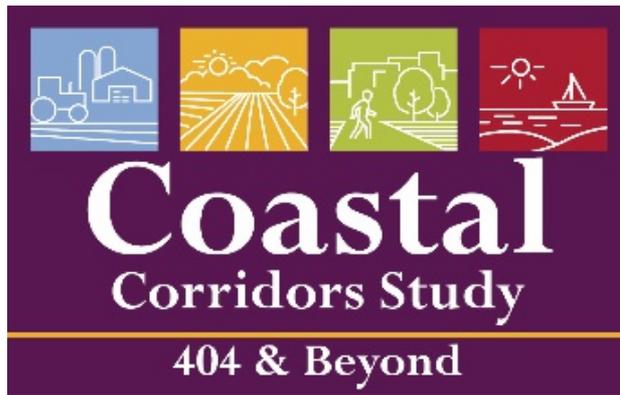


Public Workshop

to introduce the



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?”

- 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?

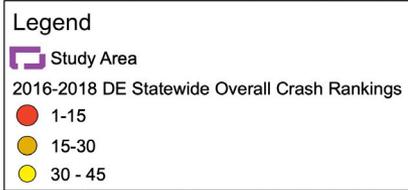
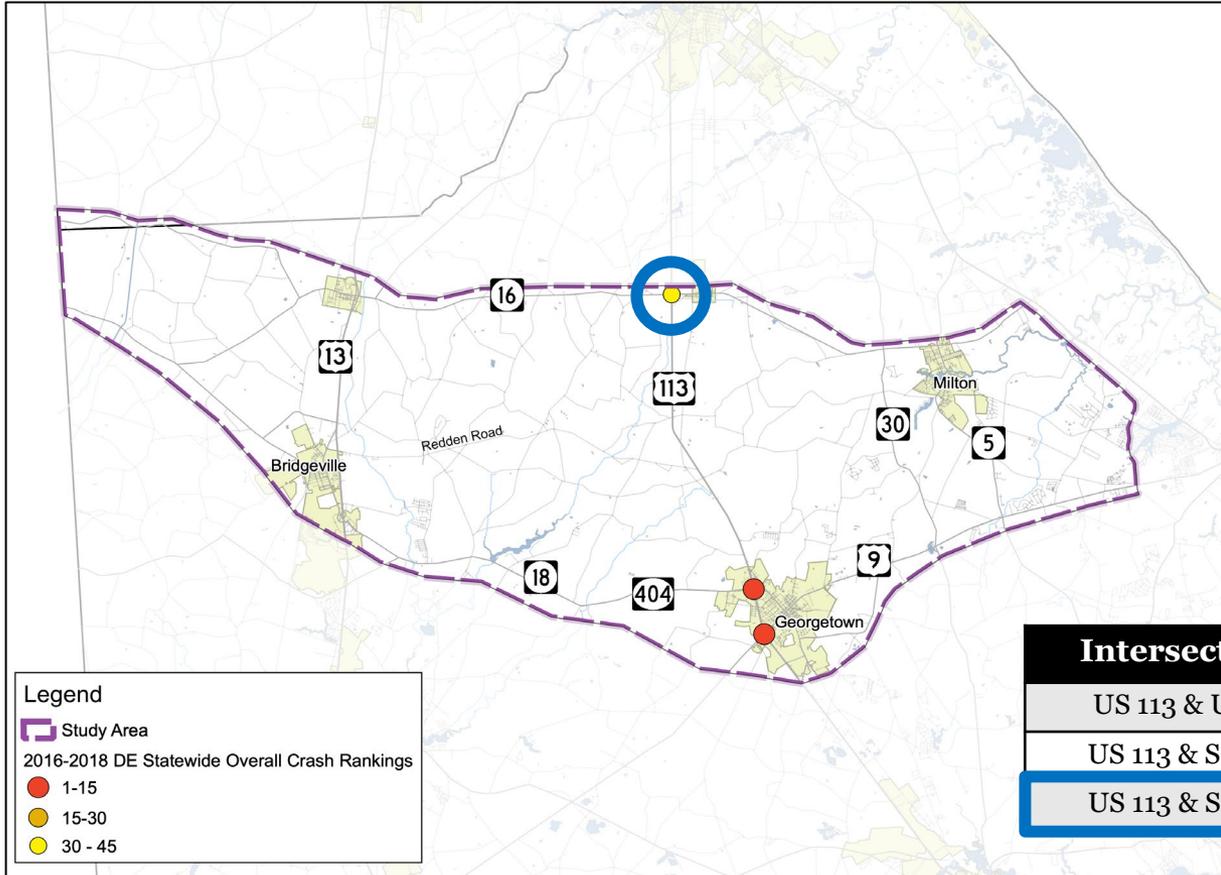
- Categories:
 - Safety
 - Traffic
 - Economic issues/opportunities
 - Emergency services
 - Technology/GPS
 - Other
- For each category, comments received during the listening tour are listed first
 - We also have supporting technical information for some of the categories

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

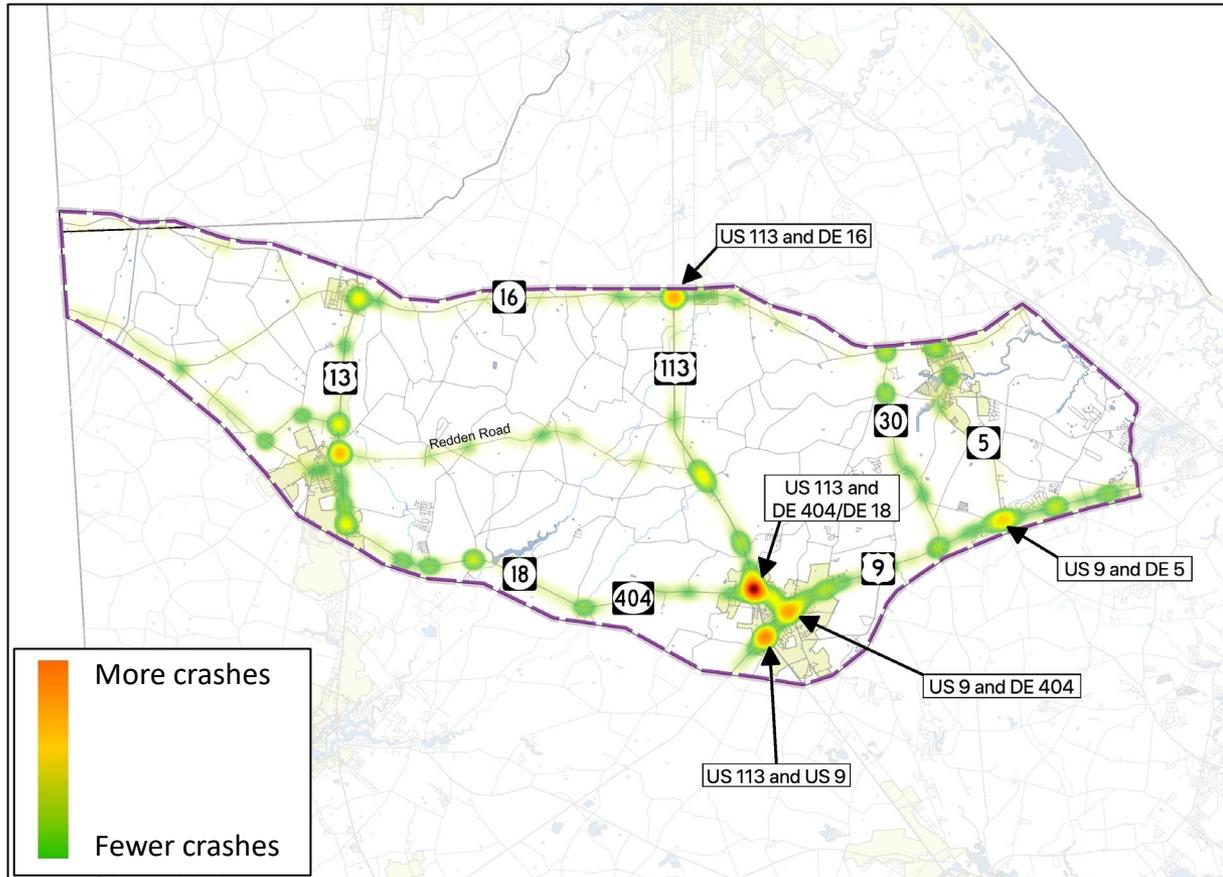
Safety: Statewide crash rankings



- 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

Intersection	Statewide Crash Rank
US 113 & US 9	2
US 113 & SR 18	5
US 113 & SR 16	33

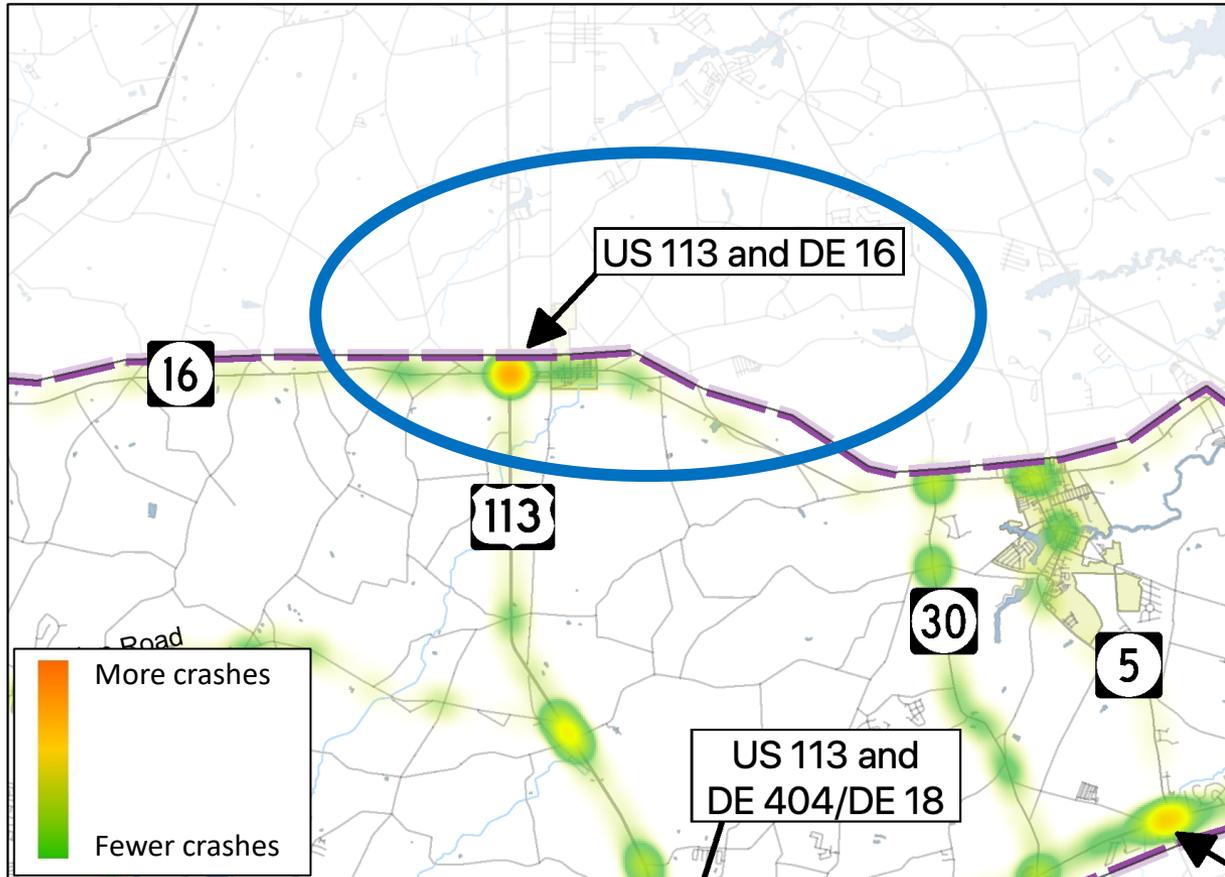
Safety: Crash data summary



Crash data from 2017-2020

- 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

Safety: Crash data summary

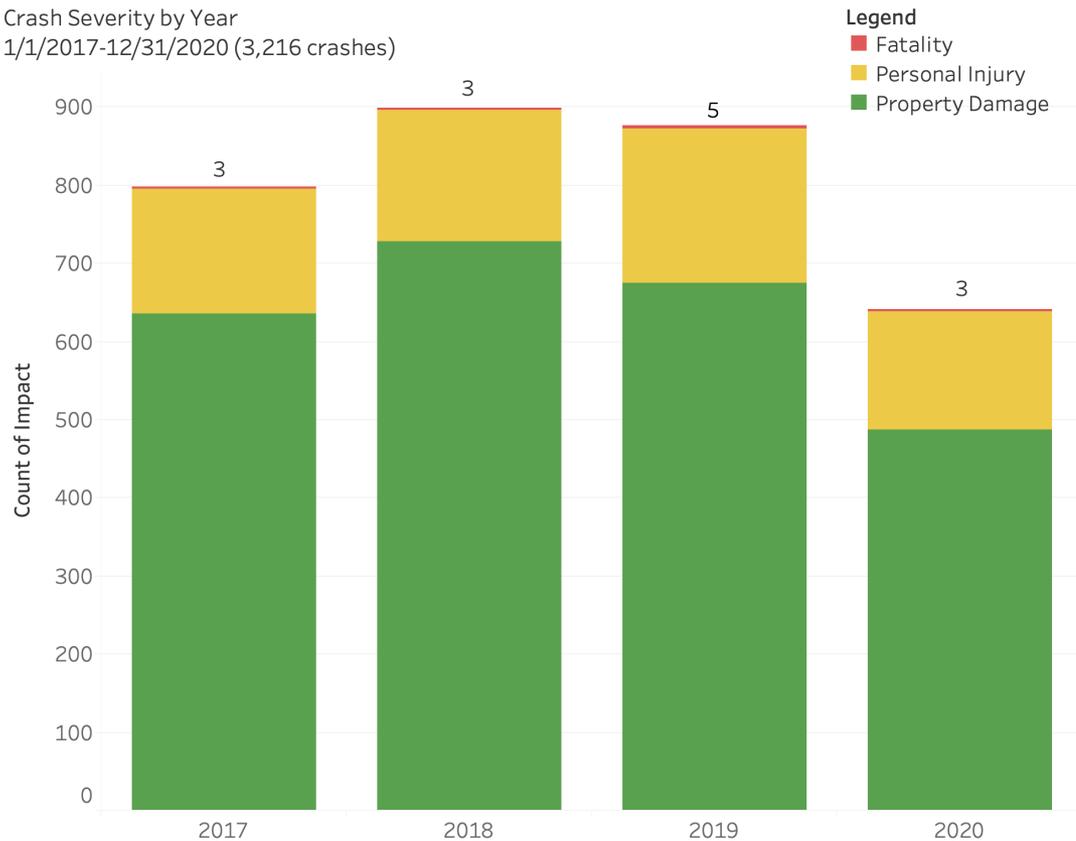


Crash data from 2017-2020

- Total crashes in the Ellendale area

Safety: Crash data summary

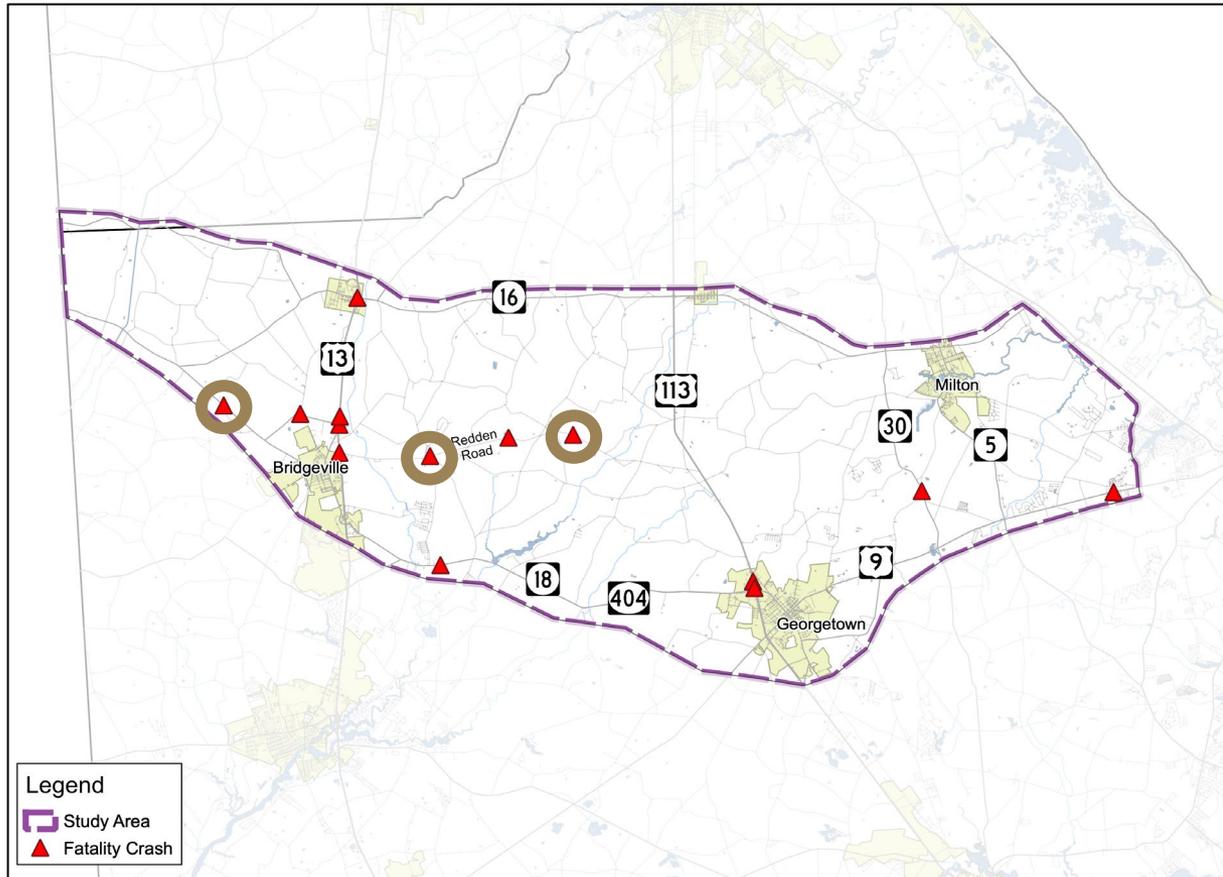
Crash Severity by Year
1/1/2017-12/31/2020 (3,216 crashes)



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

Crash data from 2017-2020

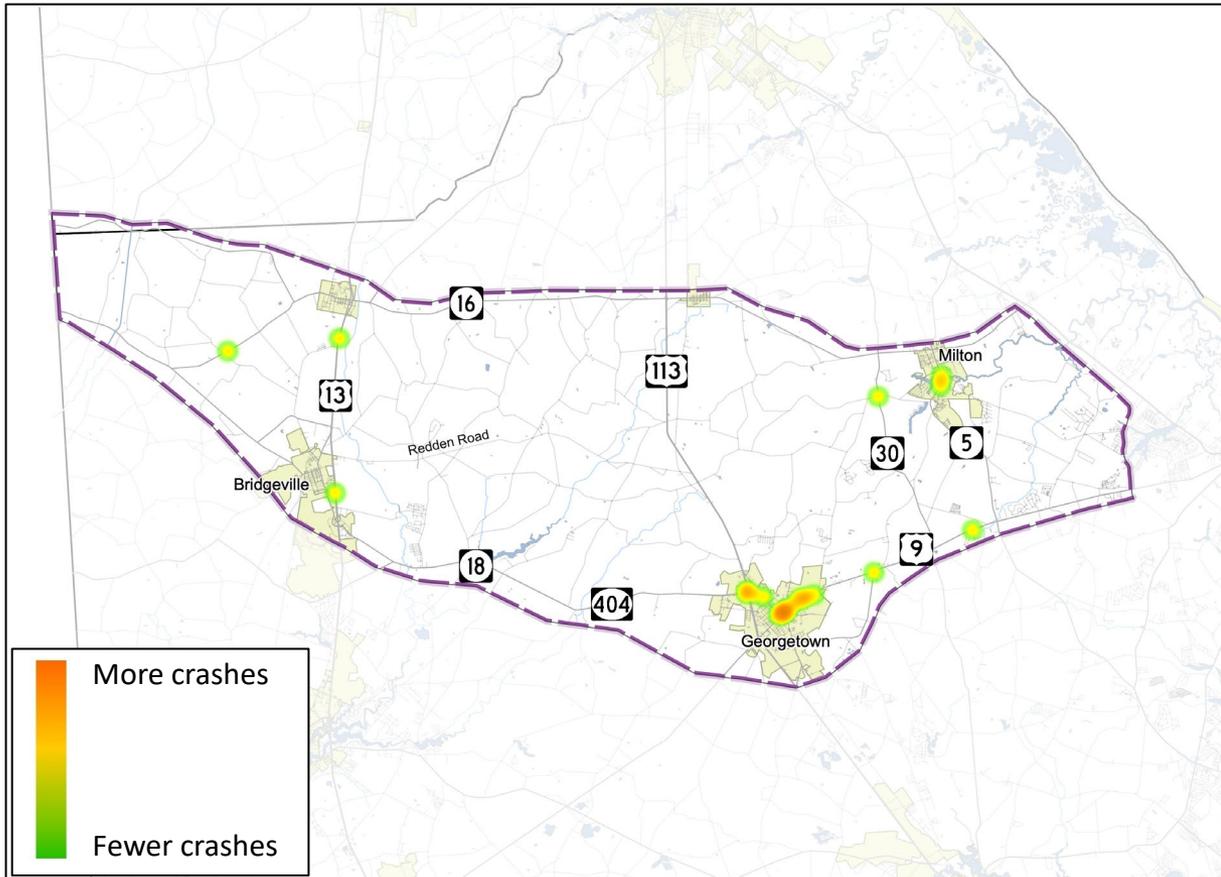
Safety: Crash data summary



- 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

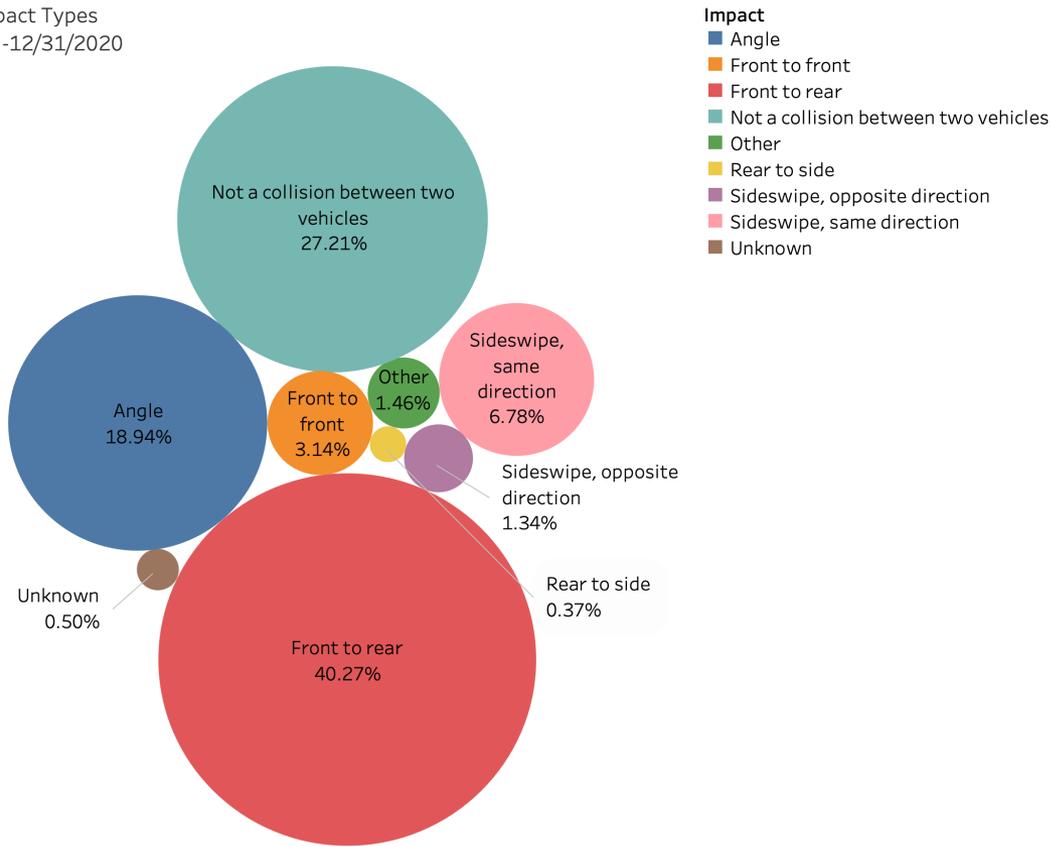


Crash data from 2017-2020

- 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

Safety: Crash data summary

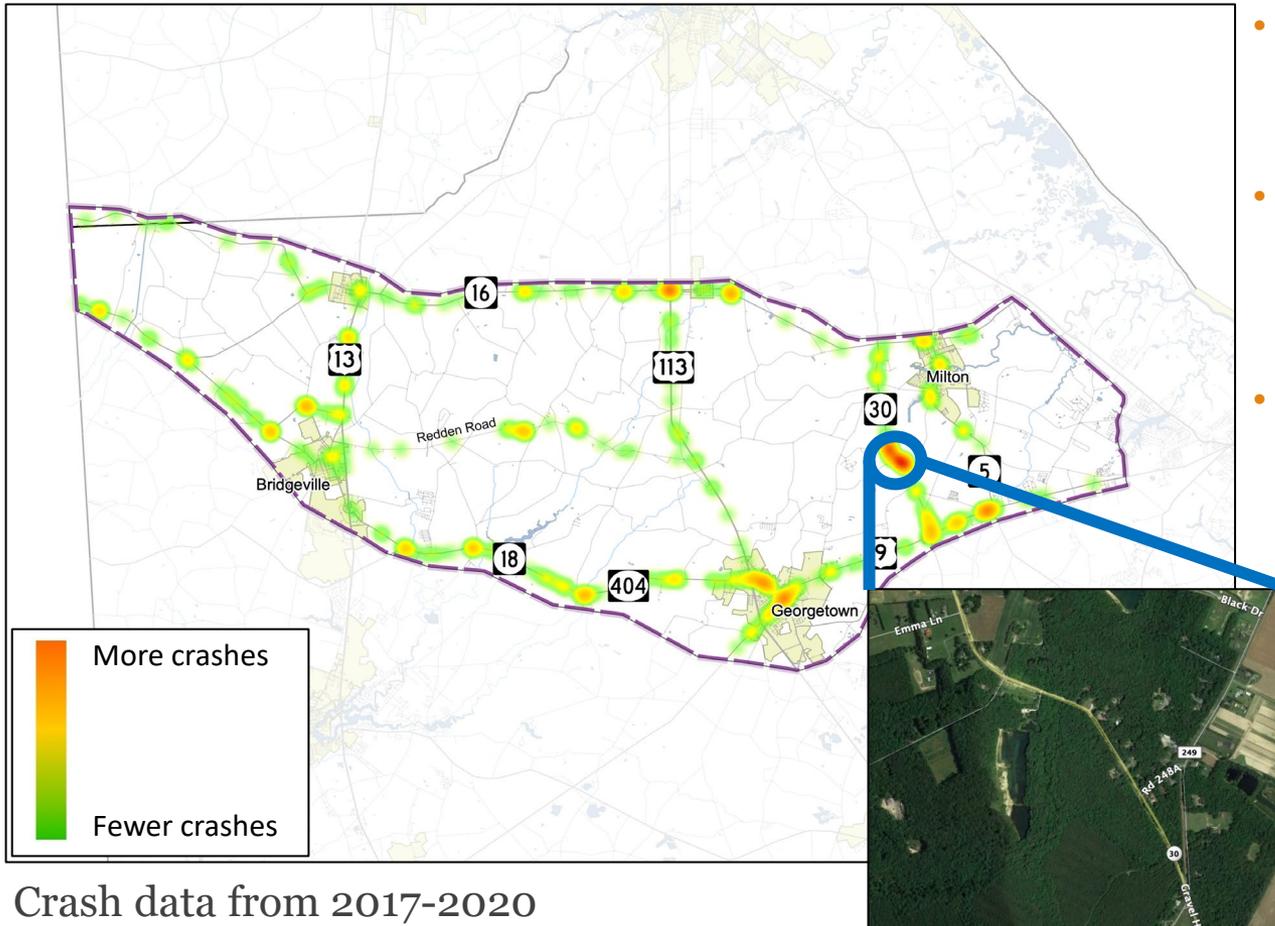
Crash Impact Types
1/1/2017 -12/31/2020



- 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

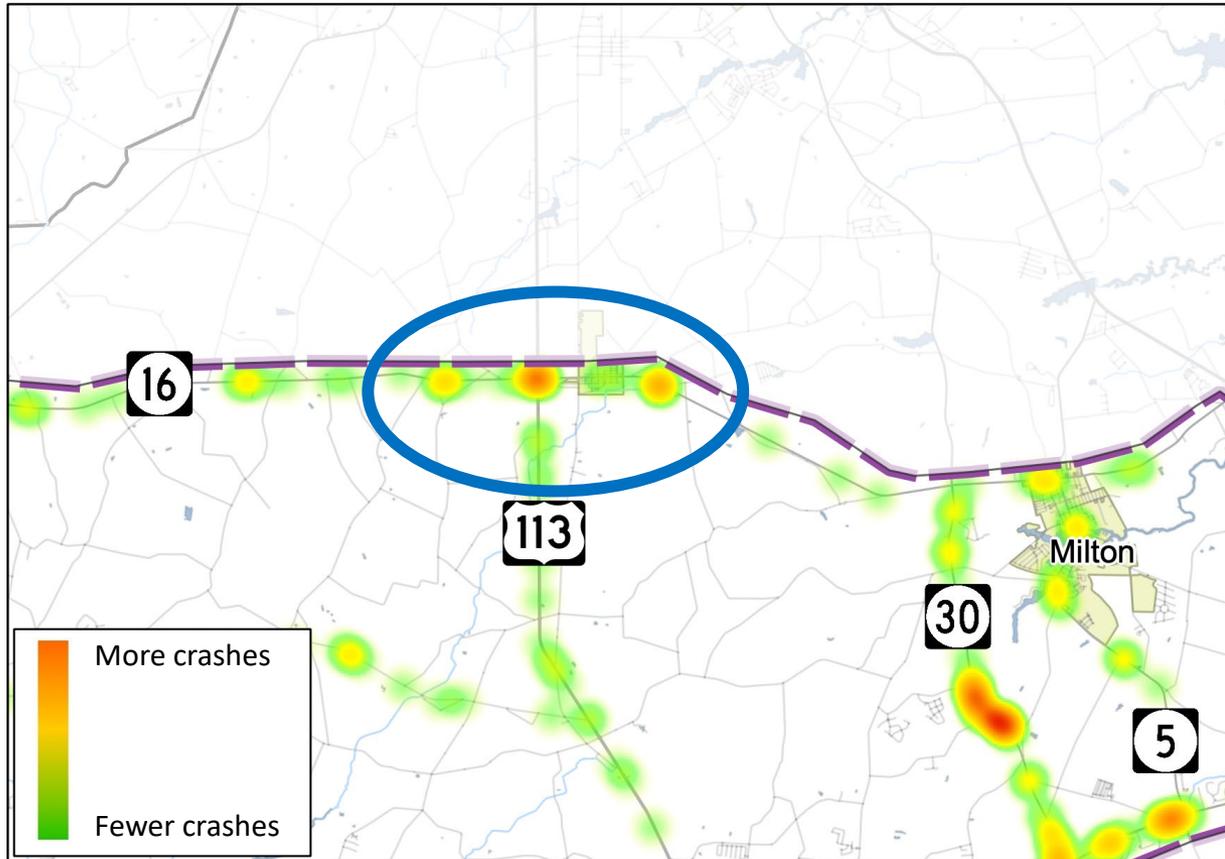
Crash data from 2017-2020

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

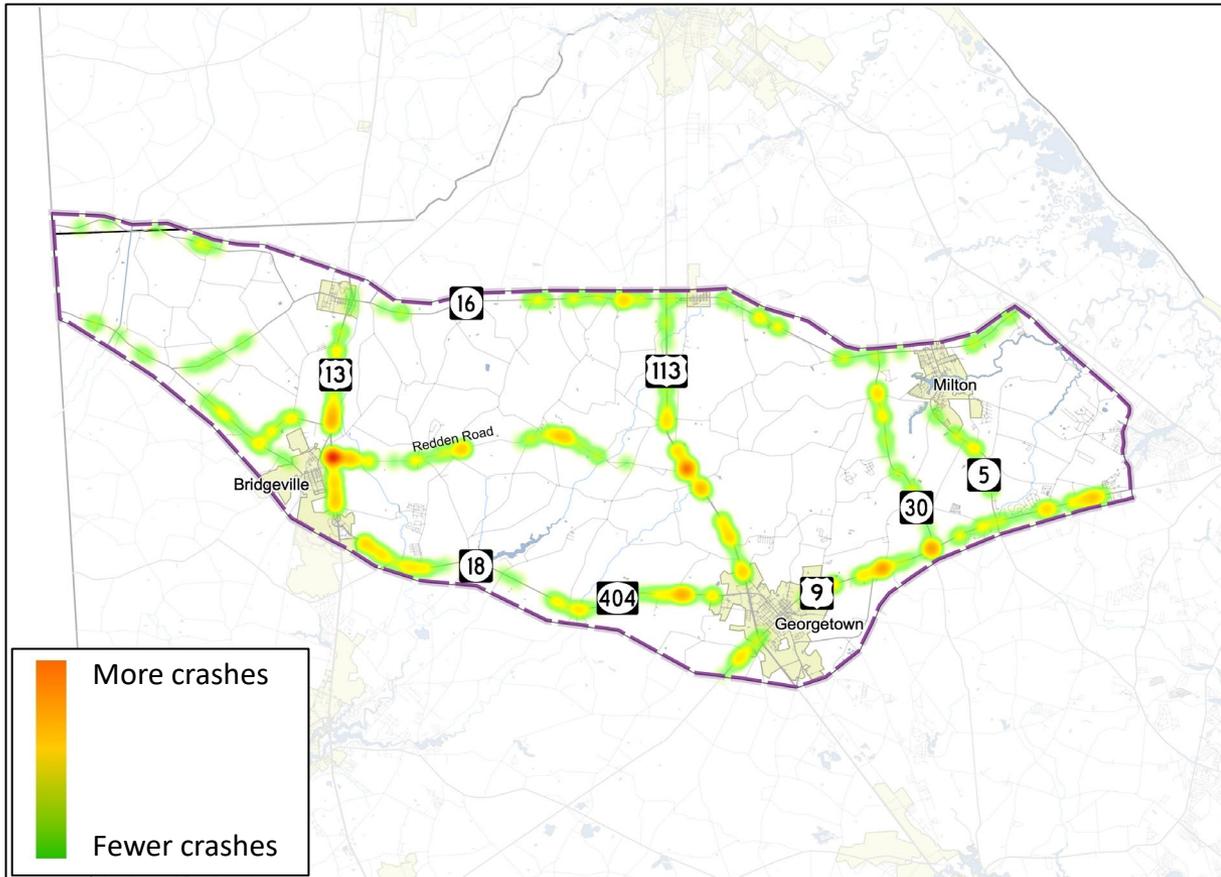
Safety: Crash data summary



- Fixed object crashes in the Ellendale area

Crash data from 2017-2020

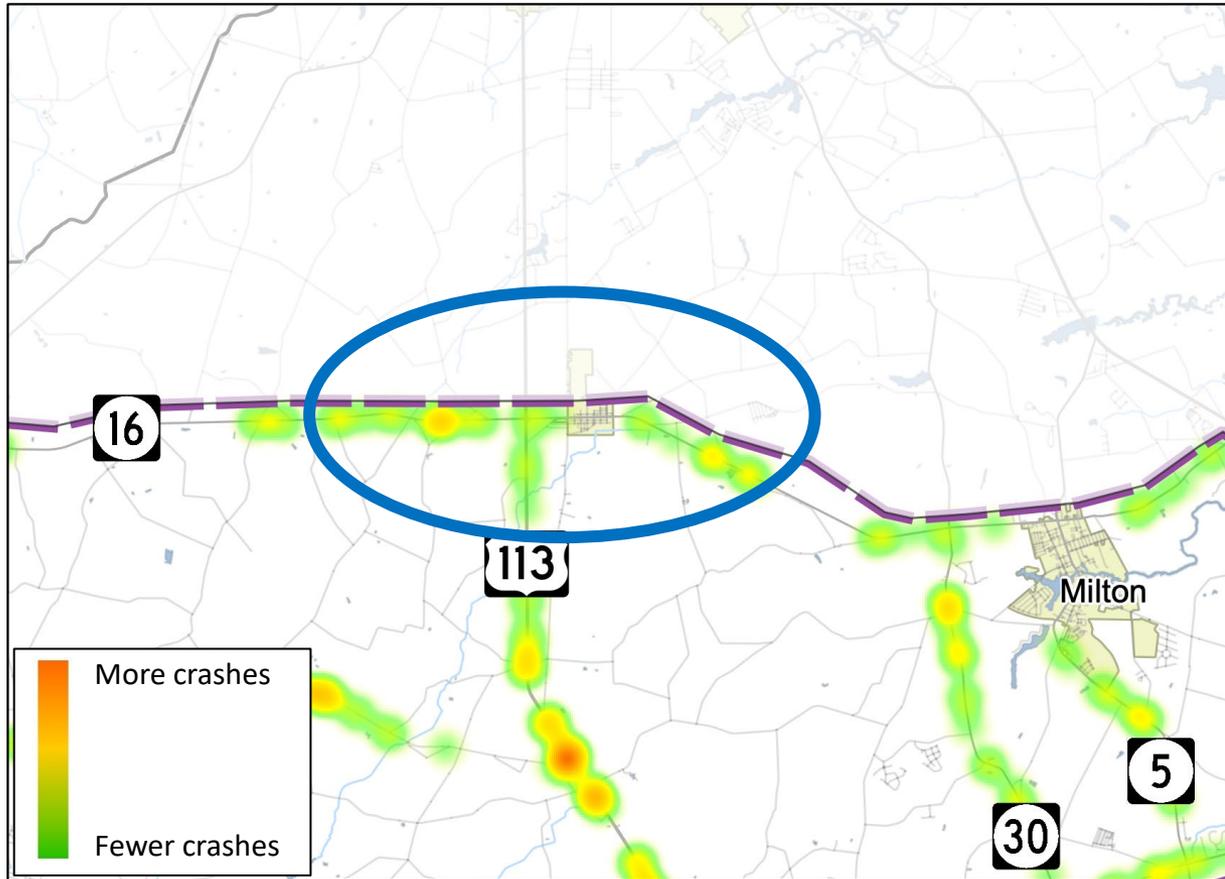
Safety: Crash data summary



- 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

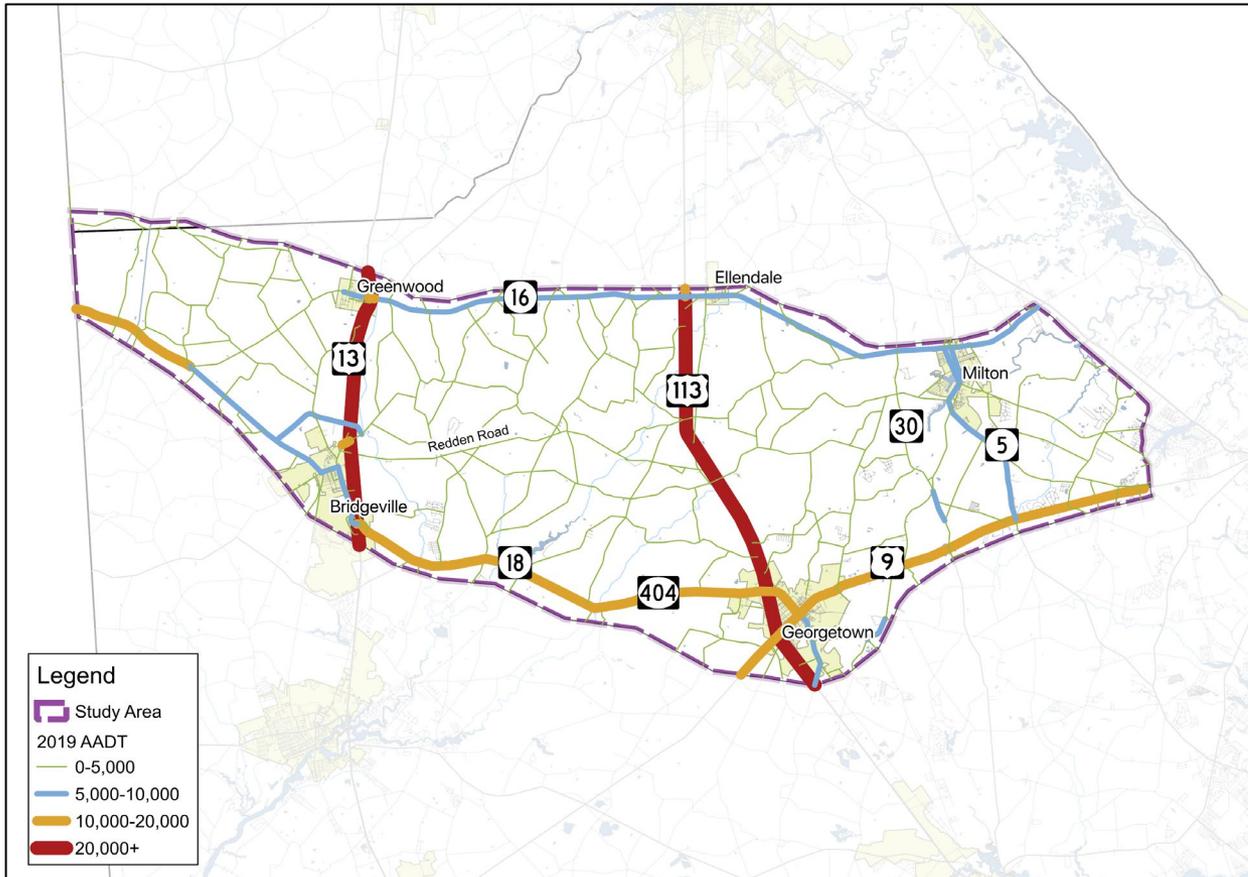
Listening tour results: Traffic

- 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)

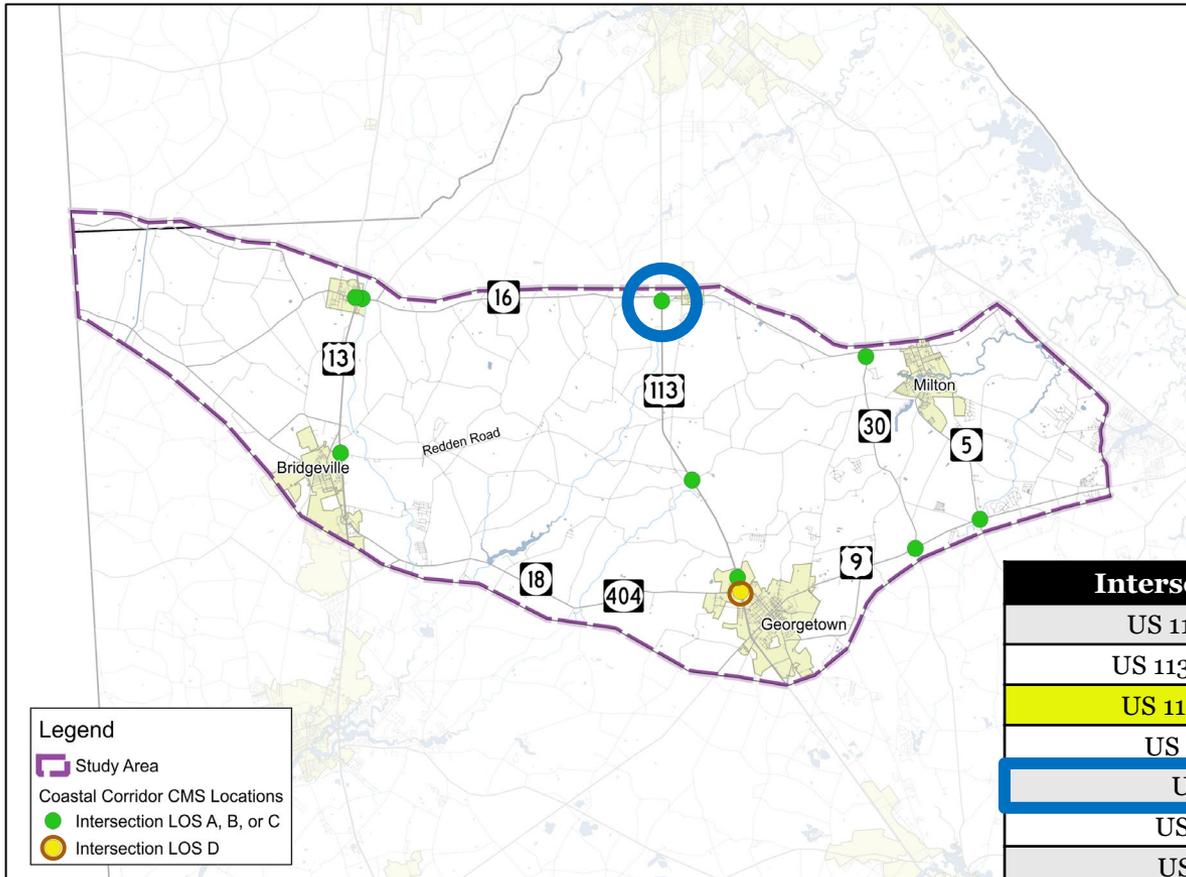
- Several specific locations were mentioned as having traffic concerns:
 - Cave Neck Road, Hudson Road and Sweetbriar Road
 - Route 16 and Route 30
 - Route 16 and Route 5
 - Route 16 and Route 1
- Need an east-west route that doesn't go through downtown Georgetown
- Need to address truck traffic in the towns

Traffic: Vehicle volumes



- 2019 Average Annual Daily Traffic (AADT) volumes from the DelDOT Traffic Summary

Traffic: Level of service

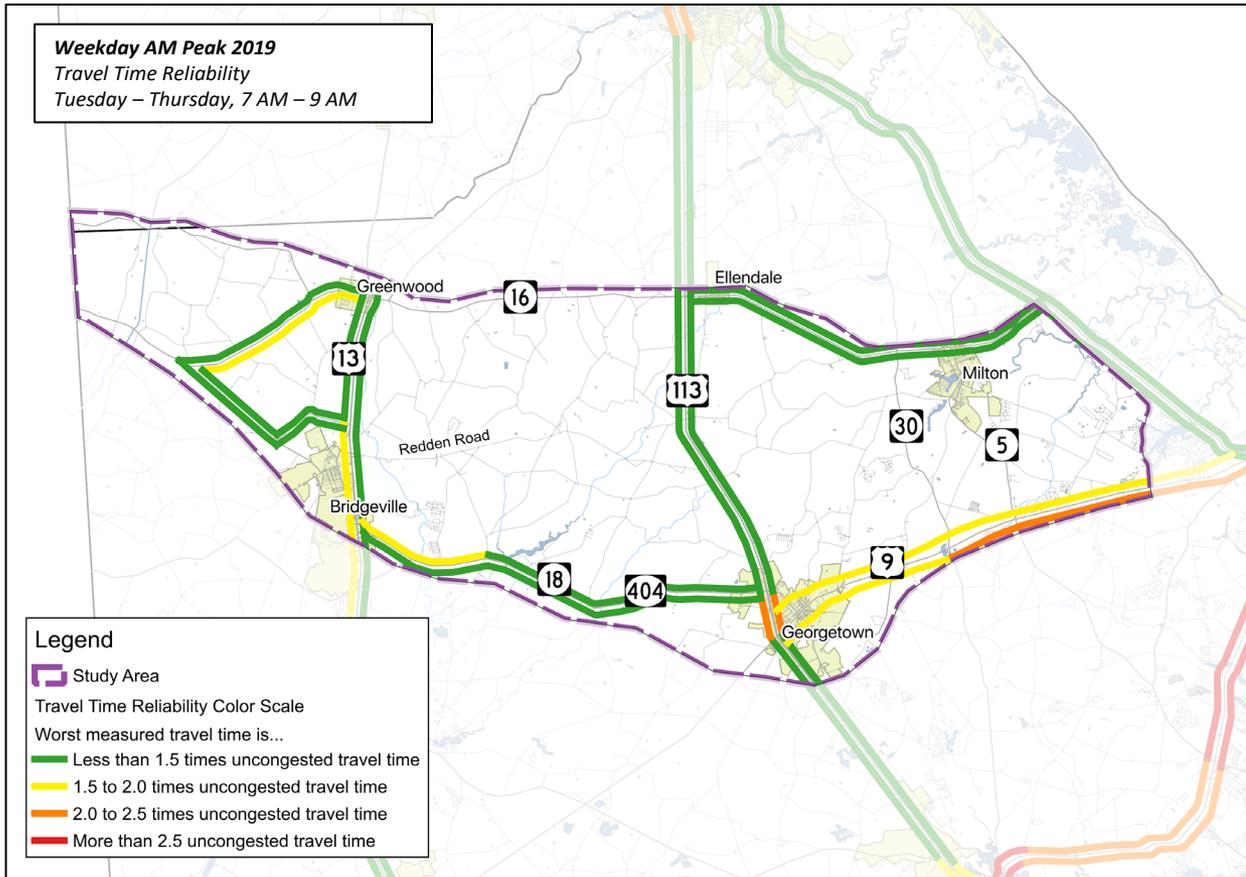


- Recent peak hour traffic counts (within the last four years) are only available at some intersections
- Among those intersections, US 113 & SR 18/SR 404 is the only one operating at LOS D or worse

Intersections Analyzed
US 113 & E Redden Rd
US 113 & College Park Ln
US 113 & SR 18/SR 404
US 13 & Redden Rd
US 113 & SR 16
US 13 NB & SR 16
US 13 SB & SR 16
SR 16 & SR 30
US 9 & SR 30
US 9 & SR 5

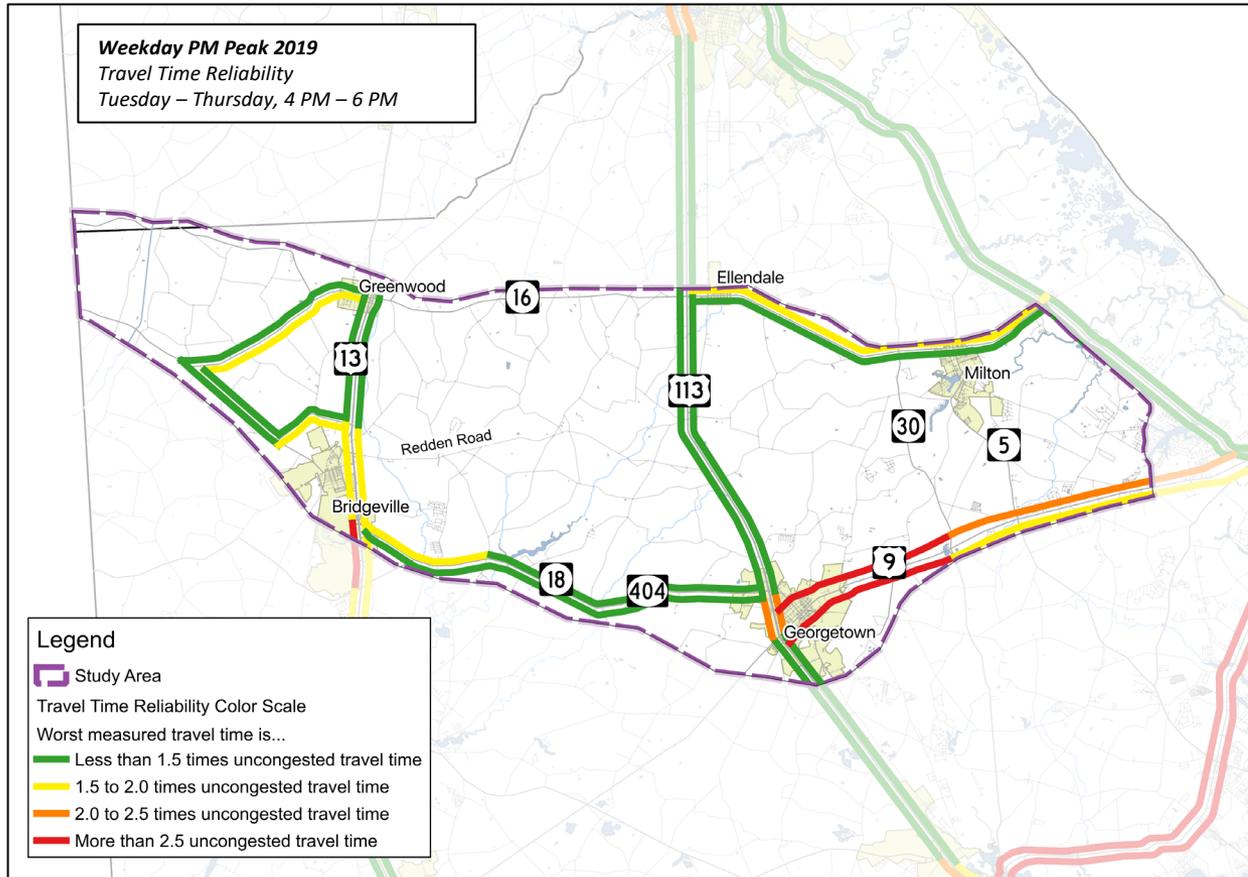
Critical Movement Summation method

Traffic: Travel time reliability



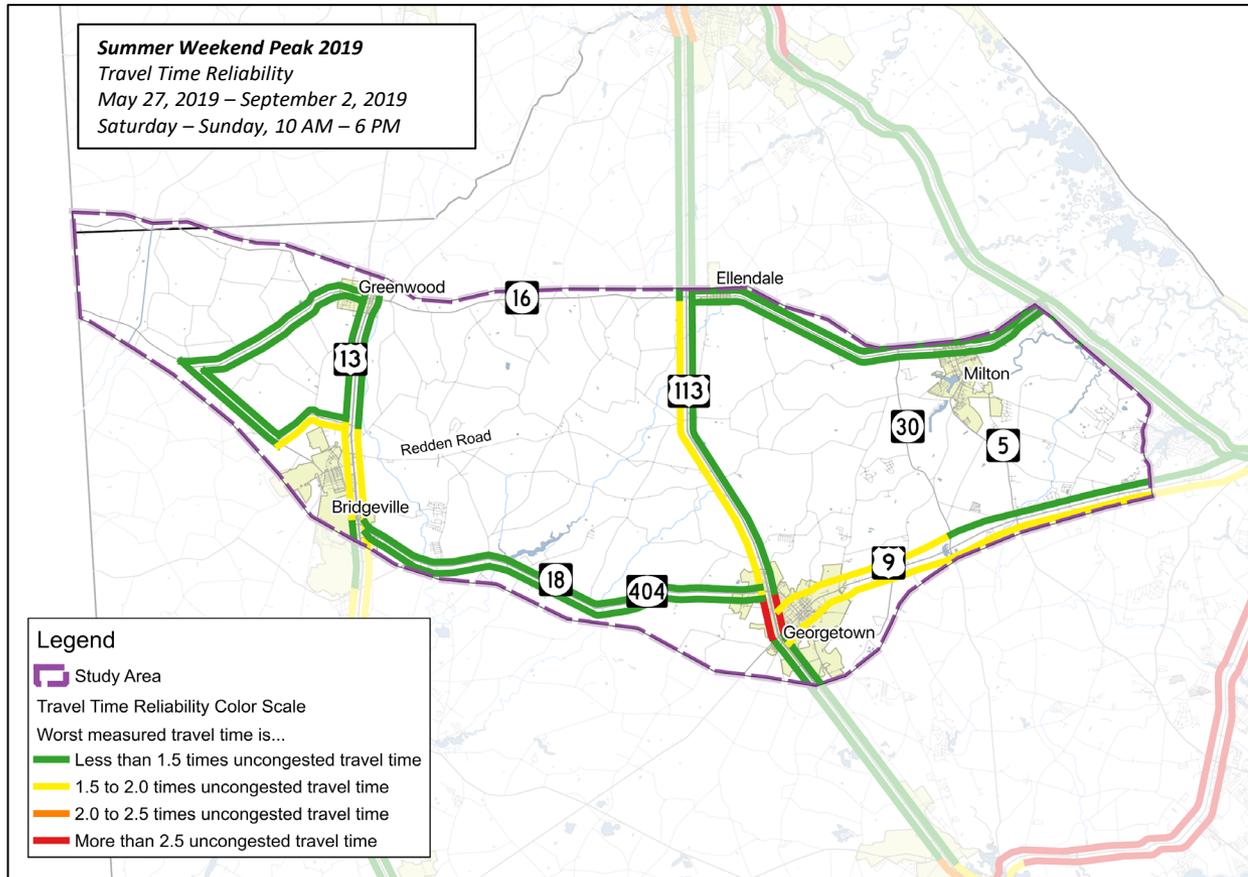
- 2019 weekday AM peak
 - Compared worst measured travel time to uncongested or free-flow travel time
 - US 9 between US 113 and SR 1 regularly experiences congestion in both directions

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:

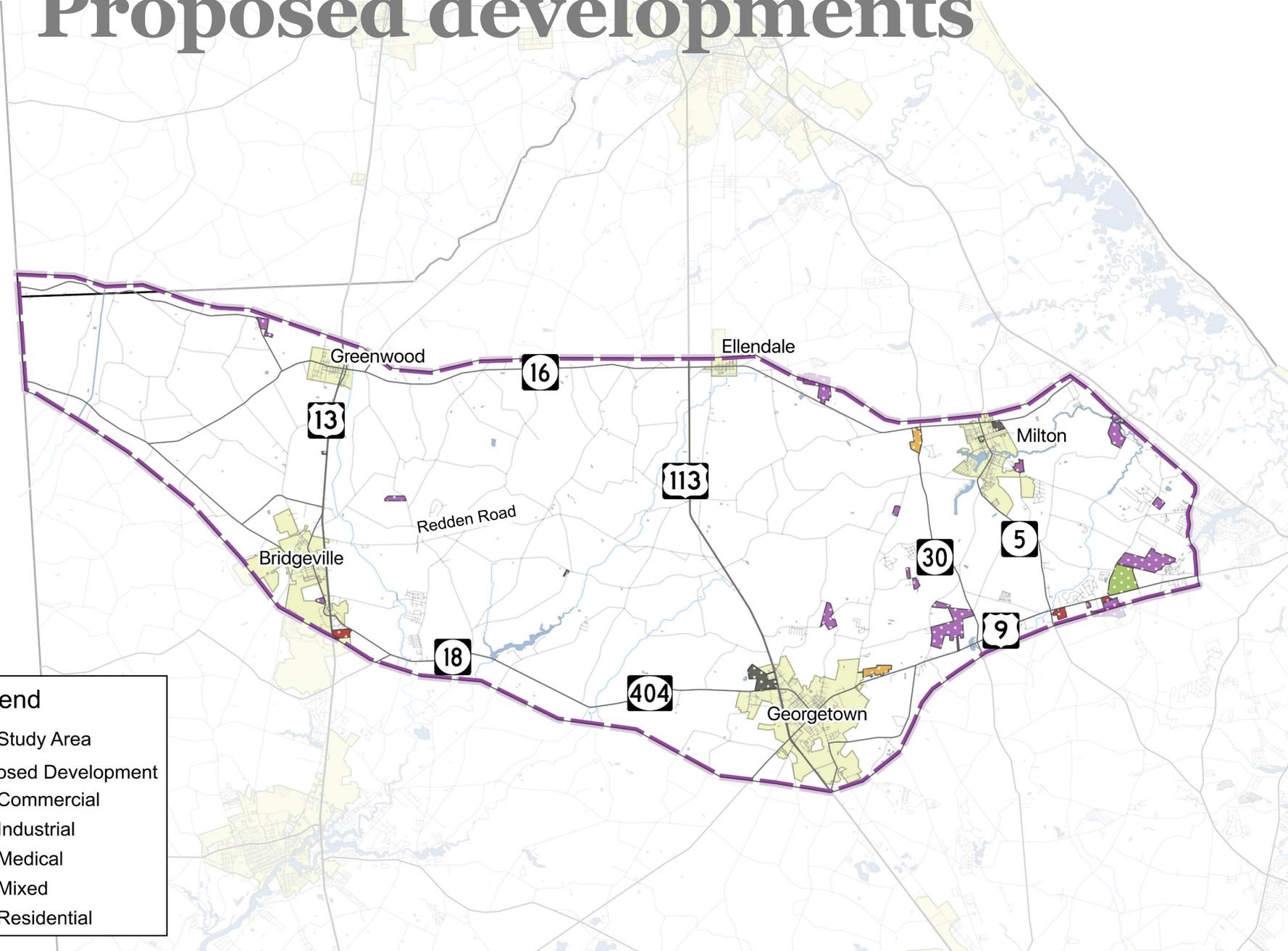
Economic issues/opportunities

- 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

Legend

- Study Area
- Proposed Development
 - Commercial
 - Industrial
 - Medical
 - Mixed
 - Residential



Proposed developments



16

Ellendale

S Old State Rd

113

16

Captains Way
Development

Legend

-  Study Area
- Proposed Development
 -  Commercial
 -  Industrial
 -  Medical
 -  Mixed
 -  Residential

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

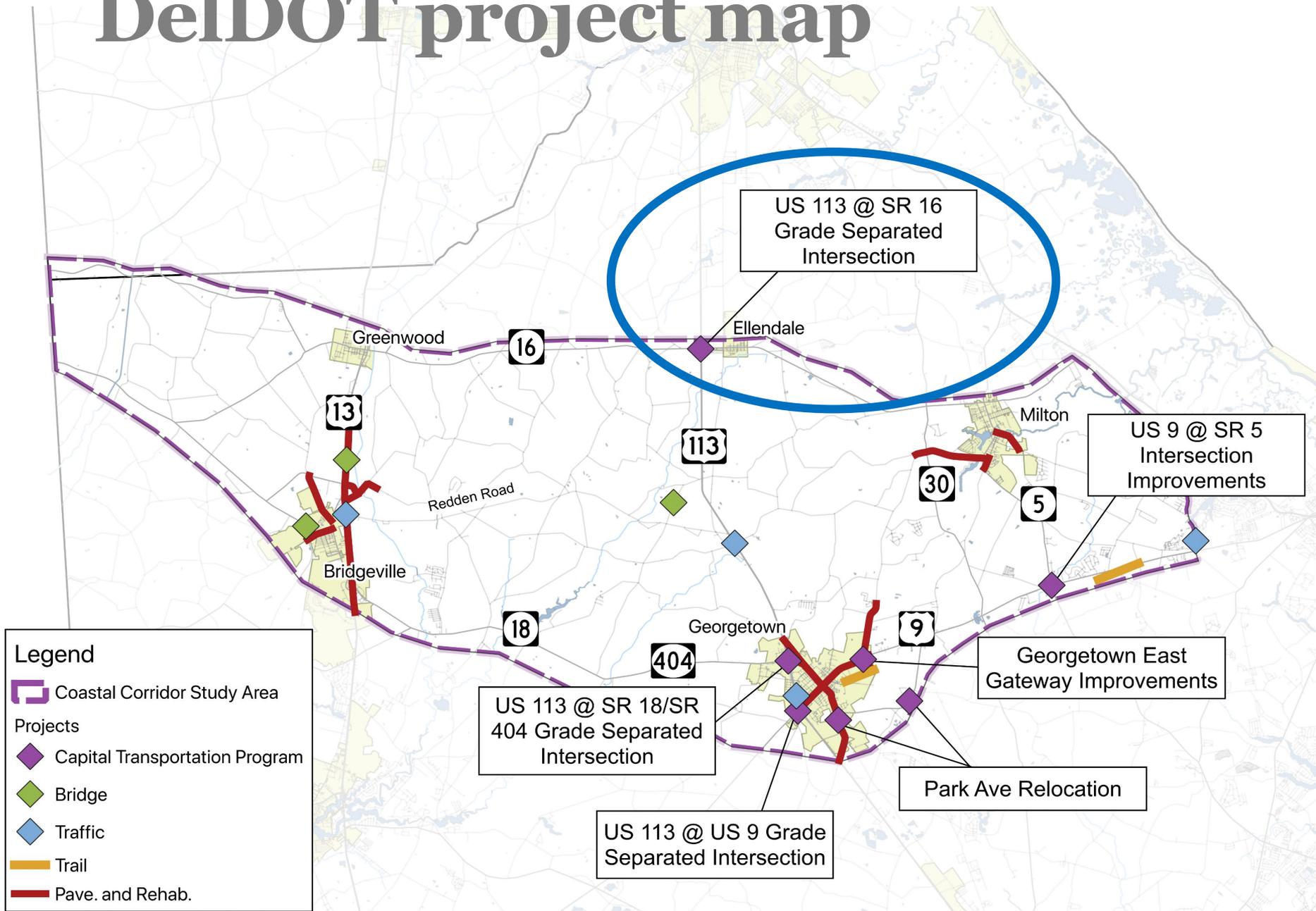
Listening tour results: Technology and GPS

- 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

DelDOT project map



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.deldot.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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