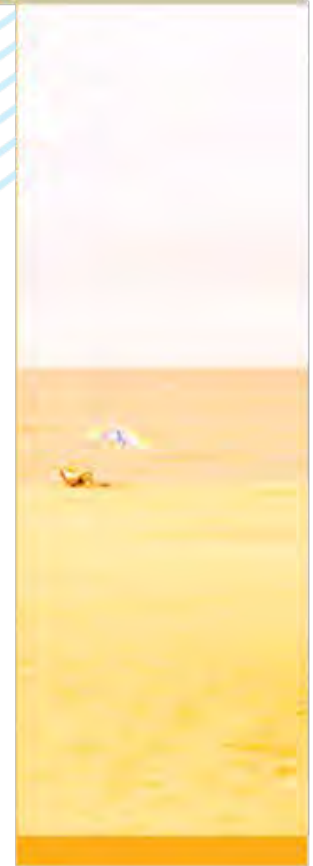




THE SUSSEX PLAN

SUSSEX COUNTY COMPREHENSIVE PLAN PLANNING AND ZONING COMMISSION WORKSHOP



July 14, 2017



TODAY'S WORKSHOP

- ▶ Public Comment
- ▶ Community Design Element Update
- ▶ Mobility (Transportation) Discussion
- ▶ Workshop Wrap-Up
- ▶ Public Comment



MOBILITY (TRANSPORTATION)

- ▶ Revised Draft Vision Statement
- ▶ Revised Draft Goals and Objectives
- ▶ Initial Draft of Strategies
- ▶ Next Steps



REVISED DRAFT VISION STATEMENT

Sussex County will be a leading example for Delaware in developing creative transportation solutions.





REVISED DRAFT GOALS

**PREVIOUS
VERSION**

**REVISED
VERSION**



		Goal 14.1 (NEW)	Increase physical and operational capacity of the transportation system
Goal 14.1	Increase safety and security of the transportation system	Goal 14.2	Increase safety, security and reliability of the transportation system
Goal 14.2	Improve the maintenance and preservation of existing transportation system	Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Goal 14.3	Improve transportation mobility for residents and tourists	Goal 14.4	Promote a system where transportation improvements complement economic development
Goal 14.4	Promote a transportation system that provides for multiple modes of travel		
Goal 14.5	Promote a system where transportation improvements complement economic development		



DRAFT GOAL 14.1

**Increase physical and operational capacity
of the transportation system in the
County**



DRAFT OBJECTIVES & STRATEGIES

Goal 14.1	Increase the physical and operational capacity of the transportation system in the County
Objective 14.1.1	Improve mobility for local residents and access to local businesses
Strategy 14.1.1.1	Partner with DeIDOT to encourage subdivision designs that provide a mix of residential seclusion and local connectivity
Strategy 14.1.1.2	Identify suitable areas for potential residential and/or commercial connector roads
Strategy 14.1.1.3	Promote business to business travel by considering methods to consolidate commercial entrances along busy corridors
Strategy 14.1.1.4	Consider requiring new commercial developments to be connected to existing commercial land uses
Strategy 14.1.1.5	Consider bypass roads or routes for areas affected by heavy tourist and/or freight traffic



DRAFT OBJECTIVES & STRATEGIES

Goal 14.1	Increase the physical and operational capacity of the transportation system in the County
Objective 14.1.1 (Continued)	Improve mobility for local residents and access to local businesses
Strategy 14.1.1.6	Continue to evaluate the feasibility of grade separated intersections at key locations to reduce congestion along existing corridors
Strategy 14.1.1.7	Explore creative design concepts to add capacity to State Route 1 (SR 1) from Lewes to Rehoboth Beach, in order to separate through traffic from local traffic
Strategy 14.1.1.8	Consider hiring an independent traffic engineer to review land use applications and coordinate with DeIDOT to identify necessary improvements
Strategy 14.1.1.9	Consider the requirement that private subdivision streets be built to DeIDOT standards



DRAFT OBJECTIVES & STRATEGIES

Goal 14.1	Increase the physical and operational capacity of the transportation system in the County
Objective 14.1.2	Improve regional traffic flow and reduce impacts of seasonal population
Strategy 14.1.2.1	Partner with DeIDOT to examine past studies to determine if any previously-planned projects are feasible to implement, which will reduce the need for additional studies
Strategy 14.1.2.2	Consider all potential capacity improvement concepts for key <u>north-south</u> routes and work with DeIDOT to build early public support for projects
Strategy 14.1.2.3	Consider all potential capacity improvement concepts for key <u>east-west</u> routes and work with DeIDOT to build early public support for projects
Strategy 14.1.2.4	Explore the use of Strategic Working Groups to identify capacity improvement concepts, build early consensus, and reduce project opposition



OBJECTIVES & STRATEGIES (DRAFT)

Goal 14.1	Increase the physical and operational capacity of the transportation system in the County
Objective 14.1.2 (Continued)	Improve regional traffic flow and reduce impacts of seasonal population
Strategy 14.1.2.5	Consider creating a coalition to triage potential capacity needs and concepts
Strategy 14.1.2.6	Continue working with DeIDOT to evaluate the recommended improvements to US 113 identified in the US 113 North/South Study
Strategy 14.1.2.7	Support DeIDOT in the continued implementation of the Corridor Capacity Preservation Program and associated improvements
Strategy 14.1.2.8	Consider increasing building setback distances along congested corridors to allow future capacity expansion if needed



DRAFT OBJECTIVES & STRATEGIES

Goal 14.1	Increase the physical and operational capacity of the transportation system in the County
Objective 14.1.3	Manage the existing system and reduce demand to make travel more efficient
Strategy 14.1.3.1	Partner with DelDOT to evaluate the recommendations in the Traffic Operations Management Plan (TOMP) for Sussex County
Strategy 14.1.3.2	Consider supporting the use of managed lanes (such as temporary shoulder use) to create temporary operational capacity during peak times
Strategy 14.1.3.3	Explore the possibility of high-frequency local circulator shuttles (public or private) to reduce car traffic and provide incentives for travelers to use them
Strategy 14.1.3.4	Partner with municipalities to consider increases to vacation rental taxes, with revenues used to provide free transit passes to renters and increased DART bus service



DRAFT OBJECTIVES & STRATEGIES

Goal 14.1	Increase the physical and operational capacity of the transportation system in the County
Objective 14.1.4	Explore new sources of revenue for capacity improvements in the County
Strategy 14.1.4.1	Determine the feasibility of Public Private Partnerships (PPP or P3) to create market-driven solutions
Strategy 14.1.4.2	Partner with DeIDOT to evaluate the feasibility of user fees for congested corridors during peak times, in order to generate revenue and/or encourage the use of other travel options
Strategy 14.1.4.3	Partner with DeIDOT to determine if any mechanisms exist, or could be implemented, to designate user fee revenues specifically for Sussex capacity projects



DRAFT GOAL 14.2

Increase the safety, security, and reliability of the transportation system in the County



DRAFT OBJECTIVES & STRATEGIES

Goal 14.2	Increase the safety, security, and reliability of the transportation system in the County
Objective 14.2.1	Identify investments that improve the safety and resiliency of the transportation system
Strategy 14.2.1.1	Support the expansion of advanced-technology traveler information systems at strategic locations throughout the County
Strategy 14.2.1.2	Support DelDOT in the continued implementation of DelTrac and other monitoring systems at the Transportation Management Center (TMC)
Strategy 14.2.1.3	Consider emergency-use restricted service roads in areas where accessibility is difficult for first responders



DRAFT OBJECTIVES & STRATEGIES

Goal 14.2	Increase the safety, security, and reliability of the transportation system in the County
Objective 14.2.2	Maintain and improve the existing transportation infrastructure
Strategy 14.2.2.1	Support DelDOT in completing intersection improvements, shoulder widening, alignment improvements, and other local road network projects
Strategy 14.2.2.2	Partner with DelDOT in the planning and programming of funds designated for maintenance, such as pavement rehabilitation, and bridge maintenance and repair
Strategy 14.2.2.3	Work with municipalities on asset management plans for locally-maintained infrastructure



DRAFT OBJECTIVES & STRATEGIES

Goal 14.2	Increase the safety, security, and reliability of the transportation system in the County
Objective 14.2.3	Improve the efficiency of evacuation routes by minimizing bottlenecks and protecting infrastructure
Strategy 14.2.3.1	Partner with state officials to consider the transportation recommendations in The Climate Framework for Delaware, The Climate Action in Delaware: 2016 Progress Report, and future companion documents
Strategy 14.2.3.2	Continue working with DelDOT to improve evacuation routes by analyzing vulnerability and developing plans for coastal communities
Strategy 14.2.3.3	Continue coordination efforts with DelDOT, Maryland State Highway Administration (SHA) and surrounding counties to streamline evacuation across political boundaries
Strategy 14.2.3.4	Identify potential local routes that could serve as alternative or secondary evacuation routes



DRAFT OBJECTIVES & STRATEGIES

Goal 14.2	Increase the safety, security, and reliability of the transportation system in the County
Objective 14.2.4	Support improved methods to track and communicate capital improvement requests and safety issues
Strategy 14.2.4.1	Remain engaged in the DeIDOT Capital Transportation Program (CTP) development process and increase coordination of project prioritization
Strategy 14.2.4.2	Partner with DeIDOT to identify and implement potential improvements to the annual capital request process
Strategy 14.2.4.3	Evaluate current technologies and emergency notification systems to ensure state officials and the public are informed efficiently and effectively
Strategy 14.2.4.4	Consider new methods to monitor at-risk infrastructure or unsafe conditions



DRAFT GOAL 14.3

Improve mobility and accessibility by increasing travel options and developing creative solutions



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.1	Explore innovative transportation concepts and demand management strategies
Strategy 14.3.1.1	Consider market-driven solutions to reduce vehicle traffic in congested areas, including but not limited to, partnerships with ride-hailing companies, promoting car and ride-sharing services, and developing satellite parking lots with free shuttles
Strategy 14.3.1.2	Support and participate in coalitions to address transportation needs, which could include state officials, transit providers, human service providers, non-profit associations, and the general public
Strategy 14.3.1.3	Partner with DelDOT and DART to strengthen outreach campaigns that encourage alternative forms of transportation, which could include incentives
Strategy 14.3.1.4	Partner with DelDOT to consider the creation of a citizen engagement tool, such as an online solutions menu, to introduce and build early consensus on potential improvement concepts



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.2	Encourage non-motorized transportation planning at the local level
Strategy 14.3.2.1	Incorporate bike and pedestrian facilities into community master plans
Strategy 14.3.2.2	Support the development and implementation of the statewide bicycle plan, a Blueprint for a Bicycle-Friendly Delaware, and assist municipalities with local bike plans
Strategy 14.3.2.3	Continue to support the creation of recreational trails and shared-use pathways to connect communities to employment, commercial services, recreational opportunities, and to provide safe alternatives to car travel



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.3	Encourage land use techniques that promote health and support the use of transit, walking, and bicycling
Strategy 14.3.3.1	Consistent with recommendations in the Land Use Element, consider higher-density development in appropriate areas with current or future access to travel options
Strategy 14.3.3.2	Consider code changes to require sidewalks for all development projects
Strategy 14.3.3.3	Partner with Delaware’s Pedestrian Coordinator to complete sidewalk connectivity projects in conjunction with new development



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.4	Pursue investments that improve public-use airports in Sussex County
Strategy 14.3.4.1	Continue capital improvement projects and business development activities at Delaware Coastal Airport, including connectivity to the King Farm Industrial Park
Strategy 14.3.4.2	Encourage the development of general aviation and tourism at Laurel Airport



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.5	Increase travel options for the senior population in the County
Strategy 14.3.5.1	Consider creating a senior transportation guide and/or toolkit to spread awareness about senior transportation options for residents and visitors
Strategy 14.3.5.2	Encourage the growth of non-profit transportation providers, including but not limited to, ITN Southern Delaware, CHEER, and Generations Home Care
Strategy 14.3.5.3	Partner with DART on its Transit Redesign efforts, such as transitioning appropriate Paratransit trips to fixed route or flex route services and spreading awareness about the Senior Citizens Affordable Taxi (SCAT) program



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.6	Use a coordinated approach to manage, protect, and improve the navigability of waterways
Strategy 14.3.6.1	Coordinate with the Delmarva Water Transport Committee regarding current planning efforts and future challenges
Strategy 14.3.6.2	Explore new recreational and tourism opportunities that benefit the County



DRAFT OBJECTIVES & STRATEGIES

Goal 14.3	Improve mobility and accessibility by increasing travel options and developing creative solutions
Objective 14.3.7	Continue improvements to regional and local transit service in the County
Strategy 14.3.7.1	Partner with DART to improve and expand Flex Route Service for local communities
Strategy 14.3.7.2	Encourage DART to continue its service planning efforts in order to reevaluate current routes and expand others



DRAFT GOAL 14.4

Promote a system where transportation improvements complement economic development



DRAFT OBJECTIVES & STRATEGIES

Goal 14.4	Promote a system where transportation improvements complement economic development
Objective 14.4.1	Explore methods that ensure transportation improvements are appropriately-timed with development and provide predictable funding streams
Strategy 14.4.1.1	Partner with DelDOT and provide appropriate resources to consider the establishment of Transportation Improvement Districts (TIDs) in suitable areas
Strategy 14.4.1.2	Partner with the Office of State Planning Coordination and other state officials to complete local master plans, which coordinate land use and transportation decisions
Strategy 14.4.1.3	Consider code changes that will ensure development is concurrent with the availability of public services
Strategy 14.4.1.4	Consider limiting new development in congested areas where it is not feasible to add physical capacity, due to constraints



DRAFT OBJECTIVES & STRATEGIES

Goal 14.4	Promote a system where transportation improvements complement economic development
Objective 14.4.2	Explore innovative strategies to reduce transportation demand from commuter trips
Strategy 14.4.2.1	Consider partnering with employers to develop programs that reduce long-distance vehicle trips and increase access to travel options
Strategy 14.4.2.2	Consistent with the Housing Element, create market incentives to expand workforce housing opportunities near employment centers



DRAFT OBJECTIVES & STRATEGIES

Goal 14.4	Promote a system where transportation improvements complement economic development
Objective 14.4.3	Support investments that increase the efficiency of freight movement, which is crucial to commerce in the County
Strategy 14.4.3.1	Support the implementation of the Delmarva Freight Plan in order to improve freight flow and reduce the impacts to County residents
Strategy 14.4.3.2	Explore incentives for businesses to switch from truck to rail freight, which can reduce freight costs and road traffic congestion
Strategy 14.4.3.3	Partner with the Delmarva Central Railroad to aid in their strategic planning efforts and to help identify potential rail customers
Strategy 14.4.3.4	Explore the potential for rail infrastructure improvements at the Delaware Coastal Airport industrial park and possible connection to the King Farm Industrial Park



DRAFT OBJECTIVES & STRATEGIES

Goal 14.4	Promote a system where transportation improvements complement economic development
Objective 14.4.4	Support the growth of tourism in the County by providing adequate resources
Strategy 14.4.4.1	Partner with DelDOT to support the Byways Program and to implement the recommendations of the Corridor Management Plans (CMPs) for all scenic and historic byways in the County
Strategy 14.4.4.2	Improve methods to engage business owners in the planning process for any improvements that could impact their customer access

NEXT STEPS



- ▶ Reach consensus on draft Goals, Objectives and Strategies
- ▶ Simultaneously, we are writing the chapter
 - System Overview
 - Supporting Narrative
 - Heavily focused on solutions
- ▶ Next Workshop



Pixabay



MOBILITY APPENDIX

▶ Corridor Capacity Preservation Program

- From the Executive Summary: “...a program to protect corridors serving ‘predominantly statewide and/or regional travel’...”
- Program 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
- Corridors
 - SR 1 – Dover Air Force Base south to Nassau (31 Miles)
 - US 13 – Route 10 in Camden south to the Maryland state line (46 Miles)
 - US 113 – Milford south to the Maryland State line (33 Miles)
 - SR 48 – Hercules Road to Route 41 (2 Miles)



MOBILITY APPENDIX

- ▶ **Transportation Operations Management Plan (TOMP)**
 - Developed by the Transportation Management Center (TMC) at DelDOT
 - Plan is currently in development and will be published soon.
 - **Goal:** To use monitoring data to improve planning, design, and operations
 - Identifies mobility issues
 - Introduces recommendations
 - Manage demand
 - Increase operational capacity
 - Contains planned projects and recommendations for specific “Areas” in Sussex



MOBILITY APPENDIX

▶ Climate Framework for Delaware

- From the website: “On September 12, 2013, Delaware Governor Jack Markell signed Executive Order 41: “Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions.” Executive Order 41 directs state agencies to address both the causes and consequences of climate change by developing actionable recommendations to reduce greenhouse gas (GHG) emissions that contribute to climate change, increase resilience to climate impacts, and avoid and minimize flood risks due to sea level rise.”

- ▶ Climate Action in Delaware: 2016 Progress Report
 - ▶ “...what has been accomplished and what work is still to be done moving forward. It also provides an overview of local government actions and sets out a vision for the future.”

- ▶ DelDOT actions
 - ▶ Electric and propane bus purchases
 - ▶ Ongoing corridor evaluations for climate change adaptation



MOBILITY APPENDIX

▶ Blueprint for a Bicycle-Friendly Delaware

- From the website: “The purpose of this project is to develop and [adopt a] policy-oriented master plan that will help make Delaware more bicycle-friendly. Four key purposes of this project include:”
 - “Integrated broad bicycle goals of agencies and major stakeholder groups into a unified strategic plan”
 - “Identifying and promoting the many [efforts] already underway to enhance and encourage bicycling in Delaware”
 - “Ensuring the progress toward a more bicycle-friendly state is maintained, and”
 - “Ensuring that all of the Department’s efforts make bicycling safer, more comfortable, more convenient”
- Currently developing “Key Principles and Goals”





MOBILITY APPENDIX

► SCAT – Senior Citizens Affordable Taxi Program

- From the website: “The SCAT program provides a 50% discount on taxi fares for senior citizens and persons with disabilities. Here's how it works.”
 - “Anyone 65 years of age and older, or any person with a physical or mental disability which prevents them from operating a motor vehicle may be eligible to use SCAT. ”
 - “The taxis are private–owned companies”
 - “A SCAT ticket book valued at \$10.00 can be purchased for \$5.00 at any DART Transportation Store. ”
 - “Once you have purchased the tickets, simply call the participating taxi company nearest you and request a trip. Inform the taxi company that you will be using SCAT tickets. ”





MOBILITY APPENDIX

▶ Delmarva Water Transport Committee

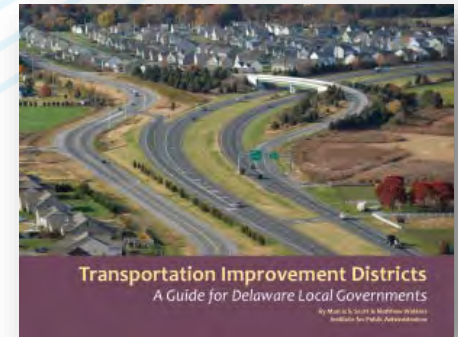
- From the website: “The Delmarva water transport Committee (DWTC) is a non-profit organization with headquarters in Salisbury, Maryland. Formed in the fall of 1974 by a small group of people who were concerned about the future of waterborne commerce on the Delmarva Peninsula.
- Our mission is to encourage the continuation and further development of waterborne commerce on the rivers, bays and harbors of the Delmarva Peninsula through the promotion of adequate dredging, safe navigation and maintenance and development of harbor and river terminals in such a manner as to protect and conserve the environment.”





MOBILITY APPENDIX

- ▶ Transportation Improvement Districts (TIDs)
 - From the TID guide book:
 - “a geographic area defined for the purpose of securing required improvements to transportation facilities in the area”
 - Links development with transportation improvements
 - Predictable funding stream for capital projects
 - Uses master planning principles
 - Equitable cost sharing among public and private sectors



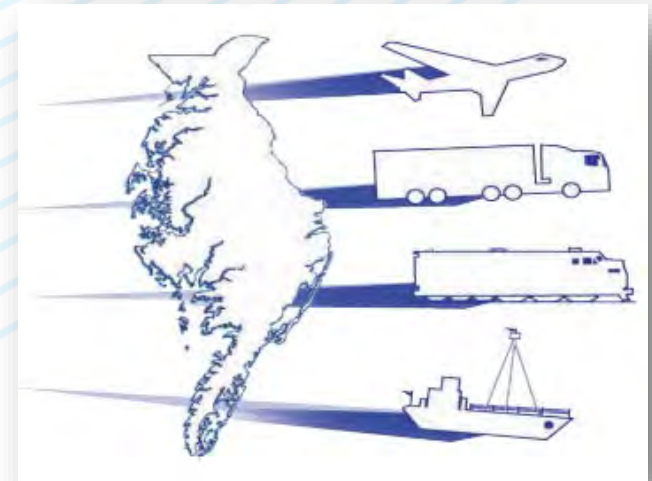


MOBILITY APPENDIX

► Delmarva Freight Plan

◦ From the Executive Summary:

- “The Delmarva Freight Plan summarizes current and future freight planning and transportation needs to enhance freight and goods movement and related economic opportunities on the 14-county tri-state area of the Delmarva Peninsula”
- The plan recognizes and supports the need for multimodal freight planning collaboration within regional jurisdictions and across economic corridors to enhance mobility at the local, state, multi-state, and national level.
- Contains project recommendations





MOBILITY APPENDIX

► Delmarva Central Railroad

- From its website: “The Delmarva Central Railroad Company (DCR), a subsidiary of Carload Express Inc. (CEI), operates 162 miles of rail line in Delaware and Maryland. The lines run from near Porter, Delaware, (south of Wilmington) south to Pocomoke City, Maryland; and from Harrington, Delaware, to Frankford, Delaware. DCR interchanges with Norfolk Southern, as well as several shortlines on the Delmarva Peninsula. DCR is managed locally from offices in Harrington, Delaware. Freight operations are based out of Harrington, Dover, Seaford and Delmar.”
- Norfolk Southern ceased operations in 2016 and leased its tracks to Delmarva Central
- Delmarva Central began operations in December of 2016
- Watch a video [here](#)



MOBILITY APPENDIX

▶ Delmarva Central Railroad

- (continued)
- System map →



Delmarva Central Railroad

