

**Delaware State Energy Plan
Transportation Work Group
Bill Osborne, Chair**

Meeting Notes

September 29, 2008

9:30 a.m. –11:30 a.m.

Transportation Management Center

169 Brick Store Landing Road

Smyrna, Delaware

Presentations:

Ed O'Donnell & Rachael Hurley

University of Delaware, IPA

Overview Presentation on Technological Interventions to ease congestion and reduce pollution

- Intelligent Transportations Systems (ITS) – An overview of NJ, MD, DE, PA, NY, CA (San Diego), MI
- (ITS) Around the World- Japan, Australia, United Kingdom, China

Gene Donaldson

Delaware Department of Transportation

Transportation Management Center, **TMC**

Intelligent Transportation Systems (ITS)

- **DelTrac** is the Delaware Department of Transportation's transportation management program.

Control, Monitoring, and Information are the three (3) areas that they look at and how they manage the system.

- For every minute a roadway is blocked turns in to 4-7 minutes of congestion
- Non-recurring Congestion—40 to 60% of congestion is nonrecurring
- Red-light enforcement reduces up to 50% of accidents
- DE is the 1st state (WTMC) to own its own primary licensed radio station
- Building a State wide fiber optic wireless telecommunications system from Northern VA to New York tied together.
- TMC responds to everything that pertains to the roadways
- TMC responds to weather events
- TMC manages all 911 response services
- TMC responds to Federal Disasters
- Has a transportation security plan – Meet monthly with teams across the state
- They have an evacuation & response plan.
- Also working on a debrief management plan
- Gene Donalson- 659-4601 gene.donalson@state.de.us.
- Working on a new RFP for a new transit schedule adherence system
- DE is behind in retiming the signals; it will pay back in 2 years with a 15 to 20% improvement to upgrade
- \$15-20 million per mile for new roadways similar to RT 1
- Biggest return is to consumers is transportation technology enhancements

Workgroup input for Recommendations in the New Energy Plan:

REDUCE VMT

Mass Transit

- BRT
- Dedicated minimal investment for fixed route expansion/improvement
- ADA for transit Fac.
- Expansion/enhancement of rail
- Separate funding source
- Integrated bus systems
- Smaller buses (vans)? That could connect more heavily traveled Rts.- i.e.; Polly Drummond Hill to connect Limestone Road to Kirkwood Hwy

Alt Transit

- Route planning for bicycle/walk
- Walker/Bicycle density sensing to control crossing lights
- Bike lockers at transit locations especially train/bus area
- Shoulders clean of debris
- Drivers education to include rules of road for bike/car interaction
- Increase funding for alternative transport- at least equal to proportions of alternative travelers
- Sharrows (road makers that clarify the roads are shared)
- Plan all roads to include alternative transportation (mixed use) – plan from the beginning
- Be sure not to block bike lane (shoulders, etc.) with traffic island
- Publicity/marketing to car drivers and bicycle riders regarding the importance of cooperating, following rules, being safe

Land Use

- Smart growth State wide
- State –supported technical advice to county land use departments i.e.; increase density allowances
- Invest in dense centers and carve new centers for sprawl
- Better design T.O.D.
- Viability of circles in new communities/including development
- Plan for retail access roads in congested areas to reduce need for traffic signals which slow through traffic, i.e, Delaware Beach Area along Route 1 between Lewes and Dewey Beach

Others

- Tele-commute
- Tax based on miles traveled, not by gallon
- Increased use of video conferencing
- Phase out non-A.D.A. Para-transit trips, redirect funding into-fixed-routes
- Introduce policy to ID and fix broken sidewalk/missing connections of non-motorized facilities

REDUCE ENERGY USE/MILES

Vehicle Efficiency

- California Standards
- Strong hybrid technology
- Collaboration sponsored between sales & lenders to favorably price loans for efficient/alternative fuel vehicles

Alt. Fuel Vehicles

- Support U of D Fuel Cell Development
- Vehicle to Grid (V 2 G)
- Support fuel cell vehicle deployment in DE by Original Equipment Manufacturers (OEMs) useful cold weather testing ground, 3 H2 stations funded
- CNG, combination hybrid vehicles – incentives, home refueling options
- FLUX capacitors
- Promote/fund niche markets where alt fuels make sense, i.e., (Schwan's Frozen Foods and propane vehicles, CNG for buses and Waste Haulers)
- Partner with Federal Fleets that are mandated to use alt fuels where available

Systems Infrastructure

- ITS - \$
- Auto info on fuel use per mile transmitted along with transit time and alternative route
- Alt fuel Stations @ State facilities (Smyrna/ I-95)
- Natural Gas at home for Vehicles
- Place Alt Fuel Stations where alt fuel vehicles already exist
- Work with permitting/planning offices to site alt fuel stations at public retail stations prior to construction—easier to build than retrofit existing stations