

Moving the first state forward!



Delaware's Statewide Long-Range Transportation Plan

November 17, 2010

WILMAPCO

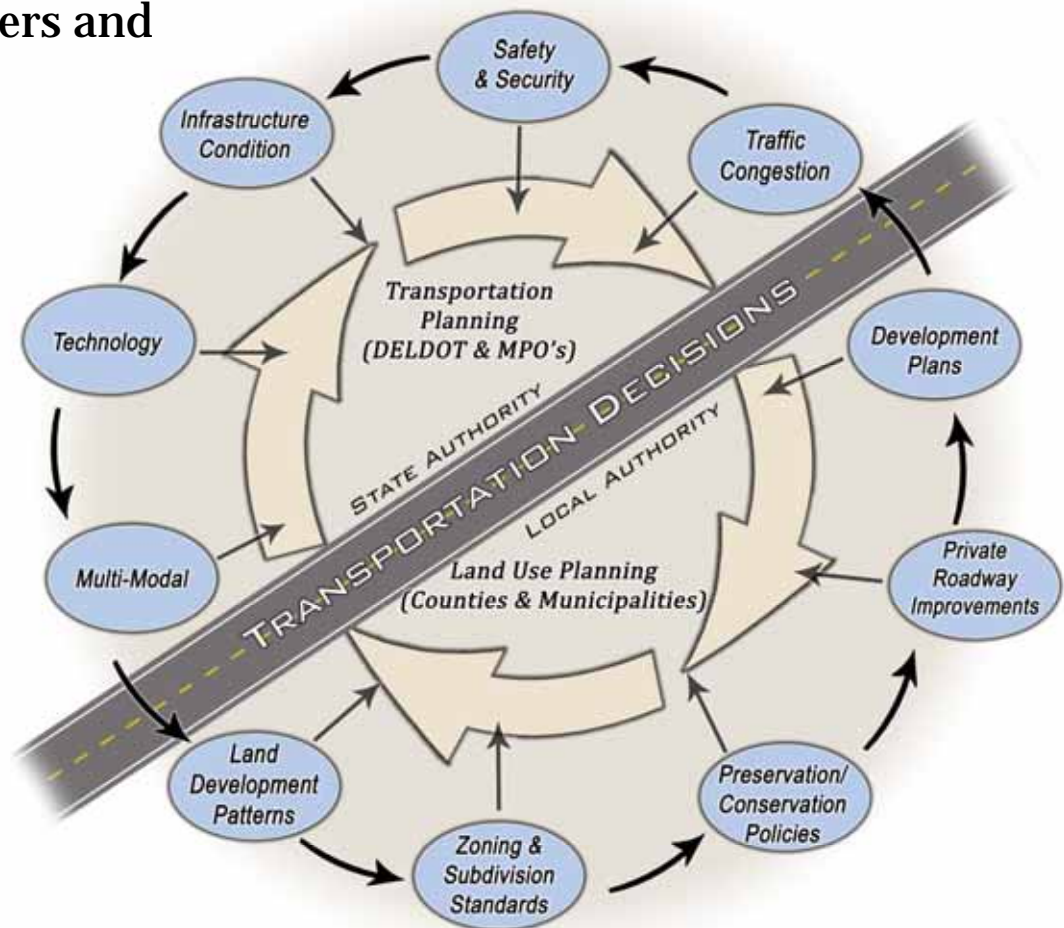
"Our Town"



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Today's problems...yesterday's decisions.

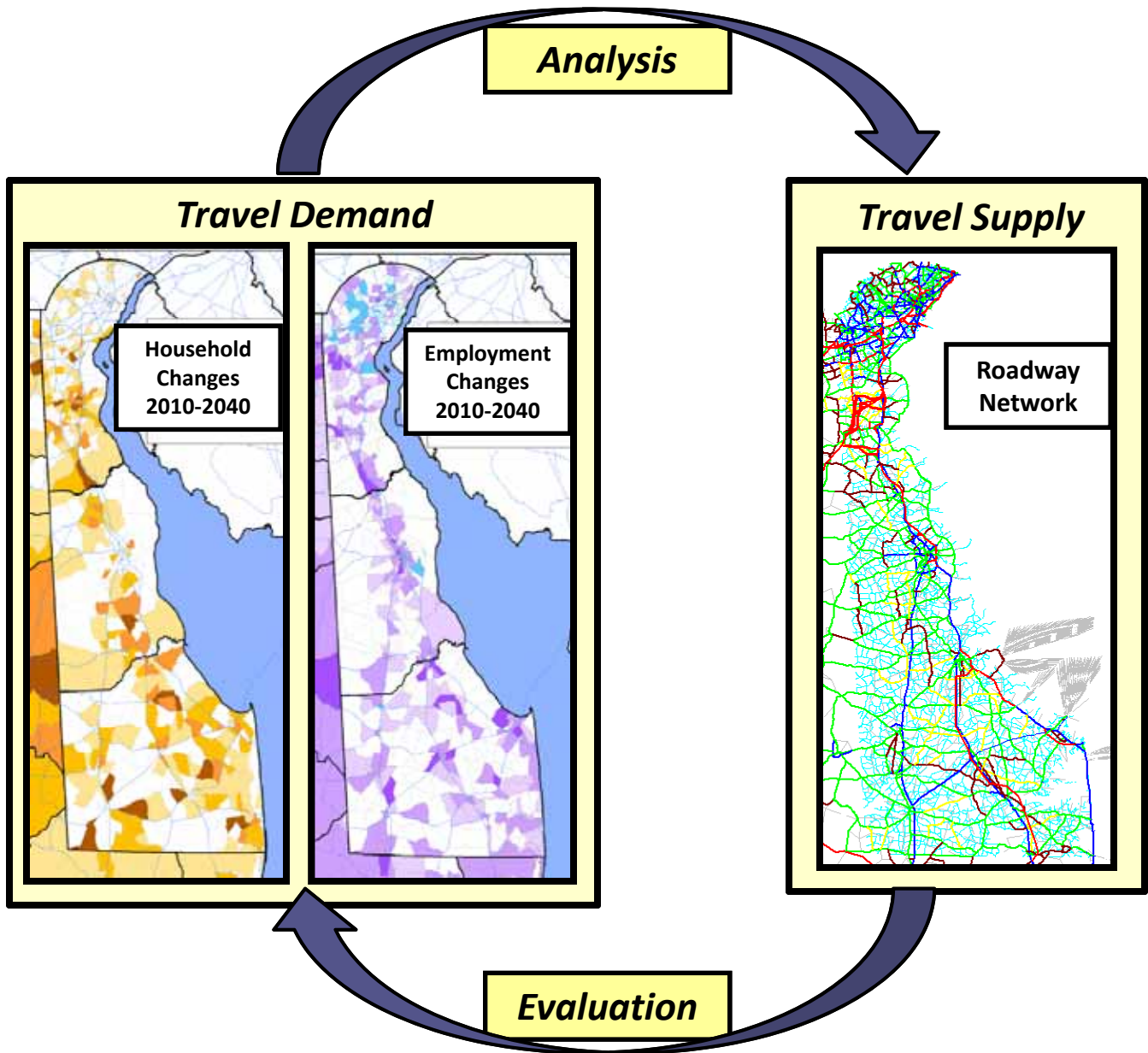
Implementation of the plan will rely on coordination, collaboration and cooperation of various stakeholders and partners.



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Policy Principles	Objectives
① System Preservation/Optimization	Safety, maintenance and more efficient use of the existing transportation system.
② Development	Coordinate land use and transportation Sub-Area Plans
③ Travel Opportunities and Choices	Mobility options; such as walking, biking and transit access
④ Cost-Effectiveness	Technology use and more efficient use of transportation corridors and facilities

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June, 2010

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Overview of Travel Model Scenarios:

The Following were Compared:

“Current MPO Plans”, Including:
2005 Existing Conditions
2030 “Trend-Based” Plans

Three Scenarios

	MPO Plans		Scenario #1	Scenario #2	Scenario #3
	2005	2030 Plan “Current Trends”	“Highway Capacity”	“Transit Capacity”	“Enhanced Land Use Efficiency”
Highways	Existing	Current Plans	Additional Capacity	Current Plans	Current Plans
Transit	Existing	Existing	Existing	Additional Capacity	Existing
Land Use	Existing	Current Plans	Current Plans	Current Plans	Shift Scenario

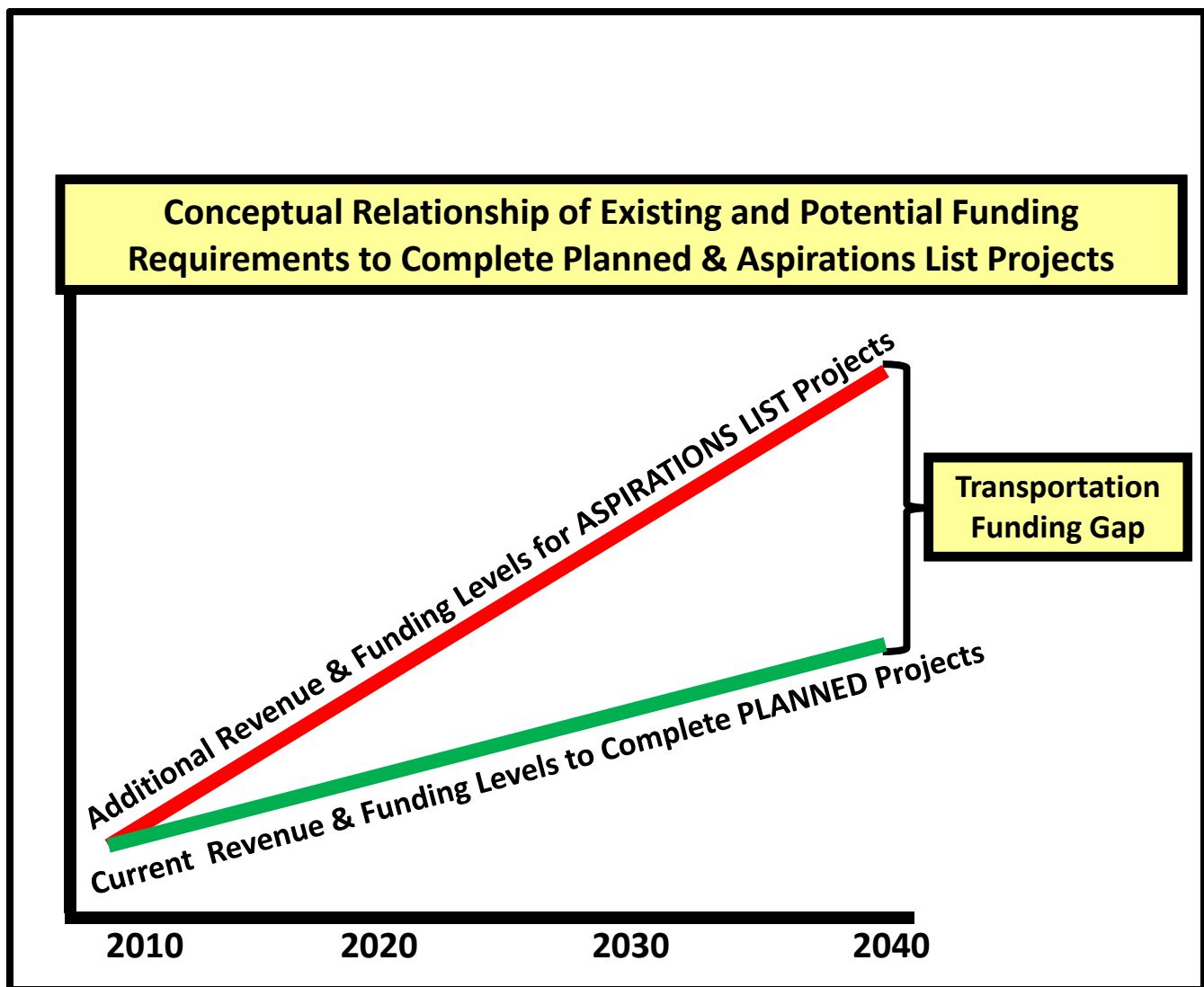
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Scenario #1: Added Highway Capacity (Summary):

All Currently Planned Projects will be completed and in – service 2030

All “Aspirations List” Projects are “In-Service”.

Additional Funds, Beyond Those Currently Available, available to facilitate construction of the projects on the Aspirations List.



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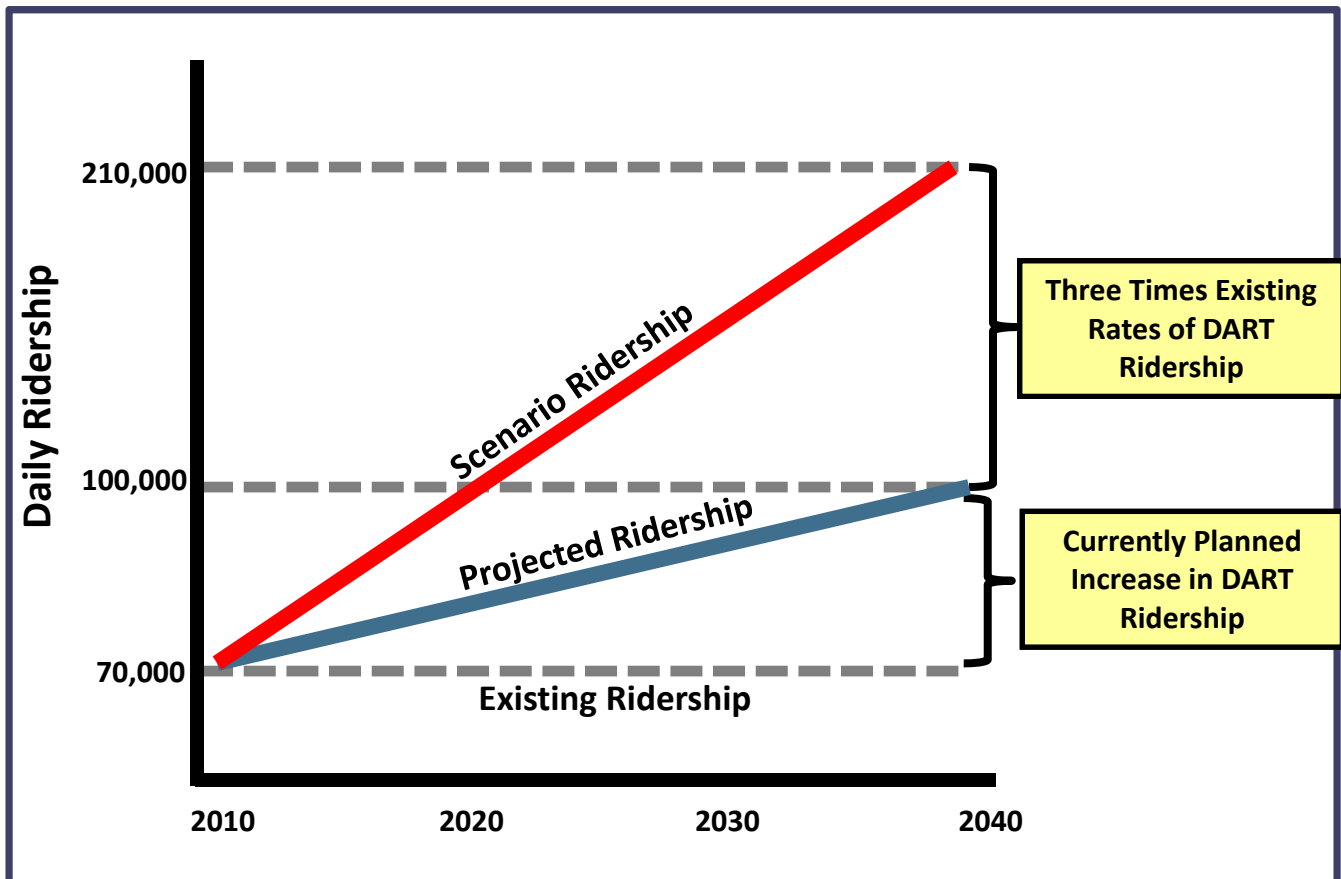
Scenario #2: Added Transit Capacity:

GOAL: *“Major Increase in Ridership”*

Assumes Corresponding Increases in Services, Usage, and Funding.

Assumes Future Transit Ridership Will be ***Three Times Existing Ridership:***

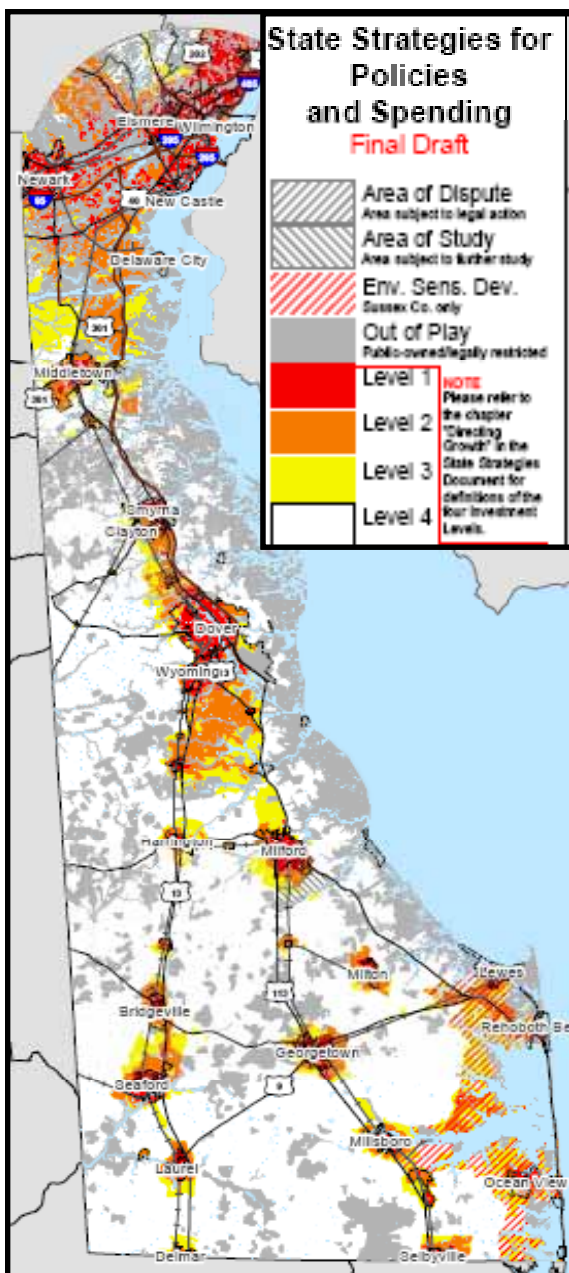
2005: 40,000 DART + 30,000 Paratransit = **70,000 Total Daily**
2030: 120,000 DART + 90,000 Paratransit = **210,000 Total Daily**



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Scenario #3: Enhanced Land Use Efficiency:

GOAL: Estimate Effect of Accommodating a Larger Proportion of New Housing Units in Levels 1, 2 and 3.



In 2005, Delaware Had About **325,000 Housing Units**.

Delaware Will Add About **95,000 Units** by 2030, a **29% Increase**.

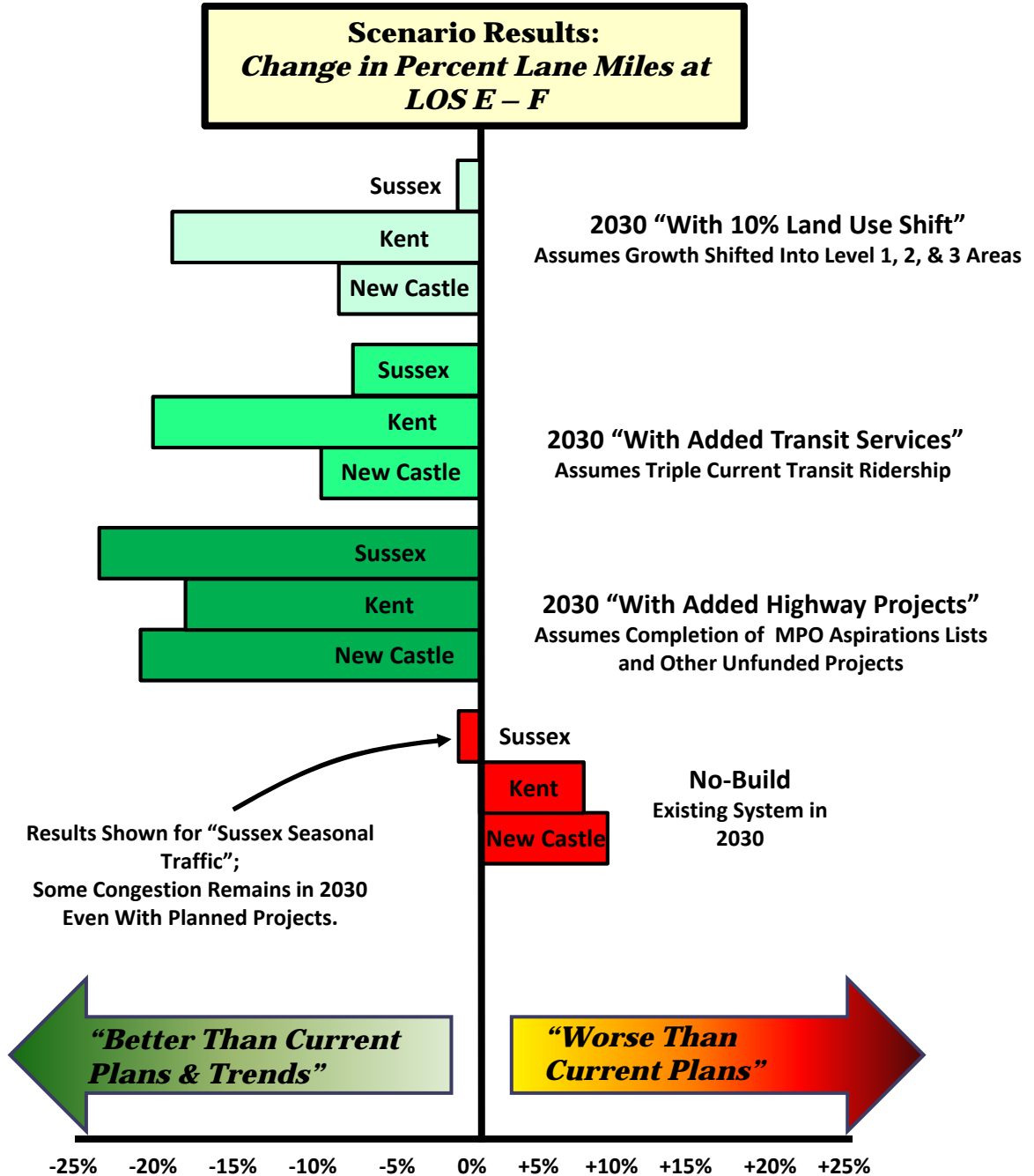
The Growth Rate is About **3,700 Units Annually**, (about **5,000 Units Annually** Including Sussex Seasonal Effects).

This Scenario **Reallocates 10% (10,000 Units)** of Statewide Growth Currently Projected in Level 4 and "Out of Play" **INTO Level 1, 2, & 3**.

The Scenario Assumes About **450 Housing Units** Would be Shifted Annually, which is About 1 – 2 Typical Sized Subdivisions.

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Delaware State Transportation Plan – *Travel Modeling Scenarios*



Here is How Much Change Each Scenario Provides Compared with the "Trend Scenario".
Trend Scenario is "Current MPO Plans and Other Planned Projects".

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Recommended Changes

Multi-modal Systems – from walking, to biking, to transit, to car, to rail, to freight, to marine transportation. Greater emphasis on integration wherever possible to facilitate people and freight movement.

- Pedestrian Action Plan
- Bicycle Plan
- Passenger/Freight Rail Plan
- Delmarva Freight Study
- WILMAPCO Truck Parking Study
- Newark Train Station Plan
- Aviation System Planning
- DTC Business Plan





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Recommended Changes, cont'd.

Park & Ride Facilities, Bus Stops and Hubs

- Accessible Pathways Study
 - Improved access to bus stops
- Newark Train Station Study
 - Transit Oriented Development
- Integration of bicycle facilities with transit stops
 - Bikes on Buses
 - Adequate Bike Storage Areas
- Downtown Dover Transit Facility



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Recommended Changes, cont'd.

Rail Facilities

- Preservation of Rail Corridors
- Expand Capacity for Passenger and Freight Rail
- Statewide Passenger/Freight Rail Plan
- Newark Train Station Study
- Downstate Intercity Passenger Rail Study



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Recommended Changes, cont'd.

Land Use and Transportation/Coordination and Collaboration

- **Influence on Economic Development Policies**
- **Collaborative development of Comprehensive Land Use Plans**
- **State Strategies for Spending –DelDOT Investment Areas**



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Recommended Changes, cont'd.

Sub-Area/Corridor Plans

- **Improve safety, mobility, accessibility, and capacity**
- **Collaborative Process among Stakeholders**
- **Infrastructure Master Plan Guide**
 - **Reflects the special needs of an area and the responsibilities of the stakeholders**



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Recommended Changes, cont'd.

Complete Streets – means deliberate planning, designing, building and maintaining streets for all modes of transportation

- Policy signed January 2010
- Implementation Plan
- Public Outreach



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Recommended Changes, cont'd.

***Proven Technology – to improve
and enhance the efficiency of the
transportation system and used for system
management and operations***

- Signal Coordination
- Traffic Incident Management
- Freight Management and Commercial Vehicle Operations
- Automatic Vehicle Locator Systems (AVL)
- Digital and Audible Signs for bus stop locations
- Countdown and Audible Pedestrian Signals
- DART Card – stored value cards
- Trapeze Scheduling Software



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Recommended Changes, cont'd.

Funding Strategies & Partnerships

How can we work with other stakeholders in funding transportation projects

Look at ways to maximize federal funds

Partner with other State agencies to avoid duplication of services