2 Regional Context: Transportation Issues
NEW ROAD CORRIDOR MASTER PLAN

What a Travel Demand Model Tells Us

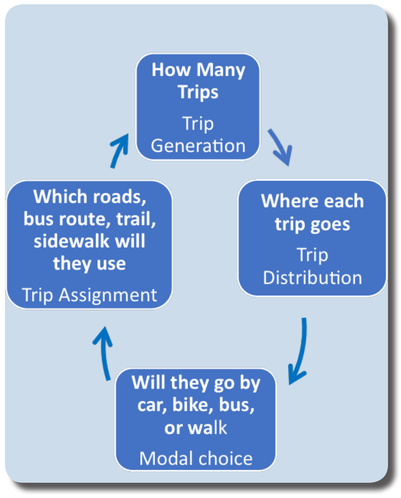
From today's population, employment data and transportation network, it replicates today's traffic volumes and delays.

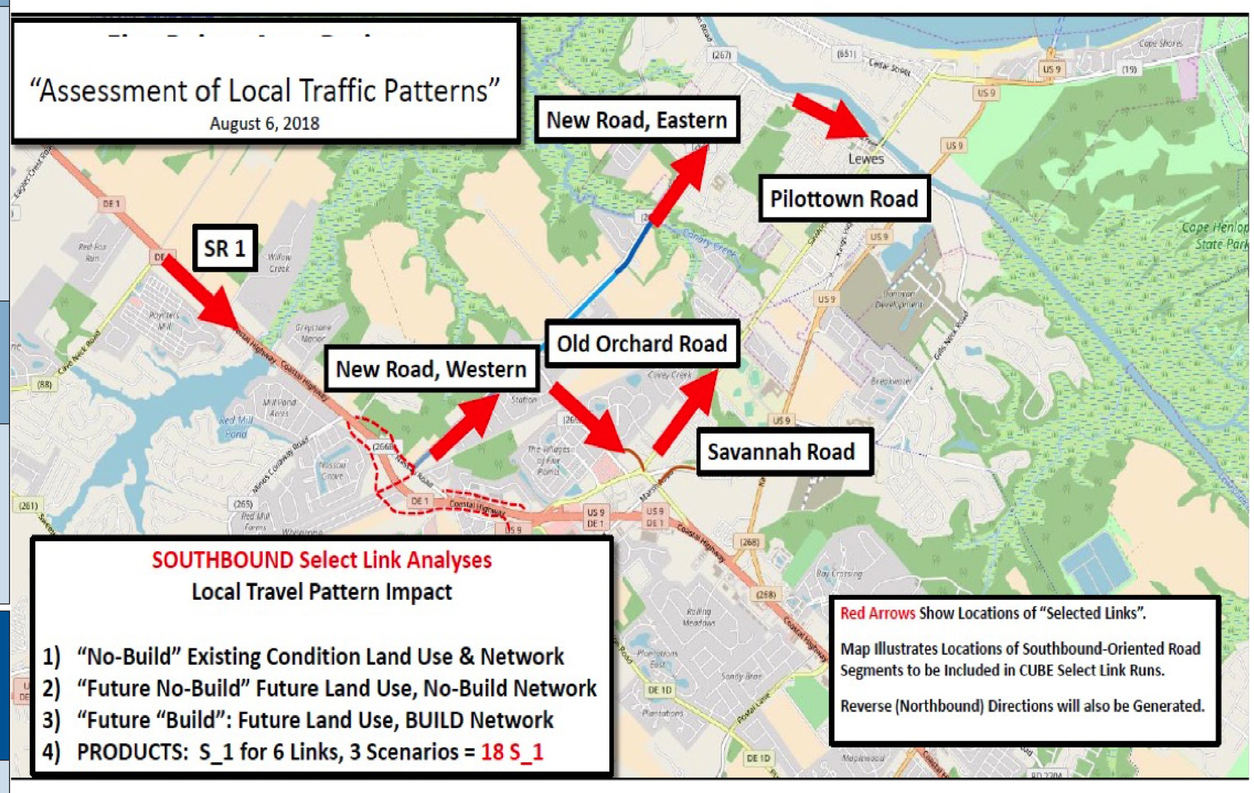
From tomorrow's population, employment and the current transportation network, it tells us how traffic will change.

From tomorrow's population, employment and the current transportation network, it tells us how traffic will change. This also enables comparisons with the future network under the various anticipated alternative transportation improvements

It tells us which trips are on each road today and how will that change tomorrow.

It helps planers, engineers, and the public understand implications of potential land use and transportation improvement.

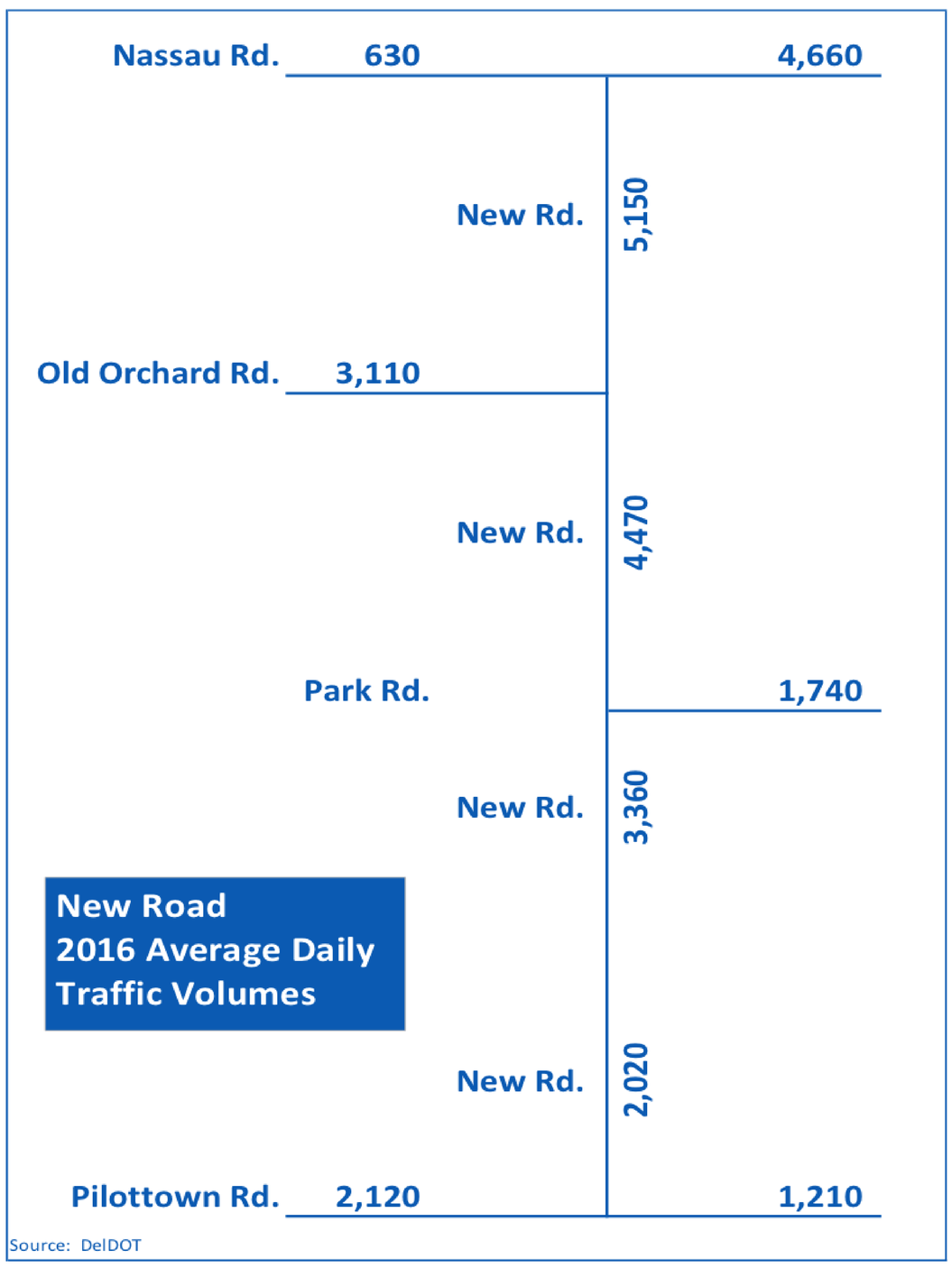




What Cases will the Travel Demand Model Analyze?

1. Schedule: First Results early next year
2. Model Will Tell Us About:
   a. Traffic and Level of Service for:
   - Today and 2045
   - With Developments and Without Developments
   - Daily Peak Summer Traffic and Daily Normal Traffic
   - PM Peak Period Summer Peak and Normal Peak
   - Origin-Destination Pairs for Select Roadway Links

   b. Effect of travel speed on New Road



Source: DelDOT

Account for Travel Pattern Shifts Due to Transportation and Land Development Projects

1. Five Points Study: Of the 78 recommendations, 24 have been prioritized by the working group and are moving into Phase II implementation by early 2019. The purpose of the project is to reduce local congestion on Route One.
2. Old Orchard/Wescoats should result in a safer and improved local road between New Road, Savannah Road, and Kings Highway.
3. Minos Conaway Project adds a new way to connect neighborhoods and other destinations east and west of Route 1 and improves local traffic access.

Manage Travel Not Cars

1. Determine and then manage travel pattern changes based on the projects within the area.
2. Use traffic calming concepts such roundabouts, pinch points, splitter islands, and roadside landscape for optical narrowing. Manage operating and posted speed limits such as a reduction in speed limits from 40 mph to 35 mph and/or 25 mph in city limits.
3. Provide better accommodations for bicycles and pedestrians with sidepaths and shoulders. Include direct access to the Georgetown-Lewes Rail Trail where possible.
4. Public transportation improvements such as a jitney service is a recommendation by the Five Points group and an effort will be made to move it forward in Phase II.