THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN

COUNTY COUNCIL WORKSHOP

February 21, 2018

MOBILITY ELEMENT

- Jan. 31 Workshop Follow-up Items
  - Importance of comprehensive plan to DelDOT's process
  - Better explanation of chapter data
  - Information on federal programs and funding availability
  - Clarification of CTP process and project types
  - Overview of data-driven decision making process
  - Review of updated Goals, Objectives and Strategies
- Next Steps

IMPORTANCE OF COMP PLAN

- Consultation Process for Non-metropolitan Locally Elected and Appointed Officials
  - Section: "Statewide Long Range Transportation Plan"
    - Referring to the goals of DelDOT…
      - "They are developed in concert with the **comprehensive land use plans** and long range transportation plan produced by metropolitan planning organizations, and at the county and local level."
    - Referring to the Sussex County Transportation Plan…
      - "…so the Plan serves to strengthen the tie between the **county comprehensive land use plan** and the Statewide Long Range Transportation Plan, and for all other facilities and services that the Department develops within the County.

IMPORTANCE OF COMP PLAN (CONT.)

- Title 29, Chapter 84 § 8419 of Delaware Code
  - "The Department of Transportation, with Council [COT] approval, shall:"
    - "(2)a. Establish a formula-based process which shall be used for setting priorities on all Department transportation projects and which shall consider, but not be limited to the following: Safety, service and condition factors; social, economic and environmental factors; long range transportation plans and **comprehensive land use plans**; and continuity of improvement."

CHAPTER DATA AND MAPS

- Better explanation of AADT
  - Planning level data set
  - Derived based on various methods of data collection and data reduction
  - System-wide information – not for operational assessment of individual locations/intersections etc.
  - DelDOT checking source of reported AADT data for certain corridors
  - Decision to be made whether to keep or remove the AADT comparison table
- Elimination of travel time reliability maps and related discussion
  - To avoid reader confusion between LOS and reliability thresholds
  - Length of roadway segments used for this analysis depends on availability and position of data readers
  - As such, localized congestion hotspots may not be reflected by these maps
  - These maps already exist in the Sussex County TOMP

FEDERAL PROGRAMS & FUNDING

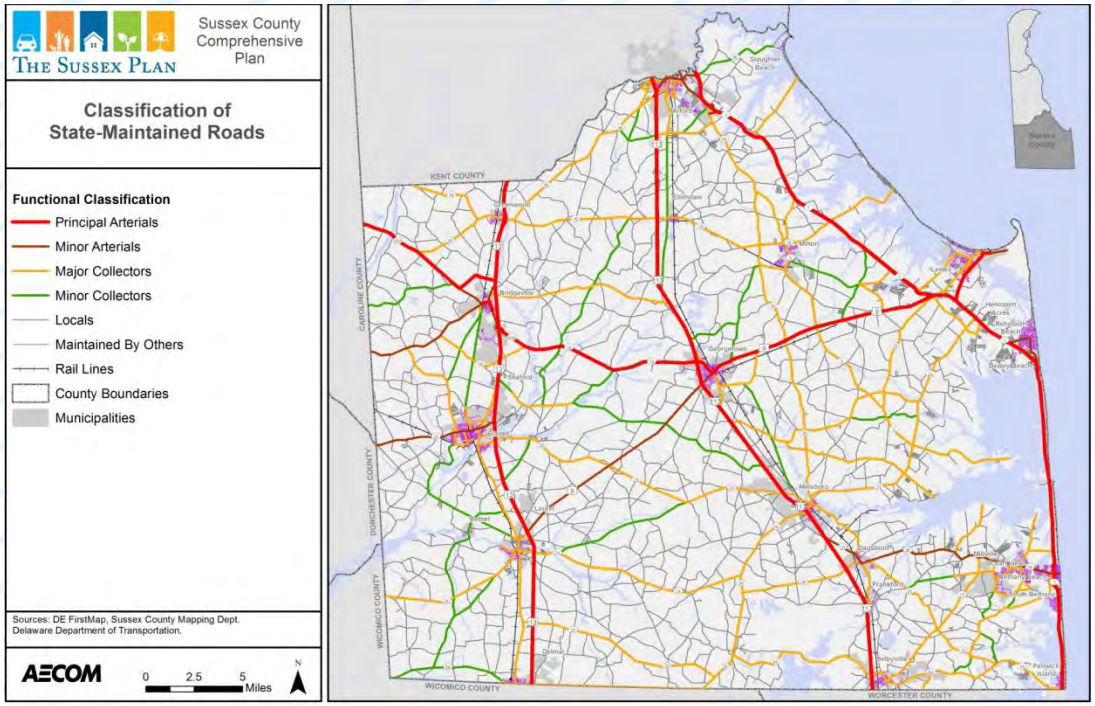
- Programs related to functional classification (majority of CTP funding)
  - NHPP – National Highway System projects (principal arterial and higher)
  - STBG – Projects with minor collector (urban)/major collector (rural) or higher
- Programs related to functionality
  - HSIP – for projects identified in state's Strategic Highway Safety Programs
  - CMAQ – for projects that reduce air pollution

MAJOR COLLECTORS	
Urban	**Rural**
• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile • Operating characteristics include higher speeds and more signalized intersections	• Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas • Link these places with nearby larger towns and cities or with Arterial routes • Serve the most important intra-county travel corridors
MINOR COLLECTORS	
Urban	**Rural**
• Serve both land access and traffic circulation in lower density residential and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile • Operating characteristics include lower speeds and fewer signalized intersections	• Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands

Source: "Highway Functional Classification Concepts, Criteria and Procedures," 2013 Edition

FUNCTIONAL CLASSIFICATION

- State maintains functional classification system
  - Through ongoing coordination with local government partners
  - County can request review/change of functional classification for a particular corridor
  - No formal process in place to change functional classification
  - FHWA must eventually approve proposed changes



CTP PROCESS AND PROJECT TYPES

- Project Types
  - State of Good Repair (SOGR)
  - Dedicated (DED)
  - Management (MGT)
  - Required (REQ)
  - Standalone (Prioritized)
- Evaluation Criteria
  - Project readiness
  - Funding eligibility
  - Technical scores

THE SUSSEX PLAN

MPO LRTP and local govt. comprehensive plans

- Crucial first step to:
  - Identify transportation needs
  - Identify community priorities

Sussex County delivers CTP requests annually

- Based on priorities identified in the Comp Plan
- Council on Transportation (COT) reviews to ensure alignment with local government objectives

DelDOT

Prioritization criteria for standalone projects

- Objective, data-driven and transparent process
- Technical score assigned based on seven criteria

DATA DRIVEN DECISION MAKING

State code requires formula based process for prioritizing CTP projects

Project Prioritization Criteria		
Criterion	The extent to which a project :	Input Data
Safety	addresses safety issues	A critical ratio value is calculated using crash data; strategies in the State's Strategic Highway Safety Plan
System Operating Effectiveness	meets operating objectives	Local comprehensive plans; State Strategies; existing intersection Level of Service (LOS) – calculated on a project basis at the nearest intersection; corridor congestion data
Multi-Modal Mobility/ Flexibility / Access	addresses transportation choices and connectivity	A qualitative scoring process based on the anticipated multi-modal impact; stakeholder input; demographic and transportation system data
Revenue Generation/ Economic Development/ Jobs & Commerce	could generate revenue or support economic development	Location of project within a Transportation Improvement District (TID); cost-sharing percentage from active development; location along a designated freight corridor
Impact on the Public/ Social Disruption/ Economic Justice	supports community enhancement	demographic and transportation system data; stakeholder input
Environmental Impact/ Stewardship	mitigates damage to the environment	demographic and transportation system data; stakeholder input; coordination with the Department of Natural Resources and Environmental Control (DNREC)
System Preservation	contributes to system preservation	demographic and transportation system data; stakeholder input; system preservation needs data

UPDATED SECTION 13.6

- Mobility Goals, Objectives and Strategies
  - Twelve goals consolidated into seven based on goal focus.
    - Expansion of Physical Capacity
    - Improvements to Operational Capacity
    - Acknowledgement of Safety, Security and Reliability Needs
    - Facilitation of Freight Movement
    - Facilitation of Alternative Modes of Travel
    - Identification of Fiscal and Strategic Solutions
    - Identification of Collaborative Solutions

Previous Draft	New Draft
13 Goals	7 Goals
13 Objectives	11 Objectives
66 Strategies	53 strategies

  - Objectives and strategies updated /combined /eliminated /reorganized /added based on the earlier feedback from the County Council.

NEXT STEPS

- Revisit AADT data sources
- Decide action for AADT comparison table (keep or remove)
- Finalize goals, objectives and strategies
- Finalize draft mobility chapter changes

Pixabay