



Mobility Element of the Sussex County Comprehensive Plan Update

October 23, 2007



What is a Transportation Plan?

Intro

Issue 1

- Provides Mobility Element of County Comprehensive Plan

Issue 2

- Sets the direction for DeIDOT's decision-making

Issue 3

- Addresses multimodal transportation needs

Issue 4

Issue 5

Issue 6

Ultimately, the purpose of the Transportation Plan is to strengthen the links between land use and transportation planning

Issue 7

Issue 8

Next Steps

Issue 1: North-South Movement

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- Accommodate through and regional traffic on north-south roadways
- Preserve mobility for local residents and access to local businesses.

Strategy:

- Preserve and increase capacity on existing major routes - limiting access to highway on existing or new alignments.
- Focus on sub-area plans for US-13 corridor.

Issue 1: Related Actions

Intro

Issue 1

Actions:

- Continue implementing improvements on US-13, US-113 and SR-1
- Continue working on improvements to US-113 identified in the US-113 North/South Study from north of Milford through Selbyville to the Maryland line
- Implement recommendations of the SR-1 Land Use and Transportation study
- Implement improvements to the SR-1 / SR-16 interchange
- Support construction of Indian River Inlet Bridge
- Implement variable message signs on key north-south roadways

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue 2: East-West Movement

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- Accommodate cross-county traffic between towns, education and health care facilities, and other essential services
- Preserve mobility for local residents and access to local businesses.

Strategy:

- Complete recommended interim improvements to major east-west connector routes
- Consider bypasses for towns most affected by tourist or heavy truck traffic,
- Determine areas and roads suitable for an alternative local road network.
- Look for east-west links from the north-south limited access highway.

Issue 2: Related Actions

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Actions:

- Complete intersection improvements, shoulder widening, and alignment improvements
- Bypass studies for communities affected by tourist or heavy truck traffic
- Review current and future growth areas to determine adequate roadway capacity
- Conduct a planning study to determine needed connections to the east and west from the proposed north-south limited access highway
- Pursue local road network improvements
- Implement variable message signs on key east-west roadways
- Coordinate with Maryland and the widening of US-404
- Sub-area plans

Issue 3: Evacuation Routes

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- Many residents are unaware of existing evacuation plans.

Strategy:

- Continue to provide safe and efficient evacuation routes by implementing the recommendations of the Evacuation Route Study (1990), and the operations concepts identified in the All Hazards Evacuation Annex Transportation Incident and Event Management Plan for Sussex County (2006).

Issue 3: Related Actions

Actions:

- Address flooding on SR-1 and SR-26
- Identify other local routes that could serve as alternative evacuation routes
- Continue work with MSHA and Maryland counties in designation of evacuation routes between Maryland and Delaware
- Continue addressing the evacuations of persons with “atypical” needs, including their pets, by finalizing the plan due in 2008
- Continue planning for specific evacuation routes and plans for each resort city and distribute plans when complete
- Continue working on the completion and implementation of a debris management plan
- Continue implementing DelTrac
- Perform pre-engineering for Installing Monitoring and Detection Devices

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue 4: Coordinated Public Transportation Services

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- Public transportation routes and reliance of many residents on paratransit services that provide transit to low income, disabled, elderly, and other transit-dependent populations.

Strategy:

- Sussex County, DeIDOT and Delaware Transit Corporation (DTC) have begun a planning process for service coordination.

Issue 4: Related Actions

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Actions:

- Convene a Mobility Board composed of transportation providers, providers of human services, and members of the public who can provide insight into local transportation needs
- Identify a 'Mobility Manager,' who will serve as the county's chief point of contact on issues related to Coordinated Human Services Transportation Planning
- Develop an updated competitive grant application process for the various FTA grant programs to ensure compliance with FTA rules and regulations
- Examine best practices in other states and regions to help inform Sussex County's process
- Develop a rational, equitable, and objective method for evaluating candidate proposals and apportioning the available funds
- Conduct public outreach
- Identify performance measures and reporting requirements that will improve efficiency and effectiveness and maximize the public dollars in operating a coordinated service

Issue 5: Travel Alternatives

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- The basic mobility for residents in Sussex County is walking, but there continues to be a lack of adequate pedestrian facilities throughout the county.

Strategy:

- Expand travel alternatives beyond the automobile, where feasible and appropriate, to provide a comprehensive, interconnected transportation system throughout Sussex County, which includes walking, transit (bus and future rail options), ride sharing, and bicycling.

Issue 5: Related Actions

Actions:

- Provide expanded transit services incorporating the use of non-traditional equipment and innovative technology to improve mobility/access
- Target seasonal bus transit services to provide travel alternatives in times of heavy congestion in coastal areas
- Make use of under-utilized rail lines for bicycle and pedestrian trails
- Provide safe bicycle and pedestrian mobility, access, and connections between modes
- Develop educational, promotional, and marketing materials and messages that identify and encourage the use of alternative forms of transportation
- Work with the county to continue to plan, design, and construct additional off road multi-use trail facilities
- Ensure that bicycle facilities are designed to match the needs of their users
- Develop a policy to ensure that a sufficient pedestrian network is developed within the areas designated for growth to complement proposed land use policies
- Implement and monitor the preliminary recommendations developed in the Delaware Statewide Pedestrian Action Plan, including related outreach in Sussex County
- Develop strategies that will increase participation in the Safe Routes to School program by emphasizing the importance and benefits of walking for children
- Encourage expansion of the Sussex County Airport as noted in their Business Plan

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue 6: Intergovernmental Coordination

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- Coordination and cooperation between different levels of government to ensure appropriate transportation facilities and sound transportation investments

Strategy:

- Strengthen communication and coordination at the state, county and local level in order to maintain an efficient transportation infrastructure necessary to support the adopted land use for the county

Issue 6: Related Actions

Actions:

- Work closely with county and municipal entities to understand the impacts of transportation facility and land use
- Develop sub-area plans with the county and municipalities to better plan for future growth with management of existing infrastructure
- Maintain consistency between transportation improvements and state spending strategies
- Coordinate transportation plans and strategies with applicable state and federal priorities and mandates including SAFETEA-LU, the Clean Air Act, and Livable Delaware Initiatives
- Establish through County Council and Secretary of Transportation a formal, funded, ongoing review and advisory group, similar to a Metropolitan Planning Organization (MPO), comprising municipal, county, and state government representatives, to address and make recommendations regarding transportation, land use, and related infrastructure issues in consultation with other public and private parties
- Demonstrate stewardship of public funding through efficiency in all aspects of transportation development, management, operation and maintenance

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue 7: Air Quality

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- New federal regulations have incorporated all three of Delaware's counties into a single ozone non-attainment area making air quality a more prominent issue.

Strategy:

- The emission test procedure produces a more precise measure of actual emissions. This more precise testing methodology will generate emissions credits that may be used to allow construction of much needed congestion management and expansion projects throughout the county.

Issue 7: Related Actions

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Actions:

- Prepare air quality analysis to determine exact emission reduction (emission credit) that can be reached through the adoption of countywide On-Board Diagnostics Inspection and Maintenance (OBD I/M) test procedure
- Prepare prioritized list of likely congested management expansion projects most favorable to State Legislators, Sussex County and municipal officials
- Prepare itemized estimate of financial cost of converting existing testing facilities to OBD I/M capability, as well as additional personnel required to operate the new procedure
- Develop marketing plan to sell conversion to OBD I/M testing as green light for long awaited project work on SR-24, 26, 54, and others

Issue 8: Sub-area Planning

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

Issue:

- Development patterns in Sussex County have resulted in increased traffic congestion along major north/south and east/west corridors. There is a loss of farmland and open spaces, air pollution, and all levels of government struggling to provide needed public services to these growing areas.

Strategy:

- Encourage better coordinated planning between all levels of government by doing sub-area planning in areas of the county experiencing development pressure. This level of planning will consider sewer, stormwater management, transportation, and development interconnectivity.

Issue 8: Related Actions

Actions:

- Partner with the county and respective municipalities to develop sub-area plans for the following four areas or development districts:
 - Milton
 - Bridgeville-Seafood/Blades-Laurel-Delmar
 - Millville-Ocean View
 - Greenwood and possible connection to Maryland's upgrade of US-404
- Require greater coordination of plans made by all levels of government
- Explicitly authorize communities to form joint or sub-area planning commissions, and encourage participation in county and sub-area planning efforts
- Ensure that the planning process includes opportunities for public participation to maintain the input and trust of local officials and the public

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

For Additional Information

Intro

Issue 1

Issue 2

Issue 3

Issue 4

Issue 5

Issue 6

Issue 7

Issue 8

Next Steps

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