

**Delaware Department of Transportation
Council on Transportation
February 24, 2020**

DeIDOT

AGENDA

- ▶ Approval of the Agenda
- ▶ Review and Approval of the Previous Meeting Minutes (December 16, 2019)
- ▶ Secretary's Update
- ▶ Consideration of Enhanced Capital Project Prioritization Process
- ▶ Review and Approval of the FY21 – FY26 CTP
- ▶ Public Comment



Secretary's Update

DeIDOT

Excellence in Transportation

Every Trip. Every Mode. Every Dollar. Everyone.

▶ **Every Trip**

- We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

▶ **Every Mode**

- We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

▶ **Every Dollar**

- We seek the best value for every dollar spent for the benefit of all.

▶ **Everyone**

- We engage and communicate with our customers and employees openly and respectfully as we deliver our services.

Introducing...THE JETSONS!





Consideration on the Enhanced Project Prioritization Criteria

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Existing Criteria	Current	Proposed	(Proposed New Elements/Tools)
Safety	33.0%	35.0%	Safety Crash Index Safety Score State Highway Safety Program
System Operating Effectiveness	24.8%	19.1%	Existing Congestion Level (TMC Data)
Multi-Modal Mobility Flexibility & Access	15.6%	11.85%	(No Technical Changes at this Time.)
Revenue Generation Economic Development Jobs & Commerce	7.9%	13.11%	Economic Impact (TREDIS)
Impact on the Public Social Disruption Environmental Justice	7.2%	8.28%	Social and Health Related Elements (EPA EJ Screen)
Environmental Impact	6.5%	6.6%	(No Technical Changes at this Time.)
System Preservation	5.0%	6.06%	Priority State (Strategic Investment Levels) Local (County / MPO Priority)
	100%	100%	

Changes in CTP Project Prioritization Criteria

- **Quantitative Criteria Increased from 70.7% to 77.2%**
 - Safety 33.0% to **35.0%**
 - System Operating Effectiveness 24.8% to **19.1%**
 - Revenue/Economic Development/Jobs & Commerce 7.9% to **13.1%**
 - Social and Health Related Elements **3.9%** new
 - State and Local Priority 5.0% from System Preservation to **6.1%**
- **Qualitative Criteria Decreased from 29.3% to 22.8%**
 - Multi-Modal Mobility/Flexibility/Access 15.6% to **11.9%**
 - Impact on the Public/Social Disruption 7.2% to **4.3%**
 - Environmental Impact/Stewardship 6.6% from **6.5%**

Safety

Existing

- Safety 33%
 - Identified in Safety Program – 26.4%
 - Strategies in State Highway Safety Program (SHSP) – 6.6%

“HSIP only”

- **45 of 113** projects with no score

Proposed

- Safety **35%**
 - Critical Crash Ratio – **12.7%**
 - Crash Index – **16.2%**
 - Strategies in State Highway Safety Program (SHSP) – **6.1%**

New method considers all crashes

- **13 of 113** projects with no score

System Operating Effectiveness

Existing

- System Operating Effectiveness 24.8%
 - Existing Level of Service– 12.4%
 - Identified as a Congested Corridor by the MPO/Comprehensive Plan/Studies – 12.4%

Data Sources:

MPO Plans, Counts
Travel Demand Model

Proposed

- System Operating Effectiveness **19.1%**
 - Existing Congestion Level – **12.4%**
 - Identified as a Congested Corridor by the MPO/Comprehensive Plan/Studies – **6.7%**

Data Sources:

TMC Devices (see DeIDOT App)
Traffic Impact Studies (TIS)

then:

MPO Plans, Counts
Travel Demand Model

Revenue Generation/Economic Development/Jobs & Commerce

Existing

- Revenue Generation/Economic Development/Jobs 7.9%
 - Located in a Transportation Improvement District – 2.63%
 - Degree of Non-State/Non-Federal Contribution – 2.63%
 - Located in the Designated Freight Corridor – 2.63%

Proposed

- Revenue Generation/Economic Development/Jobs **13.1%**
 - Located in a Transportation Improvement District – **3.18%**
 - Degree of Non-State/Non-Federal Contribution – **1.64%**
 - Located in the Designated Freight Corridor – **2.59%**
 - Economic Impact -- **5.7%**

Data Sources:

TREDIS/IMPLAN (see Case Study)

Impact on the Public/Social Disruption/Environmental Justice

Existing

- 7.2%
 - Assess extent to which the project:
 - 1) supports investment in existing communities
 - 2) provides community enhancements such as sidewalks, safe routes to school, etc.

Proposed

- **8.28%**
 - Assess the extent to which the project:
 - 1) supports investment in existing communities
 - 2) provides community enhancements such as sidewalks, safe routes to school, etc. – **4.33%**
 - Social & Health Related Elements – **3.95%**

Data Source:

EPA EJ Screening Tool

State and Local Priority

Existing

- System Preservation 5.0%
 - **To be deleted.**

Pavements, Bridges, Operations, & Traffic Funds Programmed within Sections.

13 of 113 projects receive score.

Proposed

- State and Local Priority **6.06%**
 - State Priority: Delaware Strategies for State Policies and Spending Level of Investment – **3.92%**
 - Local Priority: Top projects identified by **MPOs (WILMAPCO, DK MPO) Sussex County**
that are supported by local and/or state planning efforts – **2.14%**

Data Sources:

**DE Office of Statewide Planning GIS
MPO's, County, Local Agencies**

Features of Proposed Process:

- 1) 5 of 7 Criteria Proposed for Updates
- 2) More Quantitative (~ +6 %)
- 3) More Comprehensive 3 of 5 Use 2+ Data Sources
- 4) Data Sources
 - Regularly Updated
 - Easily Available
 - GIS-Ready, or GIS Accessible

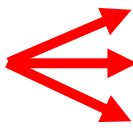
Economic Impact Case Study:

Travel Demand Model



Primary Outputs:

Volumes



VMT

LOS

Auto, Bus, Bike, Ped

Speeds



Travel Times

Delays

Derived Outputs:

Economic Assessment Model



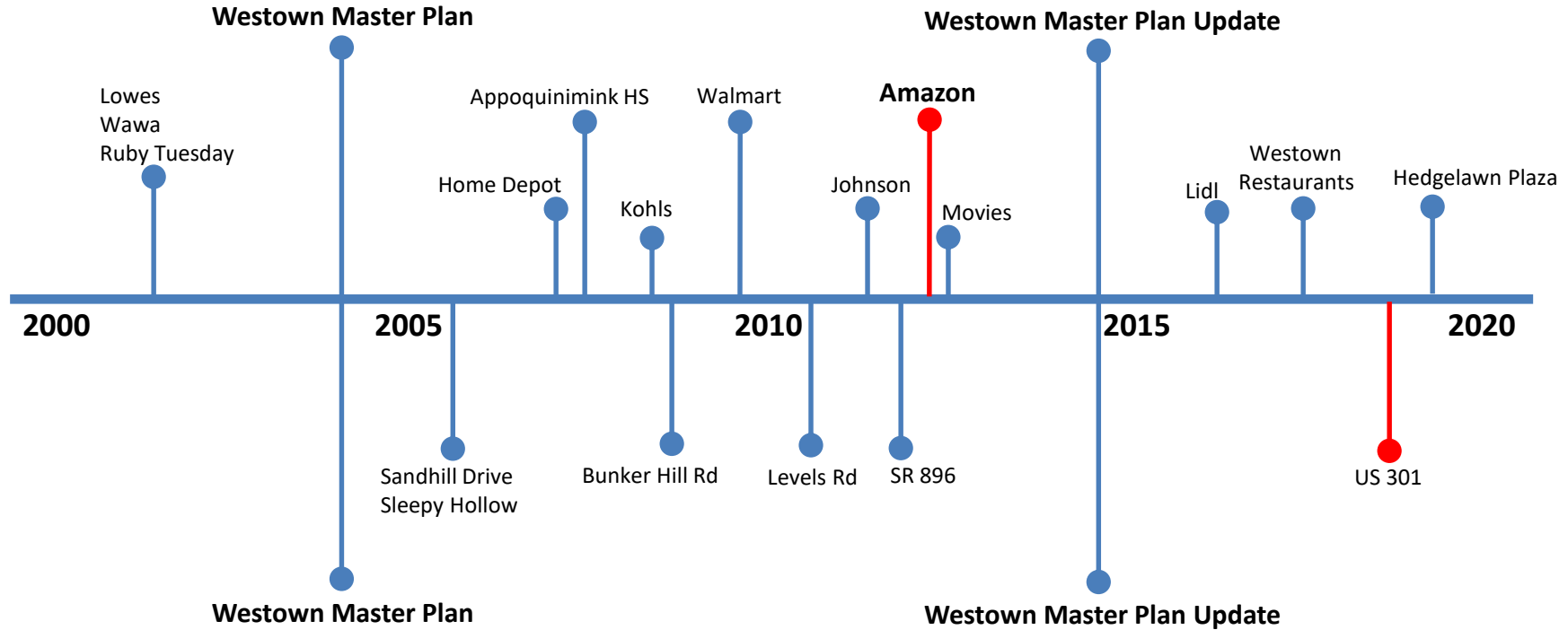
Primary Outputs:

Jobs

General Economic Impact

Economic Impact Case Study:

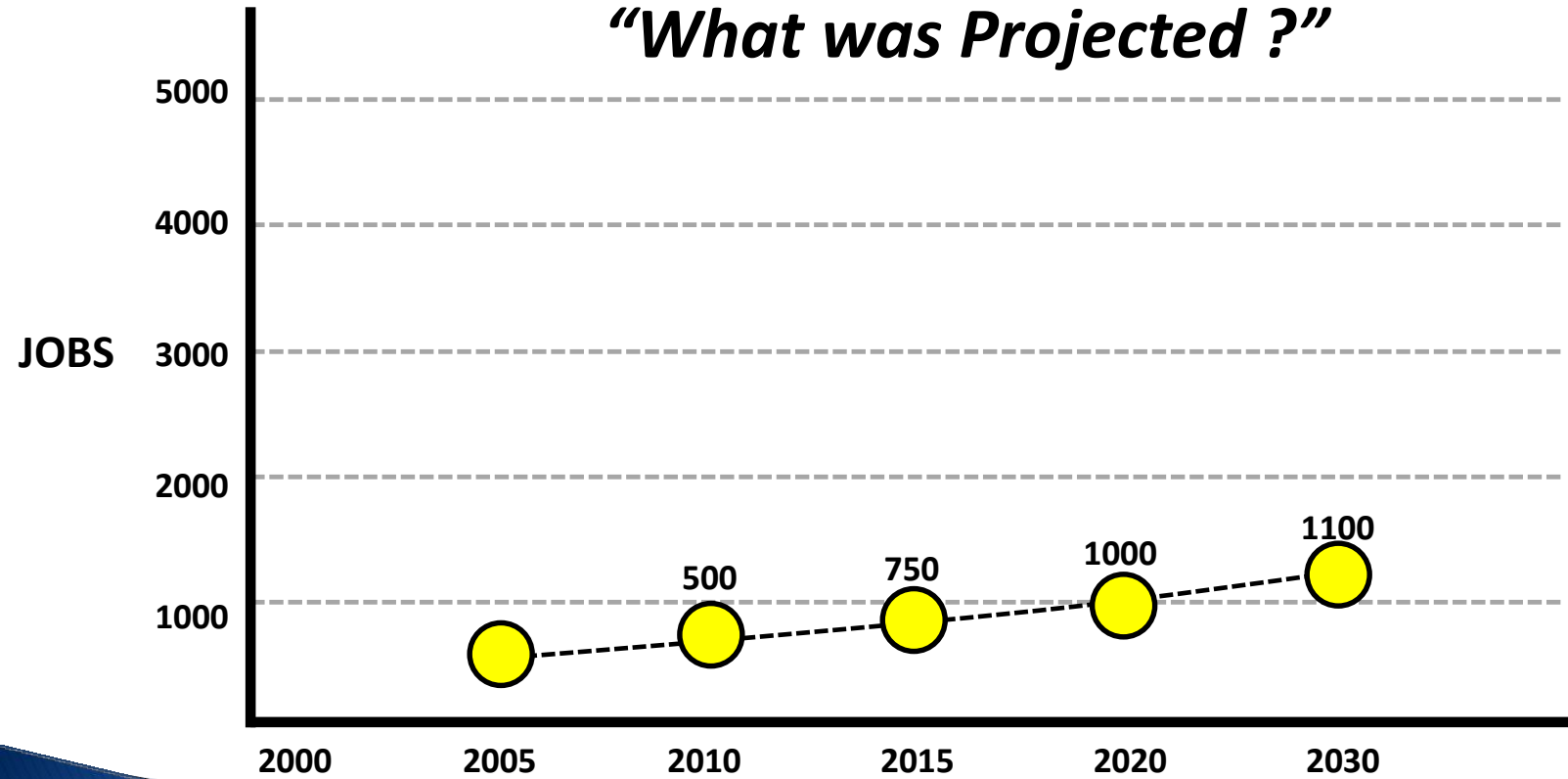
Land Use



Transportation

Economic Impact Case Study:

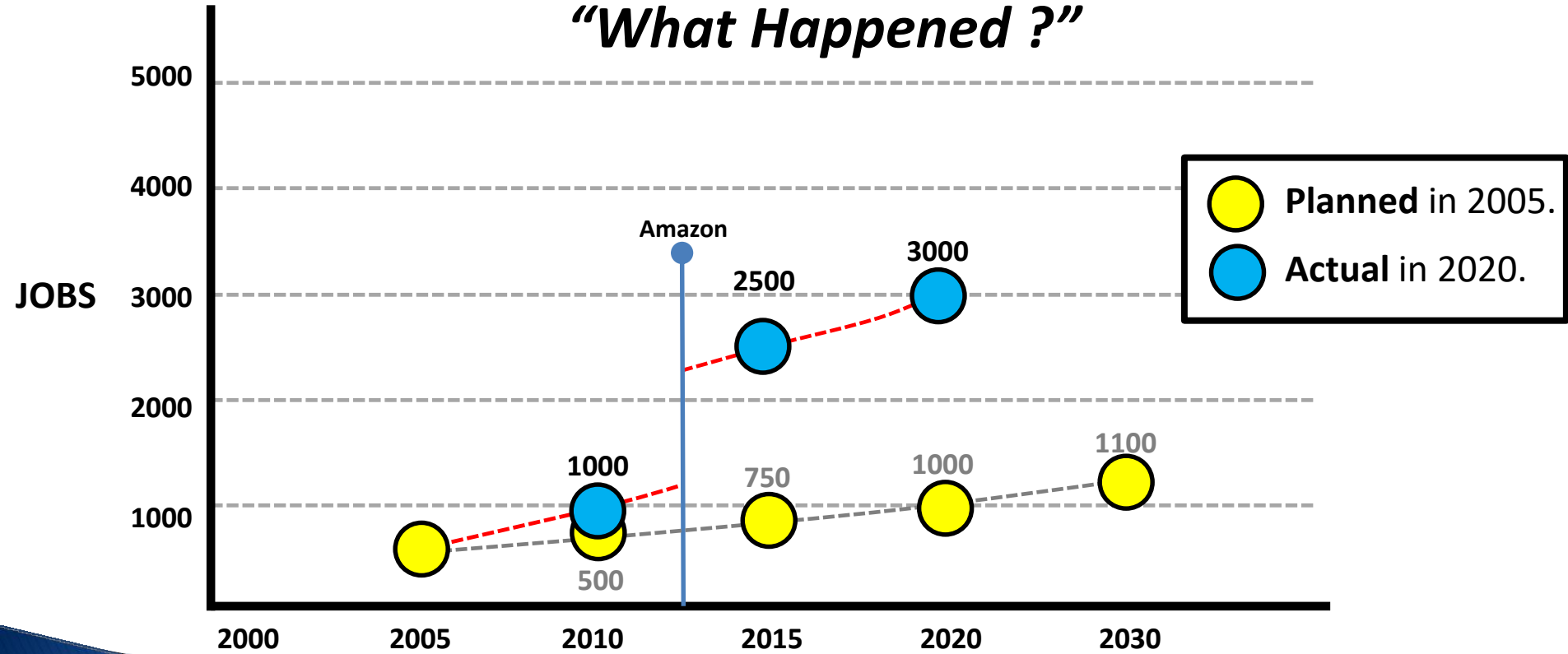
“What was Projected ?”



DelDOT Model Jobs for TAZ 212, 190 in 2005.

Economic Impact Case Study:

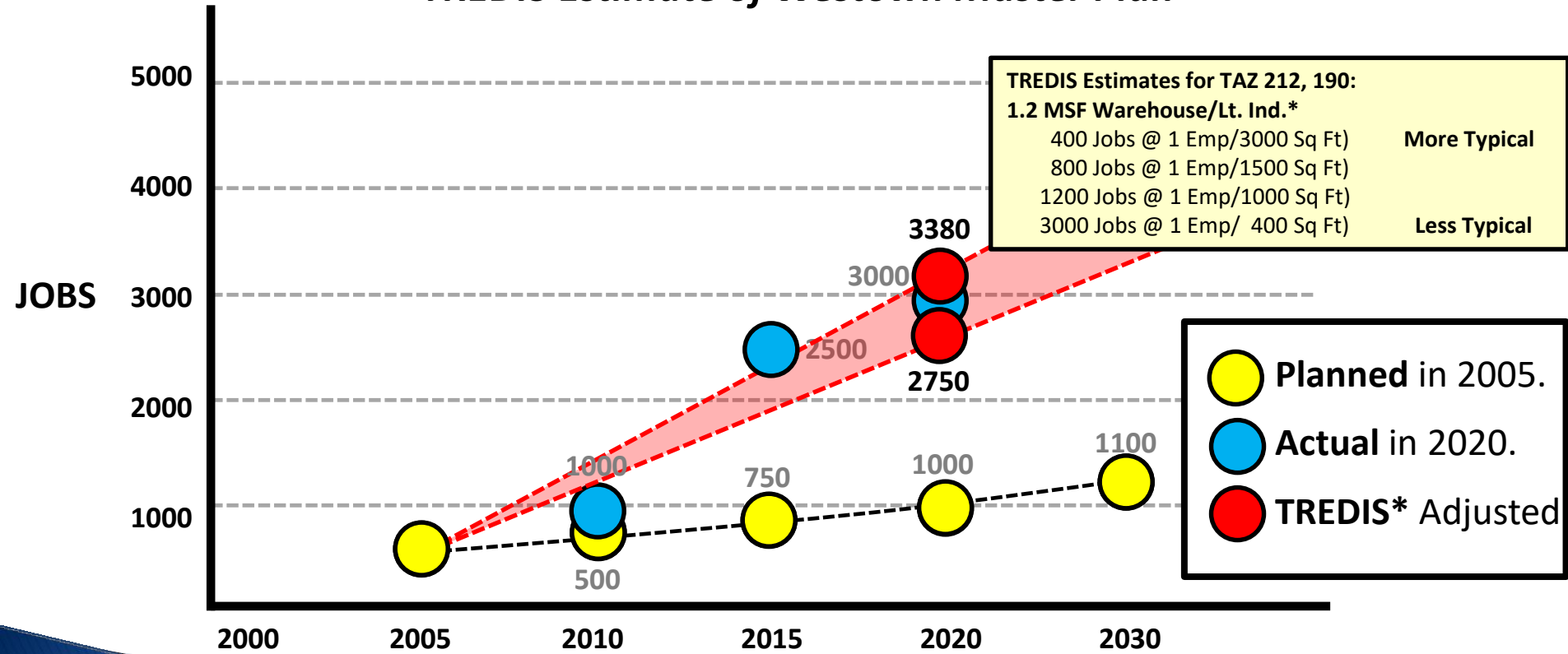
“What Happened ?”



Estimated Jobs for TAZ 212, 190 in 2020.

Economic Impact Case Study:

“TREDIS Estimate of Westown Master Plan”

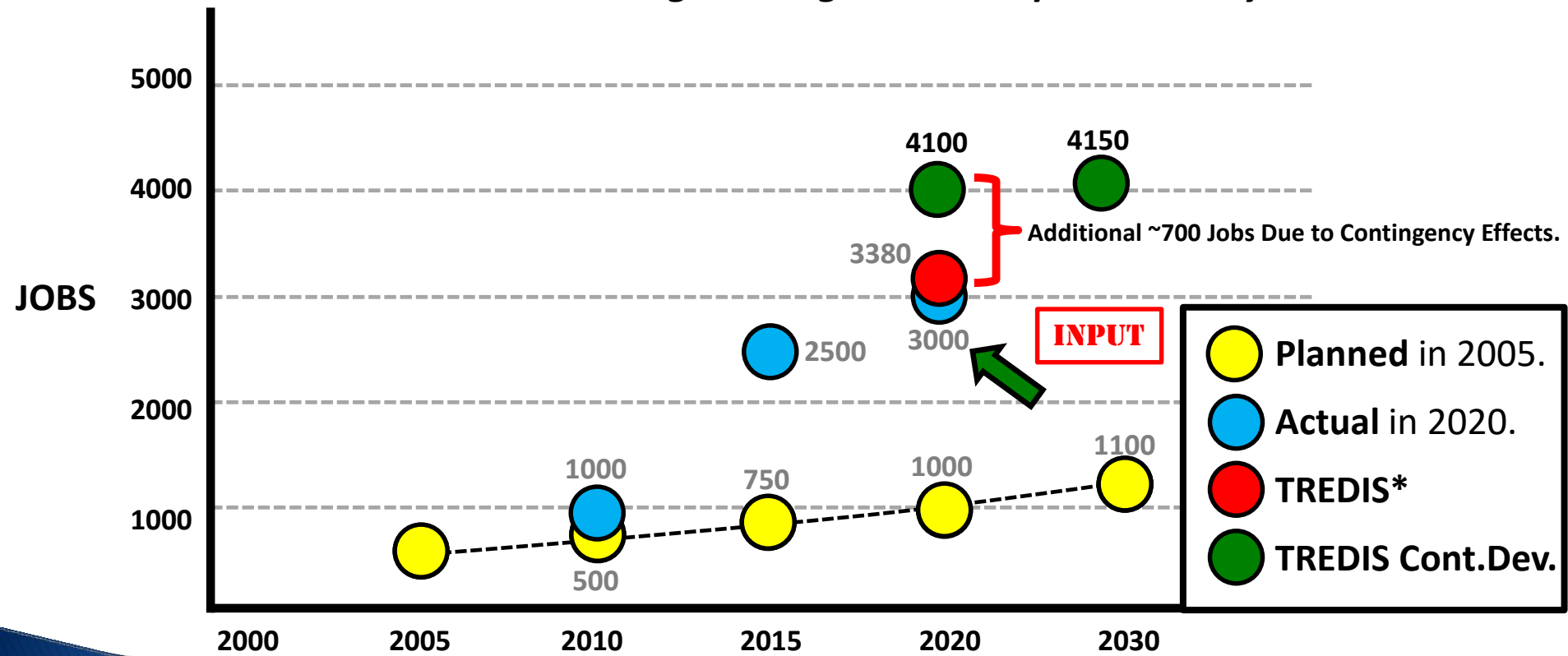


Other Challenges for TREDIS with an “Amazon-Type” Site:

- 1) Shifts, 24/7/365 Operations. 3000 Jobs = 1000 Peak Hour.
- 2) Additional 1500-2000 during Seasonal Variations.

Economic Impact Case Study:

“TREDIS Estimate Using Contingent Development Analysis”



Economic Impact Case Study:

Summary

Use Care in Applying Travel Demand and Economic Assessment Models to **Estimate Travel and Economic Effects** of “Site Specific Development”.

Tools Originally Intended to **Examine “Regional” Items:**

Larger **Improvements to Arterials & Freeways.**

Effects of Larger Land Developments Sensitive to Assumptions on Uses, Industrial “Codes”, Supply Chains, etc.

DelDOT Planning Continuing to Develop:

Travel Demand Modeling (Especially to Support More Detailed Studies).

GIS Interface for the **5 Quantitative Factors.**

TREDIS: Applied at:

- 1) More Detailed Level, Smaller Scale, “Micro-studies”.
- 2) Wider Range of Land Uses
- 3) Contingent Development Effects

Proposed CTP Timelines

	CTP Year																	
	2020				2021				2022				2023					
	Jan.	April	July	Oct.	Jan.	April	July	Oct.	Jan.	April	July	Oct.	Jan.	April	July	Oct.		
Proposed New CTP Criteria	Yellow	Green																
Proposed FY 21 - 26 CTP	Yellow	Green						Blue	Blue				Blue	Blue				
Proposed FY 23 - 28 CTP					Yellow	Yellow	Yellow	Green	Orange		Yellow	Green					Blue	
Proposed FY 25 - 29 CTP														Yellow	Yellow	Yellow	Green	Orange

COT Regular Meeting/Potential COT Updates	Preparing Draft with MPOs and Localities	Hosting Public Workshops and Receiving Public Comment	COT Approval of CTP or CTP Release for Public Comment
Blue	Yellow	Orange	Green

The background features a large, semi-transparent watermark of the Delaware Department of Transportation (DelDOT) logo. The logo consists of a stylized 'D' shape formed by three overlapping, parallel, slanted rectangular bars. Below this graphic, the text 'DeIDOT' is written in a large, bold, sans-serif font.

**Approval of
FY21 to FY26 Capital Transportation Plan**

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Draft FY21 – FY26 CTP – New Projects

▶ New Castle

- East 7th Street
- 12 St. Connector
- S. College Ave. Gateway
- Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)
- SR 4 and Churchmans Rd Intersection Improvement
- US 13: I-495 to PA Line

Draft FY21 – FY26 CTP – New Projects

▶ Kent

- Duck Creek Parkway (Bassett St. to Main St.)
- N. Main St. Smyrna – Shoulders (Duck Creek Parkway to Glenwood Ave.)
- Peachtree Run Rd. (Voshells Mill Rd. to Irish Hill Rd.)
- HSIP KC: South State Street/Plaindealing Road/Woodlytown Road Intersection Improvement
- SR 15 and SR 42 Intersection Improvements

Draft FY21 – FY26 CTP – New Projects

▶ Sussex

- Beaver Dam Rd Widening (SR 1 to Dairy Farm Rd.)
- Cave Neck Road, Hudson Road and Sweetbriar Road
- HSIP SC: Dairy Farm Road and Beaver Dam Road/Fisher Road Intersection Improvement
- Dewey Beach Pedestrian and ADA Improvements (Anchors Way to Bayard Ave.)
- Old Landing Road and Airport Rd Intersection Improvement and Airport Rd Extension
- Old Landing Road and Warrington Road Intersection Improvement

Draft FY21 – FY26 CTP – New Projects

(continue)

▶ Sussex

- New Road, Nassau Road to Old Orchard Road
- SR 1 Fenwick Island Sidewalk (Lighthouse Rd. to Lewes St.)
- SR 54 Multi-modal Improvements (Blue Beard Trail to Monroe Ave.)
- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Ward Ave. to Old Vine Blvd.)
- US 113 Widening, Dagsboro Road to Hardscrabble Road

Changes based on Governor's Recommended Budget

- No changes based on the proposed budget
- Minor project shifts based on schedules and revised estimates.
- Maintaining a consistent predictable program

Minor Changes since December Meeting

- Updated Project Estimates – Based on Latest Design
- Modify Preliminary Engineering (PE) and/or Right-of-Way and/or Construction Phases
 - US 40, Salem Church Road to Walther Road
 - US 13, US 40 to Memorial Drive Pedestrian Improvements
 - US 9 and US 113 Grade Separated Intersection
 - HSIP SR 24 at Mount Joy Road and SR 24 at Bay Farm Road Intersection Improvements
 - Walnut Shade Road, US13 to Peachtree Run Road
 - SR 2 and Red Mill Road Intersection Improvement

Minor Changes since December Meeting

- Modify Preliminary Engineering (PE) and/or Right-of-Way Phases
 - US 13, Walnut Shade Road to Lochmeath Way
 - Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 10th Street
 - HEP SC, SR1 and SR16 Grade Separated Intersection
 - SR273 and Chapman Road Intersection Improvements
 - US 40 & SR 896 Grade Separated Intersection
 - N427, Cedar Lane Road, Marl Pit Road, to Boyd's Corner Road
 - SR 141 Improvements, I-95 Interchange to Jay Drive
 - Realignment of S269A at Westcoats Corner
 - Georgetown East Gateway Improvement (US 9, Market Street, Sand Hill Road / Airport Road intersection improvement)

Minor Changes since December Meeting

- Modify Preliminary Engineering (PE) and/or Right-of-Way Phases
 - N15, Boyd's Corner Road, Cedar Lane Road to US 13
 - SR 1, Minos Conaway Grade Separated Intersection
 - Loockerman Street / Forest Street
 - Wilmington Initiatives –Walnut Street, MLK to 13th Street
 - Plantation Road Improvements, SR 24 to US 9
 - Wilmington Initiatives – 4th Street, Walnut Street to I-95
 - SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark

Minor Changes since December Meeting

- Modify Preliminary Engineering (PE) and/or Right-of-Way Phases
 - Lewes Park and Ride and Maintenance Facility
 - HSIP SC: Dairy Farm Road and Beaver Dam Road/Fisher Road Intersection Improvement
 - Garasches Lane, Wilmington
 - SR896 at Bethel Church Road Interchange
 - Park Avenue Relocation
 - US 13, Duck Creek to SR1
 - HEP KC, SR 8 & SR 15 Intersection Improvements

A stylized logo in the background, rendered in a lighter shade of blue. It depicts a hand holding a pen, with the pen tip pointing towards the bottom right. The hand and pen are composed of several overlapping, semi-transparent shapes that create a sense of depth and movement.

Public Comment

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Adjourn

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