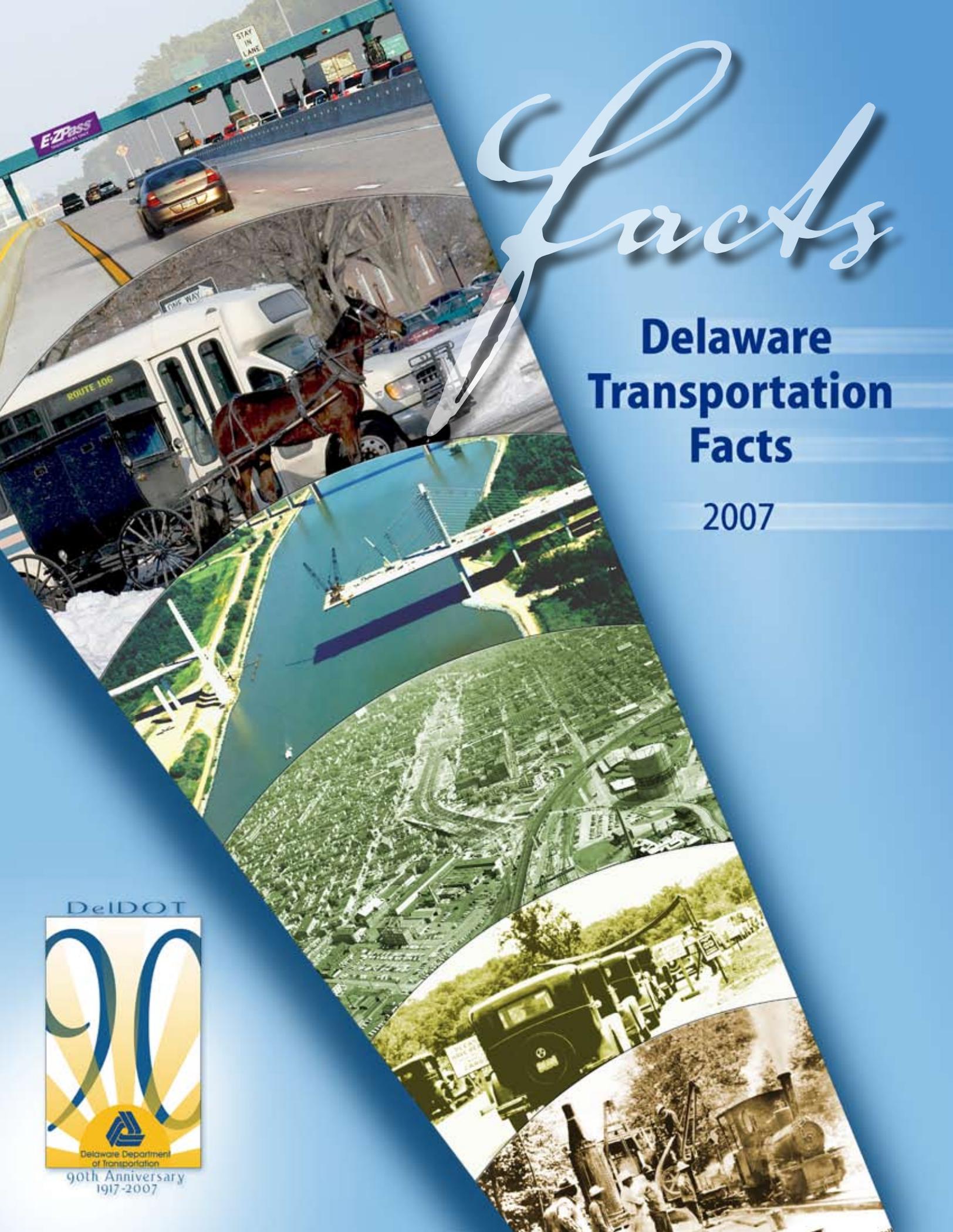


# Facts

## Delaware Transportation Facts

2007



DelDOT



Delaware Department  
of Transportation  
90th Anniversary  
1917-2007

*important 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.....	(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 .....	<a href="http://www.deldot.gov">www.deldot.gov</a>

**Delaware Transit Corporation - A Subsidiary of DeIDOT**

DART First State Statewide Bus Route & Schedule Information.....	(800) 652-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 (743-3628)
<i>Carpool matching service and Guaranteed Ride Home Program</i>	
Park & Rides / Park & Pools .....	(800) 652-DART (3278)
<i>Designated parking lots available throughout the state to park your car and catch a bus or carpool</i>	
Operation Lifesaver Delaware .....	(302) 576-6013
<i>Railroad Crossing &amp; Right-of-Way safety awareness</i>	
Travel Training .....	(302) 739-DART (3278)
<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 .....	<a href="http://www.DartFirstState.com">www.DartFirstState.com</a>

**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 .....	(302) 739-3090
First State Online.....	<a href="http://www.delaware.gov">www.delaware.gov</a>

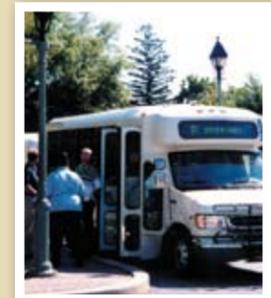
**Other Organizations**

Amtrak .....	(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) 717-1800 or (800) 262-4236
US Army Corps of Engineers (Philadelphia District).....	(215) 656-6500
US Department of Transportation - Bureau of Transportation Statistics.....	(800) 853-1351



Visit our web site at [www.deldot.gov](http://www.deldot.gov)

*Delaware transportation facts 2007*



**A Guide for the Public, Transportation Professionals, Elected Representatives and Public Officials**

**Ruth Ann Minner**  
Governor

**Carolann Wicks**  
Secretary  
Delaware Department of Transportation

Published by DeIDOT Planning, in cooperation with the United States Department of Transportation, Federal Highway Administration

**Letter from Governor Minner**



This is my final opportunity to introduce the *Transportation Facts Book* published each year by the Delaware Department of Transportation. In doing so, I am pleased to look back at our accomplishments during my term

as Governor, while looking ahead to the future of transportation in Delaware.

We have seen the completion of SR 1, a major project that took years to accomplish. That road has made a tremendous difference in our state, allowing for more efficient movement of people, goods and services, as well as accommodating geographical changes in where people live and work. We see plans moving forward for improvements to Interstate 95, one of the shortest, but also most important corridors in Delaware. DelDOT continues to work toward a new U.S. 301 from SR 1 to the Maryland/Delaware state line, a decidedly important improvement in safety and efficiency.

In Kent County, DelDOT planners continue to look toward improvements that will be needed for the future as growth has changed traffic patterns, particularly in the Dover area. The long-awaited South Governors Avenue project is underway, upgrading that important commercial and residential thoroughfare. The Indian River Inlet Bridge is a critical asset to transportation in Sussex County and DelDOT continues to work toward replacing it with a structure that will continue to serve motorists for years to come. Our beach area is becoming a year-round destination and that means different traffic challenges, which DelDOT is preparing to meet.

My Livable Delaware initiative had the goal of preparing Delaware for the future and ensuring that its communities and citizens could continue to grow and prosper. An important component is transportation, and the Department has responded to the challenge of looking ahead while still meeting the daily needs of Delawareans.

The *Transportation Facts Book* contains interesting and useful information about all aspects of transportation in Delaware. I hope you will take the time to learn more about the important work being done by DelDOT, and thank the Department's dedicated employees for the work they do each day to maintain and improve our transportation services for the people of Delaware.

*Ruth Ann Minner*

Ruth Ann Minner  
Governor

**Letter from Secretary Wicks**



The eighth edition of the *Delaware Transportation Facts Book* comes at a time when we are set to embark on new challenges for the State of Delaware and the Delaware Department of Transportation (DelDOT). Delaware's transportation needs continue to grow, and economic factors create new demands for our transportation resources.

While DelDOT works to meet and stay apace with the new challenges, we cannot forget our core business. The residents of Delaware rightfully expect that their roads are going to be safe and in good condition. Increased traffic creates new demands on older roads that were not designed for the service they now provide. It is DelDOT's job to find ways to extend the usefulness and viability of these roads, and our engineers, working with traffic experts, do a wonderful job to meet those needs.

During the winter, our residents expect that snow will be removed from roadways in an efficient and quick manner. DelDOT's Maintenance Yards work to anticipate winter storms and their impact to ensure that expectations are met. It takes many dedicated hours and I applaud the men and women of DelDOT who labor tirelessly to make it so. At the same time, the department prepares for that emergency we hope will never come at any time of year, and to do all we can to ensure that the lives of Delawareans and visitors to our state may be safeguarded.

During a time when the economics of filling a gas tank causes more and more people to look for alternate forms of transportation, DelDOT and the Delaware Transit Corporation (DTC) are working to make public transit services available to more people. Pilot programs that offer some level of weekend service in target areas of the state will help us to determine future transit needs. As ridership increases, DTC is finding ways to do more with the same resources. We will continue to partner with the private sector as well to enable us to offer more options.

We look ahead today and continue the task of preparing for that future, as did transportation experts in the past. However, varying conditions can change the playing field and they require responses from the Delaware Department of Transportation that are not inflexible. In recent years, DelDOT's team of professionals has shown an amazing ability to come up with new and unique solutions to sometimes unexpected and unique challenges. I have no doubt of their willingness and dedication to continue in a similar manner.

The *Transportation Facts Book* is more than a collection of data. It is a useful tool filled with information on the various segments of the Delaware Department of Transportation and other transportation entities in the state. It documents the movement of people and goods through our state, how we plan for the future, and how necessary programs are funded.

My job as Secretary of Transportation continues to be challenging and exciting and I come to work every day proud of our efforts and the people who serve the public.

*Carolann Wicks*

Carolann Wicks  
Secretary  
Delaware Department of Transportation

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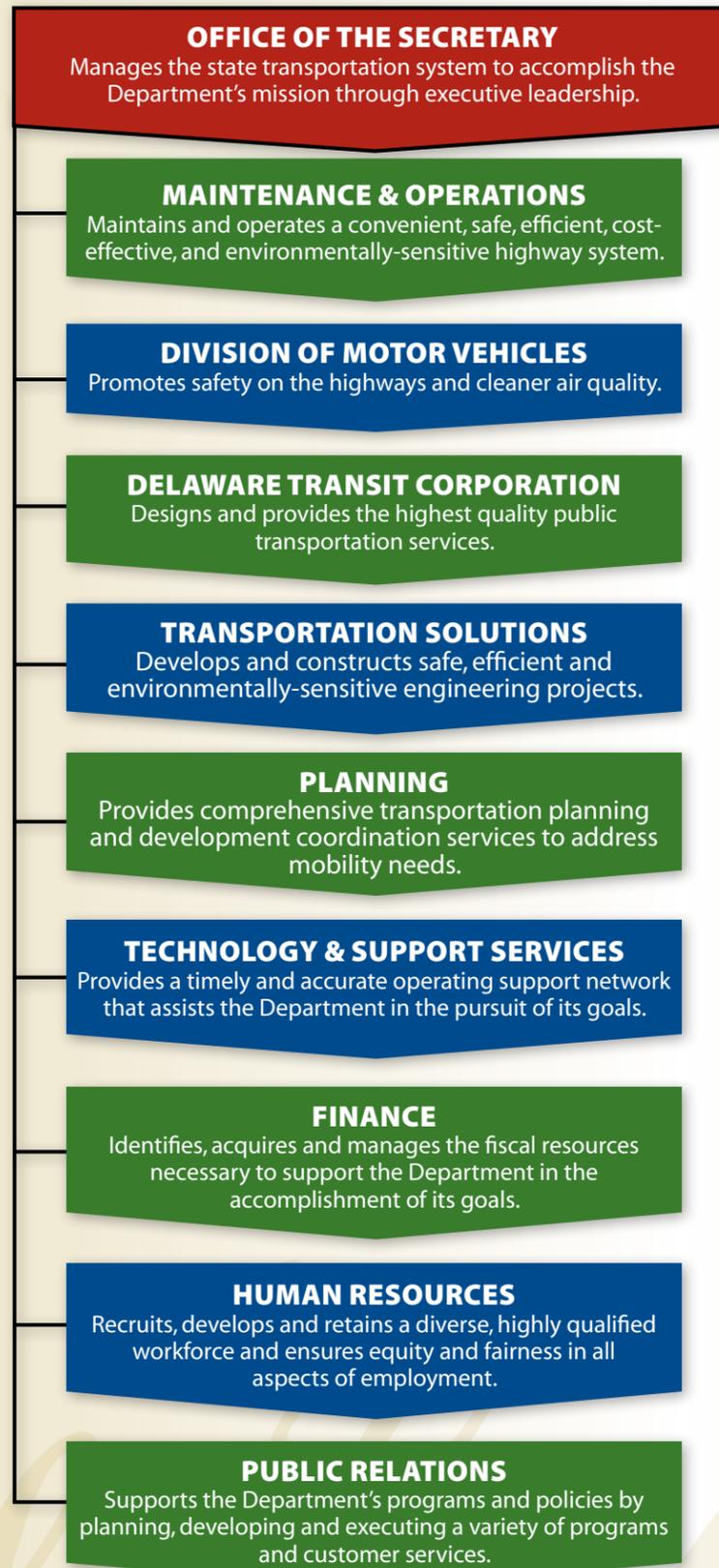
# section one

## How DeIDOT Serves The Public

### Our 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.

## The Delaware Department Of Transportation (DeIDOT) Organization



## What We Do

The Delaware Department of Transportation (DeIDOT) is responsible for planning, designing, building and managing Delaware's statewide transportation system. The work we do affects the lives of Delawareans every day. DeIDOT is responsible for:

- 13,268 lane miles of highways
- 1,547 bridges and 1 ferry
- 936 traffic signals
- Over 250,000 signs
- 82 miles of fiber optic, 105 cameras and 74 automatic traffic detectors
- 56 toll lanes
- 93 buildings
- 8,000 miles of ditches
- Over 8,000 miles of storm drains
- Over 200 stormwater ponds
- 1,000 active projects
- \$300 million in capital spending
- 281 subdivision/commercial entrance permits
- 35 SEPTA trips per day
- 211 fixed-route buses
- 223 paratransit buses

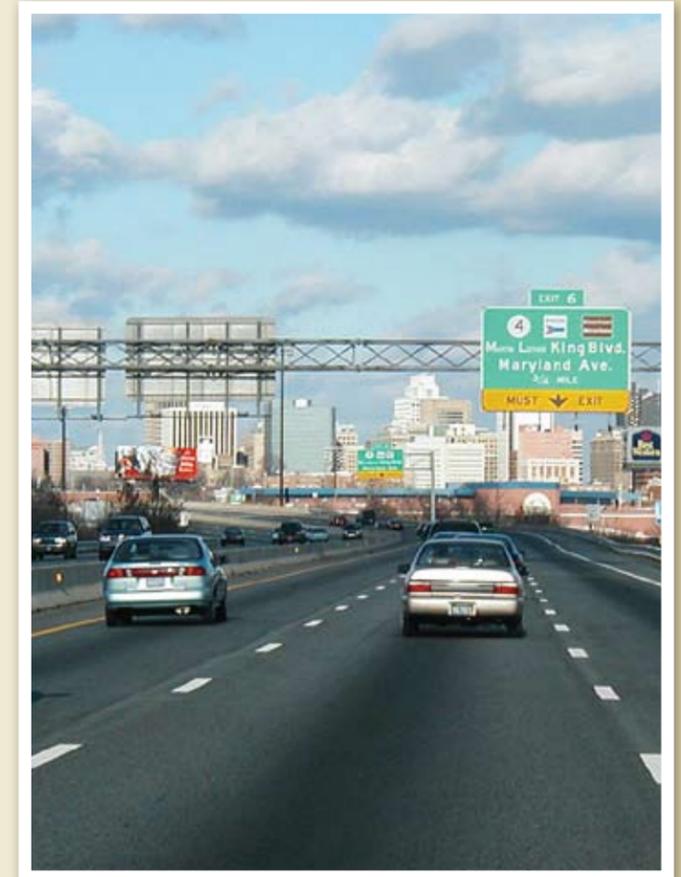
DeIDOT provides bus, SEPTA commuter rail and paratransit services through the Delaware Transit Corporation and DART First State, and is responsible for the Department of Motor Vehicles. The Department also takes an active role in implementing state, county and local plans to shape more livable communities by helping to meet clean air and water mandates, assuring replacement of wetlands, and assisting during weather events or other emergencies.

In an average year, we:

- Collect \$129 million in tolls
- Mow 99,500 acres of grass
- Trim 845 miles of roadside vegetation
- Inspect 10,000 catch basins and storm drains
- Pick up 76,500 bags of trash
- Remove 10,200 illegal signs

### Independent transportation agencies

The New Castle County Airport, the Port of Wilmington, the Delaware Memorial Bridge, Amtrak and the Cape May-Lewes Ferry are administered by separate Authorities. Information about these services is included in this booklet to present a complete overview of transportation in Delaware. DeIDOT provides the roads and connections to air, rail, and port services needed by the public and commercial carriers.



## Transportation in Delaware

### A vital link in the regional transportation system

Delaware plays an important role in providing transportation connections to people and goods traveling in and through the busy Mid-Atlantic region. In addition to serving the transportation needs of the people of Delaware, our roads, bridges, water, rail and air connections carry passengers and freight through the Mid-Atlantic corridor and beyond to densely populated areas of New York, New Jersey, Pennsylvania, Maryland, Washington, D.C. and Virginia. No other state of similar size and population carries so much interstate travel on its roadways, to destinations that are critical to the welfare of millions.

- Over 711,500 passenger trips move through Wilmington's Amtrak Station each year.
- The Delaware Memorial Bridge carries over 35 million vehicles yearly on the twin spans that join Delaware and New Jersey.
- Annual average daily traffic on I-95 is estimated at 172,710 vehicles.
- Annual average daily traffic on I-495 is estimated at 63,926 vehicles.

## Public Outreach

**Want to get involved in shaping transportation decisions in your community?**

In Delaware, collaboration among the public, transportation planners, elected officials and public agencies has strengthened not only public support for transportation projects, but also has helped shape those projects in ways that fit the character of the communities where they are located. Working together, we can find the best, most appropriate and fiscally responsible solutions to transportation challenges.

There are many ways you can lend your voice to this important process:

- Attend public workshops on projects that will affect your community.
- Sign up for project newsletters.
- Review project progress on the web at [www.deldot.gov](http://www.deldot.gov).
- Serve on a project steering committee or working group.
- Comment at a public hearing.

If you can't attend meetings or public hearings, you can email, fax or mail your comments to DeIDOT Public Relations.

## Public Information

**Newsletters, ads, traffic advisory radio and the DeIDOT web site keep you informed**

This annually updated Transportation Facts Book is a great place to start to learn about a variety of transportation initiatives. Also check your newspaper, tune to 1380 AM radio, log onto [www.deldot.gov](http://www.deldot.gov), or watch your mailbox or inbox for workshop dates, times and locations, and other transportation-related information.

On the web site, you can view real-time video of traffic conditions statewide, or find out answers to questions you may have about the Division of Motor Vehicles, obtaining E-ZPass, or doing business with DeIDOT. Visit the "Media Gallery" for photos that show progress on a variety of current projects and programs. Under "Community Programs & Services," you'll find news and information about subjects ranging from the Community Transportation Trust Fund, to Real Estate Acquisition, Scenic Highways and Snow Removal. These, and many other topics, are also discussed in the DeIDOT "F.Y.I." brochure series.

**You are always welcome to call Public Relations at (302) 760-2080 or (800) 652-5600 (in state) or write us at [dotpr@state.de.us](mailto:dotpr@state.de.us) or P.O. Box 778, Dover, DE 19903.**



## Customer Satisfaction

**Feedback from you**



Every business benefits from feedback from its customers. As part of the Statewide Long Range Transportation Plan's performance monitoring system, DeIDOT conducts an annual Customer Satisfaction Survey. Two different groups are sampled to gauge customer opinions on the Department's performance.

The first group – 1,202 General Transportation Users who drive, carpool, ride transit, walk or ride bicycles – is asked to rank how well the state's roads, transit and other transportation services meet their needs. The second group – 100 Commercial Shippers and Carriers who transport goods in Delaware – is asked similar questions that relate to satisfaction with Delaware's roads, the Port of Wilmington, and existing air and rail freight facilities.

### Most users reviewed Delaware's transportation system positively

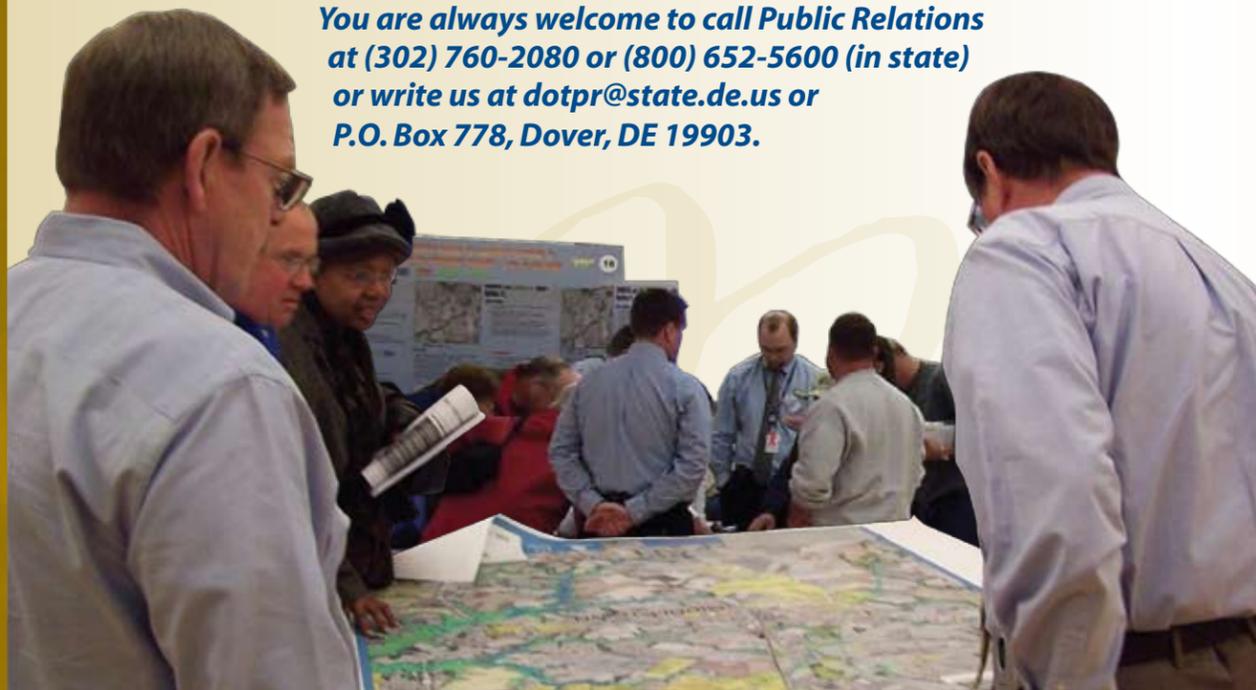
Each of the 1,202 participants in the General Transportation User Satisfaction survey were asked to rate the overall performance of each mode he or she had used in the last week. Roads and highways received the highest satisfaction rating, with 84% saying their needs were met Very Well or Somewhat Well. The majority of survey participants asked to rate Delaware's transportation system overall responded that the system meets their needs either Very Well or Somewhat Well.

Figure 1.1

### General Transportation User Satisfaction Ratings, 2004 - 2006

Question	Very Well	Somewhat Well	Not Too Well	Not At All	Don't Know	Survey Year
Overall, how well does the state's system of <b>roads and highways</b> meet your needs?	28%	56%	10%	4%	2%	2006
	32%	53%	9%	4%	2%	2005
	28%	57%	10%	3%	2%	2004
Overall, how well does the state's <b>transit system</b> meet your needs?	26%	31%	22%	4%	17%	2006
	57%	21%	17%	3%	2%	2005
	27%	45%	17%	4%	7%	2004
Overall, how well does the state's transportation system meet your needs for <b>bicycle trips</b> ?	21%	41%	12%	16%	10%	2006
	28%	32%	23%	12%	5%	2005
	10%	36%	28%	23%	3%	2004
Overall, how well does the state's transportation system meet your needs for <b>walking trips</b> ?	24%	49%	15%	12%	0%	2006
	27%	46%	14%	9%	4%	2005
	13%	50%	22%	9%	6%	2004
Overall, how well does <b>Delaware's transportation system</b> meet your travel needs?	27%	45%	13%	10%	5%	2006
	25%	44%	11%	12%	8%	2005
	22%	51%	13%	7%	7%	2004

Source: DeIDOT Planning  
Report on Customer Satisfaction - Year 2006 Survey Results



**Figure 1.2**  
**Motorist Satisfaction, 2006**

Attribute	2006 Mean Importance Rating	2006 Mean Performance Rating	Satisfaction Index
Keeping lands adjacent to highways landscaped & mowed	5.36	4.96	92.5
Highway signs that provide direction & mileage	5.68	5.11	90.0
Having many travel mode choices	4.87	4.31	88.5
Keeping lands adjacent to highways litter free	5.78	4.88	84.4
Clear lane lines on highways	6.27	5.20	82.9
Information on when to expect delays, road closings	5.80	4.79	82.6
Timely snow plowing and salting	6.25	5.05	80.8
Condition of pavement on highways	6.18	4.73	76.5
Well-planned sequencing and timing of traffic lights	6.27	4.27	68.1
Highways free of congestion	6.14	3.87	63.0

Source: DeIDOT Planning  
Report on Customer Satisfaction - Year 2006 Survey Results

**What's working for motorists and what needs improvement?**

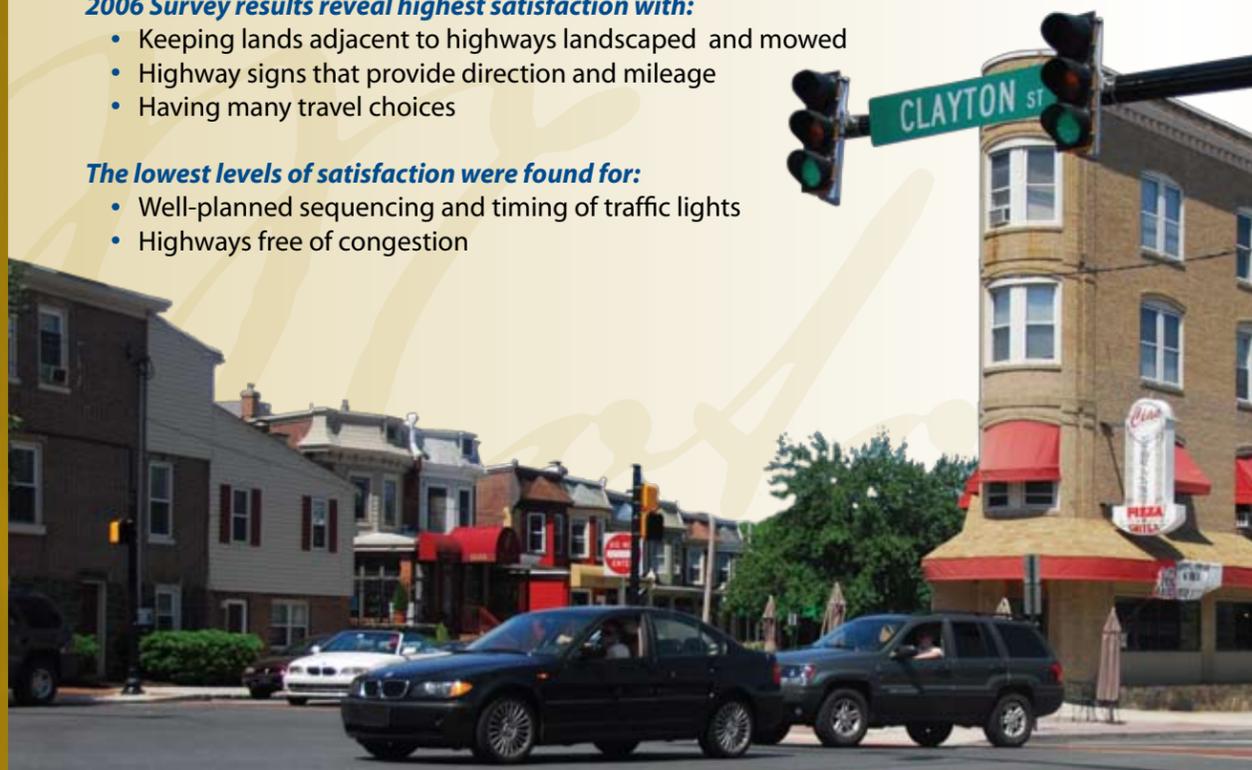
Motorists are asked to rate ten attributes of roadway service. Using a 1-7 scale (1=lowest, 7=highest), motorists rate both how well the service is being performed and how important that service is to them. The rating given to importance is then compared to the performance rating to see how satisfied motorists are.

**2006 Survey results reveal highest satisfaction with:**

- Keeping lands adjacent to highways landscaped and mowed
- Highway signs that provide direction and mileage
- Having many travel choices

**The lowest levels of satisfaction were found for:**

- Well-planned sequencing and timing of traffic lights
- Highways free of congestion



*focus on* **DeIDOT 90th Anniversary 1917 – 2007**



Transportation in Delaware has gone through many changes, some dramatic, since the first laws governing the use of automobiles were passed by the General Assembly in 1903. As quaint as they seem today, early laws requiring a horn, bell or similar device on an auto, and a provision that drivers slow when approaching a horse-or mule-drawn carriage set the stage for a future in which the safety of motorists and others on Delaware's roads is the paramount consideration.

It was also 1903 when the State Aid Law was passed, providing for joint state/county funding of new road construction. It was not a popular law and was repealed just two years later. The result was a more haphazard approach to highway construction and maintenance and a delay in the development of a centralized highway department in Delaware. While lawmakers took things slowly, Delawareans were like folks all over the nation; they became enamored of the "horseless carriages" and automobile use increased.

A law was passed in 1905 requiring vehicle owners to supply their own tags, file a declaration of competence to operate the motor vehicle, and pay a \$2.00 registration fee. The first driver's licenses were issued in 1907, a year in which only 313 cars were registered in the state. Within ten years, that number swelled to 10,702!

With more vehicles in use and more demand for adequate roadways, the Delaware Highway Department was formed in 1917, in response to the Federal Highway Act of 1916 that restricted federal aid for highway construction to those states that had an organized highway department in place. The 1917 Delaware law encouraged the construction and preservation of new roads, rather than the maintenance of existing dirt roads.

A major accomplishment in those early years was the completion of a road extending from Delmar to Wilmington. Initiated by T. Coleman duPont, the road, now commonly known as Route 13, was completed in its entirety using private funds at a cost of \$3.9 million, with the provision that it would be turned over to the state when completed. The new Highway Department assumed the completion of the road's construction in 1917 and it was finished seven years later.

Funding for road construction seemed to be a recurring theme, and the state established the first fuel tax in 1923 — 1¢ per gallon. The tax began to provide some of the revenue necessary to meet the demand for more highway construction statewide. All county roads were transferred to the state in 1935. Major highway projects were slowed by material and labor shortages during World War II, which was balanced by reduced use of autos due to gasoline and rubber shortages and rationing. Speed limits were dropped to 35 miles-per-hour.

The post-war years saw changes and modernization. The Delaware Memorial Bridge, dedicated to those who died in World War II, opened in 1951 as the sixth largest suspension bridge in the world. The General Assembly authorized a ten-year program to pave all dirt roads in the state in 1956, and in Washington, President Dwight Eisenhower was seeing the start of a new interstate highway system that would connect every part of the country. On November 15, 1963, just seven days before his assassination, President John F. Kennedy cut the ribbon opening the Delaware Turnpike, more commonly known as Interstate 95 in Delaware.

In 1970, the cabinet form of government was adopted in Delaware, and the Highway Department was renamed the Department of Highways and Transportation. The name was later shortened to the Delaware Department of Transportation.

DeIDOT, as it became known, continued the progress. Funding for a Route 13 Relief Route Study was approved in 1984, setting the stage for the eventual construction of State Route 1. The Transportation Trust Fund, designed to provide funding for projects in the six-year Capital Improvement Plan was established in 1987. The Delaware Transit Corporation was created by the General Assembly in 1994, and ground was broken for a new Transportation Management Center in 2001.

Carolann Wicks, who began her career as an engineer with the Delaware Department of Transportation 25 years earlier, was appointed Secretary of Transportation in 2006. The second woman to hold the cabinet post, Carolann is the first engineer to be Secretary of DeIDOT, bringing a different perspective and understanding to the agency.

After more than 90 years of service in one form or another, the Department of Transportation continues to look ahead to the current and future transportation needs of Delawareans.

# section two

## Technology & Safety

### The DelTrac Program

#### New technologies are increasing efficiency and safety

Satellites, sensors, cameras, fiber optics and the Internet are just some of the DelTrac Intelligent Transportation technologies that have been integrated into all phases of DelDOT operations. These tools help make it possible for DelDOT staff to monitor and manage transportation in Delaware 24 hours-a-day, 365 days-a-year.

### Weather emergencies, accidents and homeland security

Transportation Management Teams (TMTs) bring together personnel and resources from police, fire, rescue, emergency management, transportation, communications, environmental protection and other agencies. These teams work to improve safety and reduce delays during emergencies that impact Delaware's transportation system. TMTs play an important role in the state's homeland security and in plans for evacuation and transportation management during major weather events and emergencies. Smaller Incident Management Teams also work every day on the Interstate to aid travelers, keep traffic moving, and prevent secondary incidents triggered by the original accident.



### Red light running

DelDOT's red light running safety enforcement system is an example of a DelTrac technology that is helping to improve safety on our roads and saving lives. Based on accident history, 20 signalized intersections were equipped with video cameras to detect offenders. As of year end 2007, over 200,000 red light running violations have been recorded and angle collisions have been reduced at 14 of the 20 intersections. The fine for a violation is \$75, levied on the registered owner of the vehicle. After expenses, revenue goes to the municipalities where the cameras are located or to DelDOT for unincorporated areas. DelDOT uses these funds for Highway and Safety Programs. The camera system is maintained by Nestor Traffic Systems, Inc. under a contract agreement with DelDOT.

### E-ZPass

E-ZPass automated toll collection 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.

Purchase your E-ZPass transponder online, at toll plazas, or at any DMV office statewide. Also look for the Mobile E-ZPass Van at transportation fairs, malls and corporate offices. To learn more, visit [www.EZPassDE.com](http://www.EZPassDE.com).



### Safe Routes to Schools

Safe Routes to Schools enables and encourages children in grades K through eight, including those with disabilities, to walk or ride a bicycle to school. The program works to improve safety and to reduce traffic, fuel consumption and air pollution in areas around schools. As an added benefit, children are encouraged from an early age to lead a healthy and active lifestyle. Using federal funds, DelDOT assists program sponsors in creating a variety of projects, from safer crosswalks to in-school programs that educate parents and children on the benefits of walking or bicycling to school.

For more information, or to receive program guidelines and an application, contact the Safe Routes to Schools Program Coordinator at (302) 760-2121, or visit online at [www.deldot.gov](http://www.deldot.gov) and click on "Community Programs and Services."



### New transit technologies

Much like an air traffic control system monitors aircraft to assure safety and efficiency, DART fixed-route buses and Paratransit vehicles are tracked through Computer Aided Dispatch and Automated Vehicle Locator (CAD/AVL) monitoring technology. Using radio communications and Global Positioning System (GPS) technology, buses are tracked by ID and bus route, and dispatchers monitor them electronically to assist in keeping them on time and on route. Should a bus deviate from its designated route for more than the allotted amount of time, the tracking screen alerts the dispatcher.

Vehicle operators are equipped with a voice radio that allows communications with dispatchers. In addition to the radio, when an emergency occurs, the system allows the vehicle operator to automatically send out an emergency radio signal indicating immediate assistance is needed. In an instance in which the vehicle operator may not be able to communicate with the dispatcher, the actual location of the vehicle is identified by the system and the dispatchers can direct emergency assistance to that location.



# section three

## Roads & Bridges

### Division of Motor Vehicles (DMV)

Apply for a driver license, title or registration and much more

Where can you go in Delaware to get your car inspected? Can you apply for E-ZPass at the DMV? What is the fee to transfer your car's title from another state? For answers to these and many other questions about DMV services, log onto [www.dmv.de.gov](http://www.dmv.de.gov) or call the numbers listed in the red box below.

Visit DMV offices to:

- Have vehicles titled, inspected and registered
- Test for and obtain your regular or commercial driver license
- Purchase E-ZPass transponders
- Participate in driver education programs
- Register to vote
- Sign up to become an organ donor

Offices and inspection lanes are open from 8:00 AM to 4:30 PM Monday, Tuesday, Thursday and Friday, and on Wednesdays, from noon until 8:00 PM. Directional maps are available on the web site. The site also offers a guide for new residents, a list of fees, forms you may wish to download, and information on education course offerings, such as defensive driving, aggressive driving, motorcycle and boater training and DUI alcohol programs.



#### NEW CASTLE DIVISION (302) 326-5000

On Airport Road, west of the Wilmington Airport, just south of the Churchman's and Airport Road intersection.

#### GREATER WILMINGTON DIVISION (302) 434-3200

Immediately south of the Rt. 13 and I-495 Interchange. Turn from Rt. 13 onto Hessler Boulevard, which leads straight into the DMV.

#### DOVER DIVISION (302) 744-2500

On Transportation Circle, behind the DelDOT building on Rt. 113, just south of the Rt. 13 and 113 split.

#### GEORGETOWN DIVISION (302) 853-1000

West of Georgetown on South Bedford St. extended, and just before the Rt. 113 intersection.

### Meeting Clean Air Act Standards

#### Emissions testing

Delaware is one of 35 states with air pollution levels higher than federal health standards. Since motor vehicles create approximately one-third of the volatile organic compounds (VOCs) – mostly hydrocarbons – released into our atmosphere, emissions testing is done at the DMV during regularly scheduled vehicle inspections.

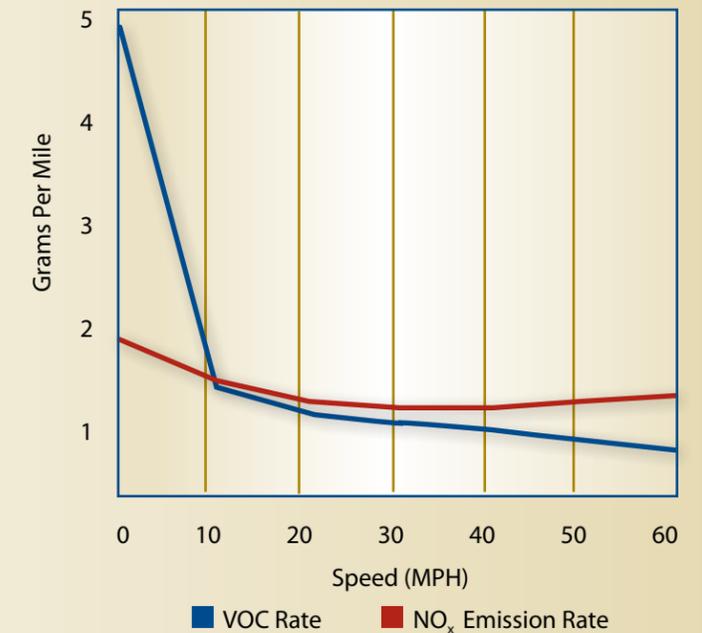
#### Improving air quality

Better timing of lights, eliminating bottlenecks, and using E-ZPass technology are tools DelDOT is using to keep traffic moving and reduce the release of hydrocarbons. However, as the chart at right illustrates, while higher speeds reduce hydrocarbon VOCs, they can also lead to increased rates of another kind of VOC – nitrogen oxides. That's why it is also important to keep our vehicles in good condition.

Vehicle testing assures that vehicle-generated emissions are within specified levels. Standards set by the Delaware Department of Natural Resources and Environmental Control (DNREC) must be met to receive vehicle registration. Vehicles in their first 5 model years are excluded, as are vehicles manufactured before 1968, diesel-fueled vehicles manufactured before 1997, and motorcycles. There is no charge for this test.

Figure 3.1

### The Ozone Challenge: Speed reduces hydrocarbons, but elevates nitrogen oxides



Source: DelDOT Planning



### Highways

#### Delaware's population to exceed one million by 2030

By 2030, Delaware's population is projected to exceed the one million mark, a 33% increase since 2000. The highest concentrations of people reside in New Castle County. However, Sussex County is experiencing the highest growth rate. By 2020, over 69,000 new residents are expected to retire downstate to rural or beach resort areas. That means additional infrastructure and services will be needed.

Figure 3.2

### Delaware Population, 2000 - 2030

	Counties			
	New Castle	Kent	Sussex	Statewide
2000	501,856	127,103	157,459	786,418
2010 (projected)	542,818	157,503	194,422	894,743
2020 (projected)	576,679	175,816	226,758	979,253
2030 (projected)	601,343	189,536	253,226	1,044,105

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

## Traffic on Delaware Roads Is Increasing

In 2006, there were 620,433 registered drivers in Delaware – 6,016 more than there were in 2005, and 16,309 more than in 2004. From 2004 to 2006, the number of vehicles registered in Delaware rose by 37,678. That's not counting all the drivers and vehicles from out of state that travel on our roadways.

Figure 3.3

### Population, Drivers, Vehicles & Miles Traveled, 2004 - 2006

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in Millions)
2004	838,913	604,124	803,942	9,263
2005	840,692	614,417	824,351	9,448
2006	854,977	620,433	841,620	9,676

Source: DelDOT Division of Motor Vehicles

## How Delawareans Commute to Work, 2001-2006

Most Delaware workers continue to commute alone in their vehicles. A survey by the University of Delaware shows carpooling is most popular in Sussex County. In all three counties, only a few people choose to ride buses, bicycle or walk.



Figure 3.4

### Travel Monitoring System Survey Average, Years 2001 - 2006 Journey to work persons, 16 years and older

	New Castle	Kent	Sussex	Delaware
Driver of Car	89.6%	90.2%	84.4%	88.7%
Passenger in Car	6.5%	7.3%	12.1%	7.7%
Public Bus	1.8%	0.3%	--	1.2%
Walk	1.4%	1.1%	3.0%	1.6%
Rode Bike	0.3%	0.1%	0.2%	0.2%

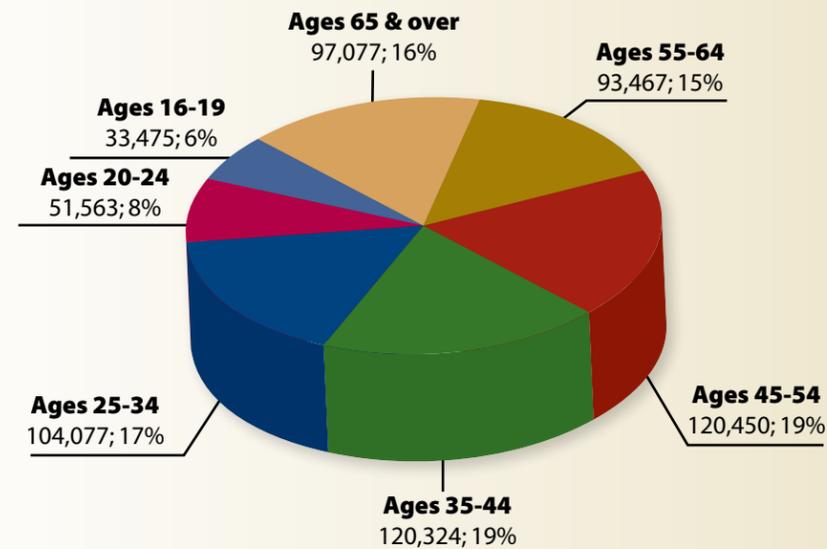
Source: Center for Applied Demography & Survey Research, University of Delaware

## What Age Are Drivers?

In 2006, 55% of Delaware drivers were in the 25-54 age groups. Younger drivers, ages 16-24, represent 14% of all Delaware drivers, and older drivers in the 55-65 and older groups make up 31%.

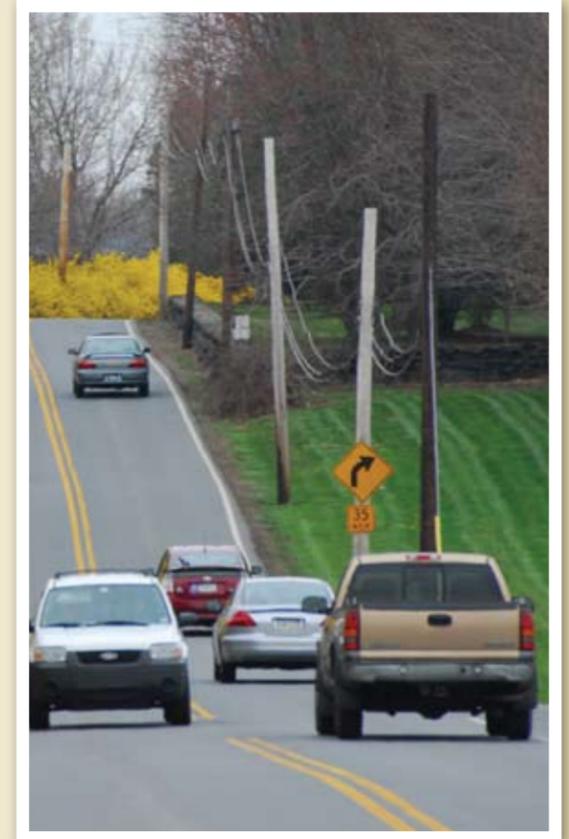
Figure 3.5

### Ages of Licensed Drivers, 2006



Total Licensed Drivers = 620,433

Source: DelDOT Division of Motor Vehicles



## Trucks Play an Important Role In Delaware Commerce

From 2004 to 2006, drivers holding commercial licenses increased from 30,138 to 31,617, a gain of 1,479 drivers. 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. Delaware's sizable poultry industry depends on trucks to get chickens to market quickly, and trucks provide needed 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.

Figure 3.6

### Licensed Commercial Drivers, 2004 - 2006

Year	Drivers
2004	30,138
2005	30,962
2006	31,617

Source: DelDOT Division of Motor Vehicles



## An Expanding Roadway System

*DeIDOT maintains 89% of all roads in Delaware*

As the capacity of freeways, expressways, major and minor roads increases in Delaware, so must the budget to maintain or repair them. Only 25% of Delaware's roads qualify for federal funds for rehabilitation and reconstruction projects.

Roads are measured in "lane miles." A one-lane road that runs for one mile equals one lane mile. If that same road has four lanes, it would occupy four lane miles. Currently, Delaware has 13,268 lane miles of roads, and the Delaware Department of Transportation is responsible for maintaining 89% of them. The national average of state-maintained roads is approximately 20%.

Figure 3.7

### Lane Miles in Delaware, 2006

	Interstate	Other Freeways & Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total Lane Miles
New Castle	252.94	26.60	655.67	380.00	573.31	90.58	3,443.59	5,422.69
Kent	0.00	72.36	171.18	264.11	371.13	179.40	2,015.97	3,074.15
Sussex	0.00	0.00	494.53	107.50	733.54	185.48	3,250.53	4,771.58
<b>Total</b>	252.94	98.96	1,321.38	751.61	1,677.98	455.46	8,710.09	13,268.42

Source: DeIDOT Planning

## Driving More Miles

*Highway use has more than doubled since 1980*

Vehicle Miles Traveled (VMT) is a measurement of the total annual average of miles traveled by all vehicles in an area for a specified time. Since 1980, VMTs in Delaware have been rising dramatically – from 4.2 million miles per year in 1980 to nearly 9.5 (9,486) million in 2005. Despite the upward trend VMTs decreased by 79 million miles to 9,407 million in 2006.

Figure 3.8

### Average Annual Vehicle Miles Traveled, 2004 – 2006

	2004	2005	2006
AVMT in Million	9,263	9,486	9,407

Source: DeIDOT Planning

## Road Maintenance Is a Priority

*Emphasis has shifted from building roads to maintaining them*

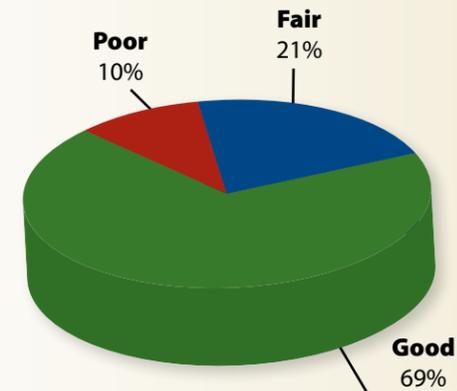
Our state's roads and bridges are valued at over \$5 billion. When it comes to maintaining this valuable highway infrastructure, the old adage that "an ounce of prevention is worth a pound of cure" is definitely true. Timely maintenance extends the life of existing roads and bridges and saves as much as \$3-4 for every dollar of preventive maintenance we spend.

### Comparison of Maintenance Costs

Preventive road maintenance extends the life of our roadways and alleviates the need for major repairs. Preventative maintenance costs are relatively inexpensive when compared to those of road reconstruction. Practices such as crack sealing are utilized to extend the life of our transportation system.

Figure 3.9

### Road Pavement Condition, 2006



Source: DeIDOT Pavement Management Section

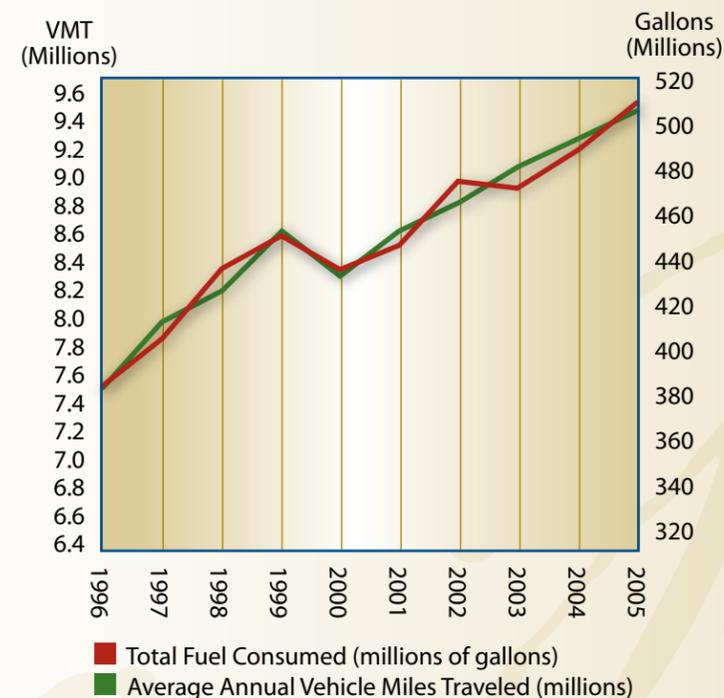
## Using More Fuel

*125 million gallons more than 10 years ago*

The amount of fuel consumed in Delaware parallels the increase in Vehicle Miles Traveled. VMT increased by 2 million miles per decade from 7.5 million miles in 1996 to 9.5 million miles in 2006. Fuel consumption grew by 125 million gallons per year from 390 million gallons in 1996 to 515 million gallons in 2006.

Figure 3.10

### Fuel Consumed vs. Vehicle Miles Traveled, 1996 – 2006



Source: DeIDOT Planning

## Bridges

*Monitoring safety on Delaware bridges*

DeIDOT maintains 1,470 of the 1,547 bridges in Delaware. The other 163 are the responsibility of the Delaware River & Bay Authority, municipalities, railroads and private owners. Since 855 of those bridges are 20 feet or longer, they are listed in the federal National Bridge Inventory (NBI), which requires inspections bi-annually. These inspections ensure the bridge's integrity and the public's safety. Other bridges, and any that show deficiencies in the NBI inspections, are reviewed as often as necessary to ensure safety and to bring them up to current standards whenever possible. Many small bridges throughout the state are considered historic community assets and are maintained.

Figure 3.11

### DeIDOT Owned Bridges

New Castle	Kent	Sussex
764	332	374

Source: DeIDOT Bridge Management Section

## US Senator William V. Roth, Jr. Bridge

*Route 1 bridge dedicated to longtime senator*

On July 9, 2007, the former C & D Canal Bridge was dedicated to Senator William V. Roth, Jr. The U.S. Congress renamed the bridge to honor Roth, who had worked to secure funding for the \$57.8 million dollar span. Senator Roth was one of Delaware's most beloved and longest-serving elected officials.

The award-winning concrete cable-stayed bridge was opened to traffic on December 9, 1995 after 1,230 days of construction. It is 4,650 feet long and features a 750-foot deck surface that carries a portion of Delaware Route 1 across the Chesapeake & Delaware Canal. The bridge is a vital link in the SR 1, a 46-mile controlled access north/south route through Delaware that was decades in the making. Combined, it is the largest public works project ever undertaken in the state. Today, the Roth Bridge has an annual average daily traffic count in excess of 70,000 vehicles.

## Delaware Memorial Bridge

The Delaware River & Bay Authority (DRBA), a bi-state agency, operates the Delaware Memorial Bridge (DMB), which is the sixth largest suspension bridge in the world. The DMB carries I-295 over the Delaware River between Wilmington, Delaware and Pennsville, New Jersey. Thirty-five million cars and trucks crossed the spans in 2007, and over 1.2 billion have crossed since 1995.

### Tracking Highway Accidents To Improve Safety

#### Crashes, injuries and deaths increased in 2006

Statewide in 2006, all types of crashes were up by 670 (3.6%) from the previous year. Compared to 2005, 124 more people sustained injuries and 15 more were killed. According to Delaware State Police statistics, alcohol was a factor in 49 (36.8%) of Delaware's 133 fatal crashes and 55 (37.4%) of the 147 deaths. Of the 104 automobile drivers and passengers killed, only 50 (48%) were wearing their seat belts. Property damage crashes increased by 37.3% or 531 crashes for a total of 13,746 crashes. "Inattentive driving" was ranked the #1 cause in 4,482 (23%) of the 19,351 crashes.

Figure 4.1

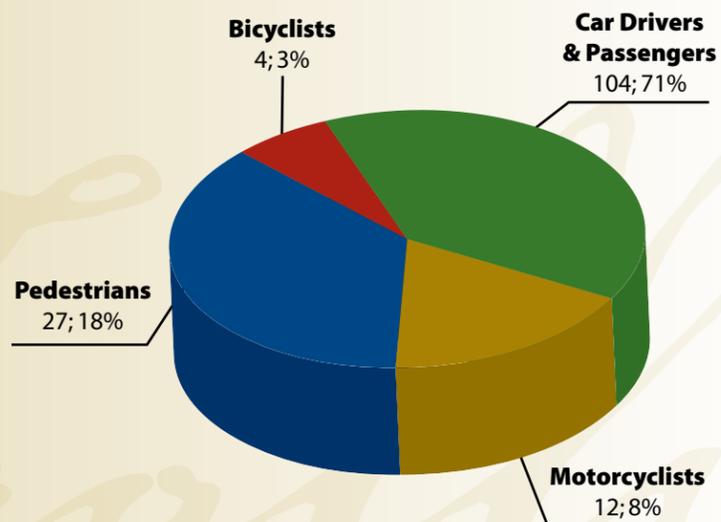
#### Types of Crashes, 2004 – 2006

	2004	2005	2006
Total Crashes	19,642	18,681	19,351
Fatal Crashes	130	118	133
Personal Injury Crashes	5,326	5,348	5,472
Property Damage Crashes	14,186	13,215	13,746
Persons Killed	140	133	147
Persons Injured	8,314	8,367	8,145

Source: Delaware State Police Statistical Report, 2006

Figure 4.2

#### Fatalities, 2006



Total Fatalities = 147

Source: Delaware State Police Statistical Report, 2006

Figure 4.3

#### Top 5 Causes of Crashes, 2006

Rank	Cause	Number
#1	Inattention	4,482
#2	Followed too closely	2,179
#3	Failed to yield right of way	2,138
#4	Other improper driving	1,172
#5	Had been drinking	1,212

Source: Delaware State Police Statistical Report, 2006



Figure 4.4

#### Types of Vehicles in Crashes, 2006

Vehicle Type	Numbers of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger Car	27,764	138	8,328	19,298
Truck	5,673	60	1,528	1,085
Bus	154	1	50	103
School Bus	126	1	30	95
Motorcycle	337	12	267	58
Farm Tractor & Farm Equipment	22	1	10	11
Other or Not Stated	2,855	8	242	2,605
<b>Total</b>	<b>36,931</b>	<b>221</b>	<b>10,455</b>	<b>26,255</b>

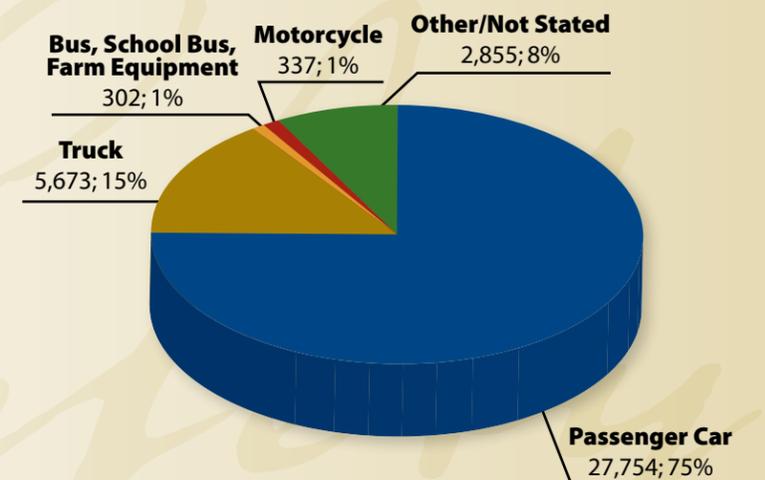
Note: "Truck" represents: pick-up trucks, van/panel trucks, truck, tractor & semi, 6-wheel/10-wheel trucks; "Passenger Car" represents autos, sport utility vehicles, mini-vans and passenger vans.

Source: Delaware State Police Statistical Report, 2006



Figure 4.5

#### Vehicle Crashes, 2006



Total Vehicle Crashes = 36,931

Source: Delaware State Police Statistical Report, 2006

Figure 4.6

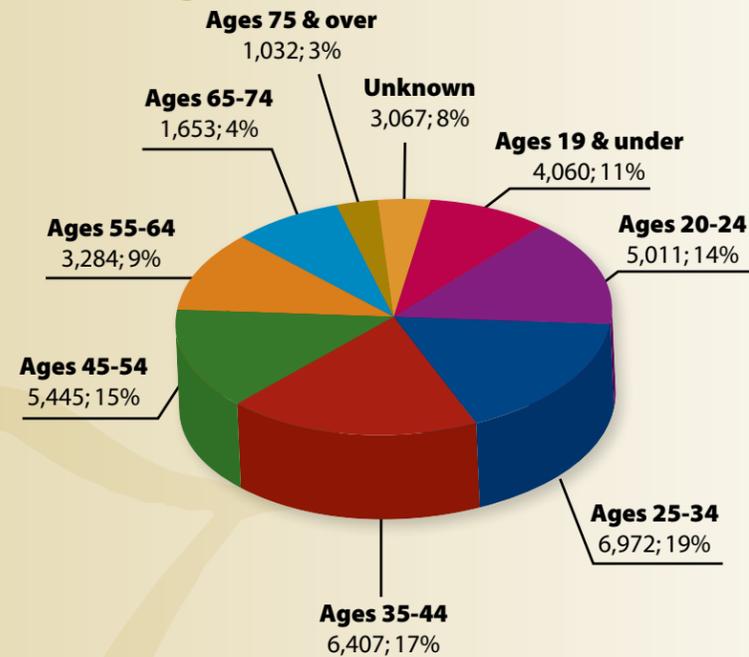
Age of Drivers in Crashes, 2004 – 2006

	2004		2005		2006	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & under	3,973	32	4,119	27	4,060	18
20-24	4,692	24	4,913	28	5,011	29
25-34	6,383	37	6,666	33	6,972	36
35-44	6,034	35	6,530	37	6,407	57
45-54	4,619	25	5,144	35	5,445	36
55-64	2,766	15	3,071	19	3,284	12
65-74	1,445	20	1,430	12	1,653	14
75 & Older	1,066	17	1,199	12	1,032	13
Unknown	3,521	1	2,397	6	3,067	6
<b>Total</b>	<b>34,499</b>	<b>206</b>	<b>35,469</b>	<b>209</b>	<b>36,931</b>	<b>221</b>

Source: Delaware State Police Statistical Report, 2006

Figure 4.7

Driver Age – 2006 Crashes



Total Licensed Drivers = 36,931  
Source: Delaware State Police Statistical Report, 2006

Tracking Accidents To Improve Truck Safety

Pick-up trucks involved most often

In 2006, pick-up trucks were involved in 76% of all truck crashes in Delaware (the same percentage as in 2005), and pick-ups were in 67% of the fatal crashes (down from 80% in 2005). Six or ten-wheel trucks accounted for 12% of all truck crashes in the state, and 10% of the fatal crashes, while truck tractor and semis were in 9% of statewide truck crashes and 5% of the fatalities. Total truck crashes increased by 2,620 crashes or 54% in the three years since 2004.



Figure 4.8

Type of Truck in Crash, 2006

	Total Number Of Crashes	Number Of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
Pick-up truck	4,336	40	1,199	3,097
Van/panel truck	166	2	40	124
Truck tractor & semi	492	3	129	360
6 or 10-wheel truck	679	15	160	504
<b>Total</b>	<b>5,673</b>	<b>60</b>	<b>1,528</b>	<b>4,085</b>

Source: Delaware State Police Statistical Report, 2006

Figure 4.9

Comparison of Truck Accidents, 2004 – 2006

	Total Number Of Crashes	Number Of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
2004	3,053	38	808	2,207
2005	5,242	40	1,453	2,749
2006	5,673	60	1,528	4,085

Source: Delaware State Police Statistical Report, 2006

# section five

## Walking & Biking

### Walking

#### Communities strive to become more walker-friendly

Since 1995, the University of Delaware has conducted a Travel Monitoring Survey of about 200 persons monthly for DeIDOT. The Journey to Work portion of that survey reveals that from 2001-2006, an average of only 1.6% of workers statewide reported walking to work regularly, with Sussex County respondents walking more at 3% (see Figure 3.4, pg. 11). While few walk the entire distance to work, it is assumed many walk from their homes to bus stops or from train stations to offices as a component of their commute.

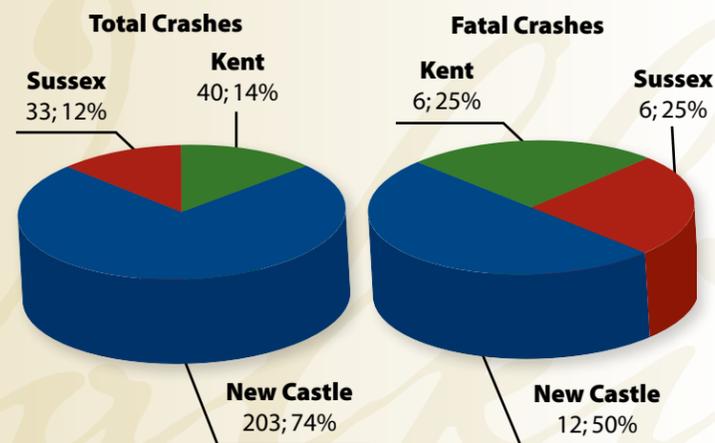
That may increase as Delaware communities become more pedestrian-friendly. Workplaces, colleges and schools are being integrated into communities, and housing is being built within walking distance of transit stops or transit stations. Cross-walks are better marked at many intersections and curbs have been lowered to make it easier for those with handicaps or in wheelchairs to maneuver. These, along with education programs, such as DeIDOT's "Safe Routes to Schools" campaign (see page 8), are encouraging more people to choose walking over riding.

**Figure 5.1**  
Walking as a Primary Way to Commute, 1990 vs. 2000

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

Source: Bureau of the Census, U.S. Department of Commerce (1990 & 2000 Census)  
Note: Census figures are updated every 10 years.

**Figure 5.2**  
Pedestrian Crashes by County, 2006



Source: Delaware State Police Statistical Report, 2006

### Bicycling

#### Efforts are being made to combine bike riding with transit

The Travel Monitoring Survey shows an even lower percentage of workers using bicycles to commute to work. From 2001 to 2006, less than .2% of Delaware workers rode bikes to work (pg. 11).

Steps are being taken to make it easier and safer to ride bicycles in Delaware. Many roads throughout the state have been marked with bicycle lanes. Bicycle racks and lockers have been installed at Park & Ride facilities and bike racks have been added on some buses and trains. These efforts should make it easier to combine the use of bicycles with transit. Additionally, DeIDOT hopes to better protect all cyclists by installing 11.5 miles of bicycle-friendly rumble strips throughout a 17-mile corridor from just south of Dewey Beach to just north of Fenwick Island in Sussex County. While the Department has installed rumble strips in other locations, these will be the first "bicycle-friendly" rumble strips in Delaware.

Also in Sussex County, DeIDOT created a brochure called "Bicycle Riders... Know the Law Before You Ride." The brochure was published in English, as well as Russian, Spanish and Polish for those cyclists who speak little English.

#### Tracking accidents to improve pedestrian and bicycle safety

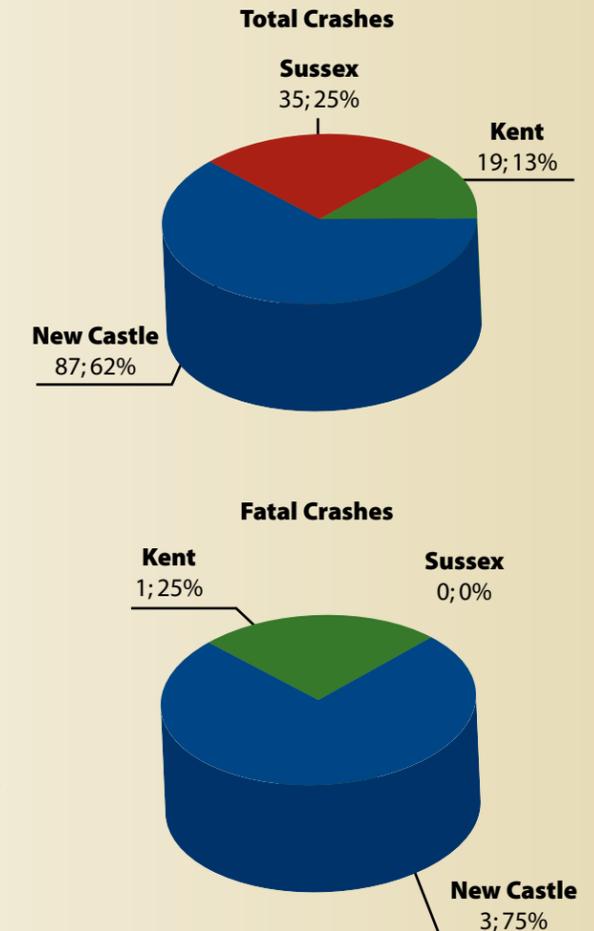
New Castle County led the state in numbers of pedestrians and bicyclists involved in crashes or killed in 2006, with 74% of the 276 pedestrian crashes and 64% of the 141 bicycle crashes. The Delaware State Police reported that, of the 27 pedestrians killed statewide in 2006, 11 were under the influence of alcohol and/or drugs. Children under 15 years of age accounted for 28% of the 119 bicyclists who were injured.

**Figure 5.4**  
Biking as a Primary Way to Commute, 1990 vs. 2000

		New Castle	Kent	Sussex	Total
1990	Total workers	227,644	54,697	51,785	334,126
	Number who bike	852	137	142	1,131
2000	Total workers	245,134	59,813	68,123	373,070
	Number who bike	466	137	248	851

Source: Bureau of the Census, U.S. Department of Commerce (1990 & 2000 Census)  
Note: Census figures are updated every 10 years.

**Figure 5.3**  
Bicycle Crashes by County, 2006



Source: Delaware State Police Statistical Report, 2006



# section six

## Parking & Ridesharing

### Park & Ride/Park & Pool

54 locations make it easy to take transit or share the ride

Park & Ride and Park & Pool lots allow commuters and travelers to connect with trains, buses, shuttles and car or van pools. DART First State administers 54 of these lots statewide. Currently seven of those facilities offer free access to secure bicycle lockers (see key on map). This makes it easier for people to ride bikes to and from transit stations and then transfer to buses or trains. Commuters can call 1-800-652-DART or visit [www.DartFirstState.com](http://www.DartFirstState.com) to learn more.

### Share the Ride!

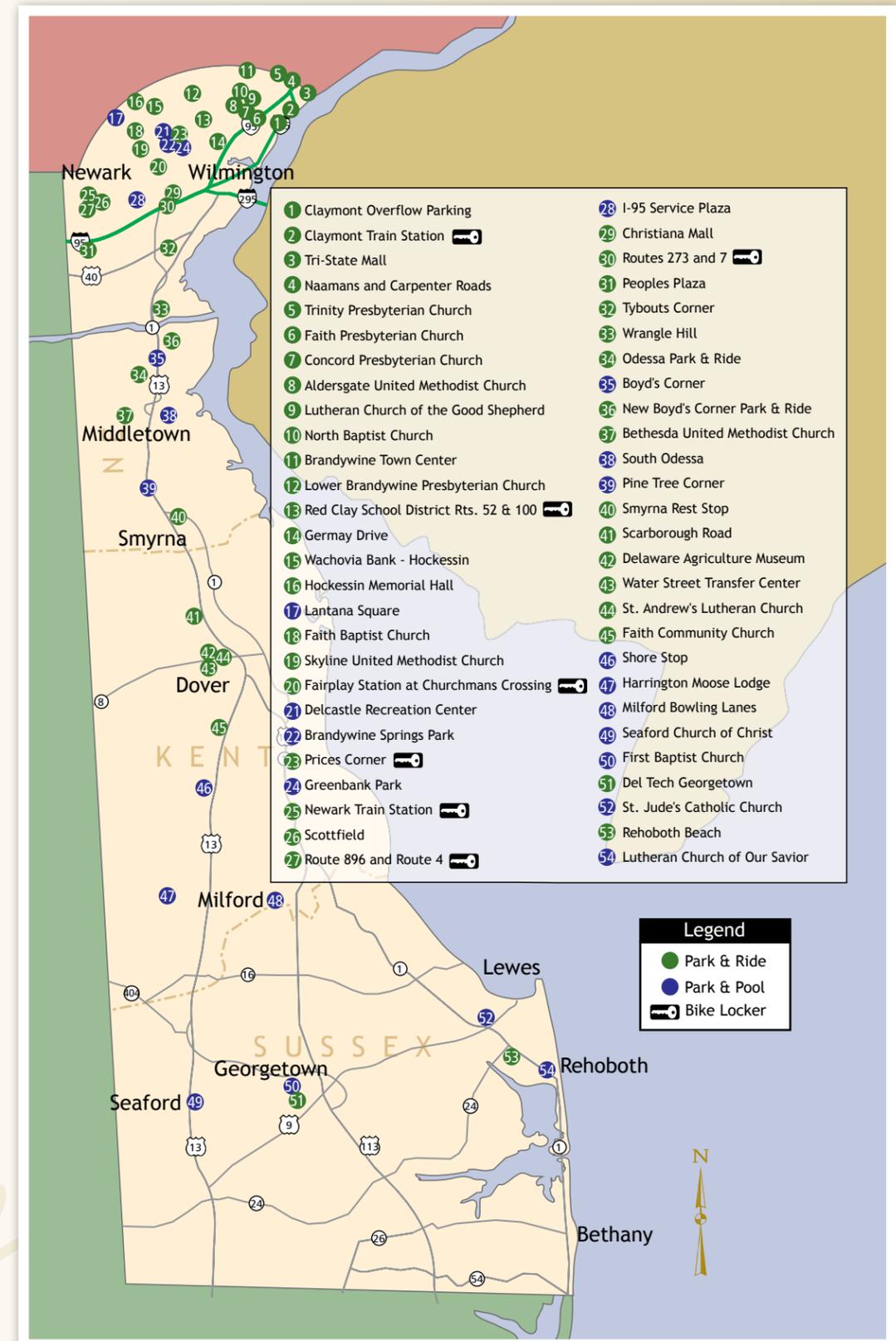
Save on gas and other commuting expenses

DART's RideShare Delaware, a free public service of DART First State, offers rideshare services for individuals who work in the state of Delaware, as well as business support and transportation benefit assistance to employers interested in implementing commuter programs. Commuter services include carpool and vanpool matching assistance; transit information; and resources for bicyclists, as well as an emergency ride home benefit for all ridesharing commuters. This 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.



Figure 6.1

### Delaware Park & Ride/Park & Pool Map



Source: DelDOT Delaware Transit Corporation

## Delaware Transit Corporation

Transit services in Delaware operate under the banner of DART First State and are administered by the Delaware Transit Corporation (DTC). Incorporated in 1995, DTC is a DeIDOT subsidiary. DTC was formed to consolidate five former semi-autonomous agencies that operated a total of 47 bus routes in various areas of the state into one comprehensive service provider. Today, DART First State provides 68 fixed-route bus, paratransit, commuter rail and related transit services throughout Delaware.

### DART First State statewide bus service

DART provides statewide local fixed-route bus service, offering over 2,700 bus stops, over 260 bus shelters and 80 benches. All DART fixed-route buses are wheelchair accessible and bike rack equipped.

Figure 7.1

### DART First State Bus Ridership, FY 2005 – 2007

	2005	2006	2007
Fixed Route	8,052,452	8,472,093	8,313,800
Paratransit	711,692	791,755	811,907

Source: DeIDOT Delaware Transit Corporation



Figure 7.2

### DART First State Transit System Coverage Map



Source: DeIDOT Delaware Transit Corporation



### New Castle County

DART provides weekday bus service on 43 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, and now DART is offering a pilot program with Sunday bus service on seven routes. Key area transit hubs include the Wilmington Train Station, Rodney Square, and Christiana Mall. DART also operates trolleys in downtown Wilmington and downtown Newark, as well as a shuttle connecting Middletown to the Odessa Park & Ride for easy connections to the Intercounty Route 301 bus, which travels north to Wilmington and south to Dover. There are 32 Park & Ride lots and eight Park & Pool lots in New Castle County.\*



### Intercounty

DART First State Intercounty Route 301 buses provide service between New Castle and Kent counties. The Intercounty 301 gives riders the option of connecting to local buses in Wilmington and Dover, to the Wilmington train station, to major employment centers, or to area rideshare locations.

### Kent County

In the Dover area, DART bus service includes twelve weekday fixed routes as well as connections to Intercounty Route 301, and Route 303 with service to Sussex County. DART also offers GoLink Night & Flex Service. A shuttle made available through the Welfare to Work program operates between Dover and Harrington. DART will run a pilot program offering Saturday bus service on five routes, including the Harrington-Dover shuttle, beginning in the summer of 2008. There are five Park & Ride and three Park & Pool lots in Kent County.\*

### Sussex County

DART operates three weekday year-round bus routes, including the Intercounty Route 303, as well as a free Welfare to Work shuttle operating between Seaford, Laurel and Delmar. From mid-May to mid-September, DART's Resort Transit operates seven routes throughout the resort area, including Ocean City, Maryland. Operating from the Rehoboth Park & Ride hub seven days a week, between 12 and 19.5 hours a day, the Resort service provided 273,605 passenger trips in the 2007 season. The ever-popular, best performing Route 201 serving the Rehoboth Boardwalk, carried close to 170,000 passengers alone. DART Route 305 – the Beach Connection – links New Castle and Kent Counties with the Rehoboth Park & Ride and Resort Transit on Friday evenings, Saturdays, Sundays and holidays during the resort season. Sussex County has two Park & Ride and four Park & Pool lots.\*

\*See Park & Ride/Park & Pool map p.22.

### Paratransit services

Door-to-door service to qualified individuals is available with at least one day advanced reservation. Certification, as defined by the Americans with Disabilities Act, is required to use the door-to-door services. Individuals in need of transportation to or from renal care centers for dialysis treatment also qualify for paratransit door-to-door services. Call 800-553-DART (3278) to make a reservation.

All of DART's regular fixed route buses are wheelchair accessible. Customers are encouraged, and in some cases required, to use this service whenever and wherever possible. Features such as voice announcements, wheelchair lifts, kneeling buses, and low floor buses make using regular buses much easier for the elderly and individuals with disabilities. DART offers free Travel Training services that help customers learn to use the regular fixed route system, enhancing mobility and increasing travel choices.

### Passenger rail service

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

Figure 7.3

### Delaware Train Stations



Source: DelDOT Delaware Transit Corporation

### SEPTA R2

Funded by the Delaware Transit Corporation, operating as DART First State, SEPTA provides commuter train service to four Delaware Stations – Claymont, Wilmington, Fairplay at Churchmans Crossing, and Newark, offering fully intermodal transit connections and wheelchair accessibility. All stations except Wilmington feature free Park & Ride facilities. Wilmington and Claymont are served by 35 SEPTA trains each weekday, with limited Saturday service; 19 weekday trains serve Fairplay and Newark.

Figure 7.4

### DART First State's SEPTA R2 Annual Ridership, FY 2005 – 2007

Year	Ridership
2005	838,578
2006	974,890
2007	1,028,631

Source: DelDOT Delaware Transit Corporation

### Amtrak

Northern Delaware's intercity passenger rail service is provided by Amtrak, offering both high-speed Northeast Corridor and long-distance trains. On average, over 84 Amtrak trains, including up to 32 high-speed Acela Express trains, serve the historic Wilmington Train Station each weekday, with slightly lower weekend service. The Wilmington station is the 11th busiest of Amtrak's over 500 stations nationwide and the City celebrated its 100th Anniversary in 2007. Two Amtrak trains serve the Newark Train Station daily. In FY 2007, Amtrak provided 711,570 passenger trips to and from Delaware.

### Rail freight

#### CSX, Norfolk Southern, short-lines

Delaware has 282 total miles of rail lines, over which five companies provide rail freight service. CSX, Norfolk Southern, and three short-line railroads carry shipments originating in, or terminating in, the state. Coal, nonmetallic minerals and chemicals account for 67% of inbound shipments, while chemicals, transportation equipment, and nonmetallic minerals make up 63% of outbound rail shipments. Much of the rail traffic that travels through Delaware is pass-through, or bridge traffic, that neither begins nor ends in Delaware.



2007 Delaware Transportation Facts

## Aviation

### Airports have the capacity to grow

Public airports in Delaware are focused primarily on private business and recreational flights. In 2006, Delta Airlines began flying commercial service from the New Castle County Airport to Atlanta, but most commercial airline passengers fly out of nearby Philadelphia International Airport or Baltimore/Washington Thurgood Marshall International Airport (BWI). As the Flight Activity chart shows, Delaware's public airports offer ample capacity for the near future for both passenger and freight movement.



### New Castle County Airport

The New Castle County Airport is operated by the Delaware River & Bay Authority. It 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. The airport provides 24-hour-a-day, 7-day services for aircraft up to and including DC-8s, plus complete ground transportation and handling services.

### Dover Air Force Base

This U.S. military base is the largest aerial port facility on the East Coast and is an important contributor to the economy of Kent County. The Dover base serves as a key support facility for overseas military and humanitarian operations. A joint use agreement between the base and the Department of Transportation allows private aircraft to use the adjacent DAF Civil Air Terminal, a 13,000 foot runway. Flights into the base require 72-hour notice.

### Sussex County Airport

Located in Georgetown, the Sussex County Airport is owned and operated by the county government. This airport serves general aviation, corporate aviation, the military, and the state police.

### 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.

Figure 8.1

Flight Activity at Public Airports, 2005 vs. 2015

	2005			2015	
	Capacity	Flights	Percent of Capacity	Projected Flights	Percent of Capacity
New Castle County Airport	230,400	123,500	53.6%	142,800	62.0%
Summit Airport	172,900	65,300	37.8%	75,500	43.7%
Smyrna Airport	74,000	2,300	3.1%	2,600	3.5%
Chandelle Airport	45,200	6,800	15.0%	7,300	16.2%
Delaware Airpark	145,500	3,600	24.7%	41,600	28.6%
Jenkins Airport	65,200	2,500	3.8%	2,900	4.4%
Civil Air Terminal, Dover AFB	13,500	660	4.9%	1,000	7.4%
Chorman Airport	45,000	14,600	32.4%	26,900	59.8%
Western Sussex Airport	54,000	7,750	14.4%	10,000	18.5%
Sussex County Airport	171,000	44,400	26.0%	57,200	33.5%
<b>Total</b>		<b>303,810</b>		<b>367,800</b>	

Source: DeIDOT Planning, Office of Aeronautics



## Nautical

### Cape May-Lewes Ferry

Owned and operated by the Delaware River & Bay Authority, the Cape May-Lewes Ferry travels a 17-mile route across the Delaware Bay between Lewes, Delaware and Cape May, New Jersey. Each ferry in the five-vessel fleet can carry up to 100 cars and 800 passengers. During the summer, the service averages from 11 to 17 trips daily, and from 5 to 11 trips daily the rest of the year. The ferry is a tourist attraction, as well as an alternative to the Delaware Memorial Bridge for motorists traveling the Delmarva Peninsula. In 2007, the fleet carried 981,004 passengers and 341,086 vehicles.

### Woodland Ferry

The Woodland Ferry was taken out of service on December 31, 2007 and will resume in November 2008. Since 1793, Delaware's historic Woodland Ferry has crossed the Nanticoke River between Seaford and Laurel. In 1935, the Delaware Department of Transportation took over its operation. In 2005 – following frequent interruptions of service due to the current 40-year-old ferry's age and deteriorating condition – DelDOT committed to replacing the existing three-car vessel and to constructing new docks. The new ferry, which is being built in Salisbury, Maryland, will be able to carry six vehicles, decreasing the wait time for those who wish to cross the river.

Figure 8.2

### Cape May - Lewes Ferry Annual Ridership, 2005 - 2007

	Passengers	Vehicles
2005	1,028,553	359,450
2006	1,000,981	350,936
2007	981,004	341,086

Source: Delaware River & Bay Authority



## Port of Wilmington, DE

### A full-service deepwater port and marine terminal

The Port of Wilmington is owned by the State of Delaware and operated by the Diamond State Port Corporation. It is the #1 port in North America for imports of fresh fruit, bananas and juice concentrate. The 308-acre deepwater port, marine terminal and dock-side cold storage facility handles over 410 vessels per year. In 2007, over 3.8 million tons of goods were shipped through this 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.

Figure 8.3

### Waterborne Shipments Received Port of Wilmington, DE 2005 - 2007

	Short Tons
2005	4,566,000
2006	4,136,000
2007	3,856,000

Source: Port of Wilmington, DE

Figure 8.4

### Leading Import Commodities Port of Wilmington, DE, 2005 - 2007

	2005	2006	2007
Total containerized tonnage	1,601,000	1,612,000	1,765,000
Bananas and tropical fruit	1,331,000	1,338,000	1,413,000
Chilean deciduous fruit	164,000	190,000	190,000
Other fruit cargo	33,000	48,000	61,000
Apple and orange juice concentrates	153,000	116,000	119,000
Frozen beef and seafood	92,000	6,000	0
Steel	108,000	145,000	109,000
Forest products	204,000	210,000	177,000
Dry bulk	628,000	662,000	502,000
Other general cargo	196,000	203,000	213,000

Source: Port of Wilmington, DE

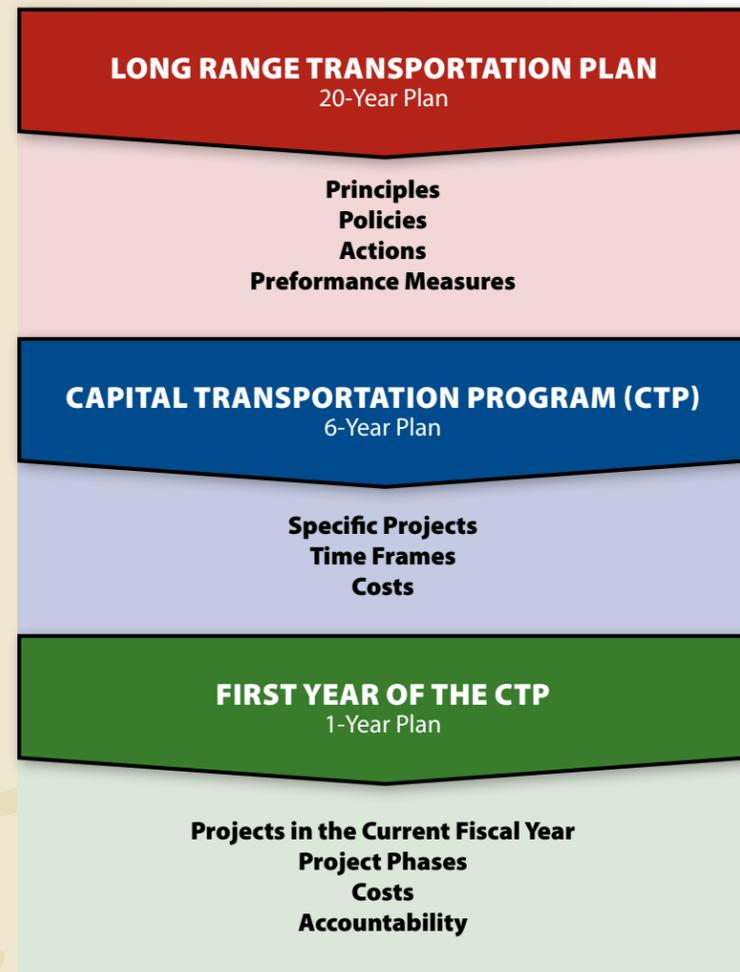
### Statewide Long Range Transportation Plan

#### 20-year planning overview

Delaware's Statewide Long Range Transportation Plan is updated every five years. It takes a 20-year view of the principles, policies, actions and performance measures that will shape future transportation investments in the state. It envisions a statewide transportation network that reflects the ideas and strategies of the state government's Statewide Strategies for Policies and Spending report and also policies such as Governor Minner's Livable Delaware initiative.

Figure 9.1

#### Statewide Plans



Source: DeIDOT Planning

Figure 9.2

#### Guiding Principles

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.

Source: DeIDOT Planning

### Capital Transportation Program (CTP)

#### 6-year list of projects

Each year at the end of July, the Governor's Council on Transportation (COT) presents an updated Capital Transportation Plan (CTP) to the Delaware legislature for funding in the Bond Bill. The CTP is a 6-year list of specific transportation projects, timeframes and costs. Before presenting the CTP to the legislature, the list of projects DeIDOT has proposed passes through several qualifying reviews. Review by the COT assures state policies and strategies are being followed. Local Metropolitan Planning Organizations (MPOs) look at the proposed projects in terms of their ability to meet federal long range plans and requirements. The public has the opportunity to weigh in at public workshops and public hearings on whether the projects fit well into the character and growth plans of their communities.

### CTP Fiscal Year Work Program

#### 1-year plan to implement approved projects

Capital Transportation Plan projects that are approved and funded in the Bond Bill are entered into a fiscal year work program. The purpose of this work program is to prioritize projects and list immediate actions that need to be taken to move the projects toward completion. Actions include confirming costs, setting schedules (often done in phases) and assigning accountability to various DeIDOT departments.



## Transportation Planning Organizations

### The 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. The COT reviews and seeks public comment on the Capital Transportation Program (CTP).

### Metropolitan Planning Organizations (MPOs)

The federal government's Surface Transportation Laws and Regulations require metropolitan areas with populations of 50,000 or more to organize Metropolitan Planning Organizations (MPOs). Delaware's three MPOs work with DelDOT to develop region-wide coordinated programs, projects and long range plans. The MPOs develop a prioritized Transportation Improvement Plan (TIP) that aligns with the first three years of Delaware's Capital Transportation Program. MPOs monitor efforts on all projects within their region that use federal funding.

### Delaware has three MPOs

Two of the three MPOs in Delaware extend into Maryland. The Wilmington Area Planning Council, known as WILMAPCO, serves New Castle County, Delaware and Cecil County, Maryland. The Salisbury/Wicomico MPO serves Wicomico County in Maryland and the town of Delmar in Delaware. It is expected that the next census may show a qualifying population of 50,000 in areas of Sussex County, where the Sussex County Council is now responsible for transportation planning. The Dover/Kent MPO serves all of Kent County. Each MPO has a Technical Advisory Committee consisting of civic, business, environmental and private transportation provider interest groups.

Figure 9.3

### Metropolitan Planning Organizations (MPOs)



Source: DelDOT Planning

#### WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

DELAWARE  
(302) 737-6206  
CECIL COUNTY TOLL FREE  
(888) 808-7088  
Tigist Zegeye  
Executive Director  
850 Library Avenue, Suite 100  
Newark, DE 19711

#### DOVER/KENT MPO

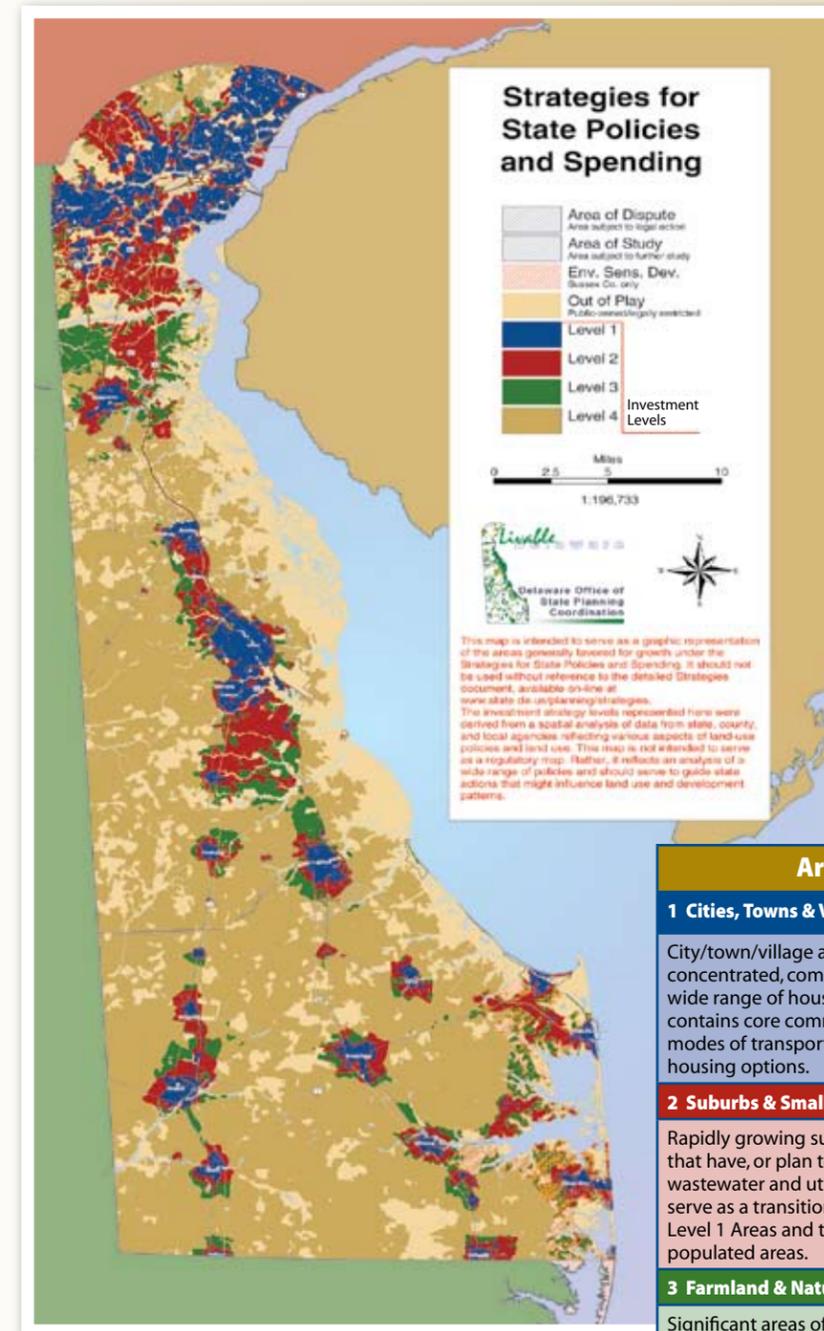
(302) 760-2713  
Juanita S. Wiczorek,  
Executive Director  
P.O. Box 383  
Dover, DE 19903-0383

#### SALISBURY/WICOMICO MPO

(410) 548-4860  
Gary R. Pusey, Long Range  
Transportation Planner  
P.O. Box 870  
Salisbury, MD 21803

Figure 9.4

### Strategies for State Policies and Spending Map



Source: Delaware Office of State Planning Coordination

## Levels of Transportation Investment

Levels of investment and strategies are based on land-use policies

The 2005 Update of Strategies for State Policies and Spending, and the map in Figure 9.4, show where various levels of transportation investments are planned throughout the state. The four levels of investment and accompanying strategies 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.

Area Level	Investment Strategy
<b>1 Cities, Towns &amp; Villages</b>	<b>Redevelop and Reinvest</b>
City/town/village areas where population is concentrated, commerce is bustling, and a wide range of housing types already exists; contains core commercial area, several modes of transportation and a variety of housing options.	State policies will encourage redevelopment and reinvestment.
<b>2 Suburbs &amp; Small Towns</b>	<b>Well-Designed Development</b>
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.
<b>3 Farmland &amp; Natural Resources</b>	<b>Maintain Existing + Phased Growth</b>
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.
<b>4 Rural &amp; Undeveloped Areas</b>	<b>Discourage Additional Development</b>
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.

### Sources of Revenue

Funding is from three Primary Sources

Funding for Delaware transportation programs and services comes from three major sources: the Transportation Trust Fund, Bond Proceeds and Federal Funds. Bond proceeds fell by \$22.6 million dollars from \$150.0 million in 2006 to \$127.4 million in 2007. Transportation Trust Fund revenues rose by \$14.2 million in 2007 and Federal Funds decreased by \$13.9 million from \$116.2 million in 2006 to \$102.3 million in 2007.

Figure 10.1

### Major Sources of Transportation Revenue in Delaware (in millions), FY 2005 - 2007

Year	Bond Proceeds	Trust Funds	Federal Funds
2005	100.3	335.9	118.2
2006	150.0	375.7	116.2
2007	127.4	389.9	102.3

Source: Trust Fund Administration, Audited Financial Statements & Accounting Federal Fund Receivables

### Transportation Trust Fund

Transportation Trust Fund (TTF) revenues are the largest and most stable source of income for the Delaware Department of Transportation. The TTF was established in 1987 to provide a predictable source of revenue to finance the construction and maintenance of Delaware's transportation system. It provides financing for the state share of all transportation capital and operating expenditures, including transit. Bonds are sold against this revenue stream. At least 59% of the Capital Transportation Program (CTP) must be financed from annual revenues; the other 50% may be bonded. Dollar amounts shown in the TTF Revenue table below (Figure 10.2) do not include the \$10 million state general fund transfer of escheat tax revenue or any other general fund transfers.

Figure 10.2

### Transportation Trust Fund Revenue, FY2007

Revenue FY 2007	FY 2007	
Toll Revenue: I-95 *, SR 1	129,354	33.2%
Motor Fuel Tax	120,804	31.0%
Motor Vehicle Document Fee	62,689	16.1%
Motor Vehicle Registration Fee	31,464	8.0%
Misc. Transportation Revenue	20,475	5.3%
Misc. Revenue	10,295	2.6%
Investment Income	14,774	3.8%
<b>Total</b>	<b>389,855</b>	<b>100.0%</b>

\* Includes concession revenue of \$2.8 million

Source: Trust Fund Administration, Audited Financial Statements

Motor fuel taxes, toll revenue, and motor vehicle document fees are the primary sources of income to the Transportation Trust Fund. Vehicle registrations, title fees, and driver's license fees are also dedicated to the fund. Motor fuel tax revenue is derived from state taxes imposed on gasoline and special fuels. Fuel distributors and dealers collect these taxes and pay them to the state. Taxes have held steady at \$0.23 per gallon on gasoline and \$.22 per gallon on special fuels for the last decade.

Figure 10.3

### State Motor Fuel Tax History 1987, 1997, 2007 (per gallon)

	1987	1997	2007
Gasoline	0.13	0.23	0.23
Special Fuels	0.13	0.22	0.22

Source: Trust Fund Administration

### Federal Highway Administration funding

On August 10, 2005, the president signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users. Known as SAFETEA-LU, the act guarantees funding for highways, highway safety, and public transportation investments. SAFETEA-LU focuses on transportation issues of national significance, while giving the state and local transportation decision-makers more flexibility for solving transportation problems in their communities. The Federal Highway Administration (FHWA) apportions the funding to the states.



Figure 10.4

### FHWA Apportionments, FY 2005 - 2007 (Millions)

	FY 2007
Congestion Mitigation/Air Quality	9.4
Discretionary/Earmarks *	0.0
Bridge	16.8
National Highway System	50.8
Interstate Maintenance	6.0
Planning	4.1
High Priority Projects/Minimum Guarantee/RABA	39.0
Recreational Trails/Scenic Highways	0.8
Surface Transportation Program	34.5
Miscellaneous	9.2
<b>Total</b>	<b>170.6</b>

\*Congressional earmarks will replace discretionary funds  
Source: DelDOT Finance

### Federal Transit Administration (FTA) funding

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

Figure 10.5

### FTA Apportionments, FY 2005 - 2007 (Millions)

	FY 2007
Discretionary	0.0
Urban	10.3
Rural	1.2
Clean Fuels	2.0
Elderly, Disabled, & New Freedoms	0.6
MPO & State Planning	0.4
Fixed Guideway (Septa)	0.5
Welfare-to-Work	0.3
<b>Total</b>	<b>15.3</b>

Source: DelDOT Finance

## Federally Funded Transportation Programs

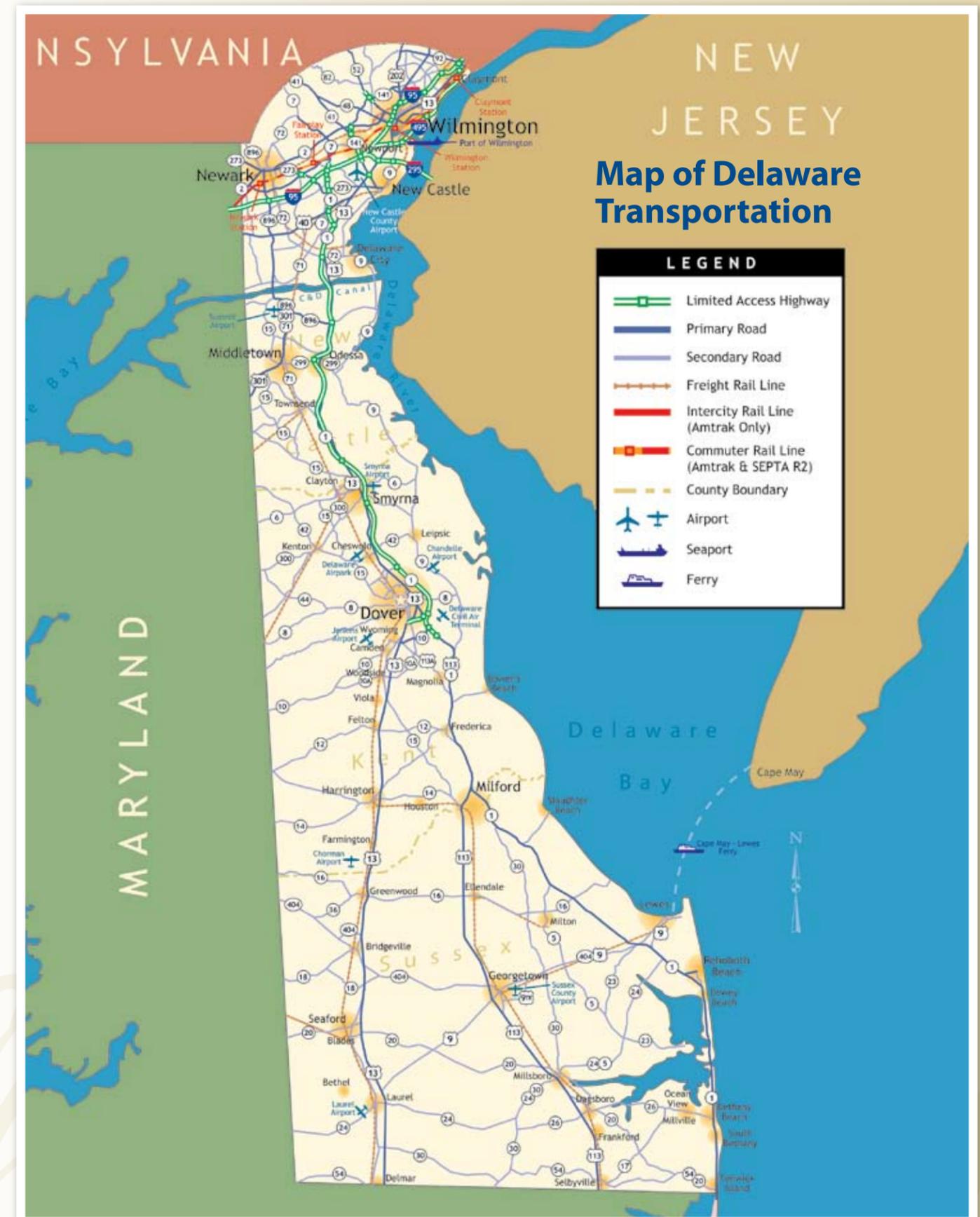
Federal funding is provided through a number of programs:

- 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, 338.19 miles of roadways are designated as part of the National Highway System, targeted for Federal funds.
- Interstate**  
 Separate funding is available for completion and maintenance of 26 lane-miles of non-tolled interstate.
- 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**  
 Since the entire State has been designated as a non-attainment area, 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.

Figure 10.6  
 Delaware Department of Transportation Capital Transportation Program  
 FY 2007 (Thousands)

I. Road System	
Expressways	\$105,438.20
Arterials	\$73,247.60
Collectors	\$12,760.00
Locals	\$40,215.00
Bridges	\$72,108.00
Other	\$86,616.00
<b>Total Road System</b>	<b>\$390,384.80</b>
II. Grants and Allocations	
Community Transportation Fund	\$18,200.00
Municipal Street Aid	\$5,000.00
<b>Total Grants &amp; Allocations</b>	<b>\$23,200.00</b>
III. Transit	
	\$12,934.00
IV. Support System	
Rail (Crossings, Commuter, Preservation, Wilmington Station)	\$27,132.00
Planning	\$8,405.00
Transportation Facilities	\$6,050.00
Transit Facilities	\$400.00
Technology	\$4,500.00
Equipment	\$7,000.00
Transportation Management Improvements	\$9,950.00
Engineering & Contingencies	\$1,200.00
Hydrogen Storage, Fuel Cell Program, Misc.	\$15,332.00
Woodland Ferry	\$3,200.00
Aeronautics	\$3,995.00
<b>Total Support System</b>	<b>\$87,164.00</b>
<b>Total Program</b>	<b>\$513,682.80</b>

Source: Capital Transportation Program



Source: DeIDOT Planning

2007

# Facts

This *Transportation Facts Book* is published by DeIDOT Planning, in cooperation with the United States Department of Transportation and the Federal Highway Administration.

Comments or questions regarding this document may be directed to:

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