

WINTER 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 (Int Ops) 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 coalition organizes input into key decisions, provides guidance, and takes action to meet transportation goals throughout the state. For information, contact andrea.carberry@delaware.gov



2021 RECAP

Is this the new normal? 2021 saw the return of some in-person meetings, though virtual meetings and hybrid workspaces don't seem to be going away any time soon. Delawareans hit the road again, driving to the beaches this summer and to Dover Downs for the Firefly Music Festival in September. Daily traffic volumes at most locations are near pre-pandemic levels, but the AM peak is still down. Volumes are more spread out, with midday peaks often higher than they were in 2019.

The Int Ops Advisory Committee hybrid meeting in October had the highest attendance we've seen in a long time. Thank you all for coming in, calling in, and keeping this great work moving. Here's hoping you have to say "You're on mute" only a few times in 2022!

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Announcements

NEW MEMBERS

PAM STEINEBACH

Director of Planning, DelDOT

- Pam stepped into the role of Director of Planning this summer after 18 years in various other roles at DelDOT. With experience in performance measure development, project development, standard specifications, and more, she is a natural fit for the Int Ops group.

BETH HERMANSADER

Support Services Administrator, DelDOT

- Beth brings a strong financial background to DelDOT Planning's decision and data support team. Data-based decision making is at the heart of Int Ops work on device coverage, data trends, and more.

RETIREES

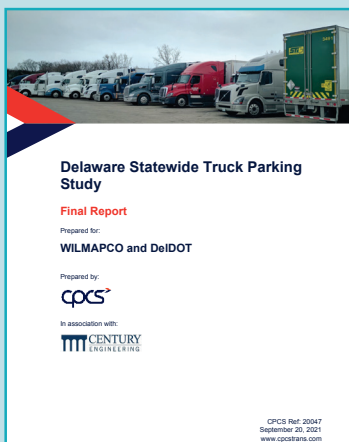
MARC COTÉ

Director of Planning, DelDOT

- Marc retired this summer after more than 30 years of state service. Many thanks to Marc for his service on the Int Ops Advisory Committee and his many contributions to improving transportation in Delaware!

RECENT PUBLICATIONS

- The availability of truck parking is a concern not just in Delaware but across the nation. [The Delaware Statewide Truck Parking Study](#), published in September 2021, addresses not only Federal Highway Administration (FHWA) requirements but also Delaware-specific truck parking issues.



Data Access

GOOGLE CLOUD PROJECT UNDER DEVELOPMENT!

DelDOT's Department of Innovation and Technology is transferring the volume and classification data from EOps to Google Cloud, where it will be accessible via DelDOT's [Extranet!](#)

For Int Ops committee members, this means:

- Faster processing times
- More formatting options
- Larger data pulls
- Access to Wavetronix and signal system loop data even when you're not on the DelDOT network

The new platform is currently being tested, with plans to roll out access to users next year.



ITMS WEBSITE

All the latest information on DelDOT's Integrated Transportation Management Program can be found on the updated [webpage](#), with new articles posted every month!

Vendor Corner

Voice 4 Impact

[Voice 4 Impact](#), a Delaware-based woman-owned business, is helping Delaware government agencies with a new kind of place-based public engagement.

Voice 4 Impact has a patented method of geoframing areas of interest without violating privacy rules.

DelDOT is learning the particulars of Voice 4 Impact's new source of data and investigating how to use the data to improve the efficiency and quality of the transportation system.

Geoframing can provide:

1. A vast new source of comprehensive [origin-to-destination](#) traveler information
2. Targeted messaging from DelDOT to travelers and other constituents

For example, DelDOT could use origin-to-destination data to identify commuters who drive every weekday on I-95 in Wilmington. It could communicate updates to those commuters during the I-95 Restore the Corridor project, perhaps recommending the best alternate route at a commuter's typical travel time. Then it could study the resulting travel behavior and revise its messaging accordingly.

Beyond this kind of immediate application, DelDOT can also use geoframing to facilitate safety improvements, incident management, federal data reporting, transportation improvements alternatives analysis, fee collection, hydrology, and public health.

GEOFENCING? GEOFRAMING?

You may be familiar with the idea of geofencing, even if you don't know the term. Geofencing uses your phone's location data to place you at a certain spot at a certain time. This is providing real-time information of users traveling through a virtual geographic boundary.

Geoframing takes the same concept to the next level by adding historical data. This can also provide more precisely pinpointed locations to the square meter.

Project Highlights

TRAFFIC PATTERN GROUP ANALYSIS

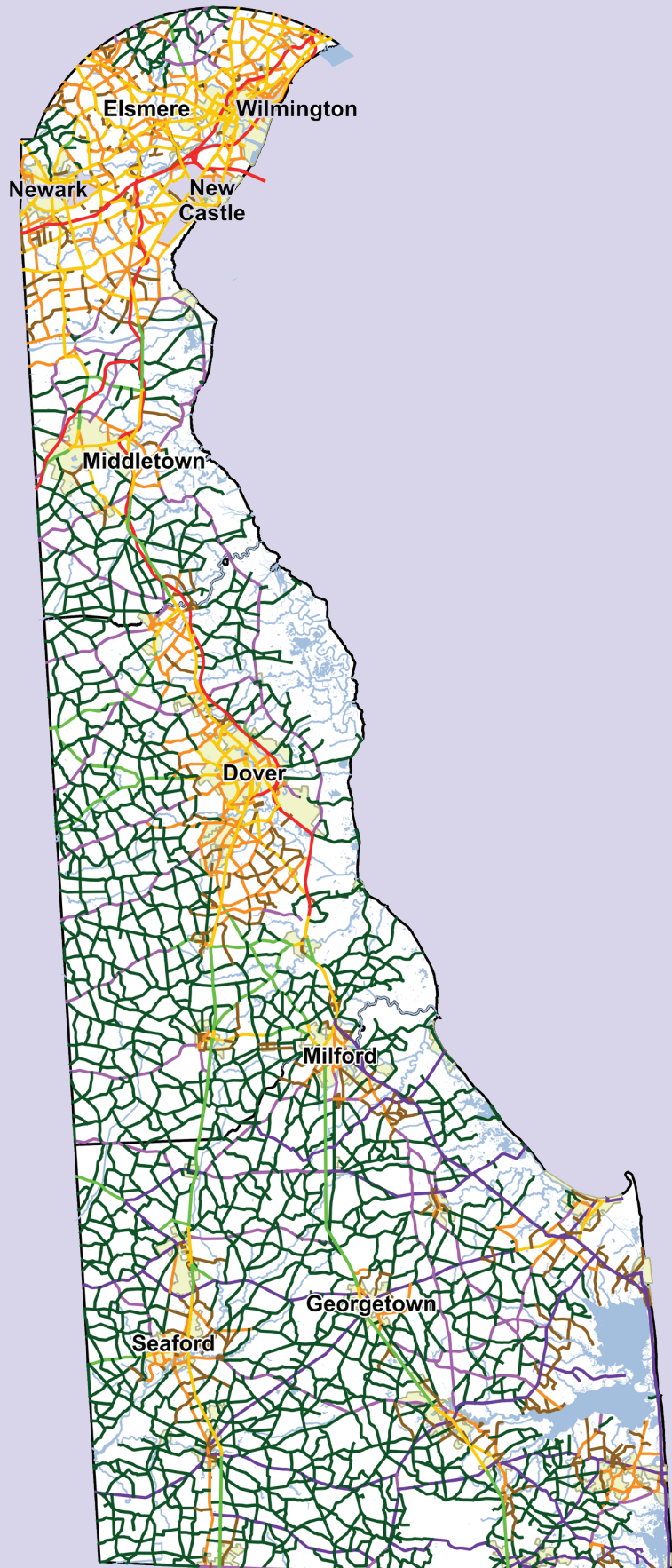
Luis Rios Fontanez (DeLDOT)

This summer, DeLDOT collaborated with data management firm High Desert Traffic to evaluate Delaware's traffic pattern groups (TPGs) with an eye toward consolidation. Revising TPGs keeps seasonal adjustments and annual growth factors within each group more accurate. By consolidating, it also enables DeLDOT to reduce the overall number of in-pavement automatic traffic recorders it needs to meet federal requirements. Fewer in-pavement devices means maintenance is safer and more efficient!

DeLDOT currently has eight TPGs, shown at right. Groupings are based on roadway functional classifications and seasonal volume trends. With new development and changes in traffic patterns, roadway characteristics can change. DeLDOT therefore evaluated the groups to see whether roadways in the same group still had similar characteristics. To do so, it reviewed how volumes on roadways varied by season.

The results show that DeLDOT can consolidate some TPGs. It will do so in two steps.

1. This year, TPGs 2 and 3 will be combined into one group, "Urban Nonlocal."
2. In 2022, TPGs 5, 6, and 7 will be consolidated into two rural groups, "Rural Local" and "Rural Nonlocal".



Existing Traffic Pattern Groups

- 1 - Interstate, Freeways, & Expressways
- 2 - Other Urban Arterials
- 3 - Urban Collectors
- 4 - Urban Local Streets
- 5 - Rural Arterials
- 6 - Rural Major Collectors
- 7 - Rural Minor Collectors & Local Roads
- 8 - Recreational Routes



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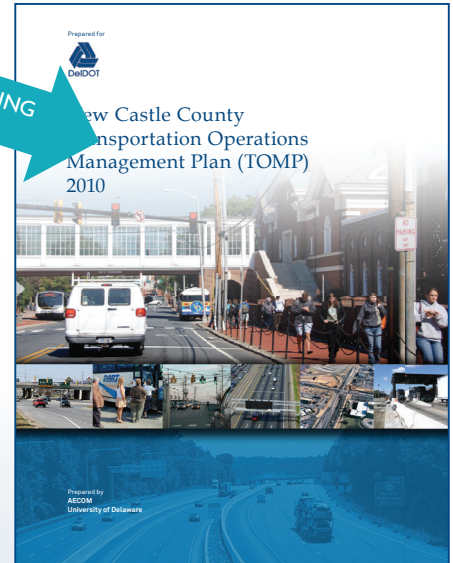
TRANSPORTATION OPERATIONS MANAGEMENT PLAN (TOMP)

Gene Donaldson (DelDOT)

TOMP is DelDOT's comprehensive approach to understanding traffic mobility across the state. DelDOT is currently updating the New Castle County TOMP, last published in 2010. A collaborative effort across DelDOT Operations, Planning, and local Metropolitan Planning Organizations, this report will identify congestion hotspots by layering traffic volumes and travel times. Then it will dive deep into operations data, along with existing and planned projects to address mobility needs and benefit New Castle County residents, businesses, and visitors.

The New Castle County TOMP is set to be published in 2022. In the meantime, check out previous TOMP's for all three Delaware counties on DelDOT's [ITMS website](#). Keep an eye out for a new TOMP-specific webpage early next year!

2022 UPDATE COMING NEXT YEAR!



STATEWIDE FREIGHT PLAN

Dan Blevins (WILMAPCO)

WILMAPCO is working to update the 2015 Delmarva Freight Plan to satisfy federal requirements and address state and local freight needs. WILMAPCO and DelDOT will collaborate with the Int Ops group to discuss the 17 federal requirements for freight plans, focusing especially on “innovative technology considerations.” This update is a great opportunity to leverage DelDOT’s [state-of-the-art data collection methods and projects](#), including strategies for bottlenecks, dilemma zone projects, nonintrusive truck data detectors, and more.

WILMAPCO is currently developing the preliminary action plan to address Delaware’s freight needs. It will submit the updated state freight plan to FHWA by October 2022.

17 Federal Requirements for State Freight Plans

1. Freight system trends, needs, and issues
2. Freight policies, strategies, and performance measures
3. Freight network facilities (multimodal and critical urban/rural freight corridors (CUFC/CRFC))
4. National freight policy/program support
5. **Innovative technology considerations**
6. Roadway deterioration issues and mitigation strategies
7. Freight mobility issues and mitigation strategies
8. Freight induced congestion and mitigation strategies
9. Freight investment plan (fiscally constrained)
10. Commercial motor vehicle parking facilities assessment
11. Recent supply chain cargo flows
12. Inventory of commercial ports
13. Consideration of multi-state freight compacts (per §70204)
14. Impacts of e-commerce on freight infrastructure
15. Considerations of military freight
16. Focus on enhancing freight resilience and reducing freight environmental impacts
17. State Freight Advisory Committee (SFAC) consultation

