

SPRING 2021

DATA STATUS UPDATE

Stay up to date on Delaware's transportation data!

Brought to you by the Integration of Operations and Planning Advisory Committee

The Integration of Operations and Planning (IntOps) Advisory Committee was founded in 2009 with the goal of streamlining statewide processes, improving efficiency, and enhancing the reliability and accessibility of Delaware's transportation system data. Comprising over 50 members, this multi-agency collaboration organizes input into key decisions, provides guidance, and takes action to meet transportation goals throughout the state. For information contact andrea.carberry@rybinski.com



2020 RECAP

It's been quite a year... with COVID restrictions, we unfortunately didn't get to have our regular IntOps Advisory Committee meetings. Instead, we put together this newsletter to keep the group informed of relevant transportation data news until we can meet again. We hope to have a webinar-style meeting in Summer 2021. When we can meet in person again, we will have a more collaborative discussion to get the group's input on the committee structure and working group needs.

FEATURED TOPICS

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Announcements

NEW MEMBERS

MARC COTÉ

Director of Planning, DelDOT

Marc took on the role of DelDOT Director of Planning last March after decades of other roles within DelDOT. His diverse background of road design, project management, and development coordination blend together well when discussing the integration of operations and planning.

TODD REAVIS

Director of Technology and Innovation, DelDOT

As the Director of DelDOT's Technology and Innovation (DTI) department, Todd is able to help bring DelDOT's data to end users. Through new data applications and technologies, DTI helps turn this committee's discussions into reality!

JOE SPADARO

Engineer Program Manager I, DelDOT

Joe recently stepped into the role of Engineer Program Manager I at the TMC. Working each day at the TMC, the heart of much of this committee's data, Joe and his team will be able to provide valuable input on device coverage, data trends, and much more.

GEORGE ZHAO

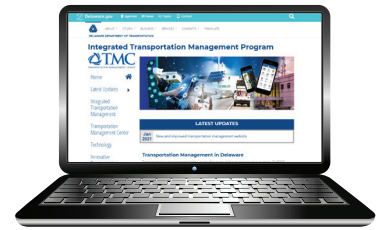
Intelligent Automation, Inc. (IAI)

George and IAI are developing an Artificial Intelligence system to feed the TMC's data processing and analysis for incident prediction, detection, and mitigation.

Data Access

ITMS WEBSITE

All the latest information on DelDOT's Integrated Transportation Management Program can be found on the updated [webpage!](#)



EXTRANET UPLOAD ACCESS

Users can now request permission to upload counts! As most of you may know, turning movement counts and segment counts are available through the [Extranet](#). A new READ ME file has been added to the Extranet, which includes instructions on how to request upload permission and how to upload counts.

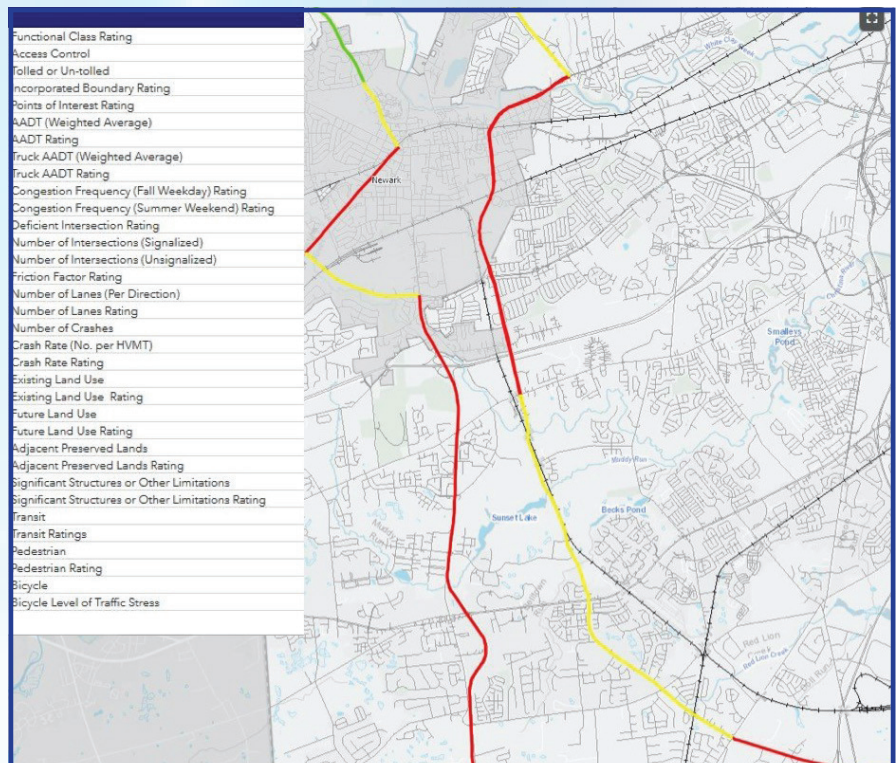
All IntOps committee members who collect counts are encouraged to upload them to the Extranet. The more users who are active in contributing to this resource, the more valuable it is!

A COMPREHENSIVE VISION: STRATEGIC CORRIDORS

Bruce Allen and Jay Gerner (DelDOT)

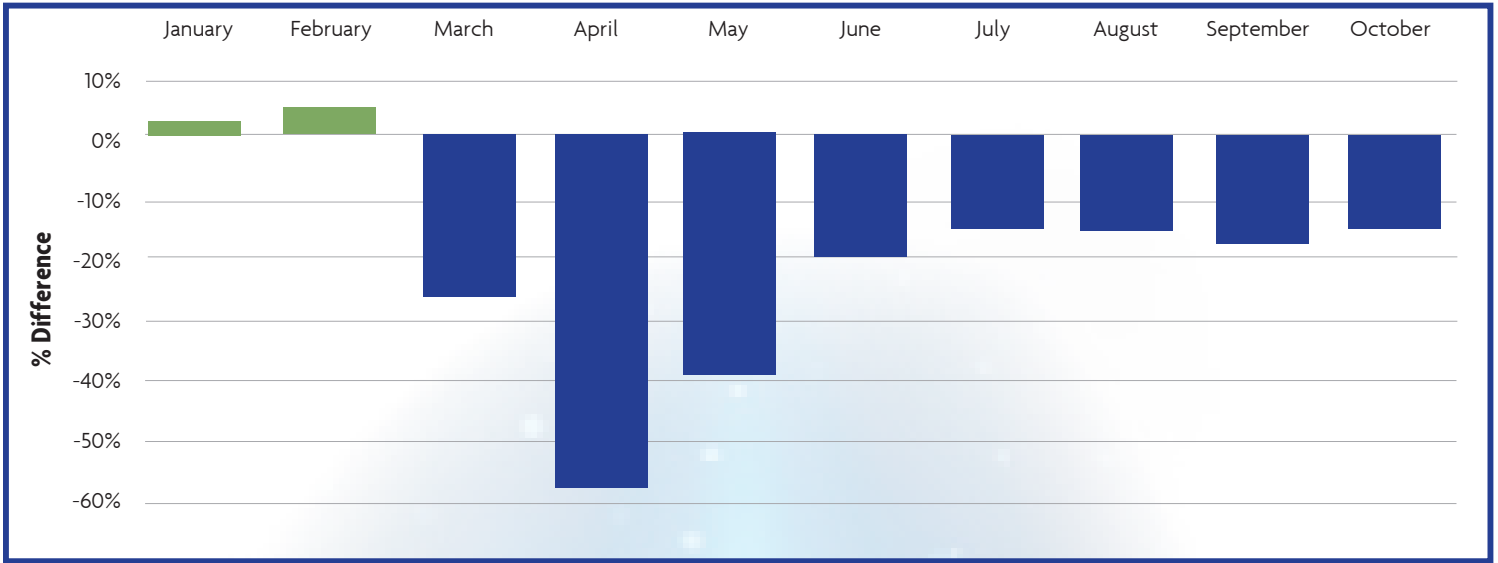
DelDOT Planning is developing a Strategic Corridors Program to evaluate corridor needs and prioritize projects statewide. The program evaluates corridors holistically, based on a wide array of traffic operations and transportation planning performance measures, and aims to use that data to establish strategic visions for each corridor. An interactive GIS hub will put extensive corridor data at the fingertips of planners and engineers across the department. Segment analysis and updates to the GIS hub are ongoing.

Strategic Corridors GIS Hub



COVID TRAFFIC TRENDS *Dan Blevins (WILMAPCO)*

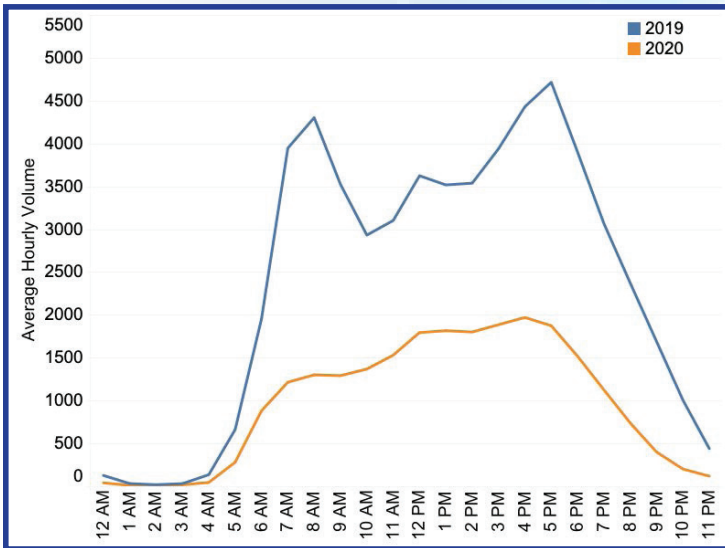
Average % Change in Traffic Volumes from 2019 to 2020, New Castle County



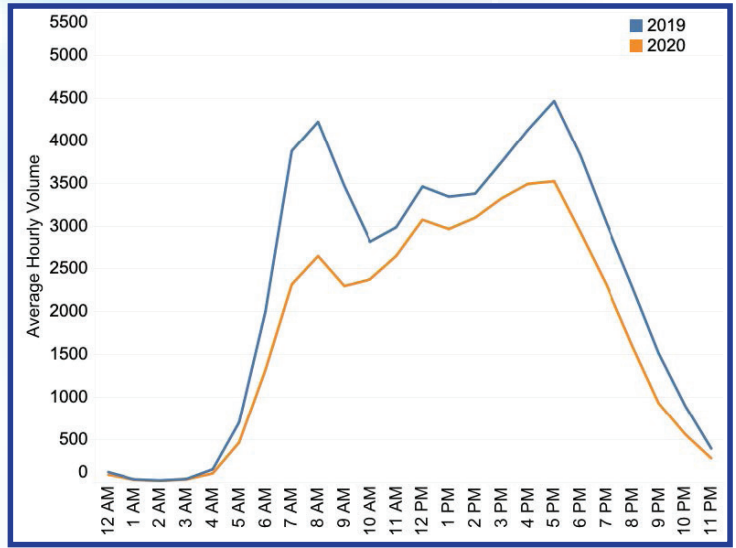
The biggest questions last year in the world of transportation all revolved around “Is traffic back to normal?” and “What will the new normal look like?” Signal system loop data was pulled at half a dozen sites throughout New Castle County to track how traffic patterns were changing throughout the COVID-19 pandemic. After a nearly 50% drop in monthly volumes in April 2020 compared to 2019, volumes have been steadily rising in recent months. While weekend volumes have nearly recovered to what they were pre-pandemic, weekday traffic has taken a slightly new shape, as seen in the charts on this page. With many people still working from home, the typical AM peak is less defined now, and a new mid-day lunch peak has appeared more prominently as compared to previous years.

WILMAPCO is continuing to track these volume trends on a quarterly basis to see how volumes and travel patterns change. To see the most recent updates, visit wilmapco.org/cms

Average Hourly Traffic Volumes - April 2020



Average Hourly Traffic Volumes - September 2020



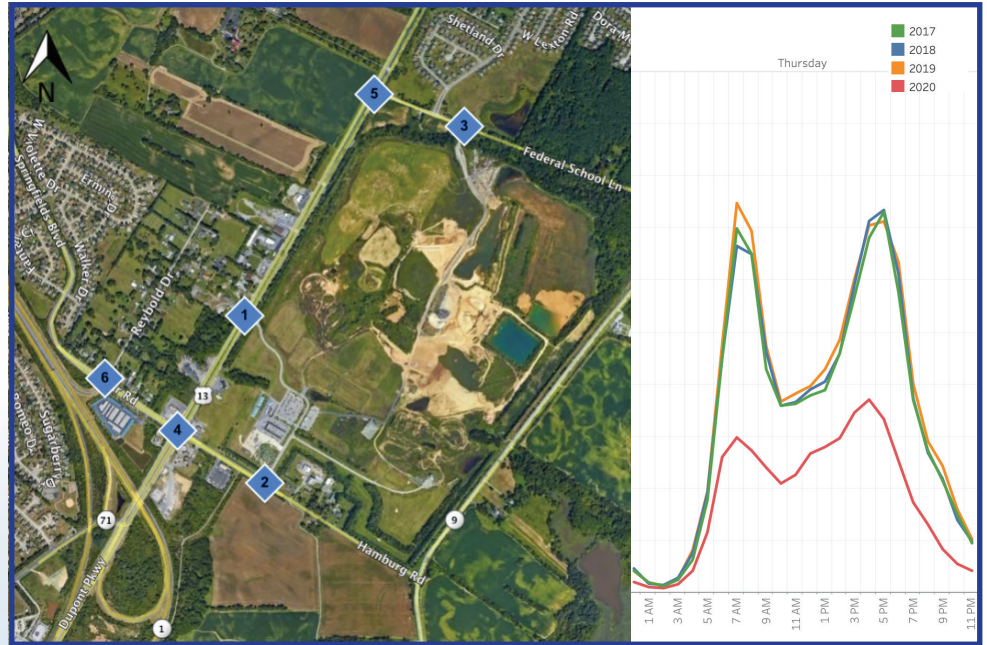
COUNT DATA ESTIMATION

Bill Brockenbrough and Claudy Joinville (DeDOT)

To keep development moving forward during the pandemic, the Development Coordination section of DeDOT Planning has been thinking outside the box and collaborating across the department. Typically, new turning movement counts would be collected for each traffic impact study (TIS) and traffic operational analysis (TOA), to help assess the impacts of a proposed development. Not only were 2020 volumes reduced due to stay-at-home orders and employers increasingly adopting telecommuting, but time of day patterns and turning movement distributions shifted significantly based on where essential personnel were traveling. The chart to the right depicts 2020 compared to past years.

One can see there is a big difference! Collecting turning movement counts in 2020 would not provide good baseline data to predict the future. Therefore, the Development Coordination section explored factoring historical turning movement counts using continuous traffic data from DeDOT's TMC. The continuous TMC data provided a benchmark to compare the date of the historical count with seasonal fluctuation and year to year growth rates. Using this method, the Development Coordination section successfully established baseline volumes for several proposed developments, including the Blue Diamond project pictured.

Blue Diamond Project Area



CHURCHMANS CROSSING

Dan Blevins (WILMAPCO) and Marc Coté (DeDOT)

WILMAPCO, DeDOT, and New Castle County Department of Land Use are developing a comprehensive update to the 1997 Churchman's Crossing Plan. In the first stage of this effort, the project team presented current transportation conditions to the public. Using data from the National Performance Measures Research Data Set (NPMRDS), the team looked at travel time reliability across the day – comparing the travel time for that hour to a freeflow baseline. Presented simply as “travel times” in an easy-to-follow time-lapse color map, this information was well received by the public as it resonated with their experiences in the area.

View the travel time GIF here wilmapco.org/Churchmans_Crossing/Hourly_TTI.gif

To view details on the full study, visit wilmapco.org/churchmans

Travel Times in the Churchmans Crossing Area

