

Wilmington Area Planning Council

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John Sisson, Chair
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*Delaware Dept. of Transportation
Secretary*

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*Delaware Office of State Planning
Coordination, Director*

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Cecil County Executive

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*Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming*

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Mayor of Wilmington

Michael Spencer
Mayor of Newport

Dave Warnick
Rising Sun Commissioner

WILMAPCO Executive Director
Tigist Zegeye

DRAFT **RESOLUTION**

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE ADOPTION OF DELAWARE TRANSPORTATION PERFORMANCE TARGETS FOR PM1 PM2 AND PM3

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the FAST Act, established performance management requirements for States and MPOs under the Transportation Performance Management (TPM) program); and

WHEREAS, the Delaware Department of Transportation coordinated with WILMAPCO on the development of their performance targets for safety (PM 1- 23 CFR Part 490 Subpart B), pavement and bridge condition measures (PM 2 - 23 CFR Part 490 Subparts C & D), performance of NHS, freight and CMAQ measures (PM 3 - 23 CFR Part 490 Subparts E, F, G & H); and

WHEREAS, WILMAPCO will adopt the TPM performance targets, as established by the Delaware Department of Transportation, for the State of Delaware; and

WHEREAS, WILMAPCO will report performance and progress toward achieving the targets in the safety and system performance report of the Regional Transportation Plan (RTP); and

WHEREAS, WILMAPCO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets;

NOW THEREFORE BE IT RESOLVED that WILMAPCO adopts the State of Delaware's targets and agrees to plan and program projects to accomplish said targets

Date:

John Sisson, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

PM 3 Mid-Performance Period Summary



WILMAPCO TAC
November 19, 2020



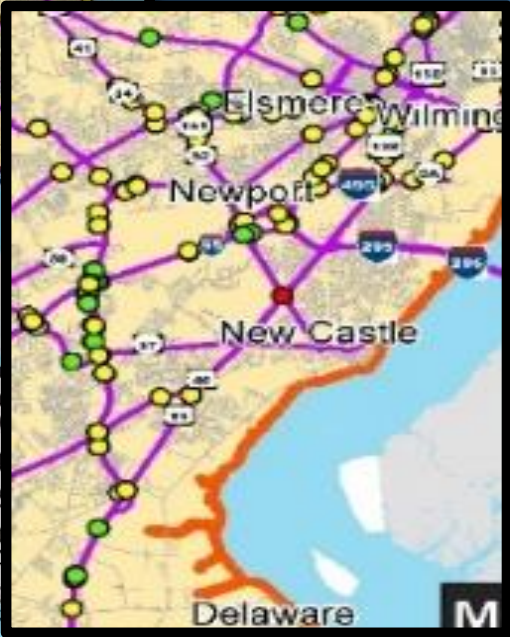
**Regional
Systems
Planning**

PM 1 Safety

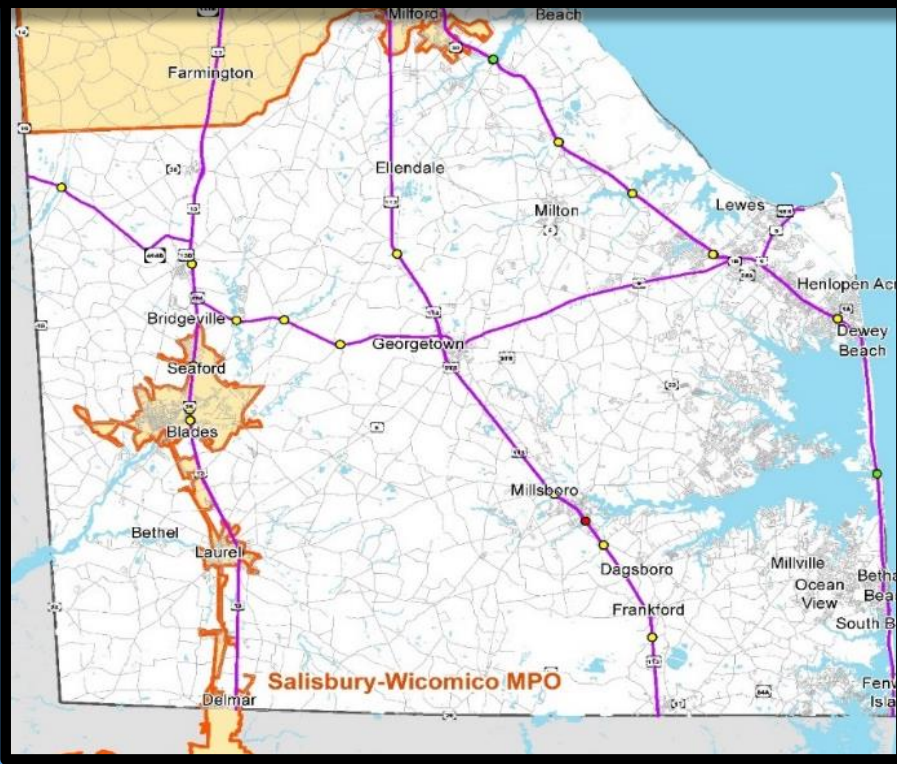
Table: Delaware Safety Performance Target Achievement Determination Summary

PERFORMANCE MEASURE	2014-2018 TARGET	2014-2018 OUTCOME	2012-2016 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	120.2	120.8	117.4	No	No	YES
Rate of Fatalities	1.208	1.202	1.216	Yes	N/A	
Number of Serious Injuries	578.6	527.8	604.2	Yes	N/A	
Rate of Serious Injuries	5.822	5.262	6.284	Yes	N/A	
Number of Non-Motorized Fatalities & Serious Injuries	94.2	93.4	102.2	Yes	N/A	

PM 2 Assets



Delaware National Highway System Bridge Conditions					
MPO - NBI BRIDGE CONDITION DATA	DECK AREA (s.f.)	COUNT	GOOD	FAIR	POOR
Wilmington Area Planning Council*	4,594,586	232	17%	82%	1%
Dover/Kent County MPO	739,404	41	20%	80%	0%
Salisbury-Wicomico MPO*	164,504	7	0%	100%	0%
Outside MPO Planning Area	388,871	21	14%	81%	5%
Total	5,887,365	301	17%	82%	1%

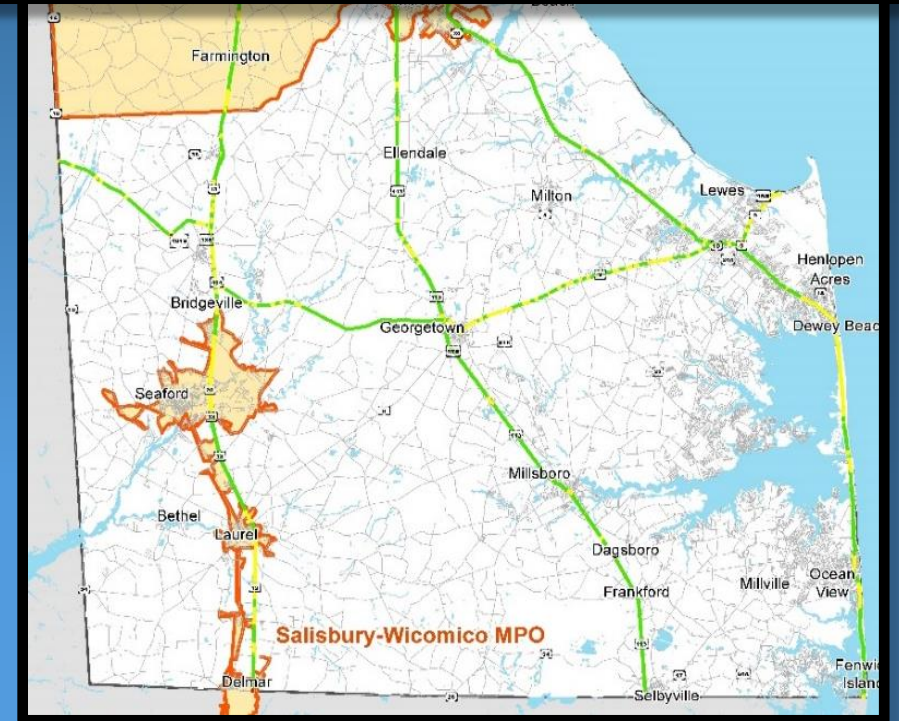


Mid-Period Summary: Retain 2-Year and 4-Year Targets.
Source: “2018 Baseline Report”, DelDOT Bridge Management, and DelDOT Asset Management.

PM 2 Assets

Delaware National Highway System Pavement Conditions

MPO - PAVEMENT CONDITION	LANE MILES	GOOD	FAIR	POOR
Wilmington Area Planning Council*	910	50%	48%	2%
Dover/Kent County MPO	289	71%	29%	0%
Salisbury-Wicomico MPO*	39	46%	54%	0%
Outside MPO Planning Area	450	72%	28%	0%
Total	1688	58.9%	39.8%	1.1%



Mid-Period Summary: Retain 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", DelDOT Pavement Management, and DelDOT Asset Management.

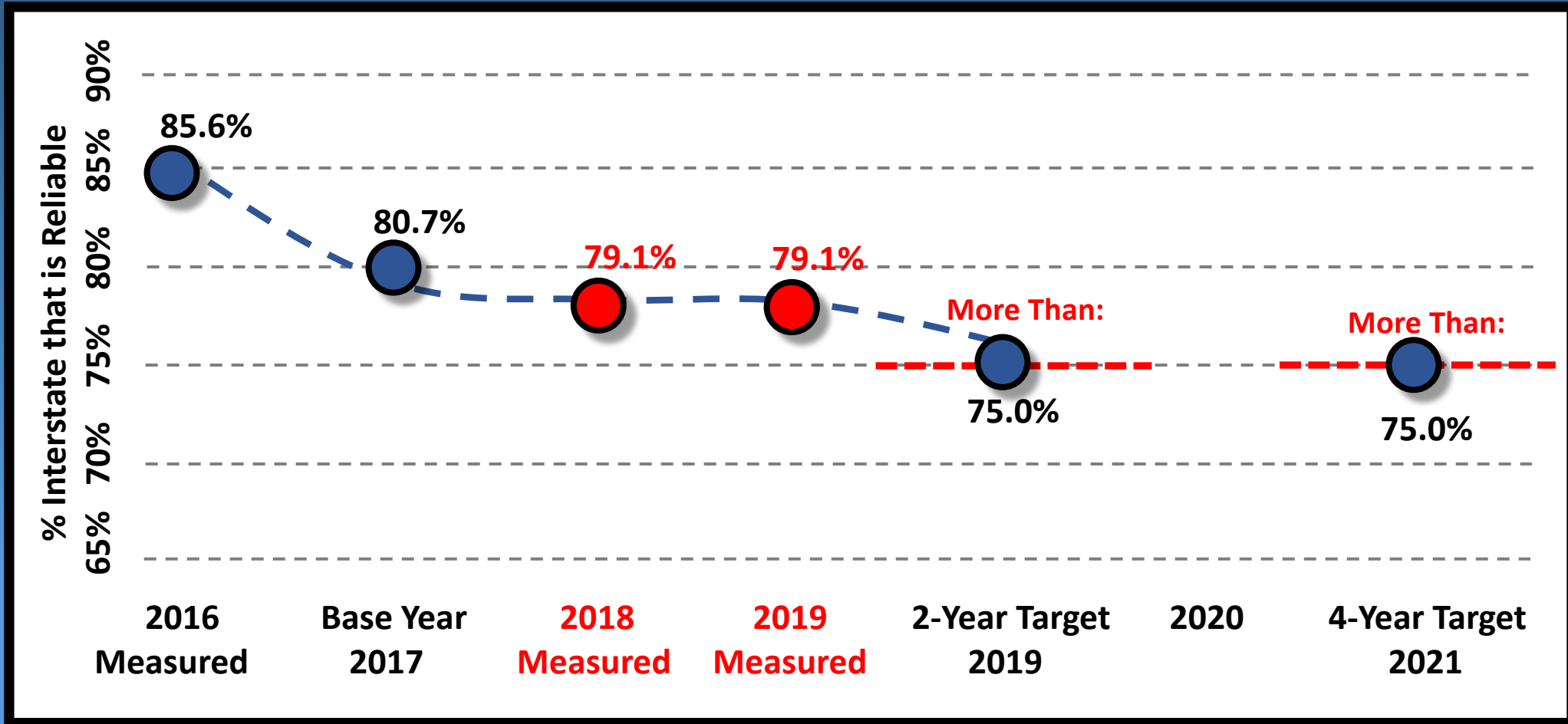
PM 3 Level of Travel Time Reliability LOTTR

Non- Interstate Travel Time Reliability = Percent of Person-Miles Traveled that are “Reliable”

Where: Reliable Assesses **Ratio of Peak** to “Average” Travel Times.

Illustration of Reliability Determination		
Monday – Friday	6am – 10am	$\text{LOTTR} = \frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
	10am – 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment IS NOT reliable

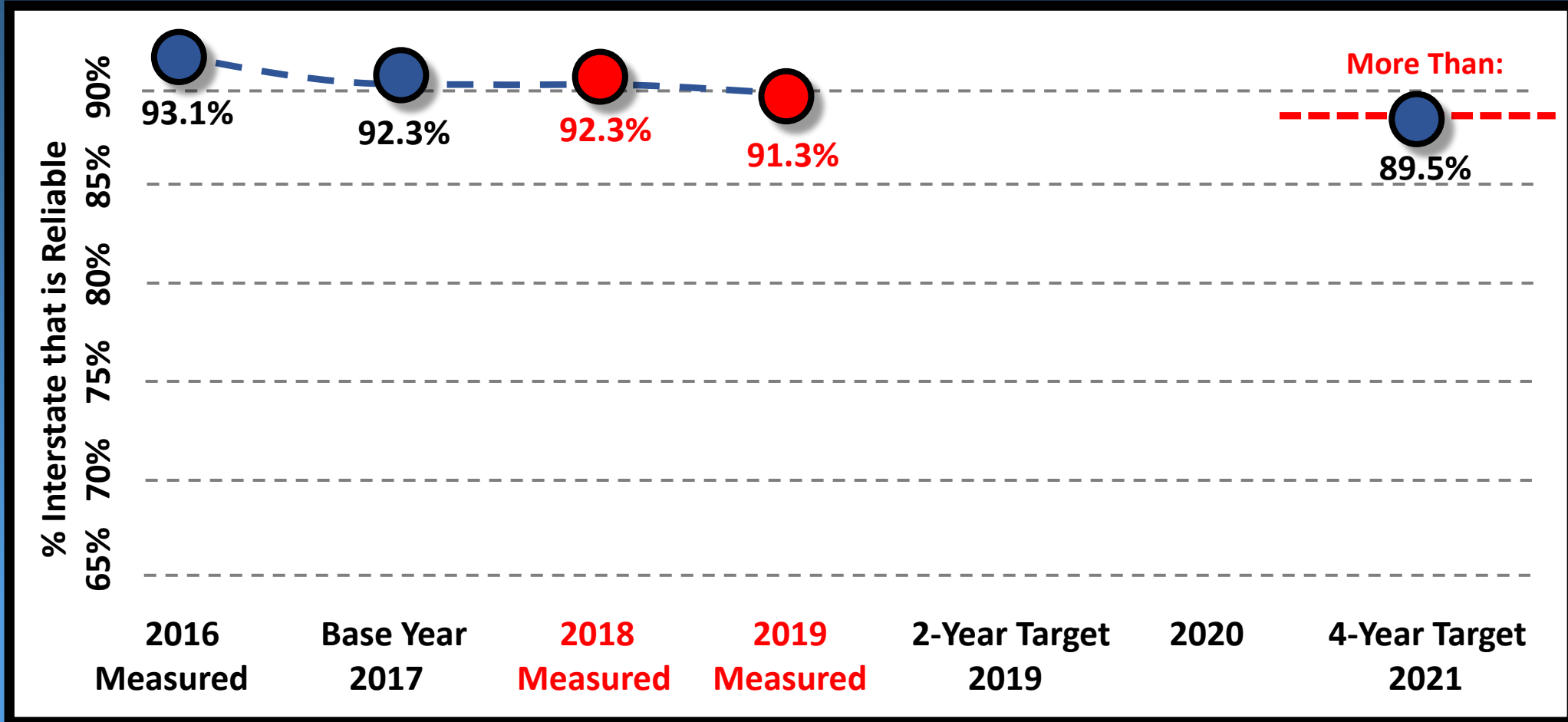
PM 3 Level of Travel Time Reliability LOTTR - INTERSTATE



Mid-Period Summary: Retain 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", 2018 & 2019 NPMRDS, and WILMAPCO.

PM 3 Level of Travel Time Reliability LOTTR – NON INTERSTATE NHS

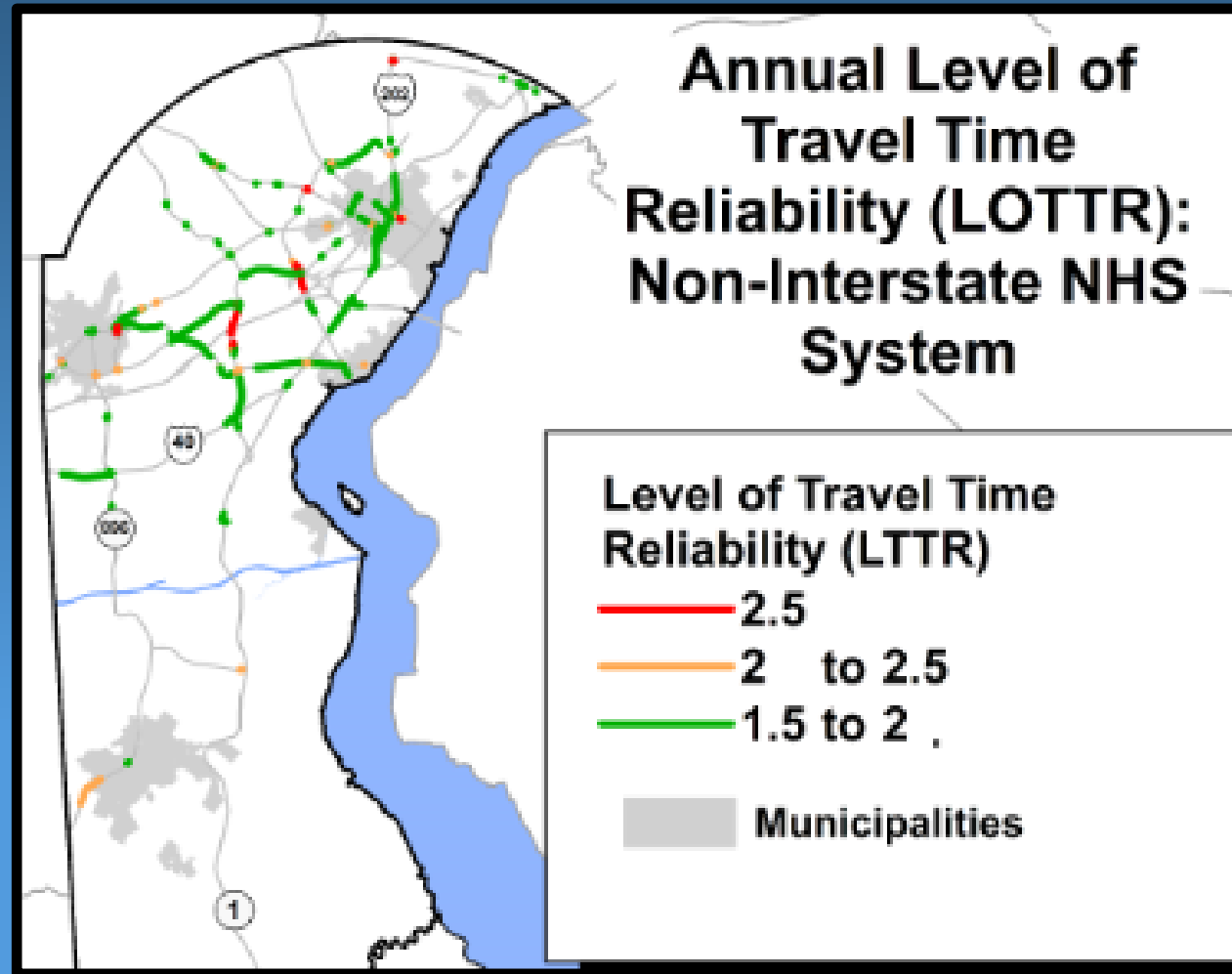


Mid-Period Summary: Retain 2-Year and 4-Year Targets.

Source: “2018 Baseline Report”, 2018 & 2019 NPMRDS, and WILMAPCO.

PM 3 Level of Travel Time Reliability LOTTR

Example:



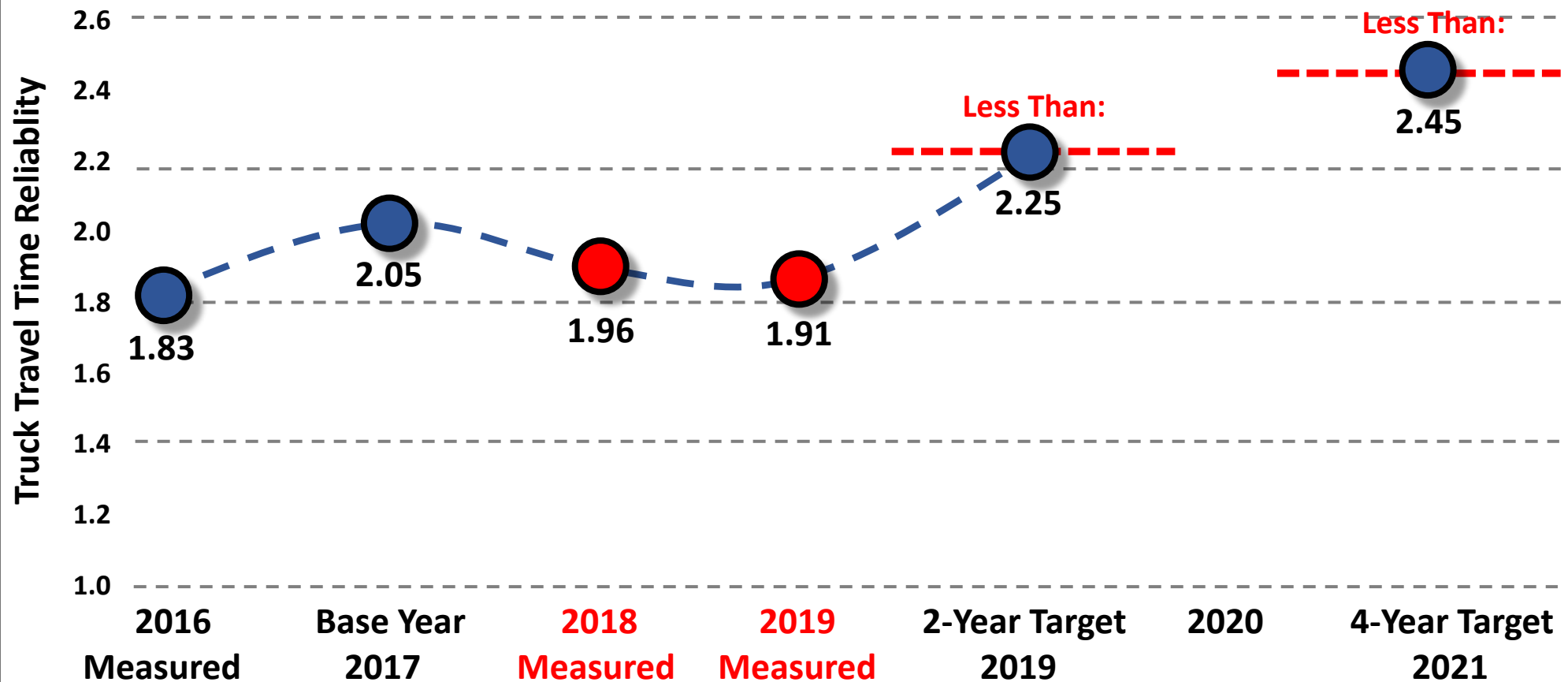
PM 3 Truck Travel Time Reliability TTTR

Truck Travel Time Reliability = 95th Percentile Travel Times (Interstate Only) /
50th Percentile Travel Times (Interstate Only)

Illustration of Truck Reliability Determination

Monday – Friday	6 – 10 a.m.	$TTTR = \frac{63 \text{ sec}}{42 \text{ sec}} = 1.50$
	10 a.m. – 4 p.m.	$TTTR = \frac{62 \text{ sec}}{45 \text{ sec}} = 1.38$
	4 – 8 p.m.	$TTTR = \frac{85 \text{ sec}}{50 \text{ sec}} = \mathbf{1.70}$
Weekends	6 a.m. – 8 p.m.	$TTTR = \frac{52 \text{ sec}}{40 \text{ sec}} = 1.30$
Overnight	8 p.m. – 6 a.m.	$TTTR = \frac{46 \text{ sec}}{38 \text{ sec}} = 1.21$
Maximum TTTR		1.70

PM 3 Truck Travel Time Reliability TTTR

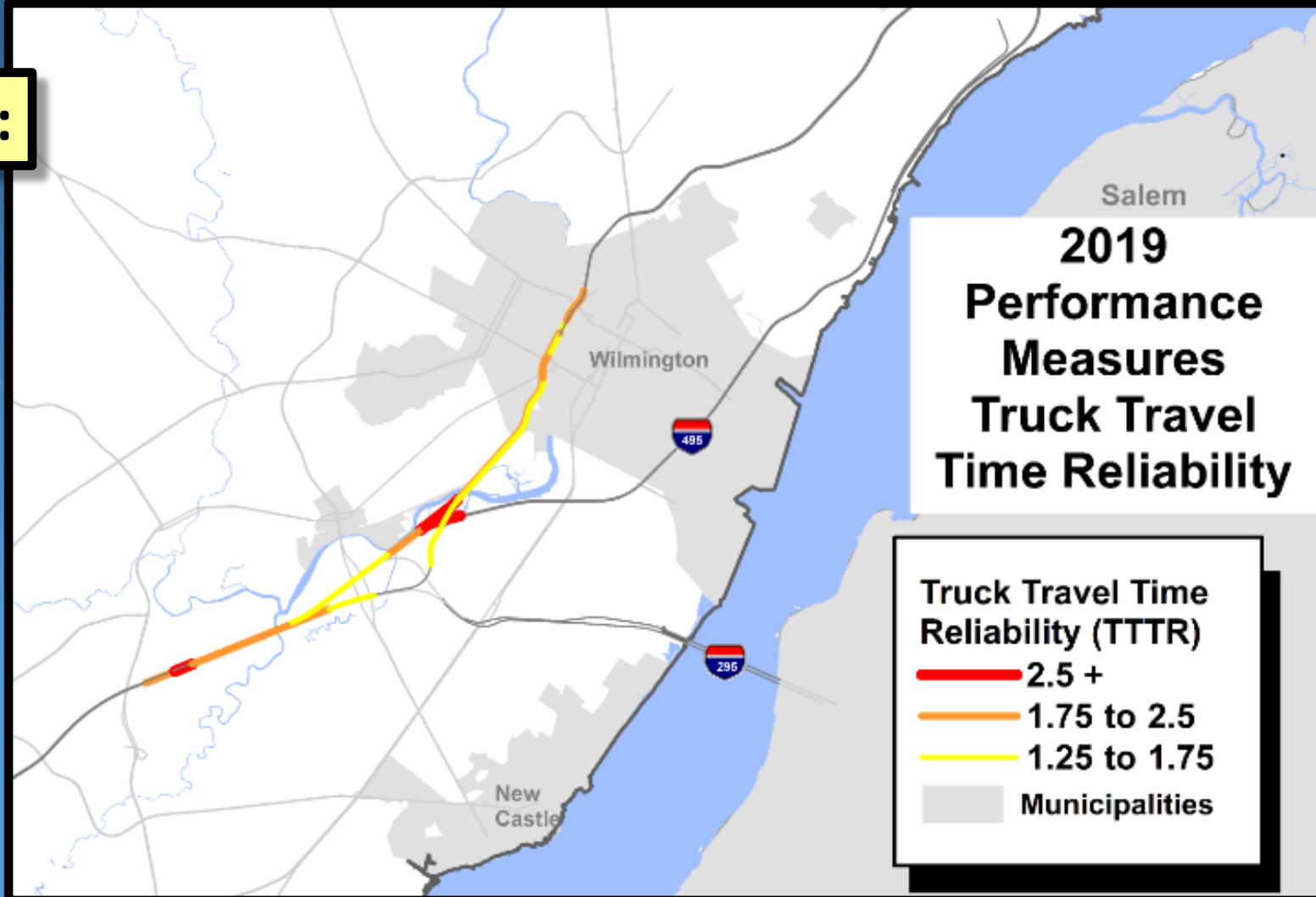


Mid-Period Summary: Retain 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", 2018 & 2019 NPMRDS, and WILMAPCO.

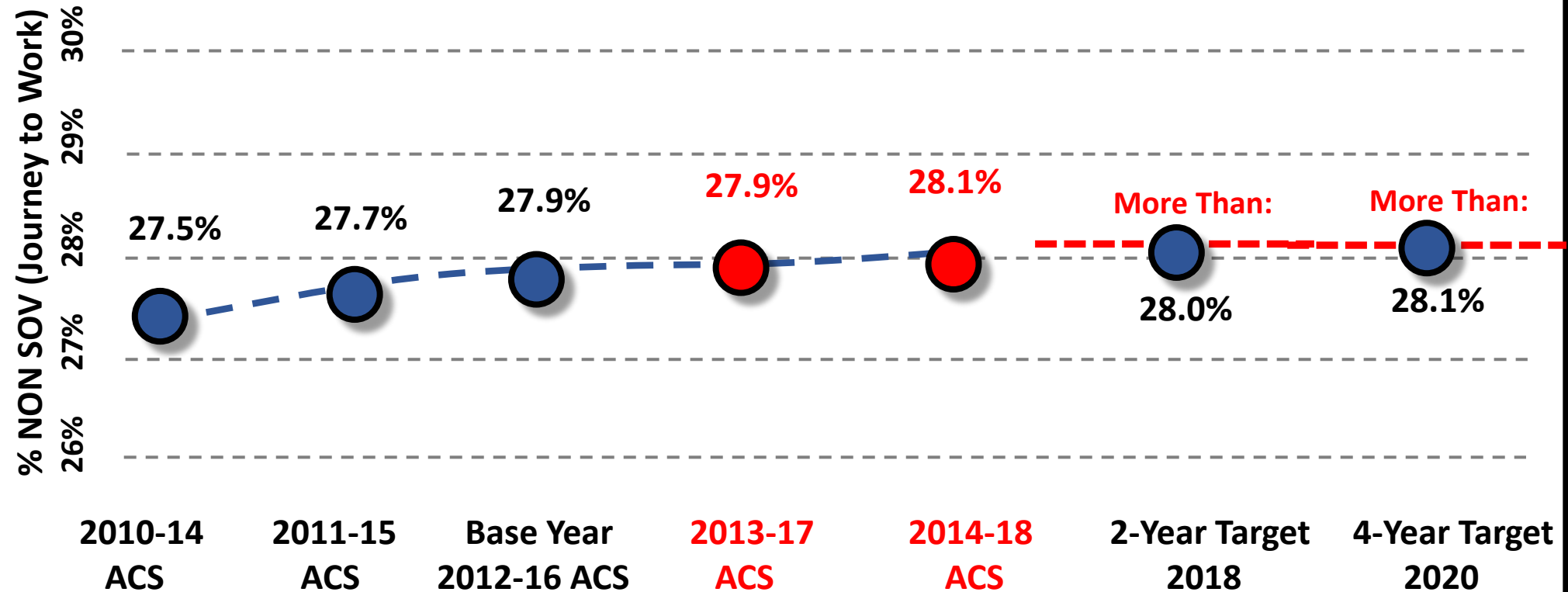
PM 3 Truck Travel Time Reliability TTTR

Example:



PM 3 % Non-SOV Journey to Work

Philadelphia, PA-NJ-DE-MD Urbanized Area



Mid-Period Summary: Retain 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", 2017 & 2018 ACS, WILMAPCO, and DVRPC.

PM 3 Annual Peak Hours of Excessive Delay PHED

Philadelphia, PA-NJ-DE-MD Urbanized Area

Additional Time Spent in “Congested Conditions”, for
Persons in Segments Lower than “Normal” or “Typical” Delay.

Peak Hours of Excessive Delay = Greater of:

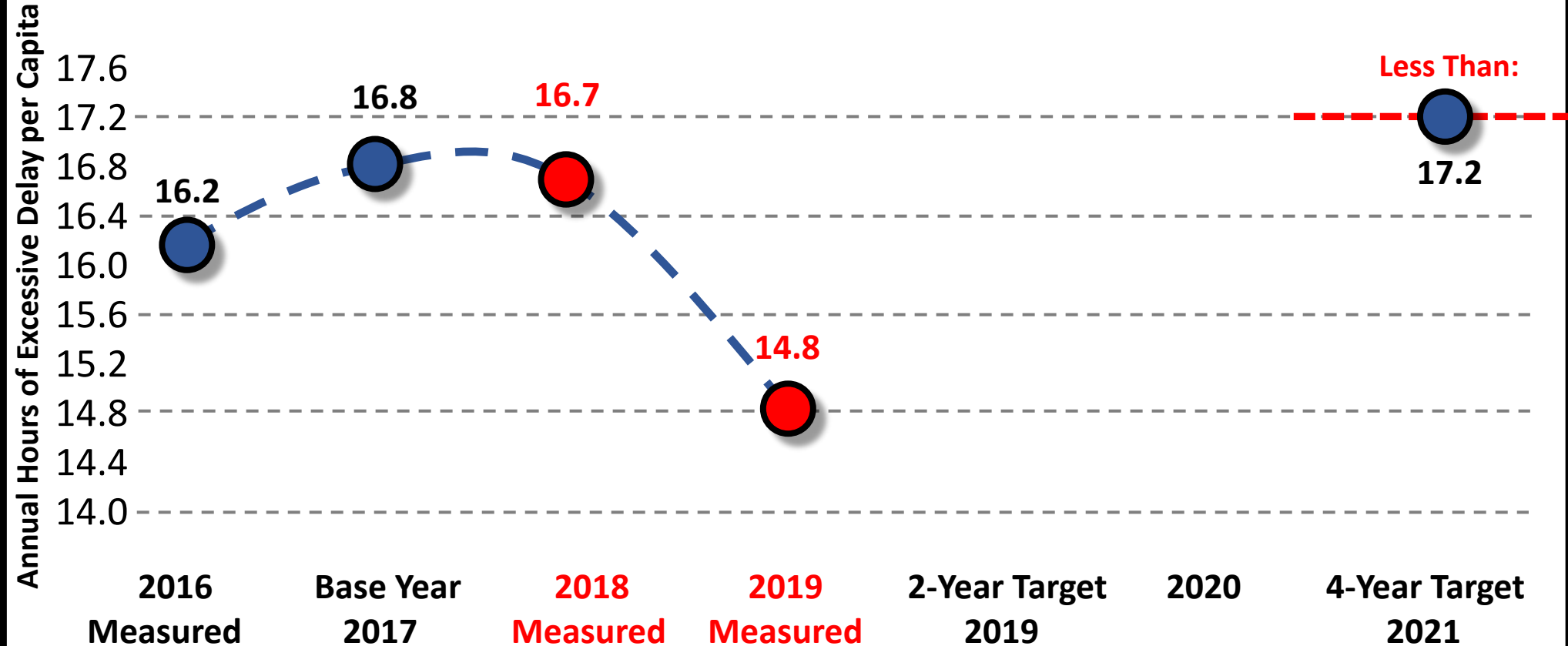
1) Travel Time @ 20 mph

or

2) 60% of the posted speed limit travel time)

PM 3 Annual Peak Hours of Excessive Delay PHED

Philadelphia, PA-NJ-DE-MD Urbanized Area



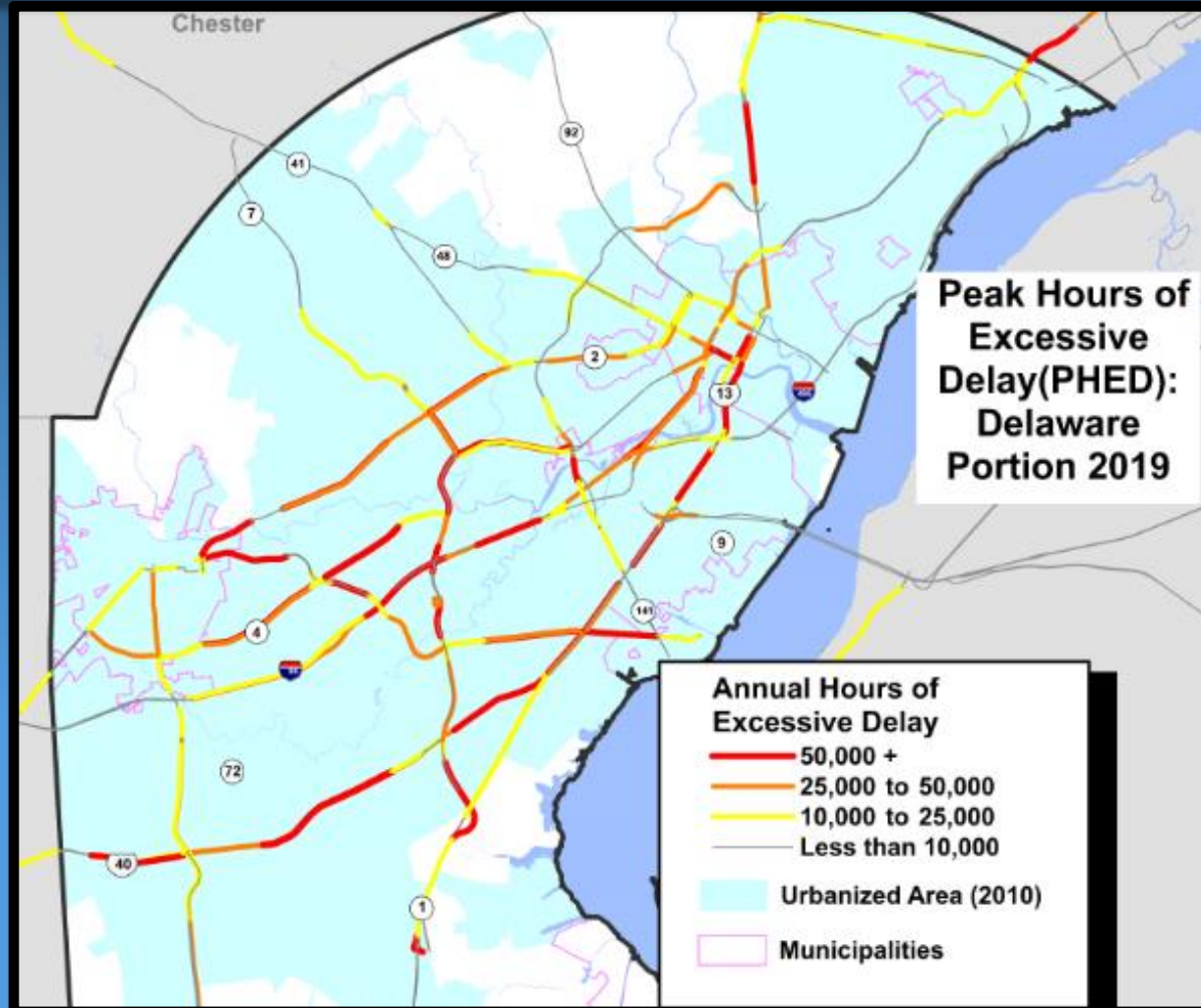
Mid-Period Summary: Retain 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", 2018 & 2019 NPMRDS, WILMAPCO, and DVRPC.

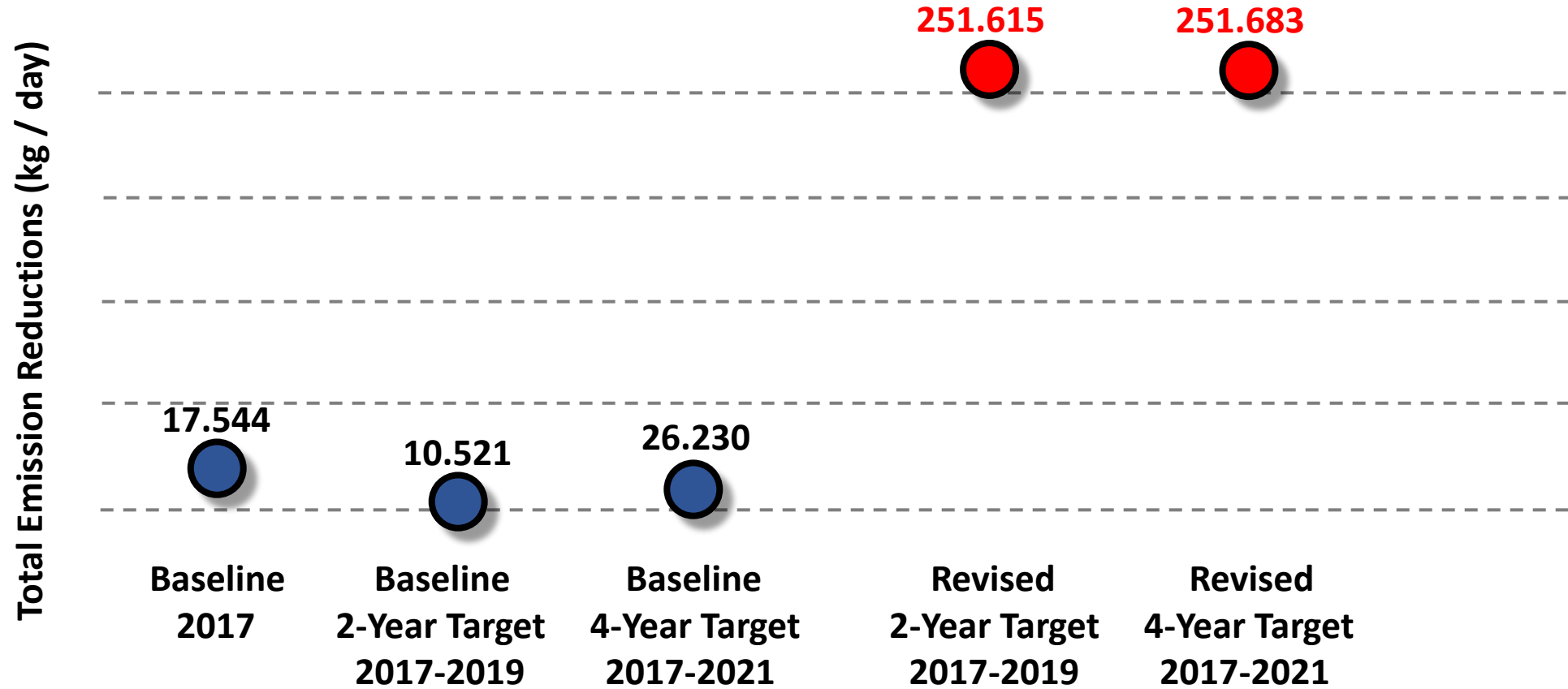
PM 3 Annual Peak Hours of Excessive Delay PHED

Philadelphia, PA-NJ-DE-MD Urbanized Area

Example:



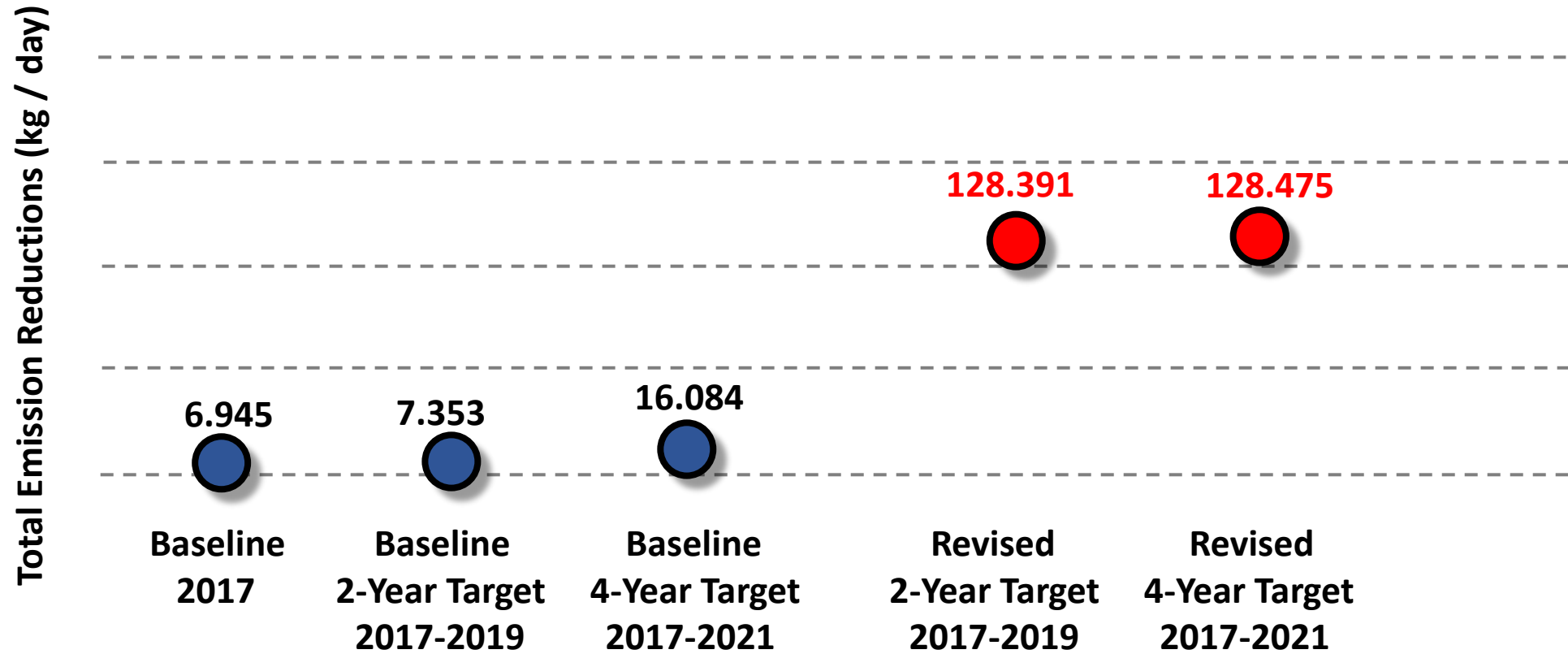
PM 3 CMAQ Air Quality - VOC



Mid-Period Summary: REVISE 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", "Mid-Performance Period Report".

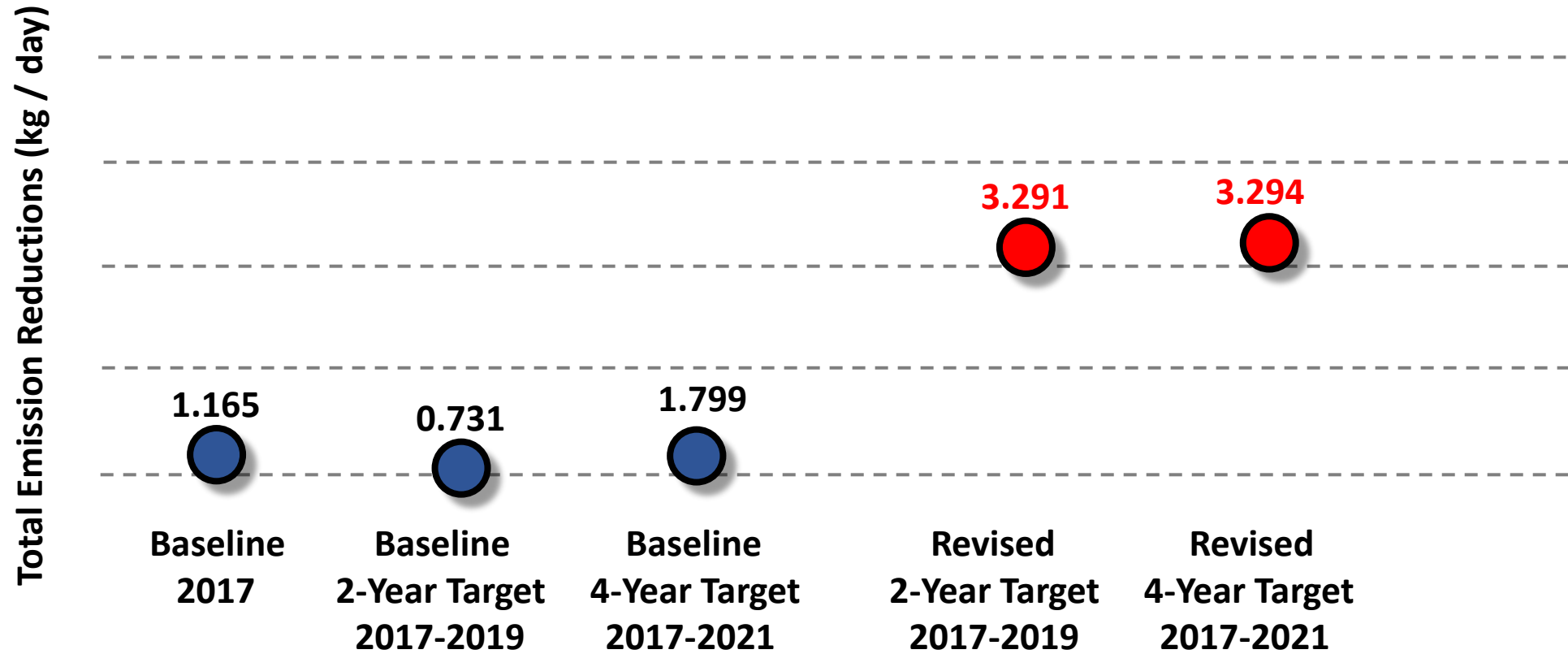
PM 3 CMAQ Air Quality - NOx



Mid-Period Summary: REVISE 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", "Mid-Performance Period Report".

PM 3 CMAQ Air Quality – PM 2.5



Mid-Period Summary: REVISE 2-Year and 4-Year Targets.

Source: "2018 Baseline Report", "Mid-Performance Period Report".