

Delaware Department of Transportation Council on Transportation

May 23, 2024





Excellence in Transportation **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 our customers and employees with respect and courtesy as we deliver our services.



SAFETY

2024 Delaware Traffic Fatalities as of 5/21/2024

	2024	2023		Totals	2022		Totals
		Year-to-Date			Year-to-Date		
Fatalities	47	63	↓ -25%	137	56	↓ -16%	164
Delaware Residents	41	48	↓ -15%	110	42	↓ -2%	122
Person Types							
Vehicle Occupant	28	46	↓ -39%	89	40	↓ -30%	103
Pedestrian	11	10	↑ 10%	28	10	↑ 10%	32
Bicyclist	3	2	↑ 50%	5	1	↑ 200%	7
Motorcyclist	5	5	0%	15	5	0%	22
Crash Types							
Curve Related	6	11	↓ -45%	28	7	↓ -14%	19
Roadway Departure	18	32	↓ -44%	69	19	↓ -5%	55
Intersection Related	17	17	0%	37	22	↓ -23%	50
Median Crossover	0	4	↓ -100%	8	2	↓ -100%	8
Wrong Way	1	0	↑ N/A	1	2	↓ -50%	7
Work Zone	2	5	↓ -60%	9	0	↑ N/A	4

BE DELAWARE.
TOWARD **ZERO** DEATHS

BEDELAWARE.DECDOT.GOV

BECOME A **HERO** TOWARD ZERO



LEARN MORE
TAKE THE PLEDGE!





Agenda

- ▶ DelDOT Transportation Resilience and Sustainability Program
- ▶ Capital Transportation Program (CTP) Prioritization Process Update, Discussion, and Feedback
- ▶ Public Comment



Transportation Resilience and Sustainability

Equity in Transportation



Stephanie J. Johnson, Director
Division of Transportation Resilience & Sustainability



Discussion Items

- **Overview of the TR&S**
 - **Justice40 Initiative**
 - **Delaware's Justice40 Resolution**
 - **DelDOT's Equity Analysis Tool**
-



Transportation Resilience & Sustainability

- **Division established Spring 2021**
- **Consolidate resilience & sustainability efforts across DelDOT**
- **Capitalize on Funding Opportunities**
 - BIL/IIJA
- **Identify and prioritize challenges/opportunities**
 - Resiliency
 - Carbon Reduction
 - Electric Vehicle Charging Infrastructure
 - Equity
- **Engage stakeholders, partners and the public**





DelDOT Resiliency Initiatives

- **Focus Areas:**
 - **Infrastructure Resilience**
 - **Carbon Reduction**
 - **Electric Vehicle Charging Infrastructure**
 - **Equity Initiatives**



Justice40 Initiative

- **Presidential Executive Order 14008: Tackling the Climate Crisis at Home and Abroad**
 - Signed January 27, 2021
 - Included the framework for the Justice40 Initiative
- **“Government-wide initiative to deliver 40 percent of the overall benefits of relevant federal investment to disadvantaged communities.”**



Delaware's Justice40 Resolution

- **House Concurrent Resolution – Passed June 30, 2021**
 - **Created the “Justice Forty Oversight Committee”**
 - “Established to study and make findings and recommendations regarding **environmental justice** in this State”
 - **Committee Members**
 - 6 Legislators
 - State Agencies: DNREC, Div. of Public Regulation, DE State Housing Authority, DHSS, Dept. of Agriculture, **DeIDOT**
 - White House Environmental Justice Advisory Council member
 - **Action Items**
 - **“Identify disadvantaged and marginalized communities through Delaware with environmental justice impact.”**





DelDOT's Equity Analysis Tool

- **Goals**

- Identify the “disadvantaged communities” within the State

- **Utilization**

- Assist in making data-driven decisions
 - Investments – Justice40 & HCR40
 - Public outreach & Engagement
 - Standardized Tool
-



Delaware Equity Analysis Tool

○ Delaware Equity Analysis Tool
(arcgis.com)





Capital Transportation Program

Capital Transportation Program (CTP) Prioritization Process Update



DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

7 Factors:

Analyzed through 20 Subfactors:

4 Quantitative = **73.27%**
3 Qualitative = **26.73%**

Proposed Process:

To Be Adopted February 2025

“Same” 7 Factors:

Goals through this process:

- 1) Incorporate IIJA/BIL Goals & Themes**
- 2) Examine if Updates to Percentages for Factors and Subfactors are Needed**
- 3) Examine Possible New Subfactors Based on New Data Sources**
- 4) Examine Ways to Increase Quantitative Points**



DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

Safety – 35%
Quantitative

Subfactors:

12.65% Crash Index

16.20% Safety Score

6.15% State Highway Safety Program

Source(s):

TMC HSIP Team

TMC HSIP Team

TMC HSIP Team

Proposed Process:

To Be Adopted February 2025

Current Process is:

100% Quantitative.

Well-Supported by TMC Safety Team

Reflects Federal and State Priorities

Will Consider Adjustments:

- 1) How does the project improve or eliminate the issue?
- 2) Potential for points for Safe System Approach.



DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

System Operating Effectiveness – 19.10% Quantitative

Subfactors:

12.38% Existing Congestion Level

Source(s):

- 1) DeIDOT TIS
- 2) Study LOS
- 3) Model V/C LOS

6.72% MPO Congestion
Management Analysis

MPO CMS Plans

Proposed Process:

To Be Adopted February 2025

Consider Possible Changes/Updates:

1) Revise Percentages Among Subfactors

2) Consider adding Subfactors related to:

- a) Recent Growth (such as “Last 10 Years”)
- b) Projected Growth (such as “Next 10 Years”)

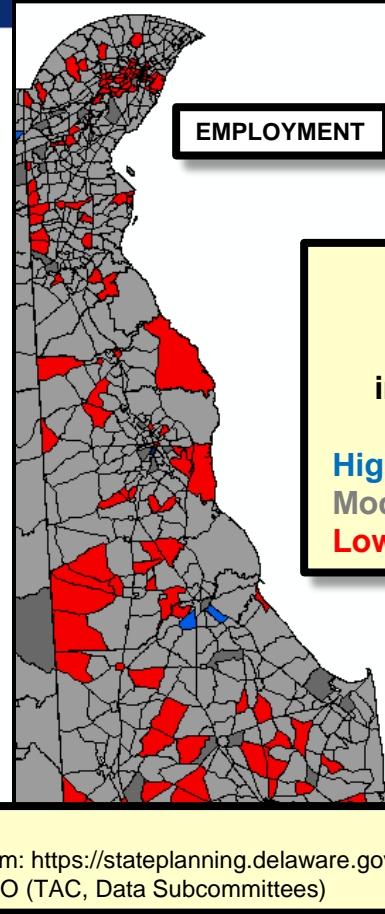
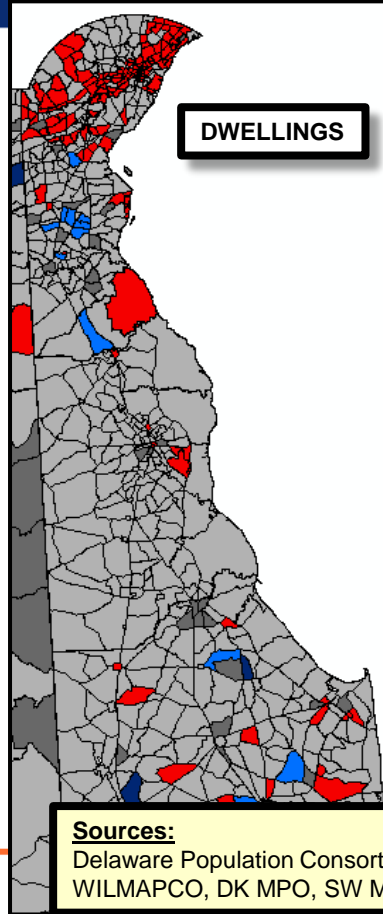
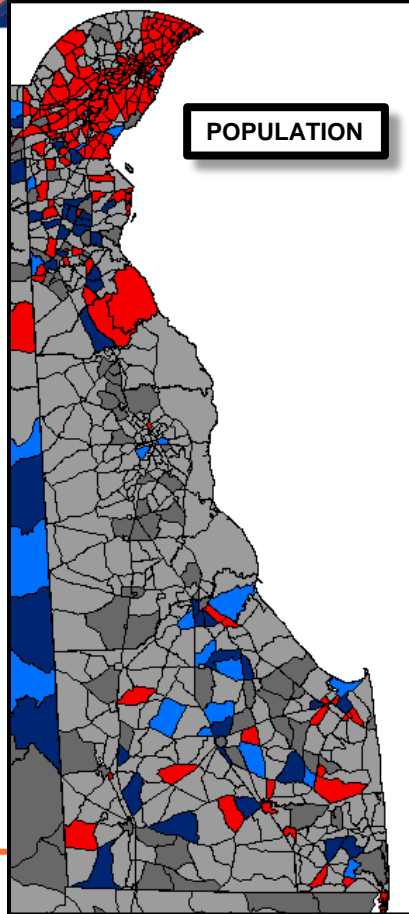
3) Adjust points based on amount of delay reduction from each project.

4) Consider adding Data Sources:

- a) DeIDOT Traffic Summary AADT
- b) Model Forecast AADT
- c) **Gateway:** <https://gateway.deldot.delaware.gov/>



DeIDOT CTP Prioritization Process Update



Example:
How to Apply
Relative Growth
in Delaware Counties:

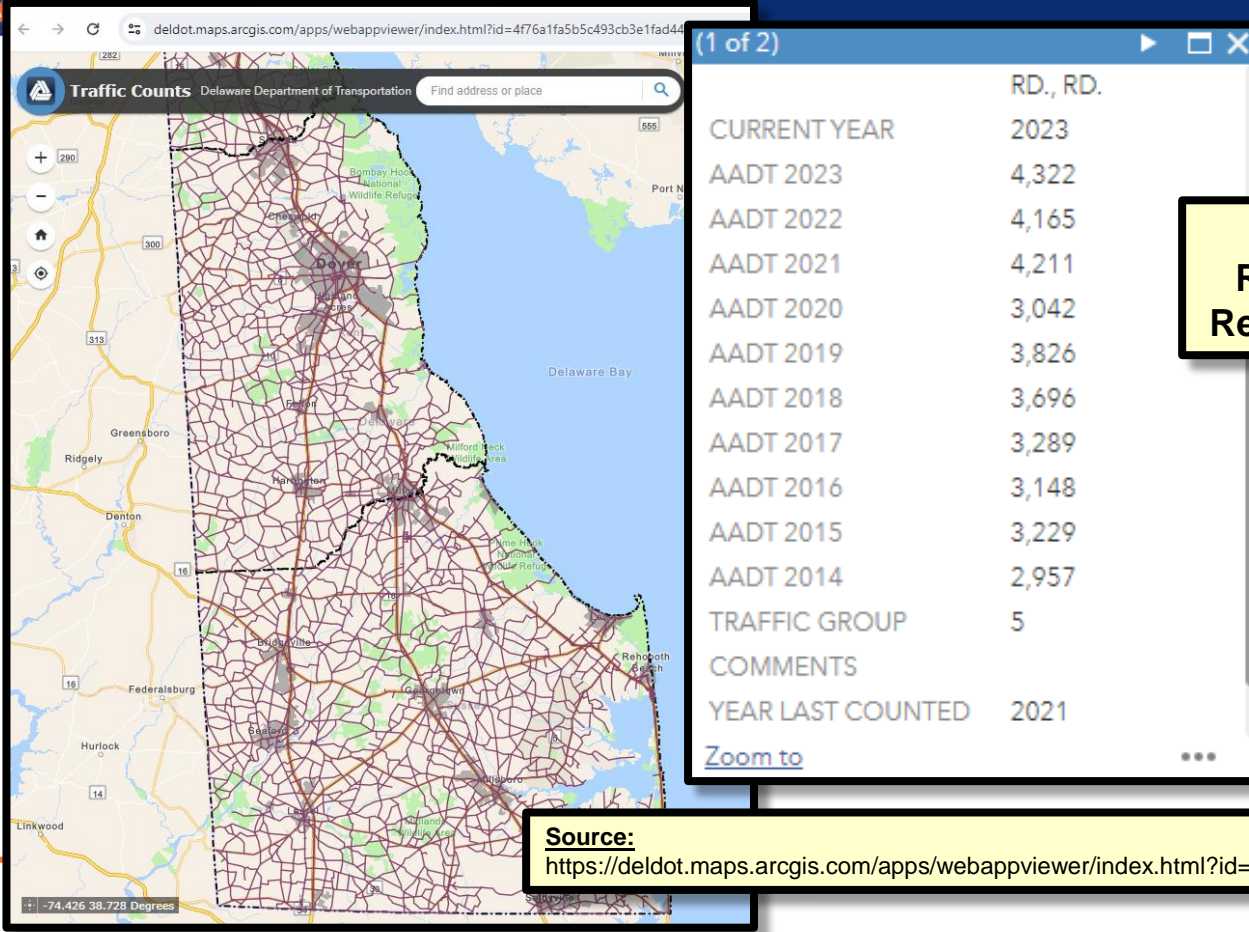
Higher Growth (BLUES)
Moderate Growth (GREYS)
Lower Growth (RED)

Sources:

Delaware Population Consortium: <https://stateplanning.delaware.gov/demography/dpc-projection-info.shtml>
WILMAPCO, DK MPO, SW MPO (TAC, Data Subcommittees)



DeIDOT CTP Prioritization Process Update



**Example:
Relative Growth in
Recent Traffic Volume**

Source:

<https://deldot.maps.arcgis.com/apps/webappviewer/index.html?id=4f76a1fa5b5c493cb3e1fad44a50dad1>



DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

Proposed Process:

To Be Adopted February 2025

Consider Possible Changes/Updates:

- 1) Shift to Quantitative Data Sources
- 2) Create Percentages Among Subfactors
- 3) Consider adding Subfactors related to:
 - a) Recent Growth (such as “Last 10 Years”)
 - b) Projected Growth (such as “Next 10 Years”)
- 4) Consider Newer Data Sources:
 - a) DeIDOT Travel Model
 - b) DeIDOT NREL “Mobility Energy Productivity”
 - c) DeIDOT Active Transportation Model
 - d) Potential linkages to greater network for proposed project

5) Notes:

- 1) Rank Project Nominations by
 - a) Estimating Mobility Improvement to Job Access” Provided,
 - b) then Sort: “Top, Middle, Bottom Thirds”.
- 2) Ratio of: Improvement in Travel Time to Jobs, for Work-Portion AADT
Total Improvement in Travel Time, for All-Trips AADT

Multi-Modal Mobility, Flexibility/Access – 11.85% Qualitative

Subfactors:

Source(s):

11.85% Significant Improvement
5.93% Moderate Improvement
0.00% No Improvement
0.00% Detrimental

DeIDOT Senior Team:
PD North
PD South
Environmental
Chief Engineer



DeIDOT CTP Prioritization Process Update

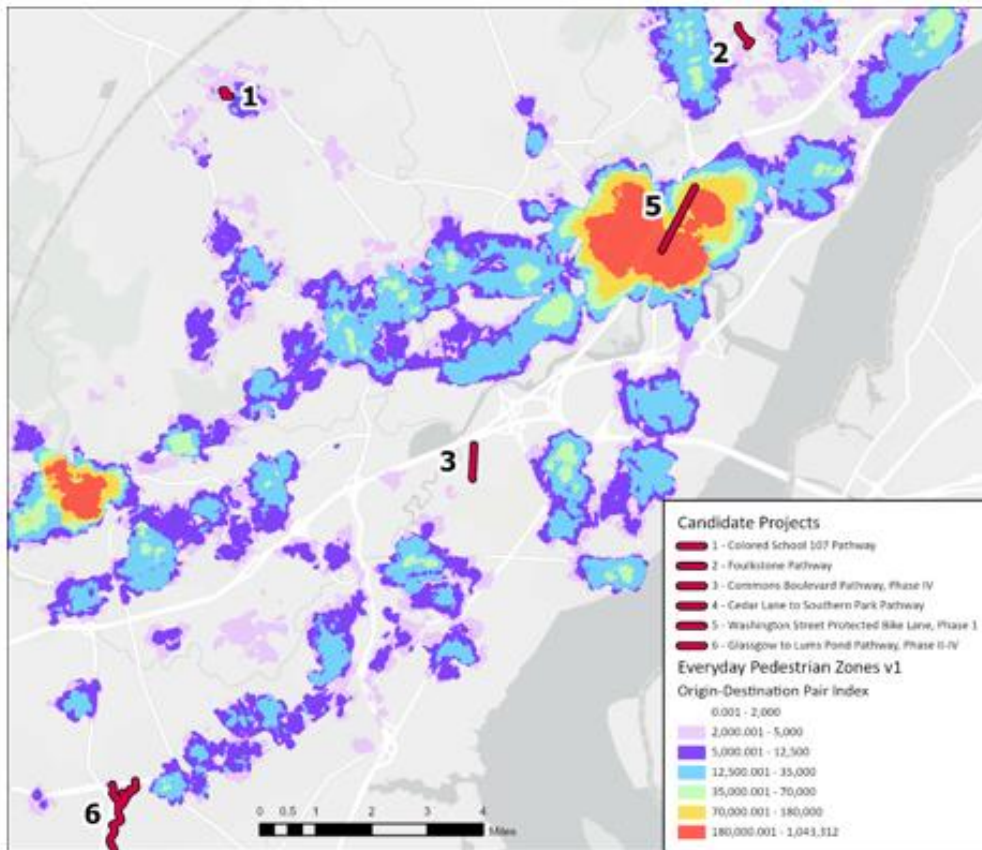
Example: "Pedestrian Zone"

- An experimental data product to understand areas that may generate pedestrian activity based on:

- Businesses that might be pedestrian generators (based on NAICS codes)
- Transit
- Parks
- Schools
- Population

within a 0.5 mile walk

- Score is averaged across the length of the candidate project





DeIDOT CTP Prioritization Process Update

Example: “Level of Traffic Stress” (LTS) Applied to Bike/Ped Projects

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

LTS 4
No bike lane on a busy street



LTS 3
Narrow bike lane or shoulder on a busy street



LTS 2
Buffered bike lane on a calm street



LTS 1
Separated bike lane



► Which projects increase low-stress bicycle access to the most households to:

- Community Centers
- Employment Centers
- Parks
- Schools
- Transit

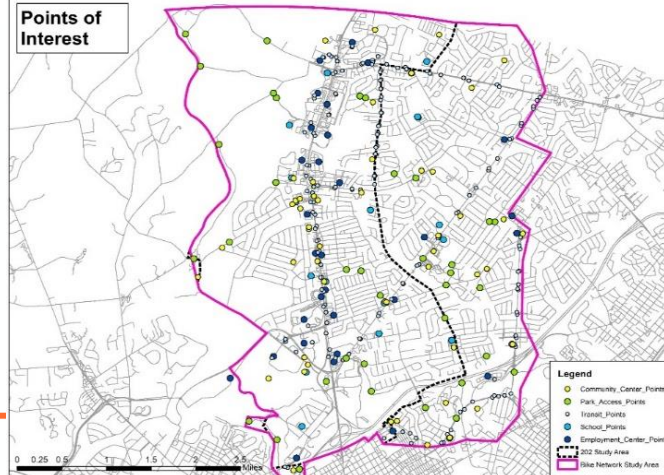
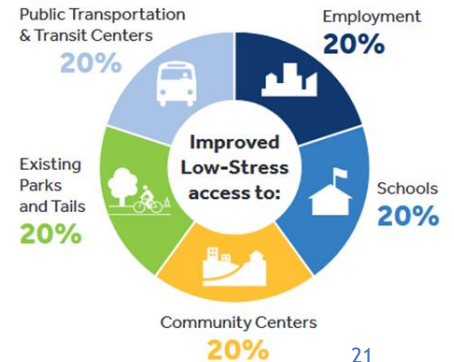


Figure 3-G. The categories of destinations used in project scoring for the Statewide Bicycle and Pedestrian Program

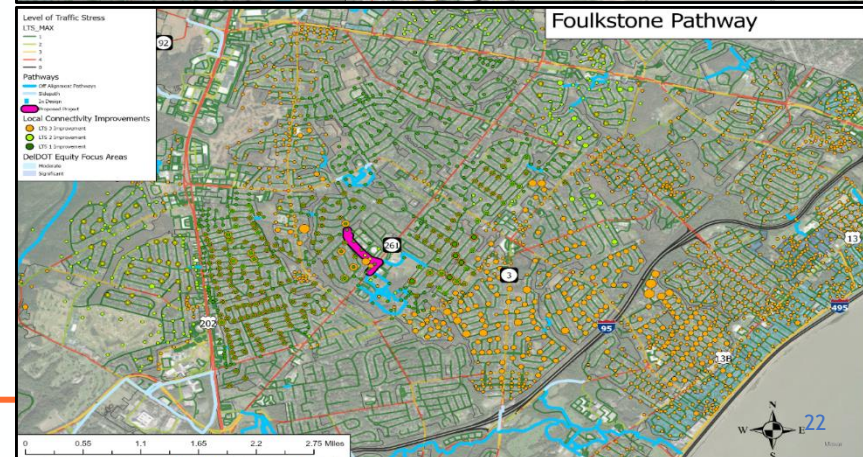
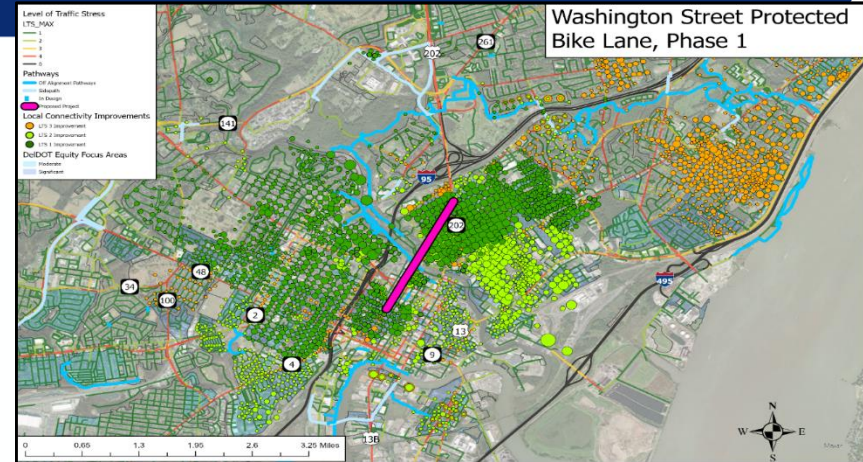




DeIDOT CTP Prioritization Process Update

- **Number of new Origin-Destination pairs connected** on a low-stress bike network by a project or concept
- **Who benefits** from mobility improvements?
- **Project scenario comparison tool**

Colored School 107 Pathway	LTS1	0	133	0	0	12	LTS1
	LTS2	0	797	33	0	65	LTS2
	LTS3	0	0	0	0	0	LTS3
Foulkstone Pathway	LTS4	SCH	COM	EMP	BUS	Park	
	LTS1	4787	24802	13738	665	14038	LTS1
	LTS2	16015	52370	22371	1796	27805	LTS2
Commons Boulevard Pathway, Phase IV	LTS3	31146	112370	51081	7182	40341	LTS3
	LTS4	SCH	COM	EMP	BUS	Park	
	LTS1	0	860	875	0	0	LTS1
Cedar Lane to Southern Pak Pathway	LTS2	885	16611	3105	1594	1742	LTS2
	LTS3	1922	22099	3973	2117	3043	LTS3
	LTS4	SCH	COM	EMP	BUS	Park	
Washington Street Protected Bike Lane, Phase I	LTS1	2213	11144	3315	1518	0	LTS1
	LTS2	8104	48303	28703	7565	2213	LTS2
	LTS3	138	62	46	35	0	LTS3
Glassgow to Lums Pond Pathway, Phase II-IV	LTS4	SCH	COM	EMP	BUS	Park	
	LTS1	283863	411676	111345	136112	225648	LTS1
	LTS2	83745	495236	136522	156743	53141	LTS2
	LTS3	45187	208717	52089	46930	30151	LTS3
	LTS4	SCH	COM	EMP	BUS	Park	
	LTS1	0	0	0	0	1670	LTS1
	LTS2	2832	2507	0	0	2867	LTS2
	LTS3	3388	3055	0	502	3659	LTS3
	LTS4	SCH	COM	EMP	BUS	Park	





DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

**Revenue Generation/
Economic Development/
Jobs & Commerce – 13.11%
Quantitative**

Subfactors:

Source(s):

5.70%	Economic Impact	Planning TREDIS/REMI
3.18%	Located in TID	Planning "In TID" Y/N
1.64%	Non-State/Non-Federal Contribution	Finance
2.59%	Located in Freight Corridor	Planning (Freight Plan)

Proposed Process:

To Be Adopted February 2025

Consider Possible Changes/Updates:

1) Revise Percentages Among Subfactors

2) Consider adding Subfactors related to:

a) Freight Plan Bottleneck Analysis

3) Consider Newer Data Sources:

a) DeIDOT Freight Plan

b) Commodity Flow Data

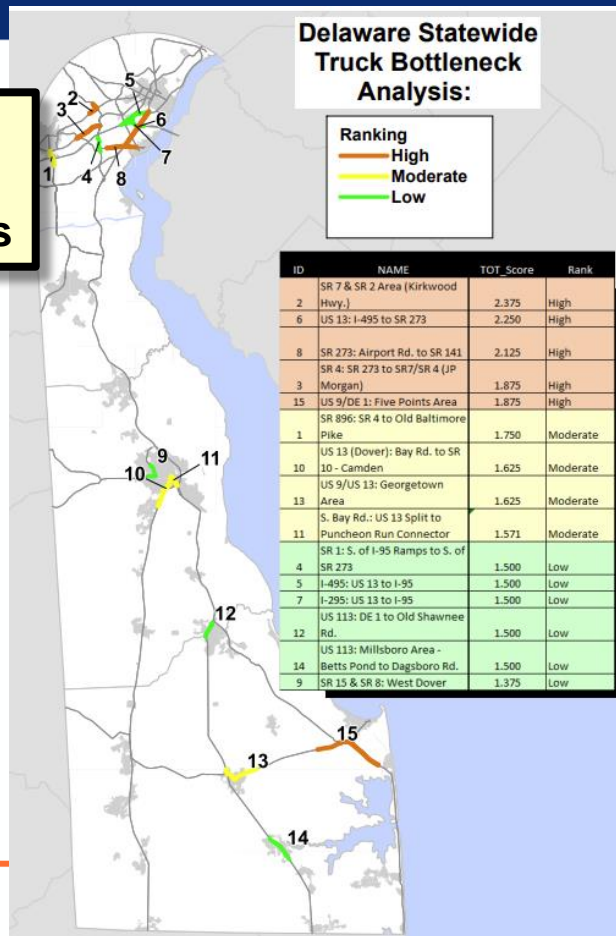
Tons of Freight, by Commodity

Value of Freight, by Commodity



DeIDOT CTP Prioritization Process Update

Example: Delaware Statewide Truck Bottleneck Analysis



Leverage Data & Analysis Already
Needed to Support and Complete
Freight Planning Requirements

Quantitative Definition of “Freight
Bottleneck”

Provide Additional Support for
Freight-related Improvements,
especially for Congested Freight
Areas and/or Corridors



DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

**Impact on the Public/
Social Disruption/
Environmental Justice – 8.28%
Qualitative & Quantitative**

Subfactors:

4.33% Positive Impact
1.08% No Impact
0.00% Negative Impact

Source(s):

DeIDOT Senior Team:
PD North
PD South
Environmental
Chief Engineer

3.95% Social and Health-Related Elements
Planning (EPA EJ Data)
(Quantitative)

Proposed Process:

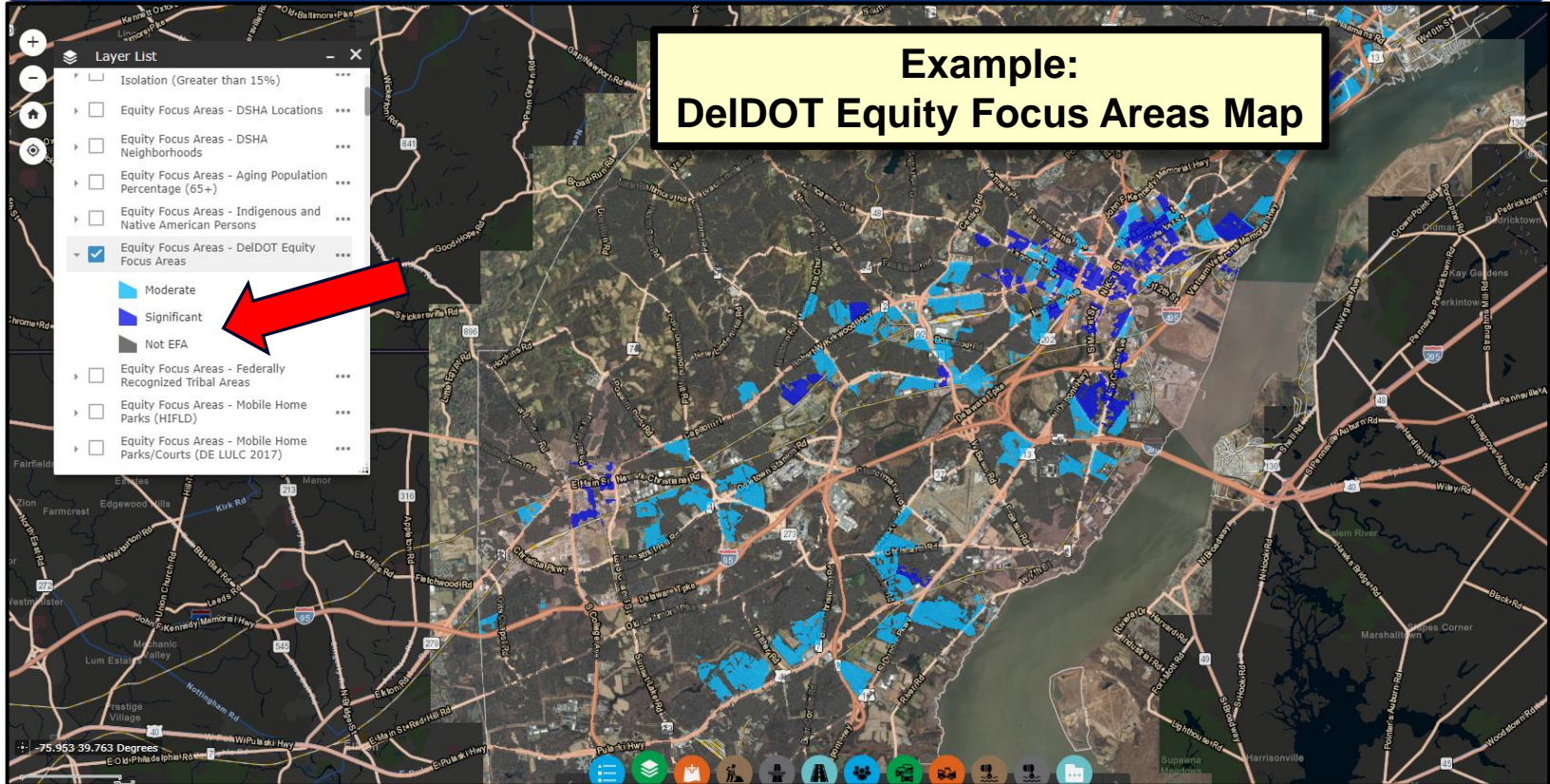
To Be Adopted February 2025

Consider Possible Changes/Updates:

- 1) Revise Percentages Among Subfactors
- 2) Add Quantitative Subfactors
related to:
 - a) Number & Level of Connectivity
Improvements In/Or Among EFA/EJ Areas
- 3) Utilize Newer Data Sources:
 - a) DeIDOT TR&S
“Equity Focus Areas Map”



DeIDOT CTP Prioritization Process Update





DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

**Environmental Impact
/ Stewardship – 6.60%
Qualitative**

Subfactors:

6.60% Positive Impact
3.30% No Impact
1.32% Minor Negative Impact
0.00% Major Negative Impact

Source(s):

DeIDOT Senior Team:
PD North
PD South
Environmental
Chief Engineer

Proposed Process:

To Be Adopted February 2025

Consider Possible Changes/Updates:

- 1) **Revise Percentages Among Subfactors**
- 2) **Consider adding Quantitative Subfactors related to:**

- 1) Ranking Project Nominations by Environmental Elements Applicable to All Projects, Statewide
- 2) Apply Quantitative Data for Nominations Related to Environmental Impact and Mitigation, and Flood Probabilities

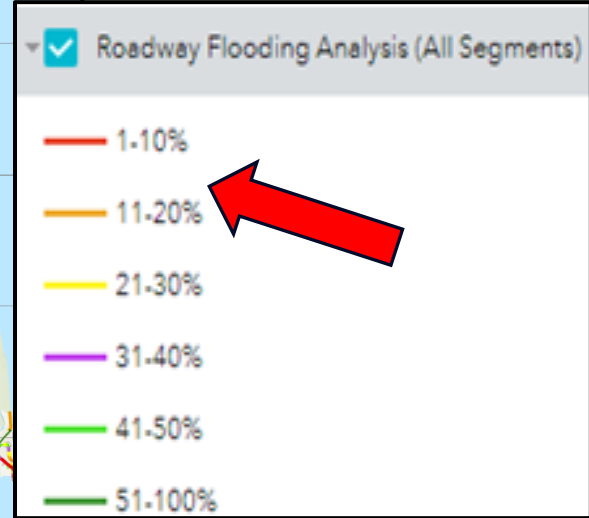
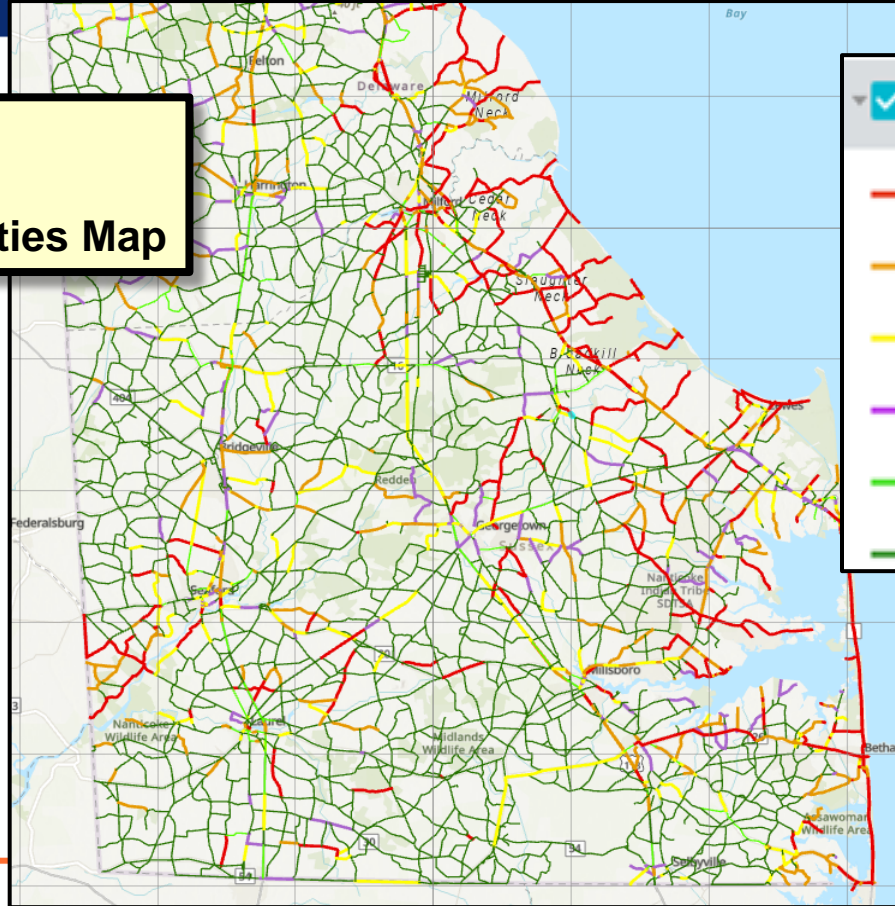
- 3) **Consider Newer Data Sources:**

- a) DeIDOT TR&S
“Flood Risk Probability Map” and TR&S criteria



DeIDOT CTP Prioritization Process Update

**Example:
DeIDOT TRS
Flood Risk Probabilities Map**





DeIDOT CTP Prioritization Process Update

Current Process:

Adopted February 24, 2020

Local Priority – 6.06%

Quantitative

Subfactors:

Source(s):

3.92%	State Investment Strategies, Level 1, 2, 3 (Full Project)	Planning (OSPC State Strategies)
	OR	
1.96%	State Investment Strategies, Level 1, 2, 3 (Partial Project)	Planning (OSPC State Strategies)
	OR	
0.00%	State Investment Strategies, Level 4 (Full or Partial)	Planning (OSPC State Strategies)
2.14%	Local MPO's/Sussex County Ranking	Planning (MPO + Sussex)

Proposed Process:

To Be Adopted February 2025

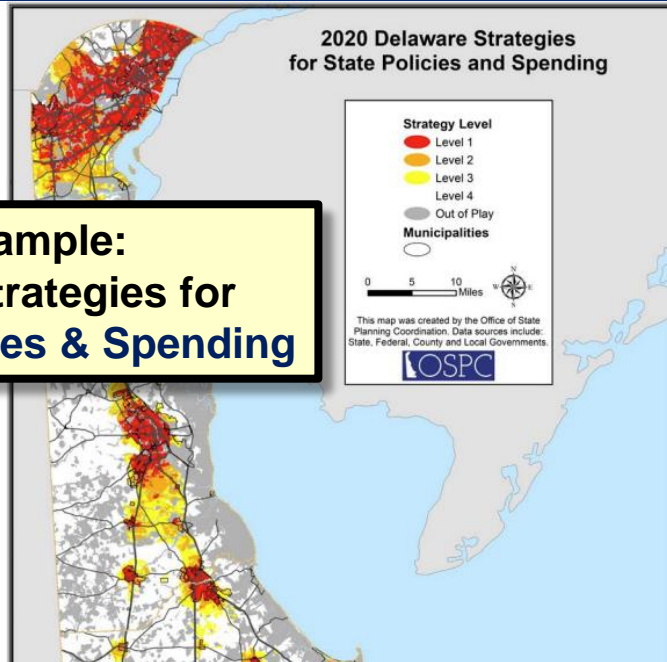
Consider Possible Changes/Updates:

1) Revise Percentages Among Subfactors

Consider Increasing Percentages for Projects
Located in Level 1, 2, and 3 Designated
Areas, Statewide



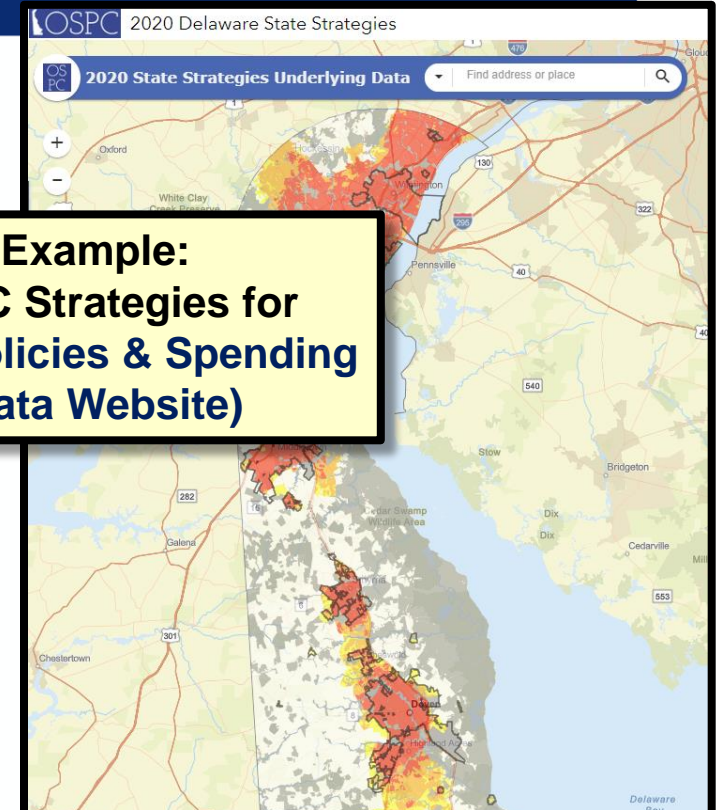
DeIDOT CTP Prioritization Process Update



Example:
**OSPC Strategies for
State Policies & Spending**

Source:

<https://stateplanning.delaware.gov/strategies/documents/2020-state-strategies.pdf>



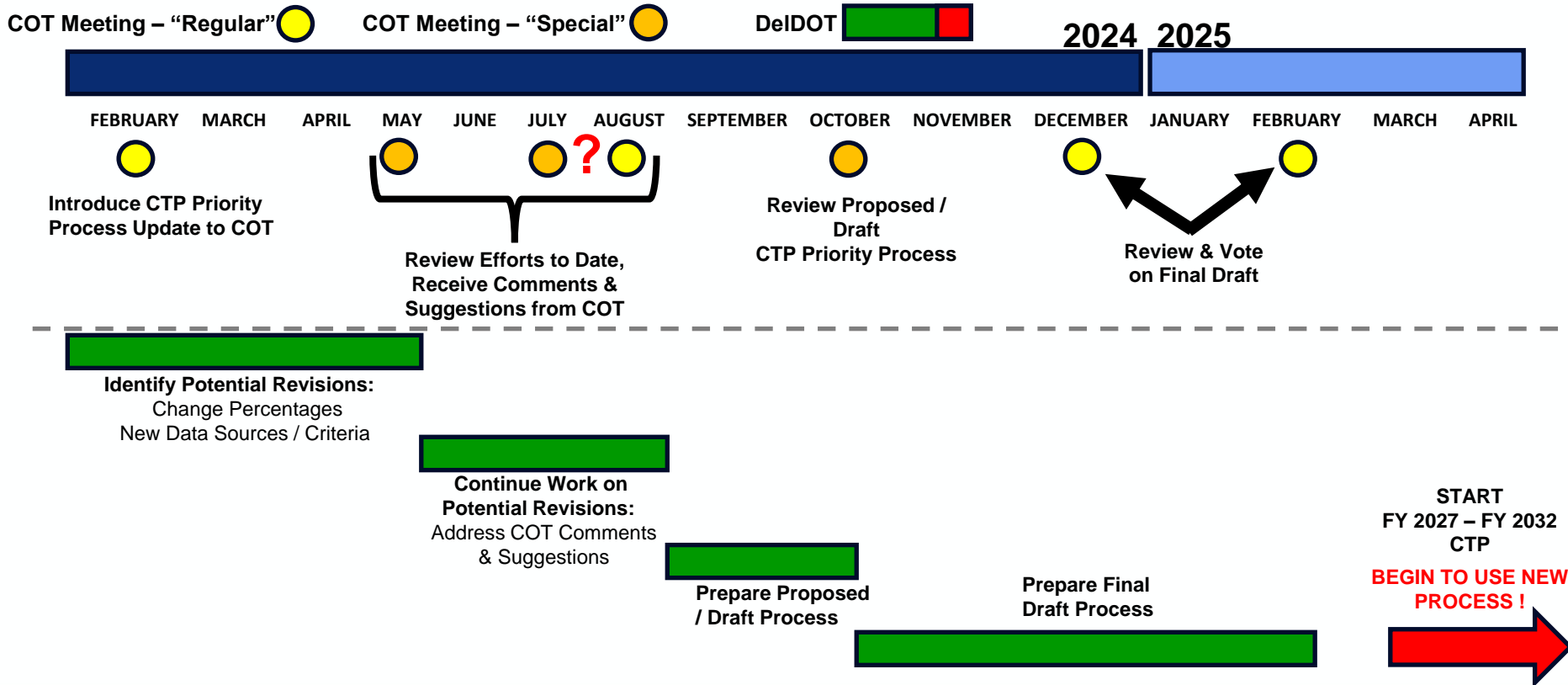
Example:
**OSPC Strategies for
State Policies & Spending
(Data Website)**

Source:

<https://strategies.stateplanning.delaware.gov/apps/65576d9a42cf416b8801a5545329f336/explore>



DeIDOT CTP Prioritization Process Update -- TIMELINE





Public Comment