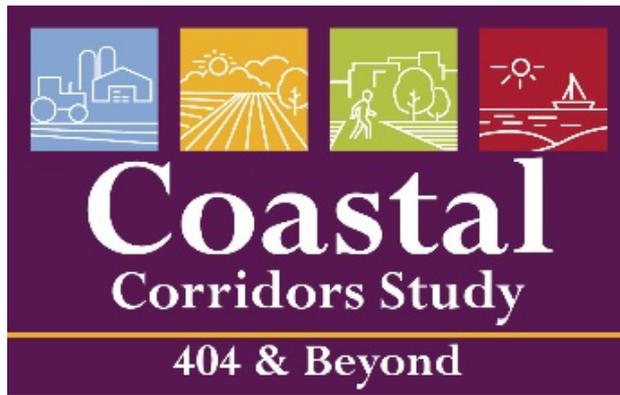


Public Workshops

to introduce the



MARCH 8-11, 2021



How to participate

- We'll start by presenting some initial information about the study

How to participate

- You'll have an opportunity to answer questions we'll be asking at three points in the presentation.
- You are welcome to respond by clicking on “Q&A” at the bottom of the screen and typing your answers.



How to participate

- After the presentation is complete, we will have an open question-and-answer session.
- At that time, click on “Raise Hand” at the bottom of your screen. (If you are on your phone, you can raise your hand by pressing *9.)
- The host will un-mute you so you can ask your question.

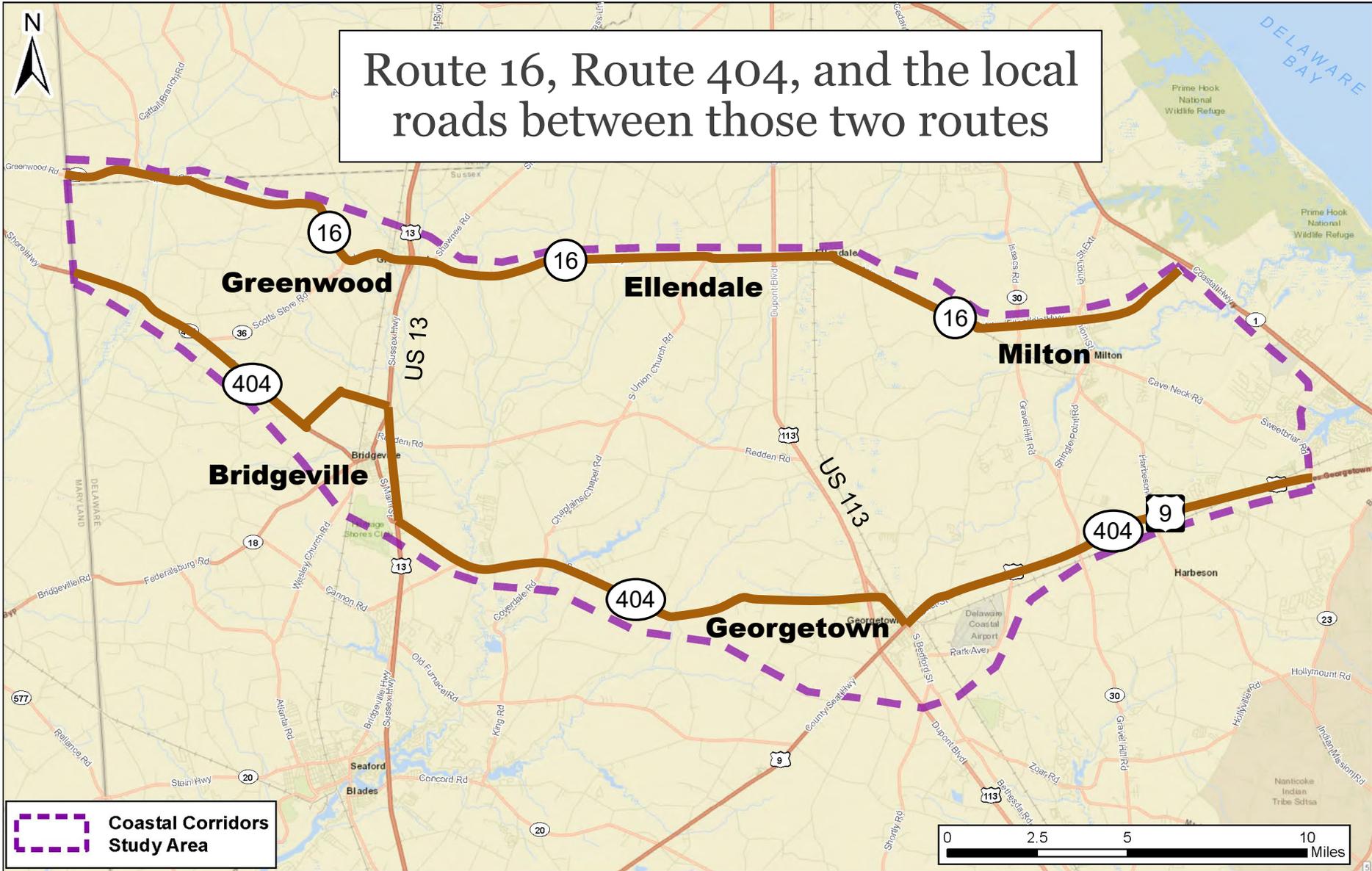


Panelists

- Marc Coté, DelDOT
- Josh Thomas, DelDOT
- Jenn Cinelli-Miller, DelDOT
- Jamie Whitehouse, Sussex County
- Jeff Riegner, WRA
- Andrew Bing, KA

What are the “Coastal Corridors?”

Route 16, Route 404, and the local roads between those two routes



 Coastal Corridors Study Area

What are the “Coastal Corridors?”

- The Coastal Corridors are Route 16, Route 404, and the local roads between those two routes
- The study area is between the Maryland state line and Route 1
- These routes serve an important local function
- They also carry the majority of traffic between the Delaware beaches and the Chesapeake Bay Bridge

What is happening now?

- The State of Maryland has widened Route 404 to within a few miles of the Delaware state line
- They are also studying additional highway capacity crossing the Chesapeake Bay
- Development activity continues to increase traffic in the study area
- The Delaware beaches will always attract visitors

Why undertake this study?

- Make sure that future traffic growth works for the communities in the area rather than harming them
 - Maintain high quality of life
 - Ensure continued economic competitiveness
 - Focus on transportation safety and mobility

We're starting by listening

- You and your neighbors know the study area better than anyone
- By understanding your perspectives up front, DelDOT can work with you to develop solutions that work for the community

Listening tour

- We met with about 50 stakeholders in the study area over the winter, sharing the same information you've just seen about the study
 - Elected and appointed officials
 - Residents
 - Schools
 - Businesses
 - Emergency service providers

Listening tour

- One-on-one or small group conversations
- Comments were not attributed to individuals; that way people could speak freely

Listening tour results: What did we hear?

- The only common theme was that people love Sussex County and don't want to lose their small-town and rural way of life
- We also heard a lot of specific suggestions and recommendations, which we'll summarize now

Listening tour results: What did we hear?

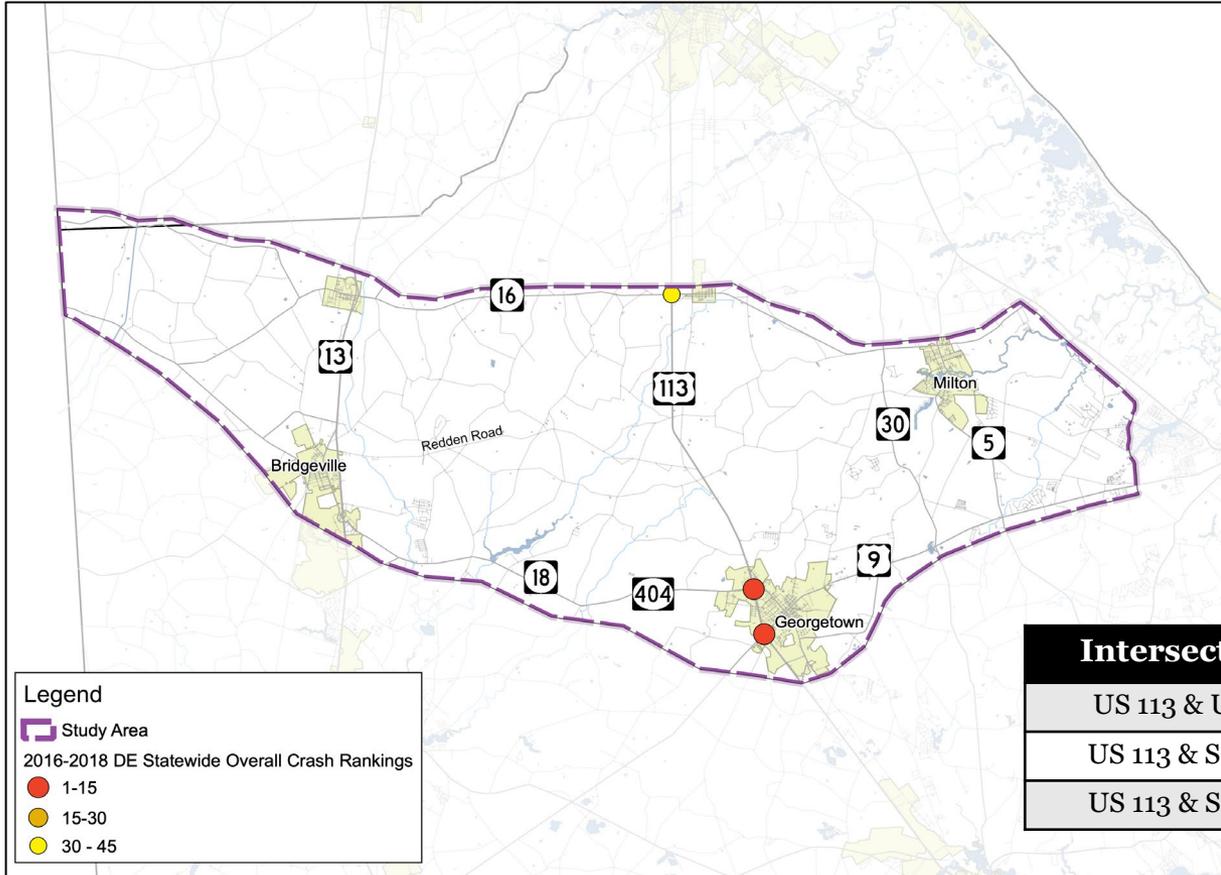
- Categories:
 - Safety
 - Traffic
 - Economic issues/opportunities
 - Emergency services
 - Technology/GPS
 - Other
- For each category, comments received during the listening tour are listed first
 - We also have supporting technical information for some of the categories

Listening tour results:

Safety

- Traffic causes safety problems for operating farm equipment, especially on roads without shoulders
- Safety concerns were expressed at several specific intersections and roads:
 - Route 404 & Coverdale Road
 - Cave Neck Road, Hudson Road and Sweetbriar Road
 - Route 13 and Redden Road
 - Route 13 and Rifle Range Road
 - Route 113 and Redden Road
 - Redden Road
 - Gravel Hill Road
 - Sand Hill Road
- Red light running is a safety issue

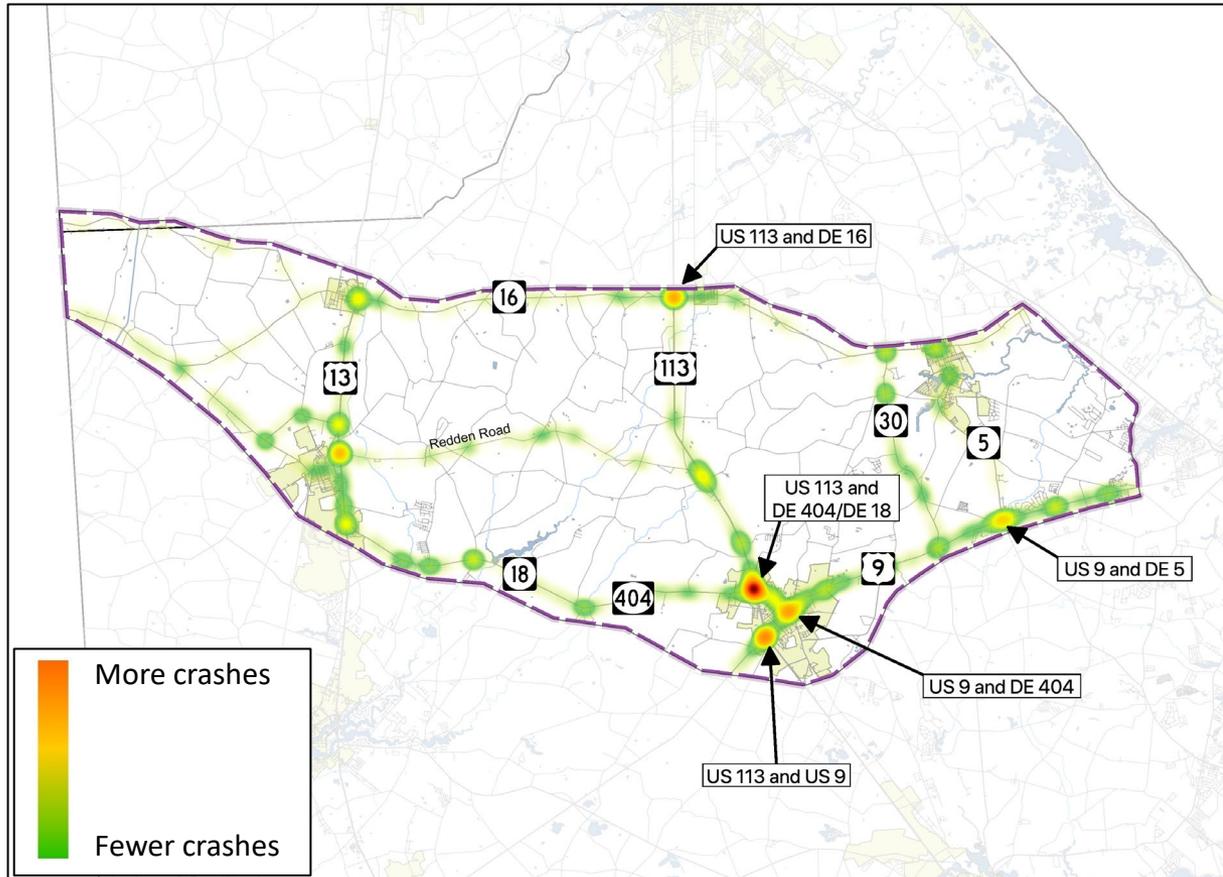
Safety: Statewide crash rankings



- Statewide crash rankings factor in crash frequency, severity, and cost
- Using data from 2016-2018, three intersections within the study area are ranked within the top 50 in the state

Intersection	Statewide Crash Rank
US 113 & US 9	2
US 113 & SR 18	5
US 113 & SR 16	33

Safety: Crash data summary

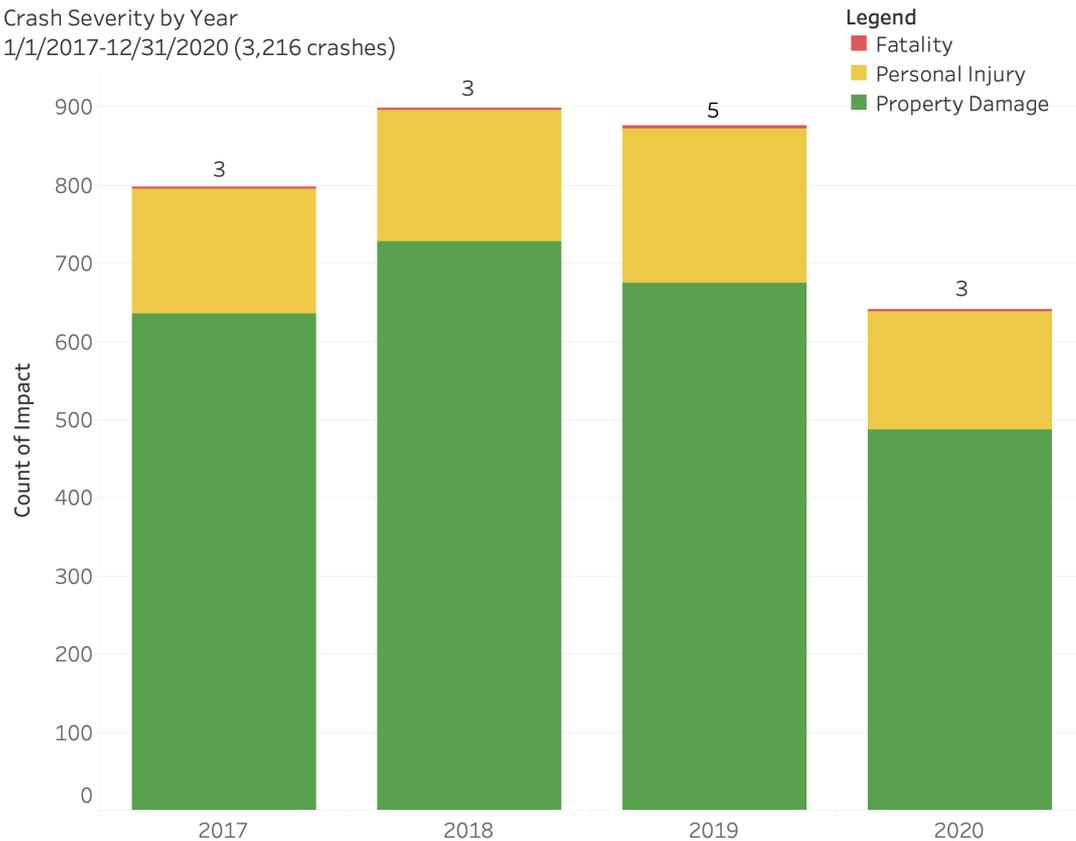


Crash data from 2017-2020

- There were 3,216 crashes within the study area
- Major hot spots include:
 - US 113 and SR 404/SR 18
 - US 9 and SR 404
 - US 9 and US 113
 - US 113 and SR 16
 - US 9 and SR 5
 - US 13 and Redden Road

Safety: Crash data summary

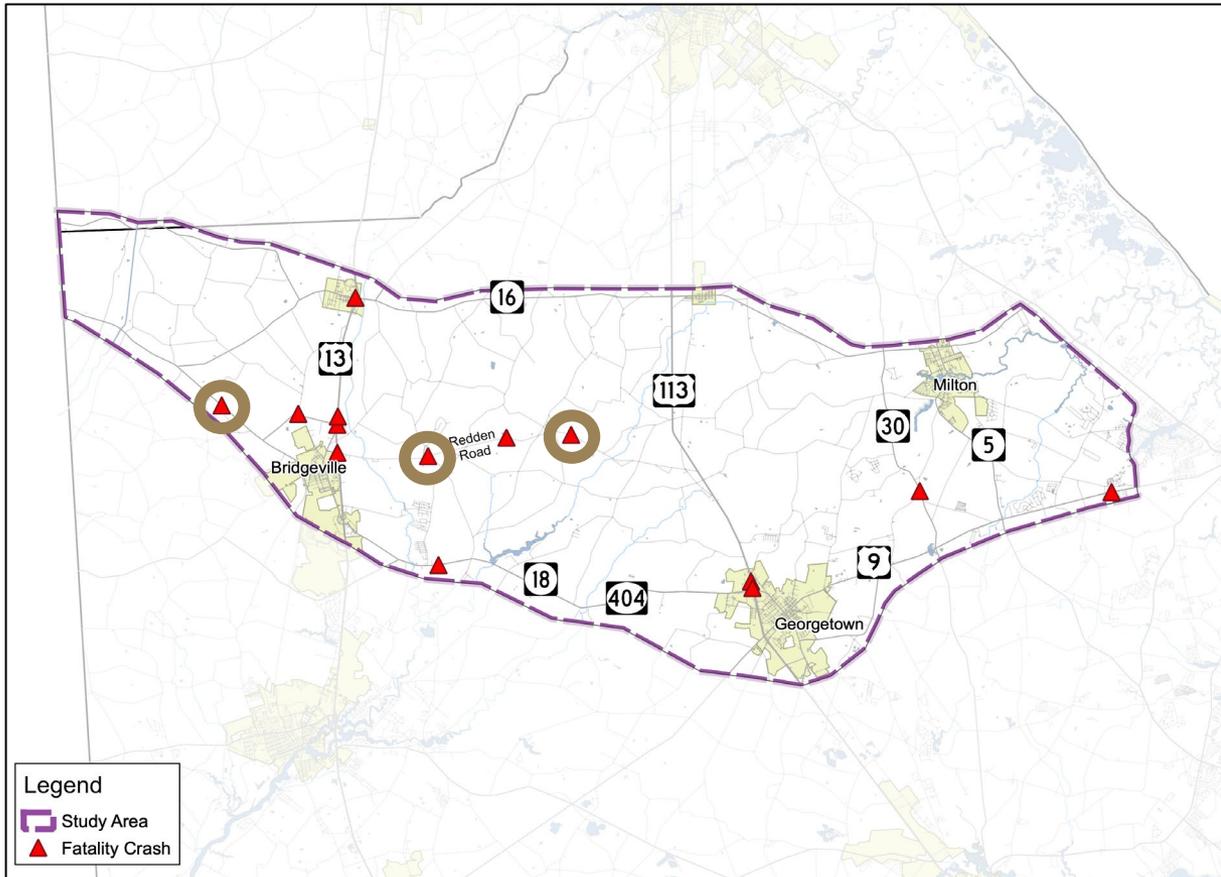
Crash Severity by Year
1/1/2017-12/31/2020 (3,216 crashes)



- 3 fatal crashes within the study area in 2017
- 3 in 2018
- 5 in 2019
- 3 in 2020

Crash data from 2017-2020

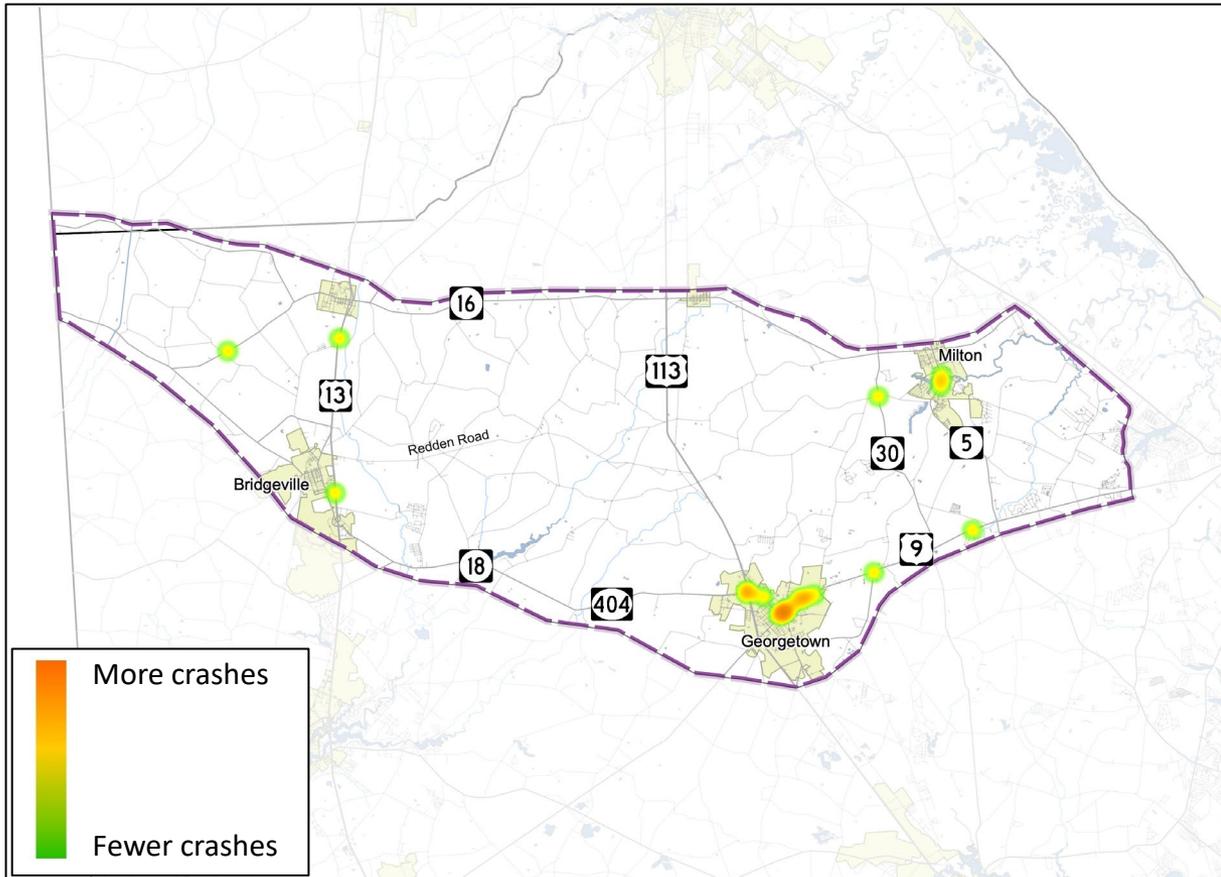
Safety: Crash data summary



- There were 14 fatal crashes within the study area
- Redden Road and US 13 are among the common places for fatalities
- Of the three fatalities in 2020 (circled), two occurred on Redden Road

Crash data from 2017-2020

Safety: Crash data summary

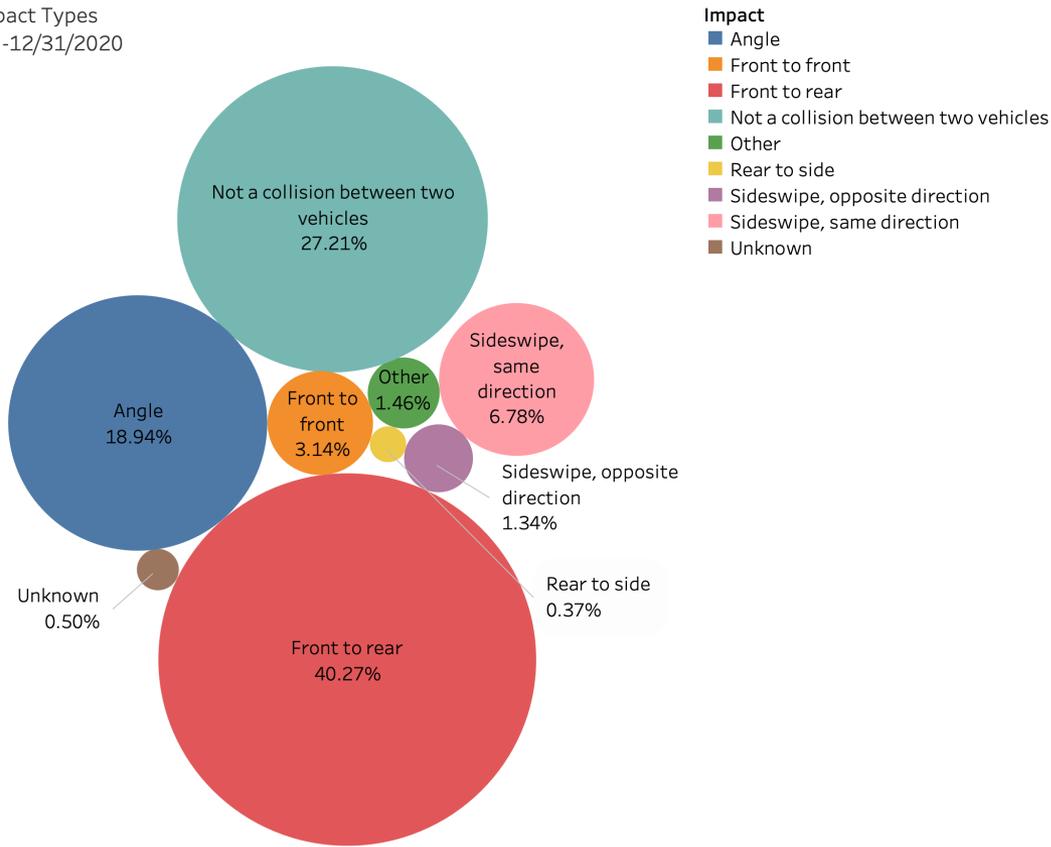


Crash data from 2017-2020

- From 2017 to 2020, 14 crashes within the study area involved pedestrians or cyclists
- 3 of those 14 crashes resulted in a pedestrian fatality
- No crashes resulted in a cyclist fatality
- Georgetown is a concern in this category as well
 - US 9 and SR 404
 - US 113 and SR 404

Safety: Crash data summary

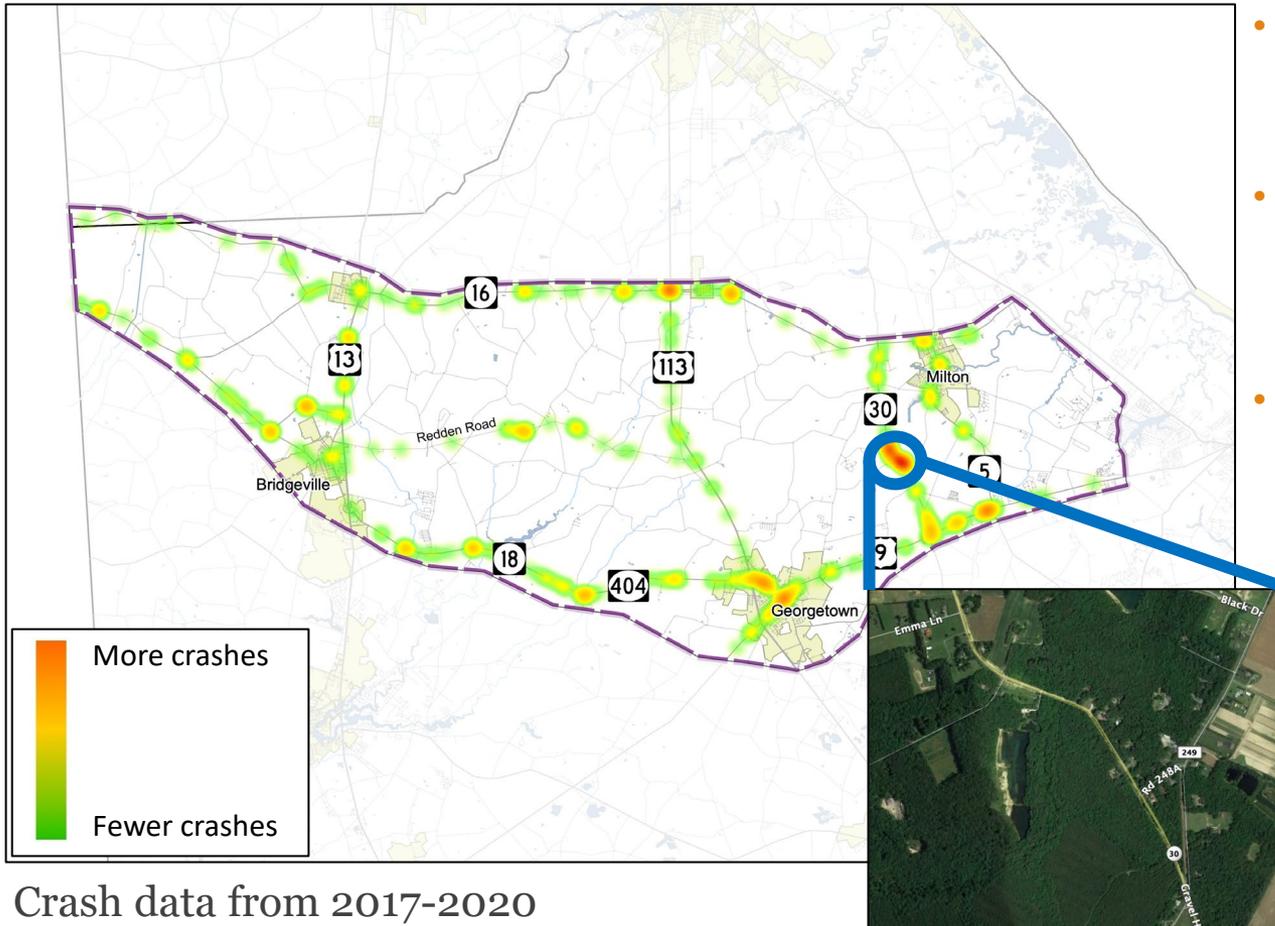
Crash Impact Types
1/1/2017 -12/31/2020



- Most crashes within the study area were either front to rear crashes or one-vehicle crashes (i.e. fixed objects and animals)
- 16% of all crashes involved a vehicle hitting a fixed object
- 10% of all crashes involved a vehicle hitting a deer

Crash data from 2017-2020

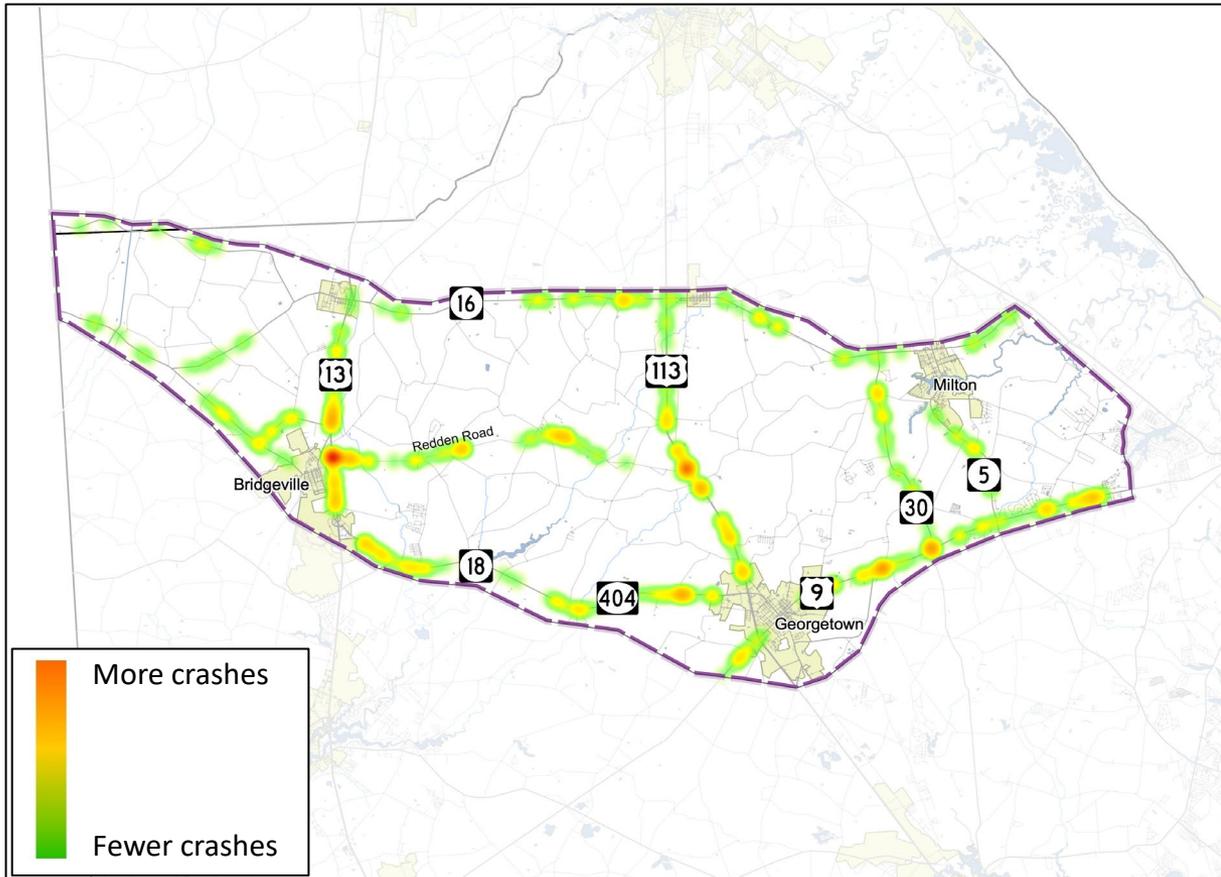
Safety: Crash data summary



Crash data from 2017-2020

- 525 crashes involved a vehicle hitting a fixed object (light pole, guardrail, tree, etc.)
- The curve along SR 30 appears as a new hotspot here, with about 25 fixed object crashes along a 1.25-mile stretch of road
- Multiple driver actions led to the fixed object crashes:
 - 24% due to driver inattention, distraction, or fatigue
 - 16% due to driving in a careless or reckless manner
 - 17% due to driving under the influence

Safety: Crash data summary



- 339 crashes involved a vehicle hitting a deer
- Of these 339, more than 70% occurred during dark, not-lighted conditions
- Bridgeville appears as a hotspot for deer crashes

Crash data from 2017-2020

Safety:

We want to hear from you!

- What safety concerns do you have in the study area?
- You can:
 - Add new ideas
 - Agree or disagree with things you've heard in the last few slides

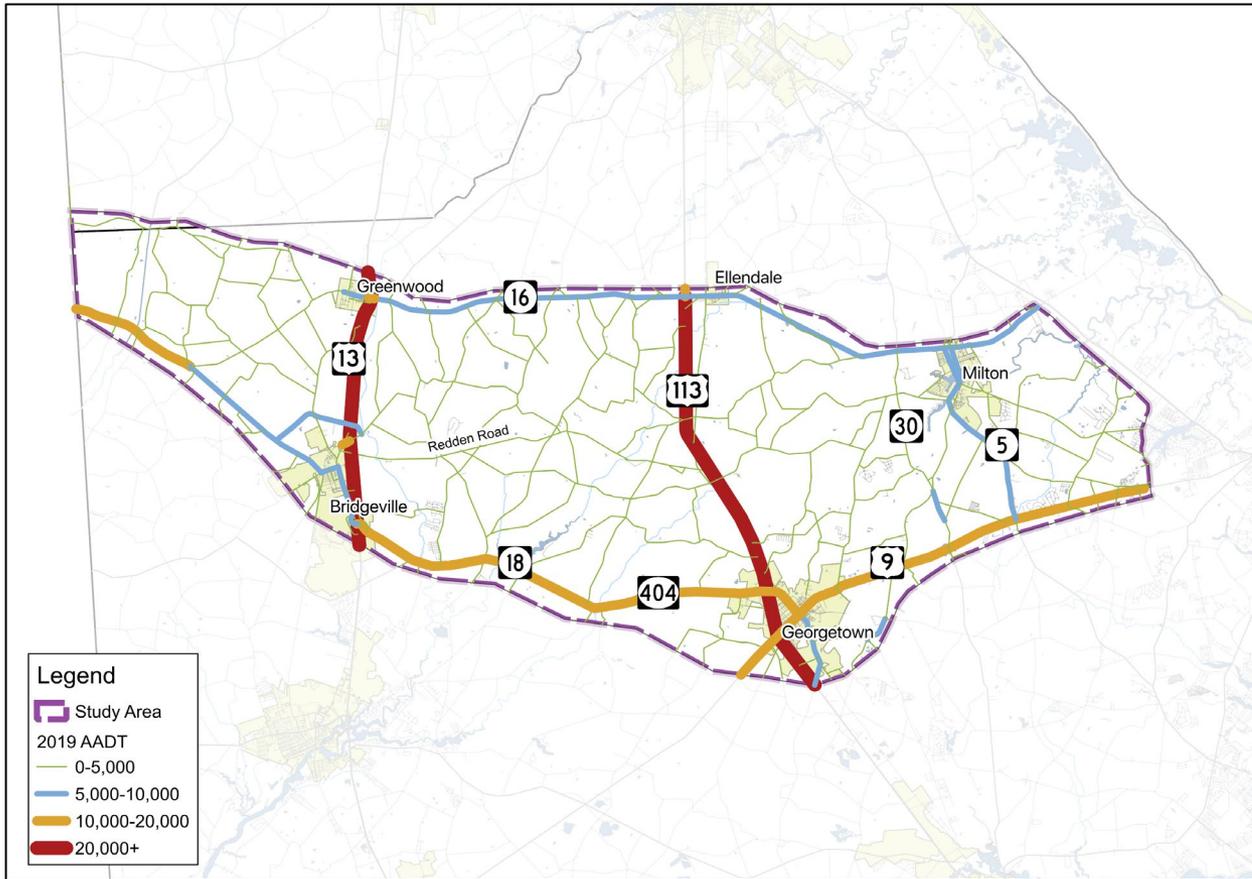
Listening tour results: Traffic

- To avoid congestion, drivers are using secondary roads that aren't designed for it
- Service workers live to the west because housing is more affordable, so they travel on the east-west roads to their jobs. That means that congestion is no longer just on the weekends, it's all the time
- Improving the east-west roads without fixing the existing bottleneck on Route 1 will only result in feeding more traffic into the existing backup

Listening tour results: Traffic (continued)

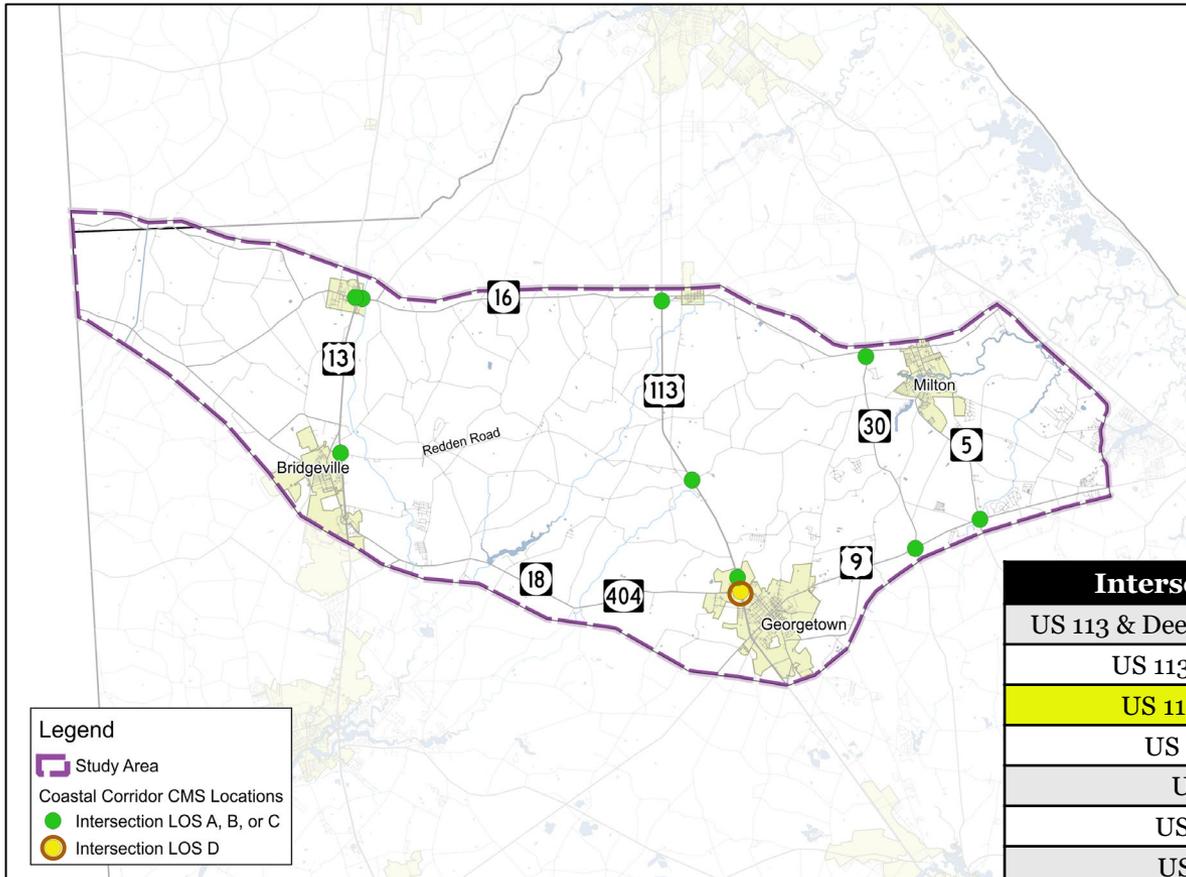
- Several specific locations were mentioned as having traffic concerns:
 - Cave Neck Road, Hudson Road and Sweetbriar Road
 - Route 16 and Route 30
 - Route 16 and Route 5
 - Route 16 and Route 1
- Need an east-west route that doesn't go through downtown Georgetown
- Need to address truck traffic in the towns

Traffic: Vehicle volumes



- 2019 Average Annual Daily Traffic (AADT) volumes from the DelDOT Traffic Summary

Traffic: Level of service



Legend

- Study Area
- Coastal Corridor CMS Locations**
- Intersection LOS A, B, or C
- Intersection LOS D

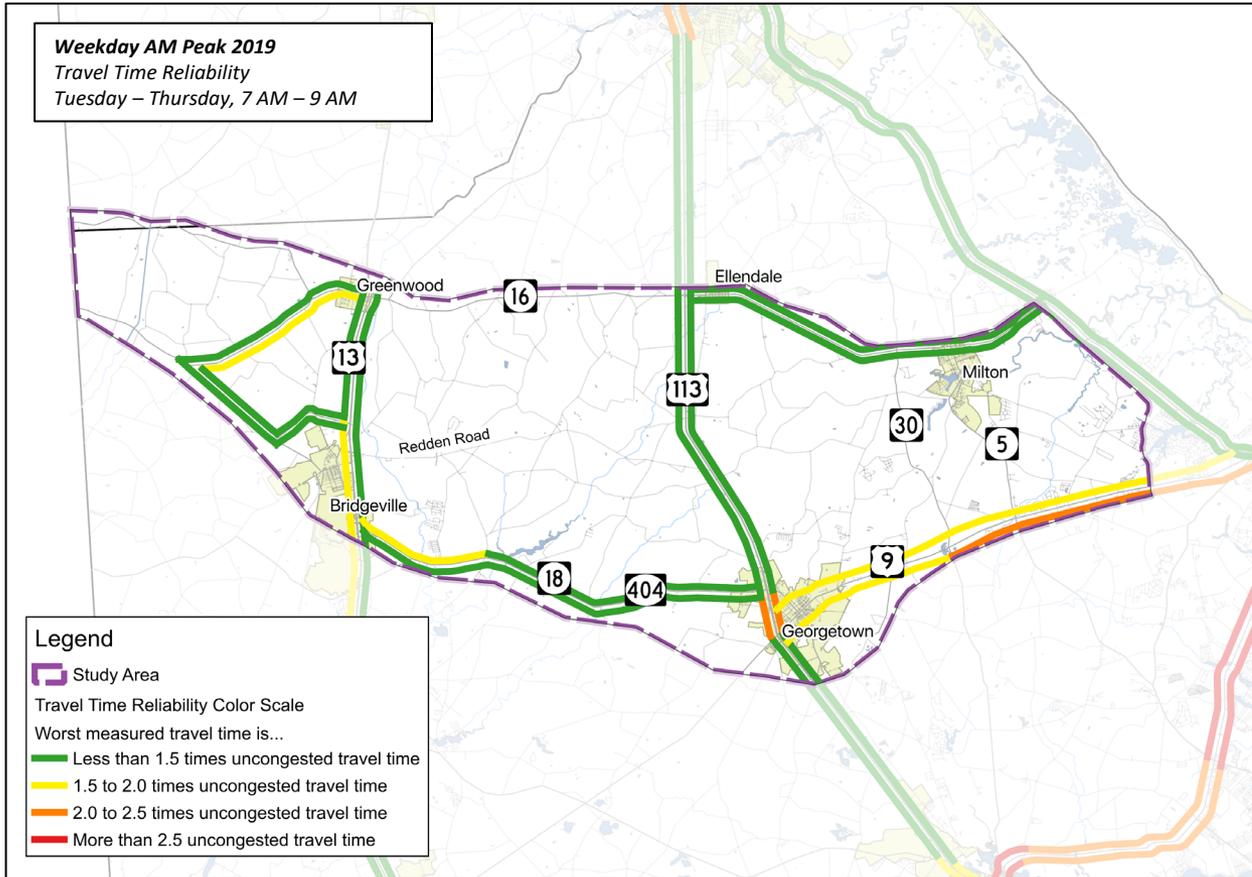
- Recent peak hour traffic counts (within the last four years) are only available at some intersections
- Among those intersections, US 113 & SR 18/SR 404 is the only one operating at LOS D or worse

Intersections Analyzed

US 113 & Deer Forest Rd/E Redden Rd
US 113 & College Park Ln
US 113 & SR 18/SR 404
US 13 & Redden Rd
US 113 & SR 16
US 13 NB & SR 16
US 13 SB & SR 16
SR 16 & SR 30
US 9 & SR 30
US 9 & SR 5

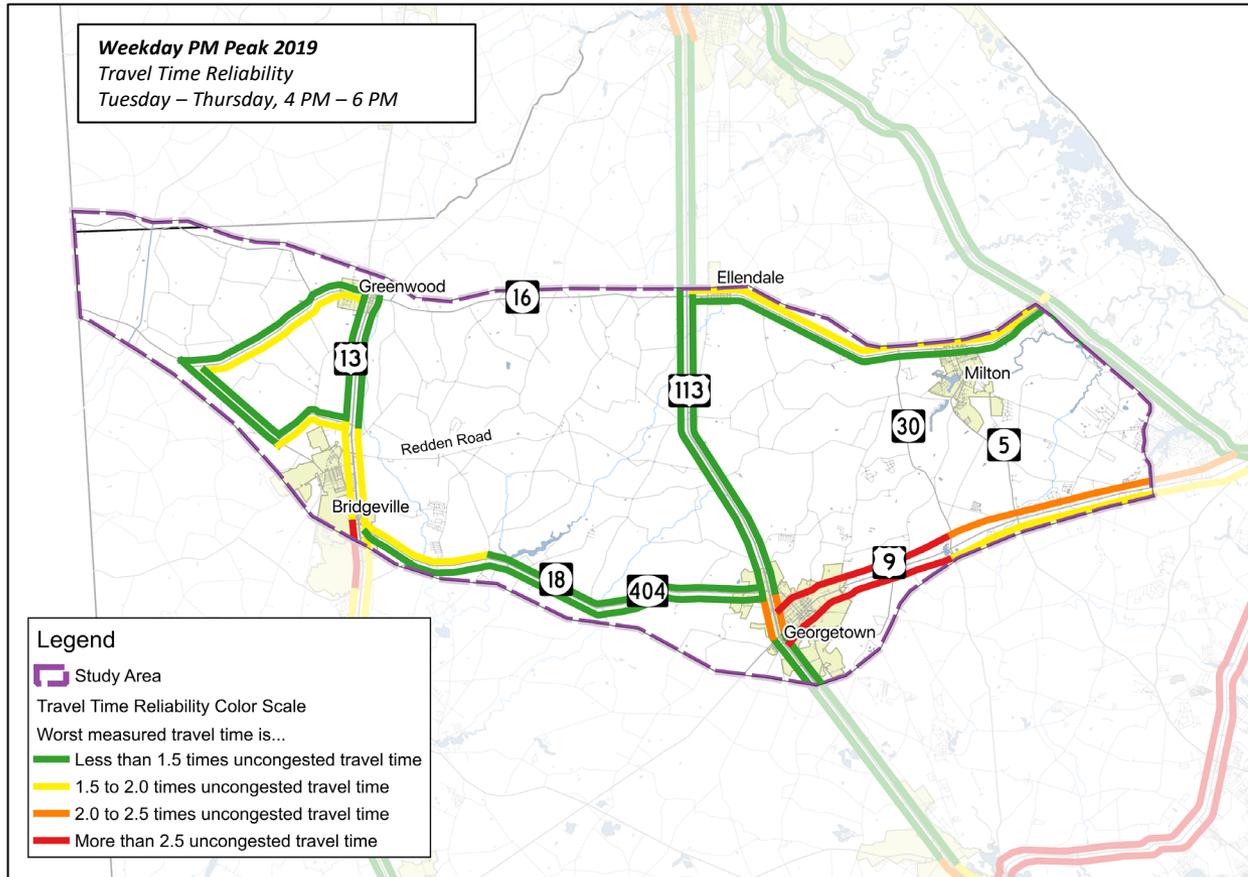
Critical Movement Summation method

Traffic: Travel time reliability



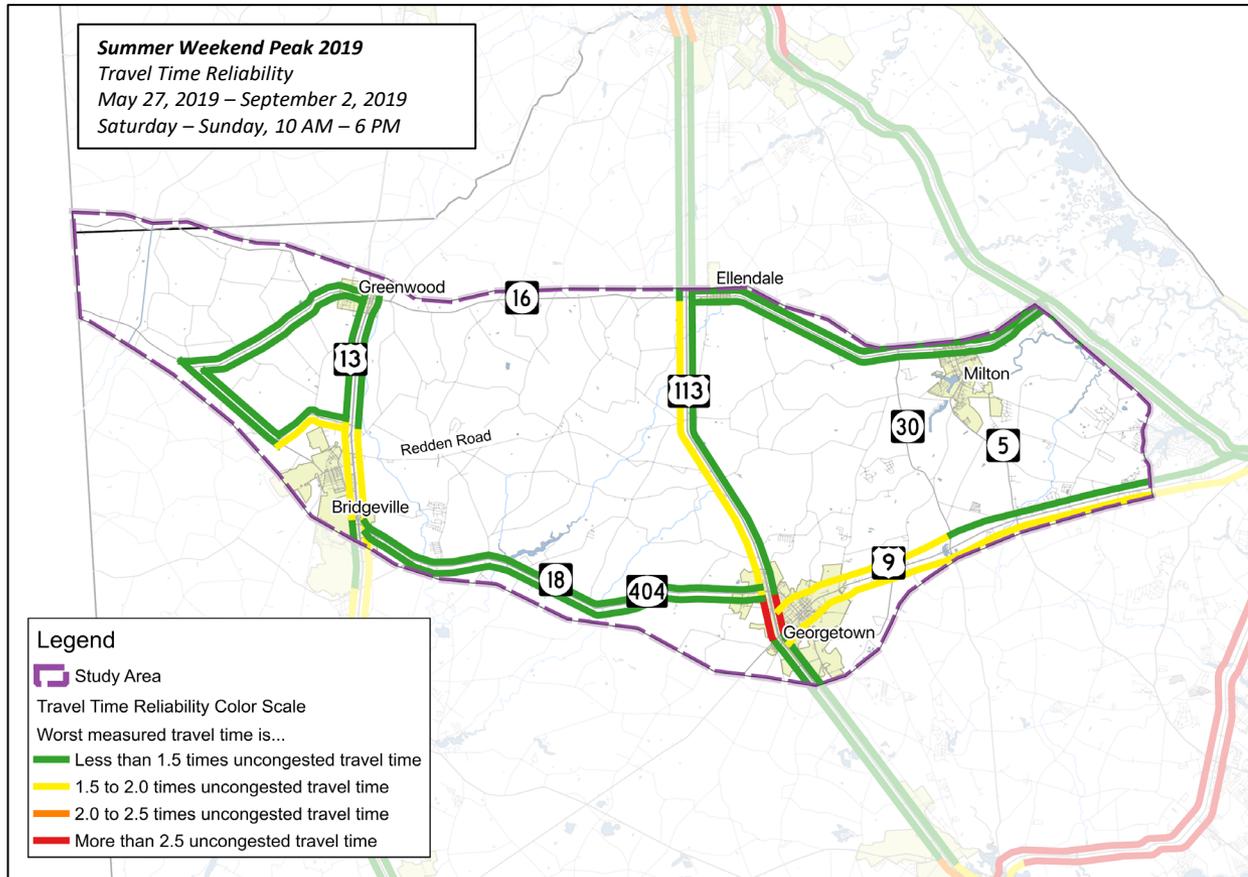
- 2019 weekday AM peak
 - Compared worst measured travel time to uncongested or free-flow travel time
 - US 9 between US 113 and SR 1 regularly experiences congestion in both directions

Traffic: Travel time reliability



- 2019 weekday PM peak
 - Compared worst measured travel time to uncongested or free-flow travel time
 - Weekday PM peak congestion slightly higher along some routes than weekday AM peak
 - US 9 between US 113 and SR 1 regularly experiences significant congestion in both directions
 - US 13 experiences mild congestion through Bridgeville between SR 404 and SR 18 in both directions

Traffic: Travel time reliability



- 2019 weekend peak
 - Compared worst measured travel time to uncongested travel time for summer weekends
 - US 9 between US 113 and DE 1 regularly experiences congestion in both directions
 - US 113 through Georgetown experiences congestion in both directions

Traffic:

We want to hear from you!

- What traffic concerns do you have in the study area?
- You can:
 - Add new ideas
 - Agree or disagree with things you've heard in the last few slides

Listening tour results:

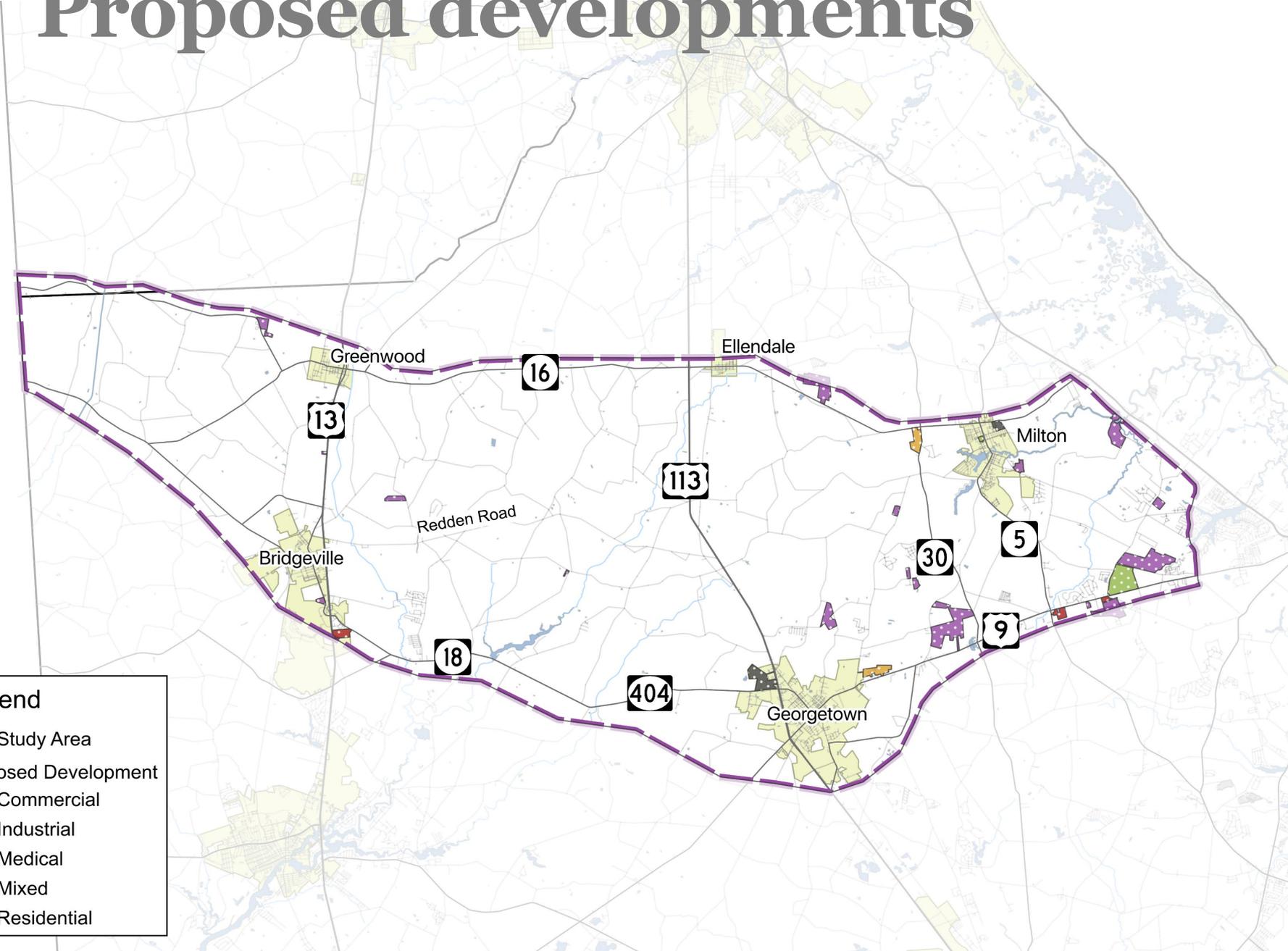
Economic issues/opportunities

- Some level of traffic is good for local businesses
- It is important to preserve productive farmland in Sussex County
- Don't want a bypass that draws all traffic away from downtown businesses
- There is a high volume of trucks associated with the poultry industry. Trucks use main roads to and from the processing plants, but also use small secondary roads to get to the farms
- There is so much new development, and they just keep building more; roads are not keeping up with development

Proposed developments

Legend

- Study Area
- Proposed Development
 - Commercial
 - Industrial
 - Medical
 - Mixed
 - Residential



Listening tour results: Emergency services

- Need a mass evacuation route that can quickly get large numbers of people away from the beach
- Difficulties for east-west travel to emergency services in Milford and Lewes (limited services in northwestern Sussex County)
- Congested roads during summer hinder emergency response vehicles from getting to emergencies

Listening tour results: Technology and GPS

- Better use technology to direct people to take certain routes depending on where you're going, based on current conditions
- Modify GPS to direct trucks to truck routes; trucks following GPS get stuck on small streets and roads
- Traffic on 404 was worse in the past; GPS wayfinding seems to have dispersed some traffic to other roads

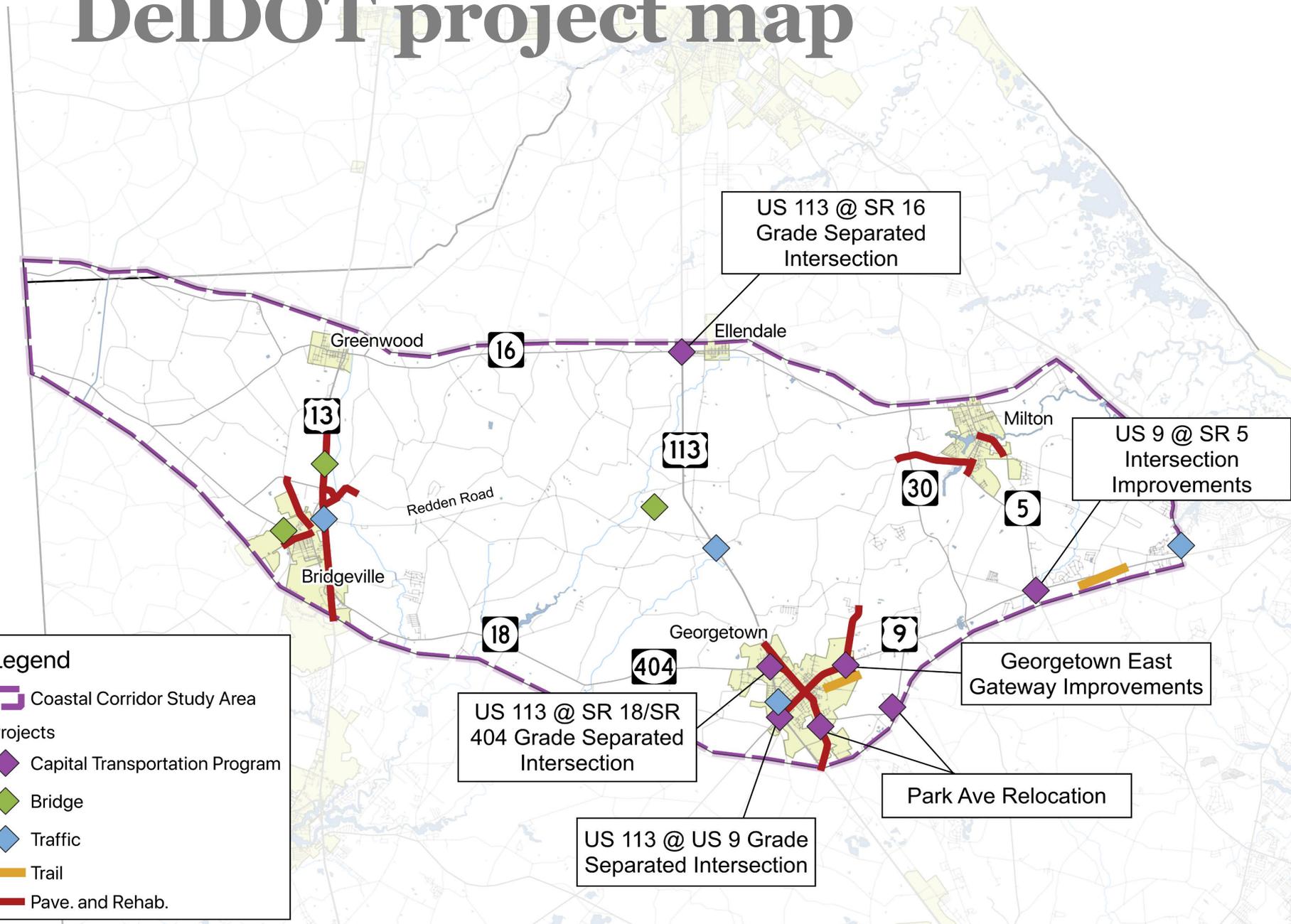
Listening tour results: Other themes

- There is high demand for recreational bicycling in all communities east of Route 113
- Consider need for green infrastructure
- People should be made aware that Delaware is allocating more road improvement funding to Sussex County than ever before and has many projects in the pipeline

DelDOT project map

Legend

- Coastal Corridor Study Area
- Projects**
- Capital Transportation Program
- Bridge
- Traffic
- Trail
- Pave. and Rehab.



Listening tour results: Other themes (continued)

- It is important that the public be involved in the conversations about how to plan for future traffic growth

What do you think?

- What other transportation issues do you experience in the Coastal Corridors area?

What happens next?

- We compile your comments
 - This is one of five virtual public workshops focused on each of the five towns in the study area
- We do traffic modeling to better understand:
 - Existing conditions
 - Anticipated future conditions
- We come back to you with information on transportation “needs,” or problems to be addressed

Where can I find out more?

- Visit DelDOT's project website:
coastalcorridors.deldot.gov
- Contact DelDOT's project manager:

Jennifer Cinelli-Miller
jennifer.cinelli@delaware.gov
302.760.2549

coastalcorridors@delaware.gov

Q&A

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Thank you for your participation!

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