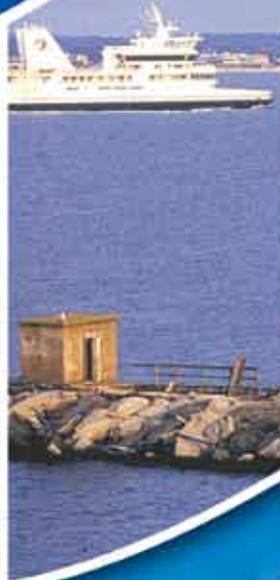


DELAWARE TRANSPORTATION FACTS 2009



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 & 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
2009

**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



Letter from Governor Markell

I am happy to have an opportunity to welcome you again to this Delaware Department of Transportation (DelDOT) Facts Book. As in previous years, you will find an interesting and informative collection of data highlighting transportation in Delaware. The book is full of facts and figures and reaffirms the vital role transportation plays in our personal lives and in the health of Delaware's economy.

During the past year, transportation contributed heavily to Delaware's economic strength, mostly by creating jobs. In 2009, DelDOT was able to identify and undertake important projects that were "shovel ready," qualifying for federal stimulus monies through the American Recovery and Reinvestment Act (ARRA). Construction firms receiving contracts hired workers, creating thousands of employment opportunities. Getting people working to make road improvements now helps people get to work for years to come.

DelDOT's focus on I-95 is making a significant difference in traffic flow and all of us are looking forward to the culmination of improvements underway at the Newark Toll Plaza that will keep us and our visitors moving along this critical corridor.

Many of the projects DelDOT initiated in the past year will have long-term benefits. The new transit hub in Dover, a new transit maintenance facility in New Castle County, the purchase of new buses and SEPTA rail cars, and improvements at park-and-ride lots will help countless workers who depend upon public transit to get to and from their jobs.

Pavement rehabilitation and traffic signal improvements, guardrail upgrades, and bridge maintenance will provide years worth of safety features, while keeping commuters mobile on their journeys to and from work. Streetscape and greenway projects will make Delaware a better place in which to live and work as well as support economic development efforts.

As you read the information in these pages, be reassured by the progress taking place in our state's transportation system. DelDOT's work every day contributes to our economic health as a state. From construction jobs, to maintaining and growing a transportation infrastructure, to strengthening our ability to attract new employers and keeping all of us safe and mobile, transportation plays a vital role in the life of our state. I extend my appreciation to all DelDOT employees, on the road and off, who help keep Delaware moving forward.

Enjoy this year's Delaware Transportation Facts Book.

A handwritten signature in black ink that reads "Jack Markell". The signature is fluid and cursive.

Governor Jack Markell



Letter from Secretary Wicks

Each year when I begin this introduction to the Fact Book, I have many opportunities to highlight the achievements of the Delaware Department of Transportation (DelDOT), and often, give you an idea of where we are heading.

In 2009, Governor Markell issued Executive Order Number 6, which creates a Complete Streets Policy for the State of Delaware. Thousands of Delaware residents get into their cars, vans, SUVs and pickup trucks every day and use a traditional means of going to and from work, school, and recreation. Within Governor Markell's order, the needs of other Delawareans are considered, assuring that DelDOT will utilize a comprehensive approach to planning, designing, building and maintaining streets for ALL modes of transportation.

Bicycling is one alternate means used by many of our neighbors. To help encourage cycling as a transportation and recreation alternative, DelDOT recently worked with the U.S. Army Corps of Engineers to provide one lane in each direction of the St. Georges Bridge as a dedicated bike lane, thus removing a long-standing physical barrier for cyclists who previously could not cross the C&D Canal.

In the future, DelDOT will continue using Context Sensitive Design, that will integrate projects into the community and environment, assuring that all transportation needs are met, while also assuring that the character of the neighborhood is protected. Key stakeholders will provide the important input to help DelDOT meet these challenges.

Complete Streets will result in an improved transportation system for motorists, bicyclists, pedestrians, and transit users by considering the needs of all roadway users. Plans will take into account ways that diverse users interact in their use of a road, to minimize conflicts and reduce dangerous conditions to the extent possible, while encouraging the use of alternate forms of transportation.

The data you will find in these pages provides the vital supporting information that my colleagues at DelDOT use to create and meet the goals of a safe and efficient transportation system, growth in jobs in our State and an improved quality of life for all Delawareans. We hope that you enjoy this publication.

A handwritten signature in black ink that reads "Carolann Wicks". The signature is cursive and elegant.

Carolann Wicks
Secretary, Delaware Department of Transportation

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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 (DelDOT) 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:

- 13,507 lane miles of highways
- 1,520 bridges and 1 ferry
- 1,163 traffic signals
- Over 250,000 signs
- 171 miles of fiber optic cable, 113 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
- \$260 million in capital spending
- 156 subdivision/commercial entrance permits
- 35 SEPTA trips per day
- 224 fixed-route buses
- 284 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. They 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 \$165 million in tolls
- Mow 54,000 acres of grass
- Trim 92 miles of roadside vegetation
- Inspect 15,000 catch basins and storm drains
- Remove 2,300 illegal signs

Last year, DelDOT crews and 100 inmates from the Delaware Department of Corrections gathered over 34,000 bags of trash along more than 13,000 miles of Delaware's highways. Using inmate crews saves the state money that would otherwise come from the Department of Transportation payroll budget.

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 DelDOT Website at www.deldot.gov. The public, DelDOT 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 DelDOT Public Relations (see contact information below).



Public Information

Newsletters, ads, traffic advisory radio and the DelDOT Website 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, or watch your mailbox or inbox for workshop dates, times and locations, and other transportation-related information.

Log onto DartFirstState.com for the latest transit schedule information and be sure to check out DART Rider Alerts. On the deldot.gov website, 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-ZPassSM, or doing business with DelDOT. 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 DelDOT "F.Y.I." brochure series.

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 Website (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.

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 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—1,216 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 1,216 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 91% saying their needs were met Very Well or Somewhat Well. The majority of survey participants who were 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, 2006-2009

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?	35%	56%	7%	2%	-0-	2009
	29%	54%	12%	3%	2%	2008
	28%	56%	10%	4%	2%	2006
Overall, how well does the state's transit system meet your needs?	24%	54%	15%	2%	5%	2009
	27%	32%	20%	5%	16%	2008
	26%	31%	22%	4%	17%	2006
Overall, how well does the state's transportation system meet your needs for bicycle trips ?	17%	54%	16%	9%	3%	2009
	18%	44%	16%	12%	10%	2008
	21%	41%	12%	16%	10%	2006
Overall, how well does the state's transportation system meet your needs for walking trips ?	23%	46%	25%	6%	-0-	2009
	28%	53%	10%	7%	2%	2008
	24%	49%	15%	12%	0%	2006
And as a whole, how well does Delaware's transportation system meet your travel needs?	29%	50%	10%	7%	4%	2009
	26%	47%	14%	9%	4%	2008
	27%	45%	13%	10%	5%	2006

Source: DeIDOT Planning
 Report on Customer Satisfaction - Year 2009 Survey Results
 Note: No Survey in 2007

Figure 1.2
Motorist Satisfaction, 2009

Attribute	2009 Average Importance Rating	2009 Average Performance Rating	Satisfaction Index
Highway signs that provide direction and mileage	5.81	5.54	95.35
Keeping lands adjacent to highways landscaped and mowed	5.65	5.19	91.86
Having many travel mode choices	5.24	4.62	88.17
Having clearly marked and protected work zones	6.54	5.76	88.07
Information on when to expect delays, road closings	5.86	5.1	87.03
Timely snow plowing and salting	6.37	5.5	86.34
Highway signs visible both at day and night	6.52	5.57	85.43
Clear lane lines on highways	6.55	5.52	84.27
Keeping lands adjacent to highways litter free	6.11	5.12	83.80
Condition of pavement on highways	6.49	5.04	77.66
Well-planned sequencing and timing of traffic lights	6.5	4.76	73.23
Highways free from congestion	6.24	4.4	70.51

Source: DelDOT Planning Report on Customer Satisfaction - Year 2009 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.

2009 Survey results reveal highest satisfaction with:

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

The lowest levels of satisfaction were found for:

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



FOCUS ON

DelDOT Emergency Preparedness

Continuous planning for natural and man-made emergencies

Is the Delaware Department of Transportation (DelDOT) prepared to deal with a major storm along our coast? The simple answer is a reassuring, "Yes." Even though Delaware's beaches have never suffered a direct hit from a hurricane, since it could happen, evacuation routes and other plans are in place.

Emergency planning in Delaware is a cooperative effort among many agencies that extends well beyond the summer "hurricane season." In fact, emergency planning is a 12-month concern, because weather-related natural disasters are just one of the types of emergencies that could occur. Other possible threats, natural and man-made, also require appropriate response planning and practice before a disaster occurs. For example, the proximity of a nuclear facility, a refinery and the presence of cargo being transported by rail through the state could lead to the possibility of industrial accidents.

By planning with those who also will respond to emergencies, the roles of each can be established before the field work begins, helping to ensure that important issues and responsibilities are not missed.

Statewide Plan

- **The Delaware Emergency Operations Plan (DEOP)** – Coordinates state/county agencies with other emergency responders, assigns responsibilities and establishes a timeline for response to an anticipated event.

Specific DelDOT Plans

- **Transportation Incident & Event Management Plan (TIEMP)** – Details actions and responsibilities of each division within the Department of Transportation during an emergency event.
- **Sussex County, Kent County & New Castle County All-Hazards Evacuation Annex** – Developed with emergency response agencies in each county, these area-specific plans focus on evacuation of at-risk areas in any type of emergency. They are specific enough to meet the needs of the area, while general enough to be applied in a number of different circumstances.

But will these plans work?

As with any type of plan, testing the theoretical response is important. Exercises by DelDOT—and in cooperation with other agencies—have been conducted that helped to show weaknesses or deficiencies in the plan, and changes were made. Sometimes, Mother Nature gives us the opportunity to test the plans in a real

situation. The winter snowstorms of 2010 helped DelDOT to assess some of its capabilities in extreme conditions. The lessons learned are applied and used to improve overall plans and readiness.

At least twice a year, the department gets an opportunity to put its theories on how to evacuate large numbers of people within a short period of time into practice. The two NASCAR® weekends at Dover International Speedway feature some of the most difficult problems DelDOT encounters in evacuation planning—large numbers of people, large numbers of vehicles, and visitors who are unfamiliar with many of the state's roads. It takes a great deal of coordination with officials from the City of Dover, emergency services and police agencies to clear out a crowd that equals the population of a small city. Using the experience of dealing with traffic caused by race attendees, DelDOT traffic engineers have learned more about adjusting traffic signals, planning for traffic controls, and other unanticipated problems that can occur.

While many hours go into planning, those involved would be content to keep the plans "on the shelf" and never have to put them into play.

Log on for more information

Learn more about emergency preparedness at DelDOT's website, www.deldot.gov. Click on "Projects," then "Transportation Management Team." Under "Project Information," you can find the specifics on evacuation plans and routes.



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.

Electronic Red Light Safety Program

DelDOT's red light safety enforcement system is an example of a DelTrac technology that is helping to improve safety on our roads and saving lives. Cameras at 20 high accident risk intersections throughout the state have recorded over 270,000 red light running violations since the program began in 2005. Approximately 41,000 violations occurred in calendar year 2008 alone. Angle collisions due to red light running have been reduced at 17 out of the 20 intersections, 13 out of 20 had fewer rear-end crashes, and total crashes at these locations have been reduced by 15 percent. Ten additional intersections were added to the program and installed in the fall of 2009.



Safe Routes to School

Safe Routes to School 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, DeIDOT 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 School Program Coordinator at (302) 760-2121, or visit online at www.deldot.gov and click on "Community Programs and Services."



E-ZPassSM

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.

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.





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*SM 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 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 website. 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 DeIDOT 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

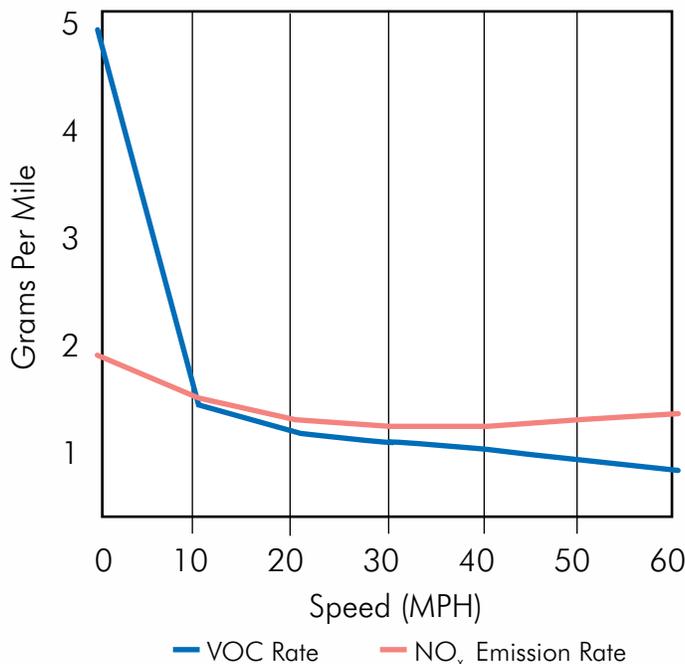
Delaware is one of 35 states with air pollution levels higher than federal health standards. Since motor vehicles create approximately one-third of the volatile organic compounds (VOCs) – mostly hydrocarbons – released into our atmosphere, emissions testing is done at the DMV during regularly scheduled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

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.

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.

Figure 3.1
The Ozone Challenge:
Speed reduces hydrocarbons, but elevates nitrogen oxides



Source: DelDOT Planning

Population

Delaware will reach the one million mark by 2030

In Delaware, the highest concentration of residents is in New Castle County; however, Sussex County is experiencing the highest growth rate. By 2020, nearly 59,000 new residents are expected to retire downstate to rural or beach resort areas. That means additional infrastructure and services will be needed. By 2030, Delaware's population is projected to exceed the one million mark, a 25% increase statewide since 2005.

Figure 3.2
Delaware Population, 2005-2030

	New Castle	Kent	Sussex	Statewide
2005	520,023	142,407	175,409	837,839
2010 (Projected)	535,572	159,722	196,201	891,495
2020 (Projected)	564,944	178,257	234,366	977,567
2030 (Projected)	586,387	192,152	271,326	1,049,865

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

More Drivers in Delaware but Traveling Fewer Miles

Population and licensed drivers in Delaware continue to rise. Since 2007, population numbers have increased at a rate of approximately 10,000 people per year. In 2009, there were 639,362 licensed drivers, which is 5,004 more than in 2008 and 12,266 more than in 2007. However, the number of registered motor vehicles and millions of miles traveled have both decreased. In 2009, there were 31,014 fewer vehicles registered than in 2007. Miles traveled decreased by 494 million miles between 2007 and 2008 and another 269 million miles in 2009.

Figure 3.3
Population, Drivers, Vehicles & Miles Traveled,
2007-2009

	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in Millions)
2007	861,087	627,096	854,604	9,453
2008	871,630	634,358	850,138	8,959
2009	881,532	639,362	823,590	8,690*

*Note: Mileage is estimated for the year 2009.
Source: DelDOT Division of Motor Vehicles

How Delawareans Commute to Work, 2000-2009

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
Journey to Work Average 2000-2009
Percent of persons 16 years and older

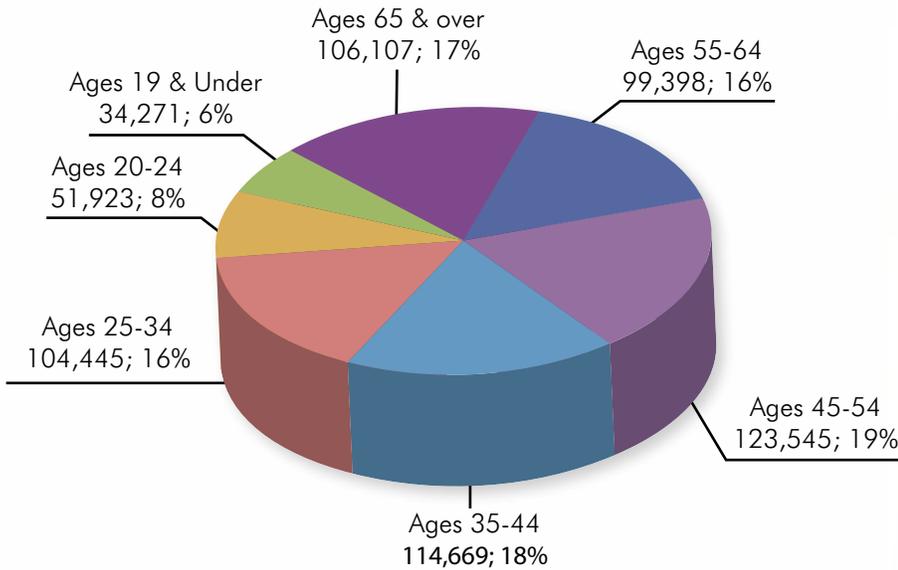
	New Castle Percent	Kent Percent	Sussex Percent	Average Percent
Single occupancy vehicle	83.1	80.8	79.1	81
Multi occupancy vehicle	12.3	16.8	18.4	15.8
Public bus	2.2	0.4	0.1	0.9
Walked	1.6	1	1.7	1.4
Rode bike	0.3	0	0.3	0.2

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

What Age Are Drivers?

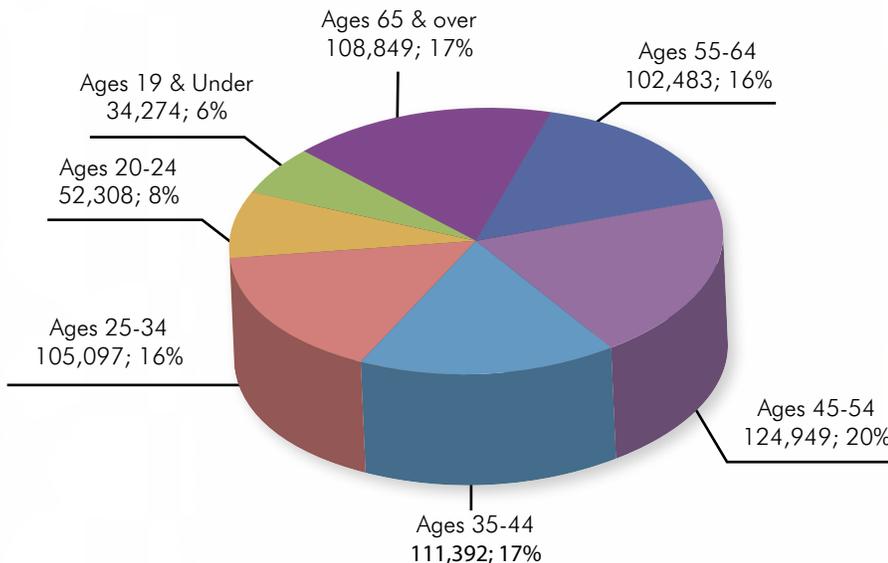
In 2008 and 2009, ages of drivers licensed in Delaware stayed pretty much the same. 53% were in the 25-54 age group and 33% were in the 55 and older groups. Younger drivers, ages 16-24, represented 14% of all Delaware drivers.

Figure 3.5 - '08
Ages of Licensed Drivers, 2008



Total Licensed Drivers = 634,358
Source: DelDOT Division of Motor Vehicles

Figure 3.5 - '09
Ages of Licensed Drivers, 2009



Total Licensed Drivers = 639,352
Source: DelDOT Division of Motor Vehicles

Trucks Play an Important Role in Delaware Commerce

From 2007 to 2009, drivers holding commercial licenses increased from 32,329 to 33,233, a gain of 904 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, 2007-2009

Year	Drivers
2007	32,329
2008	32,925
2009	33,233

Source: DelDOT Division of Motor Vehicles

An Expanding Roadway System

DelDOT 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 13,537 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, 2008-2009

	New Castle '08	New Castle '09	Kent '08	Kent '09	Sussex '08	Sussex '09
Interstate	261	261	0	0	0	0
Other Freeways & Expressways	48	48	85	85	0	0
Other Principal Arterial	637	636	159	150	497	497
Minor Arterial	380	380	278	286	107	107
Major Collector	573	573	360	361	733	733
Minor Collector	91	91	179	179	185	185
Local	3,552	3,582	2,087	2,101	3,277	3,282
Total Lane Miles	5,542	5,571	3,148	3,162	4,799	4,804

Source: DelDOT Planning

Miles Traveled Is Down

As cost of fuel increased, miles traveled decreased

Vehicle Miles Traveled (VMT) measures the annual average miles traveled by all vehicles in an area for a specified time. Since 1980, VMT in Delaware had been increasing dramatically – from 4.2 million miles traveled in 1980 to 9.5 million in 2005. However, as fuel costs began to rise, miles traveled fell from 9.5 million miles in 2007 to 8.7 million miles in 2009.

Figure 3.8

Average Annual Vehicle Miles Traveled, 2007–2009

	2007	2008	2009
AVMT in millions	9.5	9.0	8.7

Source: DelDOT Planning

Road Maintenance Is a Priority

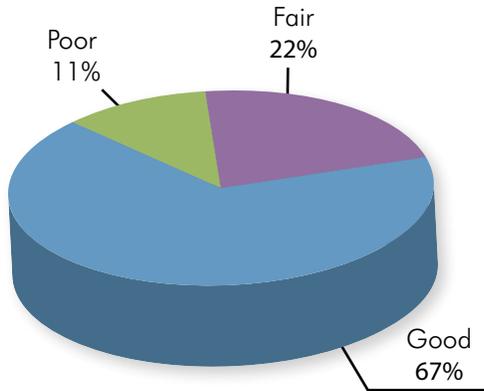
Emphasis has shifted from building to maintaining roads

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. Crack sealing is one example of practices used to extend the life of our transportation system.

Figure 3.9
Road Pavement Condition, 2008



Source: DeIDOT Pavement Management Section

Bridges

Monitoring safety on Delaware bridges

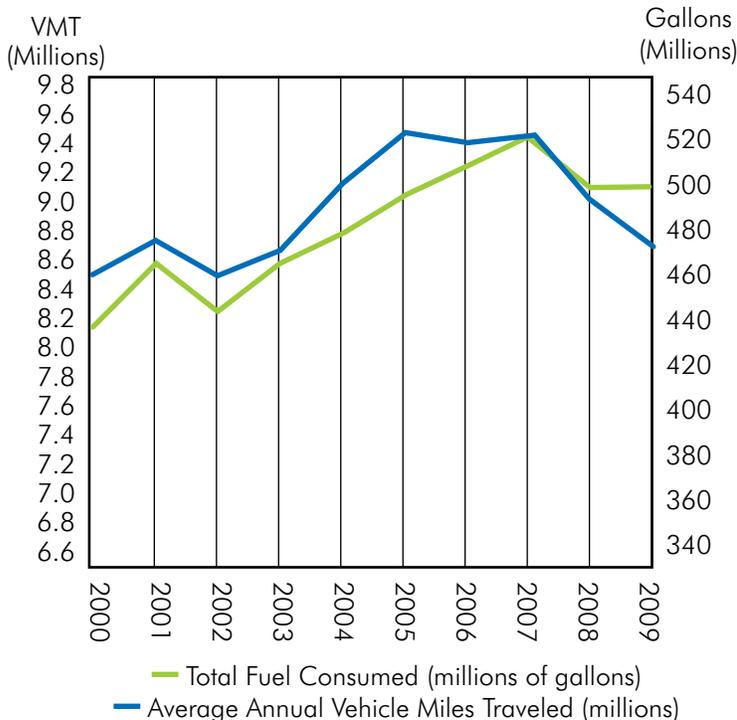
DeIDOT maintains 1,569 of the 1,650 bridges in Delaware. The other 81 are the responsibility of the Delaware River & Bay Authority, municipalities, railroads and private owners. Since 858 of those bridges are 20 feet or longer, they are listed in the federal National Bridge Inventory (NBI), which requires inspections biannually. 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.

Fuel consumption falls

Higher fuel prices and a struggling economy are possible reasons that Fuel Consumed vs. Vehicle Miles Traveled (VMT) shows a reduction in both miles and gallons. As this chart illustrates, fuel consumption fell from 520 million gallons in 2007 to 497 million gallons in 2008 and rose only slightly to 497.3 million gallons in 2009. VMTs fell from 9.45 million miles in 2007 to 9.0 in 2008 and 8.7 in 2009.

Figure 3.10

Fuel Consumed vs. Vehicle Miles Traveled, 2000–2009



Source: DeIDOT Planning

Figure 3.11
DeIDOT Owned Bridges, 2009

New Castle	Kent	Sussex
772	355	442

Total = 1,569 Bridges Statewide
 Source: DeIDOT Bridge Management Section

US Senator William V. Roth, Jr. Bridge

In 2007, the former C & D Canal Bridge was dedicated to Senator William V. Roth, Jr., who worked to secure funding for the \$57.8 million dollar span. The concrete cable-stayed bridge across the Chesapeake & Delaware Canal is a vital link in the SR 1, a 46-mile controlled access north/south route through Delaware that was decades in the making. The road and bridge combined represent 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 twin spans carry I-295 over the Delaware River between Wilmington, Delaware and Pennsville, New Jersey. Thirty-five million cars and trucks crossed the spans in 2008. A dip in non-commercial traffic reduced that number to less than thirty-four million in 2009. Over 1.2 billion vehicles have crossed the DMB since 1951.

Tracking Highway Accidents to Improve Safety

Crashes, injuries, property damage and deaths were all down in 2009

Statewide in 2009, all types of crashes were down by 579 (3%) from the previous year. Compared to 2008, 39 (1%) more people were injured and 4 more were killed. According to Delaware Police Statistics, alcohol was a factor in 42% of Delaware’s 102 fatal crashes, and drugs or alcohol were factors in 46% of the 118 deaths. Of those who died, 83 were automobile drivers or passengers. Only 38 were wearing their seat belts. There were 13,800 property damage crashes – 555 (4%) fewer than in 2008. Driver inattention, distraction and/or fatigue were ranked the #1 contributing circumstances in 4,987 of the 18,927 total crashes.

Figure 4.1
Types of Crashes, 2007–2009

	2007	2008	2009
Total crashes	20,017	19,506	18,927
Fatal crashes	106	106	102
Personal injury crashes	5,254	5,045	5,025
Property damage crashes	14,657	14,355	13,800
Persons killed	118	122	118
Persons injured	7,568	7,200	7,239

Source: Delaware State Police Statistical Report, 2009



Figure 4.2
Types of Vehicles in Crashes, 2009

	Numbers of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger car	20,697	76	5,948	14,673
Truck	4,757	33	1,251	3,473
Bus	145	1	47	97
School bus	81	0	23	58
Motorcycle	315	14	250	51
Farm tractor & farm equipment	12	0	3	9
Sport Utility Vehicle	4,261	26	1,192	3,043
Minivan/Passenger van	1,765	10	541	1,214
Other or not stated	3,568	3	138	3,427
Total	35,601	163	9,393	26,045

Note: "Truck" represents pick-up trucks, heavy trucks, truck tractor & semi.

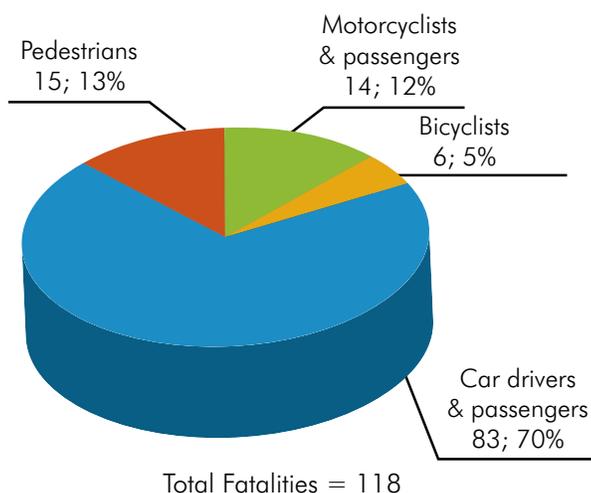
Source: Delaware State Police Statistical Report, 2009

Figure 4.3
Top 5 Causes of Crashes 2009

Rank	Cause	Count
#1	Inattention, distraction, or fatigue	4,987
#2	Other or unknown	2,097
#3	Followed too closely	2,067
#4	Careless or reckless driving	1,892
#5	Failed to yield right-of-way	1,886

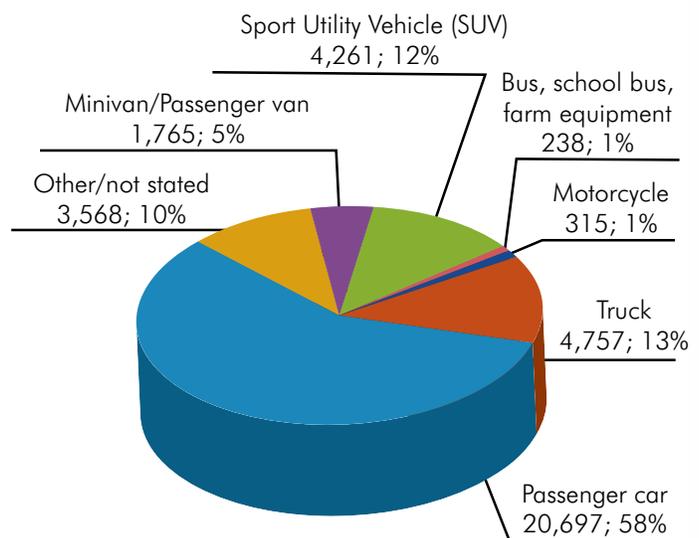
Source: Delaware State Police Statistical Report, 2009

Figure 4.4
Fatalities, 2009



Source: Delaware State Police Statistical Report, 2009

Figure 4.5
Vehicle Crashes, 2009



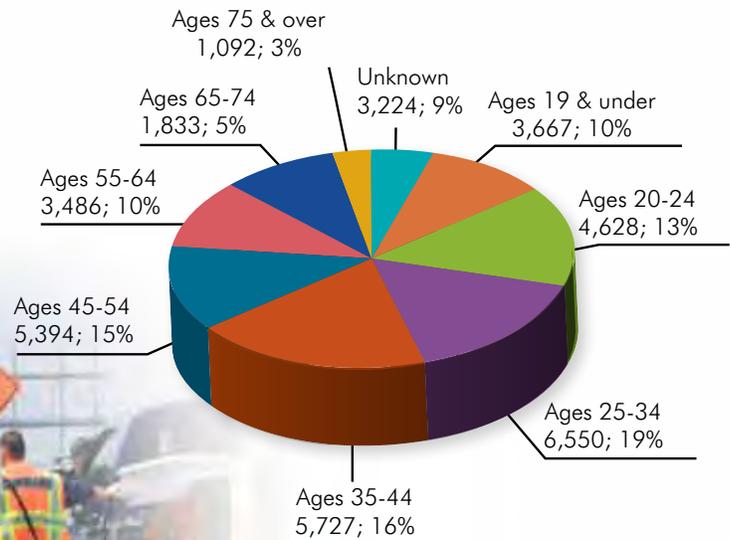
Total Vehicle Crashes = 35,601
Source: Delaware State Police Statistical Report, 2009

Figure 4.6
Age of Driver in Crash, 2007–2009

	2007		2008		2009	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & under	4,113	14	3,767	11	3,667	18
20-24	4,977	22	4,894	23	4,628	18
25-34	6,870	26	6,796	33	6,550	31
35-44	6,445	30	6,158	31	5,727	35
45-54	5,669	28	5,654	26	5,394	26
55-64	3,496	23	3,476	13	3,486	11
65-74	1,717	8	1,747	8	1,833	9
75 & older	1,086	3	1,080	7	1,092	10
Unknown	3,564	5	3,520	8	3,224	5
Total	37,937	159	37,092	160	35,601	163

Source: Delaware State Police Statistical Report, 2009

Figure 4.7
Age of Driver in Crash, 2009



Total Licensed Drivers = 35,601

Source: Delaware State Police
Statistical Report, 2009



Tracking Accidents To Improve Truck Safety

Pick-up trucks were involved in 79% of all truck crashes in 2009

Statewide, the number of trucks involved in crashes, injuries and property damages decreased again in 2009. There were 356 fewer truck crashes, 59 fewer truck personal injury crashes and 233 fewer truck property damage crashes than in 2008. Fatal truck crashes remained the same at 33 in both years. Pick-up trucks were in 79% of all truck crashes in Delaware and 61% of the fatal crashes. 6 or 10-wheel heavy trucks accounted for 14% of all truck crashes in the state, and 21% of the fatal crashes. Truck tractors and semis were involved in 7% of statewide truck crashes and 18% of the fatal crashes.



Figure 4.8

Type of Truck in Crash, 2009

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
Pick-up truck	3,759	20	997	2,742
Truck tractor & semi	354	6	99	249
6 or 10-wheel truck	644	7	155	482
Total	4,757	33	1,251	3,473

Source: Delaware State Police Statistical Report, 2009

Figure 4.9

Comparison of Truck Accidents, 2007–2009

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Vehicles
2007	5,252	31	1,369	3,852
2008	5,113	33	1,310	3,770
2009	4,757	33	1,251	3,473

Source: Delaware State Police Statistical Report, 2009

Walking

There were 277 pedestrian traffic crashes and 14 fatalities in 2009

Pedestrian traffic crashes increased from 274 in 2008 to 277 in 2009, but fatalities decreased from 21 in 2008 to 14 in 2009. New Castle County crashes accounted for 204, or 74%, of the 2009 crashes and 9, or 64%, of the deaths. Surveys show that less than 2% of each county's workers walk to their jobs. Many more may use walking as a component of their commute, such as from their home to a bus stop or from a transit station to a local office.

Walking to work 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.

Figure 5.1

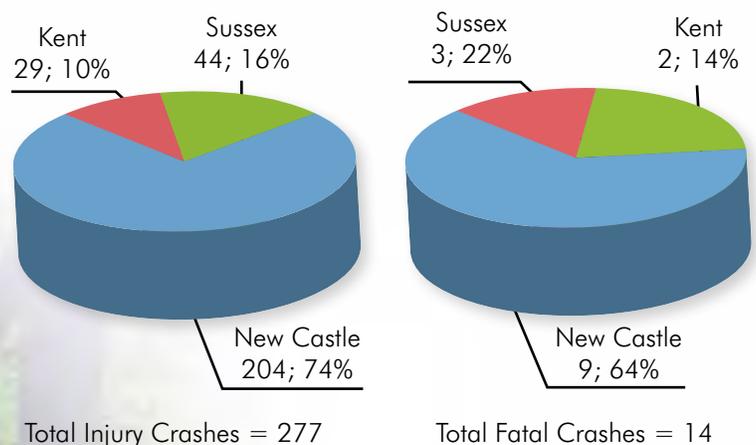
Walking as a Primary Way to Commute, 1990 vs. 2000

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
2000	New Castle	Kent	Sussex	Statewide
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 Traffic Crashes by County, 2009



Source: Delaware State Police Statistical Report, 2009

Bicycling

140 bicycle traffic crashes were reported in 2009; 6 riders died

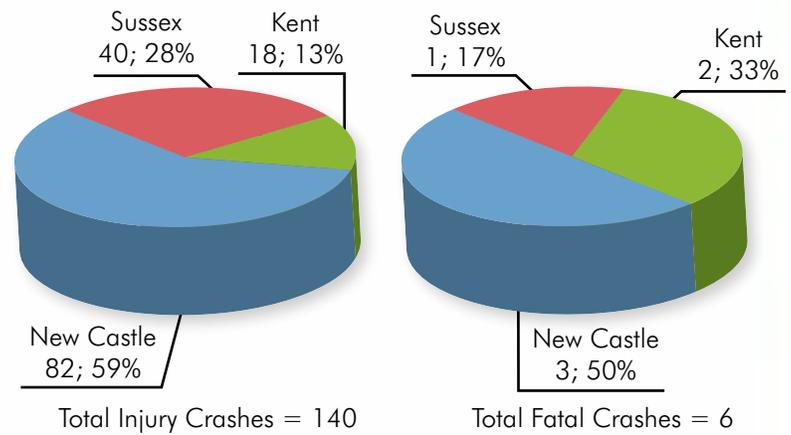
Statewide, there were ten more bicycle traffic crashes in 2009 than in 2008, but the number of fatalities remained the same at 6. Three of those who died in 2009 were under the age of 14 and one was under 9 years old. One was in the 45-54 age group and the other was in the 65 to 74 age category. The *2009 Annual Traffic Statistical Report*, published by the Delaware State Police, notes that 87% of the 128 total crashes were personal injury crashes, with the largest number of injuries occurring in the 15-19 age group.

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 some Park & Ride facilities and bike racks have been added on all fixed-route buses. These efforts should make it easier to combine the use of bicycles with transit. Additionally, to better protect all cyclists, DelDOT has installed 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 are the first "bicycle-friendly" rumble strips in Delaware.

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



Figure 5.3
Bicycle Traffic Crashes by County, 2009



Source: Delaware State Police Statistical Report, 2009

Figure 5.4

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

	New Castle	Kent	Sussex	Statewide
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.

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 stops/stations and then transfer to buses or trains. Commuters can call 1-800-652-DART or visit www.DartFirstState.com to learn more.

Share the Ride!

Save on gas and other commuting expenses

RideShare Delaware, a free public service of DART First State, offers rideshare services for individuals who live or 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 a Guaranteed 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 (1-888-743-3628) or visit www.ridesharedelaware.org to learn more.

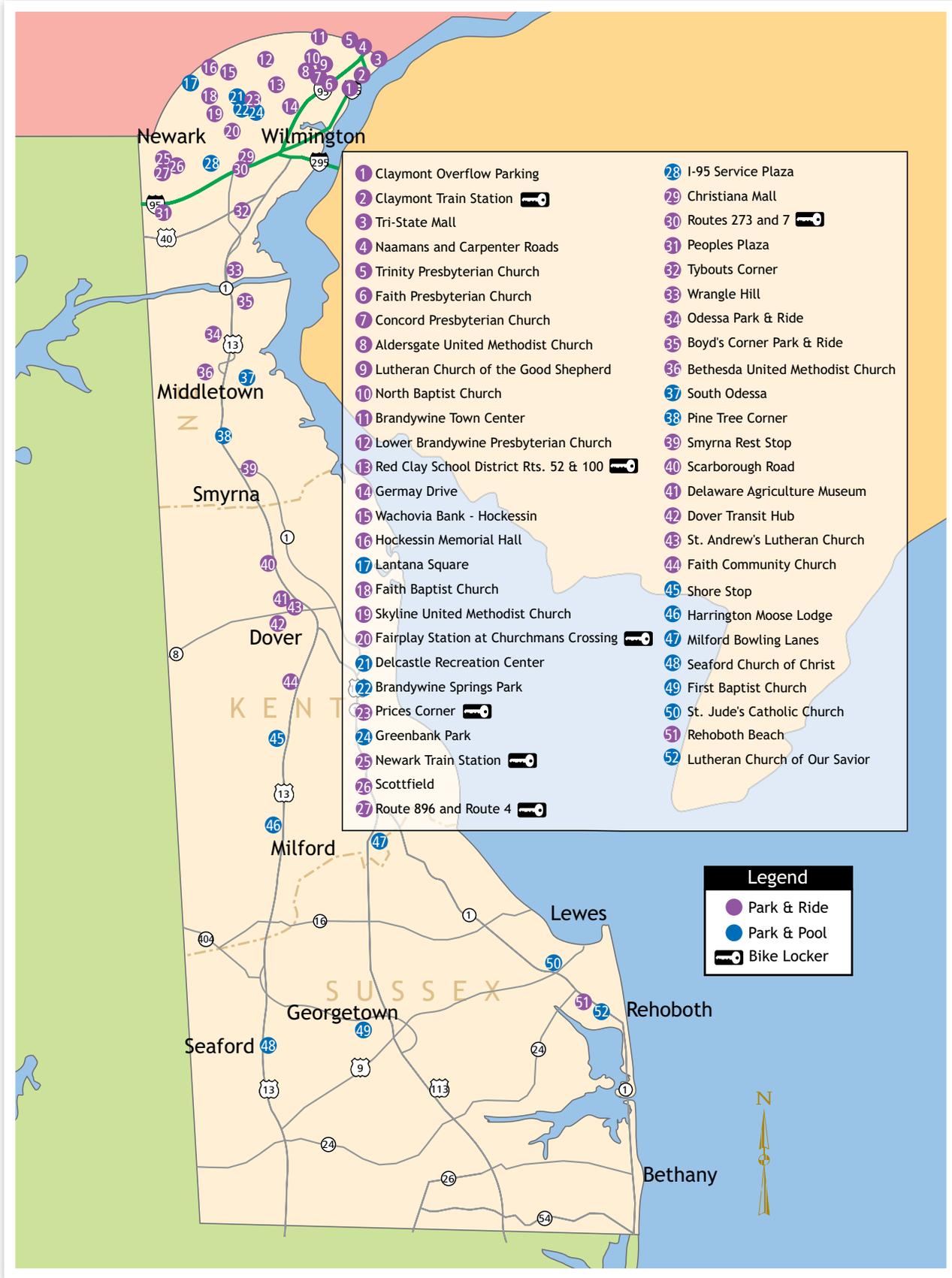
RideShare's School Pool Program

Join a parent pool for daily school trips or occasional rides

We assist parents by identifying other parents who are looking to share the duties of driving their children to and from school. Whether you are looking for an every school day rideshare arrangement or a list of parents you can call for occasional, emergency or extracurricular situations, RideShare's School Pool program is for you! This is a voluntary program provided free of charge to parents of Delaware school students. Call 1-888-RIDE-MATCH (1-888-743-3628) or visit www.ridesharedelaware.org to learn more.



Figure 6.1
Delaware Park & Ride/Park & Pool Map



Source: DeIDOT 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 DelDOT 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 over 60 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 270 bus shelters and 83 benches. All DART fixed-route buses are wheelchair accessible and bike rack equipped.

Figure 7.1
DART First State Bus Ridership,
FY 2007–2009

	2007	2008	2009
Fixed Routes	8,313,800	8,628,149	9,146,869
Paratransit	811,907	855,164	900,128

Source: DelDOT Delaware Transit Corporation

A “greener” and newer bus fleet

Average age of DART’s current fleet of 224 fixed-route buses is only 4½ years old. The 284 cutaway buses used for Paratransit demand service are even newer, with an average age of 2½ years.

To further reduce emissions and fuel costs, DART is phasing into the fleet 22 new electric hybrid buses that operate in electric mode at speeds of up to 25 mph. At higher speeds, their diesel engine provides power, or it works in combination with the electric motor, as needed. Electric hybrid buses should increase fuel economy an estimated 60% and also should reduce particulates, hydrocarbon and carbon emissions by up to 90%.



Figure 7.2

DART First State Transit System Coverage Map



Source: DeIDOT 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 14 weekday fixed routes, as well as connections to the Intercounty Route 301 with service to Wilmington, and Route 303 with service to Sussex County. DART offers Saturday bus service on five routes. 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 325,440 passenger trips in the 2009 season. The ever-popular, best performing Route 201 serving the Rehoboth Boardwalk, carried 212,564 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*.





Figure 7.4
**DART First State's SEPTA R2
 Annual Ridership, FY 2007–2009**

	Ridership
2007	1,028,631
2008	1,073,296
2009	1,137,709

Source: DelDOT Delaware Transit Corporation

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: DelDOT Delaware Transit Corporation

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

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 over 100-year-old Wilmington station is the 11th busiest of Amtrak's over 500 stations nationwide and is currently going through a major renovation to restore its historic appearance. Two Amtrak trains serve the Newark Train Station daily. In FY 2008, Amtrak provided 739,422 passenger trips to and from Delaware and in FY 2009, there were 673,908 passenger trips.

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.

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, 2009 vs. 2025

	2009			2025	
	Capacity	Flights	Percent of Capacity	Projected Flights	Percent of Capacity
New Castle County Airport	230,400	56,929	24.7%	72,176	31.3%
Summit Airport	172,900	41,466	24.0%	47,943	27.7%
Smyrna Airport	74,000	3,803	5.1%	4,299	5.8%
Chandelle Airport	45,200	3,456	7.7%	3,710	8.2%
Delaware Airpark	145,500	13,847	9.5%	41,973	28.9%
Jenkins Airport	65,200	2,362	3.6%	2,740	4.2%
Civil Air Terminal, Dover AFB	13,500	660	4.9%	1,000	7.4%
Chorman Airport	45,000	12,780	28.4%	23,547	52.3%
Laurel Airport	54,000	10,377	19.2%	13,390	24.8%
Sussex County Airport	171,000	25,988	15.2%	33,480	19.6%
Total		171,668		244,258	

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 three-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 980,262 passengers and 340,465 vehicles. In 2009, ridership fell to 920,864 and vehicle use decreased to 317,452.

Figure 8.2
**Cape May - Lewes Ferry
Annual Ridership,
2007-2009**

	Passengers	Vehicles
2007	981,004	341,086
2008	980,262	340,465
2009	920,864	317,452

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. Representative 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 (DSPC). 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 400 vessels per year. In 2009, over 4.1 million tons of goods were shipped through this facility.

The port is 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 6 separate warehouses with over 11 million cubic feet of chilled and frozen storage capacity.

Port news

In January 2009, Höegh Autoliners, Inc. and AutoPort, Inc. signed 10-year land leases with DSPC, and in September 2008 Chiquita Fresh North America signed an 11-year lease contract for their tropical fruit weekly service.



Figure 8.3

Waterborne Shipments Received Port of Wilmington, DE 2007-2009

	Short Tons
2007	3,856,000
2008	3,959,000
2009	4,149,000

Source: Port of Wilmington, DE

Figure 8.4

Cargo Mix Port of Wilmington, DE 2008-2009

	2008 (short tons)	2009 (short tons)
Non-containerized cargo	701,000	503,000
Containerized cargo	1,579,000	1,571,000
Dry bulk cargo	637,000	666,000
Liquid bulk petroleum cargo	942,000	1,409,000
Total cargo mix	3,959,000	4,149,000

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



Source: DeLDOT Planning



Capital Transportation Plan (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
Policy Principles

<p>1. System Preservation/Optimization <i>Maintenance First</i></p>	<p>Focus on maintenance and operations and optimization of the Transportation System.</p>
<p>2. Development <i>Direct programs, services and facilities to support smart growth and smart transportation initiatives.</i></p>	<p>Coordinate land use and transportation in a manner that promotes long-term transportation efficiency.</p>
<p>3. Travel Opportunities and Choices <i>Maximize transportation choices for residents and visitors.</i></p>	<p>Promote expansion of a variety of travel opportunities with connections to work, places, services, residences and recreation for those with limited mobility options and the general public.</p>
<p>4. Cost Effectiveness <i>Use cost-effectiveness as the fundamental principle.</i></p>	<p>Use cost-effectiveness indicators when prioritizing projects. Maintain and use existing resources and equipment Use technology to improve service.</p>

Source: DelDOT Planning

Transportation Planning Organizations

The Council on Transportation and the Capital Transportation Plan

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 Plan (CTP).

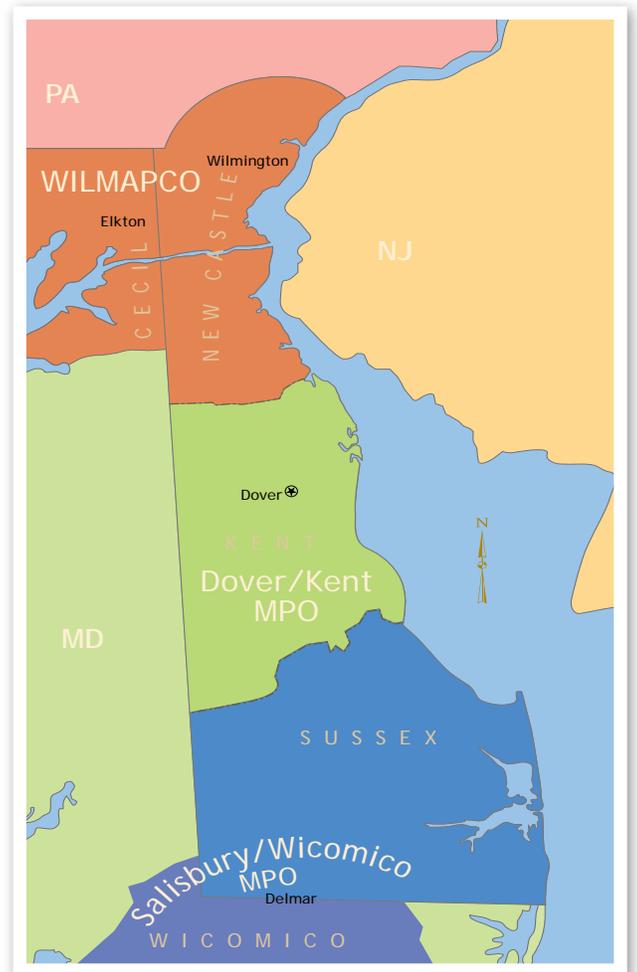
Metropolitan Planning Organizations (MPOs)

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 Plan. 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 full-time residents. Currently, the Sussex County Council is responsible for transportation planning in Sussex County.

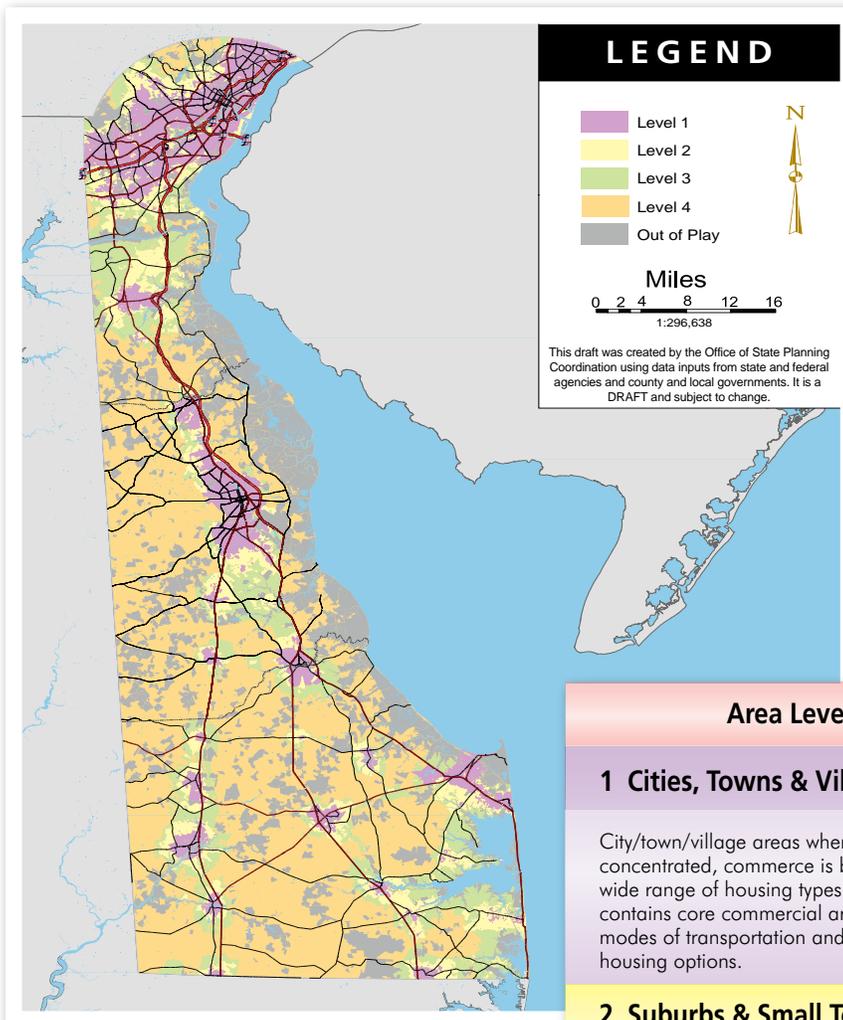
Figure 9.3
Metropolitan Planning Organizations (MPOs)



Source: DelDOT Planning

Wilmington Area Planning Council (WILMAPCO)		Dover/Kent MPO	Salisbury/Wicomico MPO
Delaware	(302) 737-6206	(302) 387-6030	(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
The 2010 Draft Update of 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 2010 Draft 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
<p>1 Cities, Towns & Villages</p> <p>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.</p>	<p>Redevelop and Reinvest</p> <p>State policies will encourage redevelopment and reinvestment.</p>
<p>2 Suburbs & Small Towns</p> <p>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.</p>	<p>Well-Designed Development</p> <p>Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.</p>
<p>3 Farmland & Natural Resources</p> <p>Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.</p>	<p>Maintain Existing + Phased Growth</p> <p>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.</p>
<p>4 Rural & Undeveloped Areas</p> <p>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.</p>	<p>Discourage Additional Development</p> <p>Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.</p>

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 rose \$138.5 million dollars from \$84.7 million in 2008 to \$223.2 million in 2009. Transportation Trust Fund revenues fell by \$14.1 million to \$420.1 in 2009 and Federal Funds increased by \$44.4 million to \$190.7 million in 2009.

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 50% 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 10.1

Major Sources of Transportation Revenue in Delaware (in millions), FY 2007-2009

	Bond Proceeds	Trust Funds	Federal Funds
2007	127.4	389.9	102.3
2008	84.7	434.2	146.3
2009	223.2	420.1	190.7

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

Figure 10.2

Transportation Trust Fund Revenue (in millions), FY 2009

	FY 2009	Percent
Toll revenue: I-95 *, SR 1	165,722	39.4%
Motor fuel tax	119,466	28.4%
Motor vehicle document fee	56,200	13.4%
Motor vehicle registration fee	43,349	10.3%
Misc. transportation revenue	22,486	5.4%
Misc. revenue	8,215	2.0%
Investment income	4,672	1.1%
Total	420,110	100%

* Includes concession revenue of \$2.4 million

Source: Trust Fund Administration, Audited Financial Statements

Transportation Trust Fund income sources

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

No change since 1997.
Source: Trust Fund Administration

Federal Highway Administration funding

On August 10, 2005, President Bush 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 2009 (in millions)

	FY 2009
Congestion mitigation/Air quality	10.0
Discretionary/Earmarks *	3.7
Bridge	12.3
National Highway System	54.7
Interstate maintenance	6.0
Planning	5.1
High priority projects/Minimum guarantee/RABA	42.5
Recreational trails/Scenic highways	0.9
Surface Transportation Program	44.2
Miscellaneous	0.1
American Renewal & Recovery Act (ARRA)	121.8
	301.3

*Congressional earmarks will replace discretionary funds
Source: DelDOT Finance

Figure 10.5 FTA Apportionments, FY 2009 (in millions)

	FY 2009
Discretionary	0.0
Urban	12.8
Rural	1.3
Clean fuels	2.2
Elderly, disabled, & new freedoms	0.7
MPO & state planning	0.5
Fixed guideway (Septa)	0.7
Welfare-to-Work	0.4
	18.6

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 261 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.

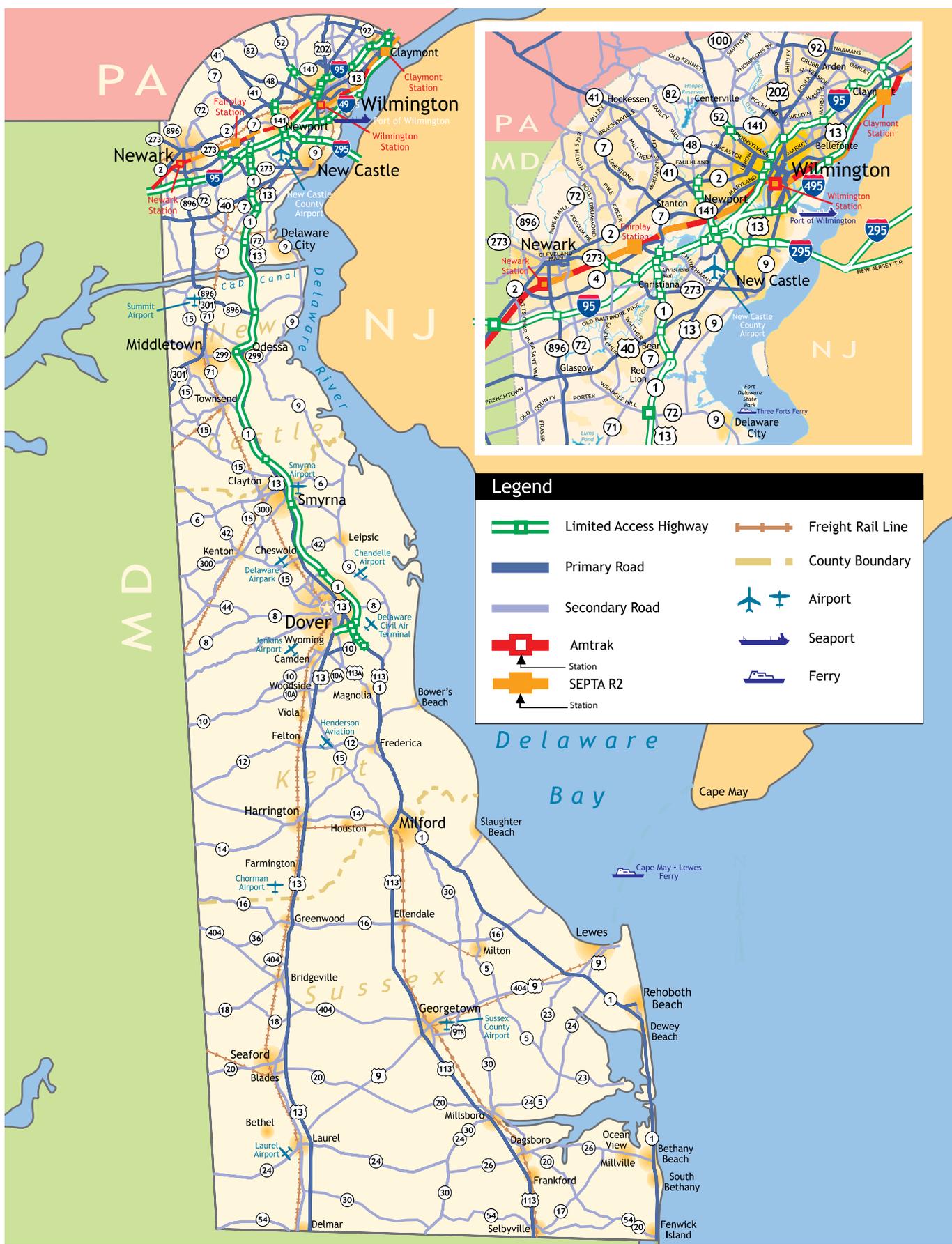
Figure 10.6

Delaware Department of Transportation Capital Transportation Program FY 2009 (in thousands)

I. Road System		
Expressways		\$31,630.50
Arterials		\$118,183.20
Collectors		\$8,722.00
Locals		\$12,814.40
Bridges		\$27,025.90
Other		\$153,486.50
Total road system		\$351,862.50
II. Grants and Allocations		
Community Transportation Fund		\$18,600.00
Municipal street aid		\$6,000.00
Total grants & allocations		\$24,600.00
III. Transit		\$69,181.20
IV. Support System		
Rail (crossings, commuter, preservation, Wilmington Station)		—
Planning		\$8,798.80
Transportation facilities		\$11,500.00
Transit facilities		—
Technology		\$8,070.00
Equipment		\$4,500.00
Transportation management improvements		\$5,740.00
Engineering & contingencies		\$21,600.00
Hydrogen storage, Fuel Cell Program, misc.		—
Woodland Ferry		—
Aeronautics		\$19,925.00
Contingency		\$5,000.00
Advanced Acquisition		\$2,000.00
Total support system		\$87,133.80
Total Program		\$532,777.50

Source: Capital Transportation Program

Figure 10.7



Source: DelDOT Planning

DELAWARE TRANSPORTATION FACTS 2009

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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