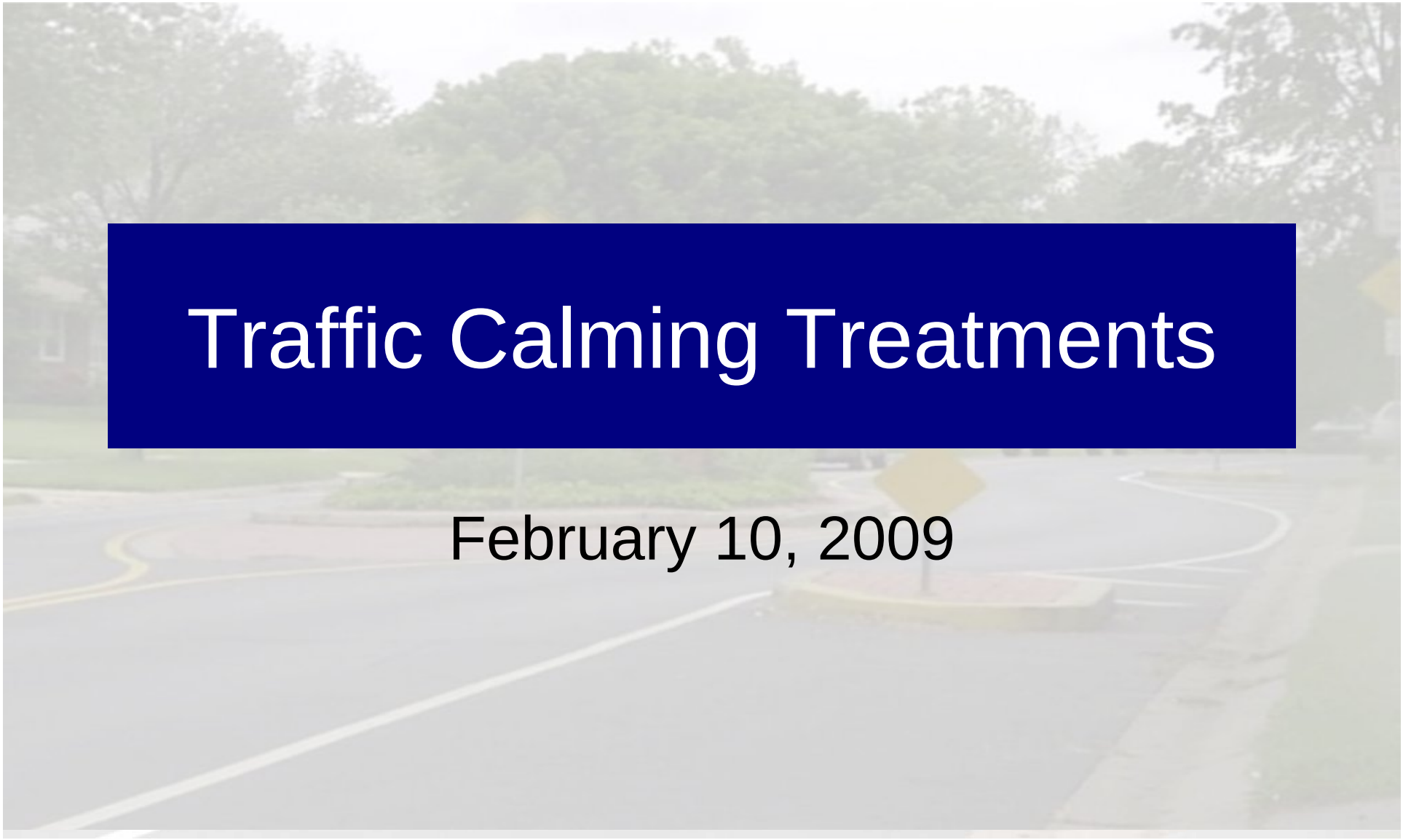


Traffic Calming Treatments

February 10, 2009

DelDOT

ATTACHMENT #1
SA&T Committee Meeting of 02/10/2009

Objectives of Traffic Calming

Traffic calming may be used to address safety issues on neighborhood streets:

- Discourage speeding
- Raise awareness of conflicting traffic movements
- Enhance pedestrian safety
- Discourage use of neighborhood streets as high-speed bypasses around congestion on major highways.

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Typical Treatments



Intersection Treatments

- Roundabouts
- Realigned Intersections

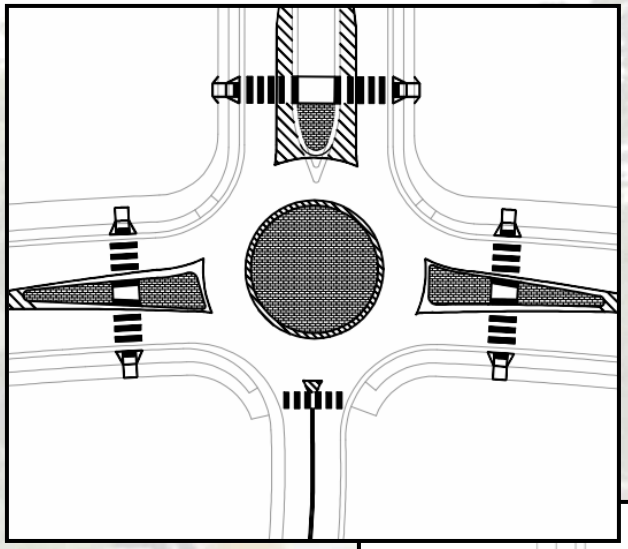
Midblock treatments

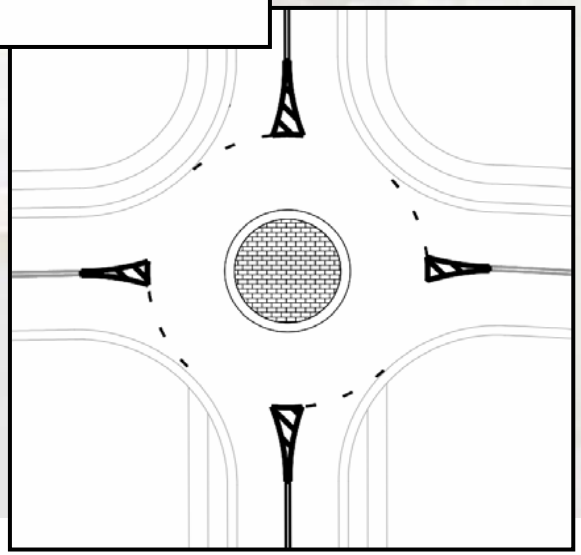
- Median treatments
- Bulbouts
- Chicanes

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Roundabouts

- Traffic entering the circle yields to traffic already in the circle.
- Deflection forces reduced speeds through the intersection.
- Splitter islands for larger roundabouts can serve as pedestrian refuge.
- Center island can be designed to accommodate larger vehicles.
- “Mini-roundabouts” can often provide traffic-calming benefits without requiring widening.

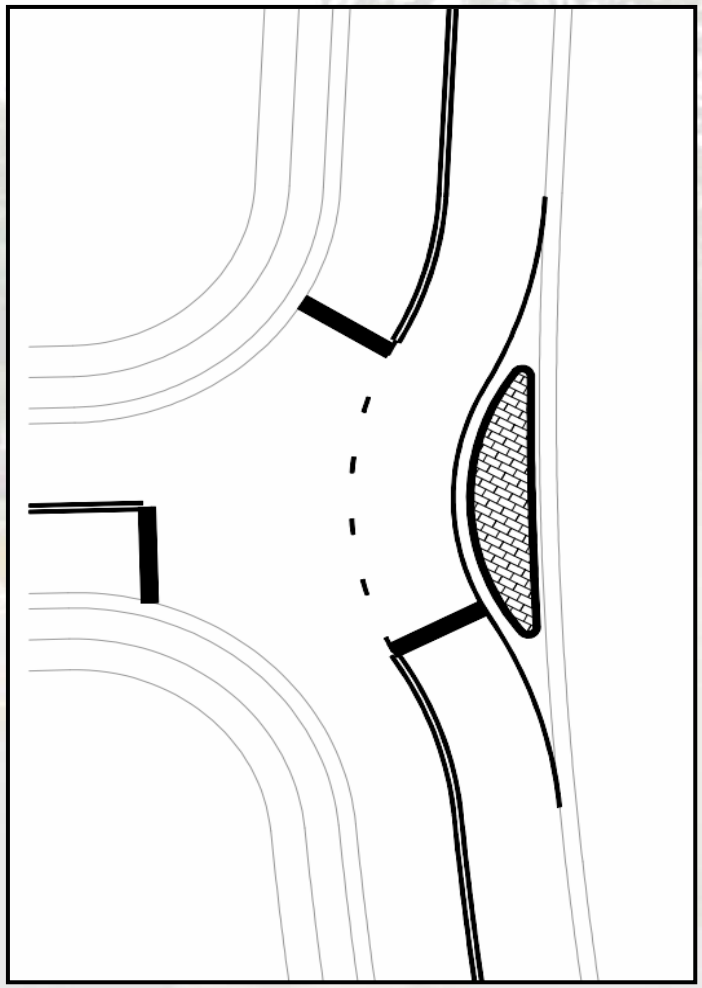




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Realigned Intersections

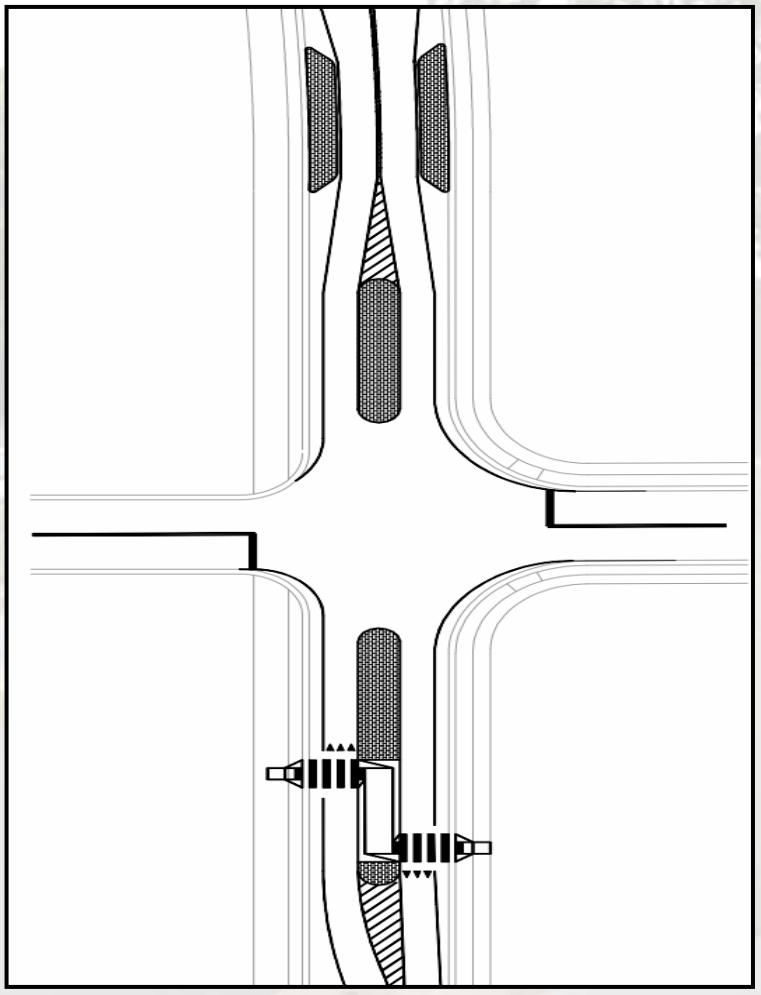
- Converts “T” intersection to all-way stop.
- Bulbout island discourages through-street traffic from “blowing through” the intersection.
- Enhances visibility of side street traffic from through-street approaches.
- Creates an opportunity for all-way stops at intersections that would not ordinarily meet warrants.



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Median treatments

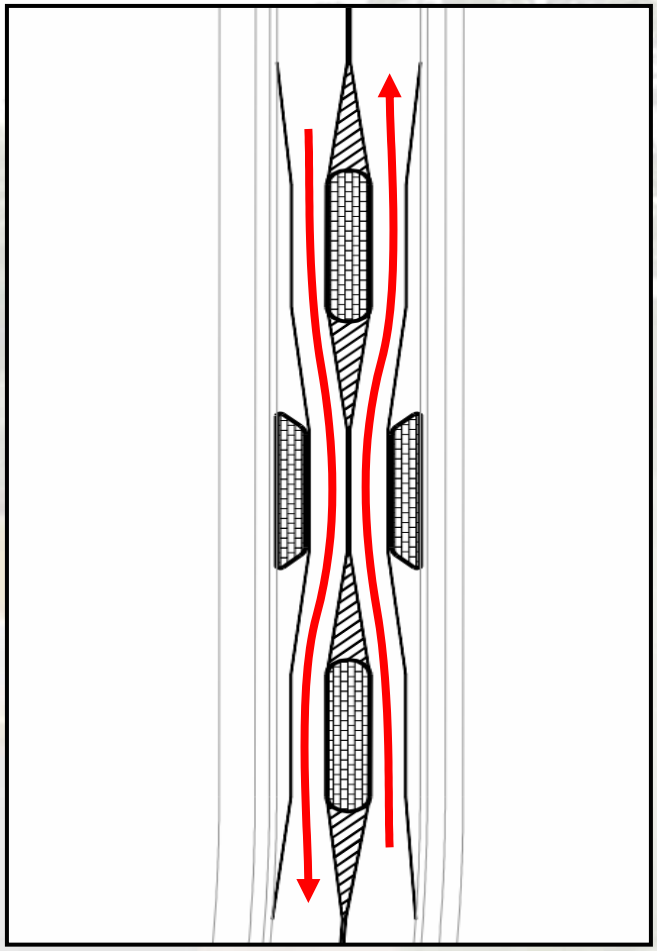
- Median separation, either midblock or at intersection approaches.
- Appropriate for wider roadways; islands channel traffic and narrow the roadway, encouraging slower speeds.
- Pedestrian safety is enhanced by limiting crossings to one traffic direction at a time. Islands may serve as refuge areas.
- May be combined with bumpouts to create chicanes.



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Chicanes

- Chicanes create deflection in the travel lanes through a combination of bumpouts and median islands.
- Designed to force travel speeds more consistent with speed limits.
- Islands and bumpouts can shorten crossing distance or provide median refuges, enhancing safety at midblock ped crossings.



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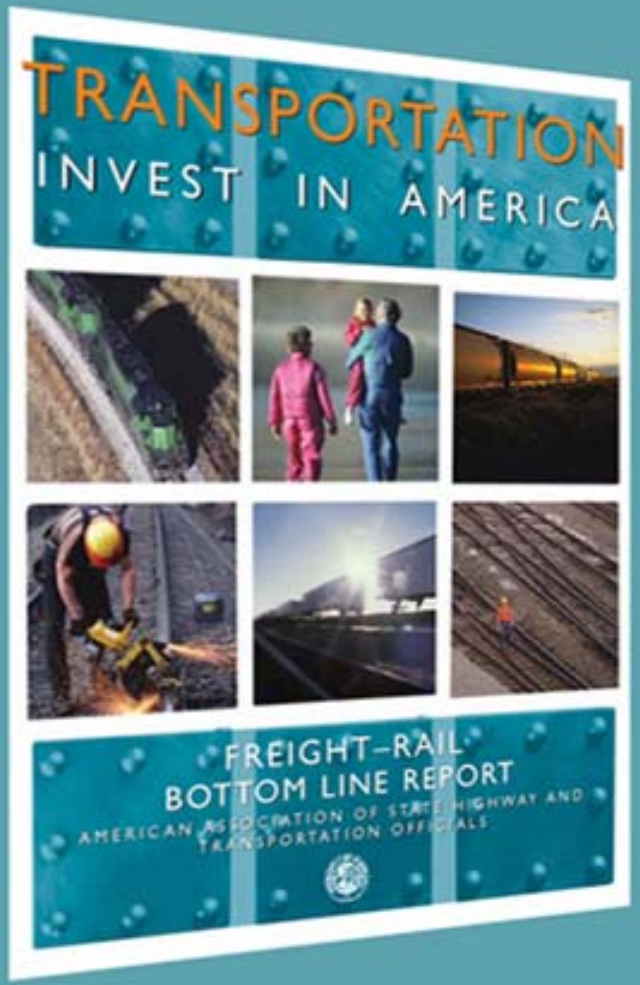
Go21

Growth Options for the 21st Century

ATTACHMENT #2
SA&T Committee Meeting of 02/10/2009

Go21 Mission

- National, nonprofit grassroots organization
- Promoting freight transportation alternatives
- Building public support in 30 states
- Supporting legislation to expand rail capacity
- Opposing bills that would shrink capacity

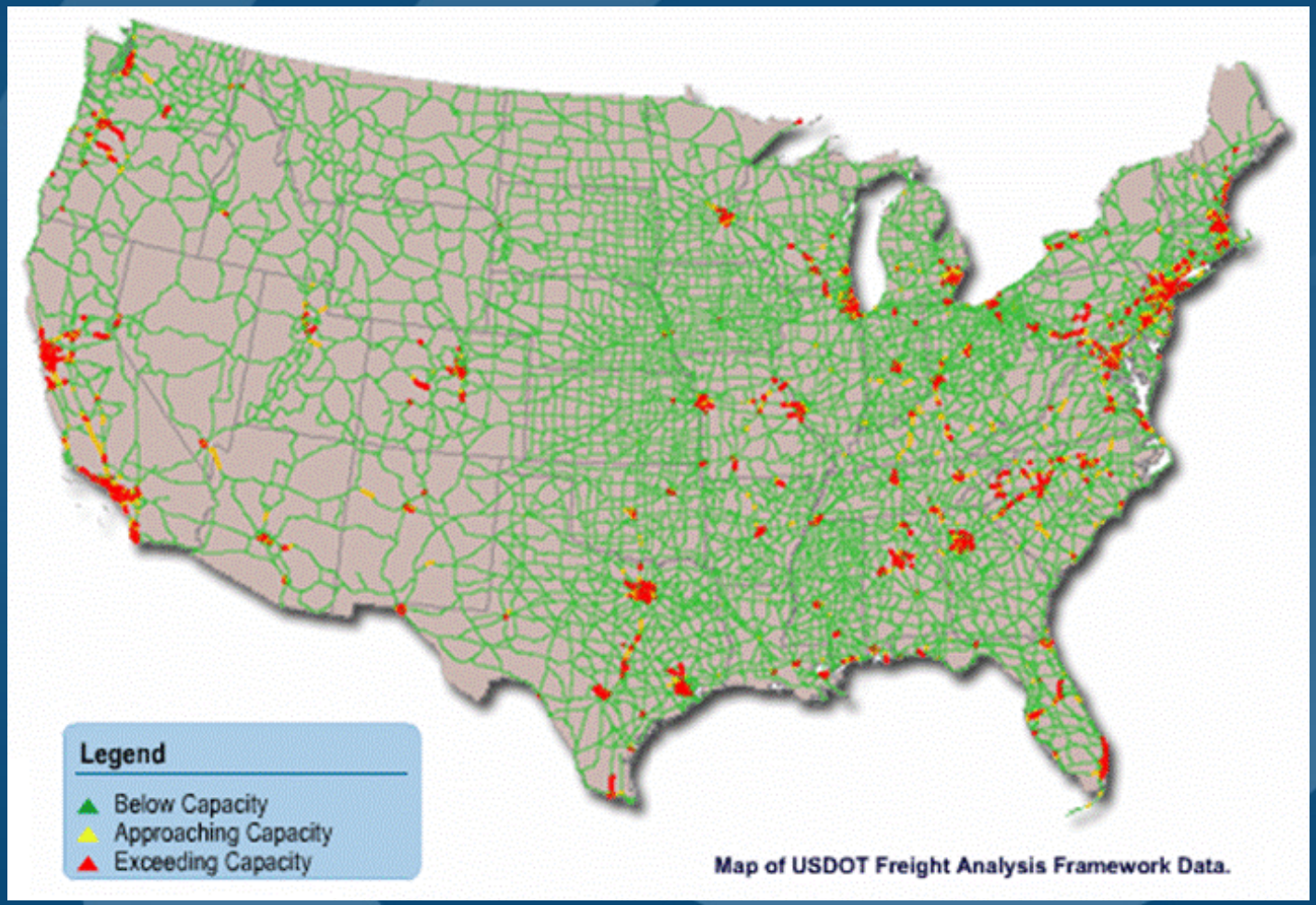


AASHTO Freight Rail Bottom Line Report

67% Increase Over 20 Years

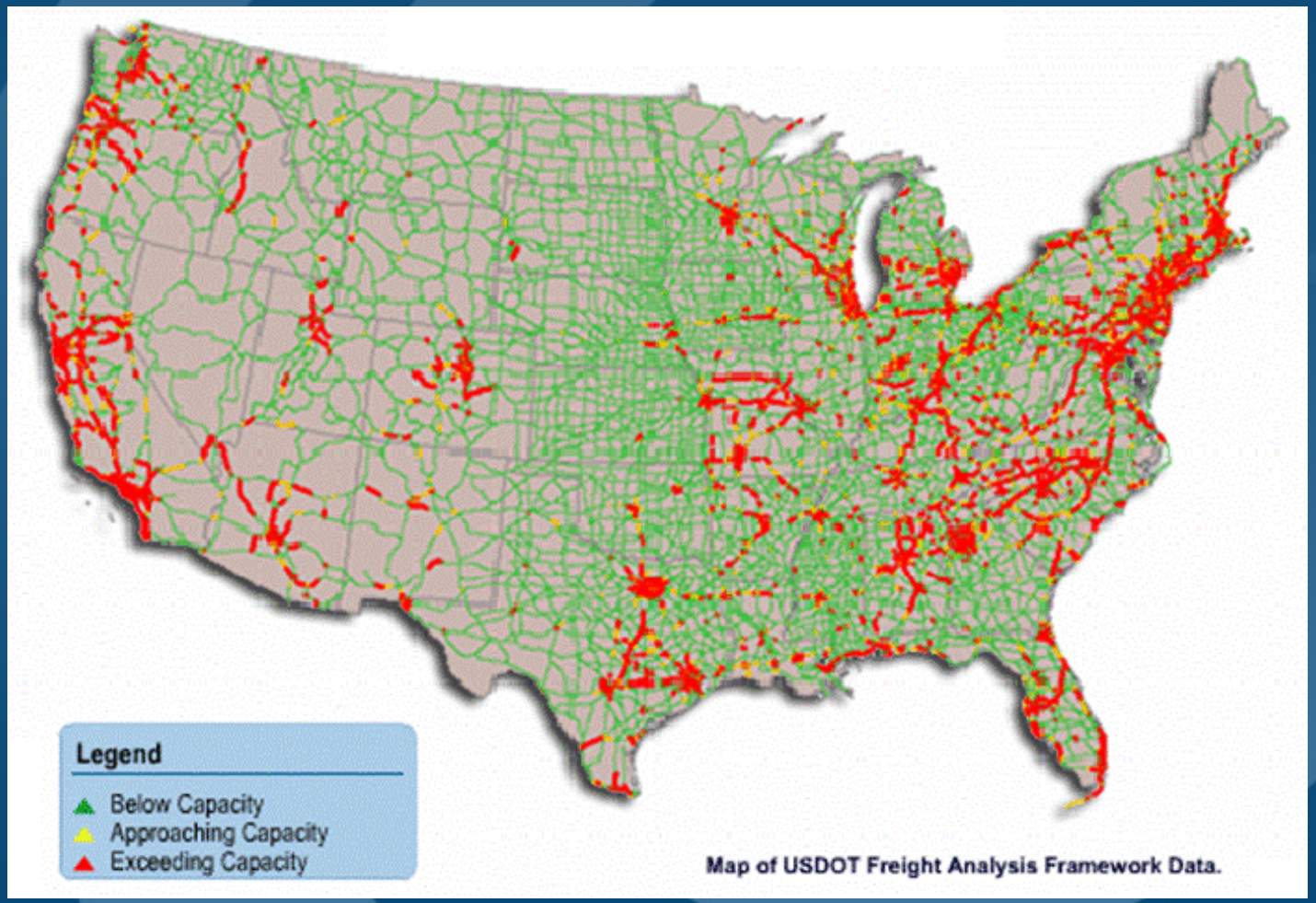


2000 Congestion



Go21

Projected 2020 Congestion



Go21

Intermodal Transportation

- Moving trucks by train



Public Benefits of Rail

- Less highway congestion
  - 1 intermodal train = 280 trailers = 1000 autos
- Greater fuel efficiency
  - 1 ton of cargo, over 400 miles, 1 gallon of fuel
- Cleaner air
  - 6 to 12 times fewer pollutants
- Responsible public policy
  - Good for the economy
  - Efficient use of tax dollars

AASHTO Conclusions

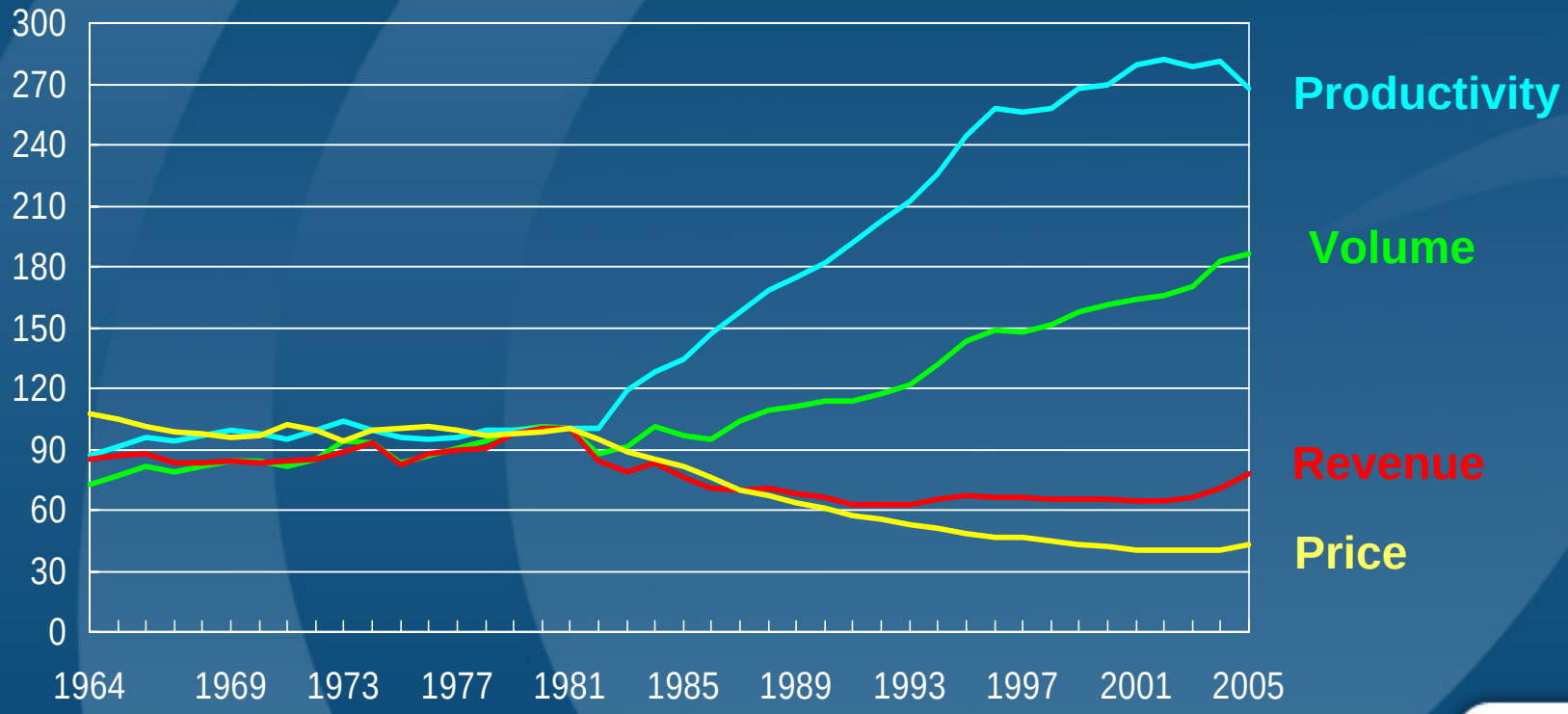
$83 billion investment over 20 years yields:

Motorist savings	=	$635 billion
Taxpayer savings	=	$ 27 billion
Business savings	=	$401 billion
Total Benefits	**=**	**$1.063 trillion**

Investment Tax Incentives

- 25% Credit for New Infrastructure Investment
- Examples include double and triple track, intermodal facilities, spurs, and tunnel upgrades
- Shippers and other businesses eligible for tax incentive

Deregulation Has Been Good for Businesses and the Public



Source: Association of American Railroads

Go21

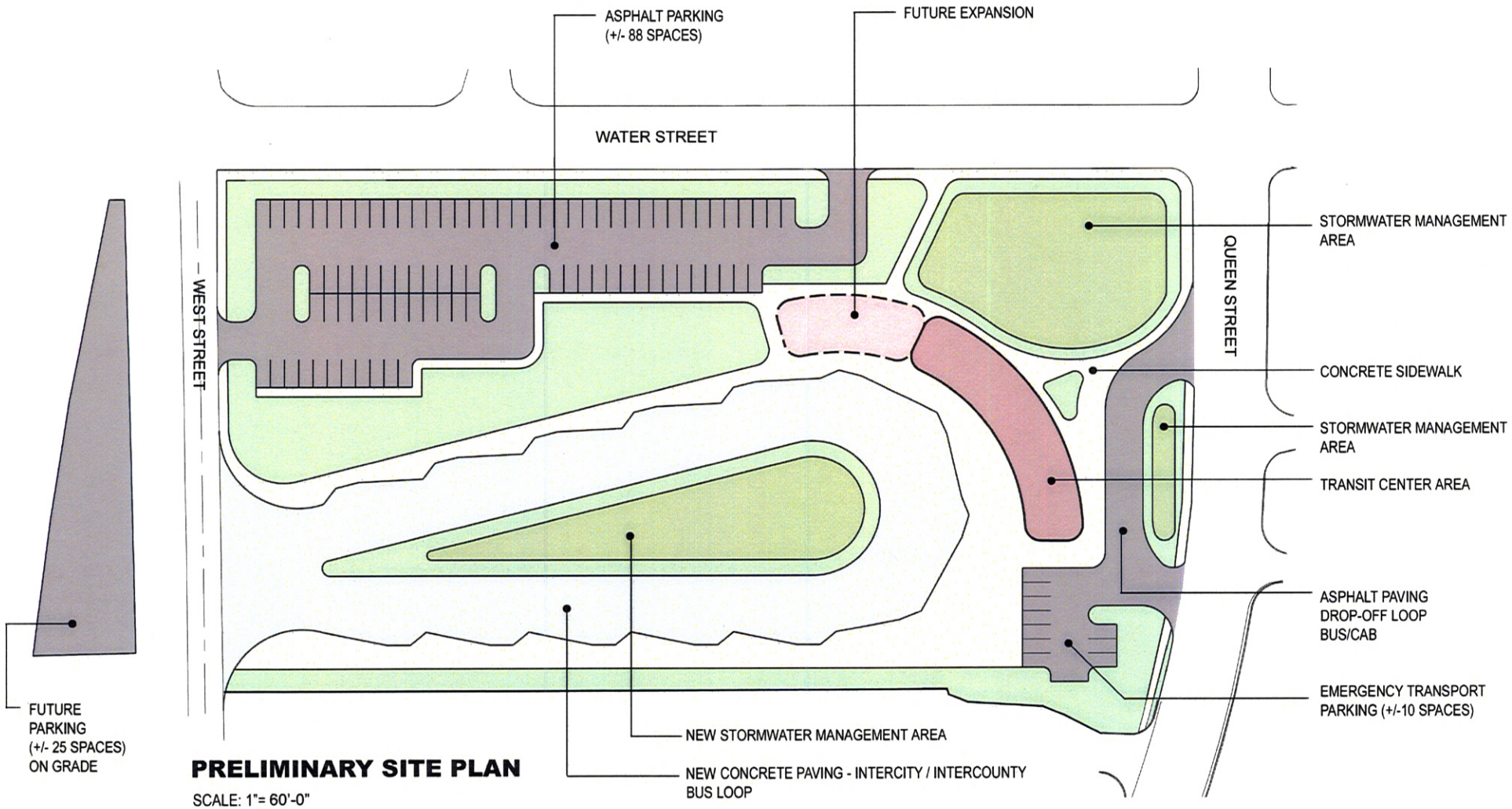
Our Choice





- 365,000 fewer trucks
- $635 billion highway user savings
- $27 billion taxpayer savings
- $401 billion shipper savings

- 509,000 more trucks
- $492 billion cost to highway users
- $21 billion cost to taxpayers
- $326 billion cost to shippers



PRELIMINARY SITE PLAN

SCALE: 1"= 60'-0"

PARKING +/- 98 SPACES
FUTURE PARKING +/- 25 SPACES

DOVER INTERMODAL TRANSIT CENTER

KLINGSTUBBINS

PHASE 2
+ FUTURE EXPANSION
3.12.08

ATTACHMENT #3
SA&T Committee Meeting of 02/10/2009