



# Corridor Capacity Preservation Program (CCPP)

## SR1 Plan Update

### Public Workshop

**11/15/2022**

**11/16/2022**



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*Excellence in Transportation.*

**Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

**Every Mode.**

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

**Every Dollar.**

We seek the best value for every dollar spent for the benefit of all.

**Everyone.**

We engage our customers and employees with respect and courtesy as we deliver our services.



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## Delaware Traffic Fatalities as of 11/14/2022

	2022	2021		2020	
		Year-to-Date	Totals	Year-to-Date	Totals
<b>Fatalities</b>	<b>134</b>	123 ↑ 9%	139	106 ↑ 26%	117
Delaware Residents	99	103 ↓ -4%	100	83 ↑ 19%	96
<b>Person Types</b>					
Vehicle Occupant	81	74 ↑ 9%	83	69 ↑ 17%	75
Pedestrian	27	23 ↑ 17%	30	21 ↑ 29%	25
Bicyclist	5	2 ↑ 150%	2	2 ↑ 150%	3
Motorcyclist	21	24 ↓ -13%	24	14 ↑ 50%	14
<b>Crash Types</b>					
Curve Related	15	20 ↓ -25%	23	18 ↓ -17%	19
Roadway Departure	45	55 ↓ -18%	59	42 ↑ 7%	47
Intersection Related	41	44 ↓ -7%	53	31 ↑ 32%	32
Median Crossover	6	7 ↓ -14%	7	3 ↑ 100%	3
Wrong Way	5	0 ↑ N/A	0	1 ↑ 400%	1
Work Zone	3	6 ↓ -50%	8	3 0%	3



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# Agenda

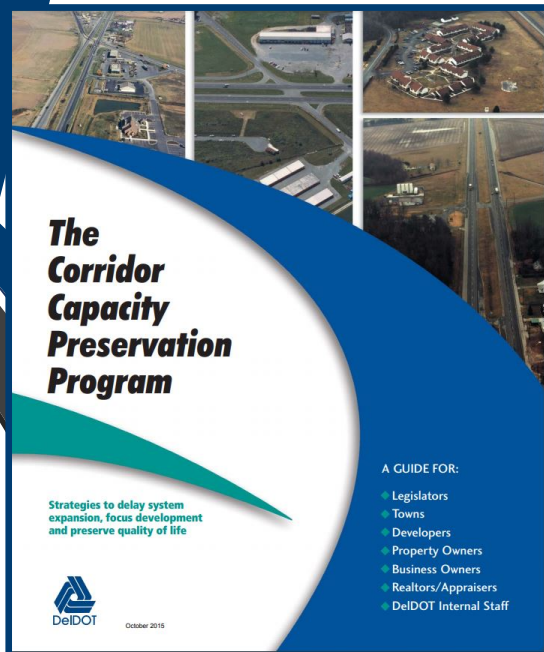
- Welcome
- SR1 Plan Update - Purpose and Need
- CCPP Objectives and Goals
- Project Background
- Existing Corridor Review
- Corridor-Wide Improvement and Preservation Strategies
- Implementation Strategies and Triggers
- Schedule



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# Purpose and Need



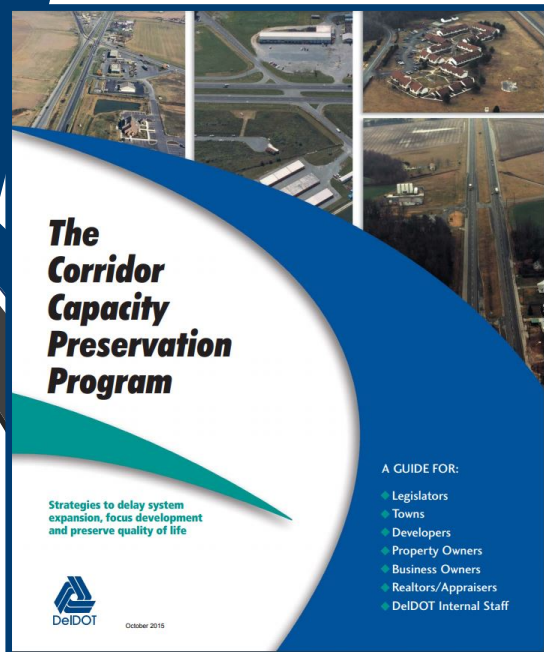
- The Purpose of the Corridor Capacity Preservation Program SR1 Plan Update is to formalize a comprehensive 20-Year Corridor Vision that identifies access management and future roadway improvements and informs land use decisions with the goal of preserving the traffic capacity of SR1.
- The Plan is not intended to encourage development or growth that is inconsistent with the Delaware Strategies for State Policies and Spending and/or the County and Municipal Comprehensive Plans.



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# Purpose and Need



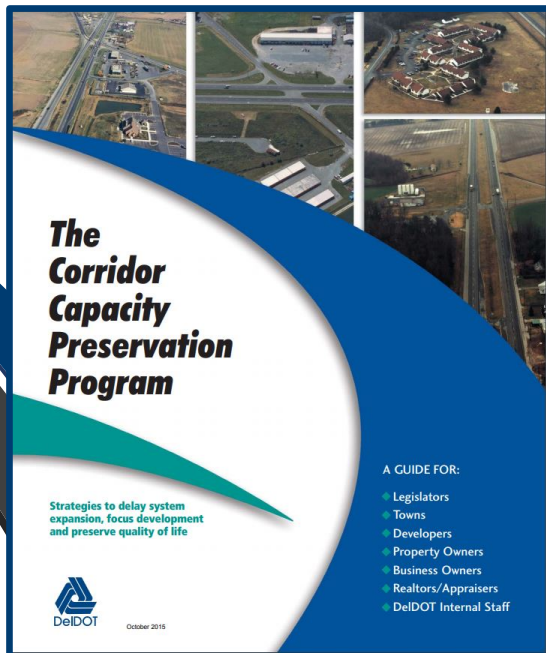
- To maintain consistency with the recent changes to the Delaware Strategies for State Policies and Spending and the County and Municipal Comprehensive Plans.
- Identify specific access management strategies are needed to preserve the existing capacity of SR1
- Identify strategic interchanges are needed to provide safe and efficient connections between the local road network and SR1
- Provide direction for new development to determine access to SR1 that is consistent with the Corridor Capacity Preservation Program
- Identification of property needs from new development to accommodate future roadway improvements



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# CCPP Objectives and Goals



- **MAINTAIN** a road's ability to handle traffic safely and efficiently
- **MINIMIZE** the impacts of increased economic growth
- **PRESERVE** the ability to make future improvements
- **PREVENT** the need to build an entirely new road
- **SORT** local and through traffic
- **TOOL**
  - DeIDOT coordination with stakeholders (landowners, developers, businesses, legislators)
  - local land use agencies (land use decisions)



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# Project Background

- Past SR1 CCPP Plan Updates
  - Pilot project (1991-1995)
  - Enabling legislation passed in 1996
  - 2007 plan update
- Current Efforts Along Corridor
  - Median crossover study - DeIDOT
  - Grade Separated Intersections (GSI) Design/Construction - DeIDOT
  - Transportation Improvement Districts (TID's)
- Changes in Land Use Plans
  - Comprehensive Plan (Counties & Municipalities)
  - Strategies for State Spending (OSPC)

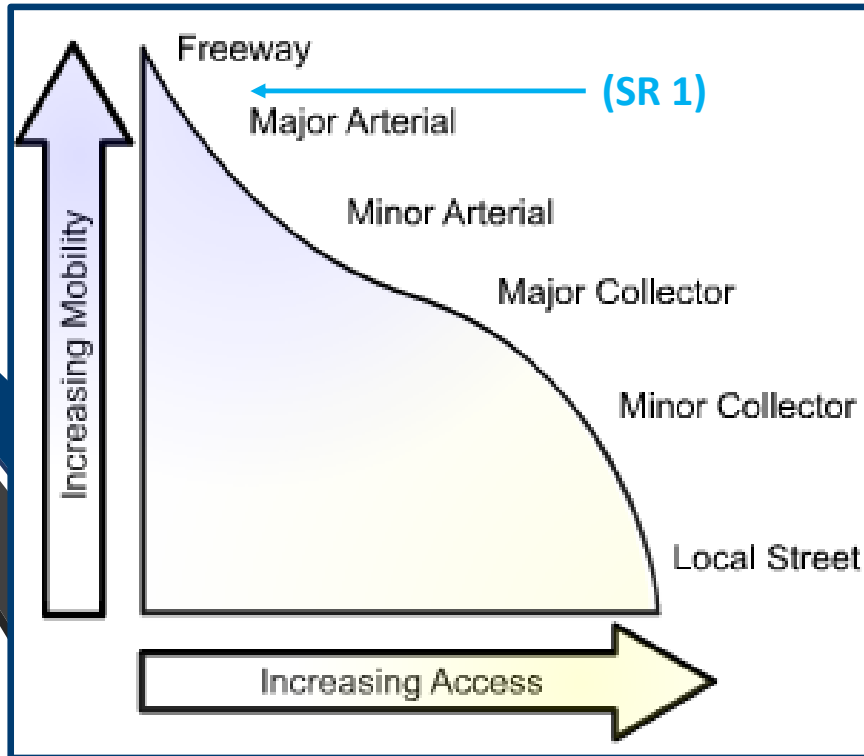


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# Project Background



- Build on the 2007 update
- Develop more detailed concept plans
- Identify specific strategies along the corridor
- Improved tool for development coordination
- Update manual and website as necessary

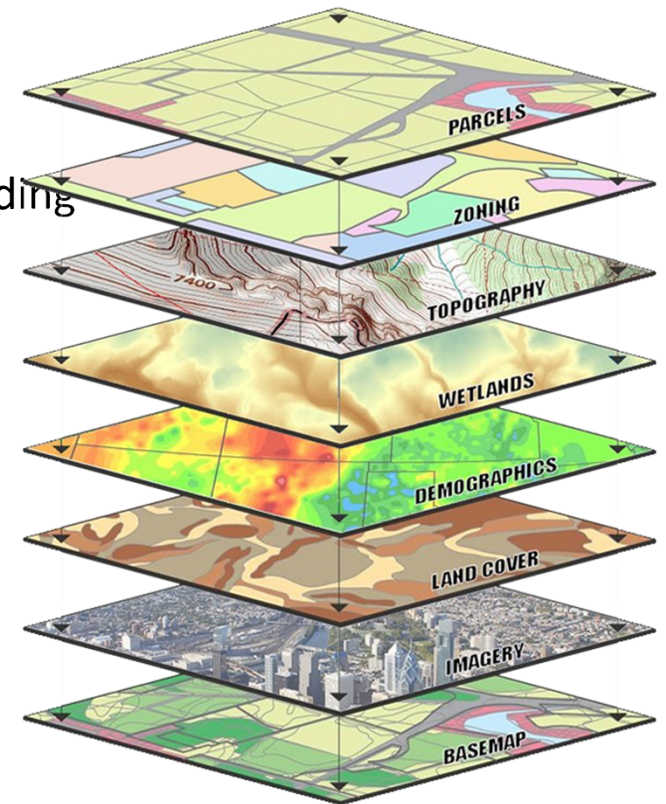


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# Existing Conditions

- Data Collection
  - Adjacent Parcel Research
  - Access Rights
  - State Strategies for State Spending
  - Environmental Inventory
  - Ag land Preservation
  - Crashes / Volumes
  - Zoning
  - Development Trends
  - SR1 Capacity Analysis
- Updated Base Mapping
  - Current Projects

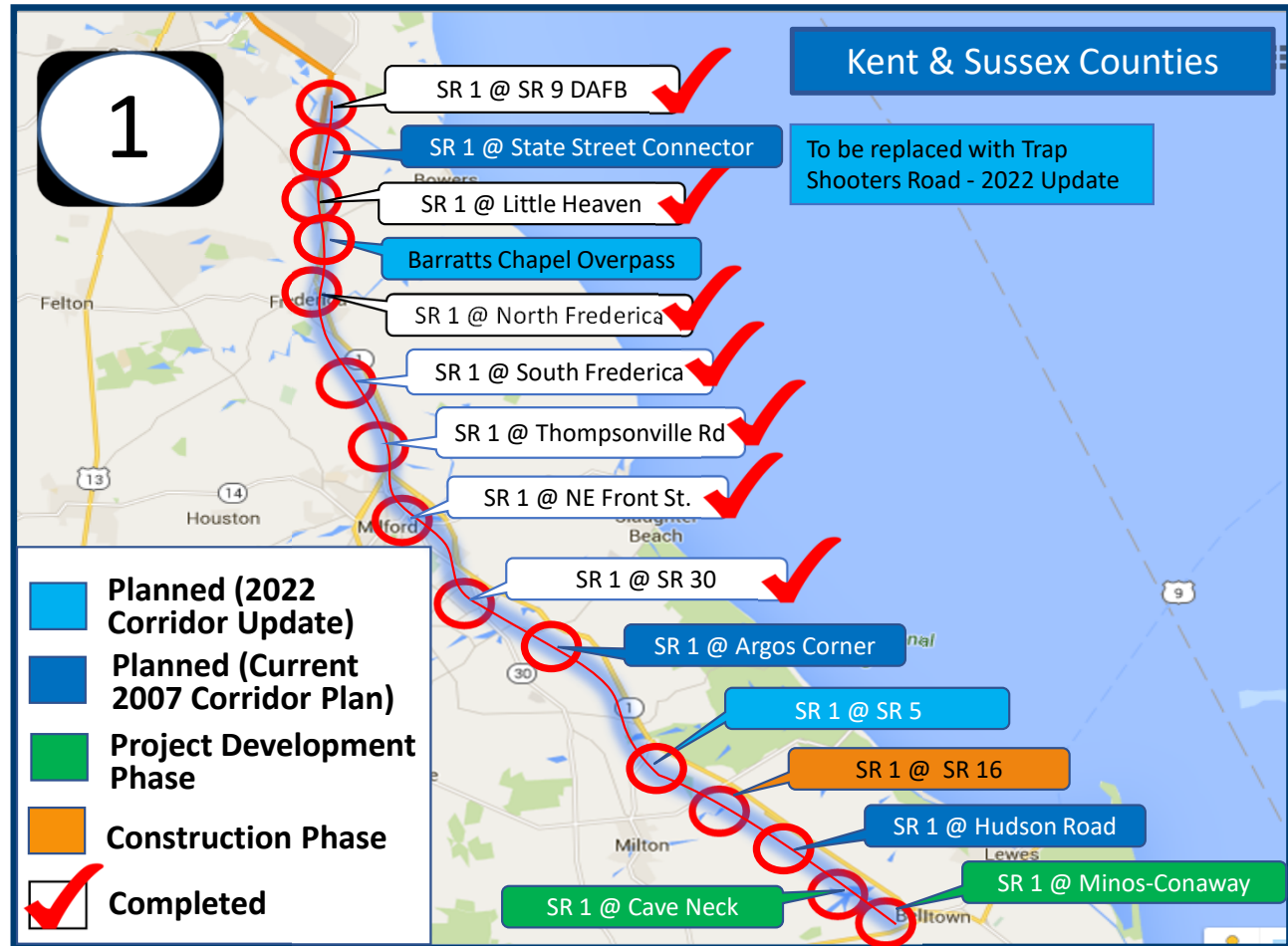


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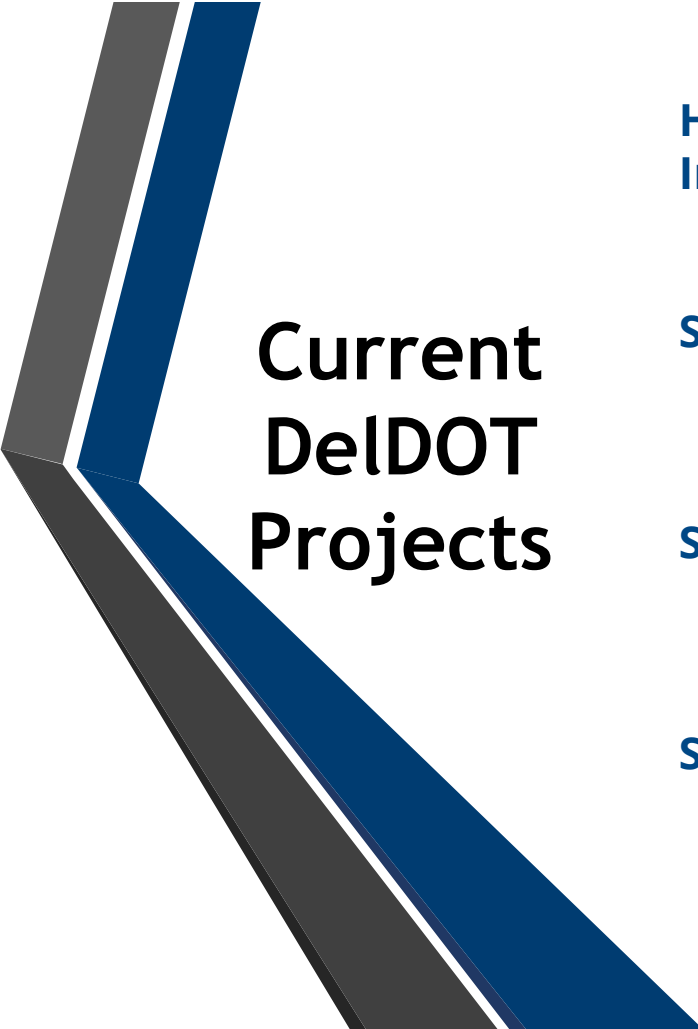
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# Existing Conditions



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## Current DeIDOT Projects

### HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection

Construction

Construction End Date: **Fall 2025**

### SR 1, Minos Conaway Road Grade Separated Intersection

Design and right-of-way acquisition is ongoing.

Construction Start Date: **2023**

Construction End Date: **2026**

### SR1 and Cave Neck Road Grade Separated Intersection

Design ongoing

Construction Start Date: **2025**

Construction End Date: **2026**

### SR1 at S264 & S258 Intersection Improvements

Design and planning

Construction Start Date: **TBD**

Construction End Date: **TBD**



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# Corridor Strategies for Preservation

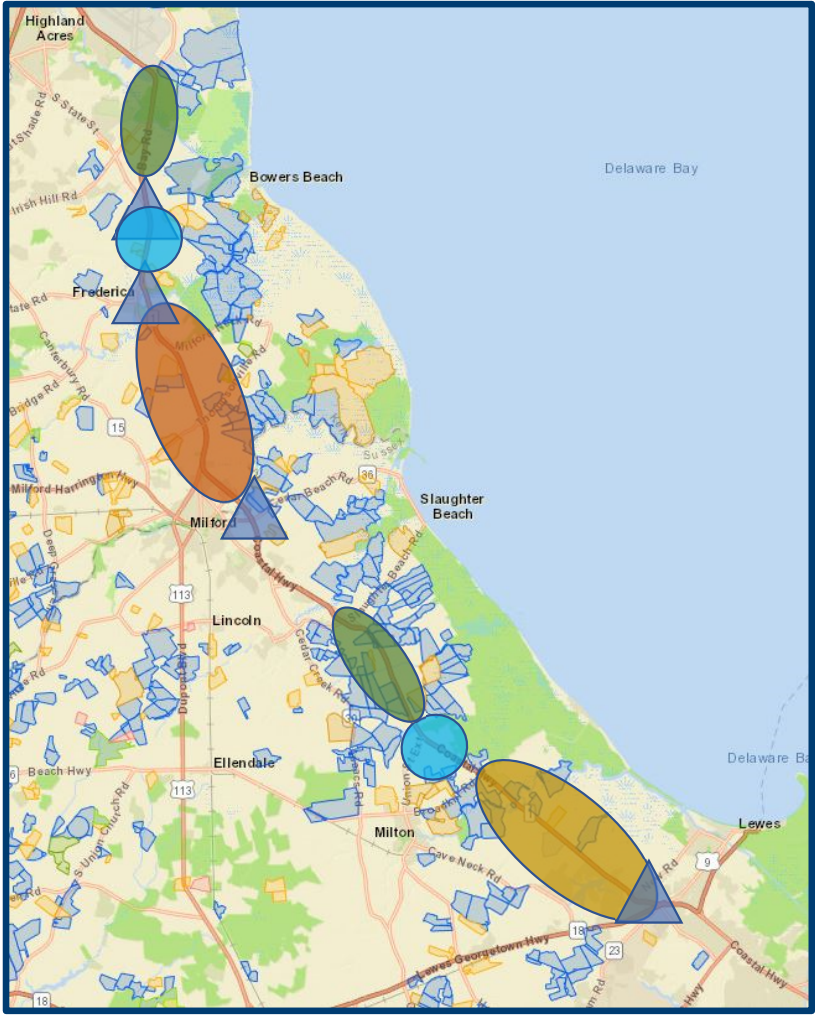
- Access management/consolidated entrances
- Crossover modifications
- Backage and local road network improvements
- New service and frontage roads
- Accommodate 3rd lane widening based on forecast volumes
- Transportation Improvement District (TID) Integration
- Additional Grade Separated Intersections (GSI)
- Strategic property right acquisitions
  - DeIDOT
  - DNREC
  - Dept of Agriculture



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# Corridor Strategies for Preservation



-  Transportation Improvement Districts (TID)
-  Plan For Development - Frontage Roads and Widening
-  Strategic Property Preservation
-  Plan for Development-Frontage Roads
-  New GSI



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# Implementation Strategies

- Strategic Acquisition of Development Rights
  - DNREC - Open Space Program, Fish and Wildlife
  - Dept. of Agriculture - Agricultural Lands Preservation Program
  - DelDOT – Corridor Capacity Preservation Program (CCPP)
- Public Frontage Roads
  - Incorporate into GSI projects
  - Standalone projects in CTP
  - TID capital projects
- Private / Development-Related Frontage Roads
  - Requirement of the development plan
  - Leverage existing TID's
- Development Coordination
  - Require implementation of the plan
  - Comprehensive Plan updates
  - Adoption of the CCPP SR1 Plan



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## Implementation Triggers

### Action by DeIDOT

- Capital Project
- Safety improvement project



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## Implementation Triggers

### Action by the Landowner

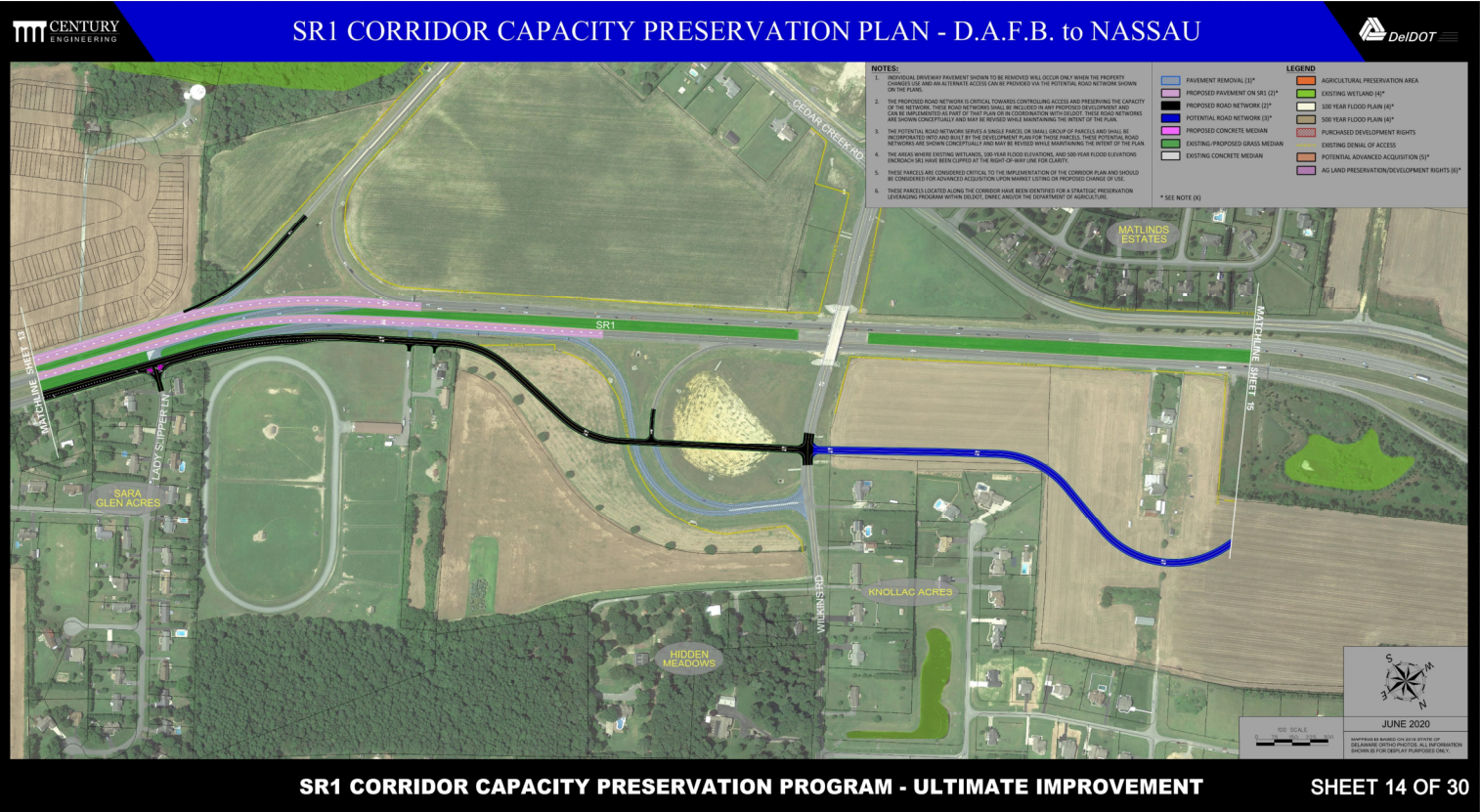
- Develop or change use
  - Implement portions of the plan with development
- List the property for sale
- Engage DNREC or Department of Agriculture in preservation



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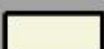

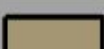



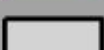

# Detailed Plan Review



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# Detailed Plan Review

LEGEND			
	PAVEMENT REMOVAL (1)*		AGRICULTURAL PRESERVATION AREA
	PROPOSED PAVEMENT ON SR1 (2)*		EXISTING WETLAND (4)*
	PROPOSED ROAD NETWORK (2)*		100 YEAR FLOOD PLAIN (4)*
	POTENTIAL ROAD NETWORK (3)*		500 YEAR FLOOD PLAIN (4)*
	PROPOSED CONCRETE MEDIAN		PURCHASED DEVELOPMENT RIGHTS
	EXISTING/PROPOSED GRASS MEDIAN		EXISTING DENIAL OF ACCESS
	EXISTING CONCRETE MEDIAN		POTENTIAL ADVANCED ACQUISITION (5)*
			AG LAND PRESERVATION/DEVELOPMENT RIGHTS (6)*

\* SEE NOTE (X)



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# Detailed Plan Review

## NOTES:

1. INDIVIDUAL DRIVEWAY PAVEMENT SHOWN TO BE REMOVED WILL OCCUR ONLY WHEN THE PROPERTY CHANGES USE AND AN ALTERNATE ACCESS CAN BE PROVIDED VIA THE POTENTIAL ROAD NETWORK SHOWN ON THE PLANS.
2. THE PROPOSED ROAD NETWORK IS CRITICAL TOWARDS CONTROLLING ACCESS AND PRESERVING THE CAPACITY OF THE NETWORK. THESE ROAD NETWORKS SHALL BE INCLUDED IN ANY PROPOSED DEVELOPMENT AND CAN BE IMPLEMENTED AS PART OF THAT PLAN OR IN COORDINATION WITH DELDOT. THESE ROAD NETWORKS ARE SHOWN CONCEPTUALLY AND MAY BE REVISED WHILE MAINTAINING THE INTENT OF THE PLAN.
3. THE POTENTIAL ROAD NETWORK SERVES A SINGLE PARCEL OR SMALL GROUP OF PARCELS AND SHALL BE INCORPORATED INTO AND BUILT BY THE DEVELOPMENT PLAN FOR THOSE PARCELS. THESE POTENTIAL ROAD NETWORKS ARE SHOWN CONCEPTUALLY AND MAY BE REVISED WHILE MAINTAINING THE INTENT OF THE PLAN.
4. THE AREAS WHERE EXISTING WETLANDS, 100-YEAR FLOOD ELEVATIONS, AND 500-YEAR FLOOD ELEVATIONS ENCROACH SR1 HAVE BEEN CLIPPED AT THE RIGHT-OF-WAY LINE FOR CLARITY.
5. THESE PARCELS ARE CONSIDERED CRITICAL TO THE IMPLEMENTATION OF THE CORRIDOR PLAN AND SHOULD BE CONSIDERED FOR ADVANCED ACQUISITION UPON MARKET LISTING OR PROPOSED CHANGE OF USE.
6. THESE PARCELS LOCATED ALONG THE CORRIDOR HAVE BEEN IDENTIFIED FOR A STRATEGIC PRESERVATION LEVERAGING PROGRAM WITHIN DELDOT, DNREC AND/OR THE DEPARTMENT OF AGRICULTURE.




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# Schedule

- Local Land Use Coordination (June - Aug)
- State Agency Coordination (Sept - Oct)
- Elected Officials Briefing (Oct 2022)
- Public Workshops (Nov 2022)  (We Are Here)
- SR1 Corridor Plan Finalization (Dec 2022 – Jan 2023):
  - Enhanced project website - information posted for public consumption.
  - Update to the CCPP Manual to reflect the most recent effort.
  - Web-based mapping of the Corridor Plan that can be easily accessed by state and local agencies to facilitate more informed decision making



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# Thank You

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