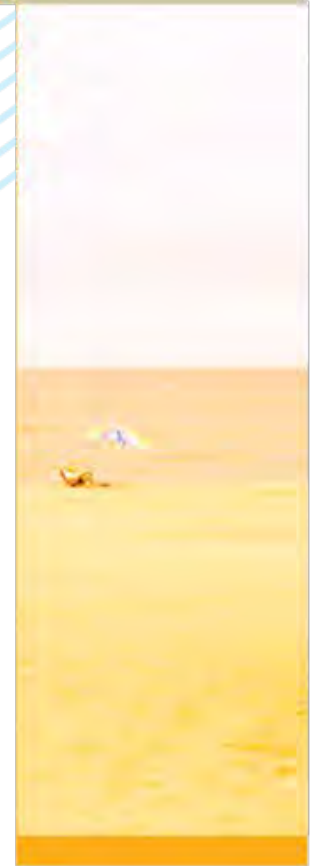




THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN

COUNTY COUNCIL WORKSHOP



May 23, 2018

TODAY'S WORKSHOP



- ▶ Vision Statement Update
- ▶ Economic Development Review
- ▶ Community Design Review
- ▶ Next Steps

VISION STATEMENT UPDATE





VISION STATEMENT UPDATE

- ▶ **2045 Vision Statement (Presented December 13, 2017)**
- ▶ Sussex County offers a unique quality of life for its residents and visitors alike. We appreciate and seek to preserve its unique natural, historical and agricultural character while fostering new economic opportunities, **community vitality**, and desirable growth through **strategic investments and efficient use of County resources**. To accomplish this, Sussex County will balance the welfare of its citizens and its role as an agricultural **business leader** and tourist destination **that provides opportunity for all citizens** with the most appropriate future uses of land, water and other resources.



VISION STATEMENT UPDATE

- ▶ **Updated 2045 Vision Statement**
- ▶ Sussex County offers a unique quality of life for its residents and visitors alike. We appreciate and seek to preserve its unique natural, historical and agricultural character while fostering new economic opportunities, community vitality, and desirable growth through strategic investments and efficient use of County resources. To accomplish this, Sussex County will balance the welfare of its citizens and its role as an agricultural, **tourism, and business** leader and ~~tourist destination~~ with the most appropriate future uses of land, water and other resources.

ECONOMIC DEVELOPMENT REVIEW





ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Economic Development Goals**
 - **Goal 9.1: Maintain and strengthen the economic base in the County.**
 - **Goal 9.2: Encourage economic diversity and expansion.**
 - **Goal 9.3: Preserve and encourage the expansion of the agriculture industry, forestry industry, and other similar industries in the County.**
 - **Goal: 9.4: Maintain and strengthen the County's position as a tourist destination.**



ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Goals, Objectives, and Strategies**
 - **Goal 9.1: Maintain and strengthen the economic base in the County.**
 - **Objective 9.1.3: Weave economic development into the County's entire decision-making process.**
 - Strategy 9.1.3.6: Strengthen the relationship between **the County and various economic development organizations, like the Sussex Economic Development Action Committee** ~~SEDAC~~ and the County along the lines of ~~SWED (Salisbury Wicomico Economic Development)~~ in Maryland.



ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Goals, Objectives, and Strategies**
 - **Objective 9.1.4: Support small, local businesses and County-based industries.**
 - Strategy 9.1.4.1: Establish a Sussex County Business Resource Center within the Economic Development Office that can provide to **serve as** a one-stop shop for existing businesses that want to expand and for new businesses that want to move to the County, **as well as serve as a job training resource to help current and potential employers.** (Combined with Strategies 9.2.3.1 and 9.2.6.2)



ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Goals, Objectives, and Strategies**
 - **Objective 9.1.5: Identify the economic needs of the unemployed and underemployed in the region and continue job–training partnerships with educational institutions, local employers, local governments, chambers of commerce, state agencies, and non–profits to meet those needs. (Combined with Objective 9.2.6)**



ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Goals, Objectives, and Strategies**
 - Strategy 9.1.5.1: The Economic Development Office should act as a “matchmaker” between current and potential employers **and educational institutions and local** job training resources. (Combined with Strategy 9.2.6.1)



ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Goals, Objectives, and Strategies**
 - **Goal 9.2: Encourage economic diversity and expansion.**
 - **Objective 9.2.1: Foster an economy that supports and expands existing local business while pursuing larger businesses and a mix of industries that are suited to the County that provide a range of job levels with opportunities for advancement and are willing to train an entry-level workforce.**
 - **Objective 9.2.1 and Objective 9.2.3 combined to create new Objective 9.2.1**



ECONOMIC DEVELOPMENT REVIEW

▶ 2045 Goals, Objectives, and Strategies

- ~~Objective 9.2.3: Foster an economy that supports and expands existing local business while pursuing larger businesses that are suited to the County that are willing to train an entry-level workforce and are experiencing growth. (Combined with Objective 9.2.1)~~
- ~~Strategy 9.2.3.1: Establish a Sussex County Business Resource Center within the Economic Development Office that can provide a one-stop shop for existing business that want to expand and new businesses that want to move to the County. (Combined with Strategy 9.1.4.1)~~
- ~~Strategy 9.2.3.2: The Economic Development Office should actively promote the County to industries and employers that provide employment opportunities for year-round permanent jobs that offers opportunities for advancement. (Combined with Strategy 9.2.1.2)~~

▶ 2045 Goals, Objectives, and Strategies

- ~~○ Objective 9.2.4: Increase the number of small firms within the County by fostering local entrepreneurship.~~
 - ~~○ Strategy 9.2.4.1: Assess the entrepreneurial services available within the County and compare the County to other regions deemed to be supportive of entrepreneurship.~~
 - ~~○ Strategy 9.2.4.2: Create networking, leadership, recognition, and funding programs for entrepreneurs.~~
 - ~~○ Strategy 9.2.4.3: Identify existing organizations that provide services for entrepreneurs and form a steering committee for entrepreneur advisory assistance.~~
 - ~~○ Strategy 9.2.4.4: Leverage the experiences of retirees living within the County to mentor entrepreneurs.~~
 - ~~○ Strategy 9.2.4.5: Encourage SEDAC to establish an entrepreneurship advisory committee to provide SEDAC and the County with advice on entrepreneurship issues.~~



ECONOMIC DEVELOPMENT REVIEW

- ▶ **2045 Goals, Objectives, and Strategies**
 - **Objective 9.2.5: Develop employment opportunities to help retain millennials.**
 - Strategy 9.2.5.2: Encourage ~~SEDAC~~ various economic development organizations, like the Sussex Economic Development Action Committee, to actively recruit millennials for leadership roles and establish a millennial advisory committee.



ECONOMIC DEVELOPMENT REVIEW

▶ 2045 Goals, Objectives, and Strategies

- ~~○ Objective 9.2.6: Build a highly skilled, flexible workforce while identifying the economic needs of the unemployed and underemployed in the region and encouraging programming – including education and retraining – to meet those needs. (Combined with Objective 9.1.5)~~
 - ~~○ Strategy 9.2.6.1: Sussex County Economic Development Department should act as a “matchmaker” between current and potential employers and local educational institutions. (Combined with Objective 9.1.5.1)~~
 - ~~○ Strategy 9.2.6.2: Identify local job training resources and serve as a one-stop resource to help current and potential employers with their job training needs. (Combined with Objective 9.1.4.1)~~
 - ~~○ Strategy 9.2.6.3: Establish a working group comprised of major healthcare employers, Del Tech, Sussex Tech, and other educational institutions, and County officials. The purpose of the working group will be to identify current and future job training needs and develop programs to meet the needs of the rapidly growing healthcare sector. (Repeat of Strategy 9.1.5.3)~~

▶ 9.3 Goal and Objectives

- Goal 9.3: Preserve and encourage the expansion of the agriculture industry, forestry industry, and other similar industries in the County.
 - Objective 9.3.1: Encourage the adoption of policies that promote agriculture industry, forestry industry, and other similar industries as an important economic industries.
 - ~~○ Objective 9.3.2 Promote an retain agricultural areas with valuable agricultural land or agricultural operations.~~
 - ~~○ Objective 9.3.3: Develop and implement long-term strategies to rebuild the forestry industry in Sussex County. (Combined with 9.3.1)~~

▶ 9.3 Goal and Objectives

- Goal 9.3: Preserve and encourage the expansion of the agriculture industry, forestry industry, **and other similar industries** in the County.
 - Objective 9.3.2 (formerly 9.3.4): Create opportunities for new investment in agricultural **and forestry industry** support activities.
 - ~~○ Objective 9.3.5: Promote locally-sourced agriculture and forestry products.~~



ECONOMIC DEVELOPMENT REVIEW

► Goal 9.3 Objectives and Strategies

- Objective 9.3.1: Encourage the adoption of policies that promote agriculture **industry, forestry industry, and other similar industries** as an important economic industries.
 - Strategy 9.3.1.3: Ensure zoning regulations accommodate agribusiness, **forestry, and similar uses** in appropriate locations, including businesses that promote new uses for agricultural products and byproducts. (Combined with Strategy 9.3.3.1)
 - Strategy 9.3.1.4: Work with land owners and the Delaware Forest Service to protect high value forest tracts and improve the diversity and quality of forest tracts. (Moved up from Objective 9.3.3, same as Conservation Strategy 5.2.2.2)
 - Strategy 9.3.1.5: Explore incentives that the County could offer landowners (e.g. property tax exemption) to encourage long-term forest management. (Moved up from Objective 9.3.3, same as Conservation Strategy 5.2.2.3)



ECONOMIC DEVELOPMENT REVIEW

▶ Goal 9.3 Objectives and Strategies

- ~~○ Objective 9.3.2 Promote and retain agricultural areas with valuable agricultural land or agricultural operations.~~
- ~~○ Strategy 9.3.2.1: Identify areas that have valuable agricultural land or operations that should be maintained and/or strengthened.~~
- ~~○ Strategy 9.3.2.2: Ensure that policies are in place to guarantee a separation of valuable agricultural areas from encroachment by residential development.~~



ECONOMIC DEVELOPMENT REVIEW

▶ Goal 9.3 Objectives and Strategies

- ~~○ Objective 9.3.3: Develop and implement long-term strategies to rebuild the forestry industry in Sussex County.~~
- Strategies 9.3.3.1, 9.3.3.3, and 9.3.3.6 reorganized into Objective 9.3.1
- Strategy 9.3.3.4 added to Objective 9.3.4
- ~~○ Strategy 9.3.3.7: The County should work to educate landowners about and connect landowners with the resources available from the State and other sources. This includes technical assistance and financial assistance programs.~~

► Goal 9.3 Objectives and Strategies

- ◉ ~~Objective 9.3.3: Develop and implement long-term strategies to rebuild the forestry industry in Sussex County. (Combined with 9.3.1) Remaining Strategies – do we keep?:~~
 - ◉ Strategy 9.3.3-21.6: The development of sustainable forest product markets requires current comprehensive inventories of the available forest resources. As such the County should encourage the state's Forestry Service to undertake a comprehensive inventory of the forest resources in the County and to update the inventories on a regular basis.
 - ◉ Strategy 9.3.3-51.7: The County should encourage the State to update existing incinerator laws to allow for the use of wood for bio-energy purposes.
 - ◉ Strategy 9.3.3-81.8: The County should work with Delaware Forestry Service to explore the feasibility of a new roundwood processing facility Sussex County.



ECONOMIC DEVELOPMENT REVIEW

► Goal 9.3 Objectives and Strategies

- Objective 9.3.2 (formerly 9.3.4): Create opportunities for new investment in agricultural and forestry industry support activities.
 - Strategy 9.3.2.1: Consider reviewing the code to ensure that agricultural and food manufacturing process and value added businesses are permitted uses in the appropriate zones.
 - Strategy 9.3.2.2: Undertake a supply chain analysis of local agricultural, forestry, and similar operations to identify potential target industries, and employers for recruitment, and uses for products. (Combined with 9.3.3.4)



ECONOMIC DEVELOPMENT REVIEW

▶ Goal 9.3 Objectives and Strategies

- ~~○ Objective 9.3.5: Promote locally-sourced agriculture and forestry products.~~
 - ~~○ Strategy 9.3.5.1: Undertake a “Buy Local” procurement analysis to see where key inputs produced in the County (e.g., agriculture) could better stay in the County; draft initiatives and incentives.~~
 - ~~○ Strategy 9.3.5.2: Identify industries that use the agriculture and forestry outputs produced in the County as inputs. Actively recruit firms from the identified industries.~~



ECONOMIC DEVELOPMENT REVIEW

▶ 9.4 Goal and Objectives

- **Goal: 9.4: Maintain and strengthen the County's position as a tourist destination.**
 - Objective 9.4.1: Continue to support the growth of the tourism industry and the expansion of specialty tourism, such recreational tourism, eco-tourism, agri-tourism, beverage/food tourism, and historic tourism, ~~in the coastal areas~~ throughout the County.
 - ~~Objective 9.4.2: Consider expanding to specialty tourism, such as eco-tourism, agro-tourism, beer/food tourism, and historic tourism.~~



ECONOMIC DEVELOPMENT REVIEW

► 9.4 Goal Objectives and Strategies

- Objective 9.4.1: Continue to support the growth of the tourism industry and the expansion of specialty tourism, such as recreational tourism, eco-tourism, agri-tourism, beverage/food tourism, and historic tourism, in the coastal areas throughout the County.
 - Strategy 9.4.1.1: Establish a ~~coastal~~ tourism advisory committee to advise the County on tourism issues and the growing specialty tourism sector.
 - Strategy 9.4.1.2: The Economic Development Office and the County's tourism Destination Marketing Organization (DMO), Visit Southern Delaware **Tourism**, should work to build a brand that appeals to both visitor and investor markets. This will involve the creation of the brand message and the communication of the brand through all channels, and through sales and marketing.



ECONOMIC DEVELOPMENT REVIEW

► 9.4 Goal Objectives and Strategies

- Objective 9.4.1: Continue to support the growth of the tourism industry and the expansion of specialty tourism, such recreational tourism, eco-tourism, agri-tourism, beverage/food tourism, and historic tourism, in the coastal areas throughout the County.
 - Strategy 9.4.1.3: The Economic Development Office and the DMO should maintain a platform for regular communication.
 - Strategy 9.4.1.4: The Economic Development Office should coordinate with and involve the DMO when developing pitches showcasing opportunities to investors and site location professionals.
 - Strategy 9.4.1.5 (formerly Strategy 9.4.2.1): The County should work with Visit Southern Delaware Tourism to actively promote Sussex County for specialty tourism.

COMMUNITY DESIGN REVIEW





COMMUNITY DESIGN REVIEW

► Updates to Text

○ 12.2.3 Master Planning and Small Area Plans

- Master plans and small area plans allow Sussex County, developers, and land owners to work in partnership in the creation of long-range, site-specific development plans – just like a comprehensive plan – but applied to smaller, more specific areas.
- These site-specific plans guide growth and development on the site, the timing of development activities, and help to enhance the overall quality of the site’s design.
- It considers a variety of desired uses, including housing, commercial, parks/open space, and public improvements, and the transportation networks that connect them.
- It enables the County to prioritize and coordinate capital projects, and to set the stage for ensuing private investment.



COMMUNITY DESIGN REVIEW

► Updates to Text

○ 12.3.13 Commercial Development Location

- Mixed-use zoning & RPCs:

Because retail and neighborhood services require a large enough population to be viable, multiple RPCs can be grouped in proximity to the same commercial area, and designed to provide pedestrian and vehicular network access to this area, rather than providing site-specific commercial for each large development.



COMMUNITY DESIGN REVIEW

► Updates to Text

○ 12.3.15 Preserved Open Space within New Developments

- Master Planning and trail connectivity:

Master planning of large parcels of land provides a high-level view for potential transportation connections, and an opportunity to incorporate the design and location of new trail connections and extensions of existing trails into new development plans.

NEXT STEPS

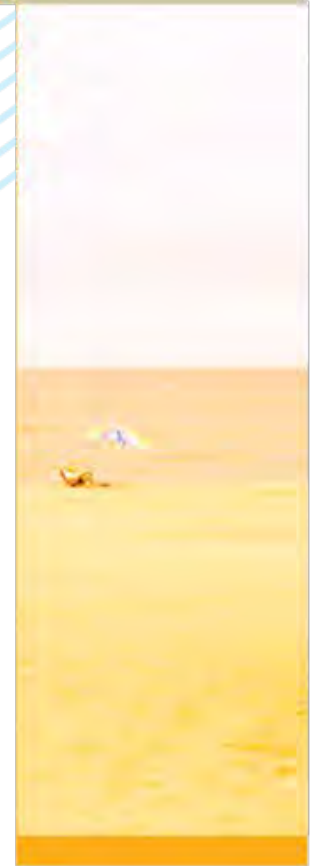




THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN

COUNTY COUNCIL WORKSHOP



May 23, 2018



MOBILITY ELEMENT

▶ Feb. 21 Workshop Follow-up Items

- FY19–FY24 CTP Table Update
- 2016 AADT Table – Additional Context and Decision
- **Revisions to Project Milestones for Capacity Projects**
- **Revisions to Corridor Visions Section**
- **Revisions to Goals, Objectives and Strategies**

▶ Map Updates

- Functional Classification Map with Urbanized Area Layer
- Transit Map with Service Updates
- Sussex County Proposed TID Map

▶ Minor Text Updates

- Delaware Byways
- Sussex Transportation Operations Management Plan (TOMP)

▶ Next Steps



MOBILITY ELEMENT

- ▶ Internal DeIDOT Review
 - Advance review before official PLUS review
 - Completed 5/22/18
 - Minor revisions and clarifications
 - Most comments do not impact the substance of the plan
 - **Some suggestions to discuss today – (in purple)**



FY19-24 CTP TABLE

Project Location	Purpose	Justification	Construction Start Year (Fiscal Year)	In Previous Plan?
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
SR 1 & Cave Neck Road	Construct a grade-separated intersection	Improve safety and increase traffic capacity	2024	No
SR 1 & Minos Conaway Road	Construct a grade-separated intersection	Improve safety and increase traffic capacity	2023	No
US 113 & US 9	Construct a grade-separated intersection	Improve safety and increase traffic capacity	After 2024	No
US 113 & SR 16	Construct a grade-separated intersection	Improve safety and increase traffic capacity	After 2024	Yes
US 113 & SR 18/SR 404	Construct a grade-separated intersection	Improve safety and increase traffic capacity	2023	Yes
US 9, Kings Highway, from Dartmouth Dr. to Freeman Highway	Widen the existing road and provide multi-modal facilities	Improve safety and increase roadway capacity	After 2024	No
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
SR 24 from Love Creek to Mulberry Knoll	Safety improvements	Improve safety and increase traffic capacity	2020	Yes
Park Ave at S. Bedford Street	Realign Park Ave	Improve safety, improve local traffic circulation, and accommodate truck traffic	2022	Yes
Plantation Road, from SR 24 to US 9	Operational and safety improvements	Increase operational capacity by providing turn lanes, bypass lanes and safety improvements	After 2024	No



FY19-24 CTP TABLE

Project Location	Purpose	Justification	Construction Start Year (Fiscal Year)	In Previous Plan?
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
US 9, Market Street, Sand Hill Road/Airport Road Intersection Improvements	Intersection improvements	Improve safety and increase operational capacity	After 2024	No
SR 24 at Mount Joy Road and Bay Farm Road	Intersection improvements	Improve safety and increase operational capacity	2019	No
SR 24 at SR5/SR23	Intersection improvements	Improve safety and increase operational capacity	2020	No
SR 24 at Camp Arrow Head Road and Robinsonville Road intersections	Intersection improvements	Improve safety and increase operational capacity	2021	No
US 9 & SR 5	Intersection improvements	Improvements to address identified safety and operational issues and accommodate heavy vehicles	2018	No



New Project



FY18-23 Safety and Operational Capacity Improvement



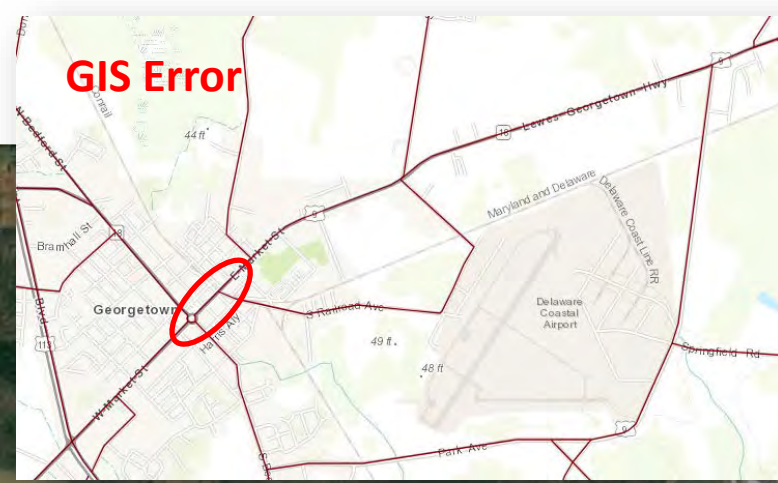
2016 AADT TABLE

Highway or Roadway	Location	2004-2006 AADT	2016 AADT
SR 1	Near Rehoboth Beach	60,000	65,500
US 13	Near Seaford	30,000	37,500
US 113	Near Millsboro	24,000	30,500
SR 404	Near Bridgeville	9,000*	11,500
US 9	Georgetown	16,000	20,000

- ▶ DeIDOT revisited this table
 - DeIDOT staff conducted a detailed analysis of the data
 - The figures in the table are accurate and follow growth trends, **except US 9**
 - US 9 error is in the GIS output file – DeIDOT will correct
- ▶ Suggestion: Include the table with the US 9 correction



GIS Error

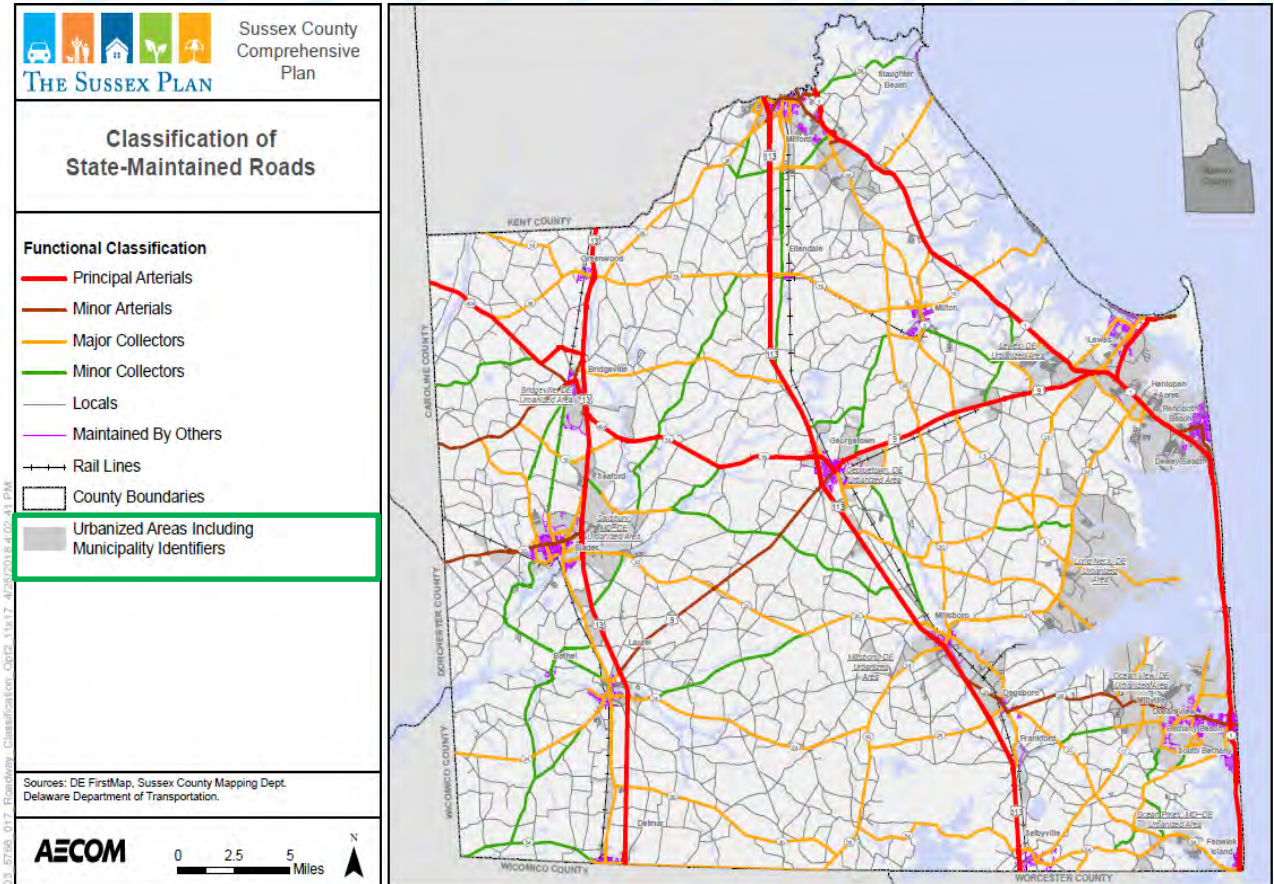




FUNCTIONAL CLASS MAP UPDATE

► Programs related to functional classification (majority of CTP funding)

- NHPP – National Highway System projects (principal arterial and higher)
- STBG – Projects with **minor collector (urban)**/major collector (rural) or higher





UPDATED TRANSIT SERVICE MAP

Sussex County Comprehensive Plan
THE SUSSEX PLAN

Sussex County Transit System

Park and Ride Bus Stop
 Park and Pool

Year Round Routes:*

- 201 Red Line to Outlets / Rehoboth Park & Ride / Boardwalk
- 204 Yellow Line to Downtown Lewes / Mid-Day Service to Ferry Terminal
- 206 Georgetown/Lewes/Rehoboth
- 210 Downtown Milford
- 212 Georgetown/Seaford/Laurel
- 215 Millsboro/Rehoboth

Intercounty Routes:

- 303 Dover/Milford/Georgetown
- 305 Magenta Line to Dover / Middletown / Wilmington
- 307 Lewes/Dover

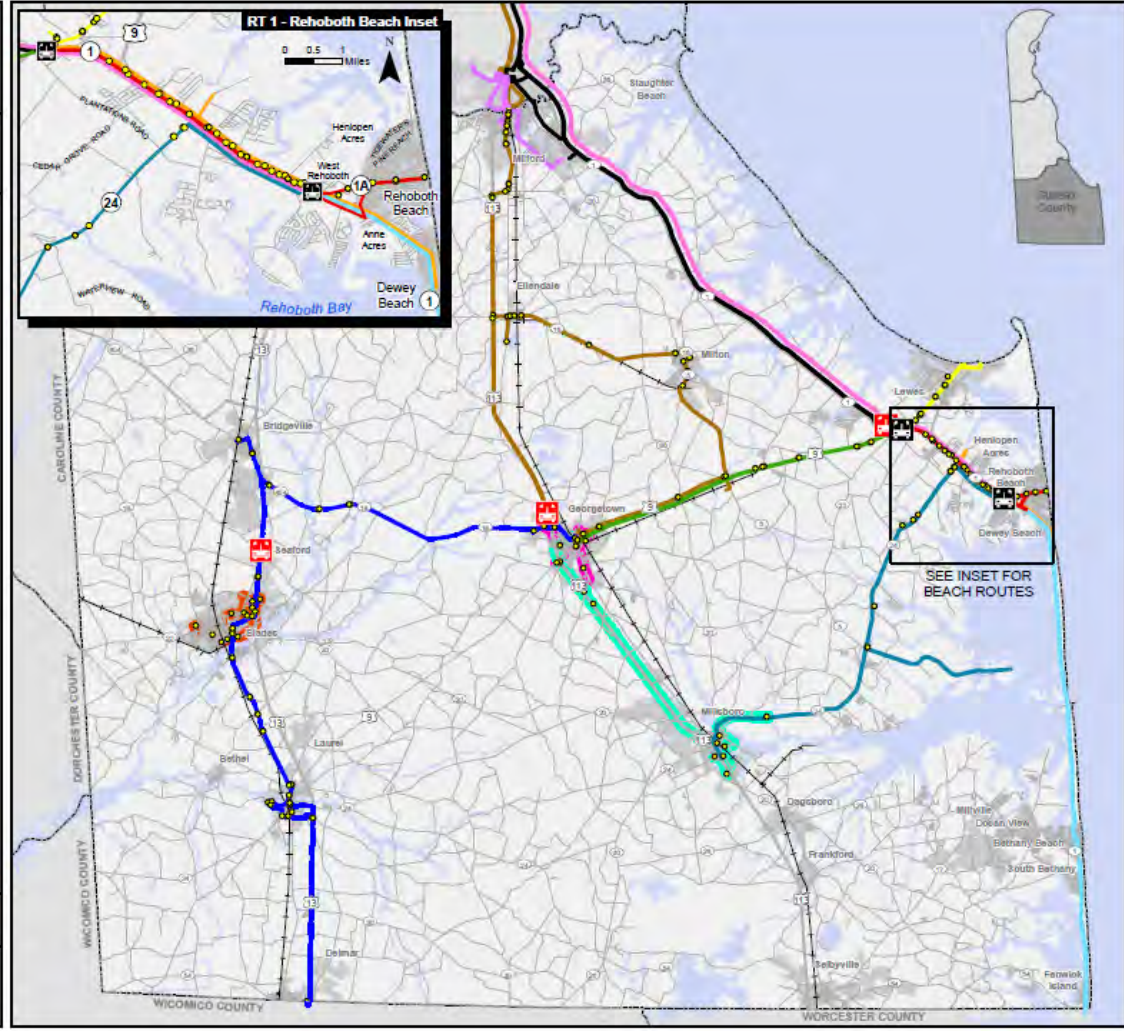
Seasonal Beach Lines:

- 203 Orange Line to Outlets / Rehoboth Park & Ride / Dewey Beach
- 208 Light-Blue Line to Dewey / Bethany / Fenwick Island / Ocean City, MD

Flex Zones: — 901 — 902 — 903

Sources: DE FirstMap, Sussex County Mapping Dept. Delaware Department of Transportation, DART.
 * Some routes will begin year-round service from September 10, 2018

0 2.5 5 Miles



11-07-00 017 Transit System-18 05-07 11:07:56 2018 12:34:00 PM



TRANSIT SERVICE CHANGES

- ▶ **New year-round Route 210**
 - Serving Downtown Milford, Airport Rd., Boys & Girls Club, Veterans Home, Walmart and Milford Memorial Hospital
 - Operating Hourly on weekdays from 6AM to 10PM
 - Connecting with Route 303 and 307

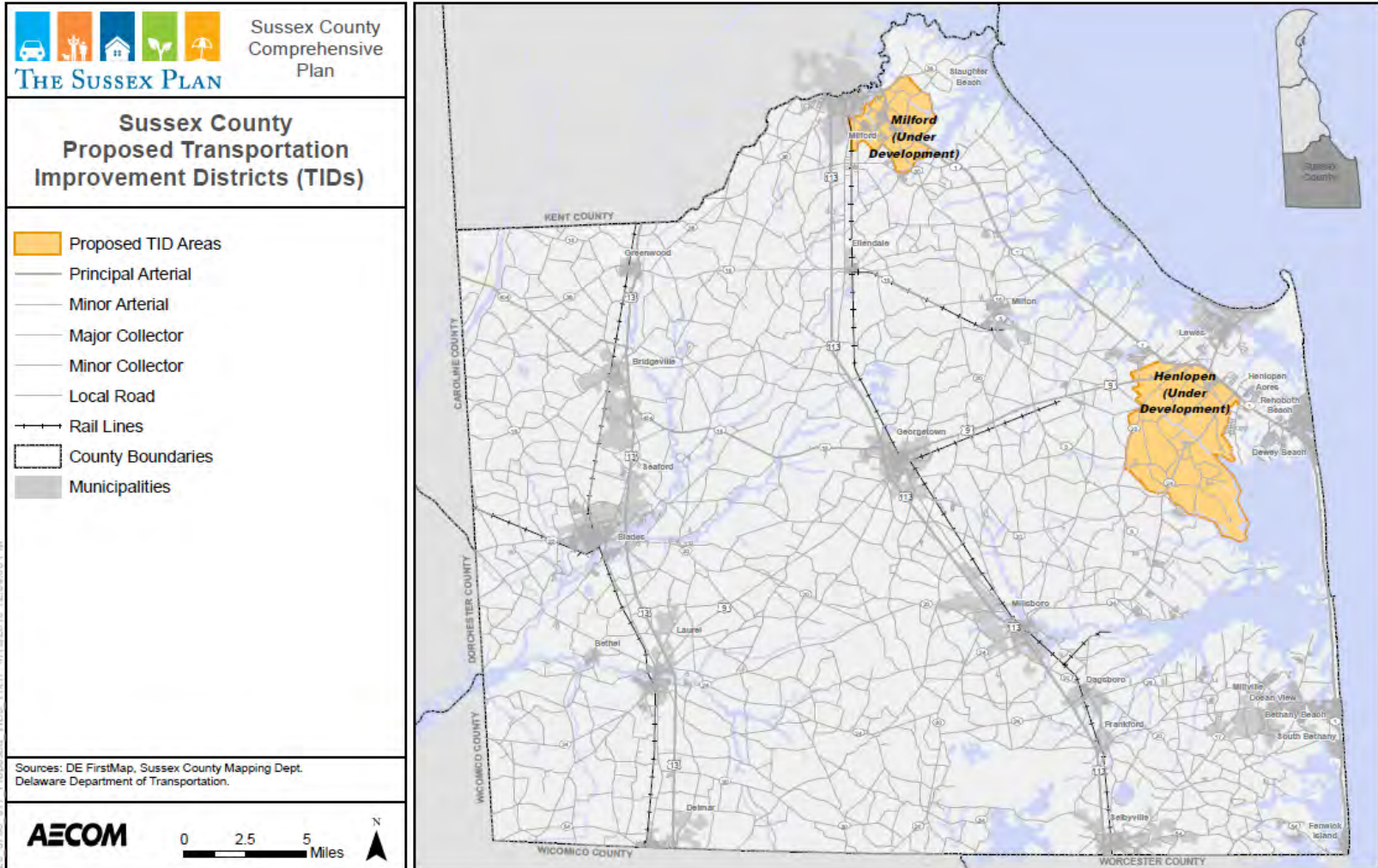
- ▶ **Modified year-round Route 215**
 - Combined with Seasonal Beach Route 207
 - Transit Map with Service Updates

- ▶ **New intercounty Route 307**
 - Weekday express between Dover-Lewes w/limited stops
 - 5 weekday roundtrips

- ▶ **Routes 201, 204, 206, 212 and 215 to operate year-round**
 - Beginning September 10, 2018



SUSSEX PROPOSED TID MAP





DELAWARE BYWAYS

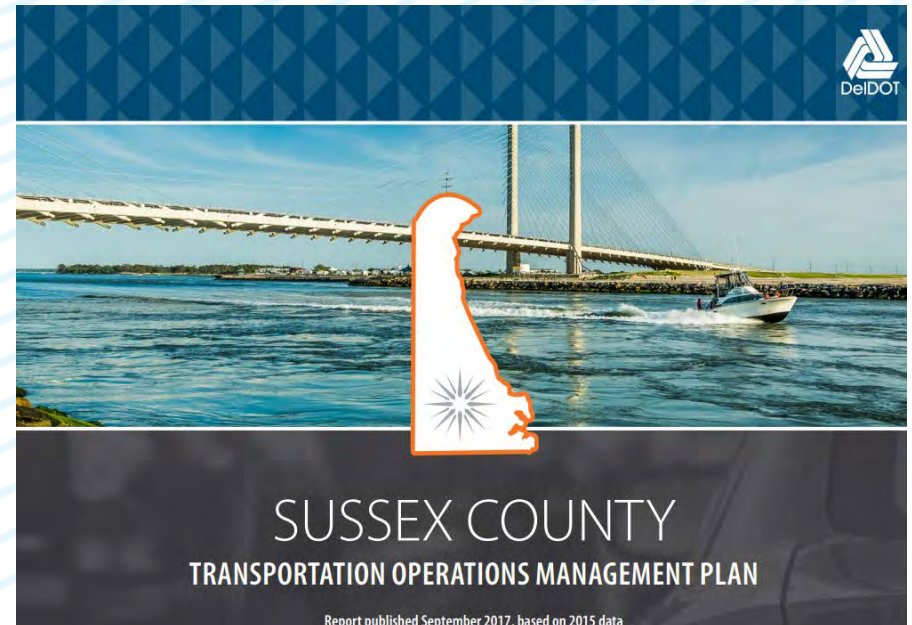
- ▶ Minor updates to incorporate feedback from:
 - Lewes Byway Committee
 - DeIDOT Byways Coordinator

- ▶ Updates include clarification on byways Corridor Management Plans (CMPs).
 - “Byways are managed by volunteer committees with support from DeIDOT. The byways volunteers are responsible for sponsoring and developing a Corridor Management Plan (CMP) for their respective byway. This CMP identifies the cultural and historic resources of the byway and recommends context sensitive design solutions to maintain the local character. **Sussex County and DeIDOT should work together to monitor and implement the adopted CMPs** in order to meet the mobility needs of the byways roads, while balancing the preservation of byways resources.”



SUSSEX TOMP

- ▶ Sussex County Transportation Operations Management Plan (TOMP) Published
 - Available on DeIDOT website <https://deldot.gov/Publications/reports/ITMS/pdfs/ITMS-Sussex-County-TOMP.pdf>
- ▶ TOMP discussion in the Mobility Chapter slightly updated to reflect key focus of the published document





ADDITIONAL CTP PROJECTS

► Suggestions

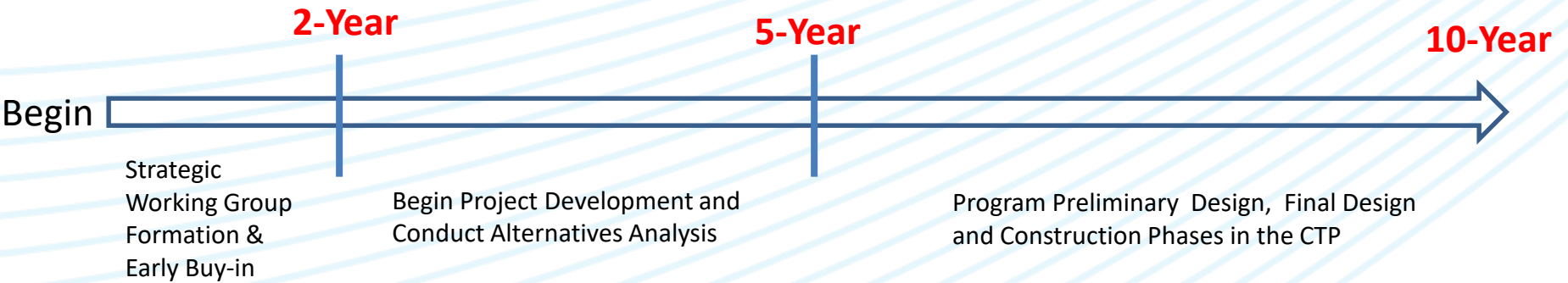
- Considerable feedback received through comp plan, Five Points Study, Henlopen TID, Byways, and current CTP project public workshops

Table 13.3-5 Additional Capacity Improvement Projects

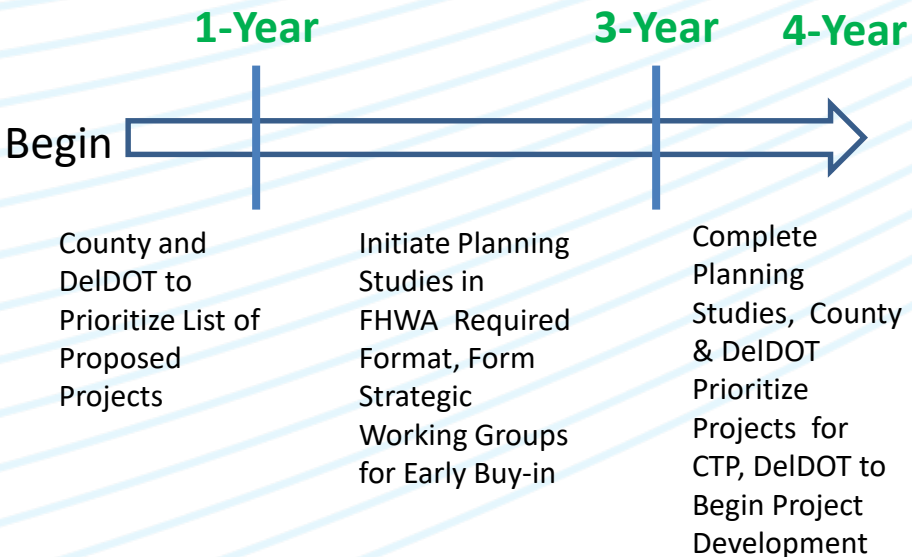
Project Location	Purpose	Justification	Source(s) of Proposal	In Previous Plan?
SR 36 and SR 16 , from SR 404 to SR 1	Consider constructing capacity and safety improvements	Increase east/west traffic capacity, improve evacuation safety, complement SR 404 improvements	2008 Transportation Plan Update for Sussex County, Feedback from the Planning & Zoning Commission	Yes
New Rd, from Nassau Rd to Old Orchard Rd	Consider multi-modal safety and operational improvements	Future traffic pattern related to Minos Conaway Rd and Old Orchard Rd projects, improve evacuation safety	Feedback from Sussex County Council and the City of Lewes	No
US 113, in Millsboro and surrounding area	Consider constructing capacity and safety improvements	Increase north/south traffic capacity, reduce congestion, complement North Millsboro Bypass project	US 113 North/South Study	Yes
US 9, from SR 1 to US 113	Consider constructing capacity and safety improvements	Increase east/west traffic capacity, improve evacuation safety, reduce congestion	Feedback from the Planning & Zoning Commission	No



PROJECT MILESTONES



PREVIOUS VERSION



UPDATED VERSION



CORRIDOR VISIONS UPDATE

- ▶ Clarification of Corridor Capacity Preservation Program (CCPP) details
 - Expanded paragraph for north/south CCPP routes
 - Answer Council's access management questions
 - “These north/south corridors are divided highways with multiple lanes, medians, and wide Rights-of-Way (ROW). Therefore, the strategy for these corridors is **preservation of the existing capacity** by implementing the methods described above. A very important part of capacity preservation is access management. As development occurs along the CCPP roads, access requests are evaluated by DelDOT on a case by case basis. The investment levels in Delaware's State Strategies for Policies and Spending are used to evaluate potential direct and indirect access to the planned development projects. **Alternative access is the priority for projects in Levels 1 and 2 areas, but direct access can be permitted in certain cases. For large development projects in Levels 3 and 4 areas, direct access is not permitted.** For more details, please reference the Corridor Capacity Preservation Manual, which is available on DelDOT's website.”



CORRIDOR VISIONS UPDATE

► Clarification of strategy for east/west routes

- Expanded text to explain preservation vs. expansion
- A different approach with similar results...
- “These routes primarily consist of two-lane roads that have narrower ROW than the north/south corridors. Therefore, the strategy for these corridors should be to **develop proactive plans to reduce the encroachment of development** adjacent to the ROW. This would allow for future **capacity expansion** along these corridors.

This east/west strategy will require a slightly different approach than the CCPP, but similar methods should be used. For example, access management alone may not be enough to increase east/west capacity, but it should be a component of any future expansion projects.”



CORRIDOR VISIONS UPDATE

- ▶ Added details of the CCPP designation process
 - East/west roads could be added to the program after expansion...
 - “Every 3 years, DelDOT offers counties and municipalities an opportunity to participate in a re-designation process. This process is scheduled for calendar year 2019 and will continue every 3 years thereafter. Potential corridors are evaluated using many factors, such as functional classification, traffic characteristics, surrounding land use, development trends, and public feedback. **It should be determined if CCPP designation for east/west corridors is appropriate now or in the future.**”



CORRIDOR VISIONS UPDATE

- ▶ Suggestion: **Add SR 20 and SR 54**

- ▶ SR 24, SR 26, SR 20, and SR 54

- ▶ **These east/west routes** carry significant amounts of traffic accessing Delaware's **coastal** resort areas. DeIDOT has and will continue to invest in these corridors by programming and constructing capacity improvements. Recently, DeIDOT completed major improvements to SR 26, which included multi-modal facilities. Expansion projects are also planned for SR 24 leading into Rehoboth Beach.

Going forward, Sussex County should work actively with DeIDOT and other planning partners to anticipate future growth on these corridors and time it with adequate transportation improvements. Local traffic could increase due to development pressure. Regional traffic could also increase on SR 24 due to the planned bypass of northern Millsboro, which will link SR 24 with US 113.



UPDATED SECTION 13.6

- ▶ **Mobility Goals, Objectives and Strategies**
 - County Council comments addressed
 - Sequencing of goals updated
 - Specific language modifications addressed
 - Strategies 13.2.1.4 through 13.2.1.7 reworded per changes made to the Corridor Visions Section.



13.6 MOBILITY GOALS, OBJECTIVES, AND STRATEGIES

Below is a list of goals, objectives, and strategies for Sussex County's Mobility Element:

Goal 13.1 Explore collaborative transportation solutions.

Objective 13.1.1 Encourage state, private and non-profit entities to work toward common goals.

Strategy 13.1.1.1 Work with DeDOT, the Office of State Planning Coordination and other state officials to coordinate transportation decisions as they relate to land use decisions and expanding tourism.

Strategy 13.1.1.2 Partner with DeDOT to consider the establishment of Transportation Improvement Districts (TIDs) or other such approaches in suitable areas.

Comment [KM12]: Relocation of the Goal as per County Council comment

Goal 13.1.2: Increase the physical and operational capacity of the transportation system in the County.

Objective 13.2.1 Improve mobility for local residents and access to local businesses.

Strategy 13.2.1.1 Establish a committee to advise County Council and DeDOT on recommended transportation improvements in the county.

Comment [KM13]: Rewording as per County Council comment

Strategy 13.2.1.2 Establish appropriate roles and responsibilities for the committee for making recommendations to the Council on mobility improvement priorities and to track progress.

Strategy 13.2.1.3 Consider working with the state legislature to determine feasibility of establishing dedicated county transportation funding]

Strategy 13.2.1.4 Work with DeDOT to evaluate the "Additional Capacity Improvement Projects" identified in this plan by following the recommended implementation milestones, ensure inclusion of appropriate capacity expansion projects as per county identified priorities and an effective implementation of project development process based on agreed upon milestones.

Strategy 13.2.1.5 Work with DeDOT to evaluate and prioritize potential. Prioritize, plan and find means of implementing bypass roads, grade



UPDATED SECTION 13.6

- ▶ **New Strategy: Potential LOS Standard**
 - **Strategy 13.3.1.7** Research the effectiveness of Level of Service (LOS) ordinances in surrounding counties and consider implementing similar LOS standards in order to use future traffic impacts in the development approval process.



NEXT STEPS

- ▶ Incorporate minor revisions
- ▶ Approve the draft according to county process



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