VIRTUAL PUBLIC WORKSHOP

October 26, 2021  4:00 PM

Prepared By:

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners
Est. 1915
MEETING AGENDA

• Purpose of Workshop
• Project Overview
  – What is a Planning and Environmental Linkages (PEL) Study?
  – Project Location
  – What is a Transportation Improvement District (TID)?
• PEL Study
  – Purpose and Need
  – Environmental Inventory
  – Screening Criteria
  – Typical Section
  – Initial Concepts
  – Comparison of Initial Concepts
• Next Steps
PURPOSE OF WORKSHOP

• Discuss the need for the study

• Show proposed study area

• Share initial concepts

• Obtain comments and feedback on the concepts at the close of the presentation via the Q&A box
WHAT IS A PEL STUDY?

• Planning and Environmental Linkages (PEL) Studies
  – Collaborative early transportation planning, considering potential impacts and benefits of potential future transportation improvements.
  – Information developed can be integrated into the environmental review process as future funding is potentially identified.

• Goals of the Mulberry Knoll Extension PEL Study
  – To establish a long-term vision for future improvements west of SR 1, between US 9 and SR 24;
  – To identify and preserve a defined corridor for future project implementation; and
  – To inform regional development transportation priorities in advance of any funding becoming identified for detailed design and construction.
WHAT IS A TID?

- Transportation Improvement District (TID)
  - Apply to a specific geographic area needing transportation improvements
  - Transportation-based impact fees equitably distributed to developers
- Henlopen TID
  - Identified Potential Future Land Use
  - Projected Future Traffic LOS
  - Recommendations – included a new connection between Cedar Grove Road and US 9, in the vicinity of Mulberry Knoll Road
The purpose of the Mulberry Knoll Road Extension Planning and Environmental Linkages (PEL) Study is to identify transportation improvements that:

- **Reduce Congestion**
  - For local and regional traffic and increase system linkages

- **Improve Access**
  - For designated development areas to support economic vitality and sustained growth
ENVIRONMENTAL INVENTORY

• Inventory area established as an overall corridor where a future connection could likely be implemented

• Resources identified include:
  – Wetlands, streams, and flood zones
  – Natural Areas
  – Agricultural Lands Preservation Program
  – Historic properties
  – Environmental Justice (EJ) communities
SCREENING CRITERIA

STEP 1
Does the concept meet the identified needs of the project?
- Reduce congestion for local and regional traffic and increase system linkages
- Accommodate planned and approved local development

STEP 2
Does the concept meet the following additional screening criteria?
- Minimize right of way impacts / displacements
- Minimize impacts to natural resources
- Minimize impacts to environmental justice communities
- Minimize impacts to historic properties
- Minimize cost

Concept Carried Forward

Concept Eliminated from Detailed Study
TYPICAL SECTION

• Based on AASHTO standards

• Two 11-foot lanes with 5-foot shoulders/bicycle lanes

• One 10-foot shared-use path
INITIAL CONCEPT B
## COMPARISON OF INITIAL CONCEPTS

<table>
<thead>
<tr>
<th>Resource</th>
<th>Concept A</th>
<th>Concept B</th>
<th>Concept C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (miles)</td>
<td>2.24</td>
<td>2.19</td>
<td>2.16</td>
</tr>
<tr>
<td>Area (ac.)</td>
<td>30.2</td>
<td>29.6</td>
<td>28.4</td>
</tr>
<tr>
<td>Properties Affected (number of parcels)</td>
<td>17</td>
<td>15</td>
<td>12</td>
</tr>
<tr>
<td>Residential Land Use (ac.)</td>
<td>0.0</td>
<td>0.1</td>
<td>0.0</td>
</tr>
<tr>
<td>Relocations (number of relocations)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wetlands (ac.)</td>
<td>0.3</td>
<td>0.4</td>
<td>0.6</td>
</tr>
<tr>
<td>Streams (LF)</td>
<td>120</td>
<td>112</td>
<td>118</td>
</tr>
<tr>
<td>Forest Land (ac.)</td>
<td>4.1</td>
<td>4.6</td>
<td>4.4</td>
</tr>
<tr>
<td>Socioeconomic and Environmental Justice Communities (Affected Census Block Groups)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Agricultural Land Use (ac.)</td>
<td>25.4</td>
<td>24.5</td>
<td>23.1</td>
</tr>
<tr>
<td>Agricultural Conservation Easement Extension (ac.)</td>
<td>0</td>
<td>0</td>
<td>11.0</td>
</tr>
<tr>
<td>Cultural Resources (ac. of property)</td>
<td>1.5</td>
<td>1.6</td>
<td>1.1</td>
</tr>
<tr>
<td>Edge of Property</td>
<td></td>
<td></td>
<td>Bisects property</td>
</tr>
<tr>
<td>Adjacent Parcels Identified for Development</td>
<td>8</td>
<td>8</td>
<td>7</td>
</tr>
</tbody>
</table>
NEXT STEPS

• Incorporate community feedback into concepts where feasible

• Identification of Recommended Concept

• PEL Study Complete – Early 2022
HOW TO SUBMIT QUESTIONS

• If you would like to submit a question, please access Q&A on bottom of page

• If you are on the phone, please press *9 to participate
THANK YOU!

• Visit the project website for more project information as well as a link to this workshop presentation. The site will be periodically updated with new information as it is available.

https://deldot.gov/projects/Studies/mulberry-knoll/

• Questions/comments regarding this project can also be sent via mail, email, or phone:

  dotpublic@delaaware.gov
  (800) 652-5600
  (302) 760-2080

  DelDOT Community Relations
  Attn: Regional Systems Planning
  P.O. Box 778
  Dover, DE 19903