.

Tigist Zegeye (WILMAPCO) – From the MPO perspective, we have a public-opinion survey and a progress report looking at a 25-year span to see if it’s working or not. On a technical level, we also have the Congestion Management system that assesses how congested a corridor is. It can sometimes qualify why something improved. The system itself should improve in the future. There is some public education in the school system. Initially it was pre-license training. Now we’re going for younger kids, a curriculum for children in grades five to eight. We ask them how their families get to work and school and show them how they interact with the transportation system.

Edward O’Donnell – Vehicle miles traveled (VMT) could also be used as an indicator. I don’t think you’ll see a net reduction in VMT, but you may see a reduction in the percent of increase and also, hopefully, an increase in the number of modes used. We’re sort of going “back to the future” with local-area plans. New Castle County did some of that in the late 1970s. They were called district plans. What’s important about the local-area plans is that they’re done by area, not site-by-site. This gives us a much better opportunity to impact how people travel. Connectivity has had issues historically, because it has sometimes not been done in the right places and hasn’t ended up looking so good, especially when the existing hierarchy of roads was not appropriate for it.

David Dooley (DART–First State) – What does it take to incorporate new areas or towns?

Constance Holland – To be perfectly honest, we’re not looking for new towns. They’re very expensive. Township requires a lot of governance responsibilities, services and regulations. The burden normally results in hopefuls backing away. We would rather focus on keeping the towns we have vital and growing. We would rather give the jurisdictions that we have the tools they need to improve service. We need to keep new development near existing services.

Ted Williams – The focus has to be more on mixed use and community centers. We feel it's better to create a new, mixed-use town center than simply create a new town.

Edward O'Donnell – The question really is, how do you build new, integrated, workable communities whether it be in a town, or in an unincorporated area. New development needs to function as a workable community within the context of the larger community.

Robert Weiner – In New Castle County, we've created the hometown overlay zone, which allows some limited local regulation regarding design standards and enhances areas that have village-like qualities, and that's been very cost effective. Concerning the next level of service waivers, how do we do even better since we can't build our way out of congestion? We need to apply the same thinking to other institutions aside from employment centers. I think we may need to revisit the level-of-service waiver to take a look again at using that same kind of approach, and think creatively.

Roger Roy (*Transportation Management Association of Delaware*) – For 14 years TMA has been very proactive in trying to reduce traffic attributable to employers (e.g., traffic mitigation and level-of-service waivers), but is there something else that we can do? The next step needs to be tied to the land-use process on the front end, the trip's origin, from where it starts. Are there things we can do to get people to want to try an alternative that would ultimately reduce overall trips, i.e., carpool initiatives? This line of thinking was, in a way, the nexus of this initiative.

Juanita Wieczorek – Specifically in Kent County, the provision of EMS and fire services in unincorporated areas will be a huge issue, particularly with the county's dependence on the state police and volunteer fire departments. I hope efforts will address that in Kent County.

Lorene Athey – When we come to Kent County, you'll be one of the people setting the agenda.

Charles Baker – This is about the difference between building a community and centralizing services, and single use developments where you have to drive everywhere. It's all about building communities and not just growing.

Molly Raley (*Delaware Department of Transportation*) – What can be done for Sussex County, particularly the unincorporated areas, where subdivision streets that are built privately are allowed to be built below DelDOT standards? DelDOT ends up paying for the retrofit. How do we get some uniform mobility friendly design standards that encourage walkability in the long term?

Constance Holland – We're very aware that the three counties differ and that they could benefit from some of these recommendations. We work with the county councils; each has a circuit-rider planner and there's the PLUS process, but each is different and the local jurisdictions often have the final say. Kent has some Amish buggies. We also need to think about truck traffic. We are thinking about it, but it will take some time. Still, the counties do compete with each other. I don't think Sussex County will want to be seen as being behind the curve. They've done an excellent job with public transportation in the beach areas, and we'll have a chance to broach this subject as their plan is due for revision in the next 18 months.

Molly Raley – There is no MPO in Sussex. What effect does this have?

Roger Roy – There is a bill pending in the state legislature that would mandate that Sussex County build its roads to the state standard. It would be nice if the county did this on its own, but the bill is pending.

Ralph Reeb – We really aren't in a position to force people to do anything, so let's provide some good examples. Concerning affordability, private streets do decrease the up-front cost, but there's no vision. DelDOT is often invited back to help with the situation years later. We need to work with folks, both local and regional, to find some good examples of up-front and long-term affordability.

Carol Barnett (*Division of Services for Aging and Adults with Physical Disabilities*) – ADA (Americans with Disabilities Act) has been on the books for 15 years, but still there seems to be no consistent support for it. Retirement homes, for example, are being built in virtually inaccessible areas with no curb cuts. The list goes on and on.

Ralph Reeb – That's a valid point. These types of things really take partnerships. An earlier collaboration led to some successful textured ramps (truncated domes). The key is trying to retrofit and also require connectors. It's a matter of fixing what's out there and keeping it up. It requires a partnership among ourselves, the development community, and the local governments.

Stephen Kingsberry (*Delaware Transit Corporation*) – Delaware's entire bus fleet is 100-percent wheelchair-accessible, plus the state runs over 3,000 trips a day of para-transit.

Charles Baker – On behalf of the county, if you see obvious omissions of ADA regulations in development plans, please notify us. If it's not happening in the field, we need to pinpoint why, and I would welcome finding out where those issues are.

Constance Holland – Citizens normally don't want a heavy government. A lot of this work is done by the local jurisdictions, and they don't have a lot of building inspectors. That's where it becomes very tricky. Sometimes the best master plan doesn't make it to the mason.

Paul Sullivan (*SYSTRA Consulting, Inc.*) – I agree with you all, but the average citizen is not on board yet. We need to get the word out. The average person still wants a development with a moat around it. They're afraid of "those people." Conceptually, these are great ideas. Currently, supporting this type of growth puts a bullseye on a councilperson's back. If we want to progress forward, we'll need great public relations, because, by the time these plans get to the development stage, it's too late.

Edward O'Donnell - I agree, and this was an issue the committee discussed at length. In fact, one of the committee's strongest recommendations for the next phase of the mobility friendly initiative is a strong public education component.

Constance Holland – The state has seen this need for some time. I saw it and so did the governor and many of the representatives. This led to the Better Models for Delaware manual. It's been very well received by those who have heard about it. The only problem is that it takes drastic action to get people to listen unless they're directly confronted by the process.

Edward O'Donnell – One key will be to find someone who can convince the layperson. Ed McMahon is very capable.

The Hon. Karen Venezky (*New Castle County Council*) – As an elected official, I tried to function as a reality check during the process. The only way this will move forward definitively is to have some good examples, to start a buzz. People need to be able to see it with their own eyes. That’s when the word of mouth starts to work.

Roger Roy – It’s difficult to pull some organizations into the fold. Two huge civic “umbrella” groups were purposefully invited to participate in the work of this committee, the civic associations. One simply said no. The other agreed and designated a representative who never attended a single meeting.

Ted Williams – We’re going to need examples right here in New Castle County. From a regulatory standpoint, it needs to be a matter of right if someone wants to develop this type of community. Make it a matter of right, get one on the ground, and we’ll have our example.

Charles Baker – That’s true, but I don’t want us to overlook a number of positive trends that have already been taking place. The average lot size has been decreasing in New Castle County. When I started here it was at three-quarters to an acre lot size. It’s now at less than one-quarter acre. We’ve also seen increases in the number of townhouses and age-restricted communities. The public is reacting well to increasingly compact development already. Some of the product that the market is responding to is compatible with these mobility initiatives. We just need to put it together. If we get Ed McMahon to talk to the civic leaders, towns and counties, we’ll have a lot of opportunities over the coming years.

Gary Burcham (*Delaware Institute for Planning & Design*) – This is all well and good, but have we been preaching to the choir? Everything presented is good and logical, but so much of it doesn’t give a lot of incentive or get people excited. I’m talking about educating and inspiring. People should see the value. If public policy is such that it pays to undertake these things, it will succeed; people will flock to it. How do you harness the engine of capitalism in order to get the kind of physical world that we’re trying to build? That’s something we need to ask and address from a public policy perspective.

Charles Baker – Well, currently it’s illegal to build the kind of developments we’re espousing. You’re simply not allowed to build these types of development. I’m sure some of these folks would happily invest in this type of product. It may not be so much a need to offer incentives. It may be as simple as allowing it. A lot of it has to do with allowing government to get out of the way.

Constance Holland – Milton and The Farm in Dover are good examples of government beginning to allow increasingly progressive development and revitalization. Other similar subdivision plans are in the works. You have to remember, the subdivisions being built now were approved 2-5 years ago. In the past 4-6 years there have been some changes. For example, Leipsic declared a moratorium as their community began facing exploding growth. Things are beginning to change. We’re seeing much better record plans, and the developers have been a tremendous help. They want to do better than the last one. The Better Models award may also provide an incentive in a competitive industry.

Ralph Reeb – It is important that we try to get out of the way and allow/support progressive development and planning. Still, we can’t kid ourselves. There will always be a market for large lots, but now that’s the only choice. We need to show people that more progressive development patterns actually are more lucrative. They are economically feasible because they sell out faster and with higher returns than the traditional development pattern we’ve used for the past 20 years.

Jay Sonecha – Development changes very slowly compared to other industries. Land use is often regulated against the development's best interests. If you free the industry, it will find equilibrium.

Concluding Remarks

Roger Roy (*Transportation Management Association of Delaware*) – Hard work still has to be done in the months ahead. It's good that Dick Cathcart, the House Chair, was here to carry the legislation forward. DelDOT has already rewritten a number of its codes, and we're off to a good start.

Constance Holland (*Office of State Planning Coordination*) – We all just have to keep carrying the flame and continue with the partnerships that have been established, and I would like to work more with district planning.

Jerome Lewis (*Director, Institute for Public Administration*) – The university has the ability to pull people together, like we have today, and we can educate. We can research. As a sponsor, I was very encouraged. A lot of people came together quickly, and we put together the proposal, the forums and the committee. It is a challenge. Action is not easy. This is a great project, but the real world is tough. We're looking at changing the pattern of America. We've been working on infrastructure projects for over 14 years. The university can lend its staying power to the process since we don't have to live with terms of office. Thank you all for coming. I'd like to particularly thank Ed O'Donnell, Lori Athey, the entire committee, and B.J. DeCoursey. Thank you all.

Appendix: List of Participants

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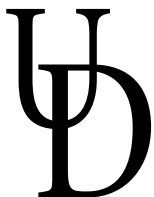


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