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**NEW REPORT RANKS MOST CONGESTED ROUTES IN DELAWARE;
 INCREASING CONGESTION COSTS DELAWARE MOTORISTS AS MUCH AS \$1,015
 PER YEAR IN WASTED TIME AND FUEL**

**DELAWARE CONGESTION SET TO WORSEN UNLESS STATE’S ROADS,
 HIGHWAYS AND TRANSIT SYSTEMS ARE IMPROVED**

EDS.: REPORT CONTAINS LISTS OF 25 DELAWARE ROADWAYS THAT CAUSE THE GREATEST DELAYS TO MOTORISTS AND RESULT IN THE HIGHEST COST IN TERMS OF LOST TIME AND WASTED FUEL, AND A LIST OF NEEDED, BUT UNFUNDED HIGHWAY PROJECTS THAT WOULD RELIEVE CONGESTION IN THE STATE

Wilmington, June 19, 2007 – 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 – including an additional 59 hours stuck in traffic annually and an additional 36 gallons of fuel wasted -- depending on which route they use for their daily commute. Motorists taking more than one of the state’s most congested routes may actually lose more in lost time and fuel, according to a new report released today by TRIP, a national transportation research group based in Washington, D.C.

The TRIP report, “The Cost of Traffic Congestion in Delaware: The State’s 25 Worst Traffic Jams and Needed Steps to Relieve Traffic Congestion,” ranks the top 25 sections of Delaware roadways by the greatest delay to motorists, the number of hours lost annually and gallons of fuel wasted as a result of traffic congestion on these routes. These figures represent the impact on motorists who use these routes daily at peak hours.

The top ten most congested sections of roadway in the state are:

	County	Route	From	To	Peak Congestion Period	Annual Hours Wasted	Gallons of Fuel Wasted	Total Congestion Cost
1	NCC	I-95	SR 273	SR 141 Interchange	Jan-May	59	36	\$ 1,015
2	NCC	SR 1	SR 273	I-95 Interchange	June-Aug	45	27	\$ 778
3	NCC	SR 273	6th St (New Castle)	US 13		41	25	\$ 711
4	NCC	Marsh/Silverside Rds	I-95	Shipleys Rd		39	24	\$ 682
5	NCC	SR 2 (Kirkwood Hwy)	Possum Park Rd.	SR 41		37	23	\$ 647
6	Sussex	DE 1	Five Points	SR 24	May-Sept	37	23	\$ 643
7	NCC	SR 7/SR 4	SR 318 Milltown Rd	Beginning SR 1		37	22	\$ 634
8	Kent	US 13	Scarborough Rd	Rt 113 Split	June-Aug	35	21	\$ 604
9	NCC	SR 72	Possum Park Rd.	Cleveland Ave.		35	21	\$ 600
10	NCC	SR2 (Elkton Rd.)	Otts Chapel Rd.	Main St., Barksdale Rd.		33	20	\$ 576

“Congestion on Delaware's roadways impacts not only daily commuters, but also Delaware's economic health. We need an efficient transportation system to keep and attract the quality businesses and jobs that will keep our economy healthy. A healthy economy provides us with resources to address all of the quality-of-life issues that Delawareans care about,” said Beverley Baxter, Executive Director of the Committee of 100.

According to the Delaware Department of Transportation (DelDOT), the state faces a transportation funding shortfall of \$1.5 billion dollars from Fiscal Years 2008 to 2013. Without additional transportation funding, Delaware's roads will become increasingly congested, while road and bridge conditions deteriorate.

Increases in population and vehicle travel in Delaware have contributed to rising levels of traffic congestion in the state. Currently, 33 percent of Delaware's urban Interstates and other highways or freeways are considered congested. Between 1990 and 2005, vehicle travel in Delaware increased by 54 percent, while the state's population grew by 29 percent. Vehicle travel in Delaware is expected to increase by another 35 percent by 2020, while population is expected to increase by 14 percent by 2020.

“The capacity of Delaware's current transportation system is being strained by steep increases in population and travel. Without a comprehensive approach to solving the problem, Delaware's motorists will continue to be stuck in traffic, losing time and money,” said William M. Wilkins, TRIP's executive director.

By 2030, unless additional roadway capacity is added, travel delays in the heavily urbanized northern portion of Delaware (which includes Wilmington and the Philadelphia metropolitan area) will nearly double, with the average rush hour trip taking 61 percent longer to complete than during non-rush hour. This level of traffic delay is worse than any present-day city in the United States, with the exception of Los Angeles.

According to the TRIP report, needed but unfunded projects in Delaware include the following: new U.S. Route 301 in New Castle County from the Maryland Line to Route 1 near the C&D Canal to address congestion, growth and safety; the West Dover Connector in Kent County from Route 8 to Route 13 to address growth in the area; the Western Parkway in Sussex County from Route 24 to the Route 1/9 intersection to provide capacity for area development.

Relieving traffic congestion in Delaware will require a comprehensive approach, which continues to expand capacity of the state's transportation system, improve the efficiency of the existing system and offer alternatives for some peak-hour trips.