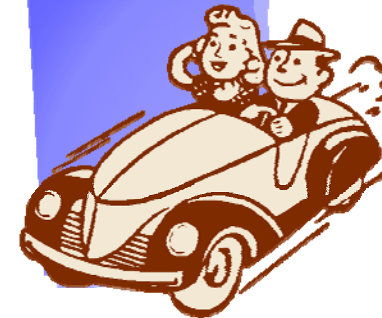




DOVER/KENT COUNTY

MPO

2008



TRANSPORTATION
INFORMATION BOOKLET



September 2009

Executive Director: Juanita Wieczoreck

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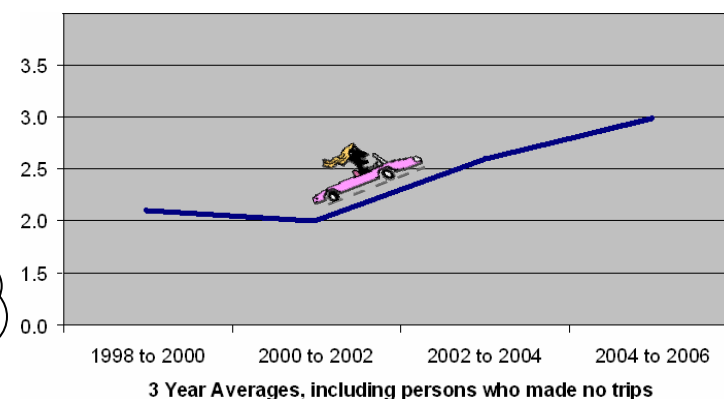
Executive Secretary: Catherine Samardza

The preparation of this document was financed in part with funds provided by the federal government, including the Federal Transit Administration, through the Joint Funding Simplification Program, and the Federal Highway Administration of the United States Department of Transportation, and by the Kent County Levy Court.

How did they travel?

Mode	1998 to 2000	2000 to 2002	2002 to 2004	2004 to 2006
Car	98.7%	97.9%	96.1%	96.0%
Public Bus	0.1%	4.0%	0.6%	0.5%
Walked	0.6%	0.4%	1.7%	1.3%
School Bus	0.4%	0.6%	5.0%	0.7%
Bicycle	0.0%	0.1%	0.0%	0.2%
Other	0.1%	0.2%	1.0%	1.4%

How often do they go there on a weekday?



That's a lot of trips!



Where did we get our data?

The data from the DTMS survey is ongoing and has documented more than 50,000 trips and surveyed more than 20,000 people. It is conducted by the Center for Applied Demography and Survey Research (CADSR) at the University of Delaware. For more detailed information about the Kent County results contact Juanita Wieczoreck at (302) 387-6030 or juanita.wieczoreck@doverkentmpo.org.



DTMS Survey

The **D**elaware **T**rip **M**onitoring **S**ystem Survey was put together by the University of Delaware for DelDOT to answer the questions of where people go, how they get there, and how often they travel. Below are some interesting facts about Kent County residents that came out of the survey.

Trip Purpose by Three -Year Average

<i>Destination</i>	<i>2003 to 2005</i>	<i>2004 to 2006</i>
Work	36.7%	35.7%
Store	15.3%	15.7%
School	3.6%	3.2%
Drop Off/Pickup	11.8%	12.2%
Social	5.7%	5.3%
Recreation	6.2%	6.5%
Dining Out	5.2%	5.2%
Child Care	0.8%	0.5%
Doctors (medical)	4.7%	4.7%
Bank or Post Office	3.0%	3.0%
Public Transportation Stop	0.4%	0.6%
Barber/Hairdresser	0.5%	0.3%
House of Worship	1.0%	1.1%
Other	5.2%	6.0%

Between 2003 and 2006, 49% of women and 51% of men said their main trip purpose was for work.



In that same time span, 33% of men said their main purpose to drive was for school compared to 67% of women.



The Dover/Kent County Metropolitan Planning Organization (MPO) invites the talents of Kent County's transportation and planning communities to develop blueprints for providing the safest and most efficient way to get people where they want to go, whether they're picking up groceries, riding bikes in their neighborhood, taking the bus to school or the local community center, or walking down the street from work to have lunch.

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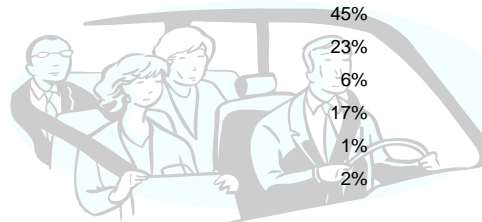
RIDESHARE DELAWARE

RideShare Delaware is a program administered by DART that helps commuters find and use alternative modes of transportation including carpools, vanpools, transit, and supportive bicycle or pedestrian facilities. The goal of Rideshare Delaware is to reduce single occupancy vehicle trip making as a way to improve air quality and manage traffic congestion.



KENT COUNTY MODE SPLIT (AS OF 3/31/08)

Kent County's Participants % of Mode Total	Mode total (all counties)
Drive Alone	45% 1229
Carpool	23% 700
Vanpool	6% 64
Transit	17% 1421
Bicycle	1% 48
Walk	2% 42



RideShare Delaware offers free ride matching services for commuters working in Delaware as well as for parents of Delaware school students; an emergency ride home benefit for registered commuters actively ridesharing to work; vanpool services; and, transportation benefit assistance to employers in Delaware.

Between 2000 and 2006, 92 percent of people indicated they might consider carpooling or vanpooling to work if there were a vanpool subsidy.

Traffic congestion on Delaware's key roads and highways costs the state's motorists as much as \$1,015 annually in wasted time and fuel.

COMMUTE PATTERNS OF KENT COUNTY EMPLOYEES/RESIDENTS

(AS OF 3/31/08)

	New Castle County	Kent County	Sussex County	Other
Kent County Residents working in...	276	128	16	1
Kent County Employees commuting from...	90	128	62	10 6

PARK-N-RIDES AND PARK-N-POOLS



Park-n-Rides

Delaware Agriculture Museum,
U.S. 13, Dover

Faith Community Church
U.S. 13, Camden

Holy Cross Church,
S. State Street, Dover

Scarborough Road (DelTech), Dover

St. Andrews Lutheran Church, U.S. 13, Dover

Water Street Transfer Center, Dover

Smyrna Rest Stop,
U.S. 13, Smyrna

Milford Bowling Lanes,
U.S. 113, Milford

Park-n-Pools

Shore Stop/Valero,
U.S. 13, Canterbury

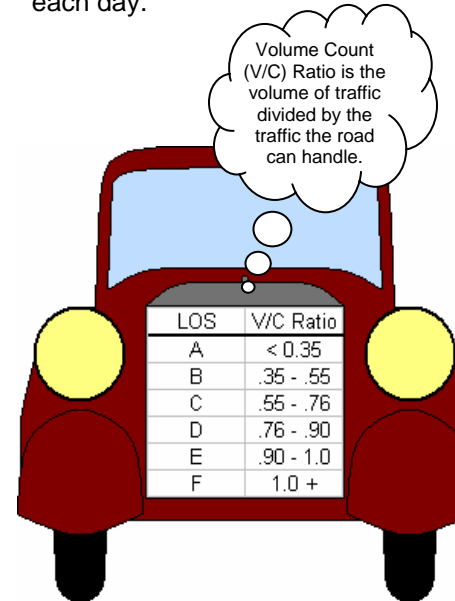
Harrington Moose Lodge
U.S. 13 Harrington

TRAFFIC

Traffic can be one car behind the other or hundreds of vehicles crawling to the same place. Three measures are used to identify traffic in Kent County: Average Annual Daily Traffic (AADT), Level of Service (LOS), and Vehicle Miles Traveled (VMT).

WHY IS AADT IMPORTANT?

AADT calculates the average number of cars that are on the road throughout the year. To get the AADT, you take the Average Daily Traffic (ADT) and adjust it for the Seasonal Adjustment Factors (SAF). DelDOT (Delaware Department of Transportation) uses 77 Automatic Traffic Recorder Stations throughout the state to record the traffic counts each day.



LEVEL OF SERVICE

Level of Service (A-F) indicates the quality of travel that motorists perceive

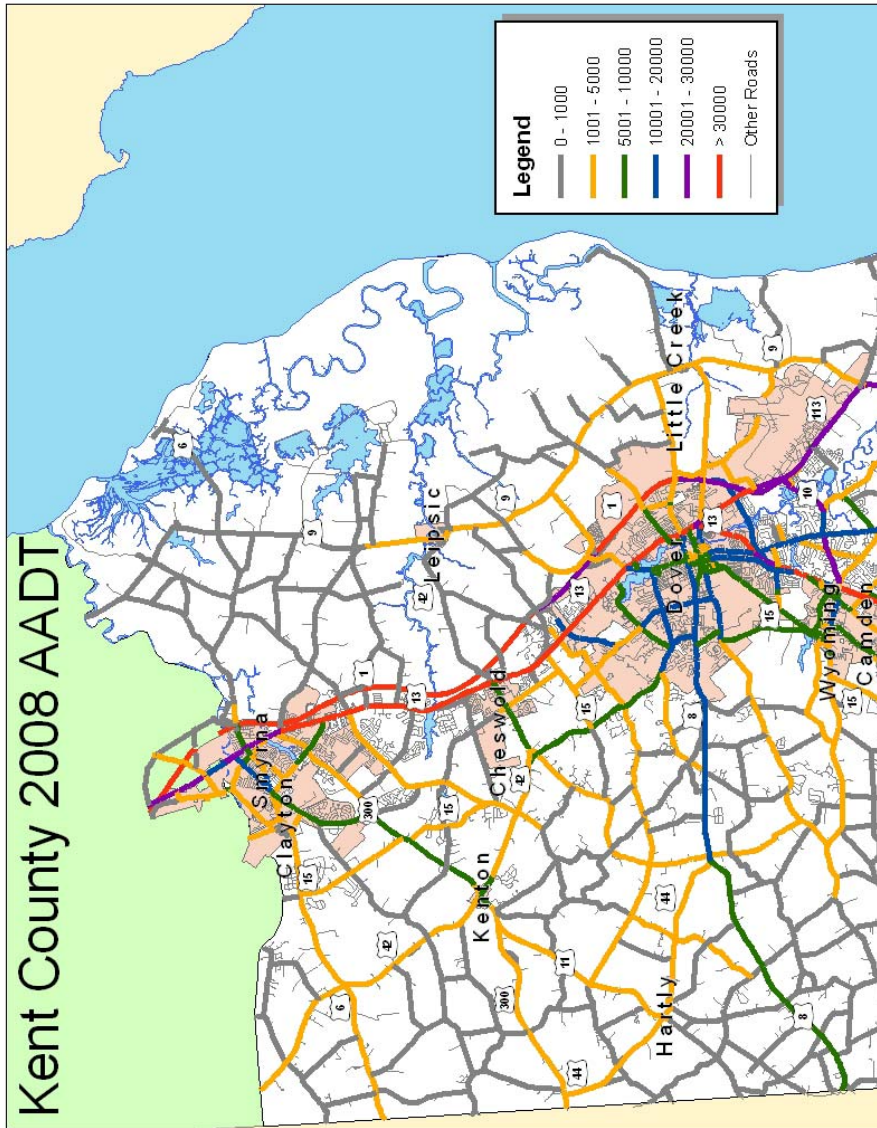
A & B: Traffic flows freely with few stops and brief delays.

C: Traffic flows well; delays seem reasonable.

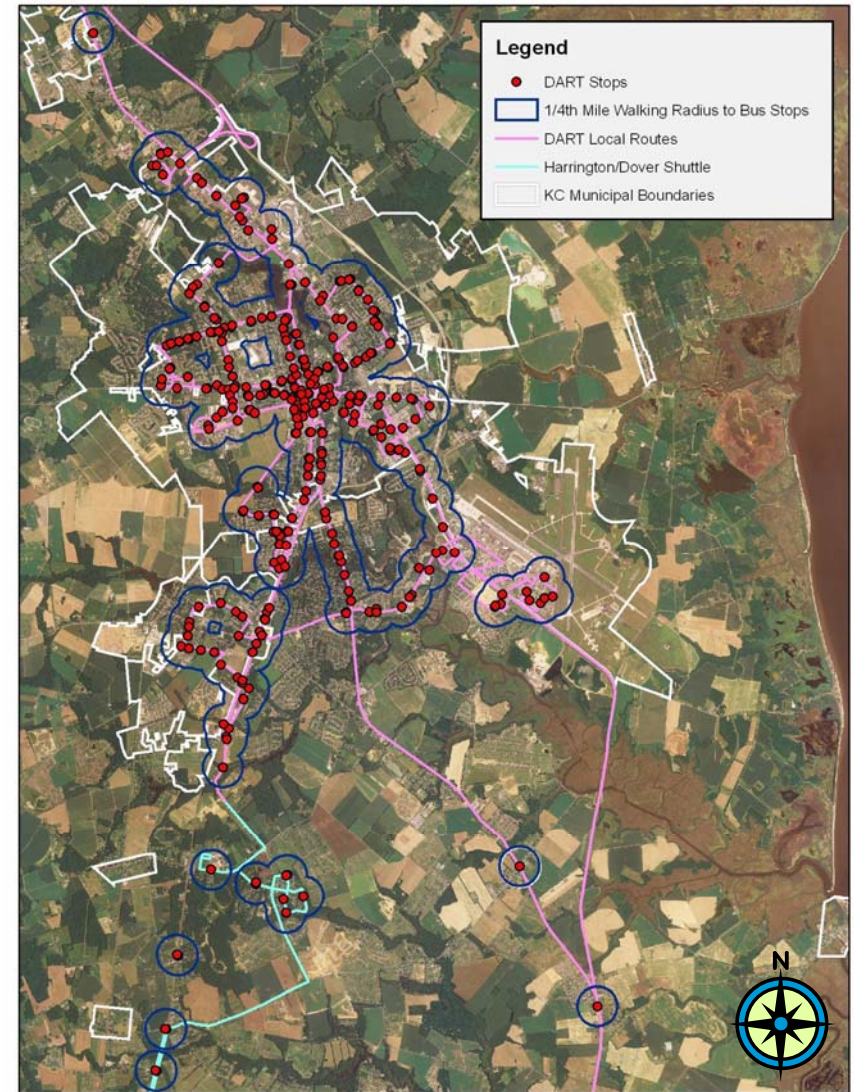
D: Traffic moves, but motorists begin to sense congestion.

E: Traffic slows; delays seem long. The road is crowded.

F: Traffic is stop and go with long delays. Traffic is more than the road can handle.



Dover, Cheswold, Camden, and Wyoming Area



Source: DelDOT, Kent County Planning

How Close Are You to a Bus Stop?



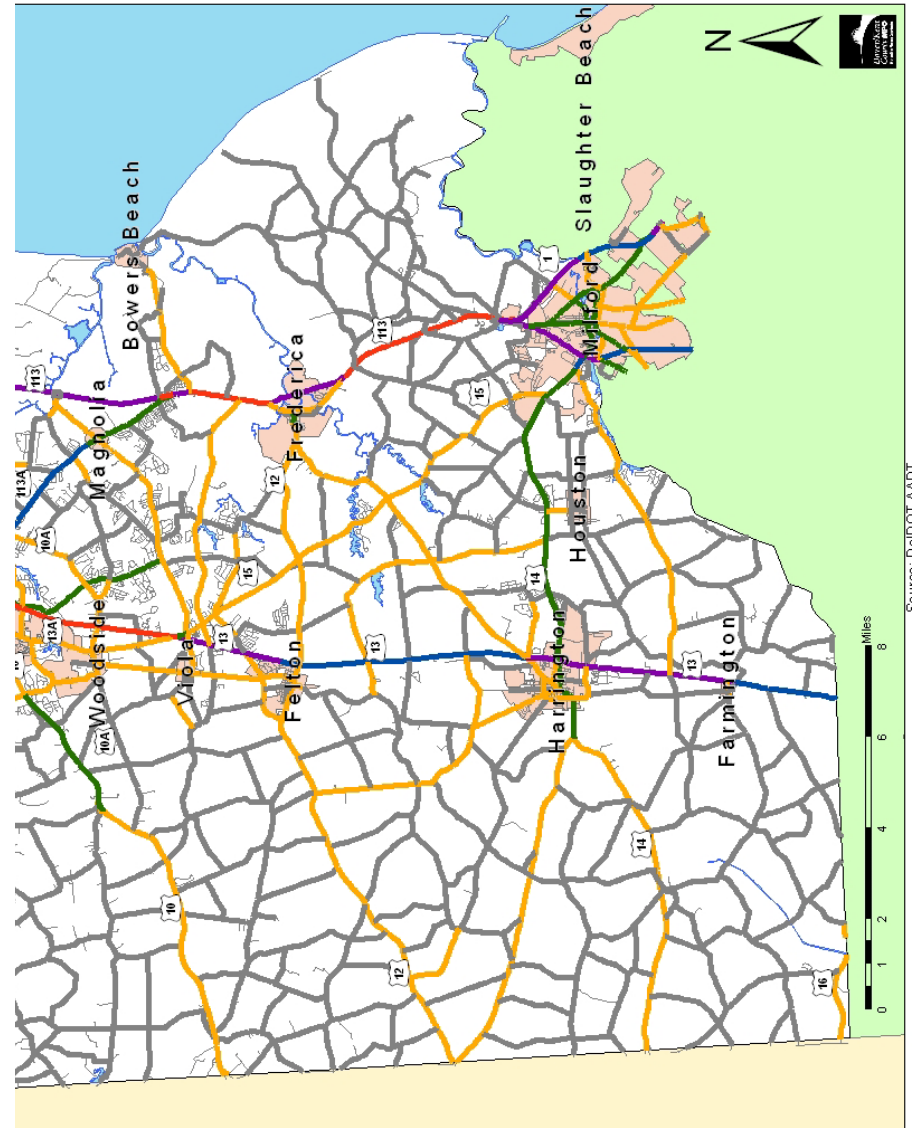
Two common reasons people don't ride DART is they don't know where the nearest bus stop is located, or it's too far to walk there. Kent County has more than 300 bus stops. Walking distance is considered to be within 1/4 of a mile from the stop.



Smyrna/Clayton Area

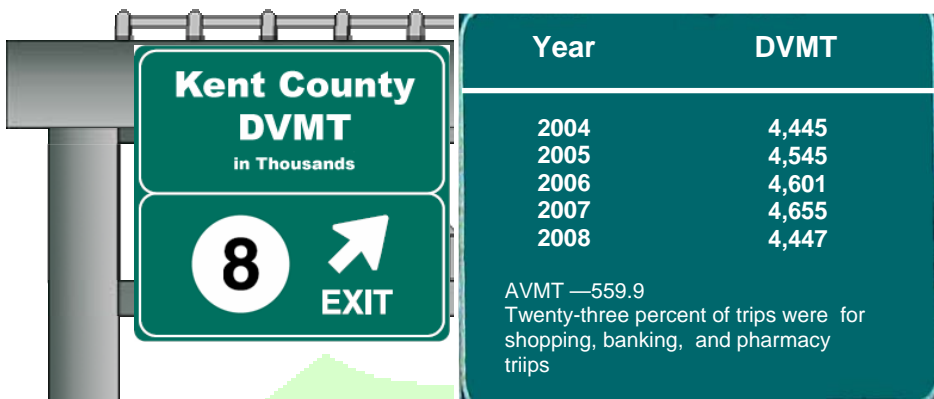


Milford and Harrington Area



V. M.T. (VEHICLE MILES TRAVELED)

Thousands of cars travel Kent County roads each day. The number of VMT can tell us how far they're going by looking at the mileage of Kent County's drivers. VMT is calculated by taking a driver's average trip length and multiplying it by the total number of trips. There are two ways VMT is expressed: Daily VMT and Annual VMT, which is an average of Daily VMT over a year's time.



WHO'S DRIVING?

Year	Number of Valid Drivers	Male Drivers	Female Drivers	Registered Pasgr. Vehicles
2000	97,909			83,516
2001	99,225			85,456
2002	102,065			88,691
2003	104,962			91,490
2004	108,459			94,560
2005	110,613			98,886
2006	112,239			101,573
2007	113,753			103,181
2008	114,799	55,190	59,609	139,496

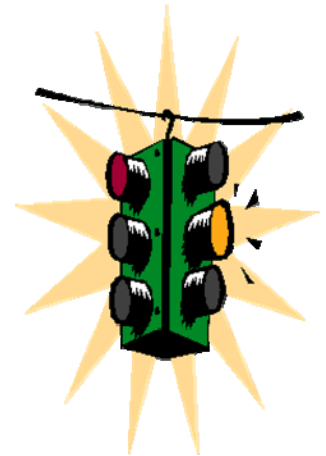
2008 passenger vehicle numbers are based on tag types and not necessarily vehicle types.

Source: Delaware DMV



Saturday Service Ridership

FY 09	Totals
July 08	1,821
August	2,437
September	1,358
October	1,710
November	2,081
December	1,589



90 percent of people walk to the bus stop. More than 65 percent of Kent County riders are between the ages of 35 and 64.

Saturday DART service started in the summer of 2008. Since then, 22,376 people have used the service and the program has been extended for another year.

Delaware Transit Corporation offers discounts for riders age 65 and older or for those with proof of disability.

More than 18 percent of DART riders use the bus to save money.

Nearly a third of 687 people said in a 2008 elderly mobility survey that they wanted more buses, stops, longer running hours and improved service for seniors.



PASSENGERS PER MILE



How do you measure the productivity of a transit system like DART's fixed-route bus service? Passengers per Mile is one method. Passengers per mile calculates the total number of passengers who ride a given-route over the total miles that route travels. The more passengers that ride that route, the higher the ratio. A higher ratio means the route is more productive.

LOCAL FIXED BUS ROUTES

Route	2006	2007	Change Since 2007
100	.31	.31	0.00
101	.71	.89	0.18
102	.78	1.13	0.35
103	.73	.89	0.16
104	1.23	1.16	-0.07
105	.53	.60	0.07
106	.39	.37	-0.02
107	.99	1.18	0.19
108	.68	.70	0.02
109	1.19	1.08	-0.11
112	.87	.87	0.00
113	.58	.65	0.07

INTERCOUNTY FIXED BUS ROUTES

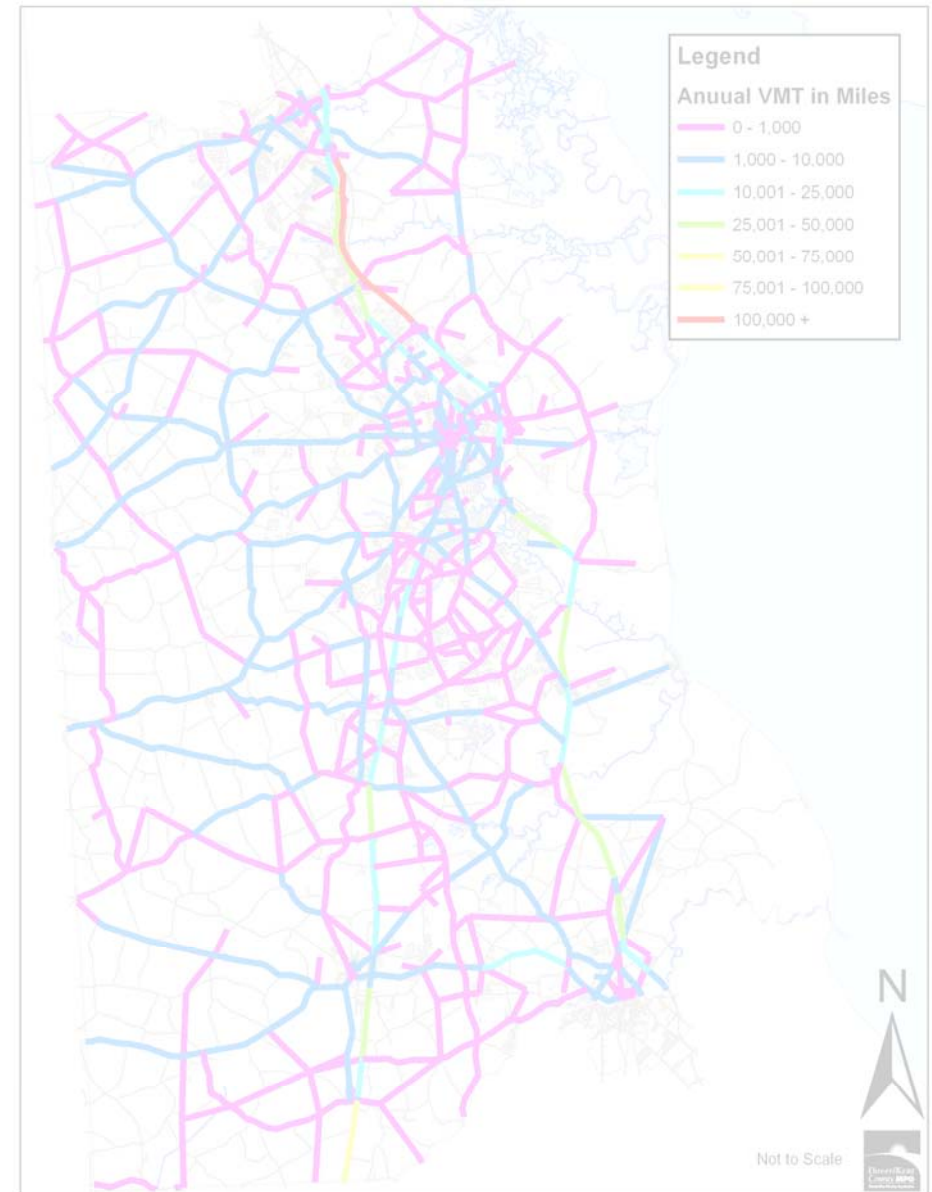
Route	2006	2007	Change Since 2007
301	.42	.42	0.00
303	.15	.13	-0.02

PARATRANSIT BUS ROUTES

	2006	2007	Change Since 2007
Paratransit	.11	.11	0.00

Source Delaware Transit Corporation June 07 Ridership Report

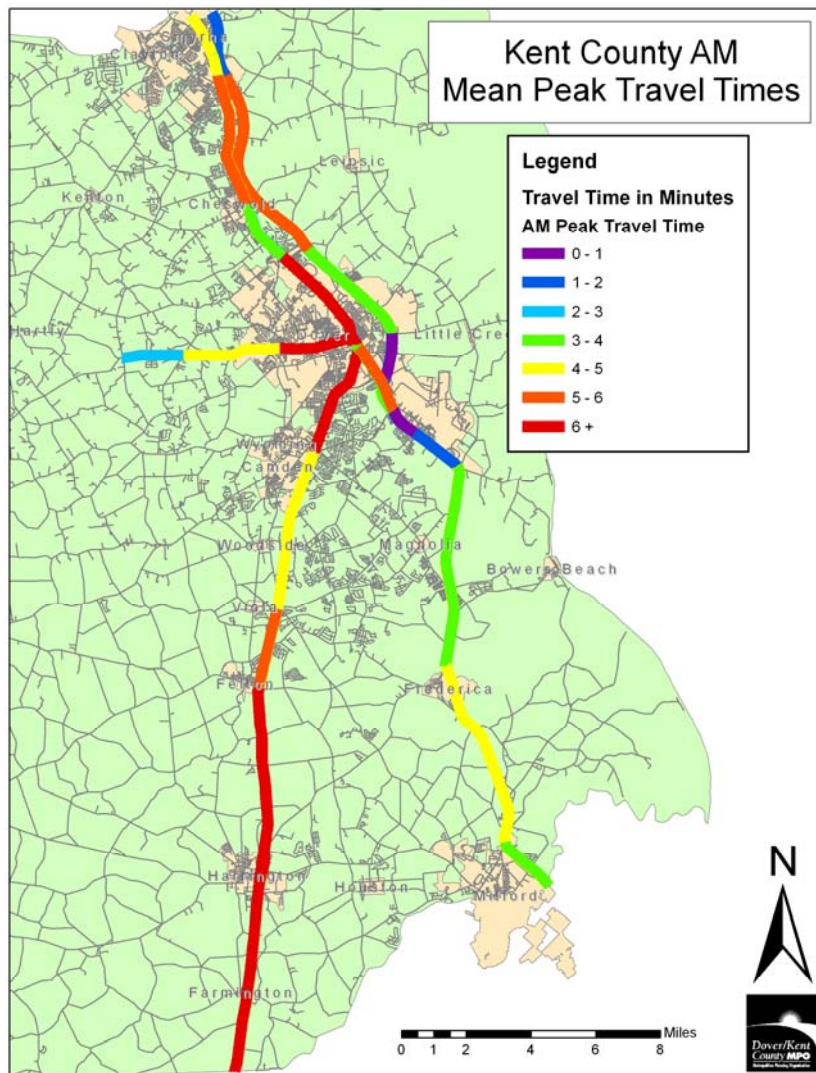
KENT COUNTY 2005 ANNUAL VMT



Source: DelDOT

TRAVEL TIMES

Ever wonder how long it takes to get to or from work?



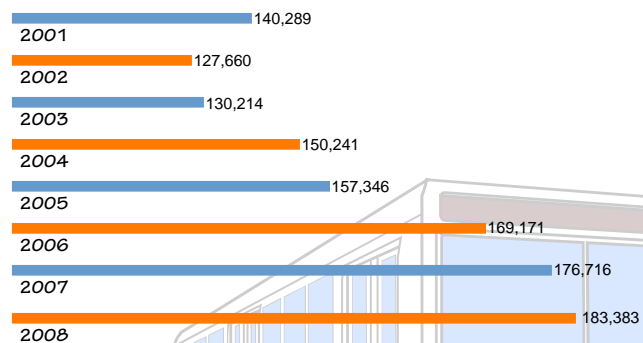
QUICK FACTS

DART buses are everywhere. But how many people actually ride the bus each year? How many miles do the buses travel when taking their passengers to their destinations? Here a few quick facts:

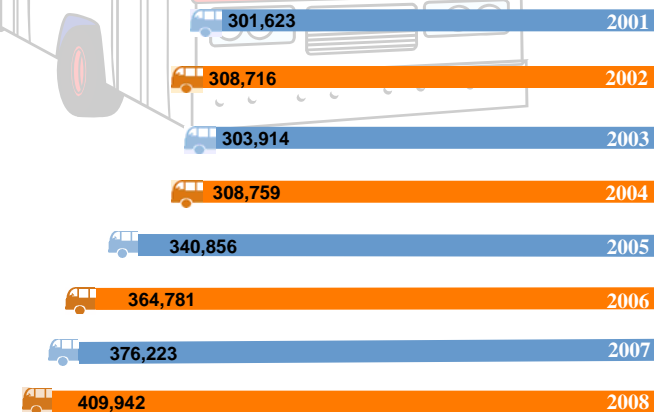
Kent County Ridership



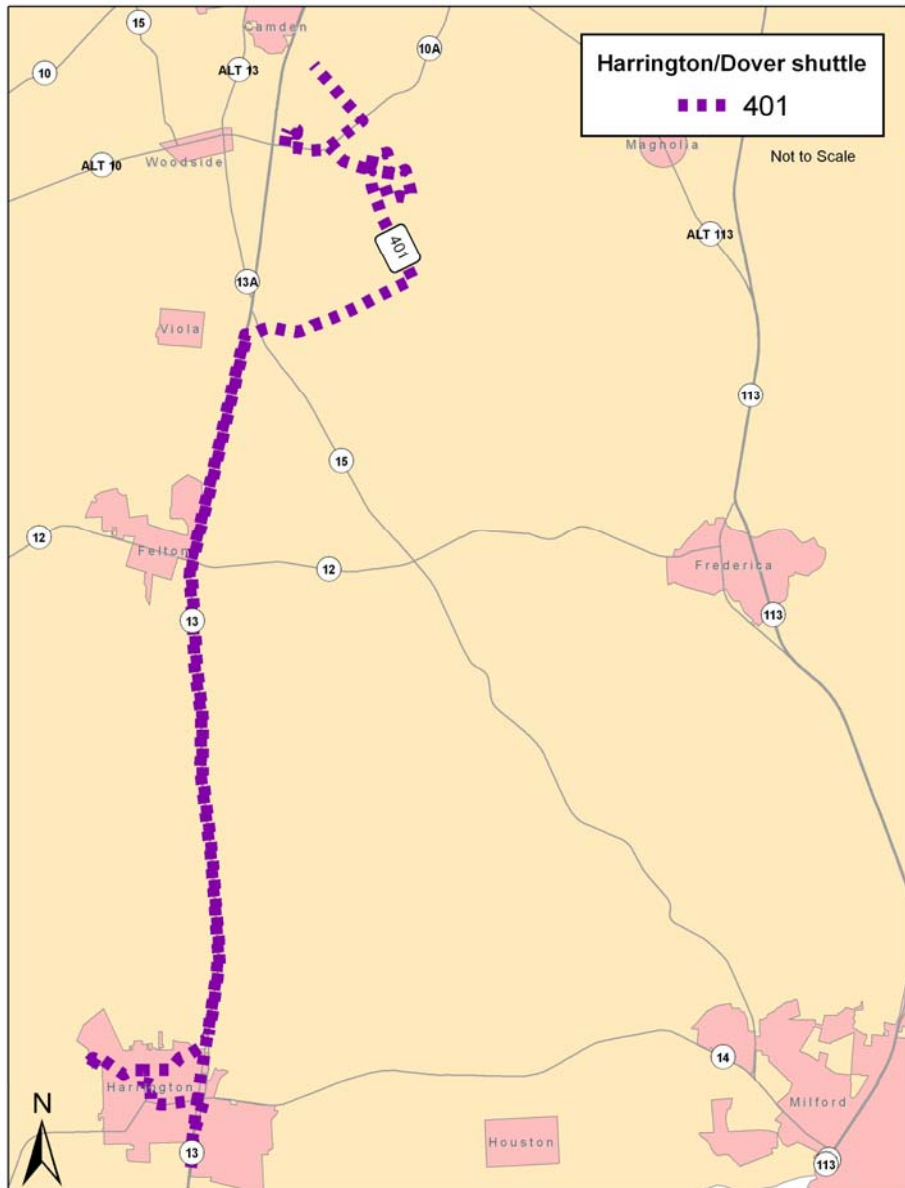
Paratransit



Fixed Routes

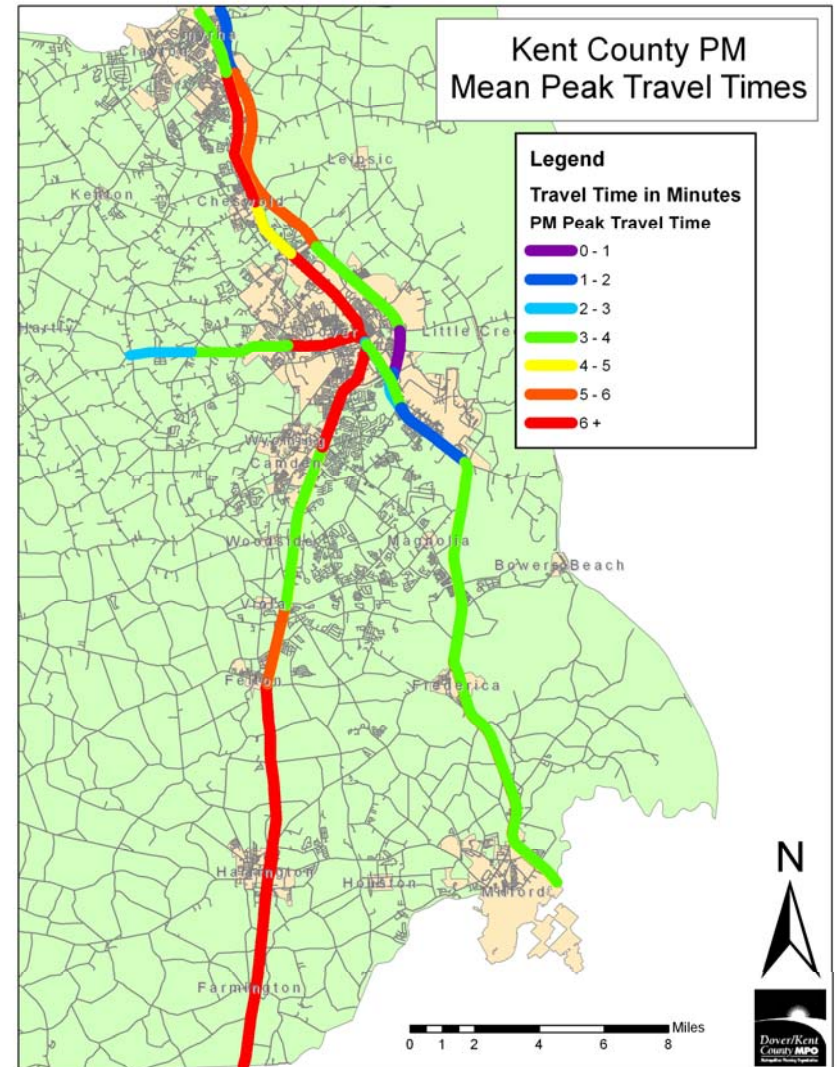


DART's HARRINGTON/DOVER SHUTTLE ROUTE



DART's Routes are effective as of March 2008

These maps show the Mean Travel Times for AM and PM peak periods



Source: Department of Civil & Environmental Engineering, University of Delaware



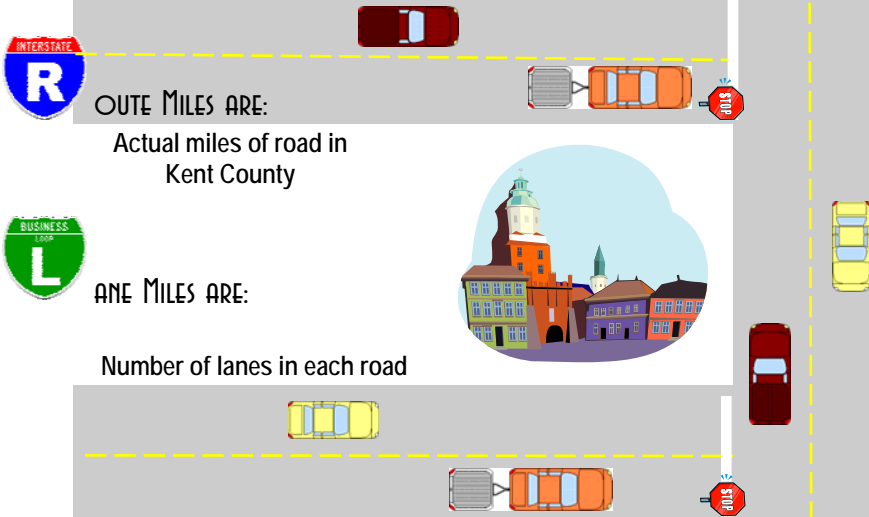
The **H**ighway **P**erformance **M**onitoring **S**ystem (HPMS) is a national database of information that serves the needs of state and local governments, MPO's, and other customers in assessing highway condition, performance, air quality trends, and future investments for the functional classification of the nation's roadways.

The data obtained from HPMS serves as a basis for determining the level of federal-aid funding states receive by congress using bi-annual Condition and Performance Reports. This ultimately affects every state that contributes data to the HPMS. Below are some of the data Delaware reports to the HPMS.

Source: DelDOT

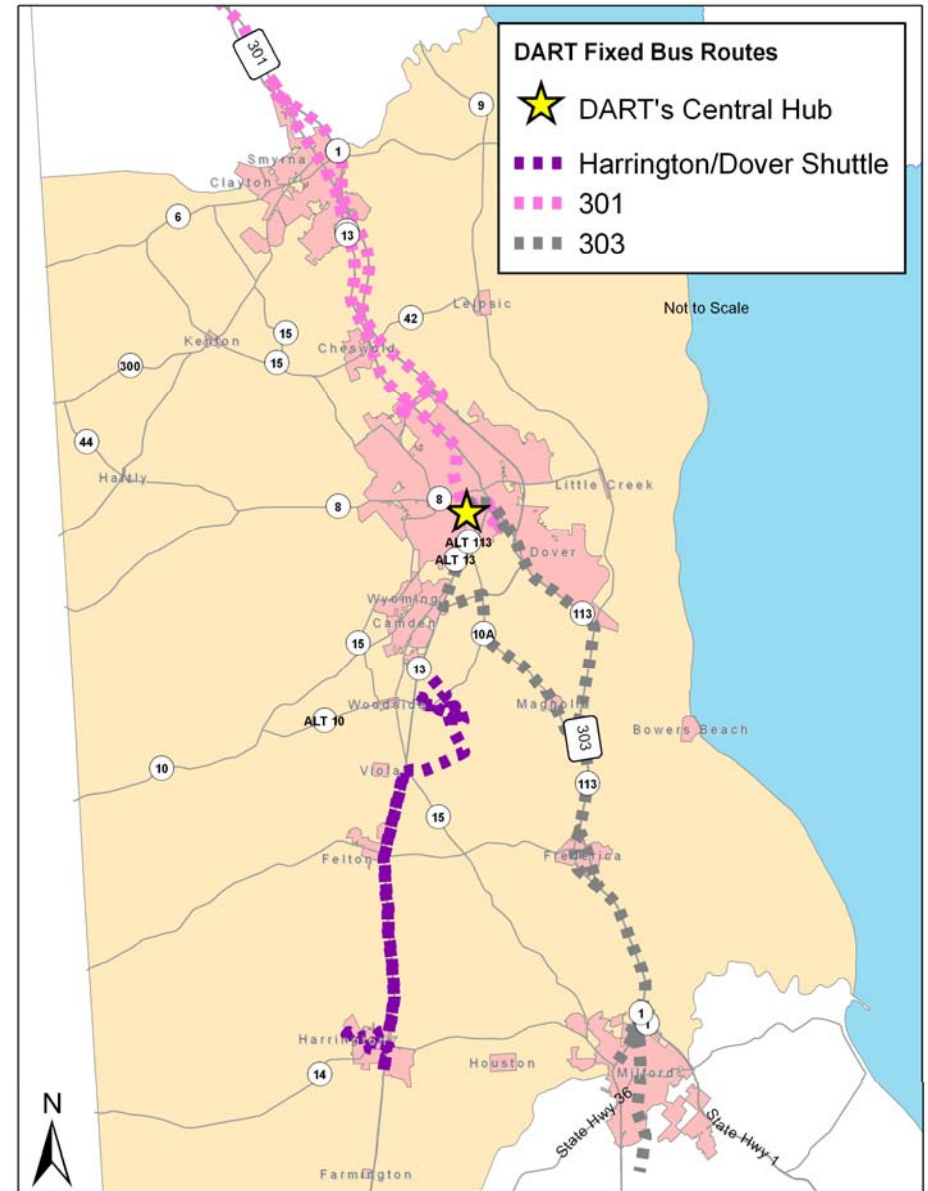
2008 ROADWAY MILEAGE BY FUNCTIONAL CLASSIFICATION FOR KENT COUNTY

Functional Class	Route Miles	% of Total	Lane Miles	% of Total
Interstate	0.00	0.00%	0.00	0.00%
Freeway & Expressway	20	1.33%	85	2.7%
Other Principal Arterials	40	2.67%	171.18	5.05%
Minor Arterials	113	7.55%	264.11	8.83%
Collectors	269	17.98%	550.53	17.12%
Local	1,054	70.45%	733	66.29%
Total	1,496	99.98%	3,148	100.00%

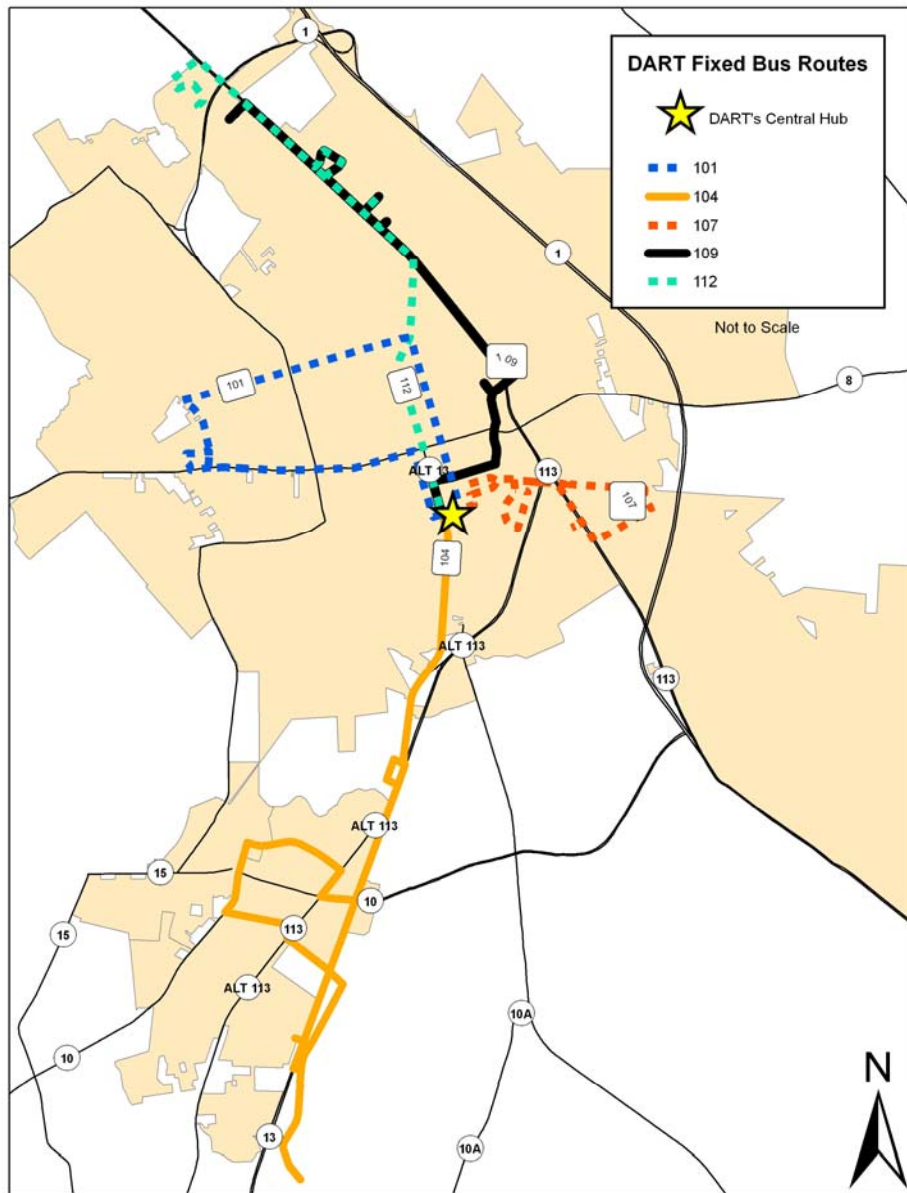


DART's Routes are effective as of March 2008

DART's FIXED-BUS ROUTE SYSTEM - 301 AND 302



DART's Fixed-Bus Route SATURDAY SERVICE



DART's Routes are effective as of June 28, 2008

CRASH DATA

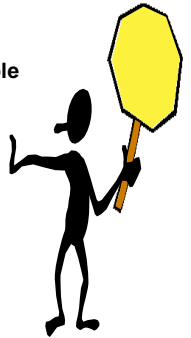


Safety is always a concern. Below is crash-related data that brings some insight into where crashes have occurred within Kent County, how they occurred and how many are fatal.

Crash Rates

For Kent County between 2001 and 2008

	Total Crashes	*Rate per 100,000 People
2001 —	2,357	1,637
2002 —	2,610	1,813
2003 —	2,756	1,914
2004 —	2,678	1,860
2005 —	2,593	1,801
2006 —	2,755	1,914
2007 —	3,774	2,612
2008 —	3,238	2,083



Rate of total Kent County vehicle crashes in 2008 **decreased 4%** from 2007



Of the 3,238 accidents in Kent County in 2008, **36** involved pedestrians and **16** involved cyclists



Alcohol was involved with **13** fatal crashes in Kent County in 2008

Source: Delaware State Police



FATALITIES



Delaware still remains at the top of the list in the United States for the fewest fatalities in the country in 2006. Delaware is ranked 7th in the nation, with Kent County still having the fewest number of fatalities within the state.

Below are the statistics for Kent County on fatality related crashes.

	Fatal Crashes	Rate per 100,000 People
2001	21	14.59
2002	20	13.89
2003	13	9.03
2004	24	16.67
2005	30	20.84
2006	23	14.8
2007	20	13.89
2008	23	14.8



In Kent County's 23 fatal crashes, 28 people died



The total number of fatalities is up 33% since 2007

TYPES OF ACCIDENTS

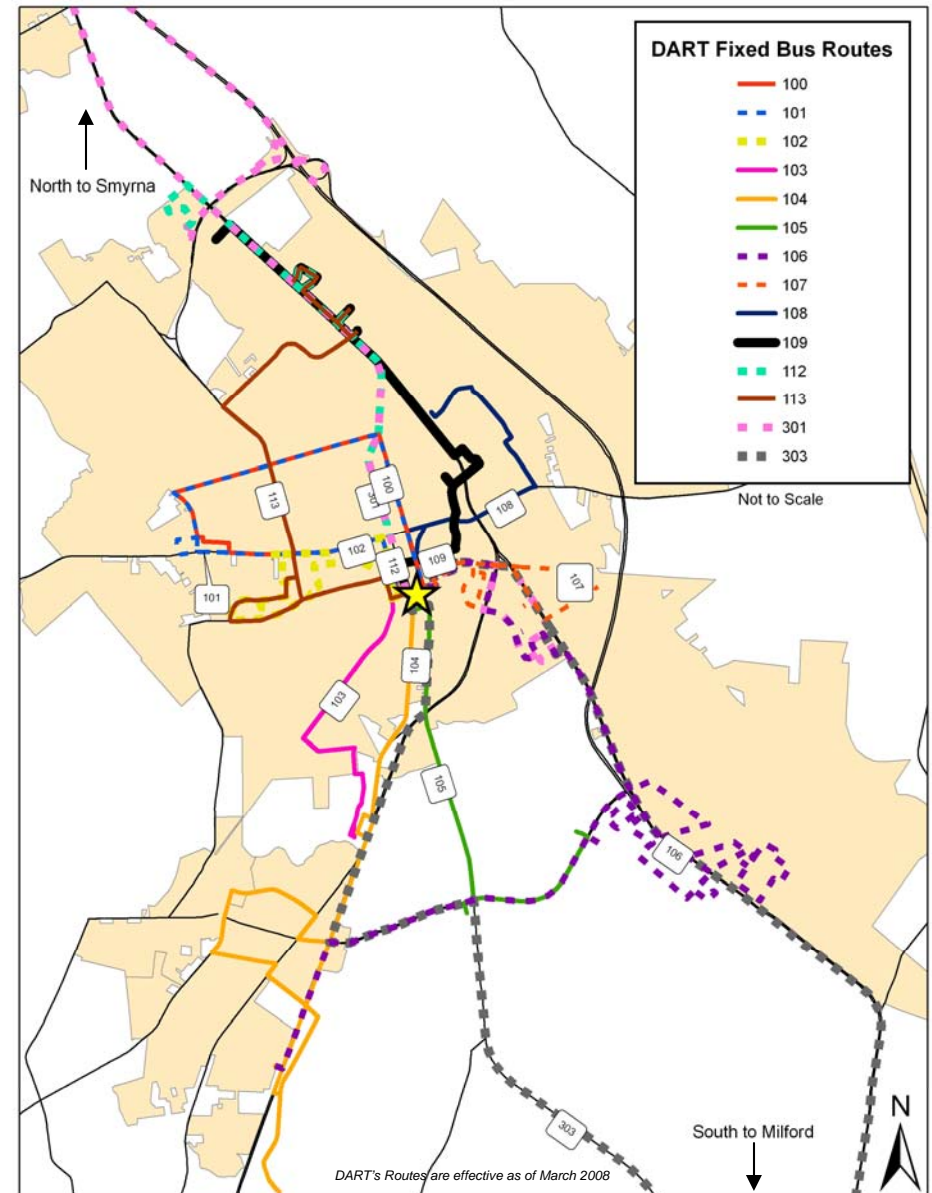


TYPES OF ROADS



Source: Delaware State Police

DART'S FIXED-BUS ROUTE SYSTEM - DOVER AREA



★ DART's Central Hub



ROUTES

LOCAL WEEKDAY ROUTES

- Route 100 - Forrest Ave. (Water St. to Greentree Village Shopping Center)
- Route 101 - Walker Rd. (Water St. to Greentree Village Shopping Center)
- Route 102 - Forrest Ave. (Water St. to Gateway West Shopping Center)
- Route 103 - Rodney Village. (Water St. to Rodney Village)
- Route 104 - Camden/Mifflin Meadows (Water St. to Mifflin Meadows)
- Route 105 - Moores Lake Ctr. (Water St. to Gateway South)
- Route 106 - Dover AFB/Gateway South (Water St. to Gateway South)
- Route 107 - Blue Hen Corporate Center (Water St. to US Route 113)
- Route 108 - Towne Point (Water St. to Townsend Blvd.)
- Route 109 - Luther Towers/Dover Mall (Water St. to Wal-Mart)
- Route 112 - Delaware Tech/Dover Downs (Water St. to US Route 113)
- Route 113 - West Dover/Dover Mall (Water St. to Dover Mall)
- Route 401 - Harrington/Dover Shuttle (Clark's Corner to Mifflin Meadows)

LOCAL SATURDAY ROUTES

- Route 101 - Walker Rd. (Water St. to Greentree Village Shopping Center)**
- Route 104 - Camden/Mifflin Meadows (Water St. to Mifflin Meadows)**
- Route 107 - Blue Hen Corporate Center (Water St. to US Route 113)**
- Route 109 - Luther Towers/Dover Mall (Water St. to Wal-Mart)**
- Route 112 - Delaware Tech/Dover Downs (Water St. to US Route 113)**

INTERCOUNTY ROUTES

- Route 301 - Dover to Wilmington
- Route 303 - Dover to Georgetown

DART Routes as of June 2009

HSIP

The **H**ighway **S**afety **I**mprovement **P**rogram (HSIP) is a collaboration of state and federal agencies to identify and improve the safety of various locations on Delaware's roadways that have a high risk of accidents. DelDOT, the Federal Highway Administration, Wilmington Area Planning Council (WILMAPCO), the Dover/Kent County MPO and local government officials work together to identify these sites, rank them by their impact to public safety, and come up with a solution to reduce the risk and increase the safety at these sites. Five HSIP



Source: DelDOT

Sites have been identified in Kent County: State Street at Sorghum Mill Rd., SR 10 at Sorghum Mill Rd., SR 8 and Pearson's Corner Rd., US 13 at Carpenters Bridge Rd. and US 13 at SR 8.

Transit:



is Delaware's transit service for fixed-bus routes and paratransit service. DART is operated by Delaware Transit Corporation (DTC), a division of DelDOT. DART offers regular weekday service between Smyrna, Dover, and Milford and regular service throughout the greater Dover region and on Saturdays throughout Dover. For detailed times, schedules, and route maps, visit DART First State's Website at www.DartFirstState.com

