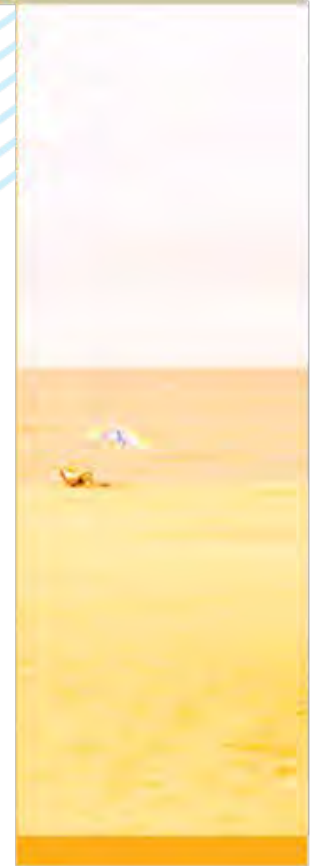




THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN

COUNTY COUNCIL WORKSHOP



January 17, 2018

INTERGOVERNMENTAL COORDINATION





INTERGOVERNMENTAL COORDINATION

- ▶ Intergovernmental Coordination Objectives & Strategies Updates:
 - Objective 11.1.1 **Improve Continue** coordination efforts with State agencies.
 - Strategy 11.1.1.5 Cooperate with DNREC to formulate **stronger effective**, yet locally acceptable, strategies for better protecting groundwater, waterways, **watersheds**, sensitive habitat areas, and other critical natural lands in Sussex County.



INTERGOVERNMENTAL COORDINATION

- ▶ **Intergovernmental Coordination Objectives & Strategies Updates:**
 - Objective 11.1.2 **Improve Continue** coordination with regional agencies and neighboring counties.



INTERGOVERNMENTAL COORDINATION

- ▶ Intergovernmental Coordination Objectives & Strategies Updates:
 - Objective 11.1.3 **Improve Continue** coordination with the County's municipalities, school districts, and other agencies operating in the County.



INTERGOVERNMENTAL COORDINATION

- ▶ Intergovernmental Coordination Objectives & Strategies Updates:
 - Objective 11.1.4 **Improve Continue** coordination efforts with private, non-profit, and volunteer organizations.
 - Strategy 11.1.4.1 Cooperate with relevant non-profits to formulate **stronger effective**, yet locally acceptable, strategies for better protecting groundwater, waterways, **watersheds**, sensitive habitat areas, and other critical natural lands in Sussex County.



INTERGOVERNMENTAL COORDINATION

▶ Intergovernmental Coordination Objectives & Strategies Updates:

- Objective 11.1.5 Coordinate government programs and services at all levels to increase efficiency in decision making.

- ~~• Strategy 11.1.5.1 Continue to strengthen the role of Sussex County in providing technical assistance and acting as a clearinghouse of information for municipalities, private organizations, and the public.~~
- ~~• Strategy 11.1.5.2 Increase coordination and cooperation between and among County, State, and municipal agencies and school districts in order to reduce duplicative efforts.~~
- ~~• Strategy 11.1.5.3 Identify ways to streamline processes to create efficiencies in the County land development review and approval process.~~



INTERGOVERNMENTAL COORDINATION

- ▶ **Intergovernmental Coordination Objectives & Strategies Updates:**
 - Goal 11.3: Maintain and **improve** public services.
 - Currently, this goal uses the term improve. Should it be changed?



INTERGOVERNMENTAL COORDINATION

- ▶ **Intergovernmental Coordination Objectives & Strategies Updates:**
 - Objective 11.3.2 Coordinate the planning efforts for public facilities and services with the timing of development in the County.
 - Strategy 11.3.2.1 **Improve Continue** coordination between the County Engineering Office and the Planning and Zoning Office.



INTERGOVERNMENTAL COORDINATION

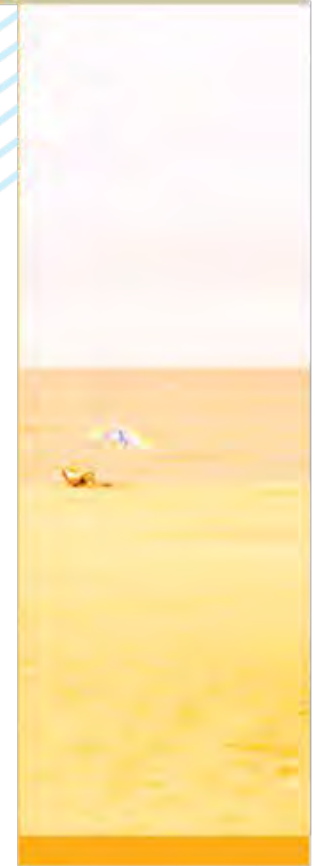
► Intergovernmental Coordination Objectives & Strategies Updates:

- Objective 11.3.3 Continue to **improve and** grow County public services.
 - Strategy 11.3.3.1 Ensure that paramedic facilities and staffing are **adequate sufficient and meet public demand**.
 - Strategy 11.3.3.2 Continue to coordinate **and improve** utilities with the municipalities.



THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN COUNTY COUNCIL WORKSHOP



January 17, 2018

RECREATION AND OPEN SPACE





RECREATION AND OPEN SPACE

- ▶ **Recreation and Open Space Strategies Update:**
 - Objective 6.1.1 Continue the County's role in parks, recreation, and open space planning in Sussex County.
 - Strategy 6.1.1.3 ~~Be open to~~ **Evaluate** the possibilities of public-private partnerships for recreation opportunities.



RECREATION AND OPEN SPACE

- ▶ **Recreation and Open Space Strategies Update:**
 - Objective 6.1.3 Increase the network of greenways and trails in the County.
 - ~~Strategy 6.1.3.2 Support planning and construction of large facilities such as the Georgetown-Lewes Rail Trail.~~



RECREATION AND OPEN SPACE

- ▶ **Recreation and Open Space Strategies Update:**
 - Objective 6.1.4 Maintain and improve public access to parks and recreation facilities, including coastal areas and inland waterways.
 - Strategy 6.1.4.1 Require that recreation lands **open to the public** that are in new developments ~~open to the public~~ be protected by **covenants easements**.



RECREATION AND OPEN SPACE

- ▶ **Recreation and Open Space Strategies Update:**
 - Objective 6.2.1 Encourage the preservation of open space parcels.
 - Strategy 6.2.1.1 Evaluate the County density bonus program to determine ways to better encourage **the** use of the program. ~~and close loop holes associated with its implementation.~~



RECREATION AND OPEN SPACE

- ▶ **Recreation and Open Space Strategies Update:**
 - Objective 6.2.2 Encourage development that protects open space in new developments.
 - Strategy 6.2.2.1 Strengthen County development regulations to ensure that open space dedicated by developers contains contiguous open space. ~~to facilitate environmental protection and/or passive recreation.~~



RECREATION AND OPEN SPACE

► Recreation and Open Space Strategies Update:

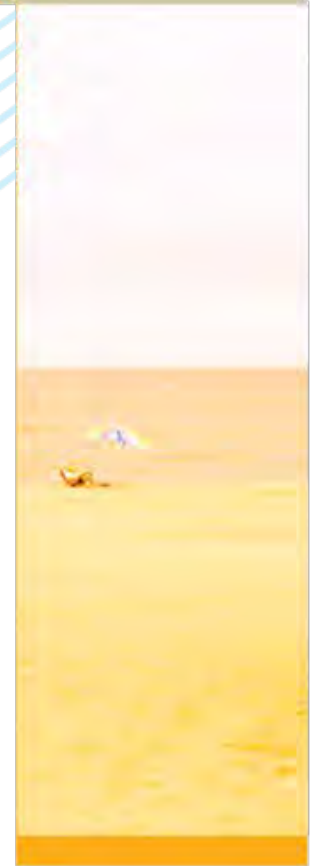
- Objective 6.2.3 Continue work with resource protection programs, federal and state agencies, and other organizations to target and preserve open space.
 - Strategy 6.2.3.1 Continue to facilitate the preservation of more undeveloped land. This should include **recognition working with the Sussex County Land Trust and other organizations whose efforts expand open space access across the County. long-range vision to gradually create a “green ribbon” of connected open spaces throughout the County.**



THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN

COUNTY COUNCIL WORKSHOP



January 17, 2018



MOBILITY ELEMENT

- ▶ Partnerships for Mobility
- ▶ 2008 Mobility Element
- ▶ Current Draft of Mobility Chapter
- ▶ Next Steps



PARTNERSHIPS FOR MOBILITY

- ▶ Sussex County and DeIDOT must be partners in transportation planning. This partnership is stronger than ever.
 - We have a shared commitment to better coordinate land use and transportation decision-making.

- ▶ We are partners in The Sussex Plan.
 - The Mobility Element development is a county effort.
 - DeIDOT is here to provide guidance and resources.

- ▶ The AECOM consultant team is our shared resource.
 - The chapter is being written in collaboration with McCormick Taylor and with significant county input.



PARTNERSHIPS FOR MOBILITY

- ▶ **DeIDOT's commitment to Sussex County**
 - Consultation Process for Non-Metropolitan Locally Elected and Appointed Officials
 - Updated February 2016, and approved by the county
 - Our promise to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Sussex County
 - *“Although the Department provides the resources and manages the effort to update and produce the Sussex County Long Range Transportation Plan, **the Plan belongs to the County and is adopted as the Mobility Element to the Sussex County Comprehensive Plan Update.** The mobility element of the county's comprehensive plan is updated in concert with the comprehensive plan update. **The Department works with the county and attends all public outreach events as part of the comprehensive plan update.** The Department then expands upon the Mobility Element of the Sussex County comprehensive Plan and develops a separate long range transportation plan for Sussex County.”*
- ▶ **Two Products**
 - Mobility Element
 - Long-Range Transportation Plan for Sussex County
 - An opportunity to set a more detailed implementation strategy

2008 MOBILITY ELEMENT



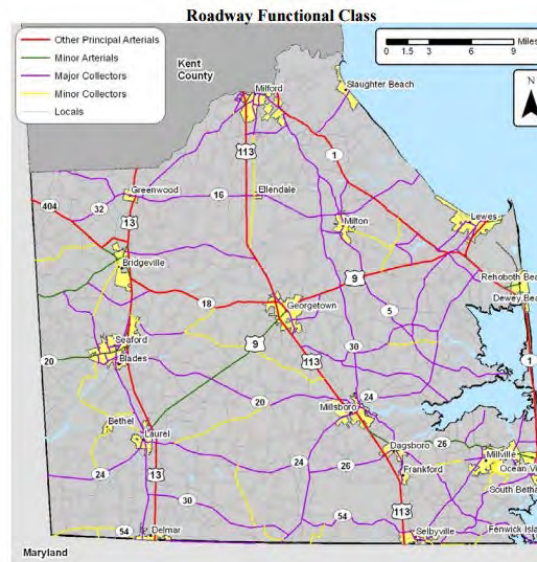
▶ Transportation System Overview

- Roads
- Bridges
- Transit
- Bike and Pedestrian
- Freight Transport
- Airports
- Water Transport
- Evacuation Routes

▶ Vision Statement

- 12 statements

▶ Issues/Strategies/Actions



Proposed Bicycle Facilities in Sussex County



Source: DelDOT, 2007

Source: Sussex County Comprehensive Plan Update - Mobility Element, June 2008

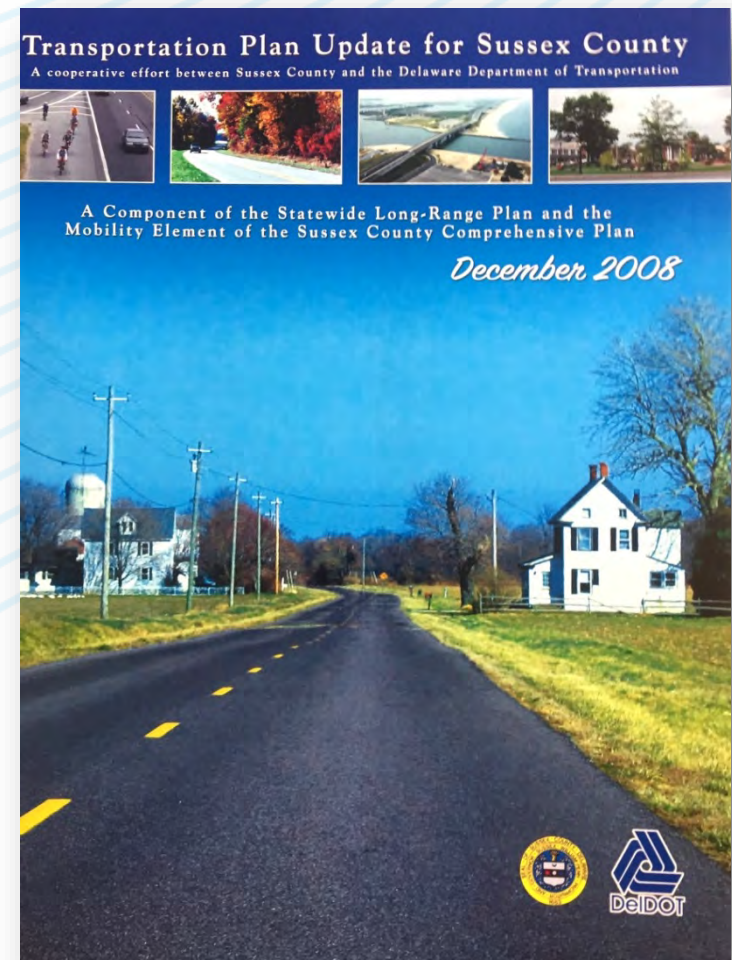


2008 MOBILITY ELEMENT

- ▶ **Transportation Plan Update Document** – Cooperative effort between Sussex County and DeIDOT

- ▶ Excerpts of the “Transportation Plan Update” used to prepare the Mobility Element chapter of the “Sussex County Comprehensive Plan Update”

- ▶ Transportation Plan Update for Sussex County includes:
 - Vision Statements
 - Transportation System Overview
 - Key Trends
 - Issues with Related Strategies and Actions
 - Problem Areas and Projects
 - Plan Implementation





CURRENT MOBILITY DRAFT

- ▶ Through the process so far, we've heard 3 major things:
 - More capacity is needed.
 - You want a greater say in setting priorities.
 - Follow-through is important.
 - Implementation
 - (short-term, mid-term, long-term milestones)



CURRENT MOBILITY DRAFT

- ▶ Vision Statement
 - *Sussex County will be a leading example for Delaware in developing creative transportation solutions.*
- ▶ 12 Goals
- ▶ 11 Objectives
- ▶ 65 Strategies



Image: <http://geographicallyyourswelcome.blogspot.com/2015/06/sussex-county-delaware.html>



CURRENT MOBILITY DRAFT

► Current Layout

- 13.1 Introduction
- 13.2 Current System and Issues
- 13.3 Capacity Projects and Corridor Visions
- 13.4 Solutions for Our Future
- **13.5 Partnerships for Mobility**
 - The section text remains but the title was omitted in the latest draft.
 - **Suggested Revision – restore the title**
- 13.6 Mobility Goals, Objectives, and Strategies



CURRENT MOBILITY DRAFT

- ▶ Overall Structure of Chapter
 - Suggested Revisions
 - Reorganize some sub-sections to align with appropriate main sections
 - Minor updates to sub-sections
 - Maintain consistency with other chapters
 - Recommendations for enhancing goals, objectives and strategies



CURRENT MOBILITY DRAFT

- ▶ **13.1 Introduction**
 - Highlights capacity as key mobility challenge
 - Projects auto-centric travel mode trends
 - Establishes need for action/implementation

- ▶ **Opportunities for Enhancement**
 - Focus on “forward looking” action-oriented narrative
 - Emphasize more on partnerships and coordination
 - Establish importance of integrated land-use and transportation approach at a regional level



CURRENT MOBILITY DRAFT

▶ 13.1 Introduction (cont.)

- *“Previously, this Element was essentially drafted in its entirety by the Delaware Department of Transportation and then incorporated directly into the Plan. At the direction and urging of the citizens of Sussex County through the public comment and workshop process, the “Sussex Plan” deviates from that for this 2018–2028 planning period (2045 planning horizon). Sussex County is taking a more active role in not only planning transportation improvements in Sussex County, but **prioritizing the projects to be funded and ensuring that funding is secured** to see the projects through.”*
- **Suggested Revision** – replace with *Previously, this Element was essentially drafted in its entirety by the Delaware Department of Transportation and then incorporated directly into the plan. For this 2018 plan, Sussex County is taking a more active role in not only planning transportation improvements in Sussex County, but **setting goals to coordinate the prioritization of projects and help secure necessary funding.***



CURRENT MOBILITY DRAFT

▶ 13.1 Introduction (cont.)

- *“Sussex County is a rural County that anticipates its transportation needs within this planning period and well beyond will be met by **motorized vehicular means**. These motorized vehicular needs must be met by roadway capacity expansion. This is not a new challenge for Sussex County.”*
- *Suggested Revision – replace with “..**motorized vehicular means in conjunction with the promotion of alternative travel modes**. These transportation needs must be met by a combination of capacity, fiscal and collaborative solutions.”*



CURRENT MOBILITY DRAFT

▶ 13.1 Introduction (cont.)

- *“Sussex County is responding to these challenges by working with its partners on a new approach to transportation planning with a goal of supporting the implementation of required improvements in a timely fashion. **The Delaware Department of Transportation has a long history of planning roads in cooperation with Sussex County for anticipated growth stretching back to its first Comprehensive Plan adopted in 1970. However, many of these needed roadway capacity expansion projects that have been identified have yet to be improved to the extent necessary, including several major projects from the original 1970 plan itself.**”*
- Does not support our forward-looking approach
- **Suggested Revision** – *Sussex County is responding to mobility challenges by working with its **partners** on a new approach to transportation planning with a goal of supporting implementation of required improvements in a timely fashion. **Its focus is on a strategic and highly-coordinated process between municipal, county and state partners, which will truly integrate land use and transportation at a regional level to address current and future issues.**”*



CURRENT MOBILITY DRAFT

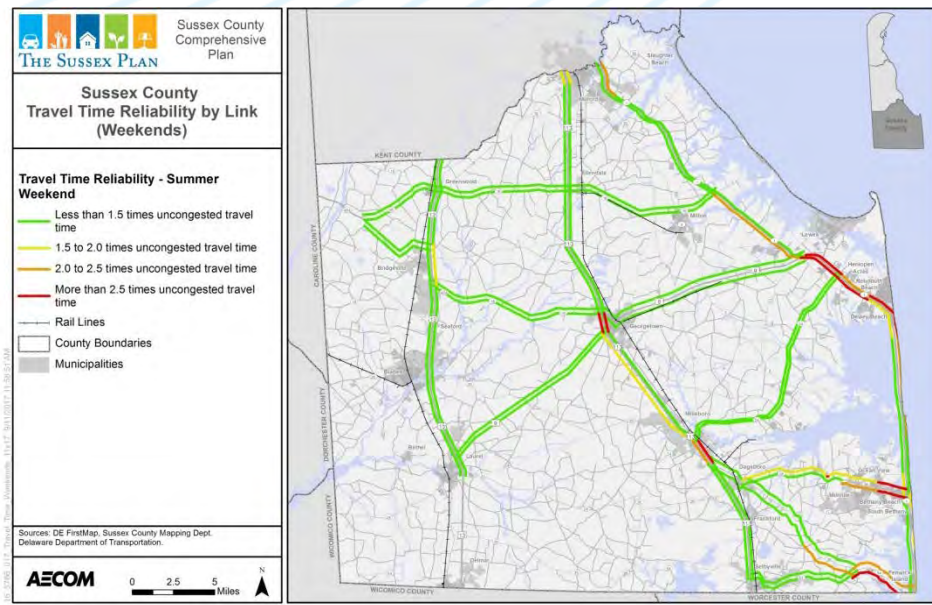
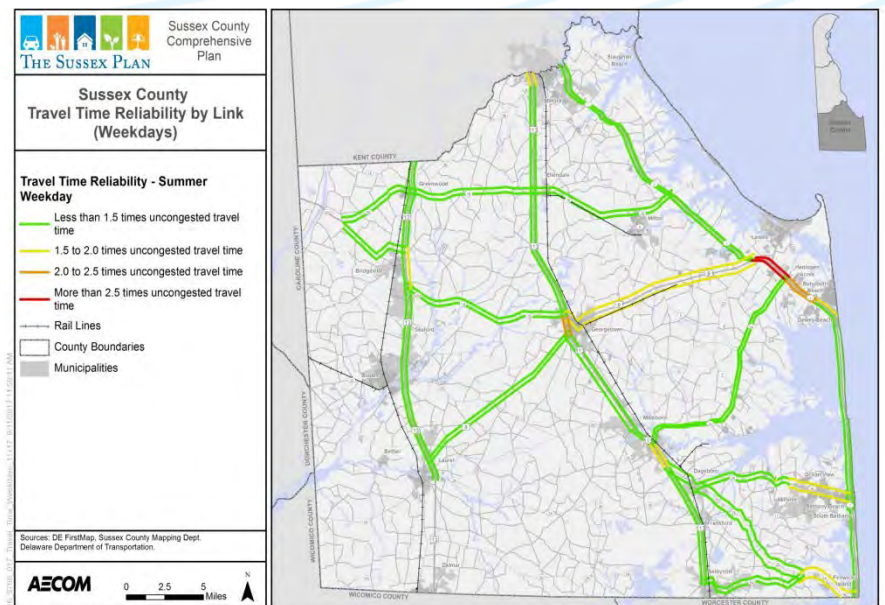
▶ 13.1 Introduction (cont.)

- *“Explosive growth in the County **has accelerated the decline in level of service on major roadways and at major intersections throughout the County.**”*
- **Suggested Revision – remove this sentence**
 - Chapter does not address this statement with any data to support it.
 - We can’t change the past, but we can anticipate future growth and plan necessary improvements.
 - Growth is covered in Future Land Use
 - Section 13.2 discusses current and future traffic – Level of Service (LOS) and travel time reliability



CURRENT MOBILITY DRAFT

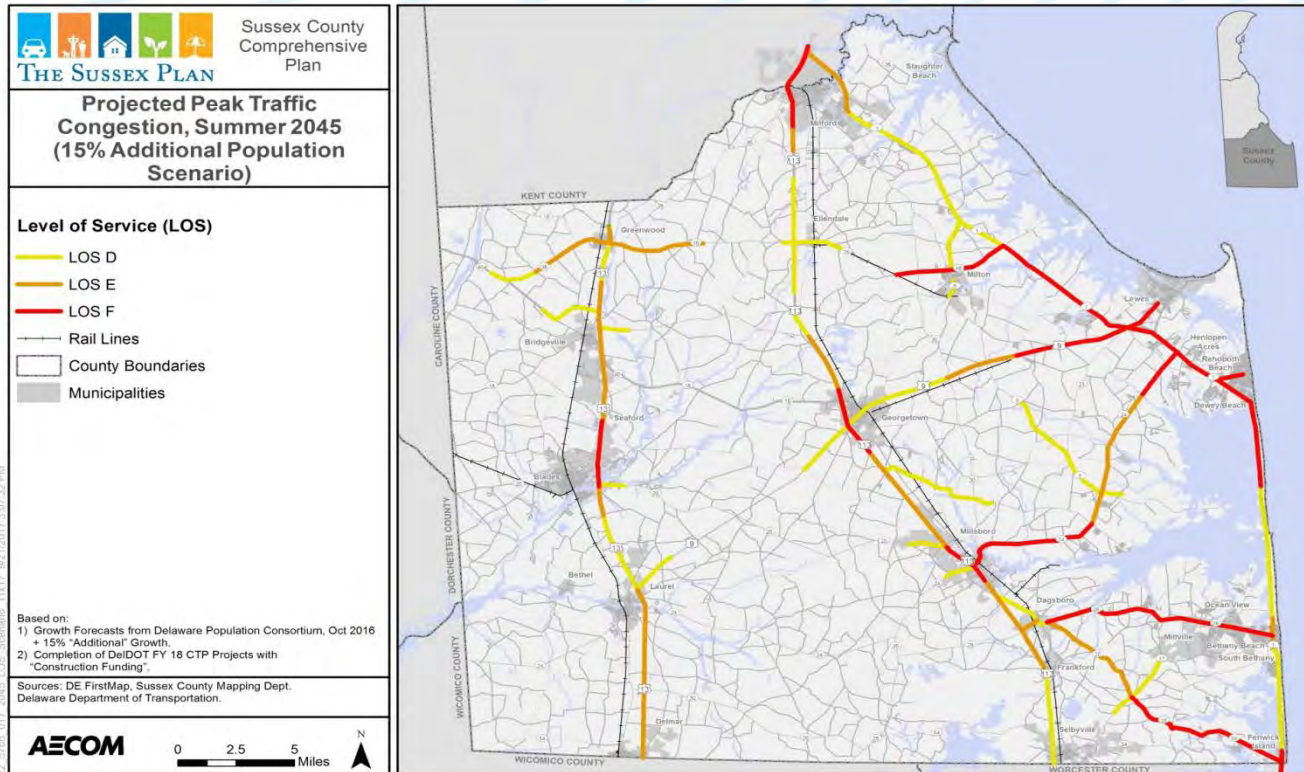
- ▶ 13.2 Current System and Issues
 - Presents current mobility trends





CURRENT MOBILITY DRAFT

- ▶ 13.2 Current System and Issues (cont.)
 - Establishes capacity improvement needs. However, focuses only on “Personal Vehicle Travel” mode.





CURRENT MOBILITY DRAFT

- ▶ 13.2 Current System and Issues (cont.)
- ▶ Key Recommendations from the P&Z
 - Need to implement roadway capacity improvement projects
- ▶ Suggested revisions
 - **Reorganize to include all modes of travel and freight to establish a multi-modal overview**
 - **Reorganize to include coordination and other key issues**



CURRENT MOBILITY DRAFT

- ▶ **13.3 Capacity Projects and Corridor Visions**
 - Highlights upcoming CTP projects and identifies additional capacity improvement projects

- ▶ **Key Recommendations from the P&Z**
 - Define implementation milestones

 - Create a Mobility Improvement Committee (MIC)

- ▶ **Suggested Revisions**
 - **Revisit MIC discussion to adjust level of detail for comp plan**

 - **Keep goals, objectives and strategies in Section 13.6 consistent with other chapters; provide cross-reference to 13.6 from sub-sections**

 - **Update CTP project table**
 - One mistake
 - And, project changes since we began the process



CURRENT MOBILITY DRAFT

► 13.3 Capacity Projects and Corridor Visions (cont.)

Table 13.3-1 FY18-FY23 CTP Projects				
Project Location	Purpose	Justification	Construction Start Year (Fiscal Year)	In Previous Plan?
SR 1 & SR 16	Construct a grade-separated intersection	Improve safety and increase traffic capacity; Identified in the 2013 Hazard Elimination Program (HEP)	2021	Yes
SR 1 & SR 30	Construct a grade-separated intersection	Improve safety and increase traffic capacity	After 2023	No
SR 1 & Cave Neck Road	Construct a grade-separated intersection	Improve safety and increase traffic capacity	After 2023	No
SR 1 & Minos Conaway Road	Construct a grade-separated intersection	Improve safety and increase traffic capacity	2020	No
US 113 & SR 24	Build the North Millsboro Bypass road	Reduce congestion in Millsboro and increase traffic capacity; Identified in the 113 North/South Study	2023	Yes
US 113 & SR 16	Construct a grade-separated intersection	Improve safety and increase traffic capacity	After 2023	Yes
US 113 & SR 18/SR 404	Construct a grade-separated intersection	Improve safety and increase traffic capacity	2023	Yes
SR 24 from Mulberry Knoll Rd to SR 1	Widen the existing road and provide multi-modal facilities	Increase traffic capacity on the corridor and improve storm water management	2017	Yes
Park Ave at S. Bedford Street	Realign Park Ave	Improve safety, improve local traffic circulation, and accommodate truck traffic	2022	Yes
Old Orchard Road at Westcoats Corner Road	Realign Old Orchard Rd to meet Westcoats Corner Rd	Improve safety, consolidate intersections, and reduce congestion	2020	No



CURRENT MOBILITY DRAFT

► 13.3 Capacity Projects and Corridor Visions (cont.)

Table 13.3-2 Additional Capacity Improvement Projects				
Project Location	Purpose	Justification	Source(s) of Proposal	In Previous Plan?
Five Points Intersection in Lewes	Construct intersection and road improvements	Improve safety and increase traffic capacity	Annual CTP Request, SR 1 Land Use & Transportation Study	Yes
US 9 to SR 24, west of Lewes and Rehoboth Beach	Consider building a connector road for local traffic	Increase traffic capacity and provide local access to services	Annual CTP Request, SR 1 Land Use & Transportation Study	Yes
SR 26 & SR 54, from SR 1 to US 113	Consider providing more direct connections to US 113	Improve evacuation safety, reduce congestion in resort areas	US 113 North/South Study, Feedback from the Planning & Zoning Commission	No
SR 36, from SR 404 to US 13	Consider constructing capacity and safety improvements	Increase east/west traffic capacity, improve evacuation safety, complement SR 404 improvements	2008 Transportation Plan Update for Sussex County, Feedback from the Planning & Zoning Commission	Yes
SR 20, from Dagsboro to SR 54	Consider constructing capacity and safety improvements	Improve evacuation safety, reduce congestion in resort areas	Analysis of future traffic congestion, Feedback from the Planning & Zoning Commission	No



CURRENT MOBILITY DRAFT

- ▶ 13.3 Capacity Projects and Corridor Visions (cont.)
 - Mobility Improvement Committee (MIC)
 - Would function as an advisory committee to DeIDOT
 - Implement as a revision to the “Consultation Process for Non–Metropolitan Locally Elected and Appointed Officials.”
 - The group would participate in the CTP development process
 - Could assume responsibility for delivery of Capital Transportation Program (CTP) requests
 - A way to improve this process
 - Suggest that we leave specifics to the implementation phase



CURRENT MOBILITY DRAFT

- ▶ 13.3 Capacity Projects and Corridor Visions (cont.)
 - Corridor Visions
 - Focus on east–west corridors in addition to current CCPP north–south corridors
 - Focus on integrated land–use and transportation approach
 - Emphasis on partnerships and collaborations
 - Set the stage for strategies we can use.
 - We can expand upon them in the Transportation Plan
 - Pay close attention to which strategies are feasible at the comp plan level



CURRENT MOBILITY DRAFT

▶ 13.3 Capacity Projects and Corridor Visions (cont.)

◦ Corridor Visions (cont.)

- **US 9 – from Georgetown to Lewes**

- *“Consistent with this Plan’s Future Land Use Chapter (Chapter # 5), the County is encouraging denser land uses along US 9. It is possible to develop US 9 as a business corridor with a mix of residential and commercial uses that provide local residents with access to services they need. Local services would reduce travel to SR 1 for basic needs...”*

- *“While this vision would build a better local community on the corridor, it shouldn’t reduce its capacity to handle east-west through traffic. US 9 is a principal arterial and an important freight corridor. Setbacks could be increased to allow for future capacity. Intersections and commercial entrances could be consolidated to reduce access points. Service roads could link local residents to commercial parking lots at the rear of the buildings. This would increase the aesthetic benefits to the community too. Planning for Route 9 should also complement any future improvement concepts for the Five Points intersection in Lewes...”*



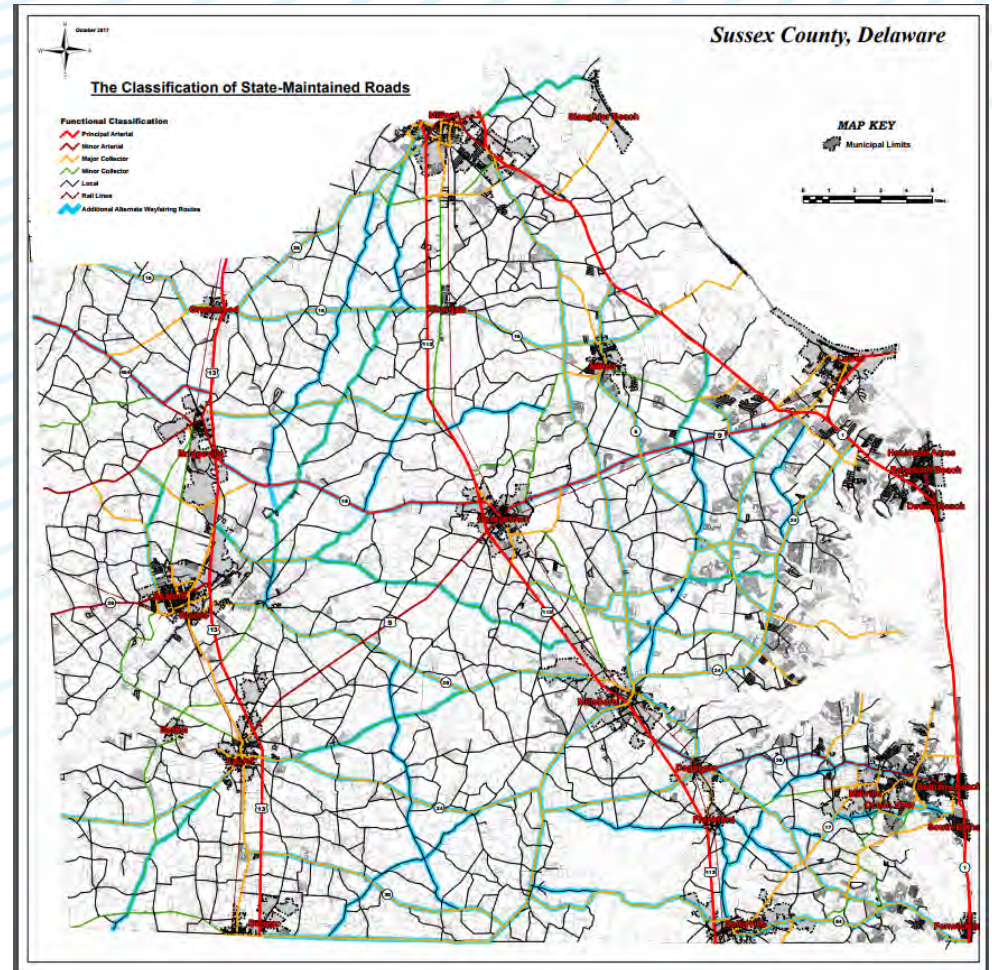
CURRENT MOBILITY DRAFT

- ▶ **13.4 Solutions for Our Future**
 - Provides options with capacity, fiscal and reliability solutions as a starting point
 - More solutions can be added, updated, amended in future
- ▶ **Key Recommendations from the P&Z**
 - Assess possibility of creating a County matching fund to be used only for Sussex County projects identified by the county, and only if state provides a new significant matching fund for capacity projects
 - Establish and advance alternate routes program
- ▶ **Suggested revisions**
 - **Reorganize to move current system and issues related sub-sections to Section 13.2**
 - **Keep goals, objectives and strategies in Section 13.6 consistent with other chapters; provide cross-reference to 13.6 from sub-sections**
 - **Add more description to emphasize complete streets strategies with Sussex County examples and a reference to “Climate Action in Delaware: 2016 Progress Report”**

CURRENT MOBILITY DRAFT

▶ 13.4 Solutions for Our Future (cont.)

- Alternate Routes Program
 - Alternate Routes Map
 - Wayfinding support
 - Enhancement to DeIDOT mobile application





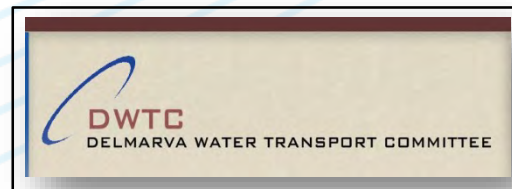
CURRENT MOBILITY DRAFT

- ▶ 13.4 Solutions for Our Future (cont.)
 - County Transportation Fund (CTF)
 - Suggestion:
 - Change the name so as not to conflict with the Community Transportation Fund (CTF) – a well-known DelDOT funding source
 - Adjust related strategies to Comp Plan level – leave specifics to implementation phase
 - Include as a fiscal solution under Section 13.4



CURRENT MOBILITY DRAFT

- ▶ 13.5 Partnerships for Mobility
 - Identifies key partners and roles to help achieve implementation of mobility goals, objectives and strategies
- ▶ Suggested Revisions
 - Reorganize sub-section
 - Include other key partners – Bike Delaware, Delmarva Water Transport Committee (DWTC) and Short Line Railroads





CURRENT MOBILITY DRAFT

- ▶ **13.6 Mobility Goals, Objectives, and Strategies**
 - Adds multiple goals and adds/rearranges several strategies
 - Reduces number of objectives
- ▶ **Key Recommendations from the P&Z**
 - Define priority strategies/actions for the MIC
 - Establish transportation alternatives – Alternative Routes in accordance with Alternate Routes Map
 - Identify wayfinding updates, mobile application updates and capacity utilization to promote alternate routes
- ▶ **Suggested Revisions**
 - **Consolidate some goals and update some strategies**
 - **Add strategies related to land-use, alternative modes of travel, coordination and economic development**
 - **Closely link mobility strategies to the strategies in the land use chapter**



NEXT STEPS

- ▶ Full mark-up of document by 1/24/18
- ▶ Discuss Goals, Objectives and Strategies in detail
 - Be sure they complement the other chapters
- ▶ Next workshop on 1/31/18



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