Public Workshop to introduce the Coastal Corridors Study 404 & Beyond

ELLENDALE, DELAWARE
MARCH 8, 2021
How to participate

• We’ll start by presenting some initial information about the study
How to participate

• You’ll have an opportunity to answer questions we’ll be asking at three points in the presentation.

• You are welcome to respond by clicking on “Q&A” at the bottom of the screen and typing your answers.
How to participate

• **After the presentation is complete**, we will have an open question-and-answer session.

• At that time, click on “Raise Hand” at the bottom of your screen. (If you are on your phone, you can raise your hand by pressing *9.)

• The host will un-mute you so you can ask your question.
Panelists

- Marc Coté, DelDOT
- Josh Thomas, DelDOT
- Jenn Cinelli-Miller, DelDOT
- Jamie Whitehouse, Sussex County
- Jeff Riegner, WRA
- Andrew Bing, KA
What are the “Coastal Corridors?”

Route 16, Route 404, and the local roads between those two routes

Coastal Corridors Study Area
What are the “Coastal Corridors?”

- The Coastal Corridors are Route 16, Route 404, and the local roads between those two routes.
- The study area is between the Maryland state line and Route 1.
- These routes serve an important local function.
- They also carry the majority of traffic between the Delaware beaches and the Chesapeake Bay Bridge.
What is happening now?

- The State of Maryland has widened Route 404 to within a few miles of the Delaware state line.
- They are also studying additional highway capacity crossing the Chesapeake Bay.
- Development activity continues to increase traffic in the study area.
- The Delaware beaches will always attract visitors.
Why undertake this study?

• Make sure that future traffic growth works for the communities in the area rather than harming them
  • Maintain high quality of life
  • Ensure continued economic competitiveness
  • Focus on transportation safety and mobility
We’re starting by listening

• You and your neighbors know the study area better than anyone

• By understanding your perspectives up front, DelDOT can work with you to develop solutions that work for the community
Listening tour

• We met with about 50 stakeholders in the study area over the winter, sharing the same information you’ve just seen about the study
  • Elected and appointed officials
  • Residents
  • Schools
  • Businesses
  • Emergency service providers
Listening tour

• One-on-one or small group conversations
• Comments were not attributed to individuals; that way people could speak freely
Listening tour results: What did we hear?

- The only common theme was that people love Sussex County and don’t want to lose their small-town and rural way of life
- We also heard a lot of specific suggestions and recommendations, which we’ll summarize now
Listening tour results: What did we hear?

- **Categories:**
  - Safety
  - Traffic
  - Economic issues/opportunities
  - Emergency services
  - Technology/GPS
  - Other

- For each category, comments received during the listening tour are listed first
  - We also have supporting technical information for some of the categories
Listening tour results: Safety

- Traffic causes safety problems for operating farm equipment, especially on roads without shoulders.
- Safety concerns were expressed at several specific intersections and roads:
  - Route 404 & Coverdale Road
  - Cave Neck Road, Hudson Road and Sweetbriar Road
  - Route 13 and Redden Road
  - Route 13 and Rifle Range Road
  - Route 113 and Redden Road
  - Redden Road
  - Gravel Hill Road
  - Sand Hill Road
- Red light running is a safety issue
Safety: Statewide crash rankings

- Statewide crash rankings factor in crash frequency, severity, and cost
- Using data from 2016-2018, three intersections within the study area are ranked within the top 50 in the state

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Statewide Crash Rank</th>
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<tbody>
<tr>
<td>US 113 &amp; US 9</td>
<td>2</td>
</tr>
<tr>
<td>US 113 &amp; SR 18</td>
<td>5</td>
</tr>
<tr>
<td>US 113 &amp; SR 16</td>
<td>33</td>
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</tbody>
</table>
Safety: Crash data summary

- There were 3,216 crashes within the study area.
- Major hot spots include:
  - US 113 and SR 404/SR 18
  - US 9 and SR 404
  - US 9 and US 113
  - US 113 and SR 16
  - US 9 and SR 5

Crash data from 2017-2020
Safety: Crash data summary

- Total crashes in the Ellendale area

Crash data from 2017-2020
Safety:
Crash data summary

- 3 fatal crashes within the study area in 2017
- 3 in 2018
- 5 in 2019
- 3 in 2020

Crash data from 2017-2020
Safety: Crash data summary

- There were 14 fatal crashes within the study area, none in the Ellendale area.
- Redden Road and US 13 are among the common places for fatalities.
- Of the three fatalities in 2020 (circled), two occurred on Redden Road.

Crash data from 2017-2020
Safety: Crash data summary

- From 2017 to 2020, 14 crashes within the study area involved pedestrians or cyclists, none in the Ellendale area.
- 3 of those 14 crashes resulted in a pedestrian fatality.
- No crashes resulted in a cyclist fatality.
- Georgetown is a concern in this category as well.
  - US 9 and SR 404
  - US 113 and SR 404

Crash data from 2017-2020
Safety: Crash data summary

Most crashes within the study area were either front to rear crashes or one-vehicle crashes (i.e. fixed objects and animals)

• 16% of all crashes involved a vehicle hitting a fixed object

• 10% of all crashes involved a vehicle hitting a deer

Crash data from 2017-2020
Safety:
Crash data summary

- 525 crashes involved a vehicle hitting a fixed object (light pole, guardrail, tree, etc.)
- The curve along SR 30 appears as a new hotspot here, with about 25 fixed object crashes along a 1.25-mile stretch of road
- Multiple driver actions led to the fixed object crashes:
  - 24% due to driver inattention, distraction, or fatigue
  - 16% due to driving in a careless or reckless manner
  - 17% due to driving under the influence

Crash data from 2017-2020
Safety: Crash data summary

- Fixed object crashes in the Ellendale area

Crash data from 2017-2020
Safety: Crash data summary

- 339 crashes involved a vehicle hitting a deer
- Of these 339, more than 70% occurred during dark, not-lighted conditions
- Bridgeville appears as a hotspot for deer crashes

Crash data from 2017-2020
Safety: Crash data summary

- Deer crashes in the Ellendale area

Crash data from 2017-2020
Safety: We want to hear from you!

- What safety concerns do you have in the study area?

- You can:
  - Add new ideas
  - Agree or disagree with things you’ve heard in the last few slides
Listening tour results: Traffic

- To avoid congestion, drivers are using secondary roads that aren’t designed for it.
- Service workers live to the west because housing is more affordable, so they travel on the east-west roads to their jobs. That means that congestion is no longer just on the weekends, it’s all the time.
- Improving the east-west roads without fixing the existing bottleneck on Route 1 will only result in feeding more traffic into the existing backup.
Listening tour results: Traffic (continued)

• Several specific locations were mentioned as having traffic concerns:
  • Cave Neck Road, Hudson Road and Sweetbriar Road
  • Route 16 and Route 30
  • Route 16 and Route 5
  • Route 16 and Route 1

• Need an east-west route that doesn’t go through downtown Georgetown

• Need to address truck traffic in the towns
Traffic: Vehicle volumes

- 2019 Average Annual Daily Traffic (AADT) volumes from the DelDOT Traffic Summary
Traffic: Level of service

- Recent peak hour traffic counts (within the last four years) are only available at some intersections.
- Among those intersections, US 113 & SR 18/SR 404 is the only one operating at LOS D or worse.

### Intersections Analyzed

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<tbody>
<tr>
<td>US 113 &amp; E Redden Rd</td>
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<td>US 113 &amp; College Park Ln</td>
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<tr>
<td><strong>US 113 &amp; SR 18/SR 404</strong></td>
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<tr>
<td>US 13 &amp; Redden Rd</td>
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<tr>
<td><strong>US 113 &amp; SR 16</strong></td>
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<tr>
<td>US 13 NB &amp; SR 16</td>
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<td>US 13 SB &amp; SR 16</td>
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Legend
- Study Area
- Coastal Corridor CMS Locations
  - Intersection LOS A, B, or C
  - Intersection LOS D

Critical Movement Summation method
Traffic: Travel time reliability

- **2019 weekday AM peak**
- Compared worst measured travel time to uncongested or free-flow travel time
- US 9 between US 113 and SR 1 regularly experiences congestion in both directions
Traffic: Travel time reliability

- 2019 weekday PM peak
  - Compared worst measured travel time to uncongested or free-flow travel time
  - Weekday PM peak congestion slightly higher along some routes than weekday AM peak
  - US 9 between US 113 and SR 1 regularly experiences significant congestion in both directions
  - US 13 experiences mild congestion through Bridgeville between SR 404 and SR 18 in both directions
Traffic: Travel time reliability

- 2019 weekend peak
- Compared worst measured travel time to uncongested travel time for summer weekends
- US 9 between US 113 and DE 1 regularly experiences congestion in both directions
- US 113 through Georgetown experiences congestion in both directions
Traffic:
We want to hear from you!

• What traffic concerns do you have in the study area?

• You can:
  • Add new ideas
  • Agree or disagree with things you’ve heard in the last few slides
Listening tour results: Economic issues/opportunities

- Some level of traffic is good for local businesses
- It is important to preserve productive farmland in Sussex County
- Don’t want a bypass that draws all traffic away from downtown businesses
- There is a high volume of trucks associated with the poultry industry. Trucks use main roads to and from the processing plants, but also use small secondary roads to get to the farms
- There is so much new development, and they just keep building more; roads are not keeping up with development
Proposed developments
Listening tour results: Emergency services

• Need a mass evacuation route that can quickly get large numbers of people away from the beach

• Difficulties for east-west travel to emergency services in Milford and Lewes (limited services in northwestern Sussex County)

• Congested roads during summer hinder emergency response vehicles from getting to emergencies
Listening tour results: Technology and GPS

- Better use technology to direct people to take certain routes depending on where you’re going, based on current conditions
- Modify GPS to direct trucks to truck routes; trucks following GPS get stuck on small streets and roads
- Traffic on 404 was worse in the past; GPS wayfinding seems to have dispersed some traffic to other roads
Listening tour results: Other themes

• There is high demand for recreational bicycling in all communities east of Route 113

• Consider need for green infrastructure

• People should be made aware that Delaware is allocating more road improvement funding to Sussex County than ever before and has many projects in the pipeline
Listening tour results: Other themes (continued)

- It is important that the public be involved in the conversations about how to plan for future traffic growth
What do you think?

- What other transportation issues do you experience in the Coastal Corridors area?
What happens next?

• We compile your comments
  • This is one of five virtual public workshops focused on each of the five towns in the study area

• We do traffic modeling to better understand:
  • Existing conditions
  • Anticipated future conditions

• We come back to you with information on transportation “needs,” or problems to be addressed
Where can I find out more?

• Visit DelDOT’s project website:
  coastalcorridors.del.dot.gov

• Contact DelDOT’s project manager:
  Jennifer Cinelli-Miller
  jennifer.cinelli@delaware.gov
  302.760.2549
  coastalcorridors@delaware.gov
Q&A

• If you have a question, click on “Raise Hand” at the bottom of your screen. (If you are on your phone, you can raise your hand by pressing *9.)

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Thank you for your participation!

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