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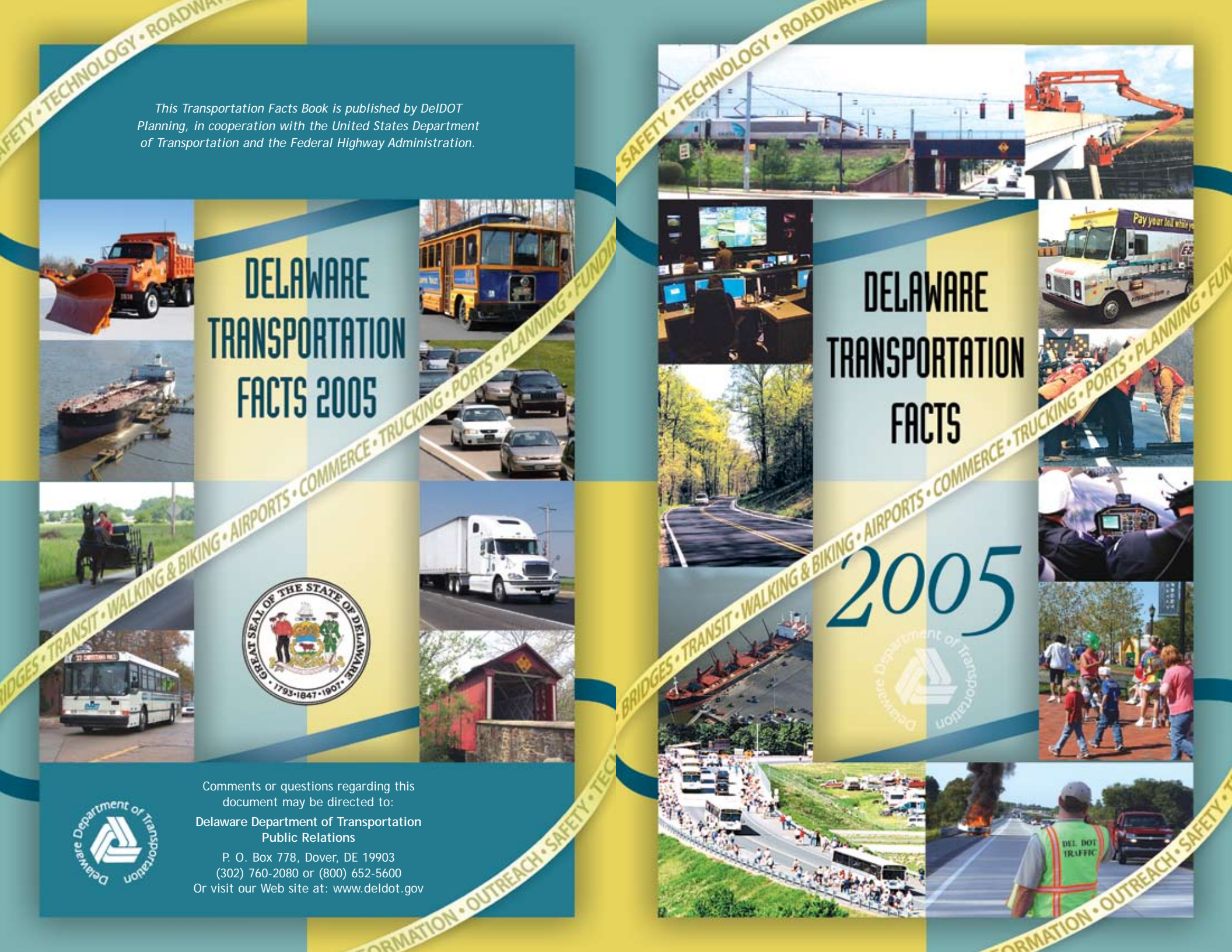
# DELAWARE TRANSPORTATION FACTS 2005



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# DELAWARE TRANSPORTATION FACTS

# 2005





DELAWARE  
TRANSPORTATION  
FACTS  
2005

Ruth Ann Minner  
Governor

Carolann Wicks  
Secretary  
Delaware Department of Transportation



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## Letter from Governor Minner

This year, I've had the pleasure to swear in Carolann Wicks as the new Secretary of the Department of Transportation. In her more than 23 years with DeIDOT, Carolann has developed a vast knowledge of the department and its operations, making her uniquely qualified to lead this agency and deliver an efficient, high quality transportation system to the residents of Delaware.

Secretary Wicks will oversee the Department's operations, including a few projects I would like to highlight as recent efforts by the Department to help improve our transportation system for Delawareans and those who travel through our state. Community outreach has begun on a new U.S. 301 from the Maryland/Delaware border to State Route 1, just south of the Chesapeake and Delaware Canal. This much needed project will improve and expand an existing roadway system that lacks capacity for current and future traffic volumes, while also preventing some of the traffic accidents that occur there.

Sincerely,



Ruth Ann Minner  
Governor



In Kent County, DeIDOT is continuing its work on grade separations on Route 1 from Thompsonville Road to Route 9 to enhance safety at accident-prone intersections and improve traffic flow along the Route 1 corridor.

And in Sussex County, the first phase of the Indian River Inlet Bridge Project continues into this year with the construction of the roadway on both sides of the bridge. For statistics and additional interesting facts about other projects and services DeIDOT provides for the people of Delaware, please take some time to leaf through this fact-filled book, which is an excellent reference for anyone trying to learn more about our Department of Transportation.

## Letter from Secretary Wicks

The sixth edition of the Delaware Transportation Fact Book will mark my first as Secretary of the Delaware Department of Transportation. I am very honored to have been nominated by Governor Minner and confirmed by the Senate to become Delaware's Secretary of Transportation.

I have been asked several times why I would want to take this job given the many challenges DeIDOT faces in the years to come. The answer is simple—we are an excellent team of professionals who work hard to provide our customers with a safe and efficient transportation system. As transportation professionals, we are very much aware of the critical role transportation plays in the success of our state. The services we provide, the projects we deliver and the valuable assets we maintain are all essential to a thriving economy and a great quality of life for our citizens.

Sincerely,



Carolann Wicks  
Secretary, Delaware Department of Transportation

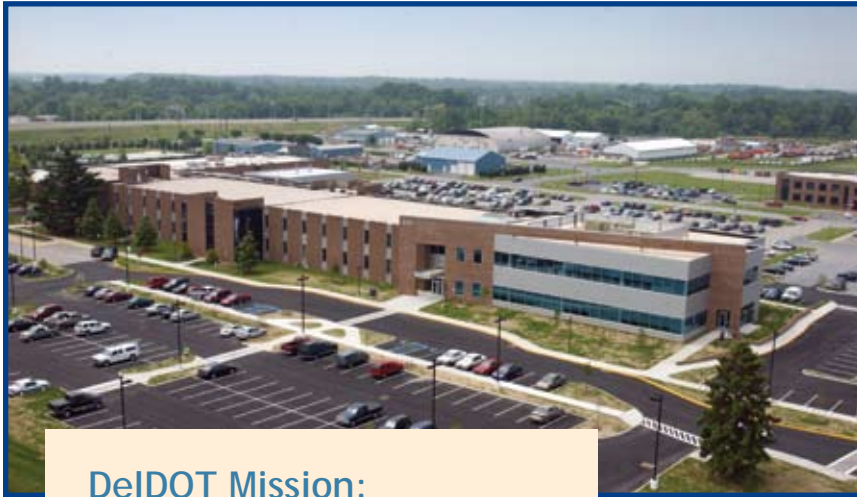


As we pursue our short and long term goals, I will ensure that an open, collaborative and informative dialogue exists between DeIDOT and our customers, as we work to effectively communicate what we believe are the top transportation priorities. And ultimately, we will develop and deliver a multi-modal transportation program that helps achieve Governor Minner's Livable Delaware initiative.

Public service is a very noble profession, and I am very proud to serve as Delaware's eighth Secretary of Transportation.

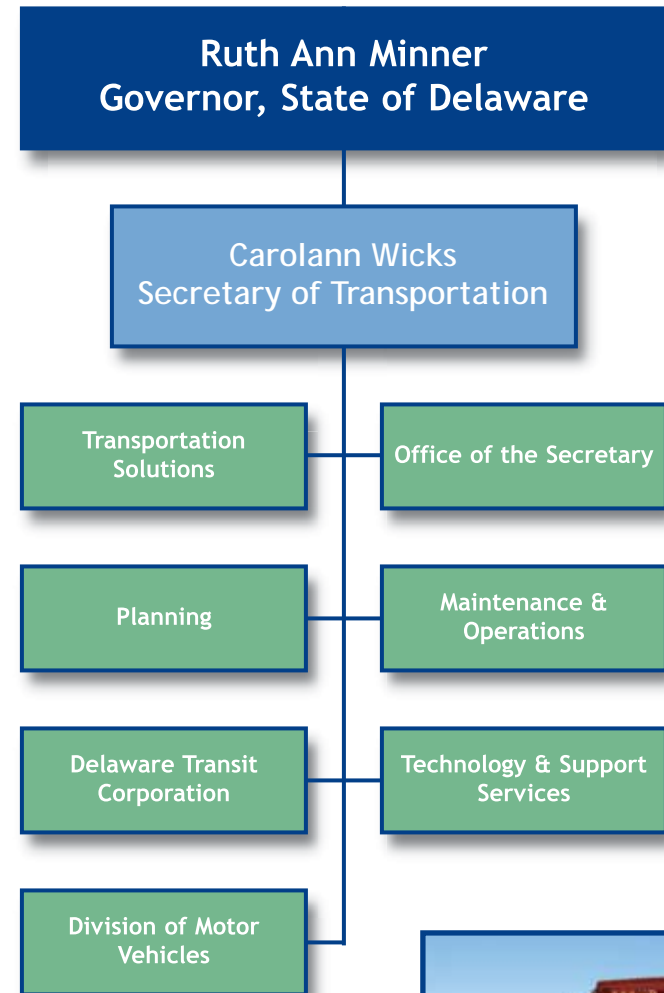
# DeIDOT Organization & Mission

## The Delaware Department of Transportation (DeIDOT)



### DeIDOT Mission:

To provide a safe, efficient, and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.



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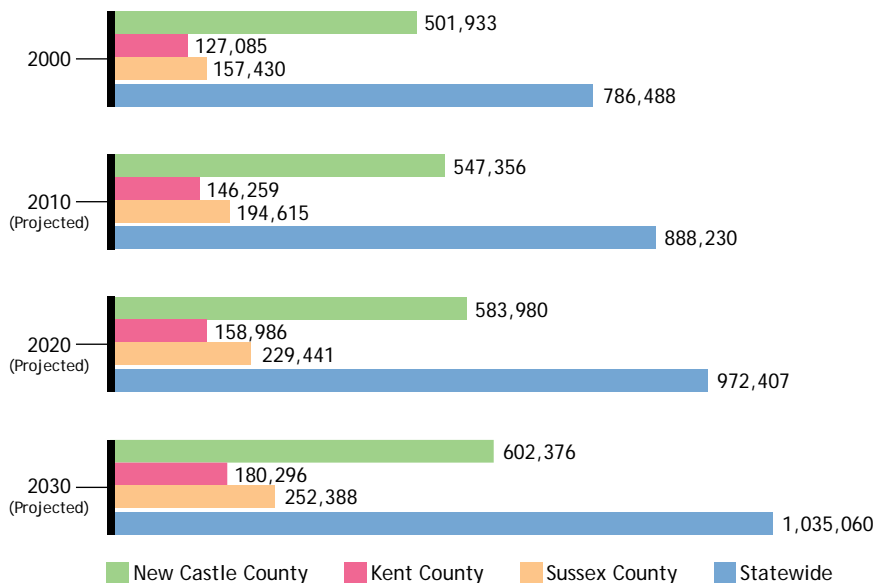
# About Delaware

## Our State's Population

Between 2000 and 2030, Delaware's population will have grown over 32%, and by 2030 it is projected our numbers will have exceeded the one million population benchmark. The charts below show the highest concentration of people reside in New Castle County; however, Sussex County is experiencing the highest growth rate. By 2020, many aging baby boomers are expected to have retired to Sussex, adding 94,958 more residents than in 2000.

### Delaware Population, 2000-2030

Figure 1.1



Source: Center for Applied Demography & Survey Research, University of Delaware, U.S. Bureau of Census (Census 2000), Delaware Population Consortium

Note: Census figures are updated every 10 years.

## How We Commute

The majority of Delawareans drive alone to work each day. A survey conducted by the University of Delaware showed an average of 78% of commuters in New Castle County, 66% in Kent County, and 72% in Sussex County drive alone on their journey to work. Sussex commuters are more likely to drive with others in the same vehicle. Though few use other modes to get to work, New Castle County has the highest number of people who take the bus to work, while more people walk to work in Sussex. This survey represents a sampling of residents from each county, with survey percentages averaged for the 5-year period.



### Average Modal Use to Work - by County, 2000-2004

Figure 1.2

	New Castle	Kent	Sussex
Drive Alone-Single-Occupant Vehicle	78%	66%	72%
Multi-Occupant Vehicle	13.2%	20.5%	25.7%
Bus	1.9%	<1.0%	<1.0%
Bike	<1.0%	<1.0%	<1.0%
Walk	2.4%	<1.0%	3.4%

Source: Center for Applied Demography & Survey Research, University of Delaware

## Scenic & Historic Highway Program



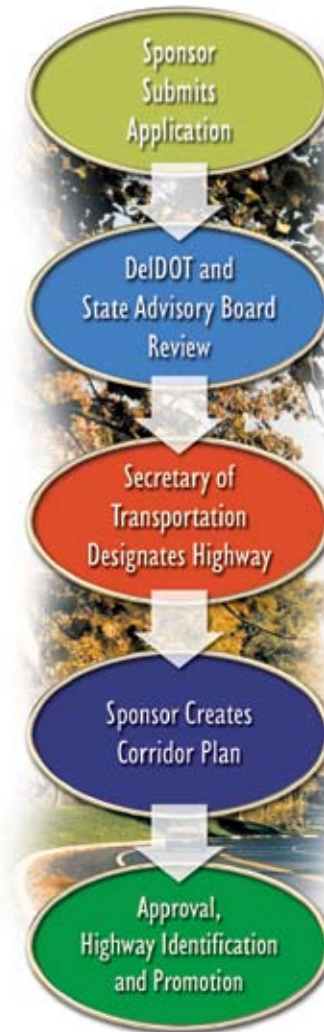
Scenic roadways in our state will remain a legacy for future generations to enjoy thanks to Delaware's new Scenic & Historic Highways program. A Scenic and Historic Highway (also known as a "Scenic Byway") is a roadway which is adjacent to, or travels through, an area that has particular intrinsic, scenic, historic, natural, cultural, recreational or archeological qualities.



The Brandywine Valley and Red Clay Valley are the first roadways designated as Scenic & Historic Highways in Delaware. Community groups are welcome to sponsor and nominate other areas.

## Sponsoring a Scenic Byway

Figure 2.1



Source: DelDOT Planning

## Benefits of sponsoring a roadway may include:

- Increased business, tax revenue and jobs from tourist dollars
- Federal and state funding for planning and implementing a corridor plan
- Protection for a resource that may become threatened
- Improved maintenance for your road
- Access to resources and expert assistance in managing the corridor
- Identification on state highway maps, leading to more tourism opportunities
- Assistance from state offices of economic development and tourism

For more information, or to receive a complete Program Guide and Nomination Application, contact the DelDOT Division of Planning State Scenic Highways Coordinator at (302) 760-2121, or go online at [www.deldot.gov/communityprograms](http://www.deldot.gov/communityprograms).



# Division of Motor Vehicles

## DeIDOT Division of Motor Vehicles



### DMV Services

DeIDOT's Division of Motor Vehicles (DMV) inspects and registers vehicles; issues titles; tests for and issues regular and commercial driver licenses; offers driving

manuals and education courses on subjects such as defensive driving, aggressive driving, motorcycle and boater training, and conducts DUI alcohol programs. At the DMV, drivers can also register to vote or sign up to become an organ donor.



DeIDOT Division of Motor Vehicles offices and inspection lanes are located in Greater Wilmington, New Castle, Dover and Georgetown. All are open weekdays from 8:00 AM to 4:30 PM, except Wednesdays, when they are open from noon until 8:00 PM.

See page 72 for branch phone numbers. For directions and other information, go to [www.dmv.de.gov/](http://www.dmv.de.gov/). This Web site offers a guide for new residents, a list of fees, forms you may wish to download, and answers to many of your questions.

### Division News

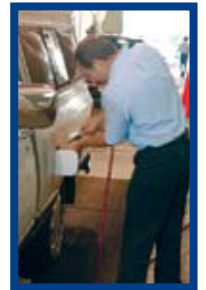
Sussex County's new 38,500 square foot Georgetown DMV has been completed. The new administrative building and seven inspection lanes feature new cueing lanes for motorists awaiting inspection, drive-thru tellers and more. In Dover, construction is underway on two new DMV drive-thru lanes, six additional customer service stations and two more inspection bays.



## Emissions Testing

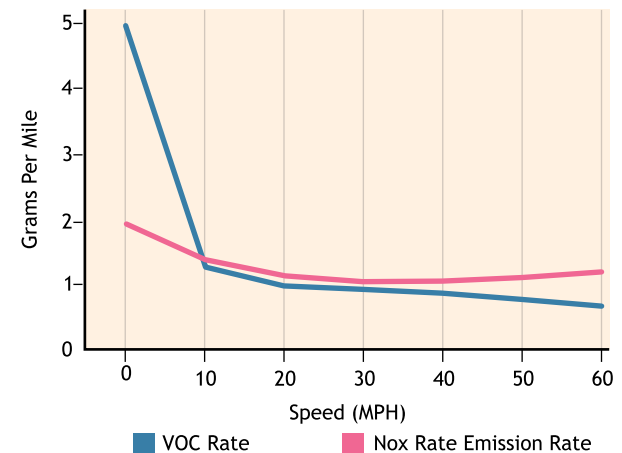
Air quality testing is also performed at DMV Inspection Lanes. Assuring that cars and trucks meet air quality standards is helping Delaware meet the Ozone Challenge.

Solving traffic-related ozone pollution problems is something of a *Catch 22*. Slower moving traffic on congested local roads causes the release of volatile organic compounds (VOCs) such as hydrocarbons. Faster moving traffic on freeways and arterials causes release of nitrogen oxides. Peak and off-peak travel periods cause different types of emissions. Roadway improvements, which allow higher speeds and levels of service, decrease hydrocarbons but increase nitrogen. Delaware must meet mandated reductions, but hard decisions will have to be made to comply with EPA regulations.



## The Ozone Challenge Traffic-Related Pollution

Figure 3.1



Source: DeIDOT Planning



# Technology & Safety

## DelTrac



Headquartered at DeIDOT's state-of-the-art Transportation Management Center (TMC), but integrated into every phase of DeIDOT planning and operations, DelTrac uses highly trained personnel, strategic planning and the latest technologies to

save time, money and lives. Satellites, sensors, cameras, fiber optics, wireless and the Internet are just some of the tools that monitor and manage everything from traffic lights to transit schedules, 24 hours a day, 365 days a year.

## Homeland Security and Disaster Management

DelTrac Transportation Management Teams (TMTs) bring together personnel and resources from police, fire, rescue, emergency management, transportation, communications, environmental protection and other agencies to improve safety and reduce delays during incidents, events and emergencies that impact the transportation system here in Delaware.



The teams also work to prevent secondary incidents triggered by the original incident. They play an important role in the state's homeland security, and in plans for evacuation and transportation management during major emergencies.



## Red Light Running

DeIDOT's red light running enforcement system is an example of a DelTrac technology that is helping to improve safety on our roads and saving lives. Cameras have been placed at many intersections statewide where past accident history or reports from police indicate that drivers have frequently been running red lights. In other jurisdictions, cameras have reduced red light running by up to 70%.



## E-ZPass

E-ZPass is helping reduce congestion on Delaware's highways. Drivers who have signed up for E-ZPass are using this timesaving technology to "keep movin' and pay tolls while they roll" in Delaware or anywhere E-ZPass is accepted. E-ZPass Delaware is the only state agency that offers local customer service 24 hours a day, seven days a week. To learn more, visit [www.EZPassDE.com](http://www.EZPassDE.com).

In Delaware, you will find dedicated E-ZPass lanes on I-95 and the Delaware Memorial Bridge. New highway-speed "express lanes" are located on SR1 in Dover.



# Moving People - Roadways

## Highway Transportation

### Vehicles

From 2000 to 2004, licensed drivers held steady at about 72% of the population. Over the same period, the number of registered motor vehicles increased by 86,582 vehicles and mileage increased by 1,064,000 miles. Pass-through traffic from other states also adds to traffic using our roads.

### Population / Licensed Drivers / Motor Vehicle Registrations & Mileage, 2000-2004

Figure 5.1

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in Millions)
2000	786,488	563,949	717,360	8,199
2001	796,479	569,143	733,207	8,565
2002	807,382	577,581	755,272	8,838
2003	818,010	591,713	778,016	9,010
2004	838,913	604,124	803,942	9,263

Source: DeIDOT Division of Motor Vehicles

### Licensed Drivers by Age, 2004

Figure 5.2

Ages 16-19	32,910	5%
Ages 20-24	50,721	9%
Ages 25-34	103,961	17%
Ages 35-44	121,842	20%
Ages 45-54	114,692	19%
Ages 55-64	86,854	14%
Ages 65-over	93,144	15%

Total Licensed Drivers = 604,124 (percent change from Year 2003: +2.1%)

Source: DeIDOT Division of Motor Vehicles

### Licensed Drivers

In 2004, there were 604,124 licensed drivers in Delaware, representing an increase of approximately 2% from the 591,713 licensed drivers in 2003. The 35-44 year-old age group remains the largest at 20%, followed by ages 45-54 at 19%, and ages 25-34 at 17%.

### Lane Mileage

The Delaware Department of Transportation is responsible for maintaining 89% of the 12,994 lane miles of roads in Delaware. Delaware is one of only a few states with this high percentage of public roads under Department of Transportation jurisdiction. The national average is approximately 20%. Municipalities are responsible for the other 11%. DeIDOT's jurisdiction includes everything from the I-95 interstate highway that runs through New Castle County, to residential streets and rural roads. As the number of lane miles increase, maintenance and repair budgets also increase, because an expanding system calls for expanded support services. Twenty-five percent of Delaware's roads qualify for federal funds for rehabilitation and reconstruction projects.

### Lane Miles, as of 12/31/2004

Figure 5.3

	Interstate	Other Freeways & Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total Lane Miles
New Castle	252.94	16.20	700.78	356.84	503.54	78.68	3,391.45	5,300.43
Kent	0	44.72	198.82	197.51	476.56	62.14	2,011.54	2,991.29
Sussex	0	0	428.81	173.84	648.90	141.76	3,308.96	4,702.27
Total	252.94	60.92	1,328.41	728.19	1,629.00	282.58	8,711.95	12,993.99

Source: DeIDOT Planning

# Moving People - Roadways

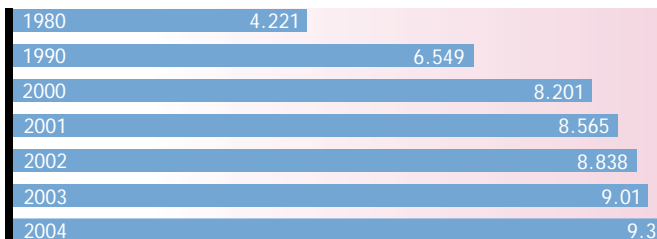


## Vehicle Miles of Travel

Vehicle miles traveled (VMT) represents the total miles traveled by all vehicles for a section of roadway in a given amount of time. Ten cars per hour on one-mile of a one-lane road = a VMT of "10." If there were ten cars in each of four lanes on the one-mile, the VMT would be 10 x 4 or "40." Within the last 25 years, the annual average number of vehicle miles traveled (VMT) on all state roadways has more than doubled from 4.221 billion in 1980 to 9.3 billion in 2004.

## Average Annual Vehicle Miles Traveled (in Billions) 1980-2004

Figure 5.4



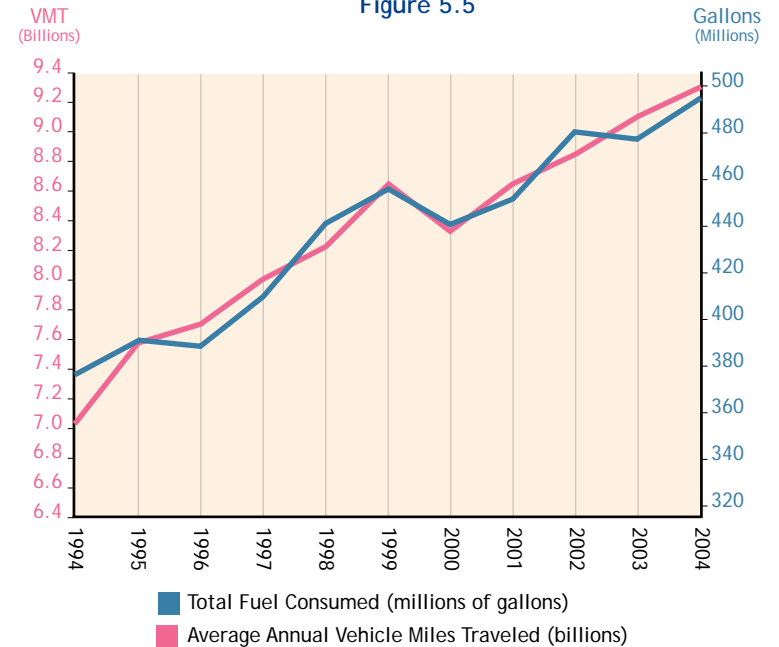
Source: DeIDOT Planning

## Fuel Consumed

The amount of fuel consumed rose from 479 million gallons in 2003 to 487 million gallons in 2004. VMT increased from 9.1 billion miles in 2003 to 9.3 billion miles in 2004.

## Fuel Consumed vs. Vehicle Miles Traveled 1993-2004

Figure 5.5



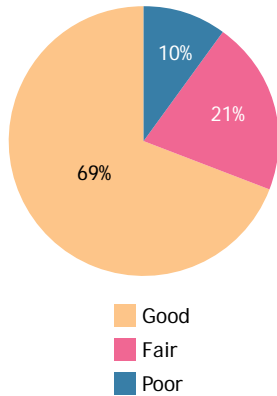
Source: DeIDOT Planning & DeIDOT Motor Fuel Tax Administration



# Moving People - Roadways

## Road Pavement Condition, 2005

Figure 5.6



Source: DeIDOT Pavement Management Section

## Pavement Conditions

DeIDOT's Pavement Management Section collects data on the condition of state and federally funded highways to establish priorities for rehabilitation. Prioritization is based on overall pavement condition, road functional class, average annual daily traffic, coordination with other construction projects, and the presence of schools, hospitals, transit routes, and other crucial public services. With the implementation of DeIDOT's new Pavement Management System, which devotes an escalating share of road maintenance funds to preventive maintenance, as of 2005 approximately 69% of Delaware's roads are rated in good condition, with an additional 10% programmed for improvement (planned and funded).



## Traffic Safety

In 2004, there were 2,470 fewer crashes statewide than in 2003—a 12% decrease. That resulted in 1,288 fewer persons being injured and in 8 fewer deaths than the previous year.



## Statewide Crash & Injury Data, 2002-2004

Figure 5.7

	Total Crashes	Fatal Crashes	Personal Injury Crashes	Property Damage Crashes	Persons Killed	Persons Injured
2002	21,215	119	6,172	14,926	127	9,965
2003	21,020	138	5,644	15,238	148	8,898
2004	18,550	130	4,871	13,549	140	7,610

Source: Delaware State Police Annual Traffic Statistical Report, 2004

## Accidents by Type of Vehicle

**Note:** During 2004, the Delaware State Police piloted a project to capture crash data directly from police officers' mobile computers. While fatality-related information is complete, May through December 2004 "personal injury and property damage only" is not yet available. Therefore, we are making no comment on trends.

## Crashes by Age of Driver

Over the 3 years shown on page 22, younger drivers have been involved in more crashes and more fatal crashes. The 25-34 age group ranks first, with a 3-year total of 20,732 accidents and 110 fatal crashes. The 35-44 age group is a close second with a 3-year total of 20,206 accidents and 122 fatal crashes. However, if you combine the Under 19 and 20-24 age groups, they take the lead with a total of 28,886 accidents with 172 fatal. (see 2002-2004 chart, page 22)

# Moving People - Roadways

## Accidents by Type of Vehicle, 2004

Figure 5.8

	Number of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger Car	30,212	150	7,983	22,079
Truck	3,053	38	808	2,207
Bus	75	0	25	50
School Bus	132	2	33	97
Motorcycle	191	10	128	43
Farm Tractor & Farm Equipment	10	0	1	9
Other or Not Stated	826	6	136	684
<b>Total</b>	<b>34,499</b>	<b>206</b>	<b>9,114</b>	<b>25,169</b>

**2004 Personal Injury and Property Crash Data Note:**  
See note, page 21 regarding incomplete personal injury and property crash data

Note: Truck=Pick-up Truck, Van/Panel Truck, Truck Tractor & Semi, 6-Wheel/10-Wheel Trucks;  
Passenger Car number includes Sport Utility Vehicles, Mini-vans and Passenger Vans.  
Source: Delaware State Police Annual Traffic Statistical Report, 2004

## Crashes by Age of Driver, 2002-2004

Figure 5.9

	2002		2003		2004		3 Year Total	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & Under	4,807	25	4,642	28	3,973	32	13,422	85
20-24	5,345	24	5,427	39	4,692	24	15,464	87
25-34	7,249	37	7,100	36	6,383	37	20,732	110
35-44	7,244	40	6,928	47	6,034	35	20,206	122
45-54	5,153	25	5,112	46	4,619	25	14,884	96
55-64	2,965	22	3,006	16	2,766	15	8,737	53
65-74	1,645	8	1,574	16	1,445	20	4,664	44
75 & Older	1,103	9	1,019	10	1,066	17	3,188	36
Unknown	4,595	0	4,542	5	3,521	1	12,658	6
<b>Total</b>	<b>40,106</b>	<b>190</b>	<b>39,350</b>	<b>243</b>	<b>34,499</b>	<b>206</b>	<b>113,955</b>	<b>639</b>

Source: Delaware State Police Annual Traffic Statistical Report, 2004

## Pedestrians/Bicyclists Involved in Accidents

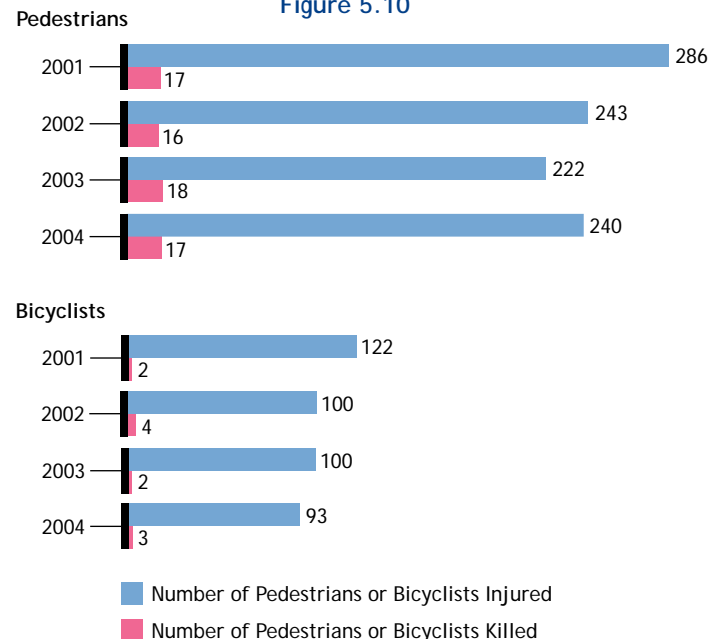
Pedestrian and bicycle accident figures over the last 4 years confirm that better marked intersections, bike lanes and other improvements are helping increase safety for Delaware walkers and bicyclists. The number of pedestrians injured in accidents declined from 286 in 2001 to 222 in 2003, but rose to 240 in 2004. Bicycle accident injuries also declined from 122 in 2001 to 93 in 2004.



Pedestrian and bicyclist deaths remained about the same during the 4-year period.

## Pedestrian/Bicyclists Involved in Accidents 2001-2004

Figure 5.10



Source: Delaware State Police Annual Traffic Statistical Report, 2004

# Moving People - Roadways

## Bridges



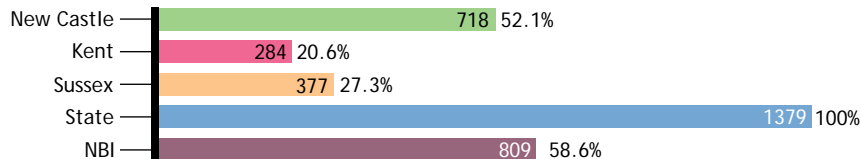
The Department of Transportation is responsible for maintaining 1,379 of Delaware's 1,458 bridges. Municipalities, railroads, the Delaware River & Bay Authority, private owners, and others are responsible for maintaining the other 79. Bridge construction has

occurred in cycles, with two especially active periods being the Depression era (1920-1934) and the interstate era (1950-1979).

Approximately a third of all bridges in the state were built before 1950. Of those bridges, many are small, narrow, and obsolete. However, many are historic community assets and won't be replaced, but will be maintained to retain their character. Aging, plus increasing traffic volume, is contributing to the deterioration of many of the large bridges built in the interstate era, increasing maintenance and rehabilitation costs. Any structure that is 20 feet or longer is included on the National Bridge Inventory (NBI). This federal program requires inspection on a two-year cycle.

### State Maintained Bridges, 2004

Figure 5.11



Source: DeIDOT Bridge Management Section

# Moving People - Transit

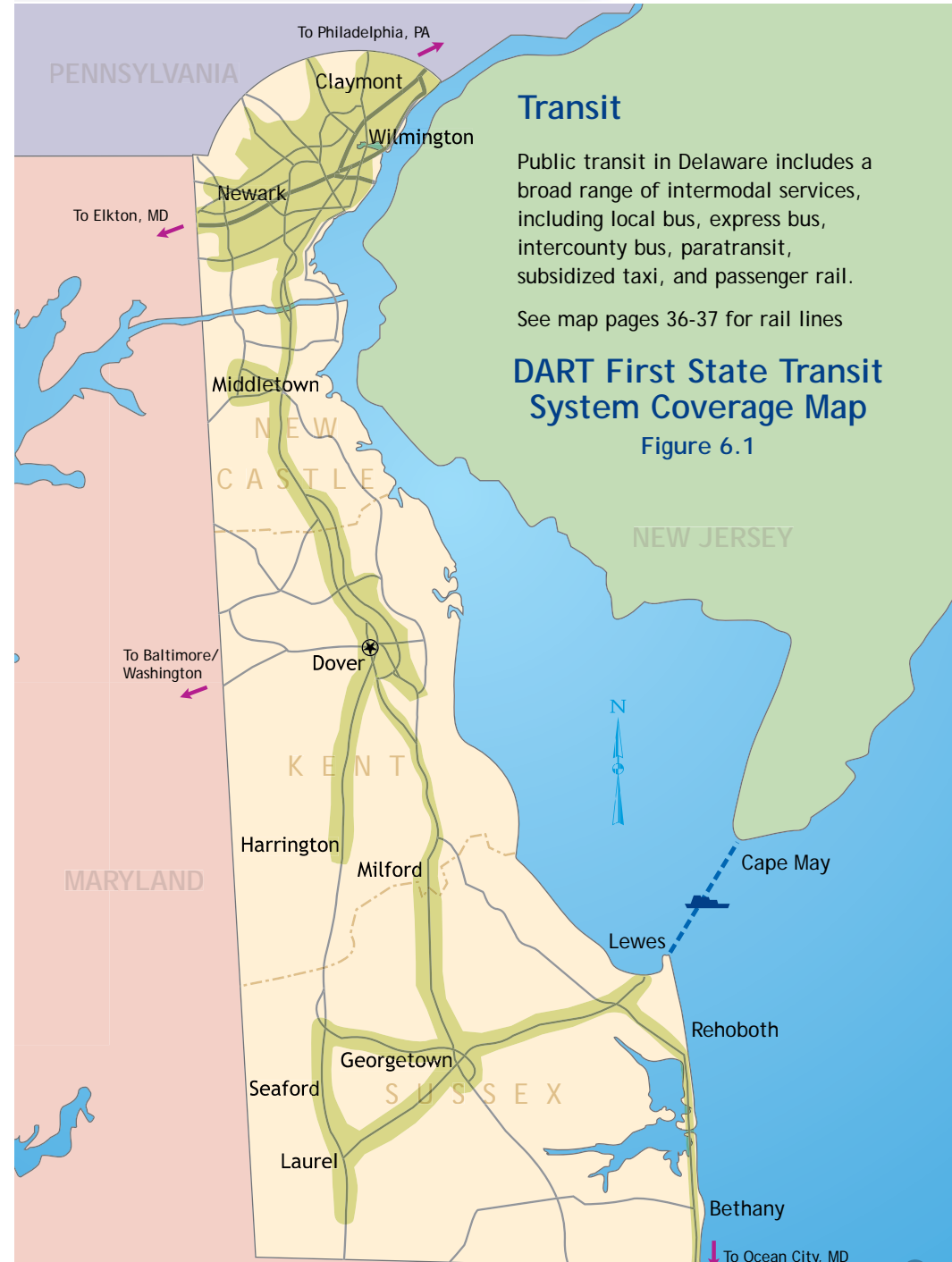
## Transit

Public transit in Delaware includes a broad range of intermodal services, including local bus, express bus, intercounty bus, paratransit, subsidized taxi, and passenger rail.

See map pages 36-37 for rail lines

### DART First State Transit System Coverage Map

Figure 6.1



Source: DeIDOT Delaware Transit Corporation



# Moving People - Transit

## Bus

The Delaware Transit Corporation, operating as DART First State, is a division of the Delaware Department of Transportation and, as such, provides a full range of fixed route bus, paratransit, commuter rail and related services. Incorporated in 1995, Delaware Transit has grown from five semi-autonomous agencies, operating a total of 47 bus routes in various areas of the state, to one provider operating 68 routes reaching almost all of the First State.

### Statewide Bus Service

DART provides local fixed route bus service throughout the state. In addition, Intercounty Route 301 operates between New Castle and Kent Counties, connecting their local fixed route services and the Wilmington Train Station. Intercounty Route 303 connects Kent and Sussex Counties and their fixed routes.



On Friday evenings, Saturdays, Sundays and holidays, between Memorial Day and Labor Day weekends, DART Route 305, the Beach Connection, links New Castle and Kent

Counties with the Rehoboth Park & Ride and Resort Transit. All DART buses are wheelchair accessible and bike rack equipped.

### DART First State Buses - New Castle County

DART First State provides weekday bus service on 42 fixed routes throughout northern New Castle County, with the majority serving downtown Wilmington and its thousands of workers. Evening and Saturday service is available on many routes. Key hubs include the Wilmington Train Station, Rodney Square, and Christiana Mall. DART First State also operates the Wilmington Trolley - Route 32, an 1890s style rubber-tired "trolley," serving the Wilmington



Train Station, Rodney Square and the Wilmington Riverfront. DART's new Mid-County facility allows more efficient bus operations and future service expansion along and to the south of the Chesapeake & Delaware Canal. In addition, DART operates two

shuttle routes connecting Fairplay Station to employment, shopping, educational and medical destinations throughout the Churchmans Crossing area. DTC maintains 32 Park & Ride and 8 Park & Pool lots in New Castle County (see map, p. 35). The county has over 2,000 bus stops, 238 passenger shelters and 65 benches.

### DART First State Buses - Kent & Sussex Counties

Kent County bus service includes twelve weekday routes in the Dover area, plus connections with Intercounty Routes 301 and 303. DART also offers GoLink Night & Flex Service between 6:00 p.m. and 9:00 p.m. with advanced reservations. In Sussex County, DART operates three weekday routes, including Intercounty Route 303. There are two shuttles made available through the Welfare to Work program. One shuttle operates between Dover and Harrington, and another between Seaford and Delmar. Between Memorial Day and Labor Day weekends, Resort Transit operates seven routes throughout the resort area, including Ocean City, Maryland. Most of these routes operate seven days a week. DART Route 305, the Beach Connection, links New Castle and Kent Counties with the Rehoboth Park & Ride and Resort Transit. DTC maintains 9 Park & Ride and 6 Park & Pool lots in Kent and Sussex Counties (see map, p. 35).

### Paratransit Services

DART First State provides statewide door-to-door bus service for individuals who are unable to use fixed route bus service due to age or disability. Certification, as defined by the Americans with Disabilities Act, is required to utilize the paratransit service.

This service is also available to individuals in need of transportation to and from renal care centers for dialysis treatment. Reservations for paratransit service must be made at least one day in advance.

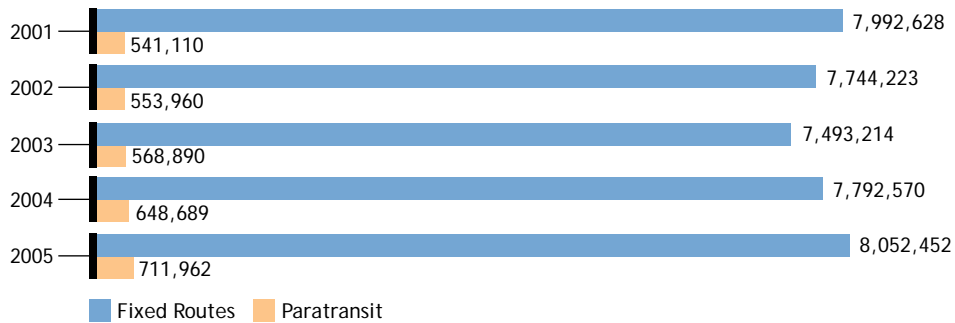


# Moving People - Transit



## DART First State Bus Ridership, FY 2001-2005

Figure 6.2



Source: DeIDOT Delaware Transit Corporation

## Other Local Buses

Other bus services downstate include the Delaware River & Bay Authority shuttle between the Cape May-Lewes Ferry and Rehoboth Beach, and the Jolly Trolley between Rehoboth Beach and Dewey Beach. Upstate, two Newark shuttle services include one operated by the University of Delaware, and Unicity, which is operated by the City of Newark and funded by DeIDOT. Also upstate is "The Bus" which runs from downtown Elkton to U.S. 40 and Glasgow. New Jersey Transit's Rt. 423 serves Wilmington and South Jersey commuters via the Delaware Memorial Bridge.

## Private Carriers

Interstate bus services from carriers such as Greyhound and Carolina Trailways serve Wilmington, Dover, Georgetown and beach areas, providing connections to various points on the east coast and beyond.

## Train

### Passenger Rail Service

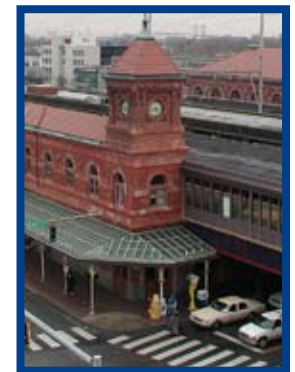
Intercity passenger rail service is provided by Amtrak, offering both high-speed Northeast Corridor and long-distance trains. Local and commuter services are provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) under contract to the Delaware Transit Corporation.



### Amtrak

On average, 80 Amtrak trains serve the historic Wilmington Train Station each weekday, which includes up to 30 high-speed Acela Express trains. The number of weekend service trains is slightly lower. Two Amtrak trains serve the Newark Station daily. While most Amtrak trains serving Delaware make frequent direct connections to Richmond, Washington, New York and Boston, there is also direct service to the Carolinas, Atlanta, Miami, New Orleans and Chicago. In FY '05, Amtrak provided 784,488 passenger trips to/from Delaware.

The Wilmington Train Station was built by the Pennsylvania Railroad in 1905 and is considered one of the nation's crown jewels of functional historic railroad rehabilitation. The station is the focal point of Wilmington's riverfront development. In addition to the Wilmington and Newark stations, other Amtrak facilities include the Wilmington and Bear Maintenance Shops, the Consolidated National Operations Center (CNOC) and the National Training Center.



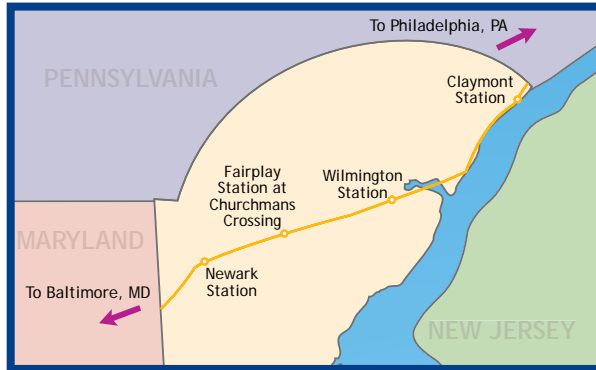
# Moving People - Transit

## SEPTA

The Wilmington and Claymont stations are served by 35 SEPTA trains each weekday. With the opening of Fairplay Station at Churchmans Crossing in 2000, Delaware increased its station facilities to four. Funded by the Delaware Transit Corporation, operating as DART First State, SEPTA provided 838,578 passenger trips in Delaware in FY'05. The Newark, Fairplay and Claymont stations feature free Park & Ride facilities. All of Delaware's rail stations, including Wilmington, offer fully intermodal transit connections and are wheelchair accessible.

## Delaware Train Stations

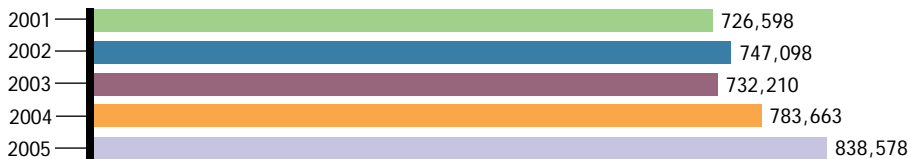
Figure 6.3



Source: DeIDOT Delaware Transit Corporation

## DART First State's SEPTA R2 Annual Ridership, FY 2001-2005

Figure 6.4



Source: DeIDOT Delaware Transit Corporation



# Moving People - Nautical

## Nautical

### Cape May - Lewes Ferry

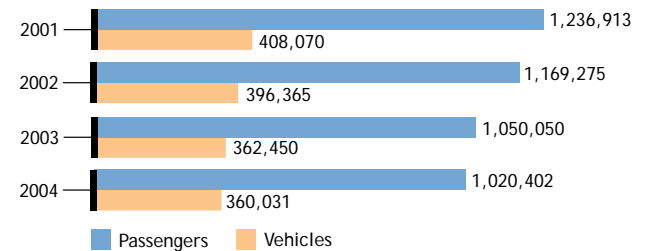
Delaware's largest ferry operates along a 17-mile route across the Delaware Bay between Lewes, Delaware and Cape May, New Jersey. Owned and operated by the Delaware River & Bay Authority, it serves as a tourist and recreational attraction, as well as an alternative to the Delaware Memorial Bridge for motorists traveling the Delmarva Peninsula.



Each ferry in the five-vessel fleet can carry up to 100 cars and 800 passengers. Ferries make 11 to 17 trips daily during the summer and 5 to 11 trips daily the rest of the year. Both ridership and vehicle trips have declined since 2001.

## Cape May-Lewes Ferry Annual Ridership 2001-2004

Figure 6.5



Source: Delaware River & Bay Authority

### Woodland Ferry

This ferry across the Nanticoke River, a few miles west of Seaford, Delaware, has been operating since 1793 and is one of the few cable-run ferries on the East Coast. Owned and operated by DeIDOT, the ferry holds three cars or one tractor trailer and provides free service for local and tourist traffic during daylight hours, conditions permitting.



# Moving People - Walking

## Walking

Since 1990, Delaware has added many pedestrian paths linking greenways throughout the state. These paths are popular with young families, walking enthusiasts, and anyone seeking a little exercise in a very pleasant setting. However, the number of people who walk to work is actually decreasing. Out of 373,070 workers in Delaware, only 2.6% (9,637) walked to work regularly in 2000. That's down from 3.8% in 1990.

### Walking as Primary Way to Commute 1990 vs. 2000

Figure 6.6

	Total Workers	Number Who Walk	Total Workers	Number Who Walk
New Castle	227,644	9,702	245,134	6,748
Kent	54,697	1,711	59,813	1,361
Sussex	51,785	1,449	68,123	1,528
Total	334,126	12,862	373,070	9,637
	1990		2000	

Source: Bureau of the Census, U.S. Department of Commerce (1990 and Census 2000)

Note: Census figures are updated every 10 years.



# Moving People - Biking

## Biking

Additional bike lanes, paved shoulders, lockers, bike paths, trails, and greenways are making it increasingly easier to travel by bicycle in Delaware. The Department of Transportation has installed high-security clamp-type bike racks at many Park & Ride lots in the state. Some employers are beginning to do the same. However, there is still much to be done. Although bikes are popular among children and teens for recreation and transportation, as well as with adults as a form of exercise, the percentage of workers in Delaware who used bikes for commuting to work in 2000 was less than 1%.



### Bikes as Primary Way to Commute 1990 vs. 2000

Figure 6.7

	Total Workers	Number who Bike to Work	Percent who Bike to Work	Total Workers	Number who Bike to Work	Percent who Bike to Work
New Castle	227,644	852	0.4%	245,134	466	0.2%
Kent	54,697	137	0.3%	59,813	137	0.2%
Sussex	51,785	142	0.3%	68,123	248	0.4%
Total	334,126	1,131	0.3%	373,070	851	0.2%
	1990			2000		

■ New Castle   
 ■ Kent   
 ■ Sussex   
 ■ Total

Source: Bureau of the Census, U.S. Department of Commerce (1990 and Census 2000)

Note: Census figures are updated every 10 years.

# Park & Ride/Rideshare

## Park & Ride/Pool Locations

Park & Ride lots (which are served by transit) and Park & Pool lots provide convenient parking and a place where commuters may meet carpools or vanpools, or use a variety of modes of transportation such as trains, buses, or shuttles. The Delaware Transit Corporation (DTC) administers 55 of these lots statewide and also offers free access to secured bicycle lockers at various Park & Rides throughout New Castle County (see keys on map). Commuters can call 1-800-652-DART or visit [www.DartFirstState.com](http://www.DartFirstState.com) for Park & Ride/Pool locations near them and for information on bicycle lockers.

## Ridesharing

RideShare Delaware is a free public service of DART First State and is administered by The Transportation Management Association of Delaware, TMA Delaware. The RideShare Delaware program offers free and confidential carpool matching services for individuals who work in the State of Delaware. For commuters wanting a different option, RideShare offers a vanpool program and other various shuttle services.

Delaware employees who share the ride to work via carpooling, vanpooling, riding public transit, walking or biking are eligible for RideShare Delaware's "Guaranteed Ride Home" benefit. The benefit ensures program participants a free ride home from work, via taxi or rental car, in the event of an emergency during the workday. Call 1-888-RIDE-MATCH or visit [www.ridesharedelaware.org](http://www.ridesharedelaware.org) to learn more.

In addition to administering RideShare Delaware for DART First State, TMA Delaware provides customized programs and services for Delaware employers interested in reducing single occupancy vehicle travel to their worksite.

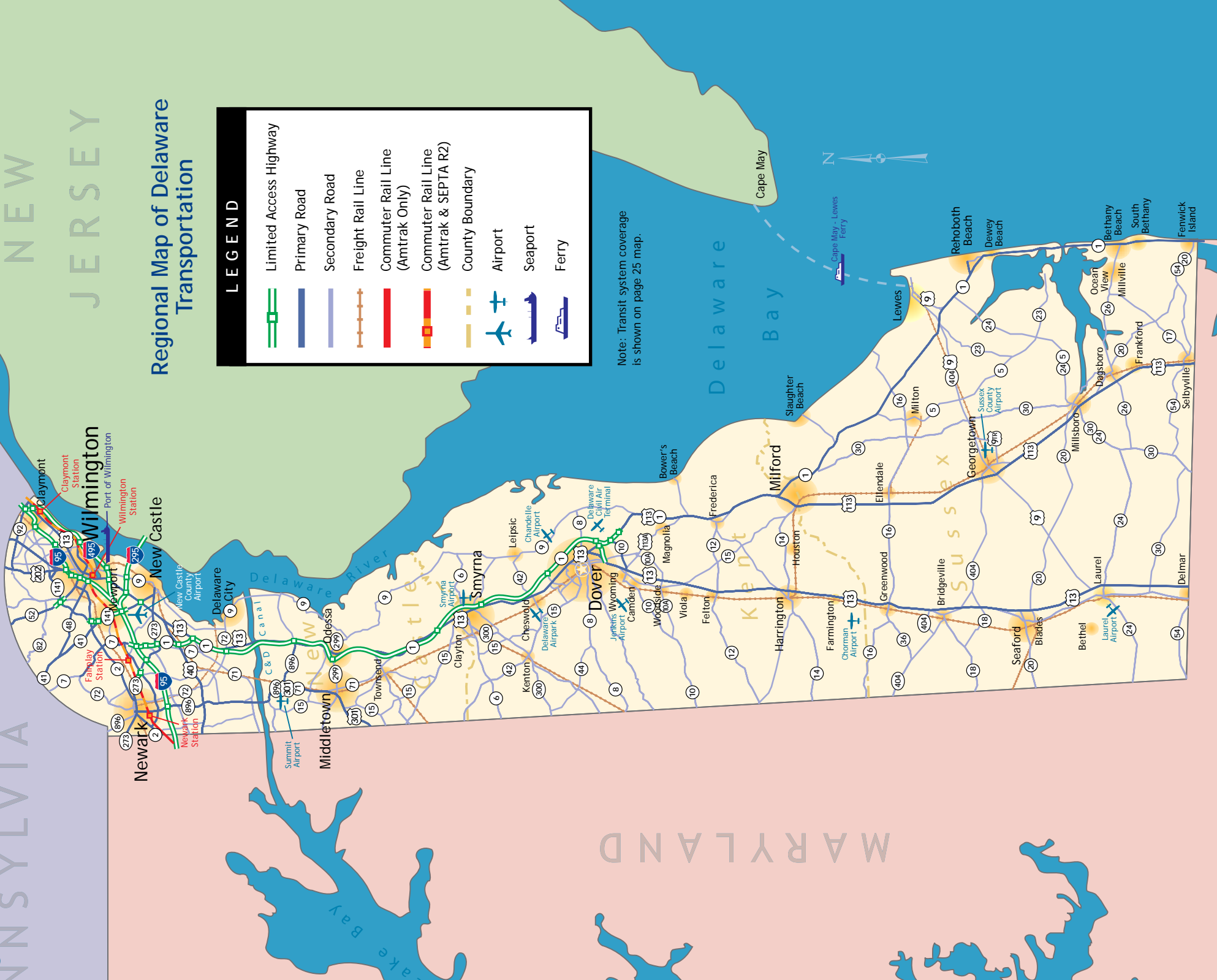


# Regional Map of Delaware Transportation

**LEGEND**

- Limited Access Highway
- Primary Road
- Secondary Road
- Freight Rail Line
- Commuter Rail Line (Amtrak Only)
- Commuter Rail Line (Amtrak & SEPTA R2)
- County Boundary
- Airport
- Seaport
- Ferry

Note: Transit system coverage is shown on page 25 map.





# Moving People & Goods - Aviation

## Aviation

Public aviation facilities in Delaware concentrate on private business and recreational flights, since most commercial airline passengers fly out of nearby Philadelphia International Airport or Baltimore-Washington International (BWI) airport. As the chart on page 39 shows, all of our public airports are operating at well below capacity and therefore have room to grow.

Of the ten public-use airports in our state, four are publicly owned: Delaware Airpark, New Castle County Airport, Sussex County Airport and the Civil Air Terminal at Dover Air Force Base. The Delaware River & Bay Authority operates and manages the New Castle County Airport, the Civil Air Terminal and the Delaware Airpark.



## Flight Activity at Public Airports 2004 vs. 2015 (Projected)

Figure 7.1

	2004			2015	
	Flights	Percent of Capacity	Capacity	Projected Flights	Percent of Capacity
New Castle County Airport	118,216	51.3%	230,400	120,500	52.3%
Summit Airport	65,300	37.8%	172,900	65,300	37.8%
Smyrna Airport	2,925	4.0%	74,000	3,500	4.7%
Chandelle Airport	10,800	23.9%	45,200	12,200	27%
Delaware Airpark	23,800	16.3%	145,500	44,700	30.7%
Jenkins Airport	2,500	3.8%	65,200	2,900	4.4%
Civil Air Terminal, Dover AFB	790	5.9%	13,500	3,600	26.7%
Chorman Airport	2,025	4.5%	45,000	3,300	7.3%
Laurel Airport	7,750	14.4%	54,000	8,600	15.9%
Sussex County Airport	48,000	28.5%	171,000	57,000	33.3%
	282,106			321,600	

Source: DeIDOT Planning, Office of Aeronautics

## New Castle County Airport

The New Castle County Airport is the largest civilian airport in the state, with two runways over 7,000 feet long and facilities that cover 1,100 acres. The airport includes significant hangar and aviation-related business rental space, as well as a flight school, aircraft rentals, and repair services.

A new tower was recently completed and new corporate hangars are being built to meet the demands of corporate aviation. Flight Safety International has a large facility here, and flight crews from all over the world come here for recurrence flight school training. The Delaware River & Bay Authority manages this airport.



## Moving People & Goods - Aviation

### Dover Air Force Base

This U.S. military base is the largest aerial port facility on the East Coast, and it is an important part of the economy of Kent County. The base houses C-5A and C-5B transport planes that play a major role in overseas military and humanitarian support operations.

### Dover AFB Civil Air Terminal

A joint use agreement between the base and the Department of Transportation allows private aircraft to use an adjacent civil air terminal. The Delaware River & Bay Authority operates this facility.

### Sussex County Airport

Sussex County Airport is owned and operated by the county and is located just east of Georgetown, the county seat. The airport services general aviation, corporate aviation, military, and the state police. An environmental assessment is ongoing for the extension of Runway 4-22, along with preliminary land acquisition activities. In addition, the FAA is funding the construction of a perimeter fence for security purposes. The airport is also home to DeCrane, Inc., a firm employing over 200, which designs, manufactures, and installs auxiliary fuel tanks, flight deck instrumentation, and other equipment for the commercial, VIP, and corporate aircraft markets.

### Delaware Airpark

DeIDOT purchased this Cheswold facility in 2000 and it is operated by the Delaware River & Bay Authority under a long-term agreement. The airport serves general and corporate aviation in Kent County, as well as the Delaware State University aviation flight training program. The environmental assessment for runway expansion at the airport is near completion and land acquisition activities have been initiated.

## Moving Goods

### Introduction

The 2002 Commodity Flow Survey by the US Department of Transportation measured Delaware goods shipments valuing over \$20 billion and weighing nearly 31 million tons. Approximately 33% of goods by value of all shipments were between places less than 50

miles apart. Proximity to Pennsylvania, New Jersey, Maryland, New York, and Virginia make these states important destinations for Delaware goods.

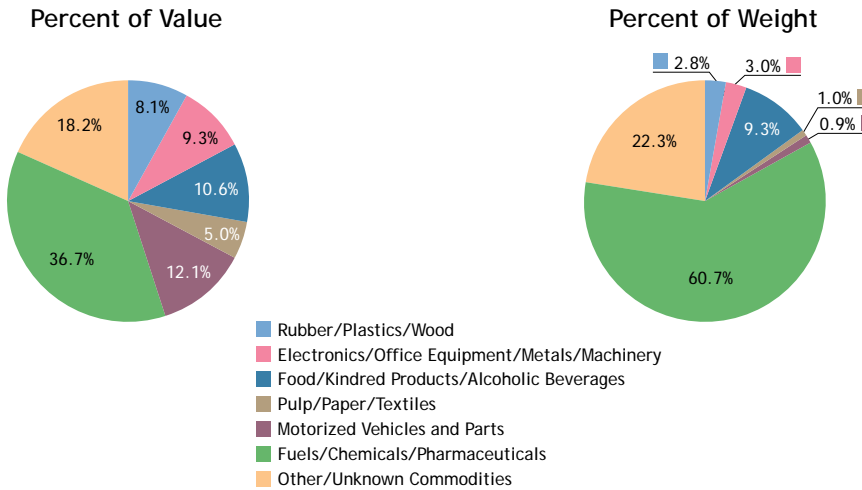
A majority of shipments were moved by truck (71.2% by value and 69.0% by weight). Another 16.5% of the value of shipments was moved by an intermodal combination of truck, rail, air, and/or water.



# Moving Goods

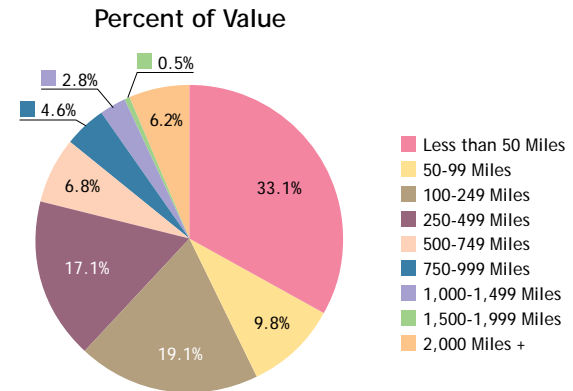
## Shipments Originating in Delaware - by Commodity, 2002

Figure 8.1



## Shipments Originating in Delaware - by Distance, 2002

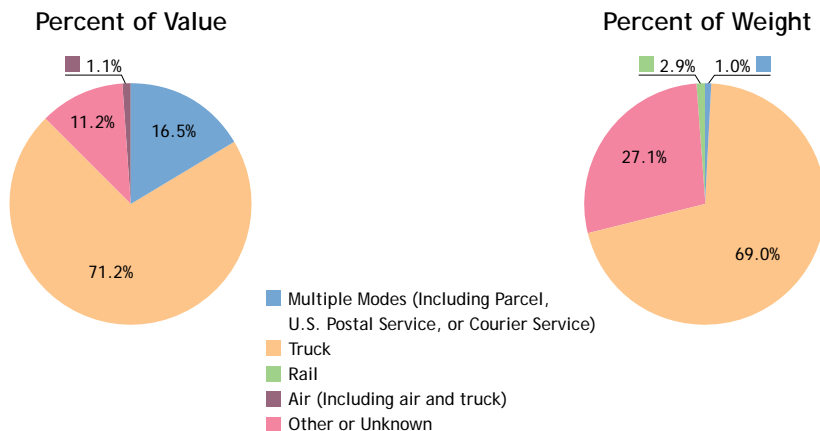
Figure 8.3



Source: US Census Bureau, 2002 Commodity Flow Survey (The Commodity Flow Survey was last taken in 2002.)

## Shipments Originating in Delaware - by Mode, 2002

Figure 8.2



Source for Figures 6.1 and 6.2: US Census Bureau, 2002 Commodity Flow Survey (The Commodity Flow Survey was last taken in 2002.)

## Truck Freight

Trucks play an important role in commerce in Delaware. Local commercial carriers serve automotive, agricultural, chemical, and other industries delivering an endless variety of goods, parcels, and mail—both in and out-of-state—to wholesalers, retailers, and residents.

*(continued on next page)*





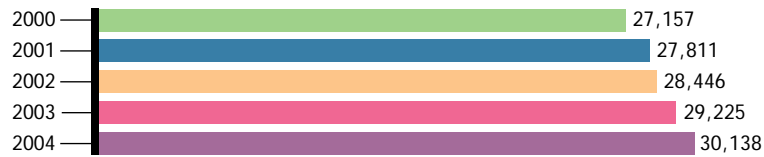
# Moving Goods

get chickens to the market quickly and trucks are important in providing just-in-time parts inventory to automobile manufacturing plants. Light trucks (under 10,000 pounds gross vehicle weight) are used extensively in Delaware's construction, agricultural, and service industries.

The number of drivers holding commercial licenses increased by 913 drivers, or 3.12% from 2003 to 2004. Over the five years from 2000 to 2004, the increase was 2,981 drivers, up 10.98%.

## Licensed Commercial Drivers, 2000-2004

Figure 8.4

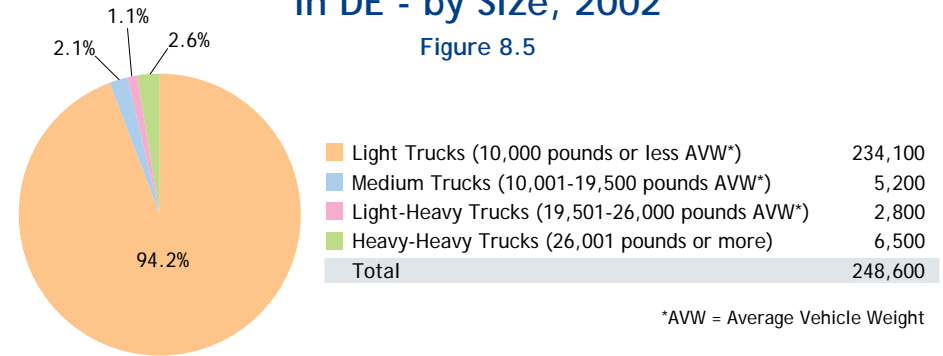


Source: DeIDOT Division of Motor Vehicles



## Estimated Trucks Registered in DE - by Size, 2002

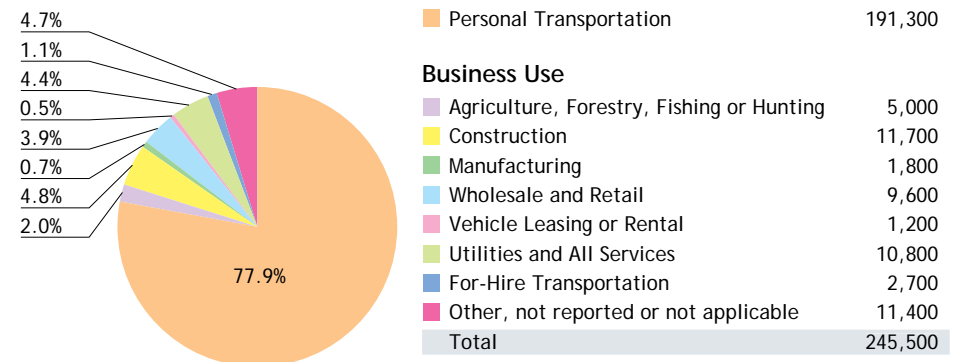
Figure 8.5



Source: US Census Bureau, 2002 Economic Census, Vehicle Inventory and Use Survey.

## Estimated Trucks Registered in DE - by Business, 2002

Figure 8.6



Source: US Census Bureau, 2002 Economic Census, Vehicle Inventory and Use Survey.

# Moving Goods

## Truck Accident Rates

In 2004, pick-up trucks were involved in 64.8% of all truck crashes in Delaware and pick-ups were in 60.5% of the fatal crashes.

*Note:* During 2004, the Delaware State Police piloted a project to capture crash data directly from police officers' mobile computers. While fatality-related information is complete, May through December 2004 "personal injury and property damage only" is not yet available. Therefore, we are making no comment on trends.

### Type of Truck in Crash, 2004

Figure 8.7

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
Pick-Up Truck	1,981	23	523	1,435
Van/Panel Truck	298	2	77	219
Truck Tractor & Semi	479	7	121	351
6 or 10-Wheel Truck	295	6	87	202
<b>Total</b>	<b>3,053</b>	<b>38</b>	<b>808</b>	<b>2,207</b>

### 3 Year Comparison of Truck Accidents

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
2002	5,574	47	1,629	3,898
2003	5,489	40	1,460	3,989
2004	3,053	38	808	2,207

Source (Both charts): Delaware State Police Annual Traffic Statistical Report, 2004



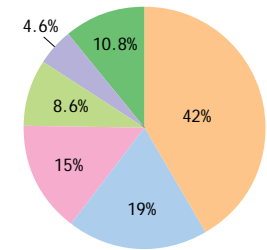
## Rail Freight

### Rail Shipments To and From Delaware, 2003

Figure 8.8

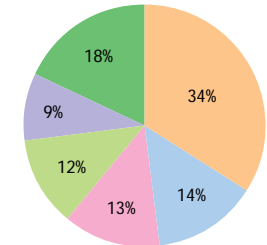
#### Tons Originated in DE 2003

	Tons	%
Chemicals	484,680	42%
Transportation Equipment	223,348	19%
Nonmetallic Minerals	173,240	15%
Metal, Glass & Stone Products	99,400	8.6%
Waste & Scrap	53,720	4.6%
All Other	124,788	10.8%
<b>Total</b>	<b>1,159,176</b>	<b>100%</b>



#### Tons Terminated in DE 2003

	Tons	%
Coal	1,947,551	34%
Nonmetallic Minerals	796,236	14%
Farm Products	742,516	13%
Chemicals	673,720	12%
Food Products	494,196	9%
All Other	1,050,704	18%
<b>Total</b>	<b>5,704,923</b>	<b>100%</b>



Source: Association of American Railroads

Delaware has 292 total miles of rail lines, over which seven companies provide rail freight service. These include CSX, Norfolk Southern, and five short-line railroads. Traffic is of two types: local traffic that either originates or terminates in the state, and bridge traffic, which is through traffic that neither originates in nor terminates in Delaware.

The chemical and automobile industries are major customers of rail freight in Delaware. Coal, chemicals and nonmetallic minerals accounted for 60% of inbound shipments, while chemicals, transportation equipment, non-metallic minerals, metal, glass and stone products made up about 85% of outbound rail shipments in 2003. Most coal traffic goes to coal-fired electric power plants.

# Moving Goods

Bridge, or pass-through traffic, includes freight shipped on CSX, Norfolk Southern, Amtrak, and Brandywine Valley Railroad connections. The two Class 1 railroads, Norfolk Southern and CSX, operate about 85% of the rail lines in Delaware, with Norfolk Southern operating 203 of their combined total of 247 miles. Overall, total rail freight traffic increased in 2003 over the 2002 totals. Total carloads of freight carried went from 409,553 in 2002 to 439,870 in 2003 (over a 7% increase). Total tons of freight carried went from 20,579,099 to 22,469,974 (an increase of over 9%).



## Shipping

The Delaware Bay extends from the Atlantic Ocean to a point near Augustine Beach, Delaware, where the Delaware River begins. Considered as a whole, the Bay/River is the world's largest freshwater port. It is part of the Intracoastal Waterway which runs along the entire eastern seaboard. It carries about 2,700 ships per year to and from several port facilities and private industries, particularly oil refineries.

About 91% of the 18,831,372 tons of waterborne freight shipped from Delaware in 2003 was destined for Mid-Atlantic states, including 3,859,502 tons shipped intrastate. Pennsylvania ports received the greatest share (51.16%), followed by New Jersey (14.22%). Other shipments originating from Delaware included 1,439,099 tons to New England states and 330,389 tons to Canada and other foreign countries.

## Waterborne Shipments Originating in DE, 2003

Figure 8.9

	Destination	Weight in Tons	Percent
Mid-Atlantic States	Delaware	3,859,502	20.49
	Maryland	468,145	2.48
	New Jersey	2,677,117	14.22
	New York	355,292	1.89
	Pennsylvania	9,633,857	51.16
	Virginia	67,971	.36
	<b>Subtotal</b>	<b>17,061,884</b>	<b>90.60</b>
New England	Connecticut	722,324	3.84
	Massachusetts	48,462	.26
	New Hampshire	20,302	.11
	Rhode Island	648,011	3.44
	<b>Subtotal</b>	<b>1,439,099</b>	<b>7.65</b>
Other	Foreign	330,389	1.75
	<b>Total</b>	<b>18,831,372</b>	<b>100</b>

Source: US Army Corps of Engineers, Waterborne Commerce Statistics Center  
2003 statistics are the most recent available at this time.



# Moving Goods

## Port of Wilmington, DE

The 308-acre Port of Wilmington is owned by the State of Delaware and operated by the Diamond State Port Corporation. The Port is a full service deepwater port and marine terminal, handling over 400 vessels per year. In 2004, 4.5 million tons of goods were shipped through along with 1.5 million tons of liquid bulk petroleum.

The Port of Wilmington is the #1 port in North America for imports of fresh fruit, bananas, juice concentrate and palletized frozen beef. It is also the largest dock-side cold storage facility.

Located at the confluence of the Delaware and Christina Rivers, 65 miles from the Atlantic Ocean, Port facilities include 7 deepwater general cargo berths, a tanker berth, a floating berth for RoRo (Roll-on/Roll-off) vessels on the Christina River and an auto and RoRo berth on the Delaware River. Nearly 50 acres of open space is used for storage of automobiles, containers, steel and lumber. Temperature controlled facilities include 5 separate warehouses with 11 million cubic feet of chilled and frozen storage capacity.

## Waterborne Shipments Received (short tons), Port of Wilmington, DE 2002-2004

Figure 8.10



Source: Port of Wilmington, DE, Port Statistics

## Leading Import/Export Commodities, Port of Wilmington, DE (Tonnage in Thousands) 2003-2004

Figure 8.11

	2003	2004	
Imports	Total containerized tonnage	1,519	1,499
	Bananas and tropical fruit	1,311	1,284
	Chilean deciduous fruit	196	192
	Other fruit cargo	188	193
	Apple and orange juice concentrates	162	110
	Frozem beef and seafood	114	120
	Automobiles	186	150
	Steel	37	119
	Forest products	110	135
	Dry bulk	545	695
	Other general cargo	0	2
	<b>Grand Total</b>	<b>4,368</b>	<b>4,499</b>
Liquid bulk cargo	1,662	1,610	
Total annual vessel calls	389	395	

Source: Port of Wilmington, DE, Port Statistics - CY 2004



# Moving Goods



## Chesapeake & Delaware Canal

Owned by the federal government, the Chesapeake & Delaware Canal runs 13.6 miles and connects the Delaware Bay near Delaware City with the Chesapeake Bay in Maryland. Constructed in 1829, and dredged to a depth of 35 feet in 1981, it saves an estimated 285 miles from the trip from Baltimore to Philadelphia around the Delmarva Peninsula to the Delaware Bay. Though the canal carries about 1,400 ships and 4,000 barges/tugboats annually, Delaware's main interest is in maintaining the movement of roadway and rail freight traffic over the canal. Four roadways and one rail bridge now cross the canal in Delaware and are maintained by the U.S. Army Corps of Engineers.

## Air Freight

Air freight has the smallest market share of goods movement in Delaware, but its potential is great, since air freight is well-suited for carrying high-value, low-volume goods. With the exception of Dover Air Force Base, most airports in the state service corporate and pleasure-related aircraft. However, the New Castle County Airport averages 1.92 freight flights per day.

New Castle County Airport facilities cover 1,100 acres and include three runways, two of which are over 7,000 feet long, as well as 5,000 square feet of storage space. The airport provides 24-hour-a-day, 7-day services for aircraft up to and including DC-8s, plus complete ground transportation services, loading/off-loading, fueling and ground handling. (See pages 36-37 of this booklet for a map of airports.)

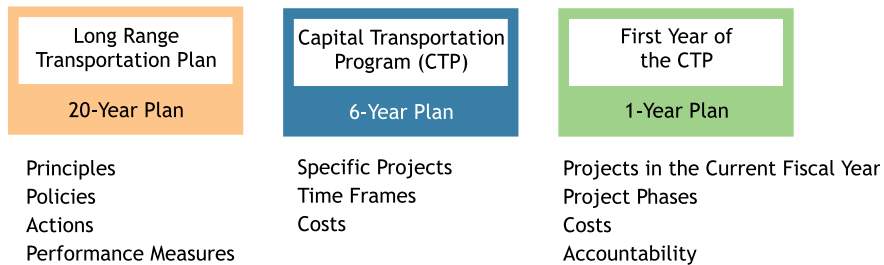


# Transportation Planning

## Statewide Planning

### Statewide Planning

Figure 9.1



Source: DelDOT Planning

## Statewide Long Range Transportation Plan *Planning Together, Moving Ahead*

Delaware's Long Range Plan was updated in 2002 to address and plan for changes that have occurred since it was originally adopted in 1997. *Planning Together, Moving Ahead* uses six guiding principles to guide DelDOT's decisions on the construction and operation of the state's transportation network and to support statewide policy initiatives such as the *Statewide Strategies for Policies and Spending* and Governor Minner's *Livable Delaware initiative*.

- |                                     |                                                                                    |
|-------------------------------------|------------------------------------------------------------------------------------|
| 1. Development                      | Direct our programs, services and facilities to support Livable Delaware.          |
| 2. Travel Opportunities and Choices | Maximize transportation choices for Delaware residents and visitors.               |
| 3. Cost-Effectiveness               | Use cost-effectiveness as one of our fundamental principles.                       |
| 4. Quality of Life                  | Continue to emphasize quality of life as our foundation.                           |
| 5. Economic Development and Growth  | Provide transportation opportunities that support economic development and growth. |
| 6. Planning and Coordination        | Maintain planning and coordination as an integral part of our activities.          |

## Capital Transportation Program: 6-Year List of Projects

Currently, at the end of July each year, DelDOT submits to the Governor's Council on Transportation (COT) a proposed update to Delaware's 6-year Capital Transportation Program (CTP). The COT reviews the proposed projects, works with Metropolitan Planning Organizations (MPOs) to prioritize new projects, holds public meetings and hearings, and submits the CTP to the Governor and Budget Office by March 15 of each year. Expenditure of CTP funds is authorized when the General Assembly passes the Bond Bill.

## Fiscal Year Work Program: Immediate Actions

This 1-year plan lists the specifics of current year CTP programs, including project phases, costs, and accountability.



Example of a current project: BlueBall Dairy Barn renovations in progress.



# Transportation Planning

## Transportation Planning Organizations

### Council on Transportation and The Capital Transportation Program

The Delaware Council on Transportation (COT) is a nine-member panel of business and community leaders appointed by the Governor to advise on issues relating to transportation, and to review and seek public comment on the Department of Transportation's Capital Transportation Program (CTP) mandated by Delaware Code.

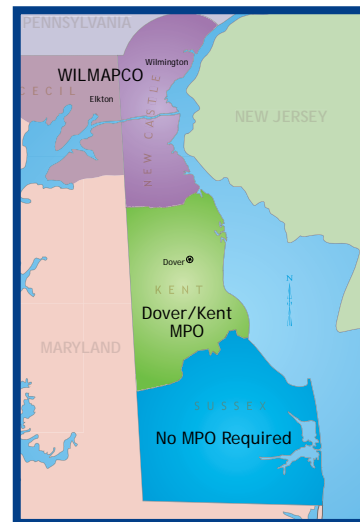
The CTP is a six-year program of transportation investments that is updated yearly and presented for approval and funding by the General Assembly. It also serves as the federally required three-year Transportation Improvement Program (TIP). Contact: Delaware Department of Transportation Finance at (302) 760-2700.

### Metropolitan Planning Organizations (MPOs)

As a part of its surface transportation laws and regulations, the Federal Government requires metropolitan areas with populations of 50,000 or more to organize Metropolitan Planning Organizations (MPOs). MPOs develop long range transportation plans, including a prioritized Transportation Improvement Plan (TIP), plus programs, projects, and monitoring efforts that involve Federal funding within their jurisdiction. DeIDOT coordinates closely with the MPOs to assure that their long range plans complement DeIDOT's long range plans, and that MPO transportation improvement plans align with the first three years of Delaware's Capital Transportation Program (CTP).

### Metropolitan Planning Organizations (MPOs)

Figure 9.2



Source: DeIDOT Planning

### Delaware has two MPOs:

Delaware's Metropolitan Planning Organizations include the Dover/Kent County MPO and the Wilmington Area Planning Council (WILMAPCO). The Dover/Kent County MPO covers all of Kent County, while WILMAPCO represents New Castle County and Cecil County, Maryland. In addition, each has a Technical Advisory Committee of staff-level local government and agency representatives and a Public Advisory Committee consisting of citizens representing civic, business, environmental, and private transportation provider interest groups.

Urban areas of Sussex County have less than the required 50,000 permanent population needed to establish an MPO.

#### Dover/Kent County Metropolitan Planning Organization - Staff Office

Juanita S. Wieczoreck, Executive Director

Ph: (302) 760-2713

P.O. Box 383

Dover, DE 19903-0383

#### Wilmington Area Planning Council (WILMAPCO) - Staff Office

Tigist Zegeye, Executive Director

Ph: (302) 737-6205

850 Library Avenue

Suite 100

Newark, DE 19711

# Transportation Planning

## Strategies for State Policies and Spending Update - 2005

The 2005 Update of Strategies for State Policies and Spending, and the map on page 59, spotlight areas slated for various levels of investment. These are based on an analysis of state, county and local land-use policies. The levels are not meant as ascending levels of importance, but rather as a way to distinguish the different types of funding priorities within each area.

Figure 9.3

LEVEL 1	Strategy
City/town/village areas where population is concentrated, commerce is bustling, and a wide range of housing types already exist; contains core commercial area, several modes of transportation and a variety of housing options.	State policies will encourage redevelopment and reinvestment.
LEVEL 2	Strategy
Rapidly growing suburbs and smaller towns that have, or plan to have, public water, wastewater and utility services. These areas serve as a transition between Investment Level 1 Areas and the state's more open, less populated areas.	Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.
LEVEL 3	Strategy
Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.	Maintain existing infrastructure. Invest in phased, guided future growth only after Levels 1 and 2 are substantially built out, or when the infrastructure or facilities are logical extensions of existing systems.
LEVEL 4	Strategy
Rural areas with agribusiness, farms and settlements, typically located at historic crossroads. Also undeveloped natural areas such as forestlands; state and county parks; fish and wildlife preserves.	Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.

Source: DeIDOT Planning

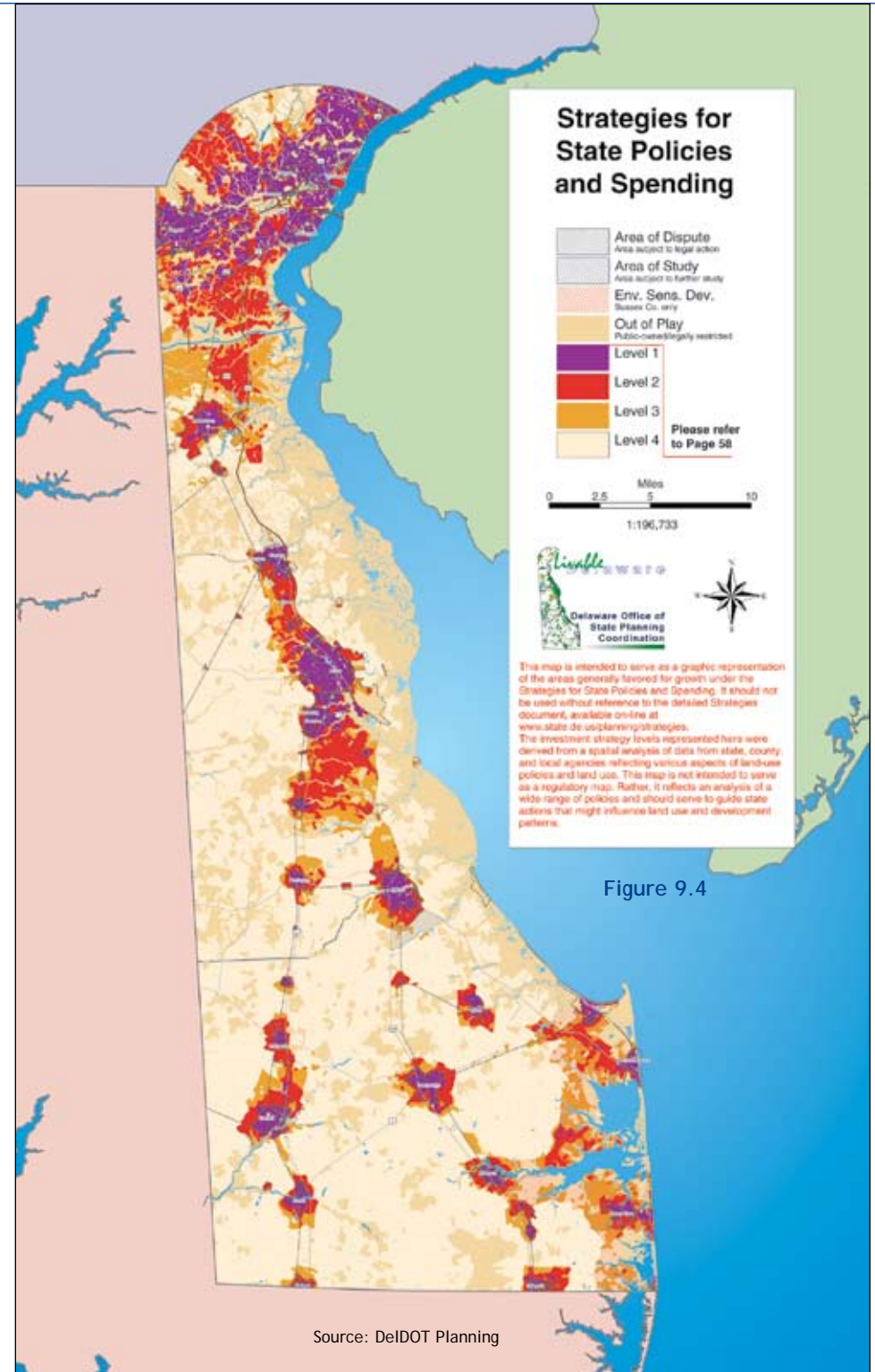


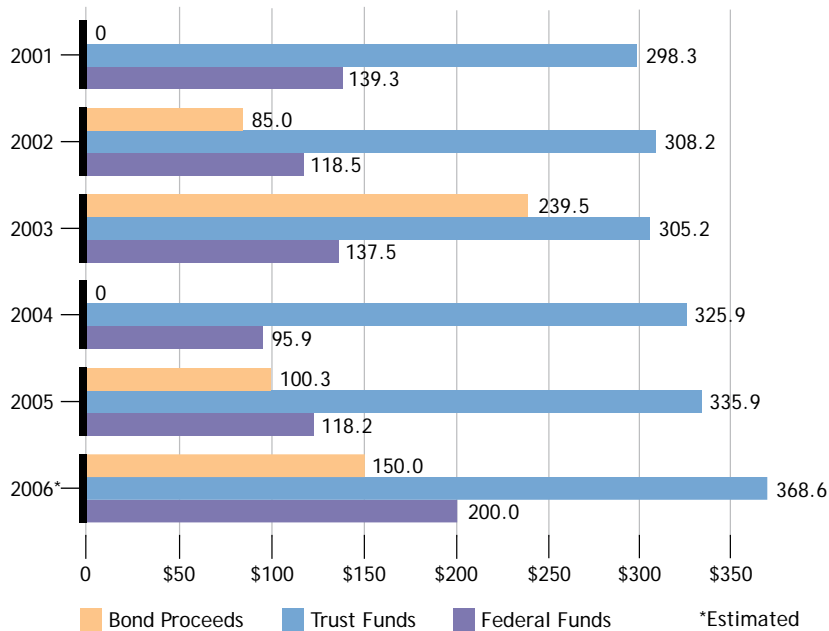
Figure 9.4

Source: DeIDOT Planning

# Transportation Funding

### Major Sources of Transportation Revenue in Delaware (in Millions) FY 2001-2006

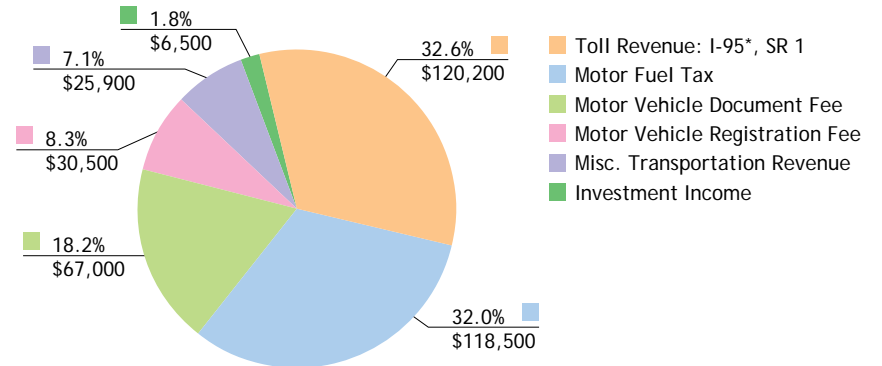
Figure 10.1



Source: Trust Fund Administration, Audited Financial Statements, Accounting Federal Fund Year End Revenue & 12/05 DEFAC

### Transportation Trust Fund Projected Revenue (in Millions) FY 2006

Figure 10.2



\* Includes concession revenue of \$2.7 million  
Source: Trust Fund Administration, 12/05 DEFAC

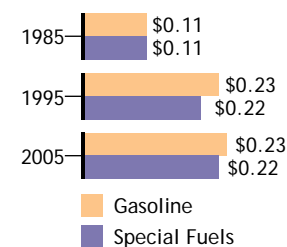
Primary sources of income for the Transportation Trust Fund are motor fuel taxes, toll revenue, and motor vehicle document fees. Vehicle registrations, titling, and driver's license fees are also dedicated to the fund. Motor fuel tax revenue is derived from taxes imposed by the State on gasoline and special fuels. Gasoline and special fuel taxes are payable by distributors and dealers.

## The Transportation Trust Fund

Transportation Trust Fund (TTF) revenues are the largest and most stable source of income for the Department. Established in 1987 to provide a predictable source of revenue to finance the construction and maintenance of Delaware's integrated transportation system, the TTF is the state's financing vehicle for all transportation capital and operating expenditures, including transit. Bonds are sold against the revenue stream. At least 50% of the Capital Program must be financed from the annual revenues; the other 50% may be bonded. These figures do not include \$10 million general fund transfer of escheat tax revenue.

### State Motor Fuel Tax History (Per Gallon) 1985, 1995, 2005

Figure 10.3



Source: DelDOT Trust Fund Administration

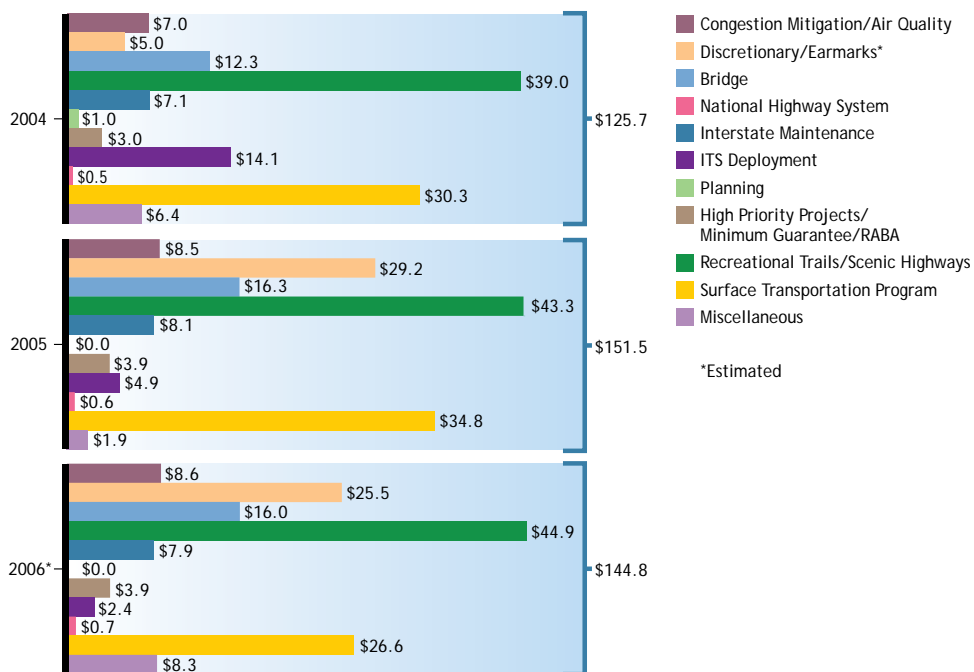
# Transportation Funding

## Federal Highway Administration (FHWA)

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation investment in our American history. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving the State and local transportation decision makers more flexibility for solving transportation problems in their communities.

### FHWA Apportionments (in Millions) FY 2004-2006

Figure 10.4



\*Congressional earmarks will replace discretionary funds (Can obligate only 85% of apportionment) 2005: \$22.6 and 2006: \$25.5

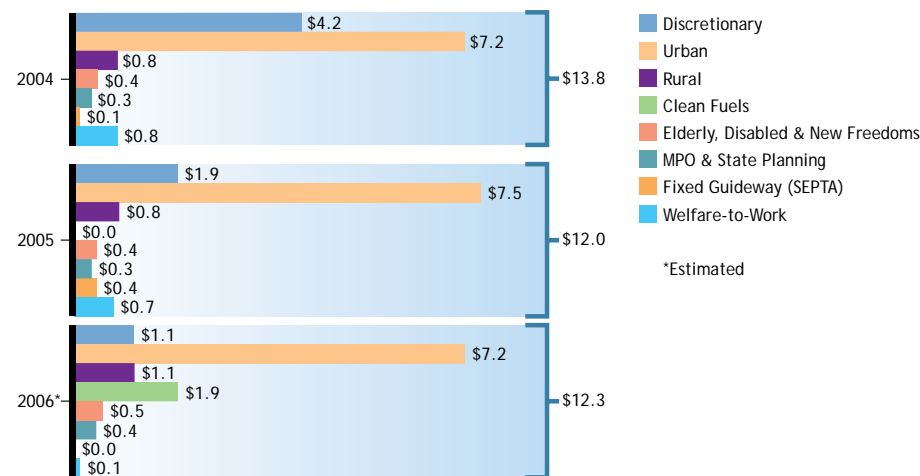
Source: DeIDOT Finance

## Federal Transit Administration (FTA) Apportionments

Federal Transit Administration funds support Urban and Rural Transit, Clean Fuels, MPO and State Planning, Fixed Guideway (SEPTA in DE), Elderly, Disabled, New Freedoms and Welfare-to-Work programs.

### FTA Apportionments (in Millions) FY 2004-2006

Figure 10.5



Source: DeIDOT Finance



# Transportation Funding

## Federally Funded Programs

Federal funding is provided through a number of programs:

- Highway Safety Improvement Program**  
 Identifies accident patterns and creates solutions to reduce the number and severity of accidents on our highways.
- National Highway System**  
 In Delaware, 320.63 miles of roadways are designated as part of the National Highway System, targeted for Federal funds.
- Interstate**  
 23 Interstate road miles in Delaware retain separate funding for completion and maintenance of Interstate roads.
- Surface Transportation Program**  
 These funds may be used for a variety of projects, both highway and transit, on any roads not classified as local or rural minor collectors.
- Transportation Enhancements Program**  
 Typical projects include bicycle and pedestrian facilities, preservation of historic transportation structures, and beautification of transportation-related projects. Part of the Surface Transportation Program.
- Congestion Mitigation and Air Quality Improvement Program**  
 With Kent and New Castle Counties designated as non-attainment areas, Delaware is eligible for these funds. Money may be used for a variety of programs to improve air quality.
- Bridge Replacement and Rehabilitation**  
 This program provides funds to states for the replacement or rehabilitation of unsafe bridges due to structural deficiencies, physical deterioration, or functional obsolescence.
- State Planning and Research Program**  
 These funds are used by the Department to undertake community based transportation plans and studies, data collection and analysis activities, and to support a variety of transportation related research efforts.

## Delaware Department of Transportation Capital Budget (in Thousands) FY 2006

Figure 10.6

### Road Systems

Expressways	\$ 293,400.0
Arterials	40,300.0
Locals	4,900.0
Bridges	21,100.0
Other	65,800.0
<b>Total Road Systems</b>	<b>425,500.0</b>

### Grants and Allocations

Community Transportation Fund	16,600.0
Municipal Street Aid	5,000.0
<b>Total Grants &amp; Allocations</b>	<b>21,600.0</b>

### Transit

Vehicles	500.0
Rail	300.0
<b>Total Transit</b>	<b>800.0</b>

### Support Systems

Planning	5,300.0
Transportation Facilities	4,000.0
Transit Facilities	6,300.0
Technology	5,000.0
Equipment	4,000.0
Transportation Management Improvements	3,400.0
Engineering & Contingencies	1,300.0
E-ZPass	4,000.0
Aeronautics	3,900.0
<b>Total Support Systems</b>	<b>37,200.0</b>
<b>TOTAL PROGRAM</b>	<b>\$485,100.0</b>

Source: Capital Transportation Program



## Customer Satisfaction

Customer Satisfaction Surveys are conducted annually as part of the Statewide Long Range Transportation Plan's performance monitoring system. Two different types of transportation users are sampled. One surveys 1200 General Transportation Users who drive, carpool, ride transit, walk or ride bicycles. The other surveys 100 Shippers and Carriers who ship, carry, or transport goods in Delaware.

Eighty-two percent of Delaware Shippers and Carriers rated Delaware's transportation system as doing well or somewhat well in meeting their company's goods movement needs in 2004. The most frequently mentioned freight problem facing their businesses was "roadway congestion" (35%) followed by "fuel costs" (13%).

## General Transportation User Survey Overall Satisfaction Ratings by Year, 2001-2004

Figure 11.1

Overall, how well does the state's system of roads and highways meet your needs?

Very Well	Somewhat Well	Not Too Well	Not At All	Don't Know	Survey Year
28%	57%	10%	3%	2%	2004
36%	55%	7%	2%	0%	2003
31%	59%	8%	1%	1%	2002

Overall, how well does the state's transit system meet your needs?

27%	45%	17%	4%	7%	2004
32%	38%	7%	10%	13%	2003
29%	48%	13%	6%	4%	2002

Overall, how well does the state's transportation system meet your needs for bicycle trips?

10%	36%	28%	23%	3%	2004
15%	51%	19%	13%	2%	2003
7%	62%	19%	12%	0%	2002

Overall, how well does the state's transportation system meet your needs for walking trips?

13%	30%	22%	9%	6%	2004
24%	53%	10%	8%	5%	2003
31%	45%	16%	4%	4%	2002

Overall, how well does Delaware's transportation system meet your travel needs?

22%	51%	13%	7%	7%	2004
25%	47%	8%	9%	11%	2003
22%	55%	10%	5%	8%	2002

Source: DelDOT Planning  
Report on Customer Satisfaction - Year 2004 Survey Results

General transportation respondents in the year 2004 survey rated the road and highway system, the transit system, and Delaware's transportation system as a whole rather well in terms of meeting their travel needs compared to other modes.

# Information & Outreach

In 2004, General Transportation Users survey respondents in the "All Motorists" category were asked questions about how well they feel Delaware's transportation system meets their needs and how important different transportation-related attributes are to them. The survey revealed motorists' priorities and showed where service should be maintained and where DeIDOT should focus on corrective actions that will further increase satisfaction for Delaware residents.

## Rating of Service: Performance vs. Importance All Motorists, 2004

Figure 11.2

		Importance	
		Below Average	Above Average
Performance	Above Average	<b>2 Maintenance: Low Priority</b> <ul style="list-style-type: none"> <li>■ Litter-Free Highways</li> <li>■ Landscaping and Mowing</li> <li>■ Info on Delays and Closings</li> <li>■ Directional Highway Signs</li> </ul>	<b>1 Maintenance: High Priority</b> <ul style="list-style-type: none"> <li>■ Snow Plowing &amp; Salting</li> <li>■ Pavement Condition</li> </ul>
	Below Average	<b>3 Corrective: Low Priority</b> <ul style="list-style-type: none"> <li>■ Mode Choice</li> </ul>	<b>4 Corrective: High Priority</b> <ul style="list-style-type: none"> <li>■ Highways Free of Congestion</li> <li>■ Sequencing/Timing of Signals</li> </ul>

Source: DeIDOT Planning  
Report on Customer Satisfaction - Year 2004 Survey Results

Compared to 2003, in 2004 information on delays and closings, landscaping and mowing, and litter-free highways remained at above average performance. Highways free of congestion and sequencing of timing of signals continue to be high priorities that need corrective action. Snow plowing and salting, and pavement condition are high priorities performed well.

## DeIDOT Web Site

Log onto [www.deldot.gov](http://www.deldot.gov) whenever you want information about traffic conditions in the state or about the projects, programs and publications available through the Delaware Department of Transportation.

Click on the "Travel Advisory" section for real-time video of traffic conditions statewide or to listen to a live broadcast on traffic conditions on WTMC, DeIDOT's Traveler's Advisory Radio System at radio station 1380 AM. You can also learn more about DeITrac, DeIDOT's comprehensive technology program for managing our state's transportation system.



In the "Projects" section, you can submit a project idea, or review current and past projects and studies. Visit the "Media Gallery" for photos that show progress on a variety of current projects and programs. Under "Community Programs & Services," you'll find a schedule of upcoming Public Hearings and Workshops, plus news on topics such as Delaware Beaches and Resort Areas, E-ZPass, Motor Vehicles and more! Go to "Publications & Forms" for budget, freight and goods movement, Livable Delaware and other reports. Also look for a list of FYI brochures on subjects ranging from the Community Transportation Fund to Real Estate, Scenic Highways and Snow Removal - all available through DeIDOT Public Relations.



# Information & Outreach

## Public Involvement



The public plays an active role in the transportation decision-making process in Delaware. That process includes proposing and narrowing down a series of alternatives until the best, most appropriate and fiscally responsible solution is chosen.

Newsletters on major local projects, Public Notices, newspaper and radio ads and the DeIDOT Web site keep all who are interested up-to-date and informed. Delawareans have responded by turning out to our Public Workshops by the hundreds and by answering surveys, contributing to workshop discussions and e-mailing or writing their opinions on best alternatives. Right now, the public is actively assisting the Department in finding solutions to relieve congestion on roadways such as US 301 and US 113.



An excellent example of how the public and DeIDOT have become partners in planning is the Blue Ball Properties Project located near the AstraZeneca world headquarters at Routes 202 and SR141 in northern Delaware.

Residents, businesses, and people representing a variety of interests from historic and cultural concerns, to bicycle and walking enthusiasts, to those interested in protecting the local environment have contributed to the quality of this 5-year project. School children have participated in archeological "digs," the historic dairy barn is being converted to a community center using environmentally sensitive building technologies, and a local Rotary Club is raising nearly a half million dollars to build a 27,000 square foot "Can-Do" playground suitable for children of all abilities in the project's East Park. To learn more, visit [www.blueball.net](http://www.blueball.net).





# Important Phone Numbers

## DeIDOT

Public Relations . . . . .	(800) 652-5600 or (302) 760-2080
Finance . . . . .	(302) 760-2700
Human Resources . . . . .	(302) 760-2011
Planning . . . . .	(302) 760-2111
Maintenance & Operations . . . . .	(302) 760-2201
Traffic Management Center . . . . .	(302) 659-2400
Delaware Transit Corporation (also see next page) . . . . .	(302) 577-3278 or (302) 760-2800
Motor Fuel Tax Administration . . . . .	(302) 744-2715
Hauling Permits . . . . .	(302) 744-2700
Motor Vehicles	
Greater Wilmington . . . . .	(302) 434-3200
New Castle . . . . .	(302) 326-5000
Dover . . . . .	(302) 744-2500
Georgetown . . . . .	(302) 853-1000
Web site Address . . . . .	www.deldot.gov

## Other State Agencies

Delaware Economic Development Office . . . . .	(302) 739-4271
Department of Safety and Homeland Security . . . . .	(302) 744-2680
Delaware State Police . . . . .	(302) 739-3211
Office of State Planning Coordination . . . . .	(302) 739-3090
First State Online . . . . .	www.delaware.gov

## Other Organizations

Amtrak . . . . .	(302) 429-6527 or (800) 872-7245
Delaware River & Bay Authority . . . . .	(302) 571-6300
Port of Wilmington, Delaware . . . . .	(302) 472-7678
SEPTA . . . . .	(215) 580-7800
University of Delaware, Center for Applied	
Demography and Survey Research . . . . .	(302) 831-8406
US Bureau of the Census (Philadelphia Region Office) . . . . .	(215) 656-7550
US Army Corps of Engineers (Philadelphia District) . . . . .	(215) 656-6500
US Department of Transportation - Bureau of Transportation Statistics . . . . .	(202) 366-3282

## Delaware Transit Corporation - An Operating Division of DeIDOT

DART First State	
Bus Route & Schedule Information	
New Castle & Intercounty . . . . .	(800) 652-DART (3278)
Kent & Sussex Counties . . . . .	(800) 553-DART (3278)
Paratransit . . . . .	(800) 553-DART (3278)
<i>Specialized transportation for ADA-certified individuals</i>	
Customer Relations . . . . .	(800) 355-8080
TDD . . . . .	(800) 252-1600
<i>Hearing and Voice Impaired</i>	
SEPTA R2 Train Service . . . . .	(800) 652-DART or (215) 580-7800
<i>Commuter train service connecting Newark, Churchmans Crossing, Wilmington, and Claymont to Philadelphia, PA</i>	
RideShare Delaware & Home Free Guarantee . . . . .	1-888-RIDE-MATCH
<i>Carpool matching service and Guaranteed Ride Home Program</i>	
Park & Rides / Park & Pools . . . . .	(800) 652-DART
<i>Designated parking lots available throughout the state to park your car and catch a bus or carpool</i>	
Transit-Related Programs	
Job Works! & Get A Job • Get A Ride . . . . .	(302) 577-DART, option 5
<i>Free rides for interviewees and new hires</i>	
Operation Lifesaver Delaware . . . . .	(302) 577-DART, ext. 3413
<i>Railroad Crossing &amp; Right-of-Way safety awareness</i>	
Travel Training . . . . .	(302) 577-DART, ext. 3589 or (302) 760-2858
<i>Learn how to ride public transit in one-on-one or group training sessions</i>	
SCAT (Senior Citizens Affordable Taxi) . . . . .	(800) 355-8080
<i>50% discount on taxi fares for seniors and persons with disabilities</i>	
Web site Address . . . . .	www.DartFirstState.com

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