Council on Transportation

10/16/24

DELDOT
DELAWARE DEPARTMENT OF TRANSPORTATION

Agenda

- CTP Prioritization Discussion
- Public Comment



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 10/14/2024							
	2024	2023			2022		
		Year-to-Date		Totals	Year-to-Date		Totals
Fatalities	107	112	⬇ -4%	137	116	⬇ -8%	164
Delaware Residents	89	89	0%	110	84	⬆ 6%	119
Person Types							
Vehicle Occupant	57	74	⬇ -23%	89	70	⬇ -19%	103
Pedestrian	23	19	⬆ 21%	28	24	⬇ -4%	32
Bicyclist	3	5	⬇ -40%	5	4	⬇ -25%	7
Motorcyclist	19	13	⬆ 46%	14	17	⬆ 12%	21
Other Person Type	5	1	⬆ 400%	1	1	⬆ 400%	1
Crash Types							
Curve Related	19	26	⬇ -27%	28	14	⬆ 36%	19
Roadway Departure	39	59	⬇ -34%	69	40	⬇ -3%	55
Intersection Related	42	29	⬆ 45%	37	38	⬆ 11%	50
Median Crossover	0	8	⬇ -100%	8	4	⬇ -100%	8
Wrong Way	4	1	⬆ 300%	1	3	⬆ 33%	7
Work Zone	5	9	⬇ -44%	9	2	⬆ 150%	4



Prioritization Process Update

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Capital Transportation Program 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) Percentage Changes to Factors and Subfactors

3) Possible New Subfactors Based on New Data Sources

4) 100% Quantitative Points

System Operating Effectiveness

Current Process:
Adopted February 24, 2020

System Operating Effectiveness – 19.10%
Quantitative

	Subfactors:	Source(s):
12.38%	Congestion Management Analysis	MPO CMS Plan
6.72%	Existing Congestion Level	1) DelDOT TIS, 2) Study LOS, 3) Model V/C LOS

Proposed Process:
To Be Adopted February, 2025

System Operating Effectiveness – 15.00%
Quantitative

	Subfactors:	Source(s):
5.00%	Congestion Management Analysis	MPO CMS Plan, TMC TOMP, Comp Plan
5.00%	Existing Congestion Level	1) DelDOT TIS, 2) Study LOS, 3) Model V/C LOS
5.00%	**Recent Growth/Projected Growth**	**US Census; Delaware State Planning Annual Building Permit; DelDOT Planning (Model);DelDOT Traffic Summary**

System Operating Effectiveness

Existing

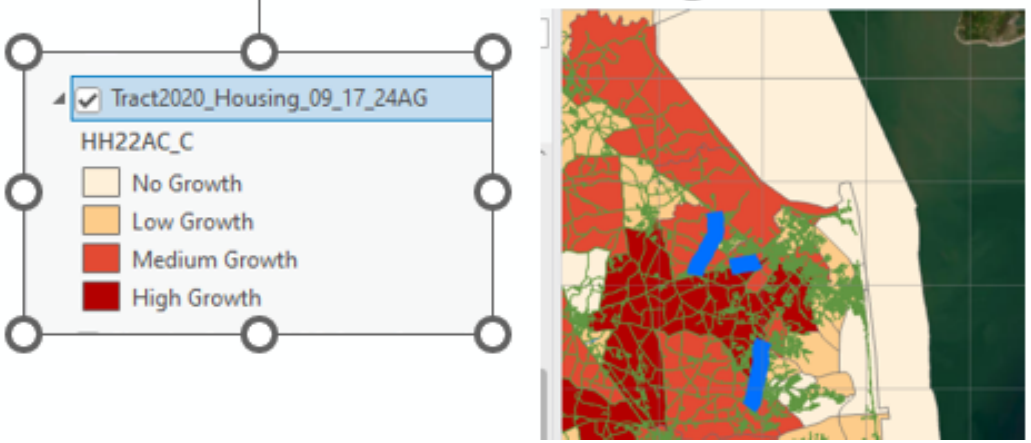
- Quantitative (**19.10%**)

Proposed

- System Operating Effectiveness (**15%**)
  - Congestion Management Analysis – ***5%***
    - MPO CMS Plan; TMC TOMP; Comprehensive Plan
  - Existing Congestion Level – ***5%***
  - Recent Growth/Project Growth – ***5%*** (2.5%/2.5%)
    - US Census; Delaware State Planning Building Permits, DelDOT Planning (Model); DelDOT Traffic Summary

Observations

- 3 bottom rank projects remain the same.
- Changes for 10 of 13 project ranking
- Keep improving methods for estimating & factoring recent and forecast growth;
- Selected Sussex County projects moves up
- More reflective of recent growth trends



System Operating Effectiveness

System Operating Effectiveness Score Comparison

County	FY25 New Project Candidates	System Operating Current 19.1% Total	Current Rank	System Operating Proposed 15.0% Total	Proposed Rank	Changes Rank
New Castle	US 40 between US 13 to MD Line Multimodal Improvements	4.1%	8	7.2%	7	1
New Castle	Hares Corner (US13 and SR 273) Grade Separated Intersection	17.8%	1	7.0%	8	-7
New Castle	Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St	0.0%	9	0.0%	11	0
New Castle	St. Annes Church Rd at SR 71 Intersection Improvements	0.0%	9	7.5%	6	3
New Castle	Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements	6.7%	7	5.0%	9	-2
Kent	US 13 at White Oak Rd Intersection Improvements	17.8%	1	7.8%	5	-4
Kent	Banning St and Clarence St between Forrest St & W. North St Improvements	0.0%	9	0.8%	10	-1
Sussex	Hudson Rd between Route 9 and Route 1 Improvements	16.0%	3	9.8%	1	2
Sussex	US 9 between Old Vine Blvd and Dairy Farm Rd Improvements	12.7%	5	8.1%	4	1
Sussex	Redden Rd Corridor Improvements, US 13 to US 113	12.7%	5	8.1%	3	2
Sussex	Route 24 between Love Creek Bridge and Indian Mission Rd Improvements	14.7%	4	9.6%	2	2
Sussex	Zoar Rd at South Bedford St Intersection Improvements	0.0%	9	0.0%	11	0
Sussex	Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements	0.0%	9	0.0%	11	0

State & Local Priority

Current Process:
Adopted February 24, 2020

State & Local Priority – 6.06% Quantitative

	Subfactors:	Source(s):
3.90%	State Investment Strategies, Level 1, 2, 3 (Full)	Planning (OSPC State Strategies)
1.96%	State Investment Strategies, Level 1, 2, 3, 4 (Partial)	Planning (OSPC State Strategies)
0.00%	State Investment Strategies, Level 5	Planning (OSPC State Strategies)
2.2%	Local MPO's/Sussex County Ranking	Planning (MPOs & Sussex)

Proposed Process:
To Be Adopted February, 2025

State & Local Priority – 5% Quantitative

	Subfactors:	Source(s):
3.00%	State Investment Strategies, Level 1, 2, 3 (Full)	Planning (OSPC State Strategies)
1.50%	State Investment Strategies, Level 1, 2, 3 (Partial)	Planning (OSPC State Strategies)
0%	State Investment Strategies, Level 4 & 5 (Project)	Planning (OSPC State Strategies)
2.00%	Local MPOs/Sussex County Ranking	Planning (MPOs & Sussex)

State & Local Priority

Existing

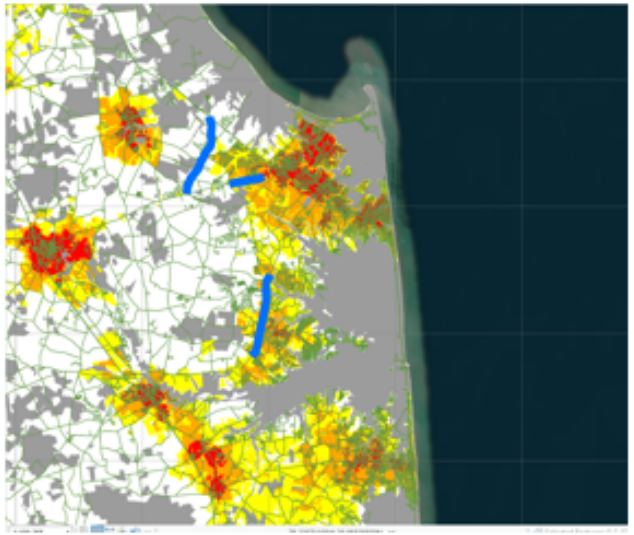
- Quantitative (**6.2%**) **Minor Revision**

Proposed

- State and Local Priority (**5%**)
  - State Level Investment Strategies Levels 1, 2, & 3 (Full) - **3.00%**
  - State Level Investment Strategies Levels 1, 2, & 3 (Partial) - **1.50%**
  - State Level Investment Strategies Levels 4 & 5 – **0.0%**
  - Local MPOs/Sussex County Ranking – **2.0%**

Observations

- Bottom rank project remains the same.
- No points for 2 projects located in Levels 4 & 5
- More focus on State Investment Levels 1, 2 & 3 and less focus on Levels 4 & 5



State & Local Priority

State and Local Priority Score Comparison

	FY25 New Project Candidates	State/Local Priority Current 6.06% Total	Current Rank	State/Local Priority Proposed 5% Total	Proposed Rank	Changes Rank
County						
New Castle	US 40 between US 13 to MD Line Multimodal Improvements	4.1%	6	4.6%	2	4
New Castle	Hares Corner (US13 and SR 273) Grade Separated Intersection	4.3%	5	4.7%	1	4
New Castle	Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St	2.2%	11	3.4%	6	5
New Castle	St. Annes Church Rd at SR 71 Intersection Improvements	3.7%	8	1.9%	10	-2
New Castle	Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements	3.6%	10	2.0%	9	1
Kent	US 13 at White Oak Rd Intersection Improvements	5.5%	2	3.7%	4	-2
Kent	Banning St and Clarence St between Forrest St & W. North St Improvements	6.0%	1	3.3%	8	-7
Sussex	Hudson Rd between Route 9 and Route 1 Improvements	4.0%	7	0.3%	12	-5
Sussex	US 9 between Old Vine Blvd and Dairy Farm Rd Improvements	5.1%	4	4.1%	3	1
Sussex	Redden Rd Corridor Improvements, US 13 to US 113	3.7%	8	0.5%	11	-3
Sussex	Route 24 between Love Creek Bridge and Indian Mission Rd Improvements	5.5%	2	3.7%	4	-2
Sussex	Zoar Rd at South Bedford St Intersection Improvements	2.2%	11	3.4%	6	5
Sussex	Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements	2.0%	13	0.1%	13	0

Economic Development/Jobs & Commerce

Current Process:
Adopted February 24, 2020

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/Federal Contribution	Finance
2.59%	Located in Freight Corridor	Planning (Freight Plan)

Proposed Process:
To Be Adopted February, 2025

Economic Development/Jobs & Commerce – 15.00%
Quantitative

	Subfactors:	Source(s):
5.00%	Economic Impact	Planning (TREDIS/REMI)
4.00%	Located in TID	Planning ("In TID" Y/N)
2.00%	Non-State/Federal Contribution	Finance
3.00%	Located in Freight Corridor	Planning (Freight Plan)
1.00%	**Located near Freight Bottleneck**	**Planning (Freight Plan)**

Economic Development/Jobs & Commerce

Existing

- Quantitative (**13.11%**)

Proposed

- Economic Development/Jobs & Commerce (**15%**)
  - Economic Impact – **5%**
  - Located in TID – **4%**
  - Non-State/Federal Contribution – **2%**
  - Located in Designated Freight Corridor – **3%**
  - **Located Near Freight Bottleneck – 1% Using Freight Plan's Freight Bottleneck (1 mile radius for intersection)**

Observations

- Top and bottom rank projects remain the same.
- No changes for 7 of 13 project ranking
- TID projects score higher; more weights to Freight projects
- May benefit more the roadway segment projects; 1 mile radius intersection presented

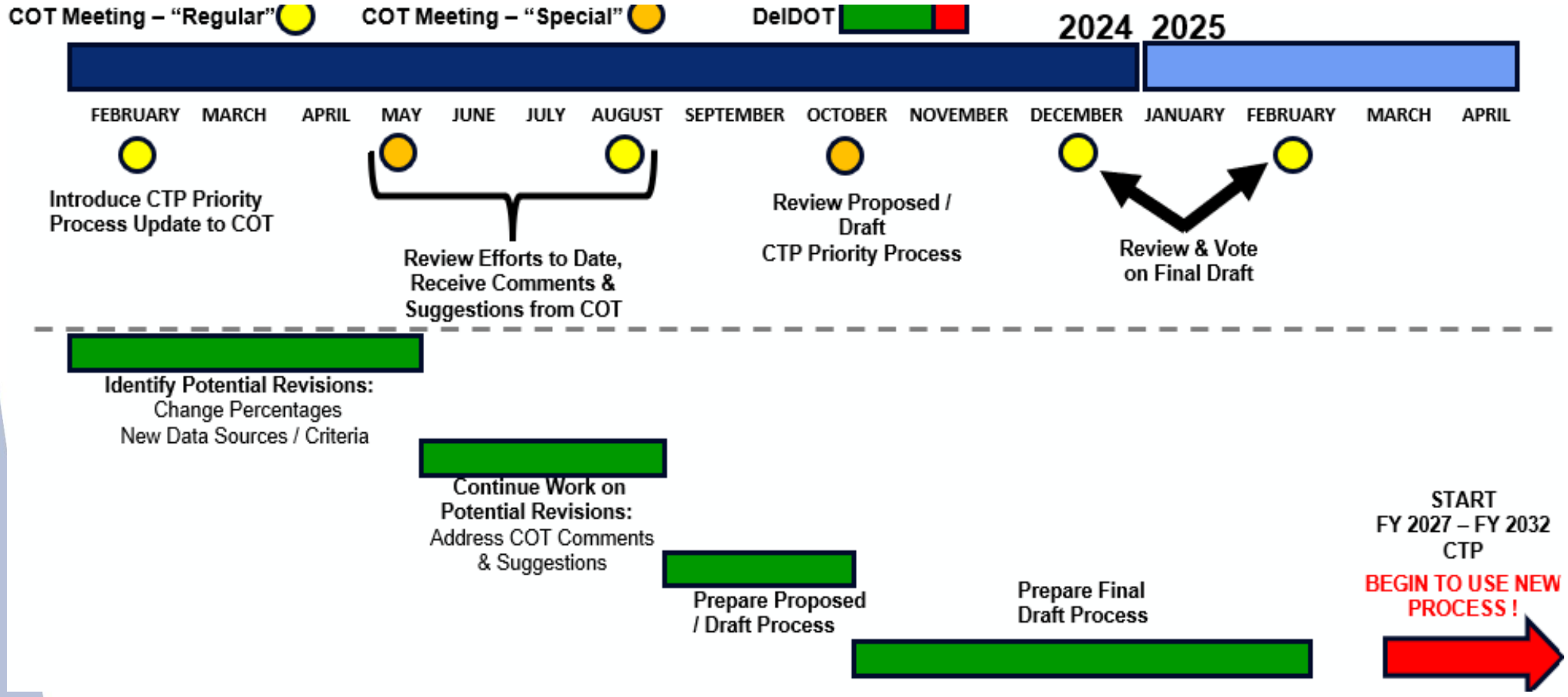


Economic Development/Jobs & Commerce

Economic/Freight Score Comparison

		Economic	Current	Economic	Proposed	Changes
	FY25 New Project Candidates	Current 13.1%	Rank	Proposed 15%	Rank	Rank
County		Total		Total		
New Castle	US 40 between US 13 to MD Line Multimodal Improvements	4.1%	7	4.3%	7	0
New Castle	Hares Corner (US13 and SR 273) Grade Separated Intersection	8.3%	2	9.0%	2	0
New Castle	Governor Printz Blvd Rd Diet between US 13 at Philadelphia Pike & East 35th St	2.7%	12	2.2%	12	0
New Castle	St. Annes Church Rd at SR 71 Intersection Improvements	6.3%	4	7.2%	4	0
New Castle	Bunker Hill Rd at Sand Hill Dr & Merrimac Ave Intersection Improvements	7.4%	3	8.1%	3	0
Kent	US 13 at White Oak Rd Intersection Improvements	3.3%	11	3.9%	8	3
Kent	Banning St and Clarence St between Forrest St & W. North St Improvements	4.9%	6	5.3%	5	1
Sussex	Hudson Rd between Route 9 and Route 1 Improvements	3.7%	8	3.3%	10	-2
Sussex	US 9 between Old Vine Blvd and Dairy Farm Rd Improvements	11.1%	1	13.1%	1	0
Sussex	Redden Rd Corridor Improvements, US 13 to US 113	3.7%	9	3.0%	11	-2
Sussex	Route 24 between Love Creek Bridge and Indian Mission Rd Improvements	5.7%	5	5.0%	6	-1
Sussex	Zoar Rd at South Bedford St Intersection Improvements	3.4%	10	3.7%	9	1
Sussex	Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements	2.2%	13	1.9%	13	0

Prioritization Process Timeline



Public Comment

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THANK YOU!

https://linktr.ee/delawaredot