

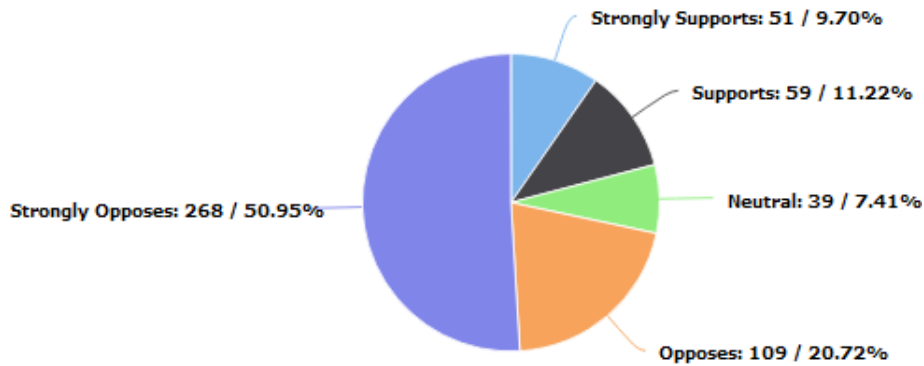
Summary

Response Total 526

Page 1

Alternative #1: Compact Roundabout The Roundabout would fit within the existing intersection plus DeIDOT existing Right-of-Way (ROW) and include lighting to illuminate the approaches and roundabout. This roundabout is smaller (76' diameter) than the roundabout at Warrington Rd. and Healthy Way (109' diameter) DeIDOT Key Points: Reduces 2045 projected congestion during peak times by ~ 85%, Reduces speed, Lower cost (uses existing funding) and can be done in the near-term, Reduces rear-end accidents and promotes continuous traffic flow, and Preliminary Community Feedback (from OLRC members): Will exceed the bounds of the existing roadway pavement, Adjacent communities are opposed, DeIDOT did not convincingly address the concern of un-balanced traffic flows coming from each entry point, which prevents others from entering roundabout (higher volume on Southbound Warrington Rd than other entry points), Drivers have trouble navigating around the circles, Street light spillage into adjacent communities, and Could potentially exacerbate the issue for The Estates of Sea Chase and Sterling Crossing residents trying to make a left turn onto OLR due to constant traffic flow during peak times.

Answered 526, Skipped 0, Response Total 526



Answered 526, Skipped 0, Response Total 526

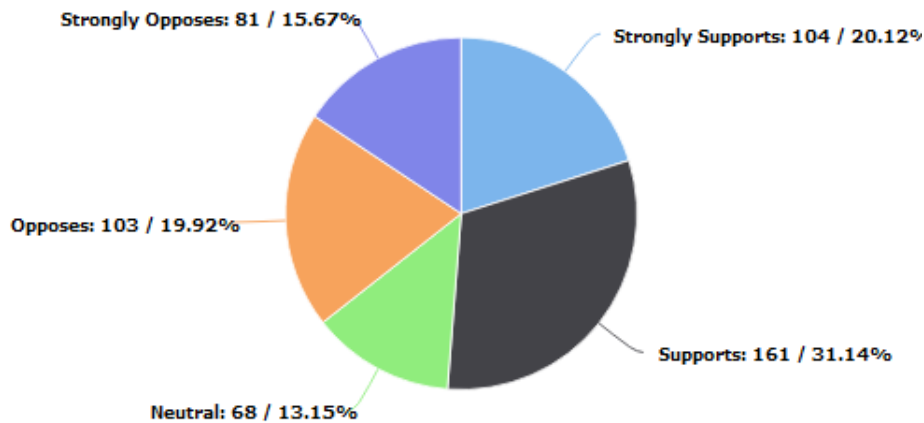
Answer Choice	Selections	% All Question Responses	% All Survey Responses
Strongly Supports	51	9.70%	9.70%
Supports	59	11.22%	11.22%
Neutral	39	7.41%	7.41%
Opposes	109	20.72%	20.72%
Strongly Opposes	268	50.95%	50.95%
Mean, Median, Mode			
3.92, 5, Strongly Opposes			

Please use this space for any additional comments regarding Alternative #1.

Page 2

Alternative #2: Signalized Intersection maintaining existing lanes This alternative would fit into the existing intersection, maintains lane configurations and adds pedestrian crosswalks. DeIDOT Key Points: Reduces congestion during peak times by ~ 70%, Lower cost (uses existing funding) and can be done in the near-term, Increases potential for rear-end collisions and speeding through the light(s), No additional lighting required Provides pedestrian cross-walks, and Requires some Right-Of-Way (ROW) for arm pole to mount/support signals. Preliminary Community Feedback (from OLRC members): Provides some immediate relief to Peak Summertime traffic congestion, Provides a better chance for adjacent communities to enter/exit their communities, Signal will need to be timed carefully, to prevent backup of traffic in front of adjacent communities Lack of Southbound and Northbound turn lanes onto Warrington Road is likely to cause congestion and travel delays.

Answered 517, Skipped 9, Response Total 526



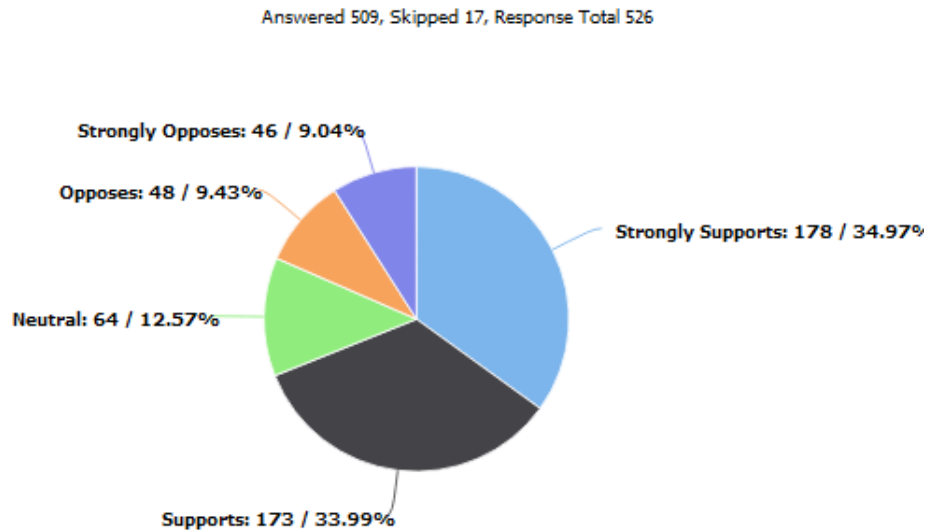
Answered 517, Skipped 9, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
Strongly Supports	104	20.12%	19.77%
Supports	161	31.14%	30.61%
Neutral	68	13.15%	12.93%
Opposes	103	19.92%	19.58%
Strongly Opposes	81	15.67%	15.40%
Mean, Median, Mode			
2.80, 2, Supports			

Please use this space to provide any additional comments regarding Alternative #2.

Page 3

OLRC Proposed Enhancements to Alternative 2:OLRC would like to request DeIDOT consider changing the Stop-Sign to a signal and utilize existing DeIDOT Right-of-Way (ROW) to provide a right turn lane on OLR Northbound onto Warrington Road and a left turn lane on OLR Southbound onto Warrington Rd. This would allow through traffic to flow without getting backed up by cars trying to turn onto Warrington from OLR. This enables OLR through traffic to flow instead of being held-up by vehicles making a turn onto Warrington Road. Expect this would be minimally invasive and utilize existing DeIDOT ROW. This is an option that we can propose to DeIDOT if there is a favorable sentiment.



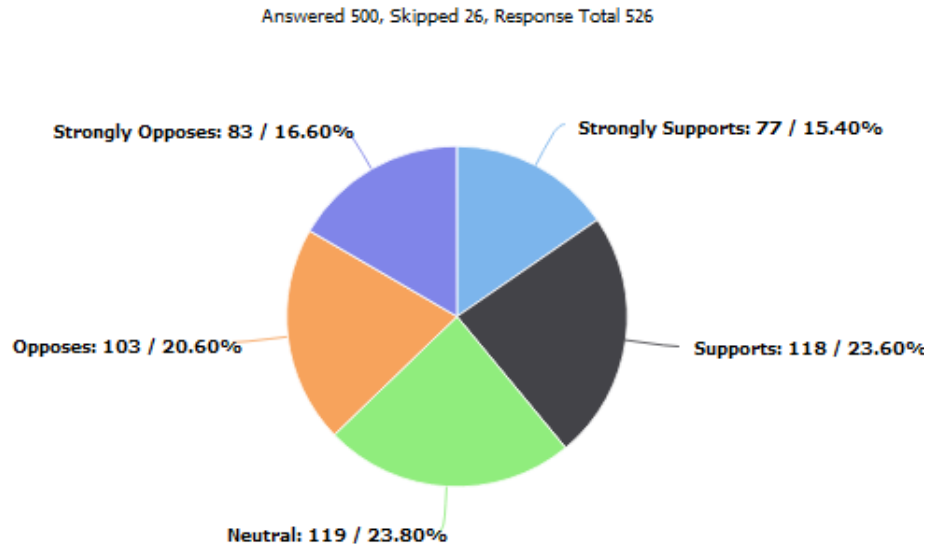
Answered 509, Skipped 17, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
Strongly Supports	178	34.97%	33.84%
Supports	173	33.99%	32.89%
Neutral	64	12.57%	12.17%
Opposes	48	9.43%	9.13%
Strongly Opposes	46	9.04%	8.75%
Mean, Median, Mode			
2.24, 2, Strongly Supports			

Please use this space to provide any additional comments regarding the OLRC Proposed Changes to Alternative #2.

Alternative # 3: Signalized Intersection with Added Lanes (FY2025 Capital Transportation Plan) This is the proposed Henlopen Transportation Improvement District (TID) recommended solution, but will not start until FY 2025 and take 4 to 5 years to be implemented due to Right-Of-Way (ROW)/land acquisition needed to build this solution. This option reflects what is currently planned, and will happen regardless of implementation of Alternatives 1 or 2. DeIDOT Key Points: Widens OLR and Warrington Rd to accommodate dedicated turn lanes, Provides pedestrian crosswalks, Requires some utility

relocation, and Requires substantial ROW acquisition Preliminary Community Feedback: Timeframe is not good, given all the new construction and on-going summer back-ups on OLR, Mitigates 2045 projected traffic congestion by 80%, Signal will need to be timed carefully, to prevent backup of traffic in front of adjacent communities Lesser impact to existing adjacent communities (except for the B&B).



Answered 500, Skipped 26, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
Strongly Supports	77	15.40%	14.64%
Supports	118	23.60%	22.43%
Neutral	119	23.80%	22.62%
Opposes	103	20.60%	19.58%
Strongly Opposes	83	16.60%	15.78%
Mean, Median, Mode			
2.99, 3, Neutral			

Please use this space to provide additional comments regarding Alternative #3.

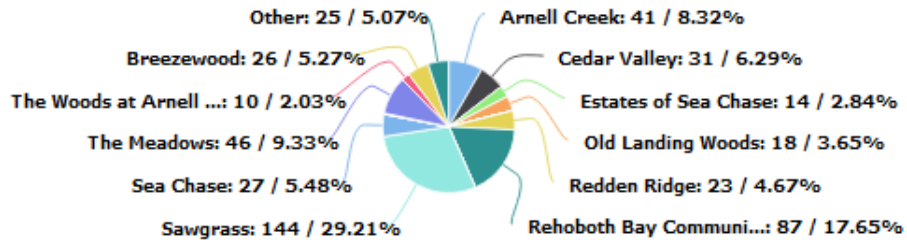
Page 5

Respondent Information The following section captures respondent information to help better understand how residents are utilizing the Old Landing Road Corridor and their proximity to the 4-Way stop on Old Landing Road.

Page 6

Please select your OLR Community from the list below. If your community is not listed, or if you do not live in a community, please select "Other" and provide your community or address in the box below.

Answered 493, Skipped 33, Response Total 526

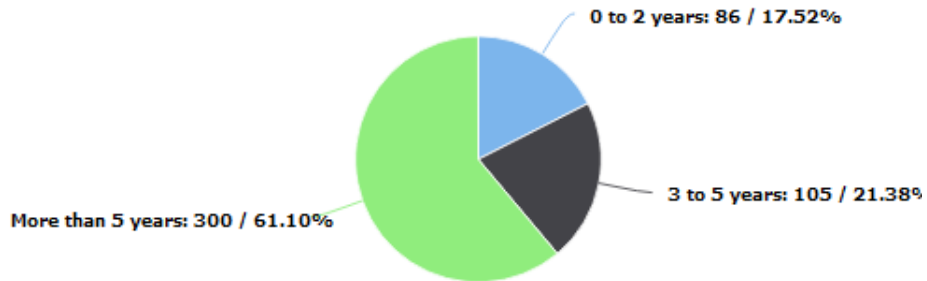


Answered 493, Skipped 33, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
Arnell Creek	41	8.32%	7.79%
Cedar Valley	31	6.29%	5.89%
Estates of Sea Chase	14	2.84%	2.66%
Old Landing Woods	18	3.65%	3.42%
Marshall Road Community			
Pine Valley			
Redden Ridge	23	4.67%	4.37%
Rehoboth Bay Community Assn.	87	17.65%	16.54%
Rehoboth Shores			
Sawgrass	144	29.21%	27.38%
Sea Chase	27	5.48%	5.13%
Stonewood			
Sterling Crossing	1	0.20%	0.19%
The Landing			
The Meadows	46	9.33%	8.75%
The Woods at Arnell Creek	10	2.03%	1.90%
Breezewood	26	5.27%	4.94%
Other	25	5.07%	4.75%

How long have you lived in a community along Old Landing Road?

Answered 491, Skipped 35, Response Total 526

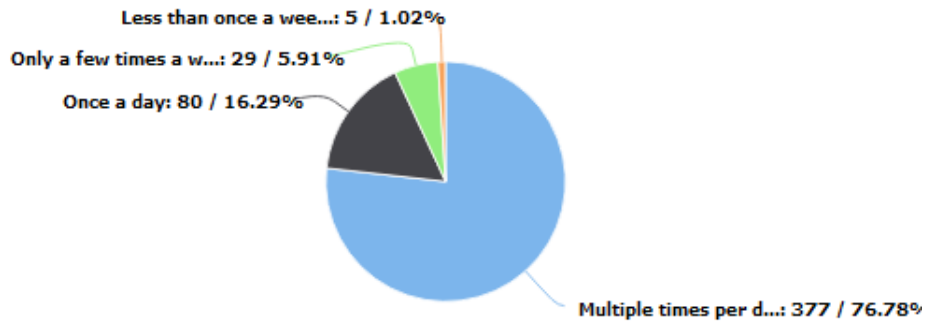


Answered 491, Skipped 35, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
0 to 2 years	86	17.52%	16.35%
3 to 5 years	105	21.38%	19.96%
More than 5 years	300	61.10%	57.03%
Mean, Median, Mode			
2.44, 3, More than 5 years			

When you are here, how often do you drive along Old Landing Road?

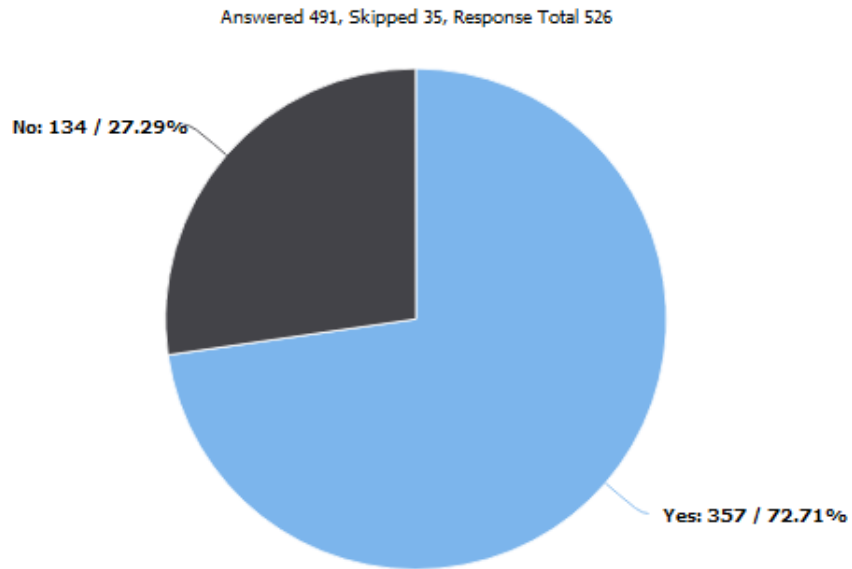
Answered 491, Skipped 35, Response Total 526



Answered 491, Skipped 35, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
Multiple times per day	377	76.78%	71.67%
Once a day	80	16.29%	15.21%
Only a few times a week	29	5.91%	5.51%
Less than once a week	5	1.02%	0.95%
Mean, Median, Mode			
1.31, 1, Multiple times per day			

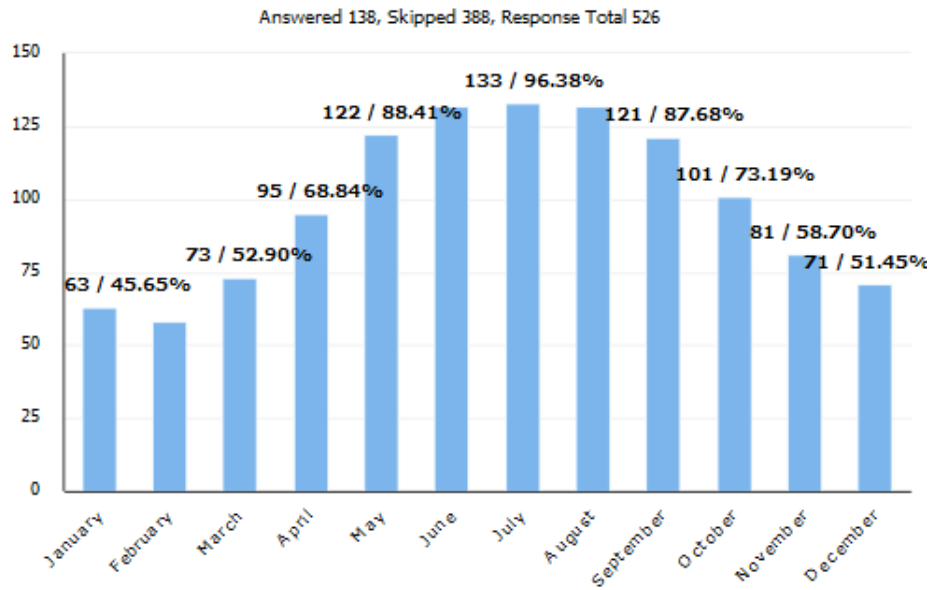
Is this your full-time resident?



Answered 491, Skipped 35, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
Yes	357	72.71%	67.87%
No	134	27.29%	25.48%

NOTE: Please skip this question if you are a Full-time resident. Please select the months of the year when you are residing in you Old Landing Road Coummunity Home.



Answered 138, Skipped 388, Response Total 526

Answer Choice	Selections	% All Question Responses	% All Survey Responses
January	63	45.65%	11.98%
February	58	42.03%	11.03%
March	73	52.90%	13.88%
April	95	68.84%	18.06%
May	122	88.41%	23.19%
June	132	95.65%	25.10%
July	133	96.38%	25.29%
August	132	95.65%	25.10%
September	121	87.68%	23.00%
October	101	73.19%	19.20%
November	81	58.70%	15.40%
December	71	51.45%	13.50%

Please provide any additional constructive information or comments that you would like to add.