

# FACTS





# IMPORTANT NUMBERS

Delaware Transportation Facts 2008

## 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
Technology & Support Services .....	(302) 760-2099
Traffic Management Center .....	(302) 659-4600
Transportation Solutions .....	(302) 760-2305
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 .....	www.deldot.gov

## 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
TTY .....	(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 .....	www.DartFirstState.com

## Other State Agencies

Delaware Economic Development Office	
Wilmington .....	(302) 577-8477
Dover .....	(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 .....	www.delaware.gov

## Other Organizations

Amtrak .....	(800) 872-7245
Delaware River & Bay Authority .....	(302) 571-6300
FHWA (Dover Region Office) .....	(302) 734-5323
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



## *Delaware Transportation Facts 2008*

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

**Jack Markell**

Governor

**Carolann Wicks**

Secretary

Delaware Department of Transportation



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



# FOREWORD

Delaware Transportation Facts 2008



*Letter from*

## Governor Markell

I am very pleased to welcome you, for the first time, to the annual Delaware Department of Transportation (DelDOT) Facts Book. Each year, the department publishes an incredible collection of data about transportation in the State of Delaware. It would be a mistake, however, to treat this annual document as merely a collection of facts and figures.

It is more appropriate to look at the information within these pages as an important part of Delaware's economy. Few other state agencies touch as many Delawareans each day as does the Department of Transportation. Within just a few feet of their homes, thousands of people drive from parking lots and driveways to enter roads built and maintained by DelDOT. Road signs, traffic signals and advisories over the DelDOT radio station WTMC, help make sure people are able to get to and from places of employment every day.

You will also find information about commerce and its relationship to transportation. Imports and transport of goods are important to Delaware's economy, and the Department of Transportation plays a role.

While this is an annual fact book, DelDOT is not just about data. I have been impressed with the people within the department. The incredible number of road miles become more impressive when we consider that when winter weather hits, DelDOT crews clear those many miles and roads, making them suitable for others to get to their places of employment.

It is the hard-working people within the department who use figures on vehicle miles traveled to forecast future needs and plan to meet those needs. DelDOT is an agency of people who work to ensure that the hundreds of miles of roadways are properly signed and marked for convenience and safety. So, as you look through the information within this Fact Book, I hope you will take a moment, as I have, to remember that without the people at DelDOT who touch us every day, this collection of data does not have much importance. When the information is used by planners, maintenance personnel, engineers and support personnel, we benefit as Delaware residents and the business environment of our state benefits as well.

With that in mind, I hope you enjoy this year's Delaware Transportation Facts Book.

Governor Jack Markell



*Letter from*

## Secretary Wicks

I am pleased once again to welcome you to the Delaware Transportation Facts Book. Our new Governor, Jack Markell, shares this space for the first time. Throughout the last year, he has publicly and privately expressed his appreciation for the excellent and professional work performed by the Delaware Department of Transportation (DelDOT).

Of particular pleasure are Governor Markell's comments about my colleagues at the Department of Transportation. The Governor cites the daily experiences of thousands of Delawareans affected by DelDOT. How they move around to and from work, school, and other destinations every day is a reflection of how well we do our jobs.

Time and time again, I find my colleagues at DelDOT to be caring, dedicated professionals. There are countless examples every year of someone making an extra effort and going the extra mile to serve our constituents. It never comes as a surprise to me because I have experienced it so many times over the years. I am consistently reminded that DelDOT exemplifies "people serving people." It is a source of pride for me and my colleagues as we continue to meet our daily challenges.

Governor Markell's Administration is focusing on three main goals for serving Delawareans: working toward smaller, more efficient government; improving education, and creating jobs. To achieve these goals, the Governor recognizes the importance of transportation to Delaware's economy. Transportation and economic growth are closely linked, as efficient transportation resources are vitally important to businesses, whether they are located in Delaware or are considering locating in our state.

The Delaware Department of Transportation is a partner in working to create jobs and improve the state's economic health by providing a safe and efficient network of highways, roads and bridges, and transportation for the general public and people with special needs. With 13,268 lane miles to maintain and 9.4 million fixed route and paratransit riders each year, DelDOT works hard to get people where they wish to go.

DelDOT also continues to improve its operation by implementing ideas from all segments – employees and users of the transportation system – to make it more cost-effective and friendly. Lastly, the department reaches out to citizens to inform them on the benefits of a robust transportation network, whether it is working with students on understanding the science behind projects, or the general public through workshop and public forums. It is my hope that this Facts Book will further inform you on our efforts.

Carolann Wicks  
Secretary, Delaware Department of Transportation



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# SECTION ONE HOW DeIDOT SERVES THE PU

Delaware Transportation Facts 2008

## 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

### Office of the Secretary

Manages the state transportation system to accomplish the Department's mission through executive leadership.

### Maintenance & Operations

Maintains and operates a convenient, safe, efficient, cost-effective, and environmentally-sensitive highway system.

### Division of Motor Vehicles

Promotes safety on the highways and cleaner air quality.

### Delaware Transit Corporation

Designs and provides the highest quality public transportation services.

### Transportation Solutions

Develops and constructs safe, efficient and environmentally-sensitive engineering projects.

### Planning

Provides comprehensive transportation planning and development coordination services to address mobility needs.

### Technology & Support Services

Provides a timely and accurate operating support network that assists the Department in the pursuit of its goals.

### Finance

Identifies, acquires and manages the fiscal resources necessary to support the Department in the accomplishment of its goals.

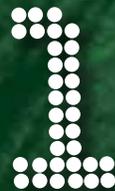
### Human Resources

Recruits, develops and retains a diverse, highly qualified workforce and ensures equity and fairness in all aspects of employment.

### Public Relations

Supports the Department's programs and policies by planning, developing and executing a variety of programs and customer services.





## What We Do

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

- 13,403 lane miles of highways
- 1,520 bridges and 1 ferry
- 1,123 traffic signals
- Over 250,000 signs
- 171 miles of fiber optic cable, 107 cameras and 76 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
- \$290 million in capital spending
- 318 subdivision/commercial entrance permits
- 35 SEPTA trips per day
- 211 fixed-route buses
- 223 paratransit buses

DelDOT 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 \$158 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



## 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 34 million vehicles yearly on the twin spans that join Delaware and New Jersey
- Annual average daily traffic on I-95 is estimated at 173,449 vehicles
- Annual average daily traffic on I-495 is estimated at 64,214 vehicles

### **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. DelDOT provides the roads and connections to air, rail, and port services needed by the public and commercial carriers.

## Public Outreach

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

Join us at public workshops and sign up for our project newsletters. You'll also find details about each project on the DeIDOT Web site at [www.deldot.gov](http://www.deldot.gov). The public, DeIDOT staff, elected officials and public agencies all bring important viewpoints to transportation planning. Your insight into what might be best for the neighborhood where you live or work is helping us create transportation solutions that fit the unique character of each Delaware community.

Here are other ways you can participate:

- Serve on a project steering committee or working group
- Email or mail your comments about alternatives being considered
- Testify at a public hearing
- Encourage your neighbors to get involved

If you can't attend meetings or public hearings, you can email, fax or mail your ideas 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, DelDOT 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 83% 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, 2005-2008

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 roads and highways meet your needs?	29%	54%	12%	3%	2%	2008
	28%	56%	10%	4%	2%	2006
	32%	53%	9%	4%	2%	2005
Overall, how well does the state's transit system meet your needs?	27%	32%	20%	5%	16%	2008
	26%	31%	22%	4%	17%	2006
	57%	21%	17%	3%	2%	2005
Overall, how well does the state's transportation system meet your needs for bicycle trips?	18%	44%	16%	12%	10%	2008
	21%	41%	12%	16%	10%	2006
	28%	32%	23%	12%	5%	2005
Overall, how well does the state's transportation system meet your needs for walking trips?	28%	53%	10%	7%	2%	2008
	24%	49%	15%	12%	0%	2006
	27%	46%	14%	9%	4%	2005
Overall, how well does Delaware's transportation system meet your travel needs?	26%	47%	14%	9%	4%	2008
	27%	45%	13%	10%	5%	2006
	25%	44%	11%	12%	8%	2005

Source: DelDOT Planning  
 Report on Customer Satisfaction - Year 2008 Survey Results  
 Note: No Survey in 2007

Figure 1.2  
**Motorist Satisfaction, 2008**

Attribute	2008 Mean Importance Rating	2008 Mean Performance Rating	Satisfaction Index
Keeping lands adjacent to highways landscaped & mowed	5.24	4.86	91.6
Highway signs that provide direction & mileage	5.38	4.96	88.6
Having many travel mode choices	4.89	5.03	89.3
Keeping lands adjacent to highways litter free	5.58	5.21	84.2
Clear lane lines on highways	6.19	4.88	83.2
Information on when to expect delays, road closings	5.62	5.05	80.5
Timely snow plowing and salting	6.06	4.82	79.3
Condition of pavement on highways	6.11	4.78	76.5
Well-planned sequencing and timing of traffic lights	5.96	4.17	67.5
Highways free of congestion	6.03	4.09	68.2

Source: DeIDOT Planning  
 Report on Customer Satisfaction - Year 2008 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.

2008 Survey results reveal highest satisfaction with:

- Keeping lands adjacent to highways litter free
- Information on when to expect delays, road closings
- Having many travel mode choices

The lowest levels of satisfaction were found for:

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



# Focus On – NATIONAL RECOGNITION

The Delaware Department of Transportation (DelDOT) is pleased to have received four prestigious awards from peer and professional organizations for innovative, cost-saving, solution-oriented projects completed in 2008.

## State Route 4 Sewer Pipe Replacement

### *Project Achievement Award – American Concrete Pipe Association*

For the first time in DelDOT’s history, the Department used tunneling and jacking of a storm sewer rather than the usual open cut method to replace a 48-inch wide corrugated metal pipe that ran under SR 4 in New Castle County. While the contract allowed 75 days for completion, the culvert was successfully tunneled in just 15 days, saving approximately 30% of the original contract amount.

## I-95 Mainline Widening Project

### *Finalist, 2009 America’s Transportation Award – American Association of State Highway and Transportation Officials / U.S. Chamber of Commerce*

In selecting DelDOT’s I-95 Mainline Widening Project, the 2009 America’s Transportation Award committee noted the challenges presented in adding a fifth lane along an eight-mile section of roadway used by nearly 230,000 vehicles per day. DelDOT was singled out for its community outreach efforts, for keeping all lanes of the interstate highway open during peak hours, and for minimal impacts to nearby wetlands.

## Centennial License Plate

### *2008 Best License Plate of the Year – Automobile License Plate Collectors Association*



While many states have issued license plates that commemorate anniversary dates of some nature, Delaware is the first state to issue a special license plate commemorating license plates. The Centennial plate was created to commemorate the 100th anniversary of the first license plates issued by the State of Delaware. Over 8,000 of the plates were sold, at a price of \$100 each.



## Highway Safety Radio Commercials

### *National Transportation Public Affairs Workshop*

A radio commercial created for a community anti-speeding safety campaign was selected as a winner from among national entries, as was a second radio spot designed to create awareness of Work Zone Safety. That ad, completely produced in-house at no additional cost to DelDOT, featured the wife of DelDOT worker Phil Nelson, who was tragically killed in 2006. The poignant story touched many in Delaware, as well as the judges.

## New Virtual Workshops

“Virtual Workshops” are on-line versions of traditional Public Workshops. They are replacing the on-location sessions in which proposed improvements are minor and affect a relatively small number of residents and businesses. The video presentations, posted on DelDOT’s Web site ([www.deldot.gov](http://www.deldot.gov)) contain the same information and opportunities for feedback and response as the traditional workshops, and save the department thousands of dollars in staff and contractor compensation, room rentals, and fuel. Major projects for which much community feedback is sought may also be included along with a traditional on-location workshop in order to expand awareness. Other states and organizations have contacted DelDOT for details so they can duplicate the program.



# SECTION TWO TECHNOLOGY & SAFETY

Delaware Transportation Facts 2008

## 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. Approximately 41,000 red light running violations occurred in calendar year 2008 alone. Angle collisions due to red light running have been reduced at 17 of the 20 intersections and 13 had fewer rear end collisions. When a violation occurs, the registered vehicle owner is fined \$112.50, which includes \$37.50 for the Transportation Trust Fund and \$11 in Court and Delaware Criminal Justice Information System surcharges. After expenses, revenue goes to the municipalities where the cameras are located. DelDOT uses funds from unincorporated areas for Highway Safety Programs.





## 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

Delaware Transportation Facts 2008

## 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 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 Churchmans 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.

# Highways

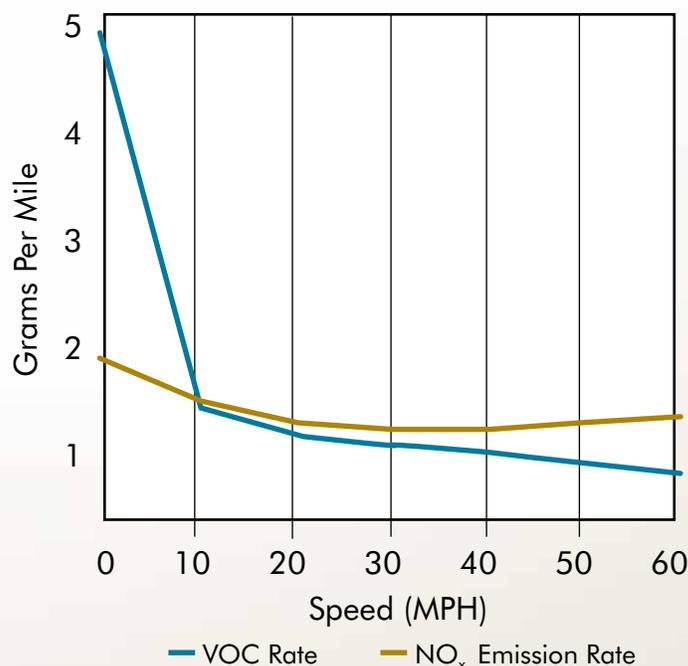
## Delaware’s population to exceed one million by 2030

By 2030, Delaware’s population is projected to exceed the one million mark, a 35% 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 79,000 new residents are expected to retire downstate to rural or beach resort areas. That means additional infrastructure and services will be needed.

Figure 3.1

## The Ozone Challenge:

Speed reduces hydrocarbons, but elevates nitrogen oxides



Source: DelDOT Planning

Figure 3.2  
Delaware Population, 2000-2030

	New Castle	Kent	Sussex	Statewide
2000	501,860	127,108	157,463	786,431
2010 (projected)	539,587	159,980	197,313	896,880
2020 (projected)	571,201	177,817	237,278	986,296
2030 (projected)	594,978	190,867	272,313	1,058,158

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 2007, there were 627,096 licensed drivers in Delaware – 6,663 more than there were in 2006, and 12,679 more than in 2005. From 2005 to 2007, the number of vehicles registered in Delaware rose by 30,253. 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, 2005-2007

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in Millions)
2005	840,692	614,417	824,351	9,448
2006	854,977	620,433	841,620	9,676
2007	863,904	627,096	854,604	9,329

Source: DeIDOT Division of Motor Vehicles

## How Delawareans Commute to Work, 2002-2007

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 2002-2007

Journey to work, persons 16 years and older

	New Castle	Kent	Sussex	Statewide
Single occupancy vehicle	82.9	79.2	77.3	79.8
Mutli occupancy vehicle	12.6	18.5	20.1	17.1
Public bus	2.2	0.2	0.1	0.8
Walk	1.6	1.1	2.1	1.6
Rode bike	0.3	-	0.1	0.2

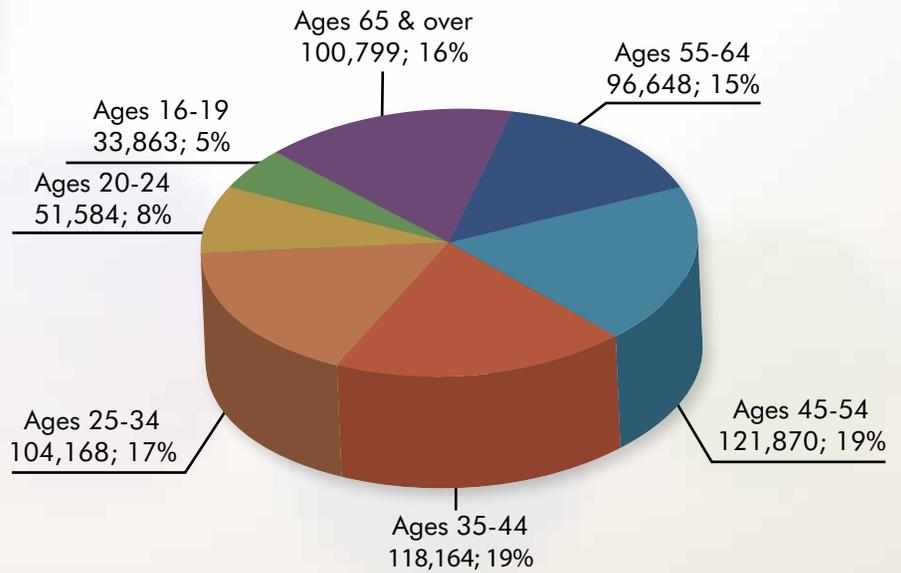
Source: Center for Applied Demography & Survey Research, University of Delaware



## What Age Are Drivers?

In 2007, 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, 2007**



Total Licensed Drivers = 627,096

Source: DelDOT Division of Motor Vehicles

## Trucks Play an Important Role in Delaware Commerce

From 2005 to 2007, drivers holding commercial licenses increased from 30,962 to 32,329, a gain of 1,367 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 local businesses. 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, 2005-2007**

Year	Drivers
2005	30,962
2006	31,617
2007	32,329

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 13,403 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, 2007

	Interstate	Other Freeways & Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total Lane Miles
New Castle	252.94	48.24	636.57	380.00	573.53	90.58	3,515.67	5,497.53
Kent	0.00	84.96	158.58	264.45	371.76	179.44	2,050.88	3,110.07
Sussex	0.00	0.00	494.53	107.50	733.54	185.48	3,274.36	4,795.41
<b>Total</b>	<b>252.94</b>	<b>133.20</b>	<b>1,289.68</b>	<b>751.95</b>	<b>1,678.83</b>	<b>455.50</b>	<b>8,840.91</b>	<b>13,403.01</b>

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, VMT in Delaware have been rising dramatically – from 4.2 million miles traveled per year in 1980 to nearly 9.5 million miles traveled in 2005. However, 2006 and 2007 VMT figures show that trend is slowing. Perhaps due to rising fuel prices, VMT decreased by 79 thousand miles from 2005 to 2006 and increased only 46 thousand miles from 2006 to 2007, for a total loss of 33 thousand miles from 2005 to 2007.

Figure 3.8

### Average Annual Vehicle Miles Traveled, 2005–2007

	2005	2006	2007
AVMT in millions	9,486	9,407	9,453

Source: DeIDOT Planning

## Road Maintenance Is a Priority

*Emphasis has shifted from building to maintaining roads*

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.

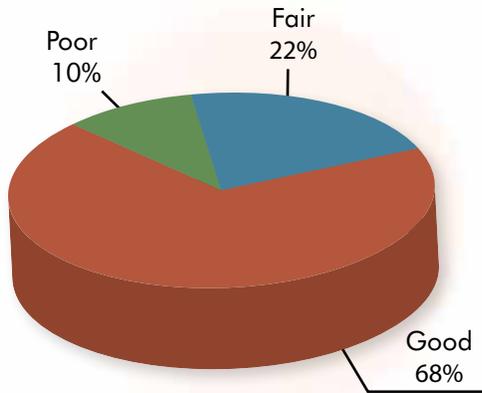
## Comparison of Maintenance Costs

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, 2007



Source: DelDOT Pavement Management Section

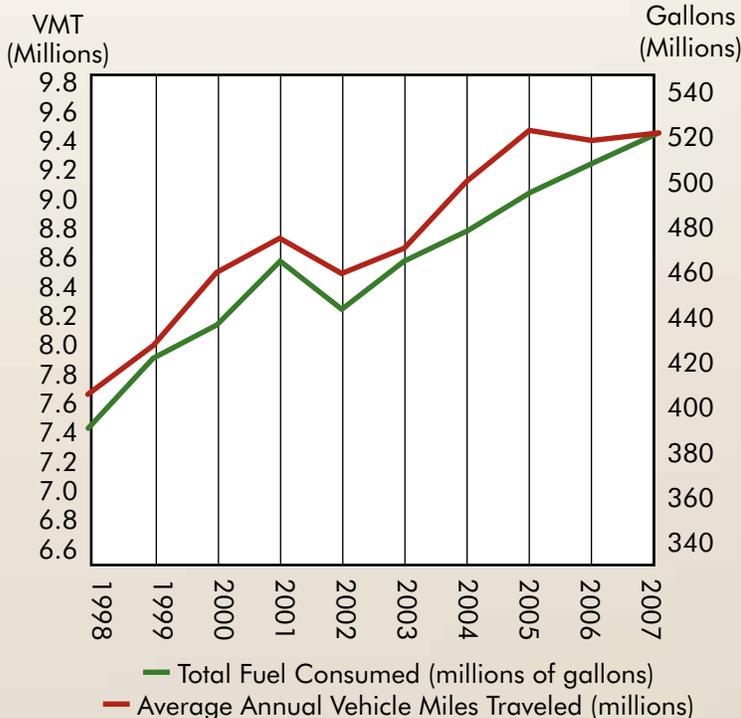
### Using More Fuel

#### 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 7.6 million miles in 1998 to 9.45 million miles in 2007. Fuel consumption grew by 125 million gallons per year from 390 million gallons in 1998 to 523 million gallons in 2007.

Figure 3.10

## Fuel Consumed vs. Vehicle Miles Traveled, 1998–2007



Source: DelDOT Planning

### Bridges

#### Monitoring safety on Delaware bridges

DelDOT maintains 1,520 of the 1,601 bridges in Delaware. The other 81 are the responsibility of the Delaware River & Bay Authority, municipalities, railroads and private owners. Since 857 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

## DelDOT Owned Bridges, 2007

New Castle	Kent	Sussex
772	342	406

Source: DelDOT 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-four million cars and trucks crossed the spans in 2008, and over 1.2 billion have crossed since 1995.



# SECTION FOUR TRAFFIC SAFETY

Delaware Transportation Facts 2008

## Tracking Highway Accidents to Improve Safety

*Number of crashes increased, but injuries and deaths decreased in 2007*

Statewide in 2007, all types of crashes were up by 666 (3.4%) from the previous year. However, compared to 2006, 577 fewer people sustained injuries and 29 fewer people were killed. According to Delaware Police Statistics, alcohol was a factor in 44 (42%) of Delaware's 106 fatal crashes and 53 (45%) of the 118 deaths. Of those 118 people, 84 were automobile drivers and passengers. Only 43 (51%) were wearing their seat belts. Property damage crashes increased by 6.6% or 911 crashes, for a total of 14,657 crashes. Driver inattention, distraction or fatigue was ranked the #1 contributing circumstance in 5,030 (25.1%) of the 20,017 crashes.

Figure 4.1

### Types of Crashes, 2005–2007

	2005	2006	2007
Total crashes	18,681	19,351	20,017
Fatal crashes	118	133	106
Personal injury crashes	5,348	5,472	5,254
Property damage crashes	13,215	13,746	14,657
Persons killed	133	147	118
Persons injured	8,367	8,145	7,568

Source: Delaware State Police Statistical Report, 2007



Figure 4.2  
**Types of Vehicles in Crashes, 2007**

	Numbers of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger car	27,641	105	7,845	19,691
Truck	5,252	31	1,369	3,852
Bus	161	2	59	100
School bus	109	1	31	77
Motorcycle	407	16	322	69
Farm tractor & farm equipment	9	0	1	8
Other or not stated	4,358	4	201	4,153
<b>Total</b>	<b>37,937</b>	<b>159</b>	<b>9,828</b>	<b>27,950</b>

Note: "Truck" represents pick-up trucks, heavy trucks, truck tractor & semi. "Passenger Car" represents autos, sport utility vehicles, mini-vans and passenger vans.

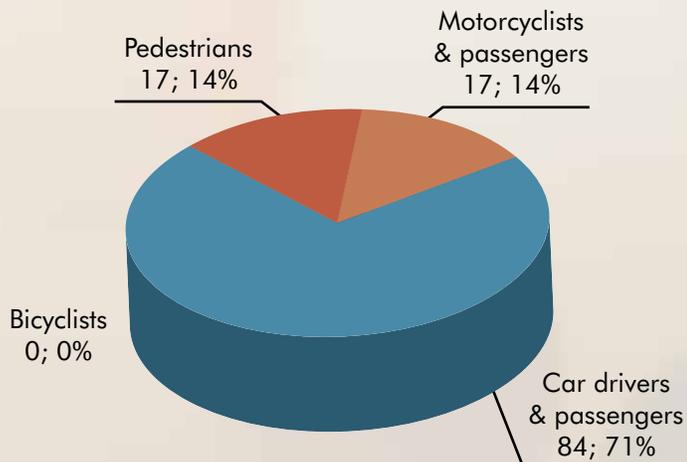
Source: Delaware State Police Statistical Report, 2007

Figure 4.3  
**Top 5 Causes of Crashes, 2007**

Rank	Cause	Count
#1	Inattention, distraction, or fatigue	5,030
#2	Other or unknown	2,151
#3	Failed to yield right of way	2,131
#4	Followed too closely	2,056
#5	Careless, reckless or aggressive driving	1,757

Source: Delaware State Police Statistical Report, 2007

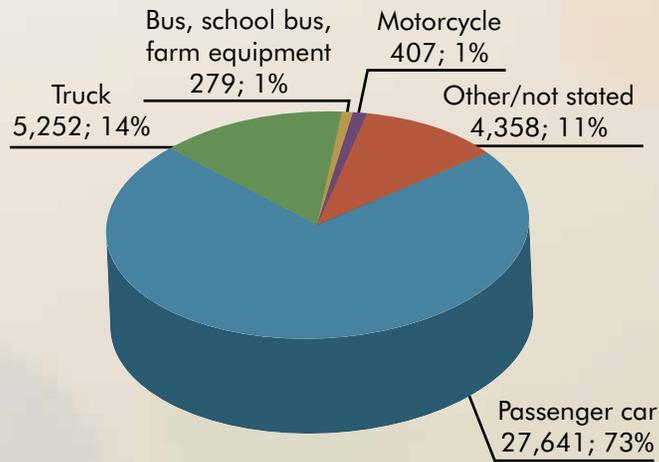
Figure 4.4  
**Fatalities, 2007**



Total Fatalities = 118

Source: Delaware State Police Statistical Report, 2007

Figure 4.5  
**Vehicle Crashes, 2007**



Total Vehicle Crashes = 37,937

Source: Delaware State Police Statistical Report, 2007

Figure 4.6

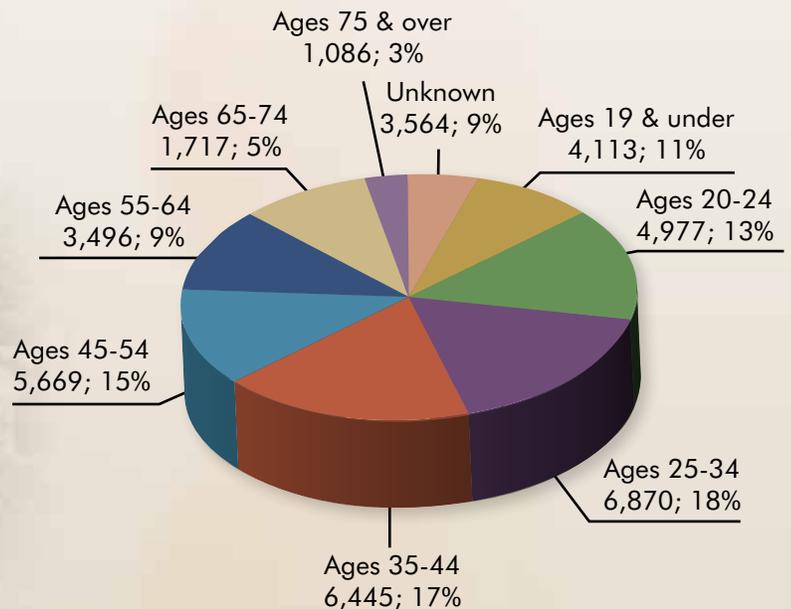
### Age of Driver in Crash, 2005–2007

	2005		2006		2007	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & under	4,119	27	4,060	18	4,113	14
20-24	4,913	28	5,011	29	4,977	22
25-34	6,666	33	6,972	36	6,870	26
35-44	6,530	37	6,407	57	6,445	30
45-54	5,144	35	5,445	36	5,669	28
55-64	3,071	19	3,284	12	3,496	23
65-74	1,430	12	1,653	14	1,717	8
75 & older	1,199	12	1,032	13	1,086	3
Unknown	2,397	6	3,067	6	3,564	5
<b>Total</b>	<b>35,469</b>	<b>209</b>	<b>36,931</b>	<b>221</b>	<b>37,937</b>	<b>159</b>

Source: Delaware State Police Statistical Report, 2007

Figure 4.7

### Age of Driver in Crash, 2007



Total Licensed Drivers = 37,937

Source: Delaware State Police Statistical Report, 2007



# Tracking Accidents To Improve Truck Safety

**Pick-up trucks were involved in 79% of truck crashes in 2007**

The number of trucks involved in statewide crashes, injuries, deaths, and property damages decreased in 2007. Compared to 2006, in 2007 there were 29 fewer fatal crashes and 159 fewer crashes with injuries. Pick-up trucks were involved in 79% of all truck crashes in Delaware, and pick-ups were in 77% of the fatal crashes. Six or 10-wheel trucks accounted for 9% of all truck crashes in the state, and 13% of the fatal crashes. Truck tractors and semis were involved in 12% of statewide truck crashes and 10% of the fatalities.



Figure 4.8  
**Type of Truck in Crash, 2007**

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
Pick-up truck	4,139	24	1,088	3,027
Truck tractor & semi	657	4	101	351
6 or 10-wheel truck	456	3	180	474
<b>Total</b>	<b>5,252</b>	<b>31</b>	<b>1,369</b>	<b>3,852</b>

Source: Delaware State Police Statistical Report, 2007

Figure 4.9  
**Comparison of Truck Accidents, 2005–2007**

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
2005	5,242	40	1,453	2,749
2006	5,673	60	1,528	4,085
2007	5,252	31	1,369	3,852

Source: Delaware State Police Statistical Report, 2007



# SECTION FIVE WALKING & BIKING

Delaware Transportation Facts 2008

## 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 DelDOT. The Journey to Work portion of that survey reveals that from 2002-2007, an average of only 1.6% of workers statewide reported walking to work regularly, with Sussex County respondents walking more at 2.1% (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 DelDOT's "Safe Routes to Schools" campaign (see page 8), are encouraging more people to choose walking over riding.

Figure 5.1

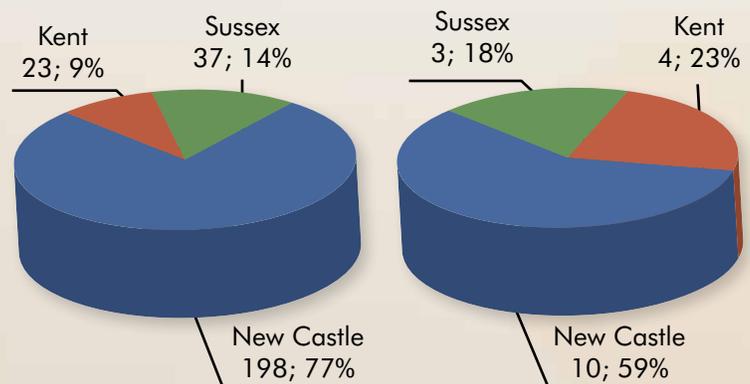
### Walking as a Primary Way to Commute, 1990 vs. 2000

	1990	New Castle	Kent	Sussex	Statewide
Total workers		227,644	54,697	51,785	334,126
Number who walk		9,702	1,711	1,449	12,862
	<b>2000</b>	<b>New Castle</b>	<b>Kent</b>	<b>Sussex</b>	<b>Statewide</b>
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, 2007



Total Injury Crashes = 258

Total Fatal Crashes = 17

Source: Delaware State Police Statistical Report, 2007





## 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 2002 to 2007, less than .2% of Delaware workers rode bikes to work (pg. 11, How Delawareans Commute).

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, DelDOT 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.

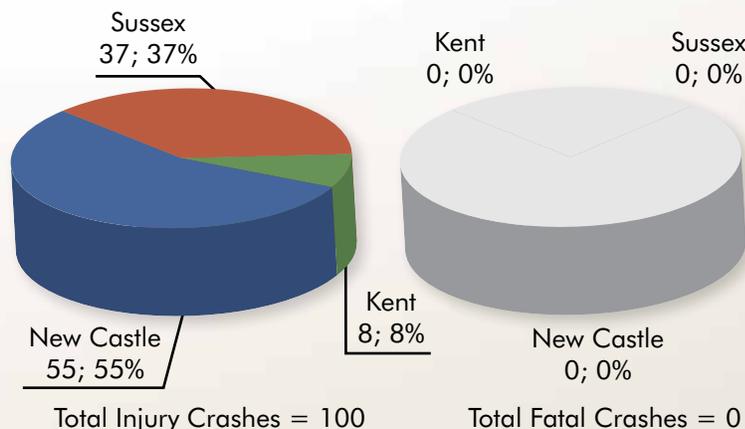
Also in Sussex County, DelDOT created a brochure called "Bicycle Riders...Know the Law Before You Ride." The brochure was published in English, as well as Russian, Spanish and Polish for those cyclists who speak little English.

### 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 2007, with 77% of the 258 pedestrian crashes and 55% of the 100 bicycle crashes. The Delaware State Police reported that, of the 17 pedestrians killed statewide in 2007, 7 were under the influence of alcohol and/or drugs. Children under 15 years of age accounted for 27% of the 100 bicyclists who were injured.

Figure 5.3

### Bicycle Crashes by County, 2007



Source: Delaware State Police Statistical Report, 2007

Figure 5.4

### Biking as a Primary Way to Commute, 1990 vs. 2000

	1990	New Castle	Kent	Sussex	Statewide
Total workers		227,644	54,697	51,785	334,126
Number who bike		852	137	142	1,131
	2000	New Castle	Kent	Sussex	Statewide
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.



# SECTION SIX PARKING & RIDESHARING

Delaware Transportation Facts 2008

## 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!

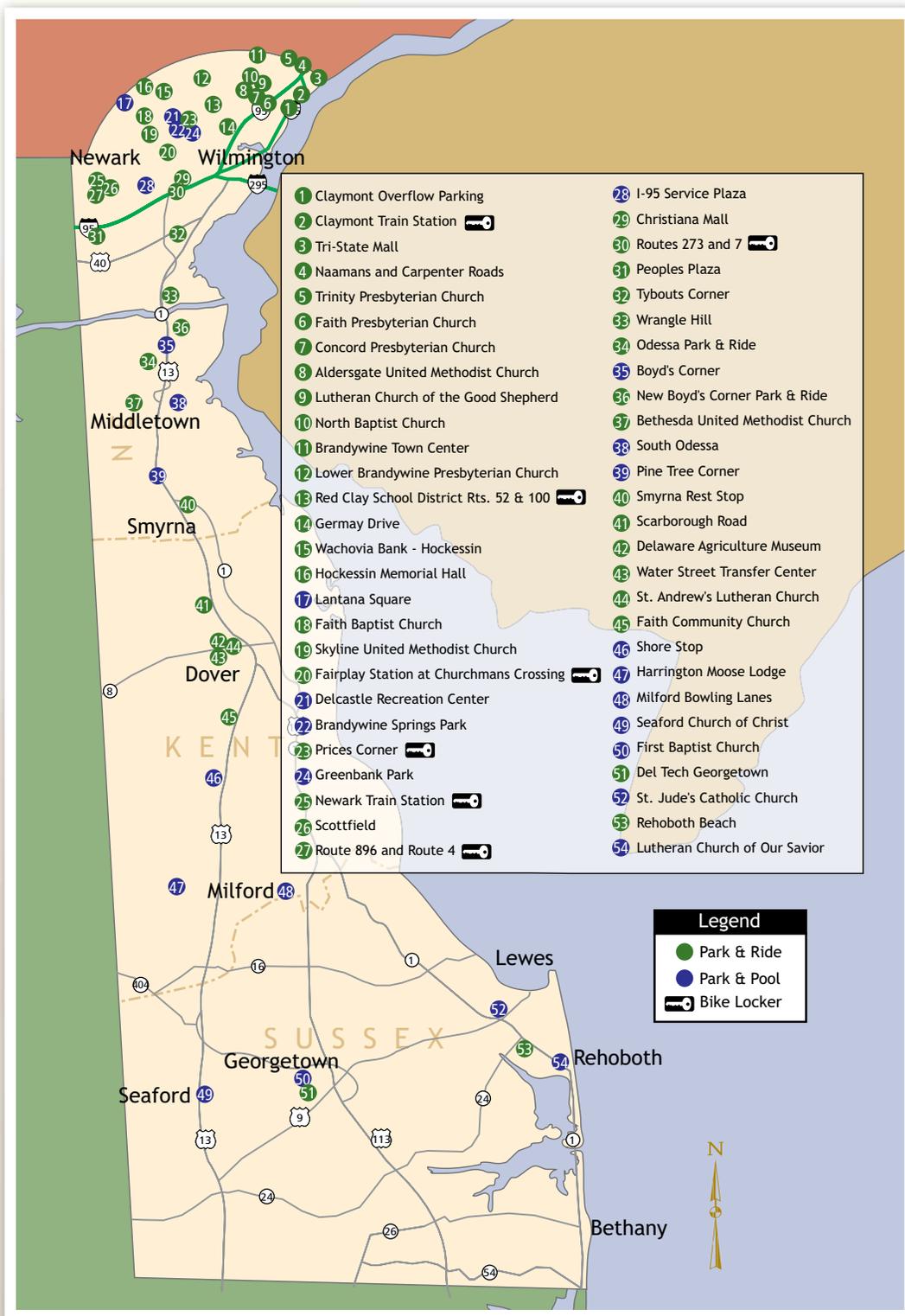
*Save on gas and other commuting expenses*

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: DeIDOT Delaware Transit Corporation



# SECTION SEVEN TRANSIT

Delaware Transportation Facts 2008

## 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 69 fixed bus routes, 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 2006–2008

	2006	2007	2008
Fixed Routes	8,472,093	8,313,800	8,628,149
Paratransit	791,755	811,907	855,164

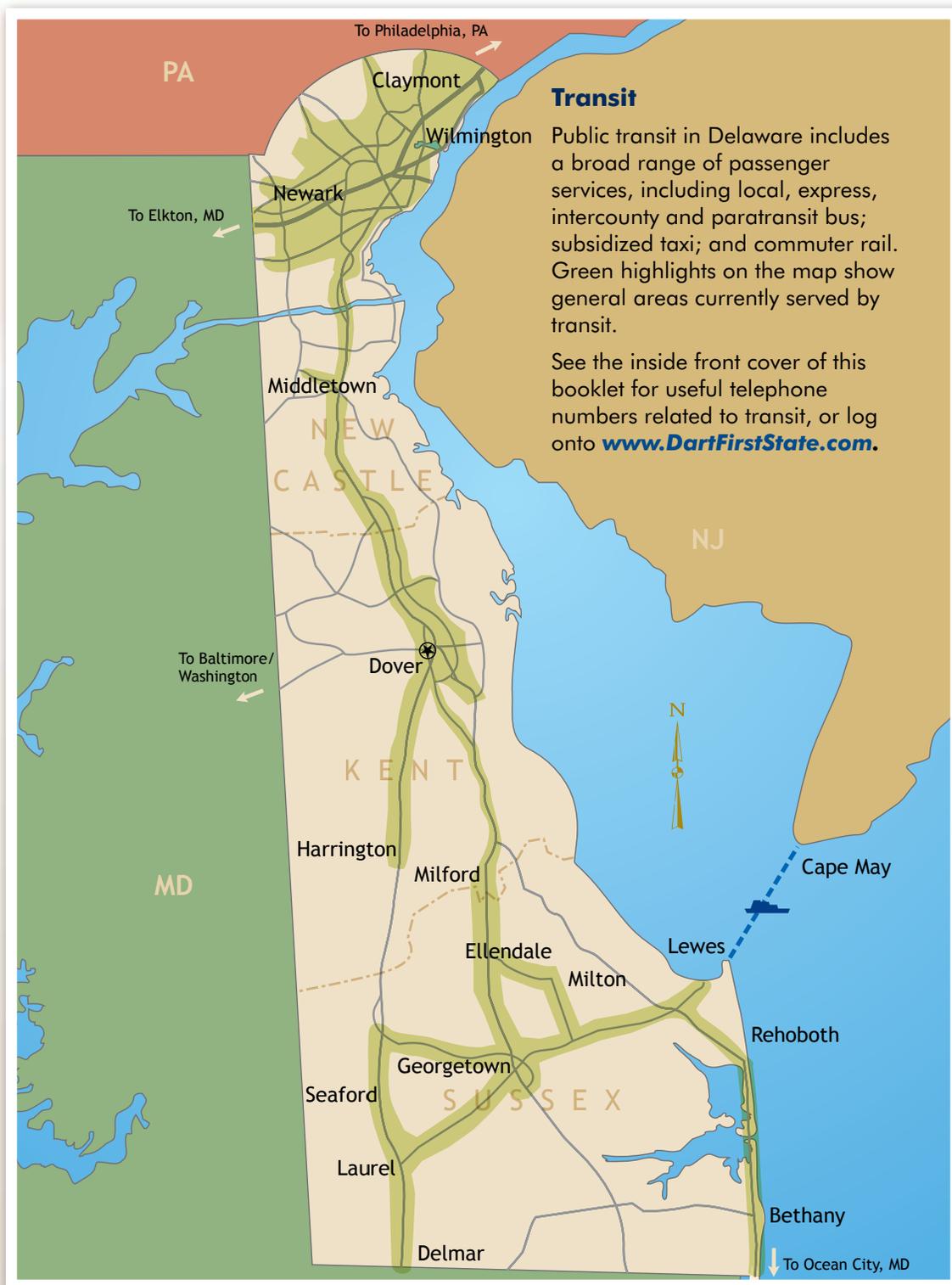
Source: DeIDOT Delaware Transit Corporation





Figure 7.2

## DART First State Transit System Coverage Map



Source: DelDOT Delaware Transit Corporation

## **New Castle County**

DART provides weekday bus service on 45 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 DART offers Sunday bus service on eight 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 bus between Middletown and Odessa 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 the Intercounty Route 301 with service to Wilmington, and Route 303 with service to Sussex County. A shuttle made available through the Welfare to Work program operates between Dover and Harrington. DART offers Saturday bus service on five routes, including the Harrington-Dover Shuttle. 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 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 to 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 328,713 passenger trips in the 2008 season. The ever-popular, best performing Route 201 serving the Rehoboth Boardwalk, carried 206,302 passenger trips. 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.

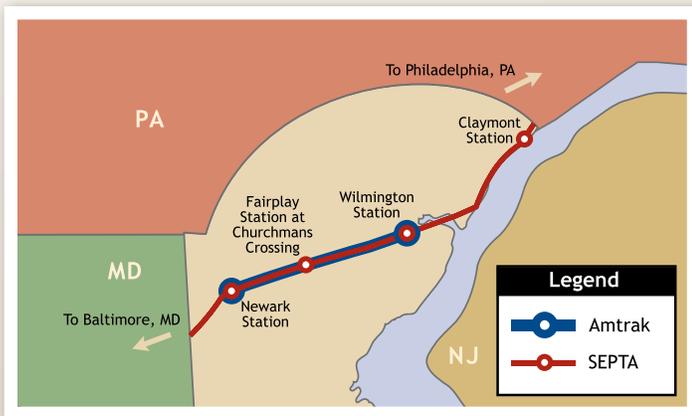
All of DART's regular fixed route buses are wheelchair accessible. Customers are encouraged, and in some cases required, to use the regular fixed-route service whenever and wherever possible. Features such as voice announcements, wheelchair lifts, kneeling buses, and low floor buses make using regular 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: DeIDOT Delaware Transit Corporation

Note: All four stations in northern Delaware are served by SEPTA. Newark and Wilmington are also served by Amtrak.

Figure 7.4

### DART First State's SEPTA R2 Annual Ridership, FY 2006–2008

	Ridership
2006	974,890
2007	1,028,631
2008	1,073,296

Source: DeIDOT 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.

#### 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 2008, Amtrak provided 739,422 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.



# SECTION EIGHT AVIATION & NAUTICAL

Delaware Transportation Facts 2008

## Aviation

### *Airports have the capacity to grow*

Public airports in Delaware are focused primarily on private business and recreational flights. 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 three major runways, ten taxiways, and facilities that cover 1,250 acres. The airport includes significant hangar and aviation-related business rental space, as well as a flight school, aircraft rentals, and repair services. Approximately 68 business jets and 220 propeller aircraft are based there. 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

DelDOT 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%
Laurel 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: DelDOT Planning, Office of Aeronautics

## Nautical

### Cape May-Lewes Ferry

Owned and operated by the Delaware River & Bay Authority, the Cape May-Lewes Ferry offers a 17-mile, 80-minute mini-cruise 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 1000 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 2008, the fleet carried 921,809 passengers and 318,000 vehicles.

Figure 8.2  
**Cape May - Lewes Ferry  
 Annual Ridership,  
 2006-2008**

	Passengers	Vehicles
2006	1,000,981	350,936
2007	981,004	341,086
2008	921,809	318,000

Source: Delaware River & Bay Authority

### Woodland Ferry

Continuing the tradition begun in 1703, Delaware's historic Woodland Ferry has resumed service with the launch of a new ferryboat, the *Tina Fallon*, on April 28, 2009. Fallon served in the Delaware General Assembly from 1978 to 2006. Built in Salisbury, Maryland, the new ferry carries up to six vehicles and should decrease the wait time for those who wish to cross the river. Improvements have also been made to the wharves and slips. The Delaware Department of Transportation took over operation of the ferry in 1935.

### Nanticoke Barge Traffic

Commercial navigation in Delaware also includes barge traffic on Sussex County's Nanticoke River. Tugboats move up to 268 barges per year near Seaford, carrying approximately 1.3 tons of grain, aggregate and fuel. The U.S. Coast Guard and Army Corps of Engineers oversee this traffic.





## 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 2008, over 3.9 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 2006-2008

	Short Tons
2006	4,136,000
2007	3,856,000
2008	3,959,000

Source: Port of Wilmington, DE

Figure 8.4

## Leading Import Commodities Port of Wilmington, DE 2006-2008

	2006	2007	2008
Total containerized tonnage	1,612,000	1,765,000	1,679,000
Bananas and tropical fruit	1,338,000	1,413,000	1,376,000
Other fruit cargo	238,000	251,000	199,000
Apple and orange juice concentrates	116,000	119,000	93,000
Steel	145,000	109,000	93,000
Forest products	210,000	177,000	134,000
Dry bulk	662,000	502,000	637,000
Other general cargo	203,000	213,000	211,000

Source: Port of Wilmington, DE



## Statewide Long Range Transportation Plan

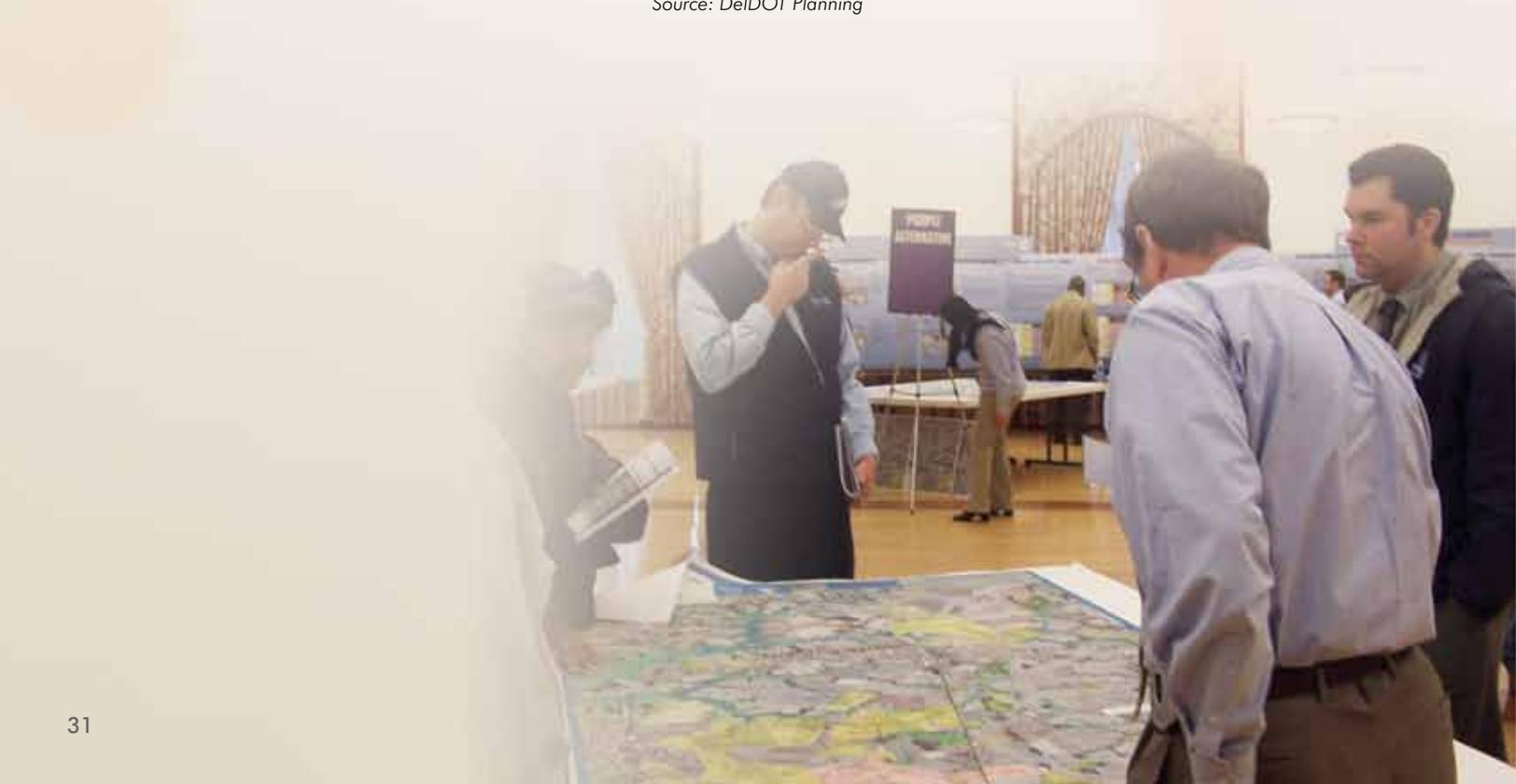
### 20-year planning overview

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 any policies initiated by Governor Markell.

Figure 9.1  
**Statewide Plans**

Long Range Transportation Plan 20-Year Plan	Capital Transportation Program (CTP) 6-Year Plan	First Year of the CTP 1-Year Plan
<ul style="list-style-type: none"> <li>Principles</li> <li>Policies</li> <li>Actions</li> <li>Performance Measures</li> </ul>	<ul style="list-style-type: none"> <li>Specific Projects</li> <li>Time Frames</li> <li>Costs</li> </ul>	<ul style="list-style-type: none"> <li>Projects in the Current Fiscal Year</li> <li>Project Phases</li> <li>Costs</li> <li>Accountability</li> </ul>

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, time frames and costs. Before presenting the CTP to the legislature, the list of projects DelDOT 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 DelDOT departments.

Figure 9.2

## Guiding Principles

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

Source: DelDOT Planning

# 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).

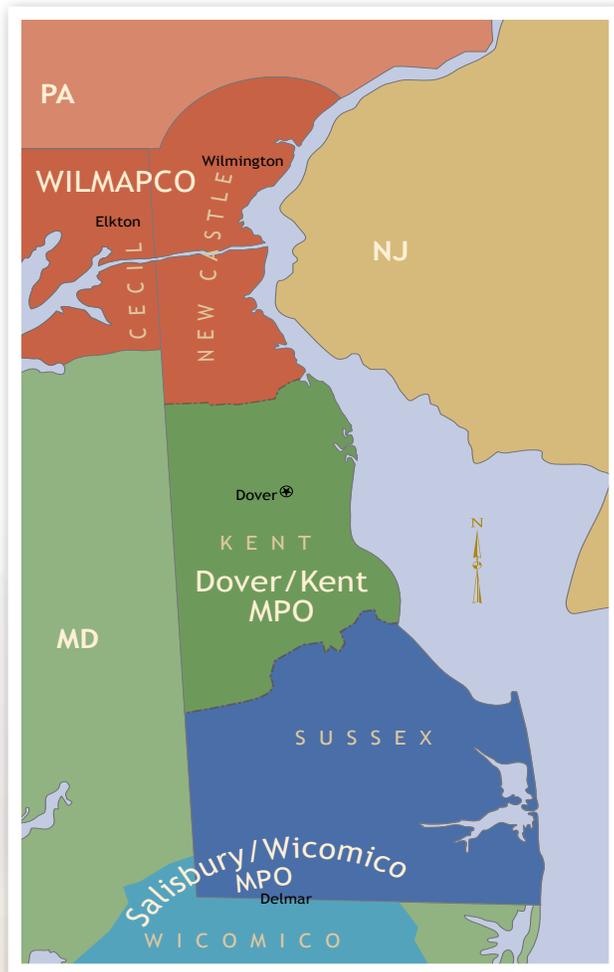
## Metropolitan Planning Organizations (MPOs)

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 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.

## Transportation Planning Areas

The Wilmington Area Planning Council, known as WILMAPCO, guides transportation planning in New Castle County, Delaware and in Cecil County, Maryland, while the Dover/Kent MPO serves Kent County. The Salisbury Wicomico MPO serves Wicomico County in Maryland and the town of Delmar, which spans both states. Each MPO has a Technical Advisory Committee made up of civic, business, environmental and private transportation provider interest groups. Though Sussex County does not have an MPO at this time, it is expected that the next census may show an MPO qualifying population of 50,000. Currently, the Sussex County Council is responsible for transportation planning in Sussex County.

Figure 9.3  
**Metropolitan Planning Organizations (MPOs)**



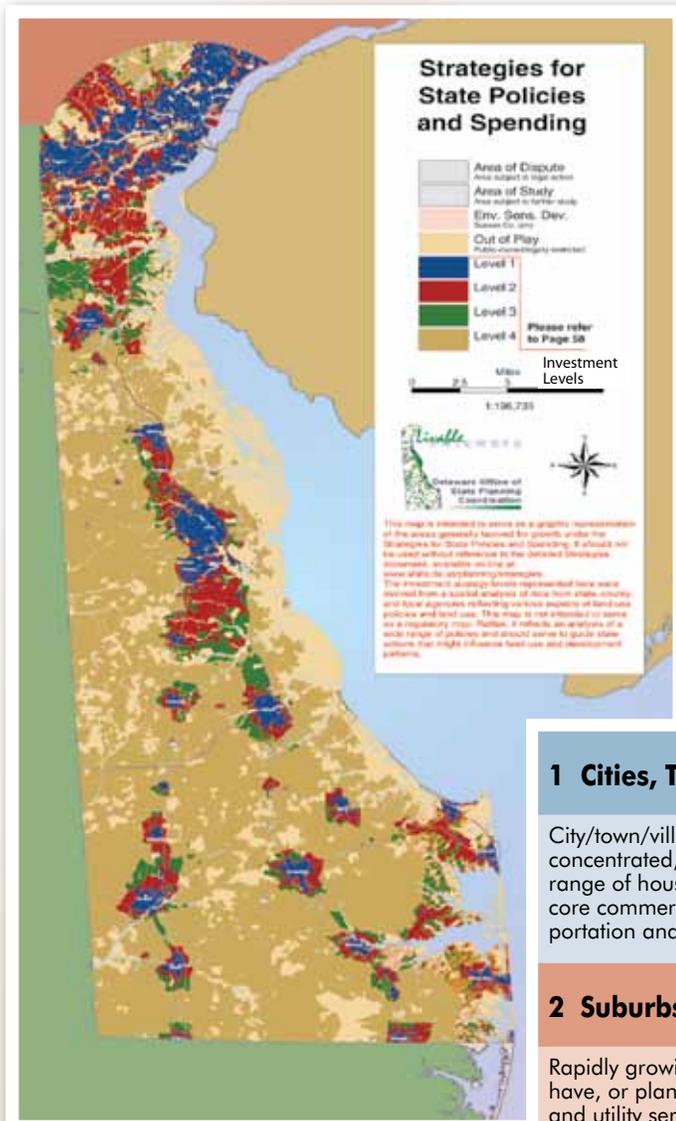
Source: DelDOT Planning

<b>Wilmington Area Planning Council (WILMAPCO)</b>		<b>Dover/Kent MPO</b>	<b>Salisbury/Wicomico MPO</b>
Delaware	(302) 737-6206	(302) 760-2713	(410) 548-4860
Cecil County		Juanita S. Wiczoreck	Gary R. Pusey
Toll Free	(888) 808-7088	Executive Director	Long Range Transportation Planner
		P.O. Box 383	P.O. Box 870
		Dover, DE 19903-0383	Salisbury, MD 21803
	Tigist Zegeye Executive Director 850 Library Avenue, Suite 100 Newark, DE 19711		



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

#### 1 Cities, Towns & Villages

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.

#### 2 Suburbs & Small Towns

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.

#### 3 Farmland & Natural Resources

Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.

#### 4 Rural & Undeveloped Areas

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.

#### Redevelop and Reinvest

State policies will encourage redevelopment and reinvestment.

#### Well-Designed Development

Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.

#### Maintain Existing + Phased Growth

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.

#### Discourage Additional Development

Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.

# SECTION TEN TRANSPORTATION FUNDING

Delaware Transportation Facts 2008

## 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 \$42.7 million dollars from \$127.4 million in 2007 to \$84.7 million in 2008. Transportation Trust Fund revenues rose by \$44.3 million in 2008 and Federal Funds increased by \$44 million from \$102.3 million in 2007 to \$146.3 million in 2008.

Figure 10.1

## Major Sources of Transportation Revenue in Delaware (in millions), FY 2006-2008

	Bond Proceeds	Trust Funds	Federal Funds
2006	150.0	375.7	116.2
2007	127.4	389.9	102.3
2008	84.7	434.2	146.3

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

Figure 10.2

## Transportation Trust Fund Revenue (in millions), FY 2008

	FY 2008	Percent
Toll revenue: I-95 *, SR 1	158.4	36.5%
Motor fuel tax	122.9	28.3%
Motor vehicle document fee	64.6	14.9%
Motor vehicle registration fee	41.3	9.4%
Misc. transportation revenue	24.2	5.6%
Misc. revenue	12.1	2.8%
Investment income	10.8	2.5%
Total	<b>434.3</b>	<b>100%</b>

\* Includes concession revenue of \$2.5 million

Source: Trust Fund Administration, Audited Financial Statements

## 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 at left (Figure 10.2) do not include the \$10 million state general fund transfer of escheat tax revenue or any other general fund transfers.



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.

### 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 10.4  
**FHWA Apportionments, FY 2008 (in millions)**

	FY 2008
Congestion mitigation/Air quality	9.6
Discretionary/Earmarks *	3.1
Bridge	12.2
National Highway System	49.3
Interstate maintenance	6.3
Planning	4.1
High priority projects/Minimum guarantee/RABA	33.0
Recreational trails/Scenic highways	0.7
Surface Transportation Program	42.4
Miscellaneous	9.4
	<b>170.1</b>

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

Figure 10.5

### FTA Apportionments, FY 2008 (in millions)

	FY 2008
Discretionary	0.7
Urban	12.2
Rural	1.3
Clean fuels	2.0
Elderly, disabled, & new freedoms	0.7
MPO & state planning	0.4
Fixed guideway (Septa)	0.6
Welfare-to-Work	0.3
	<b>18.2</b>

Source: DeIDOT 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 2008 (in thousands)

<b>I. Road System</b>	
Expressways	\$15,623.00
Arterials	\$102,581.30
Collectors	\$14,225.00
Locals	\$63,532.20
Bridges	\$30,380.40
Other	\$105,414.00
Total road system	\$331,755.90
<b>II. Grants and Allocations</b>	
Community Transportation Fund	\$17,600.00
Municipal street aid	\$5,500.00
Total grants & allocations	\$23,100.00
<b>III. Transit</b>	\$40,057.50
<b>IV. Support System</b>	
Rail (crossings, commuter, preservation, Wilmington Station)	\$16,944.90
Planning	\$8,564.20
Transportation facilities	\$6,150.00
Transit facilities	—
Technology	\$4,400.00
Equipment	\$8,385.00
Transportation management improvements	\$10,660.00
Engineering & contingencies	—
Hydrogen storage, Fuel Cell Program, misc.	\$1,580.00
Woodland Ferry	\$1,000.00
Aeronautics	\$23,038.10
Total support system	\$80,722.20
<b>Total Program</b>	<b>\$475,635.60</b>

Source: Capital Transportation Program



Figure 10.7



Source: DelDOT Planning



# 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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