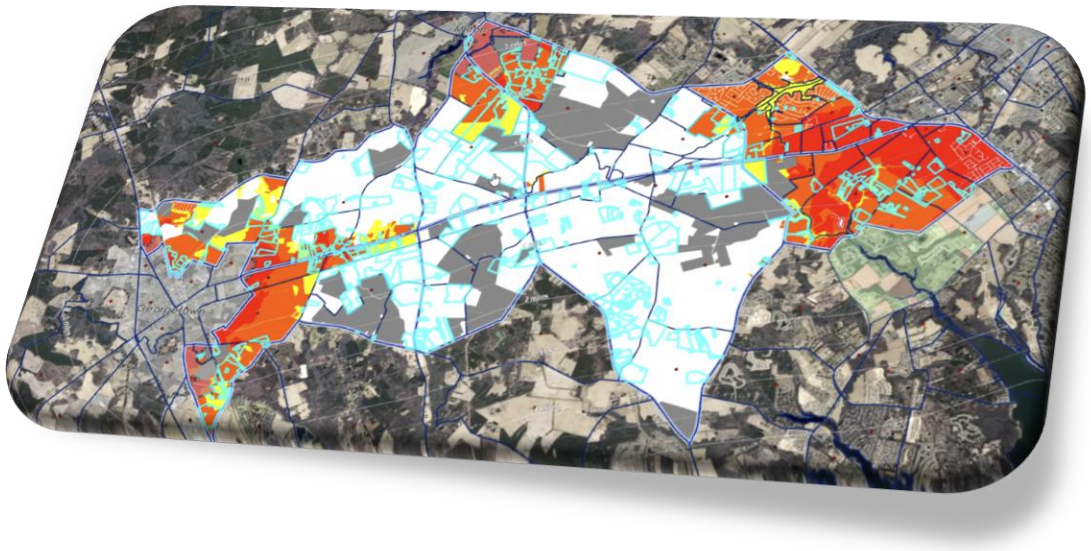
US 9 CORRIDOR MASTER PLAN
FINAL REPORT



Prepared for the Cabinet Committee on State Planning Issues and the Sussex County Council

December 1, 2026

INTRODUCTION AND BACKGROUND 3
STUDY OBJECTIVES 4
PROJECT TEAM 5
STATE OF DELAWARE – OFFICE OF STATE PLANNING COORDINATION (OSPC) 5
SUSSEX COUNTY PLANNING AND ZONING 5
STATE OF DELAWARE – DEPARTMENT OF TRANSPORTATION (DELDOT) 5
STUDY AREA 6
STUDY METHODOLOGY 8
PRIOR TRANSPORTATION PLANNING EFFORTS 9
2025 SUSSEX COUNTY TRANSPORTATION OPERATIONS MANAGEMENT PLAN 9
COASTAL CORRIDORS STUDY 10
TRANSPORTATION IMPROVEMENT DISTRICTS 12
HENLOPEN TRANSPORTATION IMPROVEMENT DISTRICT 12
MILTON TRANSPORTATION IMPROVEMENT DISTRICT 12
PUBLIC ENGAGEMENT 13
PUBLIC WORKSHOP #1 13
PUBLIC SURVEY #1 13
TARGETED OUTREACH 15
PUBLIC WORKSHOP #2 15
PUBLIC SURVEY #2 15
ANALYSIS 17
LAND USE SCENARIOS 17
LAND USE AND DEVELOPMENT STATUS REVIEW 17
SCENARIO 1: ACTIVE DEVELOPMENTS ARE BUILT 19
SCENARIO 2: FURTHER STRATEGIC GROWTH 21
SCENARIO 3: FURTHER DISPERSED GROWTH 23
SCENARIO SUMMARY 24

DRAFT

HOUSING NEEDS ASSESSMENT 24
ROADWAY NETWORK ALTERNATIVES 26
TRAFFIC DELAY RESULTS 28
CONCLUSIONS 32
RECOMMENDATIONS AND NEXT STEPS 33
APPENDIX 1: FULL PUBLIC SURVEY #1 RESULTS 34
APPENDIX 2: FULL PUBLIC SURVEY #2 RESULTS 57

DRAFT

INTRODUCTION AND BACKGROUND

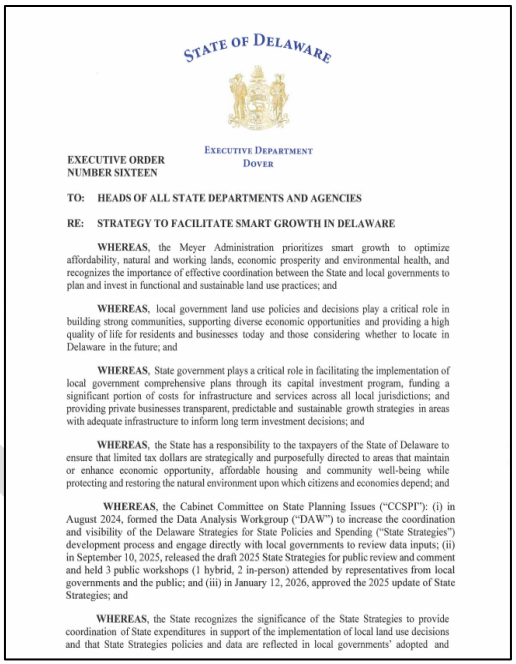
The State of Delaware is responsible for much of the infrastructure needed to support growth in Sussex County. As an example, the Delaware Department of Transportation (DelDOT) is responsible for maintenance of approximately 85% of the transportation system statewide. The State of Delaware also pays for 30% of the Sussex County paramedic services, and Delaware State Police assists all local and county police agencies with specialized police and investigative support as well as being the only source of police protection within the unincorporated areas of Kent and Sussex County. Allowing infrastructure to be guided by the approval of unplanned development is fiscally irresponsible, and growing in areas where the state has not planned infrastructure and services often costs more money based on the location further away from existing services.

The intersection of Dairy Farm Road and Sweetbriar Road with US 9, west to the intersection of State Route (SR) 30 and US 9, has never been considered a growth zone in the Sussex County Comprehensive Plan and has mostly been considered a Level 4 within the Delaware Strategies for State Policies and Spending, due to the lack of existing infrastructure and services and the presence of agricultural and natural resources. Much of the corridor is designated on the Sussex County Future Land Use Map as Low Density, which is considered a Rural Area according to the Sussex County Comprehensive Plan. As such, the State of Delaware has made significant investments in this area for agricultural land protection and forest preservation. The 2018 County Comprehensive Plan Future Land Use section states that growth should be promoted in areas where capital facilities, services, and infrastructure are already available and adequate to support quality growth, and in complement with state and local planning efforts. With that said, Sussex County has continued to approve development along the corridor, without direct coordination with state agencies to determine how the broader transportation system could meet the demands.

During the 2025 Strategies for State Policies and Spending update, State and Sussex County officials identified a misalignment between Sussex County's land use policies and development trends and the policy framework established by the State of Delaware.

DRAFT

As such, Executive Order Number 16, which adopted the 2025 Delaware Strategies for State Policies and Spending, was signed by Governor Matthew Meyer on January 30, 2026. In addition to adopting the 2025 Delaware Strategies for State Policies and Spending, the Executive Order established Corridor Planning Areas along specific transportation routes and regions to address congestion, land use, and environmental concerns, aiming for better integration of transportation, land development, and resource sustainability. The Executive Order also required the State of Delaware to conduct a coordinated planning effort with Sussex County to define a land use plan for the Corridor Planning Areas, intended to kickstart the county's comprehensive plan update process and better plan for growth. Consequently, this plan primarily focuses on land use and transportation. The US 9 corridor between the City of Lewes and the Town of Georgetown, and the US 113 corridor between the Town of Georgetown and Town of Millsboro, were identified as the Corridor Planning Areas in the 2025 Delaware Strategies for State Policies and Spending. This document is the final master plan detailing the existing conditions, public engagement, and study analysis and methodology for the US 9 Corridor Planning Area.



STATE OF DELAWARE

EXECUTIVE DEPARTMENT
DOVER

EXECUTIVE ORDER
NUMBER SIXTEEN

TO: HEADS OF ALL STATE DEPARTMENTS AND AGENCIES

RE: STRATEGY TO FACILITATE SMART GROWTH IN DELAWARE

WHEREAS, the Meyer Administration prioritizes smart growth to optimize affordability, natural and working lands, economic prosperity and environmental health, and recognizes the importance of effective coordination between the State and local governments to plan and invest in functional and sustainable land use practices; and

WHEREAS, local government land use policies and decisions play a critical role in building strong communities, supporting diverse economic opportunities and providing a high quality of life for residents and businesses today and those considering whether to locate in Delaware in the future; and

WHEREAS, State government plays a critical role in facilitating the implementation of local government comprehensive plans through its capital investment program, funding a significant portion of costs for infrastructure and services across all local jurisdictions; and providing private businesses transparent, predictable and sustainable growth strategies in areas with adequate infrastructure to inform long term investment decisions; and

WHEREAS, the State has a responsibility to the taxpayers of the State of Delaware to ensure that limited tax dollars are strategically and purposefully directed to areas that maintain or enhance economic opportunity, affordable housing and community well-being while protecting and restoring the natural environment upon which citizens and economies depend; and

WHEREAS, the Cabinet Committee on State Planning Issues ("CCSPI"): (i) in August 2024, formed the Data Analysis Workgroup ("DAW") to increase the coordination and visibility of the Delaware Strategies for State Policies and Spending ("State Strategies") development process and engage directly with local governments to review data inputs; (ii) in September 10, 2025, released the draft 2025 State Strategies for public review and comment and held 3 public workshops (1 hybrid, 2 in-person) attended by representatives from local governments and the public; and (iii) in January 12, 2026, approved the 2025 update of State Strategies; and

WHEREAS, the State recognizes the significance of the State Strategies to provide coordination of State expenditures in support of the implementation of local land use decisions and that State Strategies policies and data are reflected in local governments' adopted and

Figure 1: Text of Executive Order Number 16 issued by Governor Matthew Meyer on January 30, 2026

STUDY OBJECTIVES

The US 9 Master Plan was initiated with the following objectives in mind, agreed upon by members of the Cabinet Committee on State Planning Issues and Sussex County.

- Define the preferred purpose and function of the Route 9 corridor (i.e., mobility, accessibility, etc.)
- Coordinate master plan with the current Sussex County Comprehensive Plan.
- Reach consensus on what density means for the Route 9 corridor.
- Generate land-use forecasts to gauge the infrastructure impacts.
- Coordinate forecasts with existing and proposed TIDs.
- Identify sufficient incentives/disincentives to ensure demand remains inside planned areas.
- Evaluate land preservation strategies.
- Coordinate the master plan with the transportation project prioritization and programming processes to provide realistic timeframes for implementation.

DRAFT

PROJECT TEAM

Upon commencement of the study, staff from the Office of State Planning Coordination and the Sussex County Planning & Zoning Department met to coordinate resources necessary to complete the study. Staff from the Delaware Department of Transportation Division of Planning and consultants also participated in the study due to the study's significant focus on technical transportation analysis and transportation planning needs. A sufficiently sized multi-disciplinary project team was identified at the first meeting.

STATE OF DELAWARE – OFFICE OF STATE PLANNING COORDINATION (OSPC)

- Dorothy Morris, AICP, Principal Planner (Team Lead)
- Michael Krumrine, Planner V
- Jason Vogl, Principal Planner
- Mary Ellen Gray, AICP, Principal Planner

SUSSEX COUNTY PLANNING AND ZONING

- Jamie Whitehouse, AICP, Director of Planning and Zoning (Team Lead)
- Jennifer Norwood, Planning and Zoning Manager
- Lauren Cecchine, AICP, Planning and Zoning Manager
- Michael Lowrey, Planner IV
- Christin Scott, Planner III
- Ann Lepore, Planner I
- Susan Isaacs, Planner I
- Amy Hollis, Planning Technician
- Ashley Paugh, Planning Technician
- Jessica Iarussi, Clerk III
- Marina Truitt, Planning Technician
- Veronica Stout, Clerk II

STATE OF DELAWARE – DEPARTMENT OF TRANSPORTATION (DELDOT)

- Austin Gray, AICP, Assistant Director of Planning (Team Lead)
- Stephen Bayer, Planning Supervisor
- Ian Peters, Planner IV

DRAFT

- Leah Kacanda, AICP, Senior Project Planner *(Whitman, Requardt, & Associates, LLP)*
- Andrew Bing, Facilitator *(Kramer & Associates)*
- Benjamin Gruswitz, AICP, Project Planner *(Whitman, Requardt, & Associates, LLP)*
- Stephen Harr, Traffic Engineer *(Whitman, Requardt, & Associates, LLP)*
- Julie Woo, Transportation Engineer *(Whitman, Requardt, & Associates, LLP)*
- Erykah Benitez Mercado, Planner *(Whitman, Requardt, & Associates, LLP)*
- Pamela Eaton, AICP, Senior Project Planner *(Whitman, Requardt, & Associates, LLP)*

STUDY AREA

The Corridor Planning Area was identified in Executive Order Number 16 as an 11.5-mile-long segment of US 9 between the Town of Georgetown and the intersection of SR 1 and US 9, immediately adjacent to the City of Lewes, as shown in Figure 2. Executive Order #16 identified the overall area to be studied through a hatched area shown in the 2025 Strategies for State Policies and Spending, but left flexibility as to the exact study area. This flexibility allowed for potential revision or expansion of the study area based on the needs of the study.

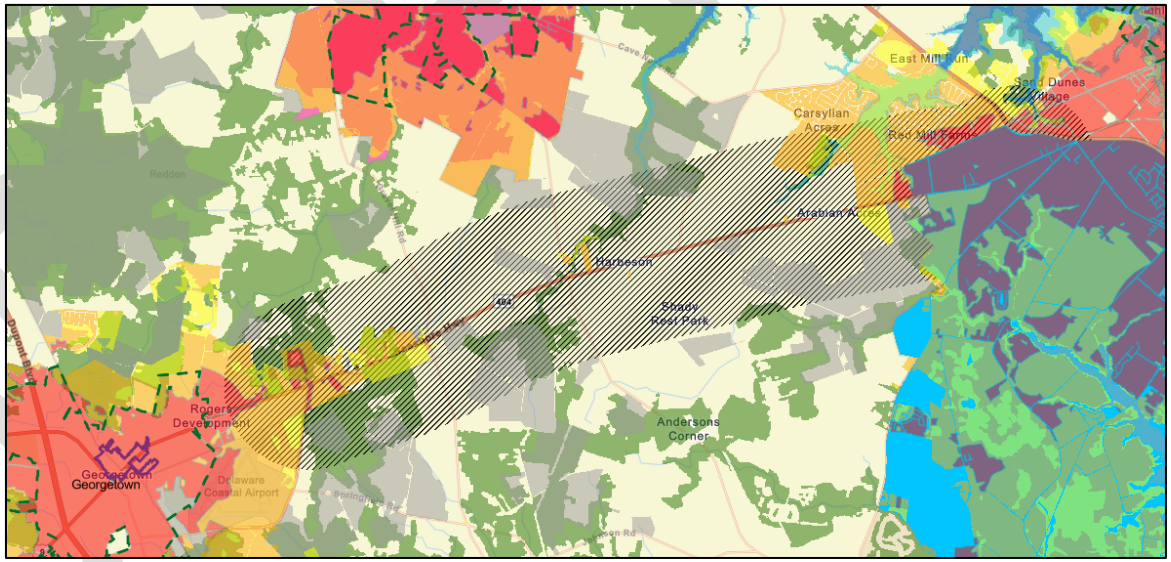


Figure 2: Corridor Planning Area for the US 9 Corridor Master Plan as identified in the 2025 Strategies for State Policies and Spending

The study area was initially defined as extending one-half mile north and south of the US 9 corridor, consistent with a commonly used planning benchmark for the distance people may reasonably walk to access destinations or transit. To more fully account for forecasted travel demand, the study area was further expanded to align with DelDOT's Peninsula Travel Demand Model (PTDM) Traffic Analysis Zones (TAZs). TAZs are geographic areas used in transportation planning to help estimate and understand travel patterns. Each TAZ contains information about population,

households, employment, and other factors that influence travel. The PTDM uses this information to estimate how many trips begin and end in each zone, where people are likely to travel, and which roads or transportation options they may use. The resulting study area, with its distinctive triangular areas resembling shark fins, became known amongst the project team as “the Shark.”



STATE OF DELAWARE

EXECUTIVE DEPARTMENT
DOVER

EXECUTIVE ORDER
NUMBER SIXTEEN

TO: HEADS OF ALL STATE DEPARTMENTS AND AGENCIES

RE: STRATEGY TO FACILITATE SMART GROWTH IN DELAWARE

WHEREAS, the Meyer Administration prioritizes smart growth to optimize affordability, natural and working lands, economic prosperity and environmental health, and recognizes the importance of effective coordination between the State and local governments to plan and invest in functional and sustainable land use practices; and

WHEREAS, local government land use policies and decisions play a critical role in building strong communities, supporting diverse economic opportunities and providing a high quality of life for residents and businesses today and those considering whether to locate in Delaware in the future; and

WHEREAS, State government plays a critical role in facilitating the implementation of local government comprehensive plans through its capital investment program, funding a significant portion of costs for infrastructure and services across all local jurisdictions; and providing private businesses transparent, predictable and sustainable growth strategies in areas with adequate infrastructure to inform long term investment decisions; and

WHEREAS, the State has a responsibility to the taxpayers of the State of Delaware to ensure that limited tax dollars are strategically and purposefully directed to areas that maintain or enhance economic opportunity, affordable housing and community well-being while protecting and restoring the natural environment upon which citizens and economies depend; and

WHEREAS, the Cabinet Committee on State Planning Issues (“CCSPI”): (i) in August 2024, formed the Data Analysis Workgroup (“DAW”) to increase the coordination and visibility of the Delaware Strategies for State Policies and Spending (“State Strategies”) development process and engage directly with local governments to review data inputs; (ii) in September 10, 2025, released the draft 2025 State Strategies for public review and comment and held 3 public workshops (1 hybrid, 2 in-person) attended by representatives from local governments and the public; and (iii) in January 12, 2026, approved the 2025 update of State Strategies; and

WHEREAS, the State recognizes the significance of the State Strategies to provide coordination of State expenditures in support of the implementation of local land use decisions and that State Strategies policies and data are reflected in local governments’ adopted and

Figure 3: The US 9 Corridor Master Plan study area with all tax parcels in the study area identified and overlaid with the 2025 Strategies for State Policies and Spending

The total area of the study area is 32,515 acres, or 50.8 square miles. The study area extends 9.15 miles from its northernmost extent to its southernmost extent, at the intersection of SR 5 and SR 23. Approximately 97% of the study area is located within unincorporated Sussex County. The study area also includes areas within the municipal limits of the Town of Georgetown and the Town of Milton. Both jurisdictions were invited to participate in the study through attendance at the public workshops associated with the study.

The total number of tax parcels located within the study area is 13,956. The size of tax parcels within the study area varies, with the smallest parcels being associated with single-family dwellings and the largest parcels mostly associated with agricultural use. There are some large parcels within the study area being used for industrial and business uses, including the Delaware Coastal Airport at the western edge of the corridor, and the Allen Harim poultry processing plant in Harbeson. The full study area is shown in Figure 3.

STUDY METHODOLOGY

The project team agreed upon a process based on multiple scenario-based modeling and analysis activities. The steps associated with the process are listed below:

1. Define the study area and validate existing conditions through data exchange.
2. Hold a public workshop to inform the public of the study and collect public feedback on the existing land use and transportation conditions.
3. Identify the lands within the study area that are already developed, have an approved or submitted development plan associated with them, and have the potential for future development or redevelopment.
4. Identify lands within the study area that are likely to be preserved and contact property owners to confirm intent to continue preservation.
5. Prepare three land use scenarios in which to simulate potential future growth.
6. Explore two future roadway network options: proceed with just the current committed projects in the Capital Transportation Program or extend US 9 dualization further west from the committed extent (SR 1 to Sweetbriar/Dairy Farm roads) through the SR 5/Harbeson Rd intersection.
7. Undertake a travel demand modeling analysis of the likely transportation impacts associated with each land use scenario and each roadway network variation.
8. Present findings to the public to gather additional feedback on transportation scenario analysis results and land use priorities.
9. Formulate land use and transportation recommendations to present to the Cabinet Committee on State Planning Issues and Sussex County Council.

DRAFT

PRIOR TRANSPORTATION PLANNING EFFORTS

Prior to the initiation of the US 9 Corridor Master Plan, several transportation planning and programming efforts were already completed or underway within the study area. Rather than duplicating these efforts, the US 9 Corridor Master Plan builds upon the existing traffic data and analyses. Additional traffic data was not collected for the US 9 Corridor Master Plan.

2025 SUSSEX COUNTY TRANSPORTATION OPERATIONS MANAGEMENT PLAN

The 2025 Sussex County Transportation Operations Management Plan (TOMP) was initiated in 2023 to evaluate and analyze traffic operations in Sussex County. Using data from DelDOT's integrated transportation management system, the 2025 Sussex County TOMP comparatively identified roadway congestion areas throughout Sussex County and recommended solutions to reduce delays.

The supporting data from the 2025 Sussex County TOMP is primarily from 2022, with some road segment and intersection data from 2023 and 2024. Supplemental data from 2025 was also analyzed in 2026.

Several traffic operations analysis metrics were used to determine the overall level of congestion along the US 9 corridor. Analysis periods for each metric include weekday mornings, weekday evenings, and peak season weekends. Metrics included:

- Planning Time Index (PTI): How worst-case traffic conditions along a roadway compare to free-flow traffic, often representative of how travel times during a crash event or construction relate to unimpeded traffic conditions.
- Travel Time Index (TTI): How typical traffic conditions along a roadway compare to free-flow traffic, often representative of how recurring congestion or typical travel time relates to unimpeded traffic conditions.
- Congestion Frequency (CF): How often a roadway is congested, by layering PTI and TTI together to create a single measure:
    - Rarely congested roadways are those where travel times in worst-case traffic conditions do not exceed more than 1.5 times the free-flow travel time.
    - Sometimes congested roadways are those where the worst-case traffic conditions exceed 1.5 times the free-flow travel time, but typical travel times do not.
    - Consistently congested roadways are those where the worst-case traffic conditions and typical travel times are regularly above the threshold of 1.5 times the free-flow travel time.

DRAFT

- Level of Service (LOS): A measure of traffic operating conditions based on the average delay experienced by vehicles at an intersection, considering traffic volumes, turning movements, signal timing, and pedestrian crossing time. LOS analyses were not conducted at intersections along US 9 for the 2025 Sussex County TOMP, giving deference to the traffic analysis conducted for the Coastal Corridors Study and its subsequent studies.

The 2025 Sussex County TOMP determined that the US 9 corridor between The Town of Georgetown and the City of Lewes is sometimes congested. This was attributed to worst-case traffic conditions greater than 1.5 times the free-flow travel time during all three peak travel periods, at various degrees, but typical travel times less than 1.5 times the free-flow travel times during all three peak travel periods.

The 2025 Sussex County TOMP also determined that the SR 30 corridor, from the intersection of SR 30 and US 9 to the southern boundary of the US 9 Corridor Master Plan study area, is sometimes congested. This was attributed to worst-case traffic conditions greater than 1.5 times the free-flow travel time during all three peak travel periods, at various degrees, oftentimes more severe than those along the US 9 corridor, but typical travel times less than 1.5 times the free-flow travel times during all three peak travel periods.

Other corridors within the US 9 Corridor Master Plan study area were not analyzed through the 2025 Sussex County TOMP. Additional analysis done as a supplemental update to the 2025 Sussex County TOMP using 2025 data determined that while average travel times have increased on the analyzed corridors in comparison to the 2022 data, those increases did not result in pushing previously reliable corridors over the reliability threshold. Neither the US 9 corridor nor the SR 30 were identified as key focus areas because of the analysis, and as such, recommendations were not developed for these corridors.

COASTAL CORRIDORS STUDY

DelDOT initiated the Coastal Corridors Study in 2019 with the purpose of identifying transportation needs and solutions for east-west routes in northern Sussex County between SR 16 and SR 404/US 9. The study was initiated in response to several factors, including the dualizing of Maryland Route 404 to within a few miles of the Maryland/Delaware state line, the evaluation of additional roadway capacity across the Chesapeake Bay, increased development activity within the study area, and growing travel demand to eastern Sussex County's coastal resort areas. The study identified roadways within the study area as either currently congested or at risk of congestion due to anticipated growth. The original study area encompassed the roadways between the Maryland/Delaware state line and SR 1; however, initial analysis divided the area into eastern and western planning areas at US 113. The analysis identified greater transportation needs in the eastern planning area than in the western planning

area. Consequently, project planners developed the Greenwood/Bridgeville Transportation Plan to analyze and consider long-term transportation solutions for the western planning area.

Throughout the study process, planners and engineers conducted extensive data collection, public and stakeholder outreach, and traffic analysis. Data collection efforts indicated that the US 9 corridor carries approximately 15,000 vehicles daily, with slight variation seasonally. Traffic analysis incorporating future traffic growth and development activity estimated daily traffic volumes approaching 20,000 by 2050 – a common threshold for roadway dualization. Additionally, an LOS evaluation of intersections along US 9 determined that the intersection of US 9 and SR 5 was the most congested in the eastern planning area and is forecasted to be at or near capacity by 2050 without improvements. As such, projected future volumes and intersection LOS analyses warranted further study of the US 9 corridor to determine how to accommodate growth.

In 2026, DelDOT determined that dualizing US 9 at the intersection of US 9 and SR 5 was feasible, despite physical constraints that would significantly increase the cost of improvements. Analysis conducted in 2026 based on traffic counts and existing travel demand modeling data indicated that dualization of the US 9 corridor through the intersection of US 9 and SR 5 corridor would result in traffic conditions in 2050 similar to the existing conditions, underscoring the need for intentional land use policies and carefully coordinated development activity in the study area, to ensure that the value of potential transportation improvements can be realized to the fullest extent possible.

DelDOT completed the Coastal Corridors Study in June 2024. In addition to recommending further study of the US 9 corridor, the Coastal Corridors Study also recommended advancing a study to re-envision SR 16 in Milton and exploring policies to achieve better transportation network interconnectivity.

Following the completion of the first phase of the Coastal Corridors Study, the Coastal Corridors Monitoring Committee (CCMC) was established to exchange updates on transportation and land use conditions, including statuses of recommendations from previous phases of the project, and advocate for the advancement of those recommendations. Additionally, the CCMC supports communication with the broader community, the public, and other interested stakeholders. DelDOT published the first annual report of the CCMC in October 2026 and reflected work conducted since the completion of the Coastal Corridors Study in 2024. DelDOT conducted a broader system-level analysis of US 9 and SR 16 in late 2025 to understand the impacts of future development pattern scenarios and potential transportation mitigation solutions on or near the corridors. The analysis evaluated these scenarios against criteria such as safety, freight movement efficiency, emergency route access, congestion, flooding, and access to bicycle and pedestrian facilities. Each potential transportation mitigation solution brought tradeoffs. On the other hand, by all metrics, more compact development was a clear benefit to the roadway system within the eastern planning area.

DRAFT

Therefore, policies encouraging compact development will benefit traffic flow and accessibility for all communities, which may avoid or delay the need for larger capital improvements.

TRANSPORTATION IMPROVEMENT DISTRICTS

A Transportation Improvement District (TID) is a geographic area defined for the purpose of securing required improvements to transportation facilities in the area, where land use and transportation are planned in detail in advance, such that development consistent with that planning can pay a readily determined fee. Coordinating land use and transportation through the development of a TID can lower infrastructure costs and foster planning for market-ready development/redevelopment opportunities. TIDs also provide a way to equitably distribute the cost of transportation improvements triggered by development-related growth to the private sector benefiting from the facilities.

HENLOPEN TRANSPORTATION IMPROVEMENT DISTRICT

DelDOT and Sussex County adopted the Henlopen TID in 2020. Developments located within the geographic limits of the Henlopen TID must pay the established TID fee unless the development qualifies for a specified exemption. The easternmost extent of the US 9 Corridor Master Plan study area falls within the Henlopen TID. The US 9 Corridor Master Plan analysis includes improvements identified in the Henlopen TID, assuming those improvements are in DelDOT's Capital Transportation Program (CTP).

MILTON TRANSPORTATION IMPROVEMENT DISTRICT

The State of Delaware and the Town of Milton anticipate establishing the Milton TID in the near future. The northernmost extent of the US 9 Corridor Master Plan study area falls within the proposed Milton TID. Because the Milton TID remains under development, the US 9 Corridor Master Plan could not analyze the impacts of potential transportation improvements within the TID.

DRAFT

PUBLIC ENGAGEMENT

The project team took an approach consisting of public workshops, surveys, and targeted outreach to connect with members of the community and provide opportunities for public feedback.



Figure 4: Members of the public and project team staff at the first public workshop on May 19, 2026.

PUBLIC WORKSHOP #1

The project team hosted the first public workshop on May 19, 2026, at the Cheer Community Center to share the purpose and goals of the study, inform community members on previous transportation planning efforts, and provide an update on the data collected for the study so far. Approximately ninety members of the public attended the workshop. In addition to information presentations to the public, there were information boards provided around the room to enable attendees to review the information presented and to speak with the members of the team and ask questions.

PUBLIC SURVEY #1

The workshop also launched the first public survey, which ran throughout the summer. Participants could complete the survey online, and the project team provided paper copies for those without internet access. Results of the survey pertaining to travel conditions and land use preferences within the study area are summarized below. Appendix 1 provides the full survey data. The survey received responses from 831 individuals/households. Most survey respondents indicated they were full-time residents (94%) with the location of the respondents' residences located in the eastern portion of the study area, as shown in Figure 6. Most survey respondents (66%) are retired. A plurality of respondents (48%) has lived in Sussex County for three to seven years. Respondents overwhelmingly live in single-family detached housing (84%).

Respondents were asked about their preferences for the future character and development of the US 9 corridor, including whether it should primarily serve as an agricultural, commercial, or residential corridor. Approximately 50% agreed or strongly agreed that the corridor should retain its agricultural character, while 55% disagreed with an emphasis on commercial development and 58% disagreed with an emphasis on residential development. When asked where future development would be most appropriate, the largest share of respondents (32%) identified the US 113 area, suggesting a preference for directing

DRAFT

future growth toward existing developed areas on the western side of the study area rather than encouraging additional development throughout the US 9 corridor.

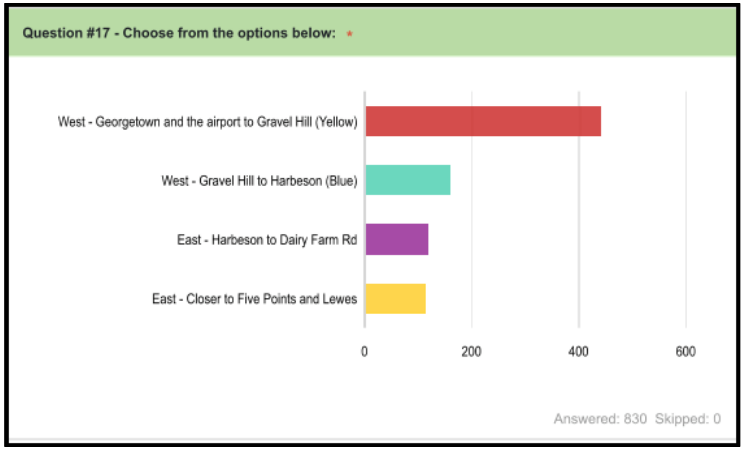


Figure 5: Public survey #1 results for preferences on where future planning efforts should be concentrated.

Respondents were also asked more specifically about their preferences for agricultural preservation and the location of future residential and commercial development, should it be located along the US 9 corridor. Results indicated strong support for preserving the corridor's existing rural character, with 82% favoring the preservation of open space and agricultural land. Most respondents disagreed or strongly disagreed with distributing residential development along the corridor. Overall, the results suggest a preference for more concentrated development patterns that preserve farmland, open space, and environmental resources while limiting dispersed or sprawling growth.

When asked where future planning efforts should be concentrated, respondents expressed a stronger preference for the western portion of the corridor between Georgetown and Gravel Hill, compared with areas farther east toward Lewes and Five Points. Results are shown in Figure 5.

Written survey responses reinforced many of the preferences identified in the structured questions. Common concerns included increasing traffic congestion, particularly along US 9 and SR 24, the pace and extent of residential and commercial development, and the potential strain that continued growth could place on other public infrastructure. Respondents continued to emphasize the importance of preserving agricultural land, open space, and the corridor's existing rural character.

Taken together, the survey results indicate that respondents favor preserving the US 9 corridor's agricultural, environmental, and rural characteristics while accommodating limited, strategically located development near existing communities. Rather than supporting widespread residential or commercial expansion along the corridor, respondents expressed a preference for more concentrated growth patterns that minimize sprawl, preserve open space, and consider the capacity of existing transportation infrastructure and public services.

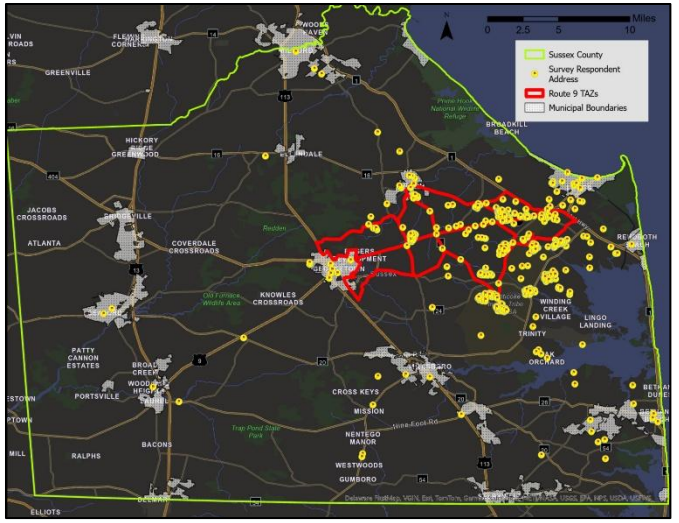


Figure 6: Public survey #1 response concentration map.

DRAFT

TARGETED OUTREACH

After the first workshop, staff from Sussex County Planning and Zoning sent letters to property owners of farmlands within the study area where the farm was already designated as being within an agricultural preservation program. The purpose of the letter was to seek clarification as to whether farmers within a temporary program were likely to continue within the program. Four responses were received, each indicating a desire to continue participating in an agricultural preservation program. There were no responses indicating a desire to develop for non-agricultural purposes.

PUBLIC WORKSHOP #2

The second workshop was held on November 17, 2026, also at the Cheer Community Center. At the workshop, the team presented the three scenarios to the public and explained the traffic impacts associated with each of the scenarios.

PUBLIC SURVEY #2

At the second public workshop, the project team launched the second public survey to collect public input on the scenarios. The survey was available online and could be accessed through a direct link or QR code. The survey was promoted during the public workshop on November 17, 2026, through the Sussex County website, and at the Sussex County Planning & Zoning Department offices. The survey link and QR code were also distributed by email to all participants who completed Public Survey #1. Appendix 2 provides the full survey data. The survey was open from November 17, 2026, through the close of business on November 23, 2026. In addition to collecting general feedback, participants were asked a series of questions related to the following topics: purpose and function of the corridor; connectivity and capacity; affordable housing; medical access; shopping and commercial services; recreation and the environment; and their overall preferred scenario.



Figure 7: Members of the public and project team staff at the second public workshop on November 17, 2026.

The survey received 442 responses, with more than half of respondents (55%) indicating that they had not participated in the previous US 9 Corridor survey, demonstrating substantial new public engagement in the planning process.

DRAFT

Survey results showed strong and consistent support for Scenario #1 (Active Developments) across all planning topics evaluated. Scenario #1 was the preferred option in every survey question, receiving support from more than two-thirds of respondents in each category and approaching 76% support in the highest-ranked topic area. Scenario #2 consistently ranked second, generally attracting approximately one-fifth of respondents, while Scenario #3 received limited support and typically garnered less than 10% support.

Overall, the survey results indicate a clear public preference for the growth pattern and transportation improvements represented by Scenario #1. The consistency of support across all topic areas suggests broad agreement among respondents regarding the future direction of the corridor, while the comparatively limited support for Scenarios #2 and #3 demonstrates less public interest in the alternative development and transportation approaches evaluated.

DRAFT

ANALYSIS

The analysis evaluated how different patterns of future growth may affect transportation conditions along the US 9 corridor. As described above, the analysis was conducted utilizing DelDOT's Peninsula Travel Demand Model to estimate future travel patterns under a range of land use and roadway investment scenarios. The model reflects relationships between where people live, work, shop, and recreate, and the transportation network used to reach those destinations. Additional traffic operations analysis was then completed to estimate future intersection delays. This process is displayed in Figure 8.

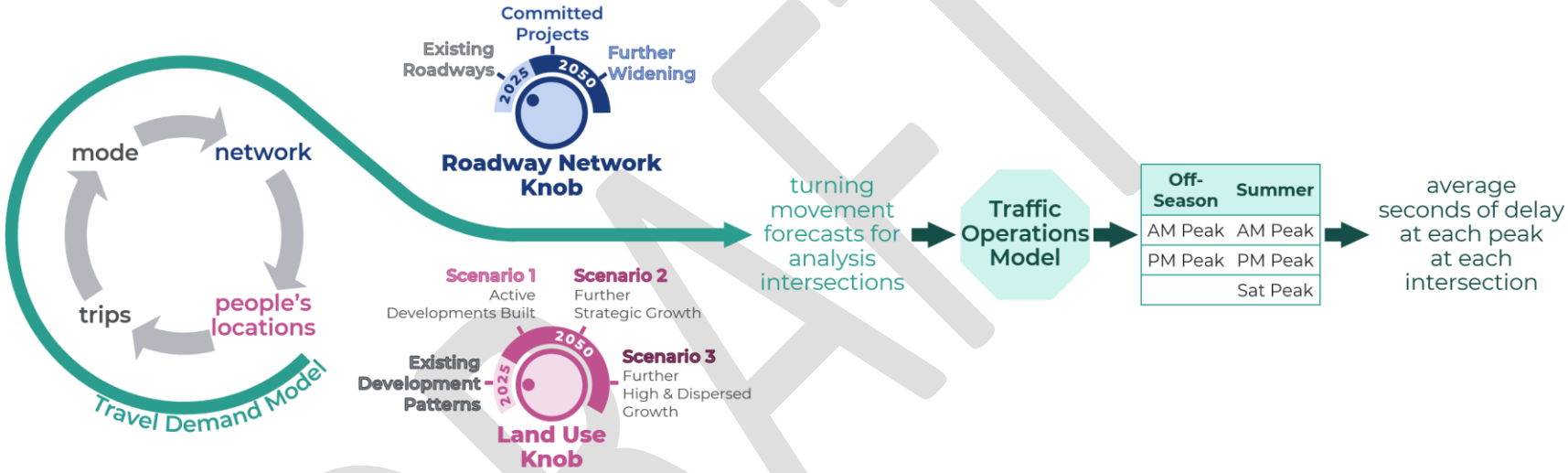


Figure 8: Travel demand model scenario analysis process.

LAND USE SCENARIOS

LAND USE AND DEVELOPMENT STATUS REVIEW

The study area contains a mixture of land uses, ranging from developed residential and commercial areas to agricultural lands, wetlands, and permanently preserved open space. As part of the study methodology, the project team evaluated the existing development status of land throughout the corridor and identified the primary use of developed properties. The team also identified lands constrained from future development, including parcels enrolled in preservation programs, wetlands, and transportation or utility rights-of-way.

DRAFT

Using this information, all land within the study area was classified into four generalized categories based on its development status and future development potential, as shown in Table 1 and Figure 9. These categories include: (1) lands that will not be developed, consisting of public and protected lands, wetlands, and roadway and utility rights-of-way; (2) lands already developed by 2025, including existing residential, commercial, industrial, and other developed uses; (3) active developments, representing projects that have been approved or are currently under review through the development application process; and (4) developable lands, representing parcels that remain available for future subdivision or development, more than 90 percent of which are located within Agricultural Residential (AR) zoning districts.

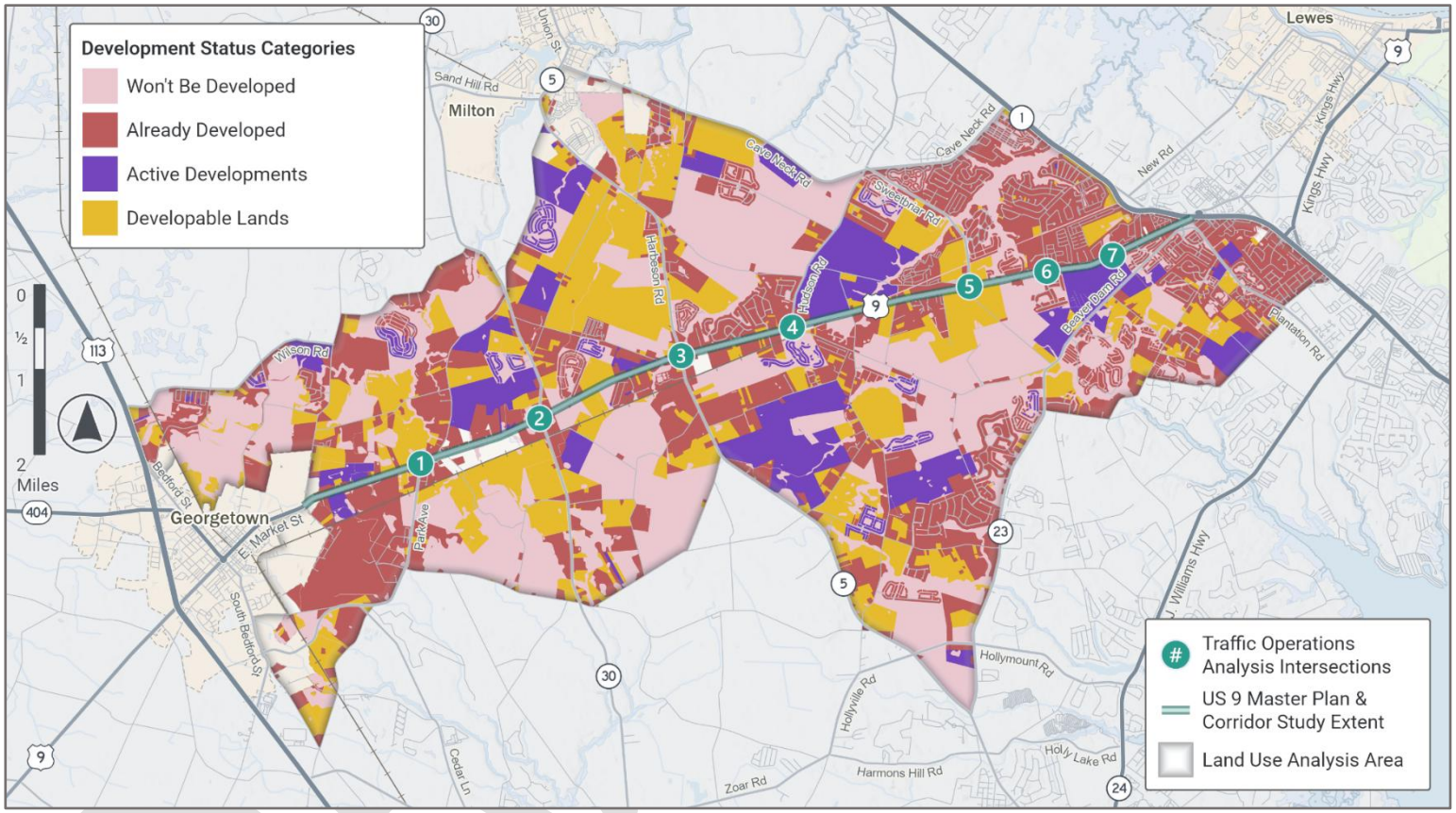


Figure 9: Map display of development status categories by parcel with analysis intersections and the US 9 corridor highlighted.

This generalized land classification established the foundation for the future land use scenarios evaluated in the study. The categories representing lands unavailable for future development and lands already developed were incorporated into the 2025 base-year conditions supplied to the PTDM, including July 2025 housing unit data from the U.S. Census Bureau. The remaining categories, active developments and developable lands, represented development activity already in the pipeline and land

available for future growth, providing the basis for allocating additional residential and commercial development in the 2050 land use scenarios.

SCENARIO 1: ACTIVE DEVELOPMENTS ARE BUILT

Scenario 1 reflects only growth already anticipated in Active Developments locations (purple shade on development status categories map). There are approved developments and development applications submitted before July 1, 2026. This scenario establishes a baseline forecast that assumes currently approved and proposed development proceed as planned over the 25-year planning period. The team reviewed each of the approved and pending applications for residential, commercial, and mixed-use applications and researched the potential number of units to be built. Occupancy rates for residential housing proposals were developed from U.S. Census Bureau rates. When applied to the housing units, a resulting household estimate was used for travel demand model inputs. This data is shown in Table 1, with the developments listed in alphabetical order.

Additionally, proposed commercial uses and their square footage amounts were reviewed by the project team. Conversion factors of square foot by commercial use per job were used to estimate total jobs per development. Proposed commercial uses included are listed in Table 2.

Development Name	Units Built 2025-2050	Occupancy Rate	Resulting Households
Azalea Woods	603	87%	525
Broadwater Farms	69	87%	60
Canopy Creek	125	94%	117
Cardinal Grove	44	89%	39
Carey Farm	385	93%	357
Cave Colony	68	90%	61
Compass Point	172	72%	124
Cool Spring Crossing	1,922	72%	1,382
County Seat Gardens	21	95%	20
Edgewater Estates	8	91%	7
Four Corners	902	94%	847
Four Winds Farm	337	93%	312
Grey Wolfe Meadows I	132	89%	118
Grey Wolfe Meadows II	46	89%	41
Heritage Creek	238	90%	214
Ironhook Harbor	165	95%	157
Leeward Chase	106	78%	83
Lightship Cove	96	89%	86
Maloney Farm	88	94%	83
Miralon	114	89%	102
Monarch Glen	243	94%	228
Northstar	758	80%	673
Paradise Meadows	191	82%	156
Peck Farm	128	94%	120
Scarlet Oaks	163	93%	151
Soens Property	70	89%	62
Stagg Run	21	95%	20
Stockley Acres	73	89%	65
Stratus Estates	226	89%	202
Street Property	173	89%	154
Symphony Glen	219	93%	203
The Vines of Sandhill	244	93%	226
Traditions of America at Lewes	302	89%	269
Windscape Farms	49	93%	45
Wollaston-Baxter-Shinn	155	94%	146
Wynford Preserve	100	93%	93
Scenario 1 Study Area Total	**17,512**		**15,096**

Table 1: Development applications included in Scenario 1 with proposed units, occupancy rates, and the resulting households.

DRAFT

Development Name	Commercial Use	Commercial Sqft	Sqft per Job	Resulting Jobs
BayHealth expansion	Hospital	66,300	350	189
Charles Pollard	Office	28,000	300	93
Charles Pollard	Retail	20,000	450	44
Cool Spring Crossing	Assisted-living facility	70,500	1,000	71
Cool Spring Crossing	Convenience store	9,098	500	18
Cool Spring Crossing	Educational buildings	40,000	1,000	40
Cool Spring Crossing	Grocery store	95,213	500	190
Cool Spring Crossing	Hotel	23,875	1,000	24
Cool Spring Crossing	Medical office space	48,652	250	195
Cool Spring Crossing	Restaurant	31,525	200	158
Cool Spring Crossing	Retail	82,612	450	184
Cool Spring Crossing	Theater	15,000	1,000	15
Cool Spring Crossing	YMCA	34,500	900	38
County Seat RV Resort	Campground	n/a	n/a	5
Delmarva Christian School	School Expansion	61,578	1,200	51
Georgetown Business Plaza	Medical office space	39,520	250	158
Georgetown Business Plaza	Warehouses/Offices	59,000	1,000	59
Grey Wolfe Meadows 1&2	Commercial Space	41,700	500	83
Jefferson Masonic Lodge #15	Masonic Lodge	13,755	1,500	9
Northstar	Office	9,600	300	32
Northstar	Restaurant	48,000	200	240
Northstar	Retail	38,400	450	85
Plantations Road Mixed-Use	Convenience Store/Retail/Bank	9,968	400	25
RRKS Investment Park-Harbeson, Bldg 5&6	Warehouse Bldg	15,000	2,500	6
Scenario 1 Study Area Total		**911,764**		**2,037**

Table 2: Developments with proposed commercial uses, including square footage amounts, square foot per job conversion rates, and resulting job amounts.

Figure 10 displays the two key travel demand model inputs, households and jobs, where each purple dot represents 3 households, and each orange one represents three jobs. The lighter dots represent the 2025 base year distribution of those inputs. The darker dots represent the households and jobs added between 2025 and 2050 in Scenario 1 from the Active Developments listed in the tables above.

DRAFT

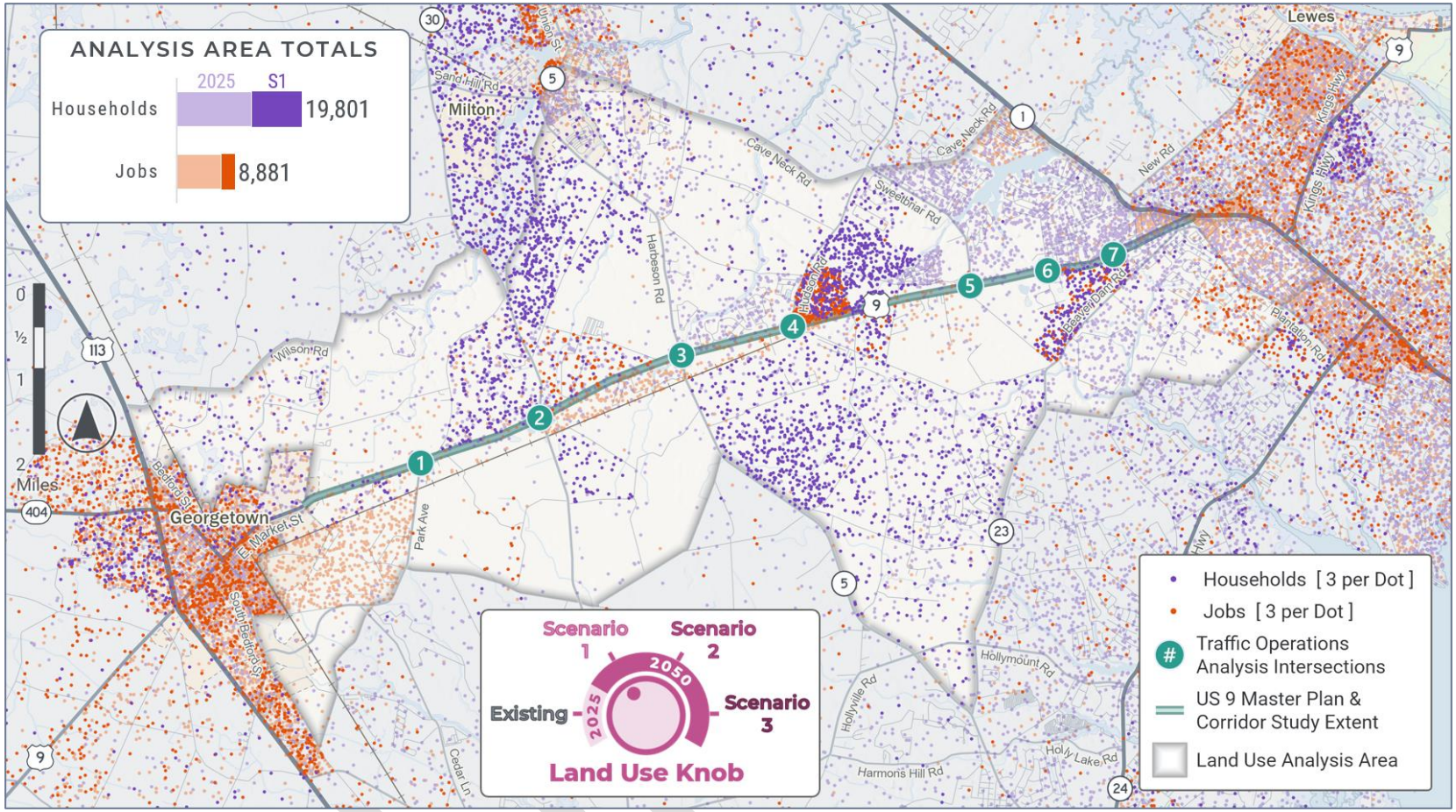


Figure 10: Existing (2025) and Scenario 1 households and jobs within the study area.

SCENARIO 2: FURTHER STRATEGIC GROWTH

Both Scenario 2 and Scenario 3 reflect growth in addition to that of Scenario 1. These scenarios allocate additional growth within the development status category Developable Land as depicted in Figure 9, but the amount of growth and its pattern of distribution varies between the scenarios. Growth is primarily residential for both scenarios.

When analyzing parcels within the Developable Lands category, the project team identified a handful of specific parcels within a mile of the corridor that were seen as likely to develop and Already Developed proprieties that might be ripe for redevelopment.

For developable agricultural lands, outreach to farmers was conducted that resulted in a few properties being treated as preserved, as all indications were, they intend to continue operations at least for another generation. This information is summarized in the previous “Targeted Outreach” section.

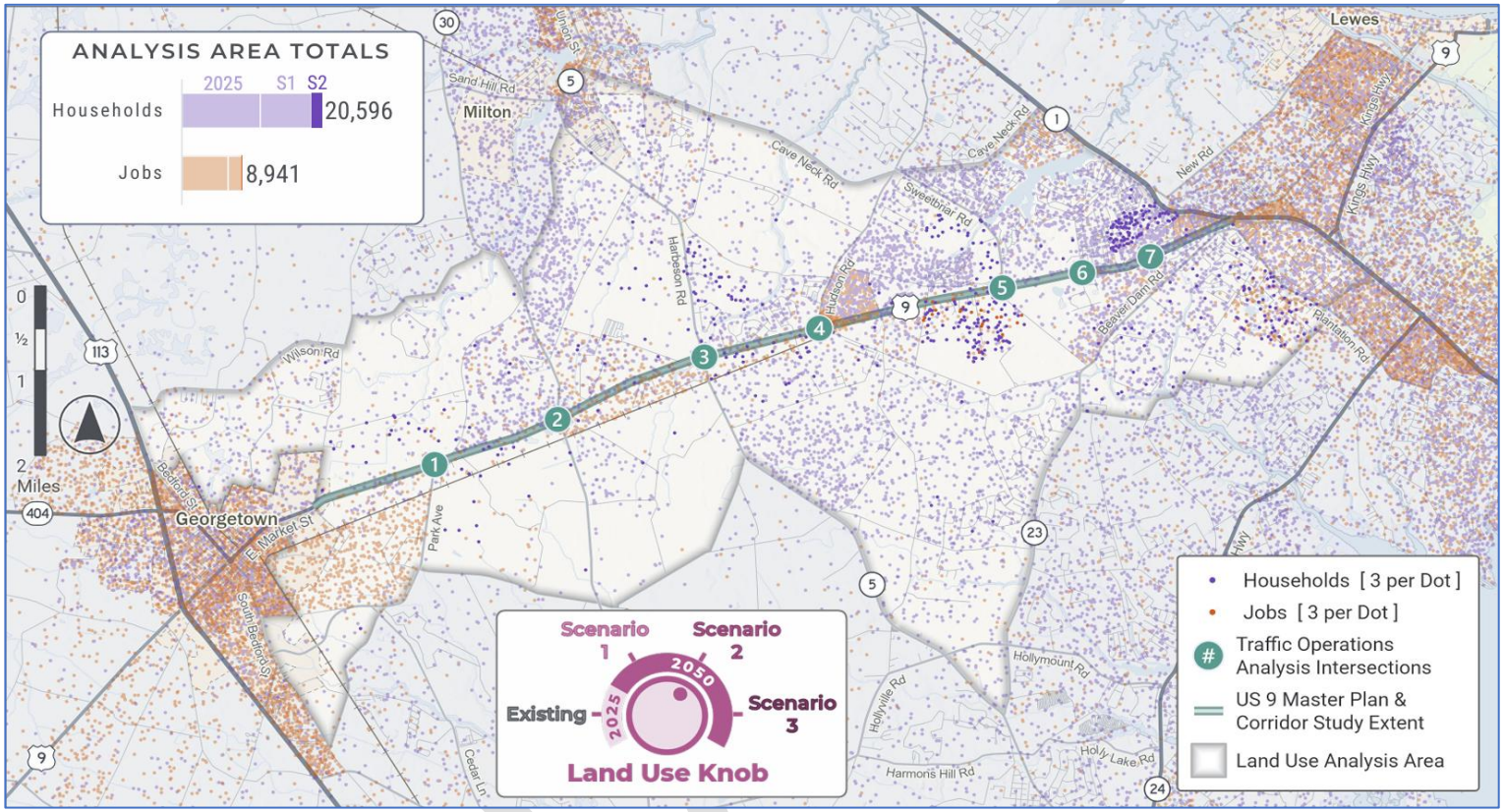


Figure 11: Existing (2025), Scenario 1, and Scenario 2 households and jobs within the study area.

For the remaining Developable Lands, the project team developed assumptions based on allowed units per acre and development likelihood factors based on geography. In Scenario 2, the probabilities of development leaned toward a more compact development pattern that tended to send housing units closer to the US 9 corridor or state growth areas where much development has already occurred. Developable Land east of SR 5 were assigned a higher probability of development because growth in these areas is less dependent on future sewer service expansions.

Scenario 2 adds 1,512 households to the study area beyond Scenario 1. This growth represents a more compact growth pattern that concentrates development closer to preferred growth areas and the US 9 corridor. The distribution of the households and jobs are seen in Figure 11. Light dots represent Scenario 1 and darker dots show additional growth from Scenario 2.

SCENARIO 3: FURTHER DISPERSED GROWTH

As mentioned, Scenario 3 also allocates growth beyond Scenario 1 levels and allocates growth based on the Developable Lands category within the Study Area.

Scenario 3 added the greatest level of growth to the study area. It increased households by 3,776 beyond Scenario 1 levels (or 2,260 more households than Scenario 2). Scenario 3 represents a more dispersed growth pattern that distributes development more broadly across the study area, including greater growth pressure in rural areas. The darker dots in Figure 12 reflect the more dispersed allocation of Scenario 3 on top of the assumed growth from Scenario 1 in lighter shades.

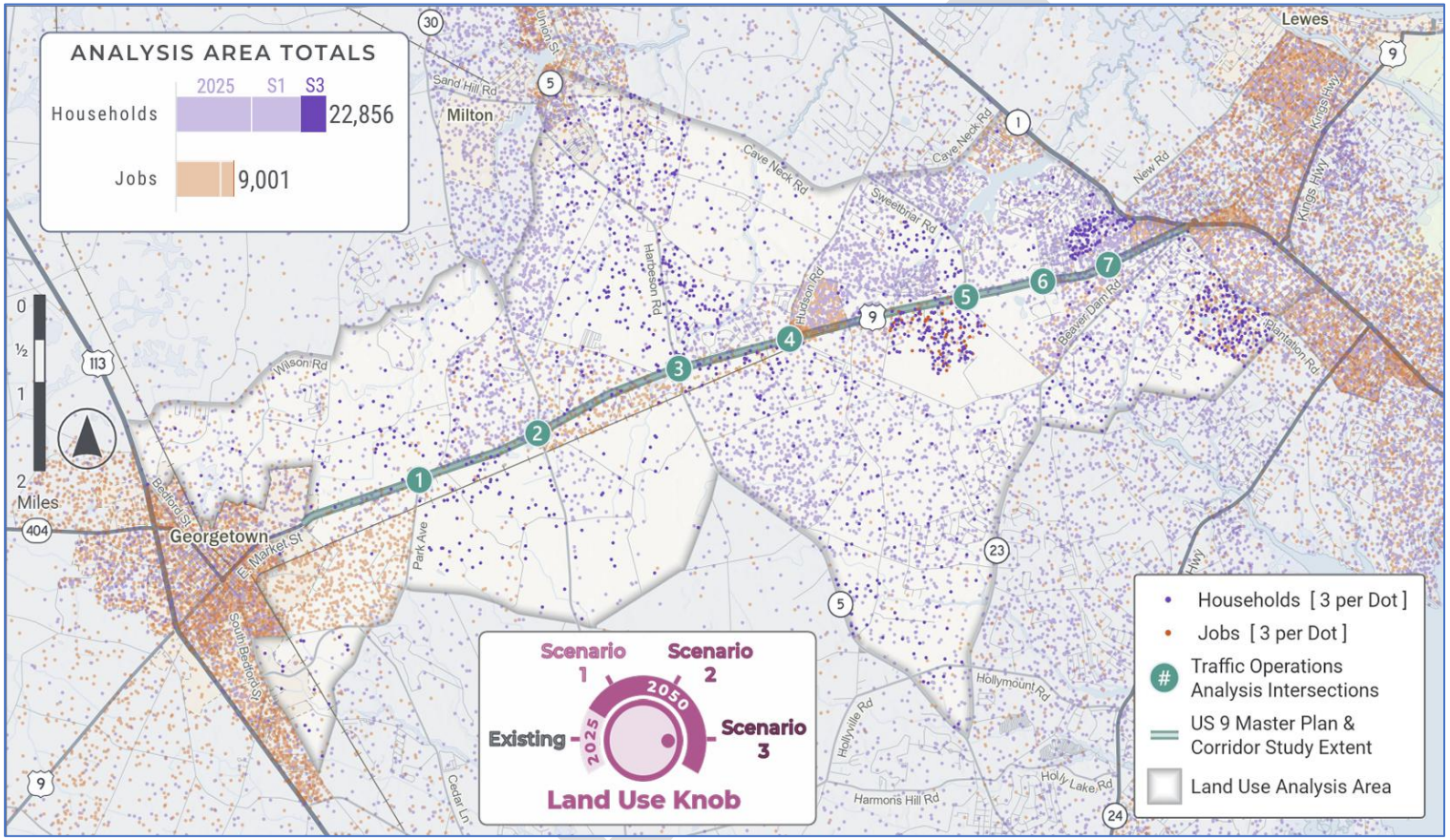


Figure 12: Existing (2025), Scenario 1, and Scenario 3 households and jobs within the study area.

Similar to the process conducted for Scenario 2, a handful of properties within a mile of the corridor seen as likely to develop or redevelop were individually evaluated. Specific growth assumptions were made at those locations, often with greater housing unit or square footage growth than for the same properties in Scenario 2. Consistent with Scenario 2, agricultural lands unlikely to develop determined by outreach to farmers were treated as preserved.

A generalized framework for the remaining Developable Lands area was developed based on allowed units per acre assumptions and development likelihood factors based on geography, like Scenario 2. In Scenario 3, however, the probabilities of development allowed a more dispersed development pattern with a weaker attraction for housing units to locate closer to the US 9 corridor or state growth areas. Developable Lands east of SR 5 were still assigned a higher probability of development than lands to the west; however, the difference between eastern and western development probabilities was less pronounced than in Scenario 2. Scenario 3 growth was more likely to end up in Strategies for State Policies and Spending Level 4 areas than Scenario 2.

SCENARIO SUMMARY

Table 3 summarizes study area totals and base-to-forecast-year growth for key land use and socioeconomic variables. While housing units are presented for reference, they are not a direct input to the PTDM; the remaining variables are model inputs. Employment is further disaggregated within the model into 12 industry sectors, which are not shown in the table. After allocating households and jobs within the study area for each scenario, the remaining households and employment forecast for Sussex County were distributed to traffic analysis zones (TAZs) outside the study area to ensure consistency with the Delaware Population Consortium's 2050 countywide projections.

		Study Area Totals						Study Area Growth 2025-2050					
Year	**Scenarios**	Housing Units	Households	Population	Employed Population	Household Vehicles	Jobs	Housing Units	Households	Population	Employed Population	Household Vehicles	Jobs
2025	**Existing**	13,796	11,532	26,799	11,255	22,470	6,839						
2050	**Scenario 1**	22,552	19,080	46,425	19,801	38,281	8,881	8,756	7,548	19,626	8,546	15,811	2,042
2050	**Scenario 2**	24,297	20,596	49,882	20,453	41,300	8,941	10,501	9,064	23,083	9,198	18,830	2,102
2050	**Scenario 3**	28,657	22,856	53,339	21,105	44,319	9,001	14,861	11,324	26,540	9,850	21,849	2,162

Table 3: Study area totals and projected growth under the three land use scenarios.

HOUSING NEEDS ASSESSMENT

In 2025, the Office of State Planning Coordination completed a residential capacity analysis to support the update of the 2025 Strategies for State Policies and Spending. The analysis estimated that Sussex County will require approximately 20,247 additional housing units over the next 25 years. After accounting for anticipated growth within municipalities, approximately 14,173 additional housing units are projected to be needed in the unincorporated portions of Sussex County by 2050.

DRAFT

As shown in the scenario analysis, the residential units already represented by approved developments and development applications within the study area would result in approximately 8,756 additional housing units by 2050 under Scenario 1. This amount alone represents more than 61 percent of the projected housing need through 2050 for unincorporated Sussex County.

This finding is significant because the US 9 study area represents only a small portion of unincorporated Sussex County. The analysis indicates that a substantial share of Sussex County's projected housing needs can be met through development already anticipated within the corridor through Active Developments areas. Accordingly, Sussex County retains the ability to accommodate remaining housing demand in other locations that are more consistent with the 2025 Strategies for State Policies and Spending, existing infrastructure investments, and transportation capacity.

The scenario analysis therefore demonstrates that additional growth beyond Scenario 1 within the study area is not necessary to satisfy countywide housing demand projections. Rather, it represents a policy choice regarding where future growth should occur and the transportation, infrastructure, and land preservation tradeoffs associated with that choice.

DRAFT

ROADWAY NETWORK ALTERNATIVES

The roadway network assumptions incorporated into the PTDM influence forecasted traffic volumes, travel patterns, and operating conditions. For the 2025 base year, the model utilized the existing roadway network. For the 2050 forecasts, two future network conditions were evaluated. The first included only committed transportation improvements identified in DelDOT's CTP. The second included those committed projects plus a conceptual extension of US 9 dualization westward from the currently planned terminus at Sweetbriar Road/Dairy Farm Road up to and including the intersection of US 9 and SR 5. Evaluating both network conditions allowed the project team to assess whether the future land use scenarios could be accommodated with the currently planned transportation investments or whether additional roadway capacity along US 9 would be needed to maintain acceptable traffic operations. Dualization west of SR 5 was not evaluated because previous planning efforts did not identify capacity deficiencies west of this location that were comparable to those forecasted at the US 9 and SR 5 intersection.

The study also did not evaluate widening US 9 beyond two lanes in each direction. The objective of the analysis was to determine whether a four-lane roadway could accommodate anticipated travel demand under the various land use scenarios, rather than to identify the maximum amount of roadway capacity that could be added to the corridor. Expanding the corridor beyond four lanes would further increase the challenges associated with balancing regional mobility and local access along the US 9 corridor. Wider roadway cross-sections can increase turning conflicts, lengthen pedestrian crossing distances, and contribute to more severe crashes. Additionally, while adding travel lanes can provide near-term congestion relief, additional roadway capacity may also induce additional travel demand over time, reducing some of the long-term benefits of further widening. More extensive expansion would also substantially increase construction costs, right-of-way acquisition needs, utility relocations, environmental impacts, and potential effects on adjacent properties. Given these considerations, the study focused on evaluating a four-lane roadway as the upper limit of roadway expansion considered appropriate for the corridor.

Figure 13 identifies transportation investments located on or within approximately two miles of the US 9 corridor. Projects numbered 1 and 2 represent the two phases of the committed US 9 dualization between SR 1 and Sweetbriar Road/Dairy Farm Road. The remaining roadway projects are expected to influence route choice and travel patterns throughout the corridor, with varying effects on traffic volumes along US 9.

Two projects are expected to have particularly notable impacts on corridor operations. Project 7, the Mulberry Knoll Road Extension, will create a four-legged intersection at the current US 9 and Old Vine Boulevard intersection and establish a parallel connection to SR 1. This connection is expected to attract some trips that would otherwise use US 9 and the Five Points area. At

DRAFT

the western end of the corridor, Project 11, Park Avenue Relocation Phase 2, will improve traffic operations and turning movements at the US 9 and Park Avenue intersection in Georgetown.

Although not included in the roadway network represented in the PTDM, DelDOT is also advancing construction of the Georgetown-Lewes Trail, identified as Project 14 in Figure 13.

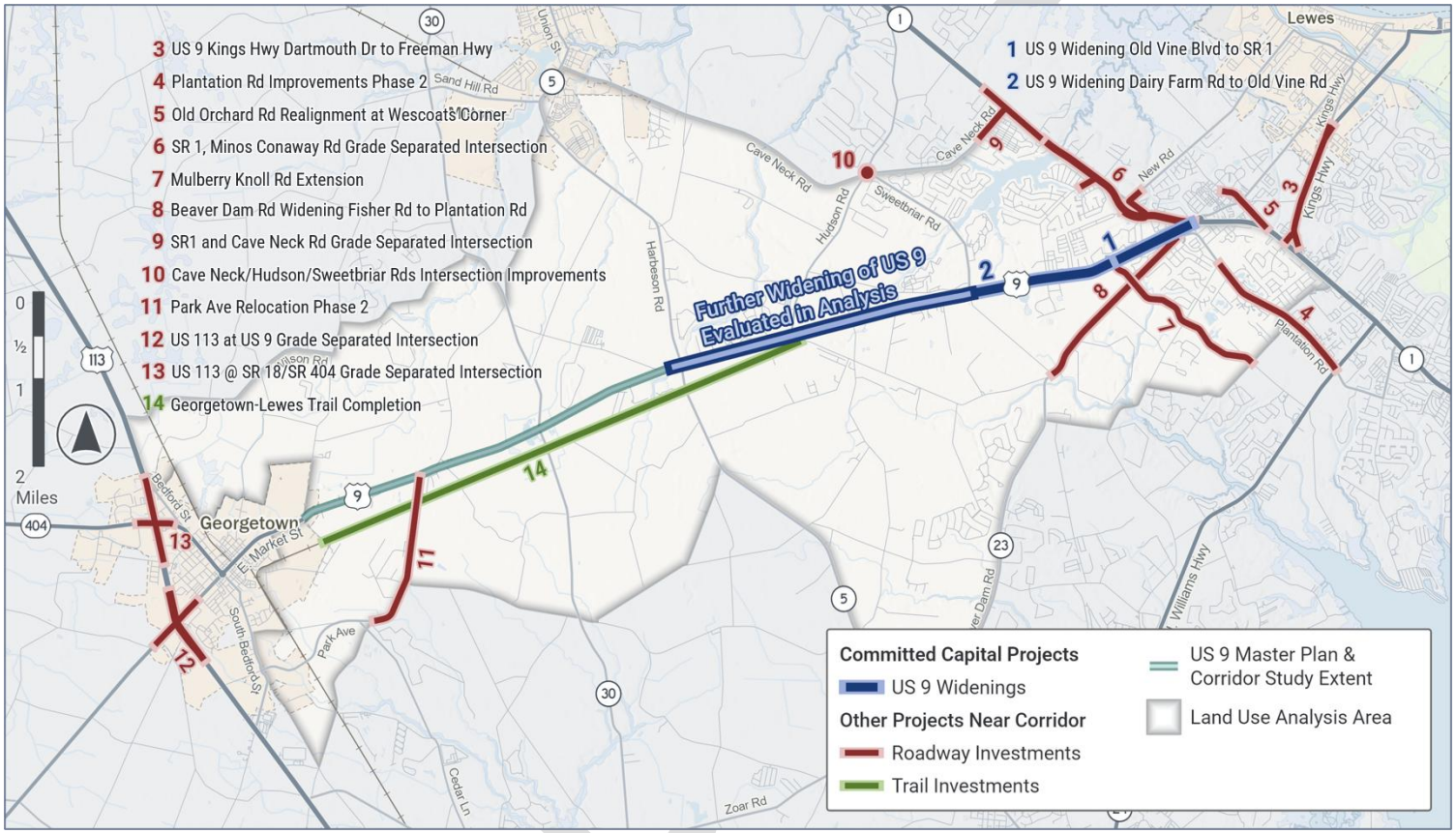


Figure 13: Committed transportation investments and evaluated US 9 dualization alternative within and near the study corridor.

The segment labeled "Further Widening of US 9 Evaluated in Analysis" in Figure 13 depicts the additional US 9 dualization alternative evaluated as part of this study. This improvement was added to the committed-project network to assess the potential operational benefits of extending dualization westward under the various future land use scenarios.

TRAFFIC DELAY RESULTS

Across all scenarios, the US 9/SR 5 intersection emerged as the corridor's most significant long-term transportation constraint. The analysis indicates that currently committed transportation projects alone are insufficient to maintain desired operating conditions if approved development proceeds as anticipated.

After analyzing the various combinations of land use scenarios and roadway network various through the PTDM and traffic operations model, average intersection delay values by peak hour resulted for the intersections along the corridor numbered in Figure 14.

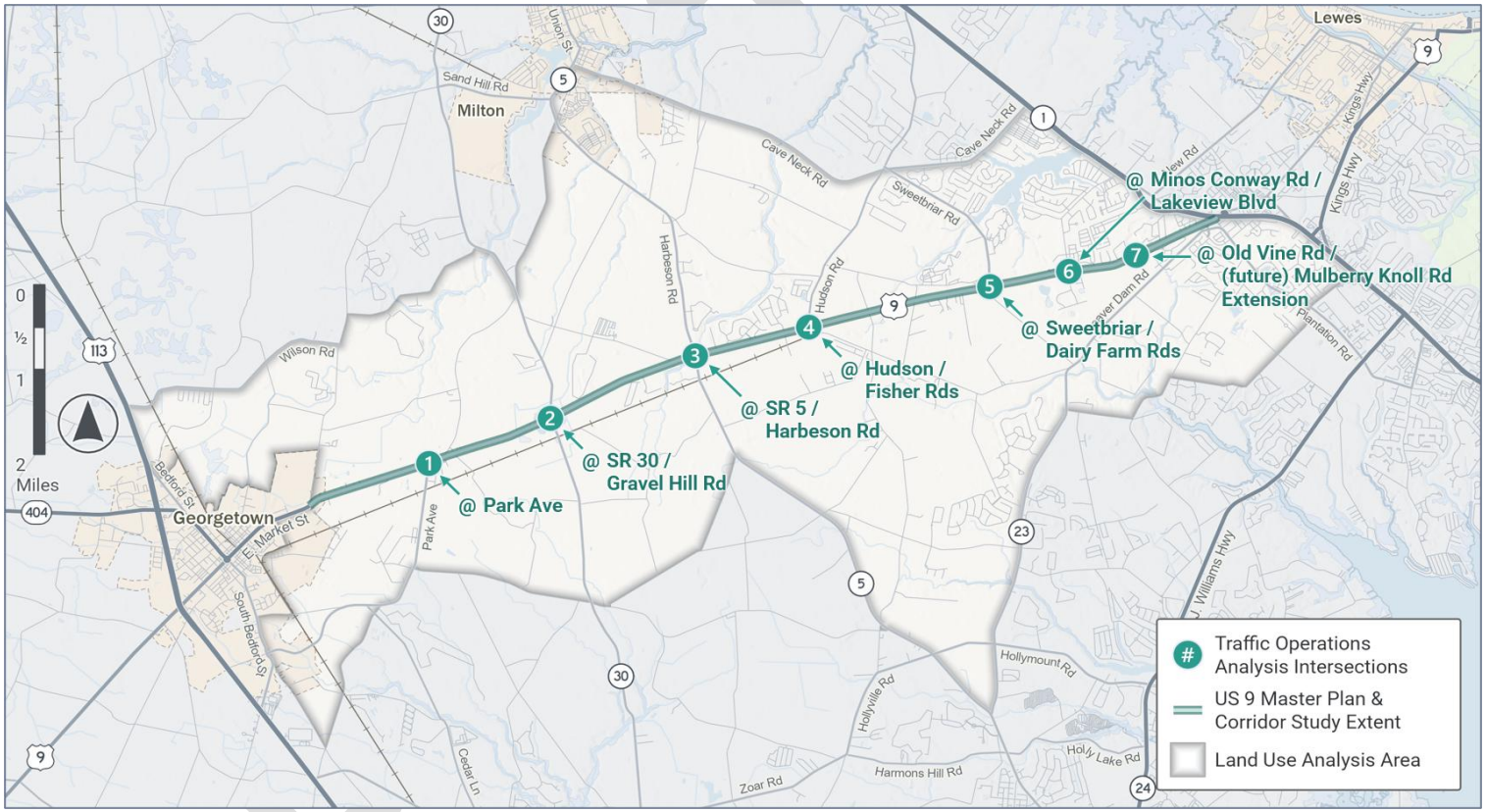


Figure 14: Traffic operations analysis intersections evaluated along the US 9 corridor.

Measured in seconds, the average intersection delay metric averages the time waiting at a traffic signal for all traffic approaches and movements over the course of the peak hour. At peak levels of demand, DelDOT's goal is a functional efficiency level for all travelers, indicating a strong return on investment from public funds. Little delay at peak times could indicate a facility was overbuilt and public dollars not well spent. Too much delay can cause issues for emergency services or translate into economic

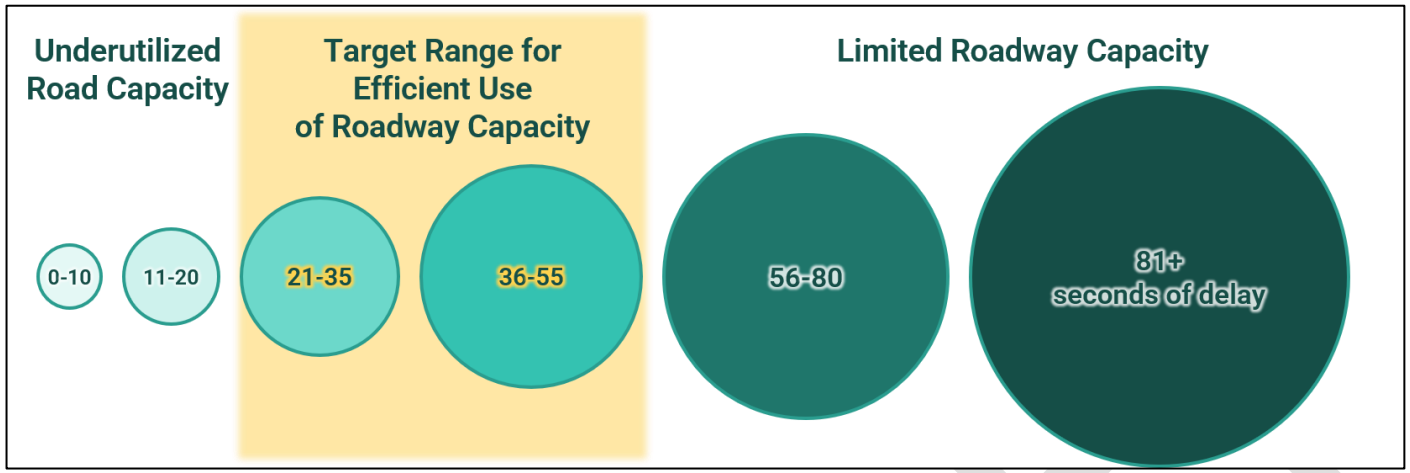


Figure 15: Intersection level of service thresholds based on average vehicle delay during the peak hour.

loss, not just an aggravation for the drivers involved. DelDOT targets 21 to 55 seconds as a target range for traffic delays at signalized intersections, as shown in Figure 15.

Among the peak hours analyzed (off-season AM and PM; summer AM, PM, and Saturday), results were most extreme in the PM peak periods. The off-season PM peak period sees the worst delay at a single intersection, and the summer PM peak period is a close second. With the exception of the eastern end, US 9 tends to see worse conditions in the off-season PM peak period because it functions as a regular local traffic route for commuters, school buses, and those running errands, and fewer travelers to coastal areas use US 9 as a primary route to and from their destination as other major facilities like SR 1.

Both off-season and summer PM peak period results are shown in Figures 16 and 17. For each intersection, the first bar reflects the 2025 Existing conditions. The subsequent four bars are 2050 conditions. Of those, the first reflects Scenario 1 when only the committed capital projects are constructed. The next shows Scenario 1 again, this time with the committed projects plus the further dualization of US 9 through SR 5. The last two bars reflect the further dualization of US 9 through the intersection of US 9 and SR 5 with Scenario 2 and Scenario 3, respectively.

Figure 16 reflects the off-season PM peak period. Off-season counts were not available for Intersection 6, at Minos Conaway Road and Lakeview Boulevard. For the other intersections, most results for 2025 conditions show delay is within target range. Park Avenue and Minos Conaway appear underutilized at this peak, but other results indicate they are designed to accommodate other peak hours. Generally, the 2050 conditions across all scenarios and network configurations tend to be within the delay range targeted for efficiency. Intersection 3 at SR 5 is the exception. In the lowest growth scenario, Scenario 1, DelDOT's currently committed projects will not insulate the intersection from expected growth levels from Active Developments.

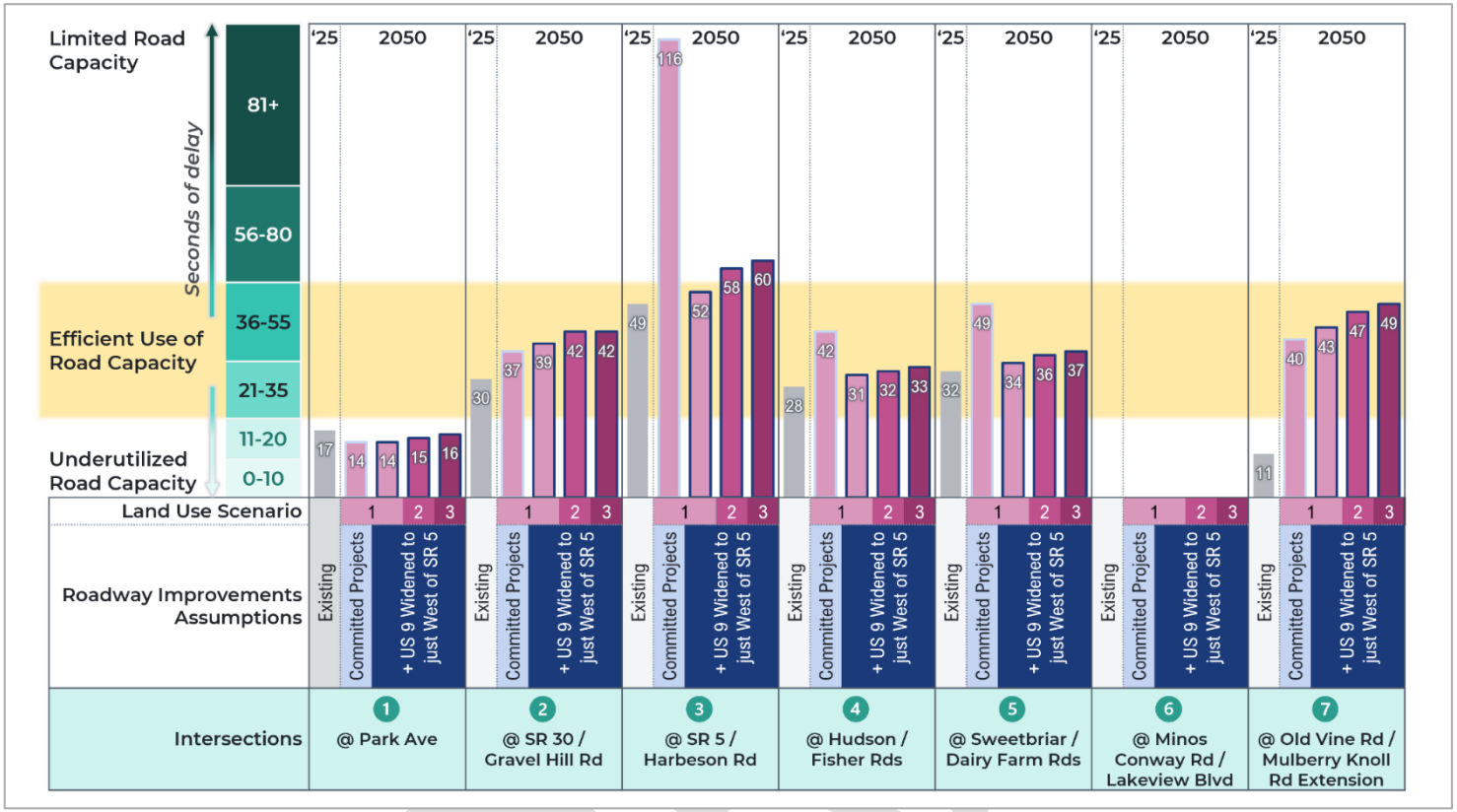


Figure 16: Off-season PM peak hour intersection delay under existing conditions and 2050 land use and roadway network scenarios.

However, the results show that further dualization through Intersection 3 will return conditions to the desired range and nearly back to 2025 travel conditions. But as further development, reflected in Scenarios 2 and 3, is added, Intersection 3 results show risks of reaching unacceptable levels of congestion. Scenario 2 adds six more average seconds to delay at Intersection 3 and Scenario 3 adds eight seconds of delay at Intersection 3.

Figure 17 shows summer PM peak period delay with similar, but slightly muted results at Intersection 3. The Park Avenue Realignment Phase 2 project will address the current undesired level of delay at the US 9 and Park Ave intersection, Intersection 1, putting its delay within target range across all scenarios and network configurations. While the remaining intersections appear in or below target range in Scenario 1 for this peak period, additional risk of unacceptable congestion levels for Scenarios 2 and 3 appears at Intersection 2, at SR 30/Gravel Hill Rd and Intersection 7 at Old Vine Rd and the future Mulberry Knoll Road extension.

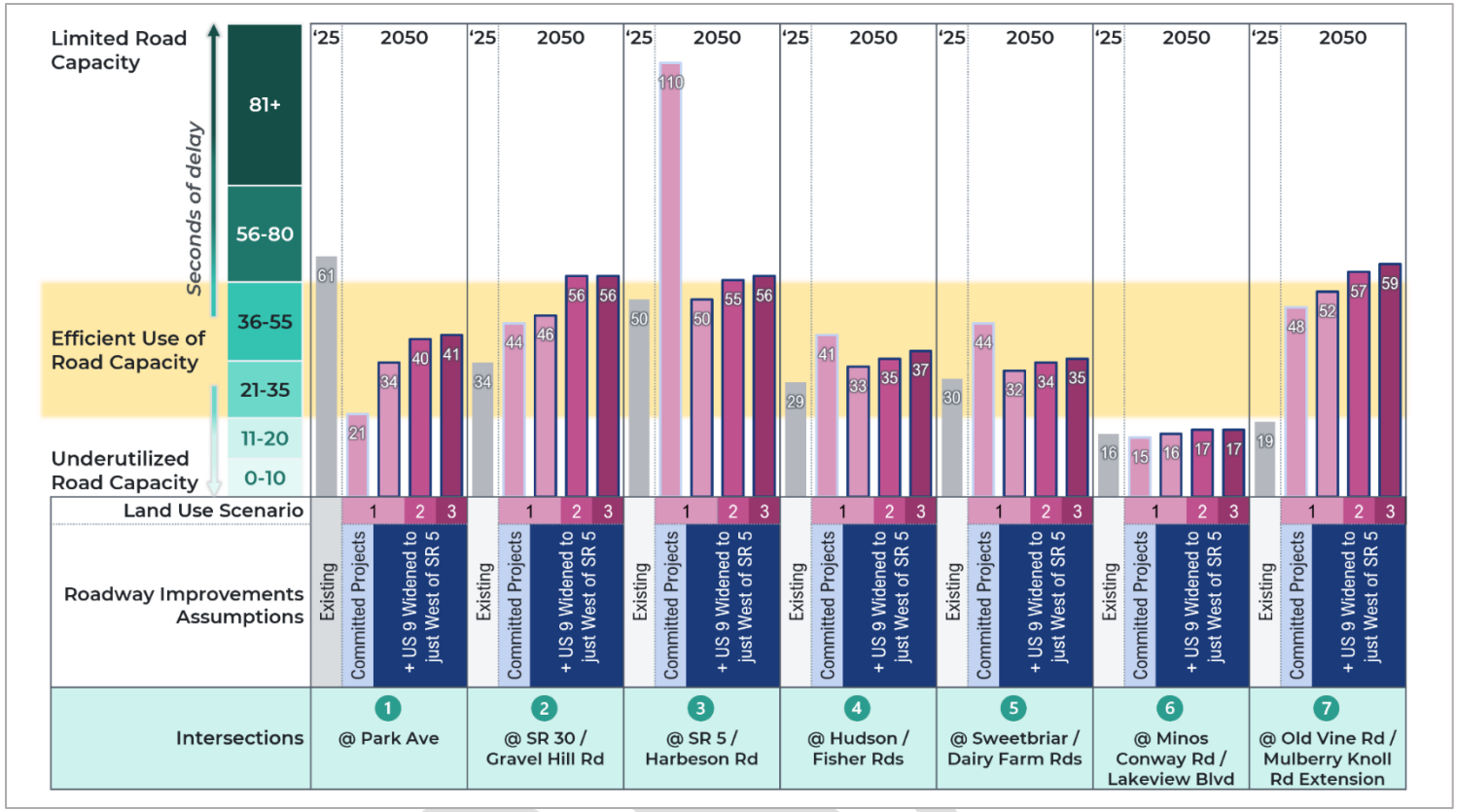


Figure 17: Summer PM peak hour intersection delay under existing conditions and 2050 land use and roadway network scenarios.

DRAFT

CONCLUSIONS

The analysis makes clear that:

1. Approved and pending development activity alone (Scenario 1) is sufficient to warrant dualizing US 9 westward through the intersection of SR 5 and US 9.
2. Additional growth beyond currently approved and pending developments would increase the risk of unacceptable congestion at key intersections, particularly US 9 and SR 5.
3. Countywide housing needs can be substantially met while still directing a meaningful share of future growth to other areas of Sussex County that are more consistent with the 2025 Strategies for State Policies and Spending, existing infrastructure investments, and local growth objectives, such as planned operational and under development TIDs within unincorporated Sussex County.
4. Transportation improvements can mitigate congestion and address deficiencies, but they cannot fully offset the impacts of continued growth without coordinated land use policies. While planned improvements are designed to accommodate existing conditions and anticipated future demand, they are not intended to provide unlimited capacity for growth beyond that considered in the planning process.

DelDOT will publish a separate technical report documenting the analysis methodology, assumptions, and detailed results. This Master Plan summarizes the key findings most relevant to land use and transportation decision-making.

DRAFT

RECOMMENDATIONS AND NEXT STEPS

Based on the data collected and modeling completed for the US 9 Corridor Master Plan, Sussex County and the State of Delaware must move forward in a coordinated manner. The US 9 Corridor Master Plan recommends adoption and implementation of Scenario 1, which supports all active development applications submitted to or approved by Sussex County by July 1, 2026 (see pages 19-20). The scenario also calls for preservation of all other developable lands within the study area. DelDOT has programmed improvements along US 9 in the CTP and is committed to advancing future corridor improvements as outlined in Scenario 1, consistent with established project development and programming processes. However, the dualization of US 9 between Sweetbriar/Dairy Farm Roads and SR 5 represents the practical limit of planned roadway capacity improvements needed to maintain efficient operations in the corridor.

As a result, revised land use policies will be necessary to preserve additional developable lands within the study area. Sussex County should amend the Sussex County Comprehensive Plan to establish appropriate land use policies for those locations.

Accordingly, the project team agrees that steps to implementation are as follows:

1. All parties agree to Scenario 1 as the agreed alternative for housing and commercial growth within the study area.
2. Sussex County will agree to a mechanism to limit new development applications until the Sussex County Comprehensive Plan amendment and ordinances to implement Scenario 1 are complete.
3. Sussex County will adopt ordinances and a future land use map amendment to the Sussex County Comprehensive Plan to implement Scenario 1 from a land use perspective.
4. DelDOT will proceed with identifying the appropriate project programming process to initiate the infrastructure improvements identified in Scenario 1, beginning with preliminary conceptual design.
5. Once the comprehensive plan amendment is approved and ordinances are completed, the Office of State Planning Coordination will review the Strategies for State Policies and Spending as appropriate.

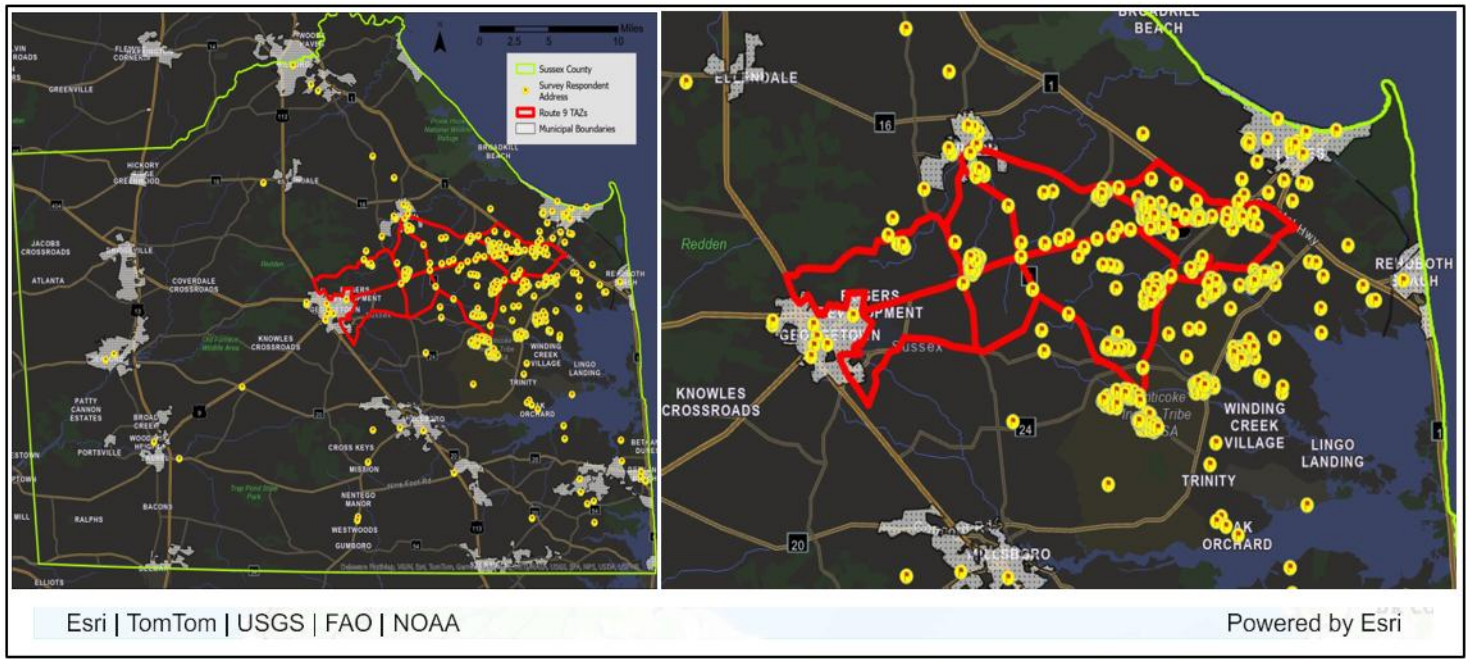
DRAFT

APPENDIX 1: FULL PUBLIC SURVEY #1 RESULTS

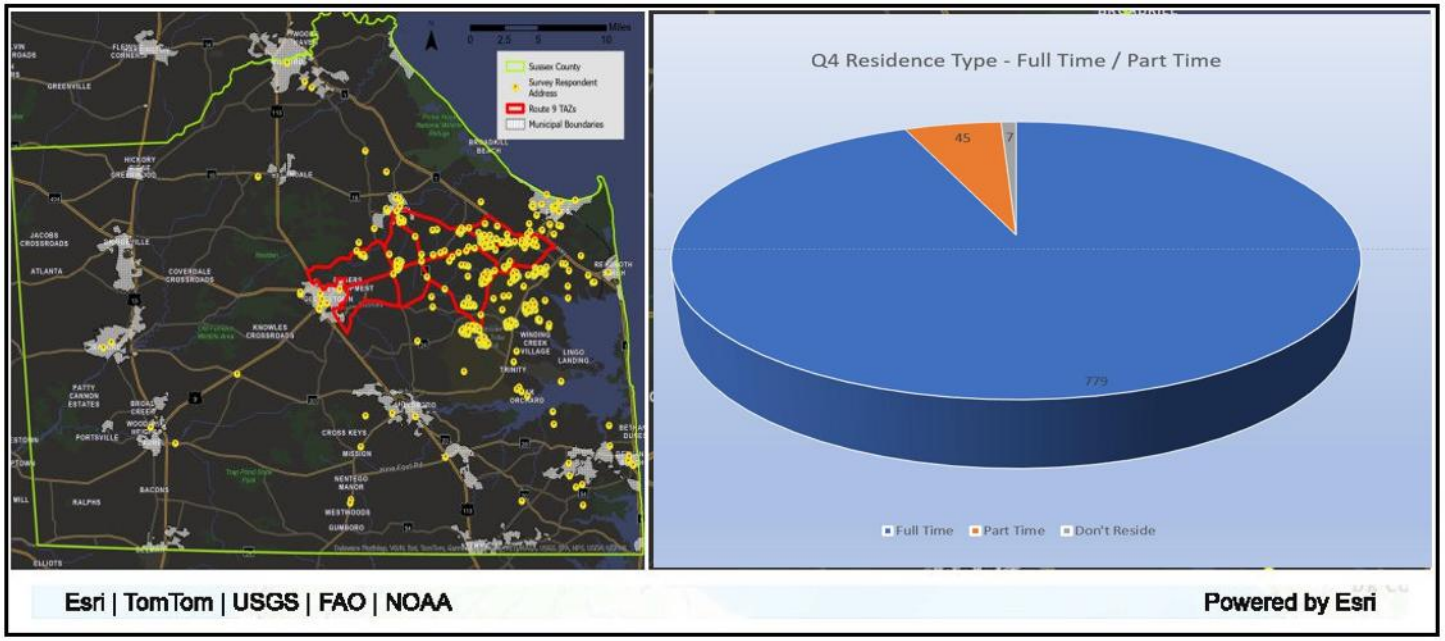
Question #1 - Name

Question #2 - Email

Question #3 - Where do you live? *



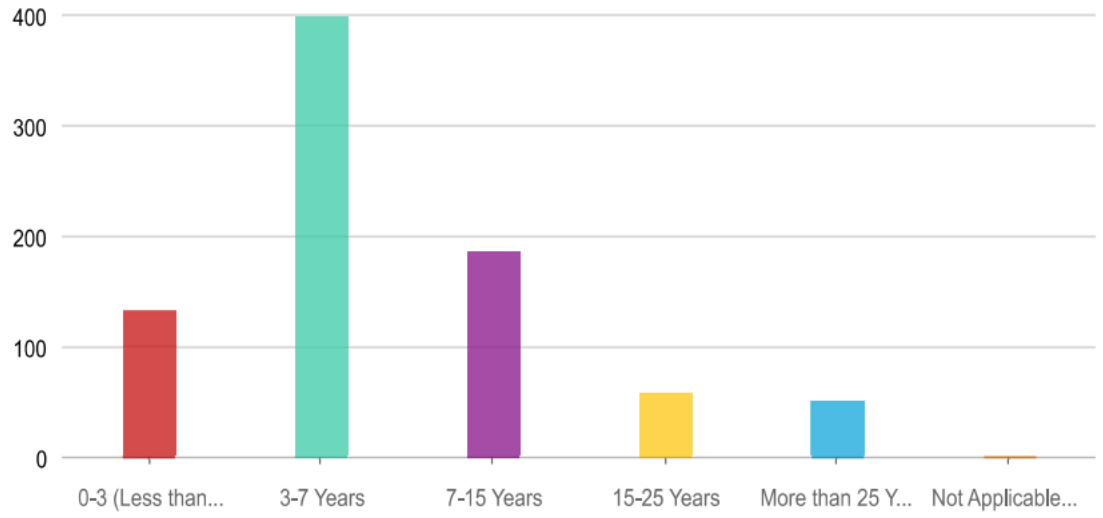
Question #4 - Please describe your home or residence in Sussex County: *



Answers	Count	Percentage
I am a Full-time resident - Year-Round Resident	779	93.74%
I am a Part-time/Seasonal Resident	45	5.42%
I do not reside in Sussex County - I travel to the County for work/school	2	0.24%
Other	5	0.6%

Answered: 831 Skipped: 0

5. **How long have you lived in Sussex County**?



Answers	Count	Percentage
0-3 (Less than 3 years)	133	16%
3-7 Years	399	48.01%
7-15 Years	187	22.5%
15-25 Years	58	6.98%
More than 25 Years	52	6.26%
Not Applicable (Non-residents)	2	0.24%

Answered: 831 Skipped: 0

6) How many adults over 18 years of age live in your household?

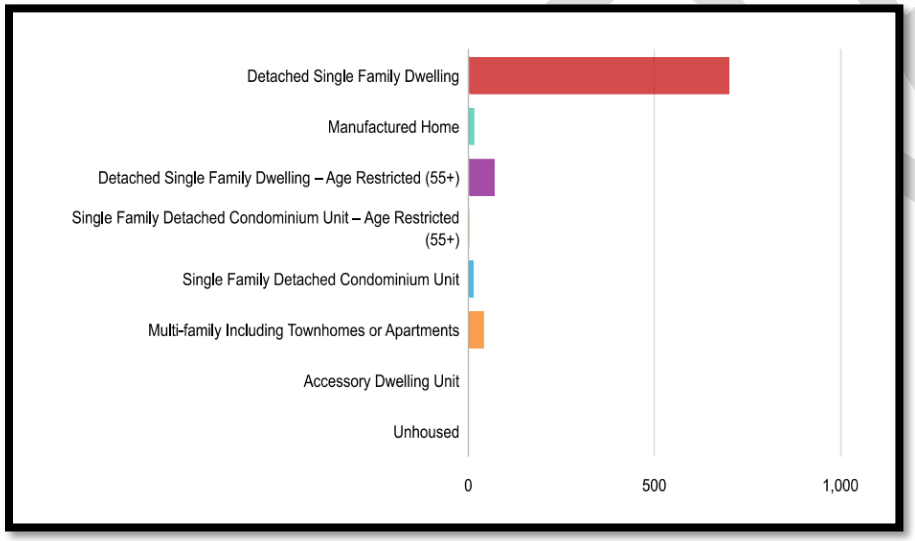
Total sum from the 831 respondents – 2,451 (AVG 2.9 per respondent

7) How many children under 18 years of age live in your household?

Total sum from the 831 respondents – 133 (AVG 0.16 per respondent

6. **What type of housing do you currently live in**?

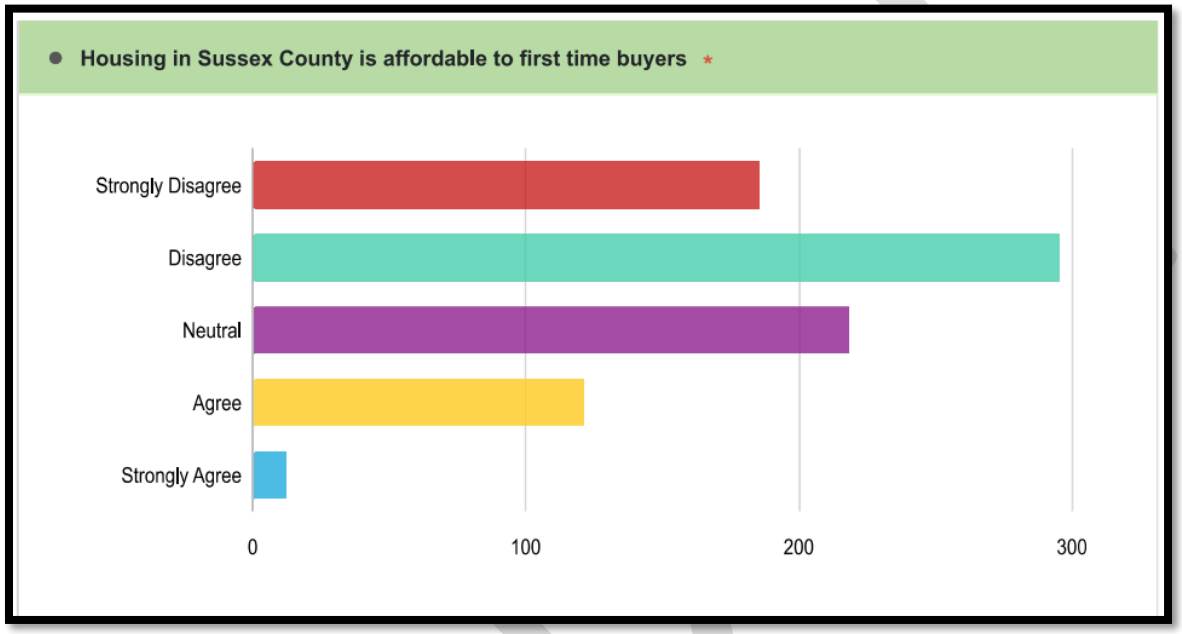
Detached Single Family Dwelling	697
Manufactured Home	15
Multi-family Including Apartment	67
Detached SFD - Age Res (55+)	2
SFD Condominium- Age Res (55+)	11
Accessory Dwelling Unit	39
Unhoused/Other	0
Other	0



DRAFT

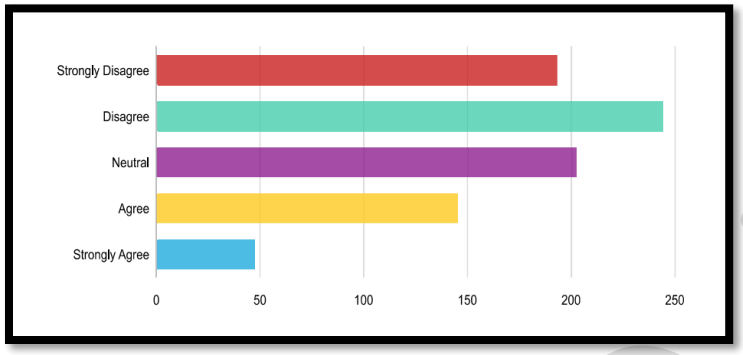
7. **Thinking about housing, please could you score the following statements from strongly disagree to strongly agree.**
    - First-time buyer housing in Sussex County is affordable to first-time buyers.

Strongly Disagree	185
Disagree	295
Neutral	218
Agree	121
Strongly Agree	12



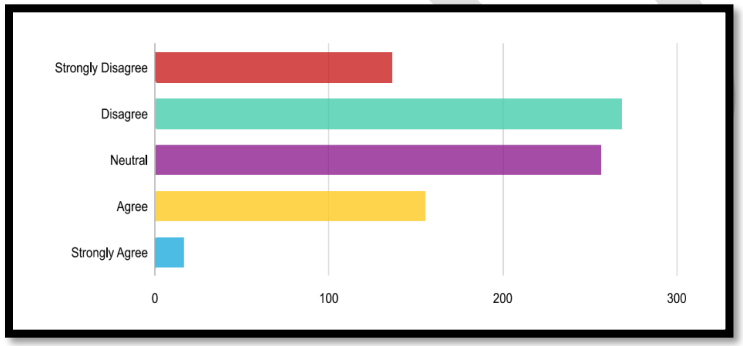
- There is sufficient first¬ time buyer housing available in Sussex County to meet market demand.

Strongly Disagree	193
Disagree	244
Neutral	202
Agree	145
Strongly Agree	47



- Overall, housing in Sussex County is affordable to purchase.

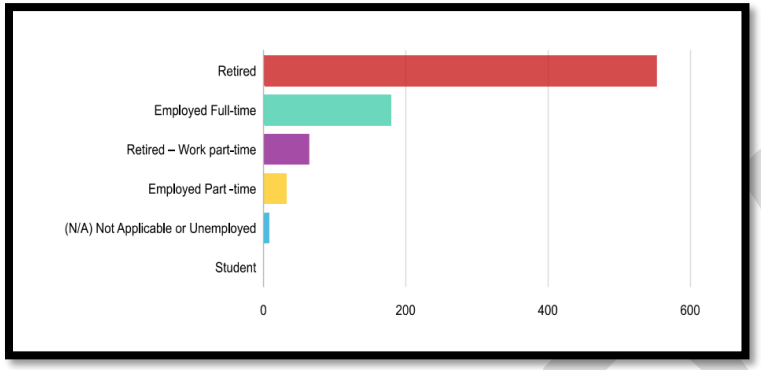
Strongly Disagree	136
Disagree	268
Neutral	256
Agree	155
Strongly Agree	16



DRAFT

8. What is your current employment status?

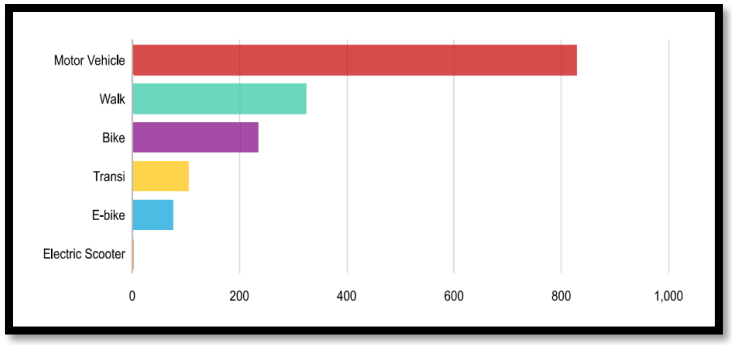
Employed Full-Time	178
Employed Part-Time	31
Retired	552
Retired - Work Part Time	63
Student	0
Unemployed	7



9. Please select the ways you travel around Sussex County

Motor Vehicle	827
Walk	323
Bike	233
Transit	103
E-bike	75
Electric Scooter	1

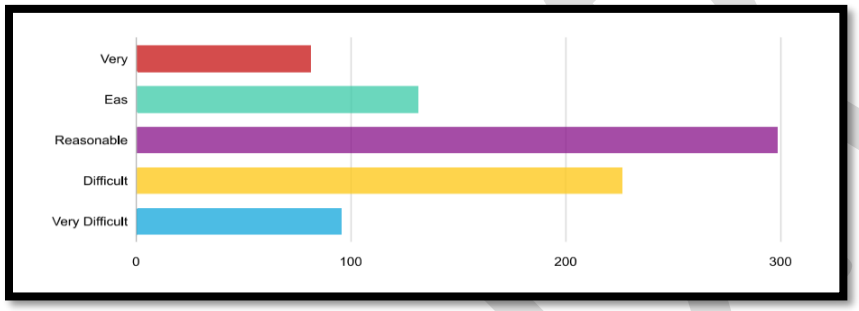
DRAFT



10. Thinking about your ease of access to healthcare services, and based on your personal experience, please could you rate your ease of access to the following from Very Difficult to Very Easy

- Access to Primary Care Doctor's Services in the last 24 months

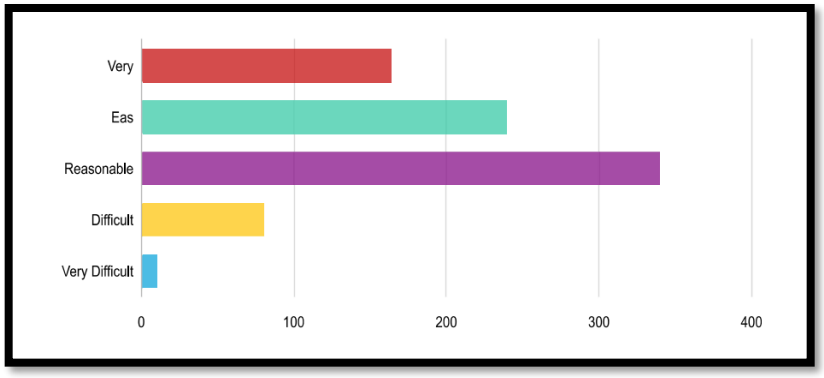
Very Easy	81
Easy	131
Reasonable	298
Difficult	226
Very Difficult	95



- Access to Walk-In Center Services in the last 24 months

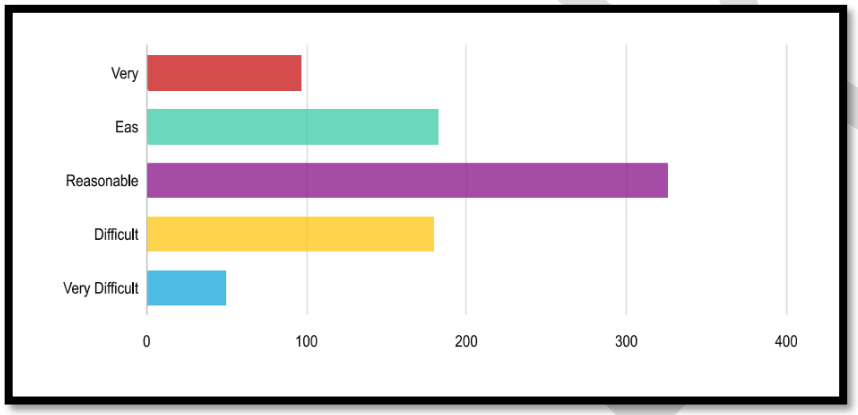
Very Easy	163
Easy	239
Reasonable	339
Difficult	80
Very Difficult	10

DRAFT



- Access to a Hospital or Special Medical Center for Outpatient Services in last 24 months

Very Easy	96
Easy	182
Reasonable	325
Difficult	179
Very Difficult	49

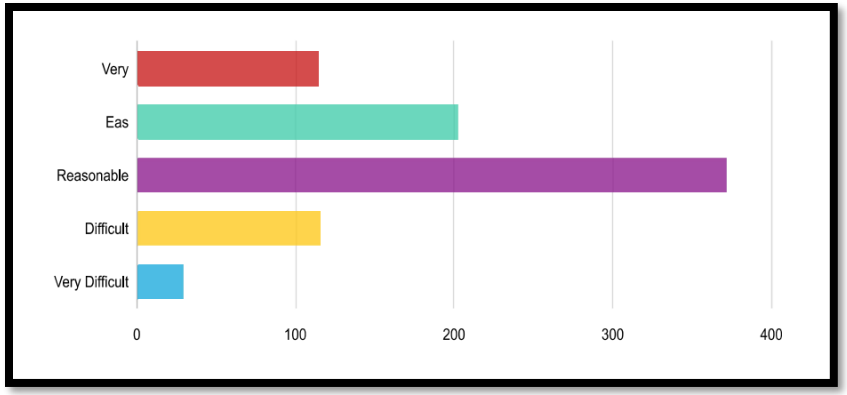


- Access to a Hospital or Emergency Room for Emergency Care in the last 24 months

Very Easy	114
Easy	202
Reasonable	371

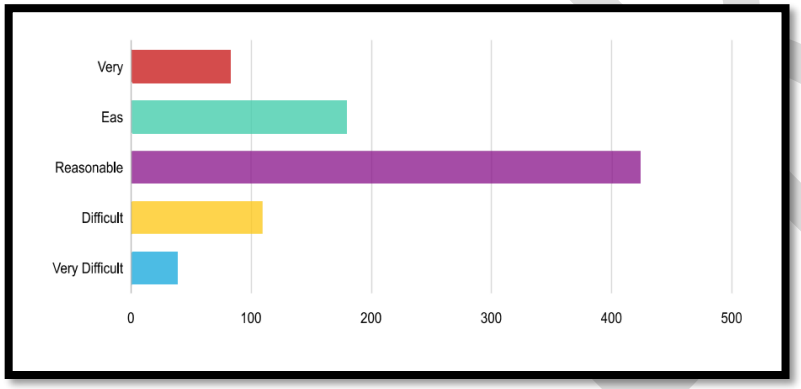
DRAFT

Difficult	115
Very Difficult	29



- Access to non-urgent telehealth care in the last 24 months

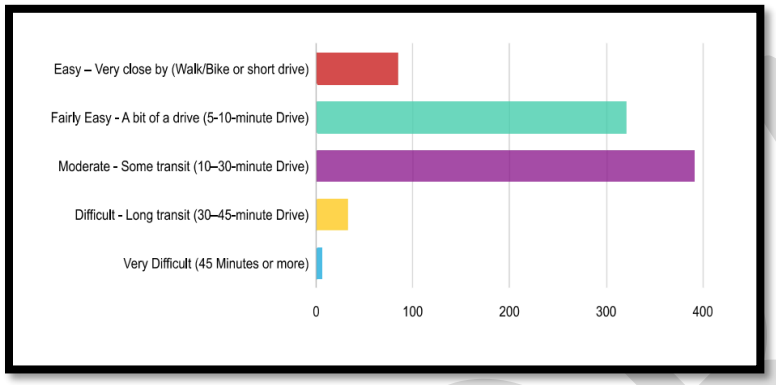
Very Easy	82
Easy	179
Reasonable	423
Difficult	109
Very Difficult	38



DRAFT

11. **Thinking about your ease of access to household essentials, grocery, or medications, and based on your personal experience - Please choose from the options below: ***

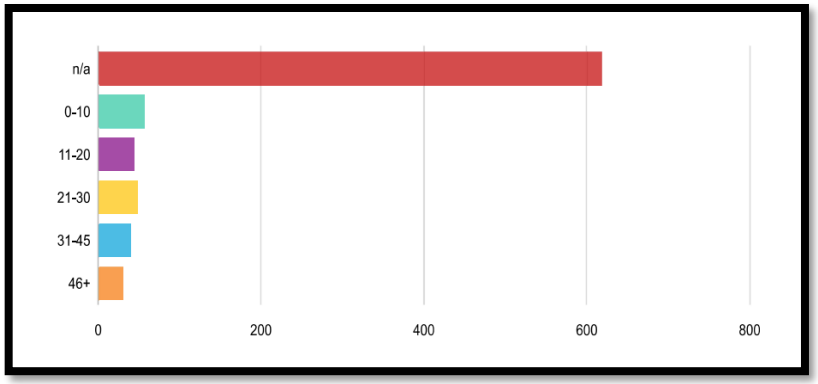
Easy – Very close by (Walk/Bike or short drive)	84
Fairly Easy - A bit of a drive (5-10-minute Drive)	320
Moderate - Some transit (10–30-minute Drive)	390
Difficult - Long transit (30–45-minute Drive)	32
Very Difficult (45 Minutes or more)	5



12. **What is your typical travel time for the following destinations? Typical travel times (minutes)**
    - Work

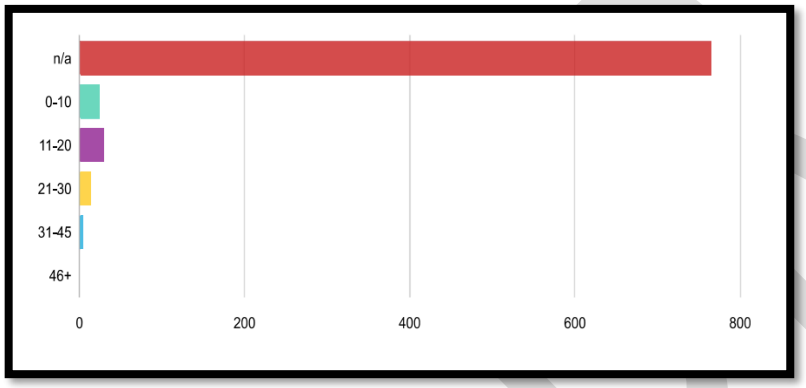
N/A	617
0 to 10	56
11 to 20	43
21 to 30	47
31 to 45	39
46+	29

DRAFT



- School

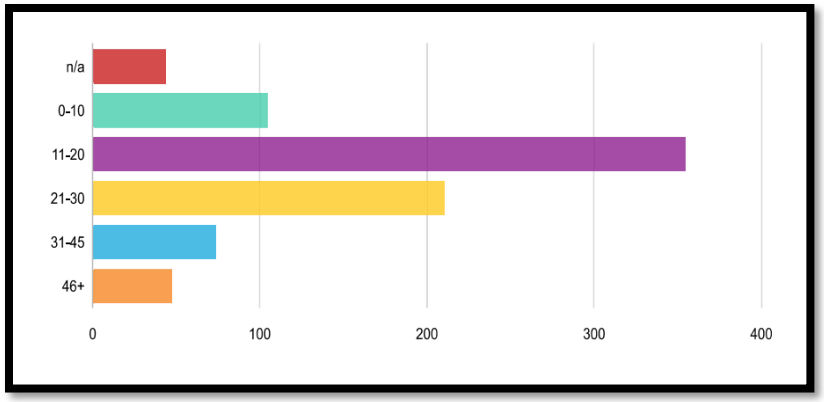
N/A	764
0 to 10	23
11 to 20	28
21 to 30	13
31 to 45	3
46+	0



- Primary Doctor

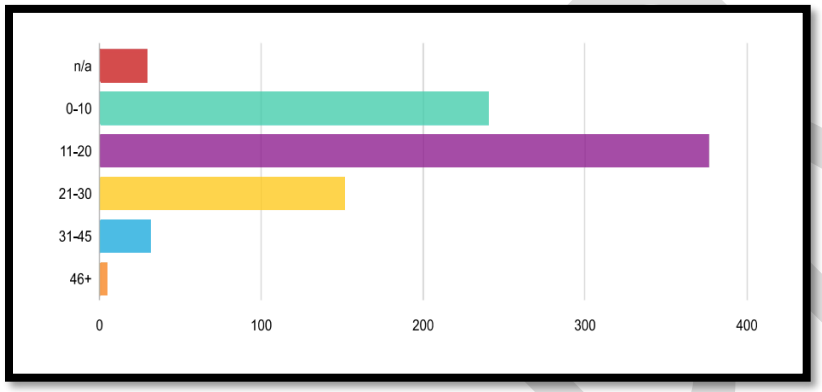
N/A	43
0 to 10	104
11 to 20	354
21 to 30	210
31 to 45	73
46+	47

DRAFT



- Walk-In Center/ Urgent Care Service

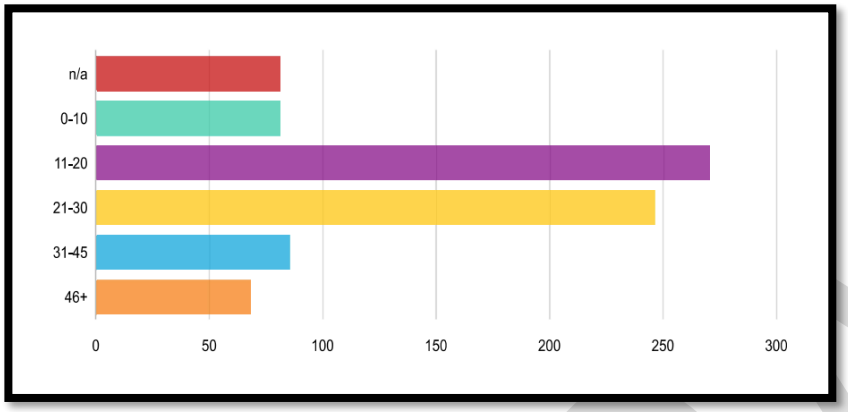
N/A	29
0 to 10	240
11 to 20	376
21 to 30	151
31 to 45	31
46+	4



DRAFT

- Special Medical Center for Outpatient

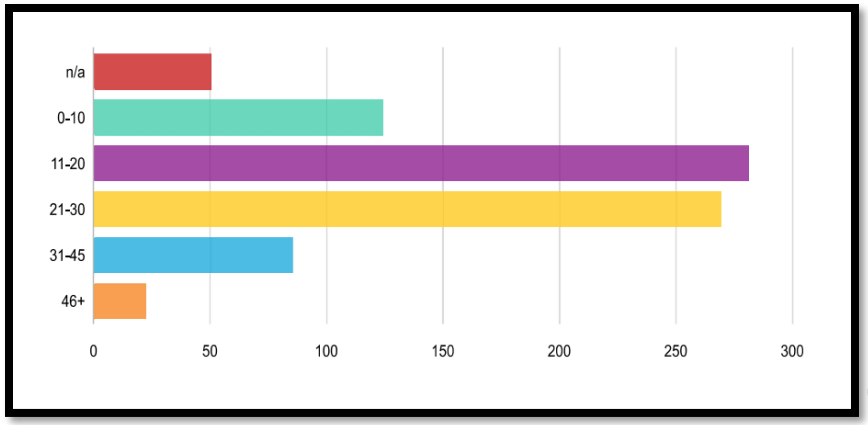
N/A	81
0 to 10	81
11 to 20	270
21 to 30	246
31 to 45	85
46+	68



- Hospital or Emergency Room for Emergency Care, Pharmacy, Grocery, Retail

N/A	50
0 to 10	124
11 to 20	281
21 to 30	269
31 to 45	85
46+	22

DRAFT



13. **Sussex County & the State of Delaware are studying road corridors and future development in the eastern portion of the County. What location for new residential development or commercial in Sussex County would be most appropriate? ***

Along Rt.1 (Yellow)	132
Along Rt.24 (Orange)	124
Rt. 9 (Green)	148
Along Rt. 113 (Blue)	270
Along Rt. 16 (Purple)	157

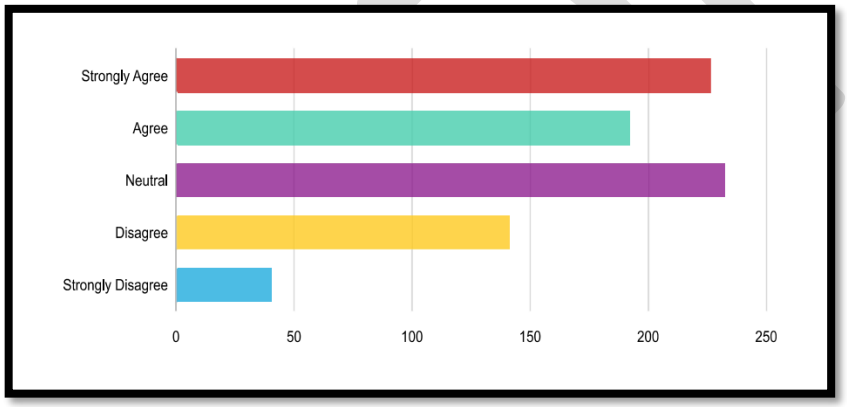
DRAFT



14. When considering the location of future development types along the Route 9 Corridor from Georgetown to Lewes (GREEN) please score the following statements from strongly disagree to strongly agree.

- Route 9 should be predominantly agricultural corridor.

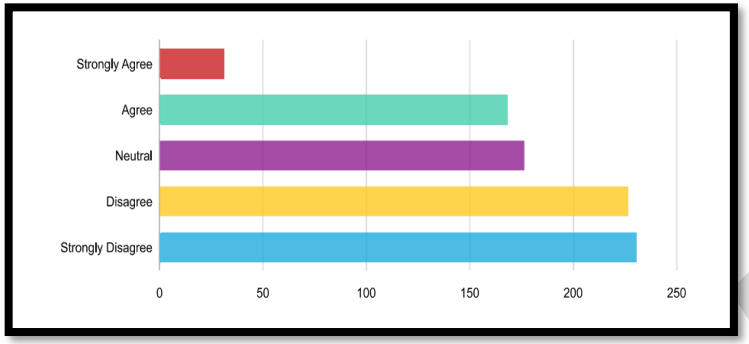
Strongly Disagree	40
Disagree	141
Neutral	232
Agree	192
Strongly Agree	226



DRAFT

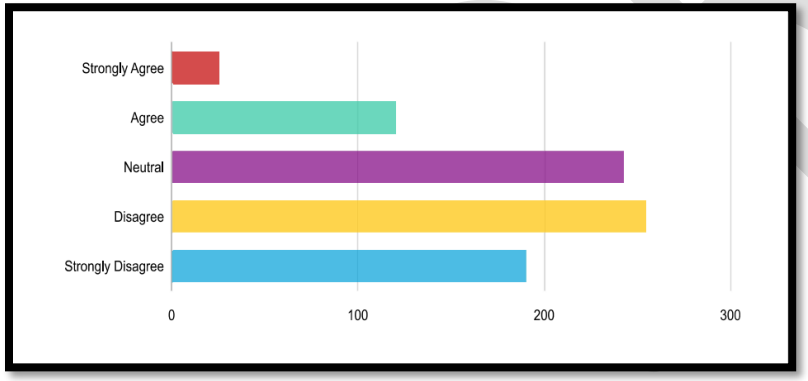
- Route 9 should be predominantly commercial/business corridor.

Strongly Disagree	230
Disagree	226
Neutral	176
Agree	168
Strongly Agree	31



- Route 9 should be predominantly residential corridor.

Strongly Disagree	190
Disagree	254
Neutral	242
Agree	120
Strongly Agree	25

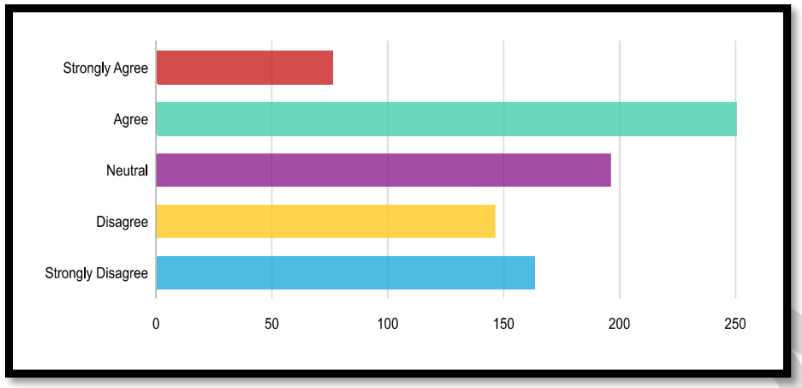


- Route 9 should be mixed-use commercial and residential corridor.

Strongly Disagree	163

DRAFT

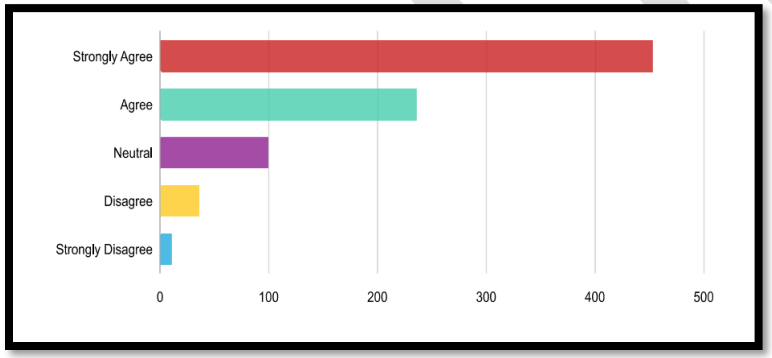
Disagree	146
Neutral	196
Agree	250
Strongly Agree	76



15. Along the US 9 Corridor between Rt. 1 and US 113 (Green) indicates your preferences for the statements below: * (Strongly agree to Strongly Disagree)

- Open space and agricultural land should be preserved.

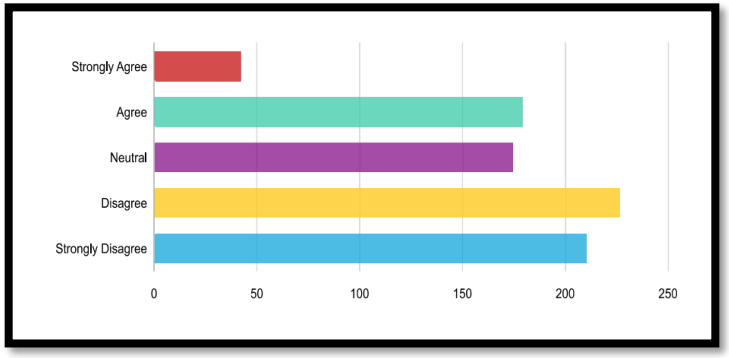
Strongly Agree	452
Agree	235
Neutral	99
Disagree	35
Strongly Disagree	10



DRAFT

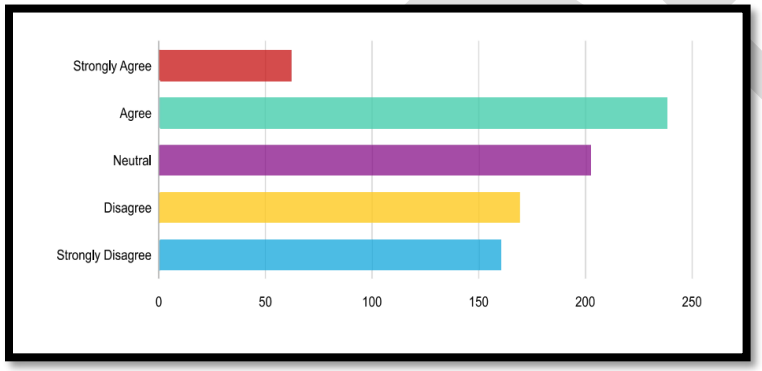
- Spread residential development along the corridor.

Strongly Agree	42
Agree	179
Neutral	174
Disagree	226
Strongly Disagree	210



- Concentrate residential development within or near existing development (Georgetown or Lewes areas)

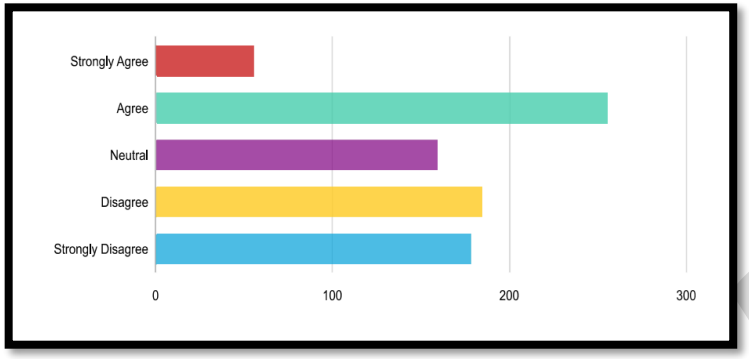
Strongly Agree	62
Agree	238
Neutral	202
Disagree	169
Strongly Disagree	160



DRAFT

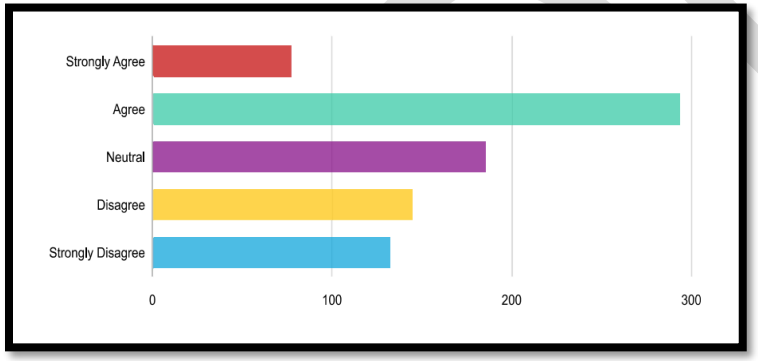
- Spread commercial development along the corridor.

Strongly Agree	55
Agree	255
Neutral	159
Disagree	184
Strongly Disagree	178

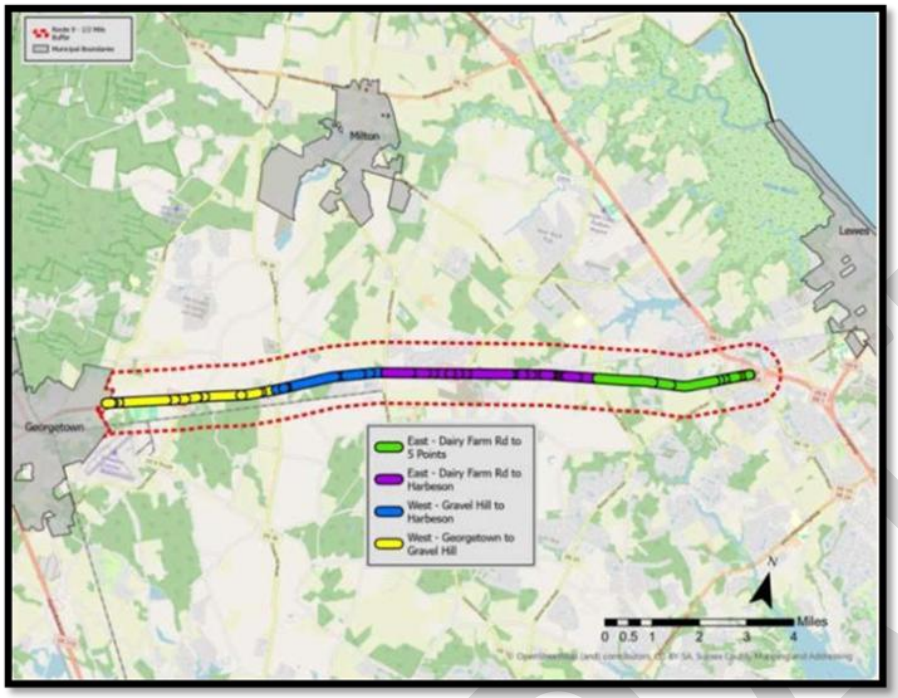


- Concentrate commercial development within or near existing development (Georgetown or Lewes areas)

Strongly Agree	77
Agree	293
Neutral	185
Disagree	144
Strongly Disagree	132

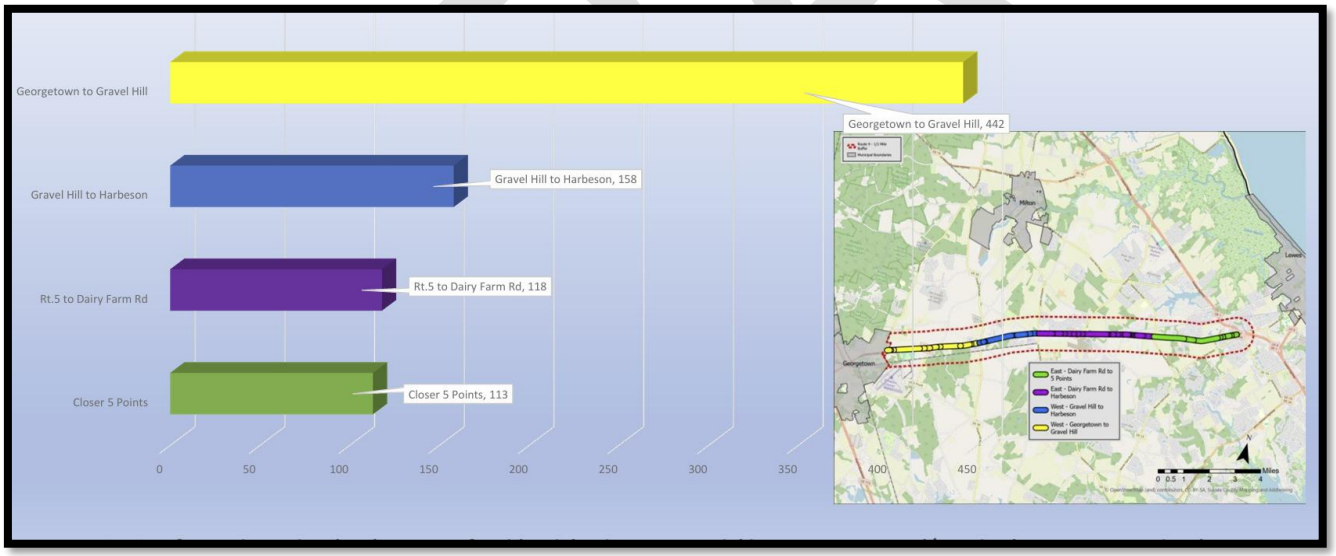


DRAFT



16. If more intensive development of residential units, commercial improvements, and/or mixed-use were permitted or incentivized on Route 9, where on Route 9 would more residential improvements be most appropriate?

- East - Closer to Five Points and Lewes (Green) 77
- East - Harbeson to Dairy Farm Rd (Purple) 293
- West - Gravel Hill to Harbeson (Blue) 185
- West - Georgetown and the airport to Gravel Hill (Yellow) 144



17. What is your favorite activity in Sussex County for recreation?

- Boating

Favorite - Frequently	54
Moderate - Occasionally	265
Least Favorite - Rarely/Never	512

- Parks/Playgrounds

Favorite - Frequently	305
Moderate - Occasionally	370
Least Favorite - Rarely/Never	156

- Fishing

Favorite - Frequently	81
Moderate - Occasionally	217
Least Favorite - Rarely/Never	533

- Hunting

Favorite - Frequently	12
Moderate - Occasionally	39
Least Favorite - Rarely/Never	780

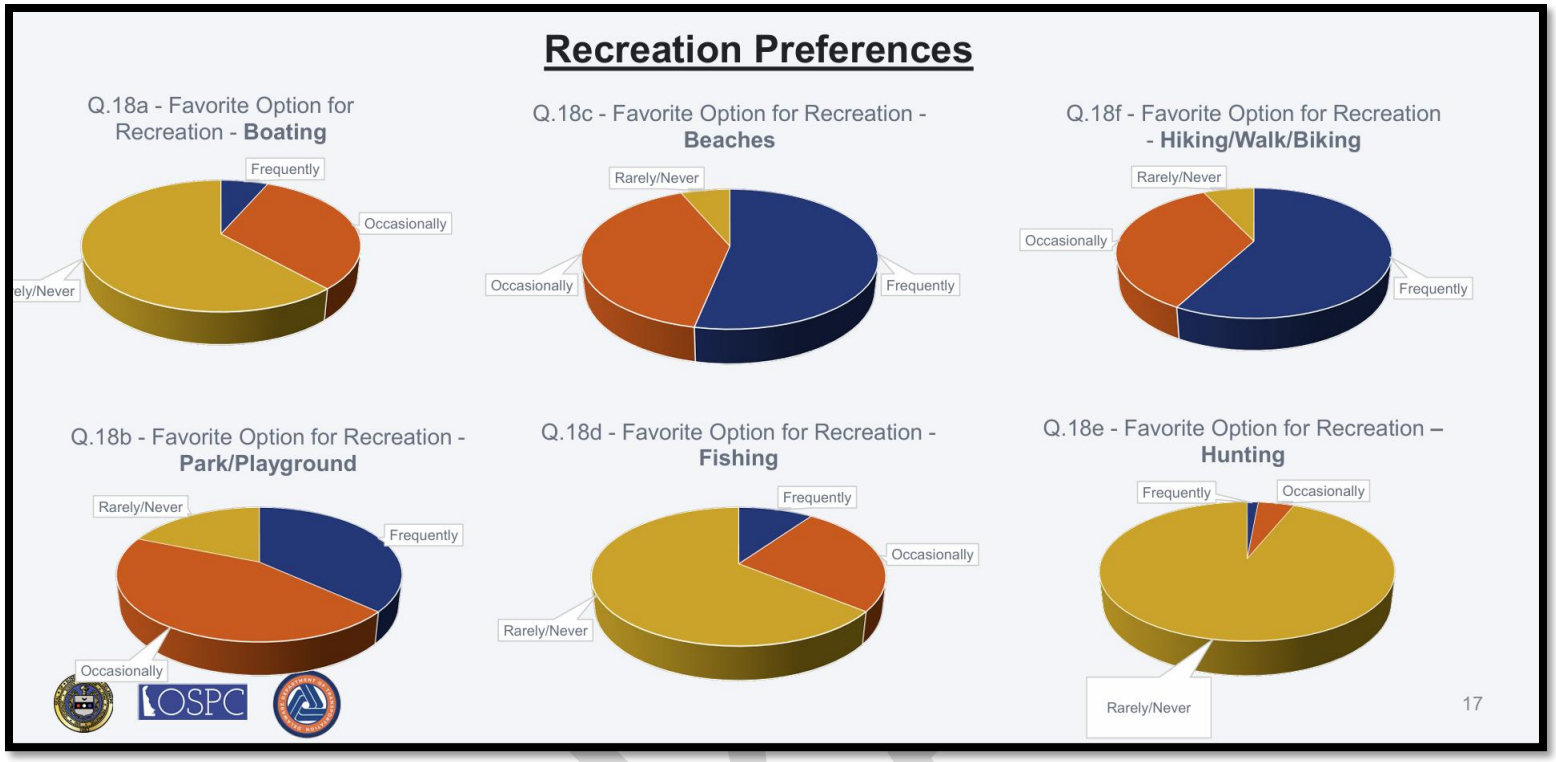
- Beaches

Favorite - Frequently	442
Moderate - Occasionally	336
Least Favorite - Rarely/Never	53

- Hiking/Walking/Biking

Favorite - Frequently	481
Moderate - Occasionally	291
Least Favorite - Rarely/Never	59

DRAFT



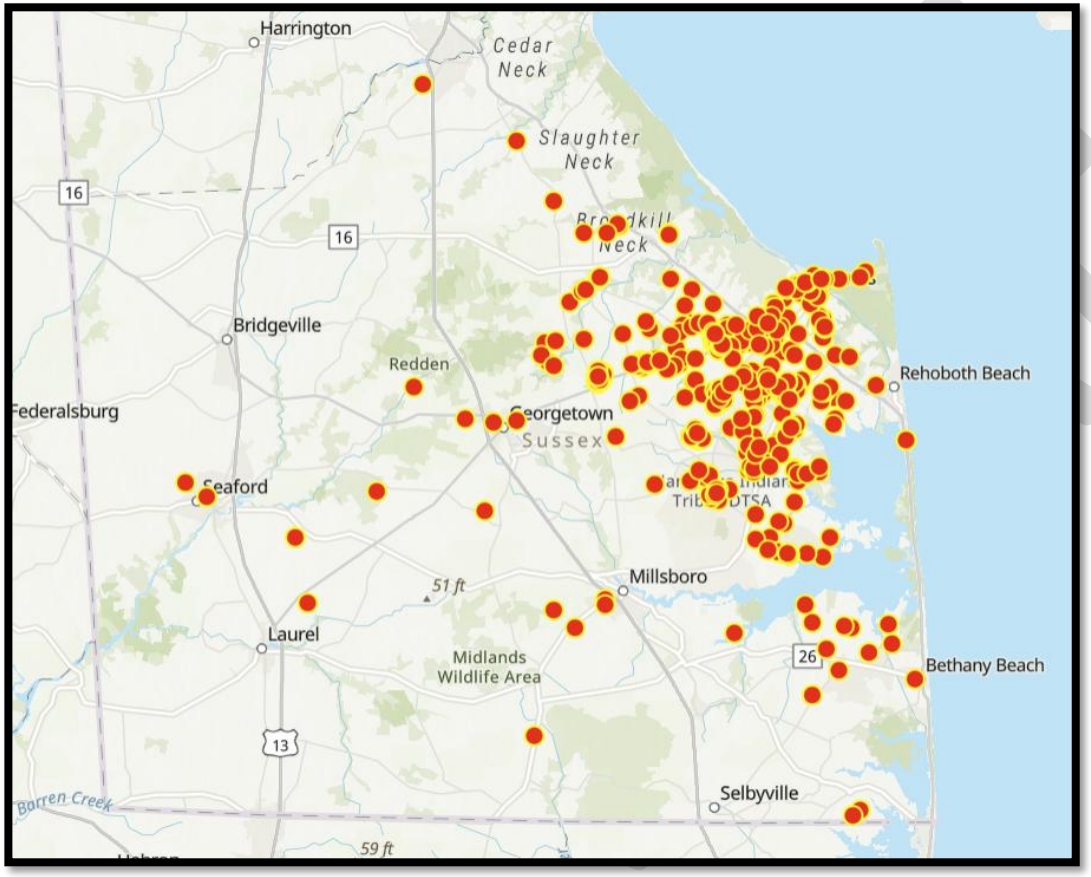
18. What is your favorite place in Sussex County for recreational purposes?
    See full response data on the County Website

DRAFT

APPENDIX 2: FULL PUBLIC SURVEY #2 RESULTS

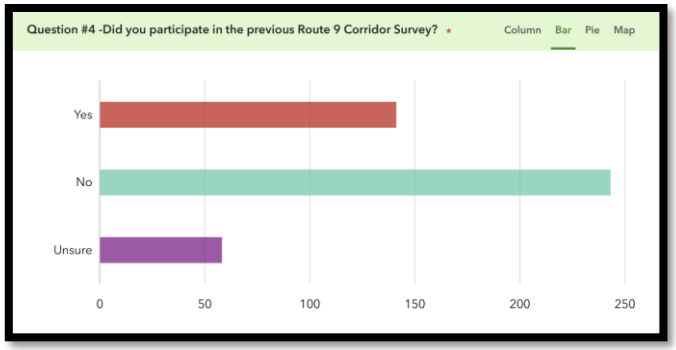
442 Total Responses were received

Q1 - What is your name?
Q2 - Email Address?
Q3 - Where do you live?



Q4 - Did you participate in the previous Route 9 Corridor Survey?

Yes	141
No	243
Unsure	58



Q5 - Purpose & Function - Having reviewed the three scenarios and their supporting data, which scenario do you think best supports the intended purpose and long-term function of the Route 9 Corridor?

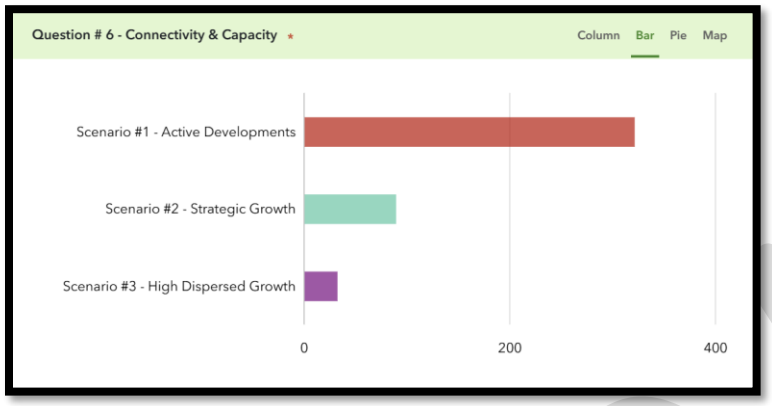
Scenario #1 - Active Developments	326
Scenario #2 - Strategic Growth	90
Scenario #3 - High Dispersed Growth	26



DRAFT

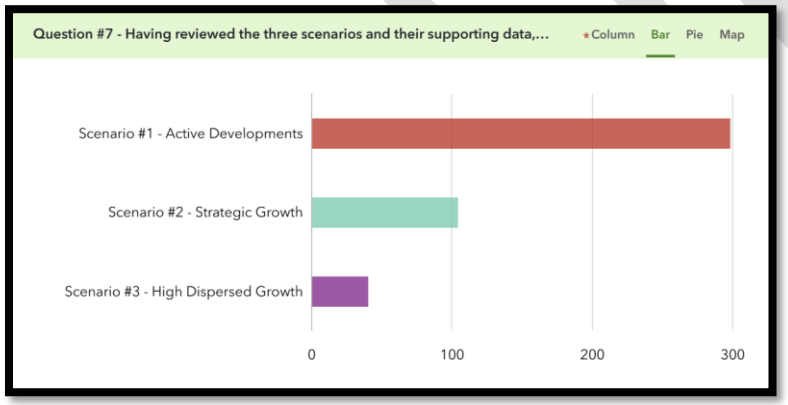
Q6 - Connectivity & Capacity - Having reviewed the three scenarios and their supporting data, which scenario do you think best addresses future transportation capacity needs and connectivity between Lewes and Georgetown?

Scenario #1 - Active Developments	321
Scenario #2 - Strategic Growth	89
Scenario #3 - High Dispersed Growth	32



Q7 - Affordable Housing - Having reviewed the three scenarios and their supporting data, which scenario do you think best addresses the need for affordable housing opportunities along the Route 9 Corridor?

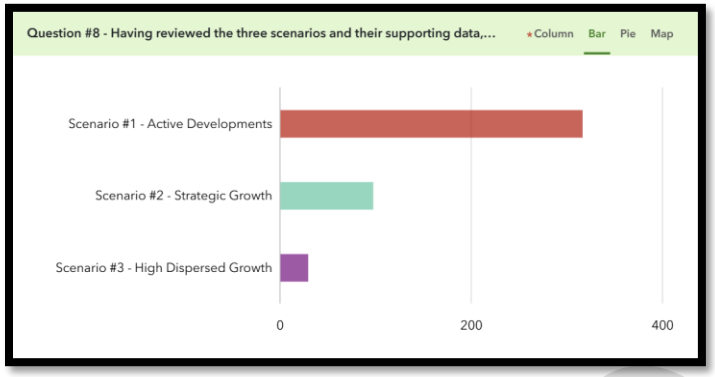
Scenario #1 - Active Developments	298
Scenario #2 - Strategic Growth	104
Scenario #3 - High Dispersed Growth	40



DRAFT

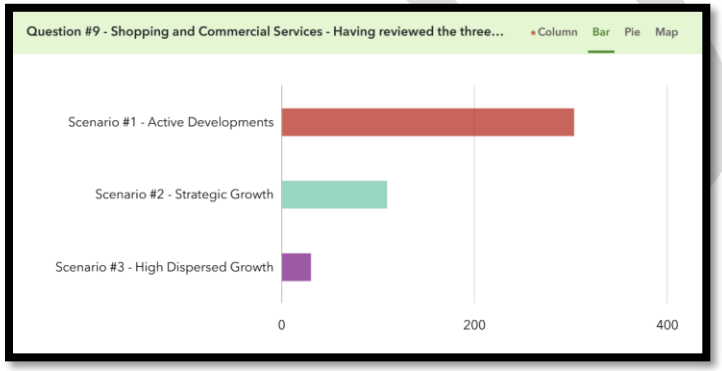
Q8 - Medical Access - Having reviewed the three scenarios and their supporting data, which scenario do you think best supports sustained access to Urgent Care services and improves access to healthcare facilities and medical services for residents along the Route 9 Corridor?

Scenario #1 - Active Developments	316
Scenario #2 - Strategic Growth	97
Scenario #3 - High Dispersed Growth	29



Q9 - Shopping and Commercial Services - Having reviewed the three scenarios and their supporting data, which scenario do you think best addresses the need for convenient access to shopping, retail establishments, and essential commercial services along the Route 9 Corridor?

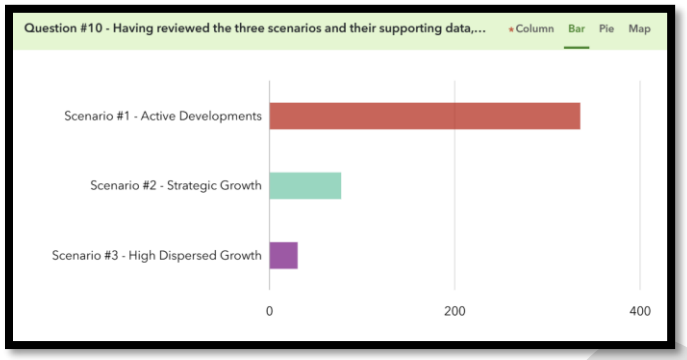
Scenario #1 - Active Developments	303
Scenario #2 - Strategic Growth	109
Scenario #3 - High Dispersed Growth	30



DRAFT

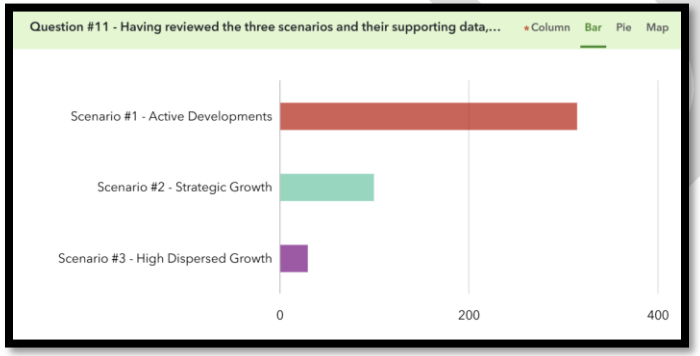
Q10 - Recreation, Environmental Protection, & Open Space Preservation - Having reviewed the three scenarios and their supporting data, which scenario do you think best balances access to recreational opportunities, enhancement and protection of the Lewes-Georgetown Trail, and preservation of environmental resources and open spaces along the Route 9 Corridor?

Scenario #1 - Active Developments	335
Scenario #2 - Strategic Growth	77
Scenario #3 - High Dispersed Growth	30



Q11 - Overall Preferred Growth Scenario - Having reviewed the three scenarios and their supporting data, which scenario do you believe best balances future growth, transportation needs, housing affordability, access to essential services, and preservation of the Route 9 Corridor's existing community character?

Scenario #1 - Active Developments	314
Scenario #2 - Strategic Growth	99
Scenario #3 - High Dispersed Growth	29



DRAFT