

New Castle County
Level of Service (LOS) Summit
October 1, 2018



**NEW CASTLE COUNTY
DEPARTMENT OF LAND USE**

Agenda



- **Welcome**
- **Land Use General Manager opening remarks**
- **Presentation**
- **Transportation Improvement District (TID) exercise**
- **Closing remarks**

Richard E. Hall, AICP Land Use Department General Manager



- **What is the purpose of today's LOS Forum?**
 - Recap prior outreach
 - ✦ LOS Summit (October 18, 2017)
 - ✦ Community Forum (March 1, 2018)
 - Describe TID as a tool to achieve County LOS policies
 - Discuss TID application through an interactive exercise

LOS Policy Issues



- How to use TDM / multi-modal strategies to reduce traffic impacts?
- How to balance LOS and economic development policies?
- How to balance LOS with placemaking (landscaping, parking, building and site design)?
- How to ensure that needed transportation improvements are completed?
- How can we ensure fairness in requiring improvements that meet LOS targets?
- How to improve certainty for the development community?

LOS Purposes and Issues



Concurrency Tools



Strategies

- Areawide LOS
- Internal capture
- Locational efficiencies
- Design efficiencies
- Fees

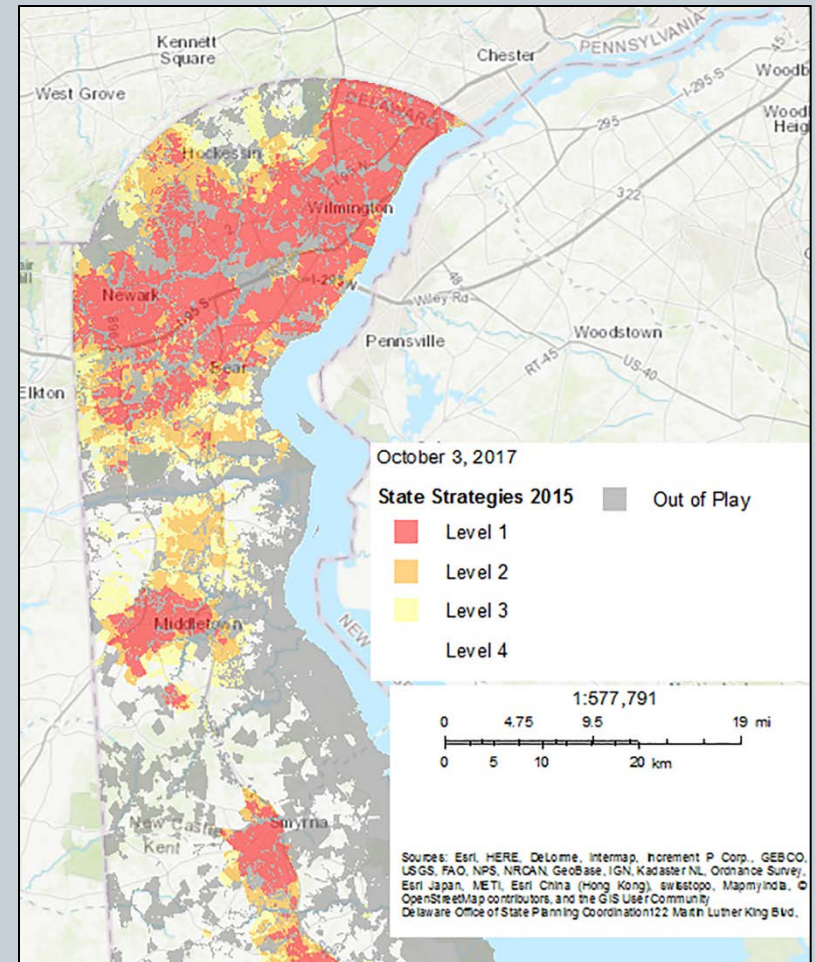
Revisions

- Clean up Art. 11
 - LOS Tiers
 - Measurement
- Complete Communities Enterprise District (CCED) revisions
- TID

What are our options / best practices?



- Adjust by area (e.g., what is “infill”)?
- Coordinate with workforce housing
- Coordinate with economic development / redevelopment
- Quantify internal capture
- Quantify capacity / modal split
- **Transportation improvement districts (TIDs)**



Transportation Improvement District (TID)



- **What is a TID**

- **Definition**

- ✦ Definition - a geographic area defined to secure required improvements to transportation facilities in the area
- ✦ Described in the Department of Transportation's (DelDOT) Development Coordination Manual

- **Purpose**

- ✦ Provide transportation improvements needed to support development
- ✦ Locations identified as appropriate for development in local Comprehensive Plans

Transportation Improvement District (TID)



- **Benefits of TID**
 - Focus Transportation Investments to High-Priority Growth Areas
 - Support Complete Communities
 - Complement Master Plans
 - Provide for "Fair Share" Contributions to Transportation Improvements
 - Foster Market-Ready (Re) Development
 - Promote Intergovernmental Coordination

Transportation Improvement District (TID)



- **How are TIDs created**
 - **TID agreement**
 - ✦ Establishes District boundaries
 - ✦ Plan horizon year
 - ✦ Standards for adequate transportation facilities in the District
 - ✦ Roles of the parties
 - **Land Use & Transportation Plan**
 - ✦ Buildable transportation projects
 - ✦ Fee formula to subsidize the improvements
 - ✦ Monitoring program to track the need for the projects

Transportation Improvement District (TID)



- **Effect of TIDs**
 - County develops a land use plan
 - County identifies what transportation adequacy standards
 - County / DelDOT calculate, collect and administer fees
 - ✦ **DelDOT 6-year Capital Transportation Program**
 - May replace the need for the developer to obtain a Traffic Impact Study

What are we trying to accomplish?



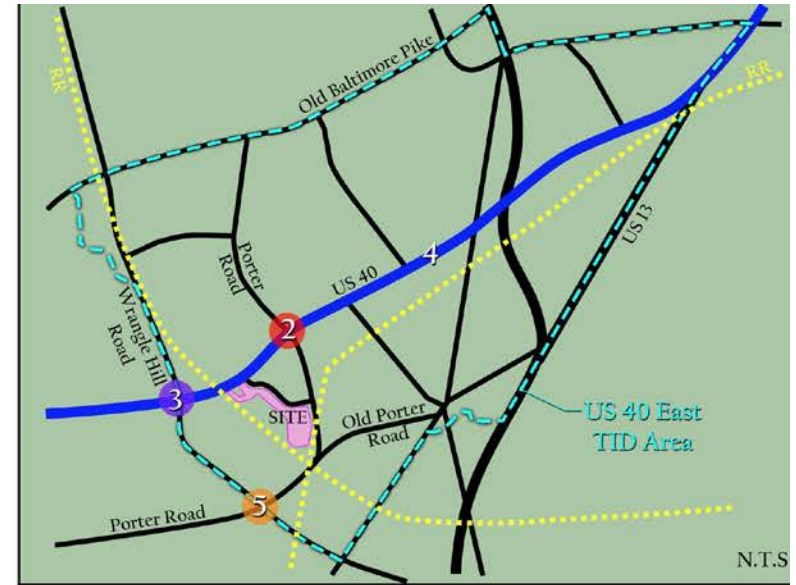
GOALS
PRIORITIES
TARGETING IMPROVEMENTS
EFFECT OF TIDS

Traffic Improvement District (TID) Exercise

US 40 East TID

Direct Distributors Ltd. - Traffic Concurrency

1. Signalized intersection of Scotland Drive/US 40 currently operating at Delay LOS C.
2. Signalized intersection of Porter Road/US 40 currently operating at Delay LOS D.
3. Signalized intersection of Wrangle Hill Road /US 40 currently operating at Delay LOS E.
4. US 40 exhibits Travel Times as follows:
 - Eastbound - 13 min, 23 sec (AM Peak) & 15 min, 12 sec (PM Peak)
 - Westbound - 14 min, 33 sec (AM Peak) & 15 min, 31 sec (PM Peak)
5. Add left-hand & right-hand turn lanes to all legs of the Porter Road/Wrangle Hill Road intersection.
6. Add left-hand & right-hand turn lanes to all legs of the Porter Road/Scotland Drive intersection.
7. Add left-hand & right-hand turn lanes to all legs of the Porter Road/Old Porter Road intersection.
8. Estimated costs for minimum required off-site improvements (item #s 5 to 7) - \$2,200,000.



Location Map



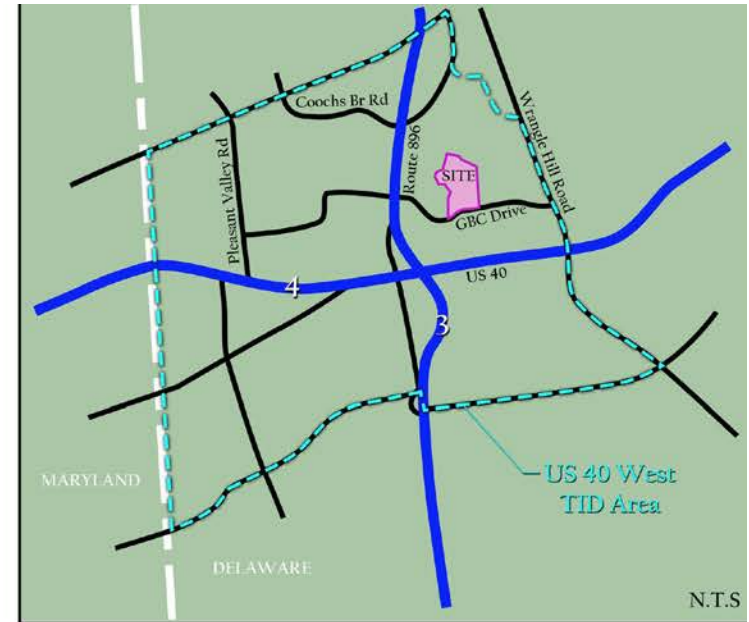
N.T.S.

Traffic Improvement District (TID) Exercise

US 40 West TID

Safeguard Sports LLC - Traffic Concurrency

1. Intersection of Coochs Bridge Road/Route 896 currently operating at Delay LOS D.
2. Intersection of GBC Drive/Route 896 currently operating at Delay LOS E.
3. Route 896 exhibits Travel Times as follows:
 - Northbound - 12 min, 22 sec (AM Peak) & 7 min, 26 sec (PM Peak)
 - Southbound - 6 min, 45 sec (AM Peak) & 8 min, 4 sec (PM Peak)
4. US 40 exhibits Travel Times as follows:
 - Eastbound - 8 min, 22 sec (AM Peak) & 9 min, 38 sec (PM Peak)
 - Westbound - 8 min, 2 sec (AM Peak) & 9 min, 38 sec (PM Peak)
5. Add left-hand & right-hand turn lanes to all legs of the GBC Drive/Wrangle Hill Road intersection.
6. GBC Drive from Route 896 to Wrangle Hill Road required to be improved to local road standards (11-foot lanes & 5-foot shoulders).
7. Estimated cost for minimum required off-site improvements (item's #5 & 6) - \$2,900,000



Location Map



N.T.S.

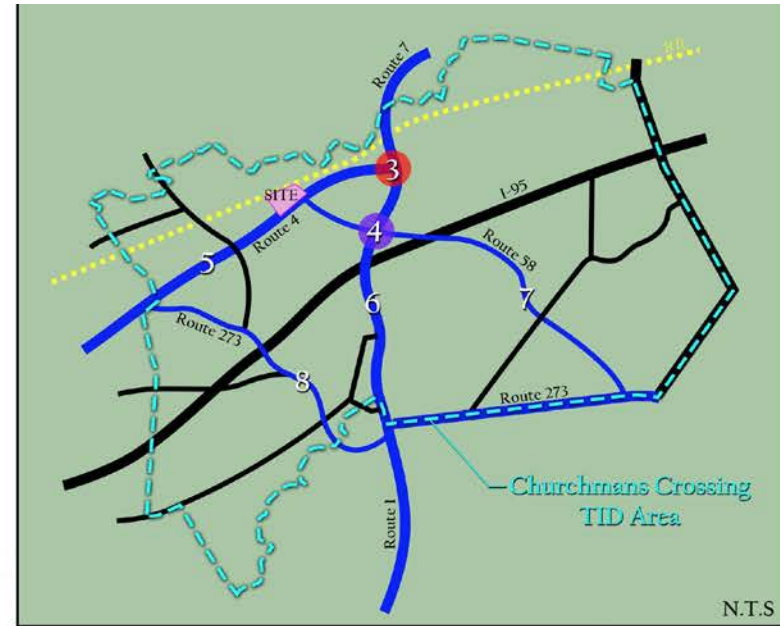


Traffic Improvement District (TID) Exercise

Churchmans Crossing TID

Advanced Labs, Inc. - Traffic Concurrency

1. Intersection of Route 4/Route 58 currently operating at Delay LOS D.
2. Intersection of Route 4/Hospital Drive currently operating at Delay LOS D.
3. Intersection of Route 4/Route 1 currently operating at Delay LOS F.
4. Intersection of Route 58/Route 1 currently operating at Delay LOS F.
5. Route 4 exhibits Travel Times as follows:
 - Northbound - 15 min, 12 sec (AM Peak) & 18 min, 8 sec (PM Peak)
 - Southbound - 15 min, 38 sec (AM Peak) & 22 min, 26 sec (PM Peak)
6. Routes 1 & 7 exhibit Travel Times as follows:
 - Northbound - 12 min, 27 sec (AM Peak) & 6 min, 21 sec (PM Peak)
 - Southbound - 5 min, 35 sec (AM Peak) & 9 min, 56 sec (PM Peak)
7. Route 58 exhibits Travel Times as follows:
 - Northbound - 10 min, 31 sec (AM Peak) & 14 min, 48 sec (PM Peak)
 - Southbound - 9 min, 28 sec (AM Peak) & 9 min, 45 sec (PM Peak)
8. Route 273 exhibits Travel Times as follows:
 - Northbound - 15 min, 40 sec (AM Peak) & 22 min, 16 sec (PM Peak)
 - Southbound - 15 min, 15 sec (AM Peak) & 15 min, 41 sec (PM Peak)
9. Provide monetary contribution toward future widening of existing vehicular bridge.
10. Estimated cost for minimum required off-site improvements (item #9) - \$3,000,000



Location Map



N.T.S

Question #1



When thinking about transportation issues in the area, how would you prioritize the following guiding values (rank from 1 to 7)?

- Local circulation planning
- Network transportation planning
- Vehicle congestion relief
- Matching density/floor area to road capacity
- Walkability
- Compact / efficient development patterns
- Transit access

Question #2



When determining the need for a TID, how would you prioritize the following considerations? (Rank **H**igh, **M**edium, **L**ow)

- ✦ Providing transportation improvements
- ✦ Job creation
- ✦ Community character
- ✦ Trip reduction
- ✦ Project size
- ✦ Need for reinvestment
- ✦ Countywide development patterns

Question #3



In establishing a TID, are the following appropriate criteria to be considered?

- ✦ Natural / manmade barriers
- ✦ Highways without local access
- ✦ Railroads
- ✦ Trip distribution
- ✦ Jobs
- ✦ Transit Corridors
- ✦ Surrounding/Adjacent Future Land Use
- ✦ Zoning categories
- ✦ Infrastructure availability

Question #4



Which of the following elements should a TID affect?

- **Current LOS standards (i.e. Delay LOS)**
- **LOS measurements – examples:**
 - Don't measure certain turning movements?
 - Use volume to capacity (v/c)?
 - Don't regulate peak hour?
 - Expand/contract peak hour?
 - Measure travel time change on roadway segments
- **Payments in lieu of development delay/density reduction**
- **Time period for payments**
- **Transportation infrastructure measured (road lanes, intersections, transit, sidewalks, etc.)**
- **Mode substitution (for example, transit capacity for road capacity)**

Closing Remarks



- **Summary will be posted on the Land Use website**
- **Stay tuned as we consider our next steps**
- **We appreciate your participation--thank you for attending the LOS Summit.**

Thank You