

List of meeting materials

Phase 2 Working Group Meeting #8

Monday, April 26, 2021, 6:00 pm
Online

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Updated implementation plan	75

The 2020 Annual Report was provided under separate cover and is also available on the study website, 5points.deldot.gov.





Agenda

Phase 2 Working Group Meeting #8

Monday, April 26, 2021, 6:00 pm
Online

1. Introduction

- Welcome and introductions, including new Working Group members
- Summary of notebook materials
- Approval of January 25, 2021 meeting minutes

2. Presentation: Delaware Byways Program and the Historic Lewes Byway

3. Phase 2 implementation status

- 2020 annual report
- Overall status update

4. Brief update: Coastal Corridors Study

5. Public comment

6. Adjourn



Phase 2 Working Group Meeting #8

April 26, 2021

- **Introduction**
- **Delaware Byways Program and Historic Lewes Byway**
- **Phase 2 implementation status**
- **Update: Coastal Corridors Study**
- **Public comment**

How to raise your hand

- **For Working Group members:**
 - If you are on Zoom on your computer or tablet, click on “Raise Hand” at the bottom of your screen as shown below.
 - If you are on your phone, raise your hand by pressing *9.



Introduction

- **Introductions, including new Working Group members**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of January 25, 2021 Working Group meeting
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of January 25, 2021 meeting minutes**

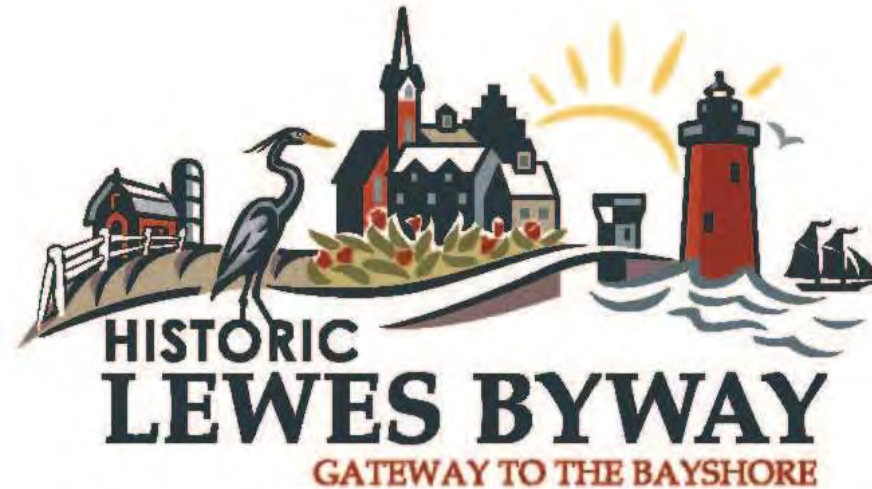
Delaware Byways Program and Historic Lewes Byway



**Regional
Systems
Planning**



DELAWARE BYWAYS PROGRAM AND THE HISTORIC LEWES BYWAY



Five Points Working Group Presentation

Kelly Valencik, Delaware Byways Coordinator, DelDOT

Mary Roth, Executive Director, Delaware Greenways

Delaware Byways

- What is a Byway?
 - Where are the Byways?
 - Byways are in the Five Points Study Area
 - Bayshore Byway – now nationally recognized
 - Historic Lewes Byway
-More from Delaware Greenways Executive Director Mary Roth



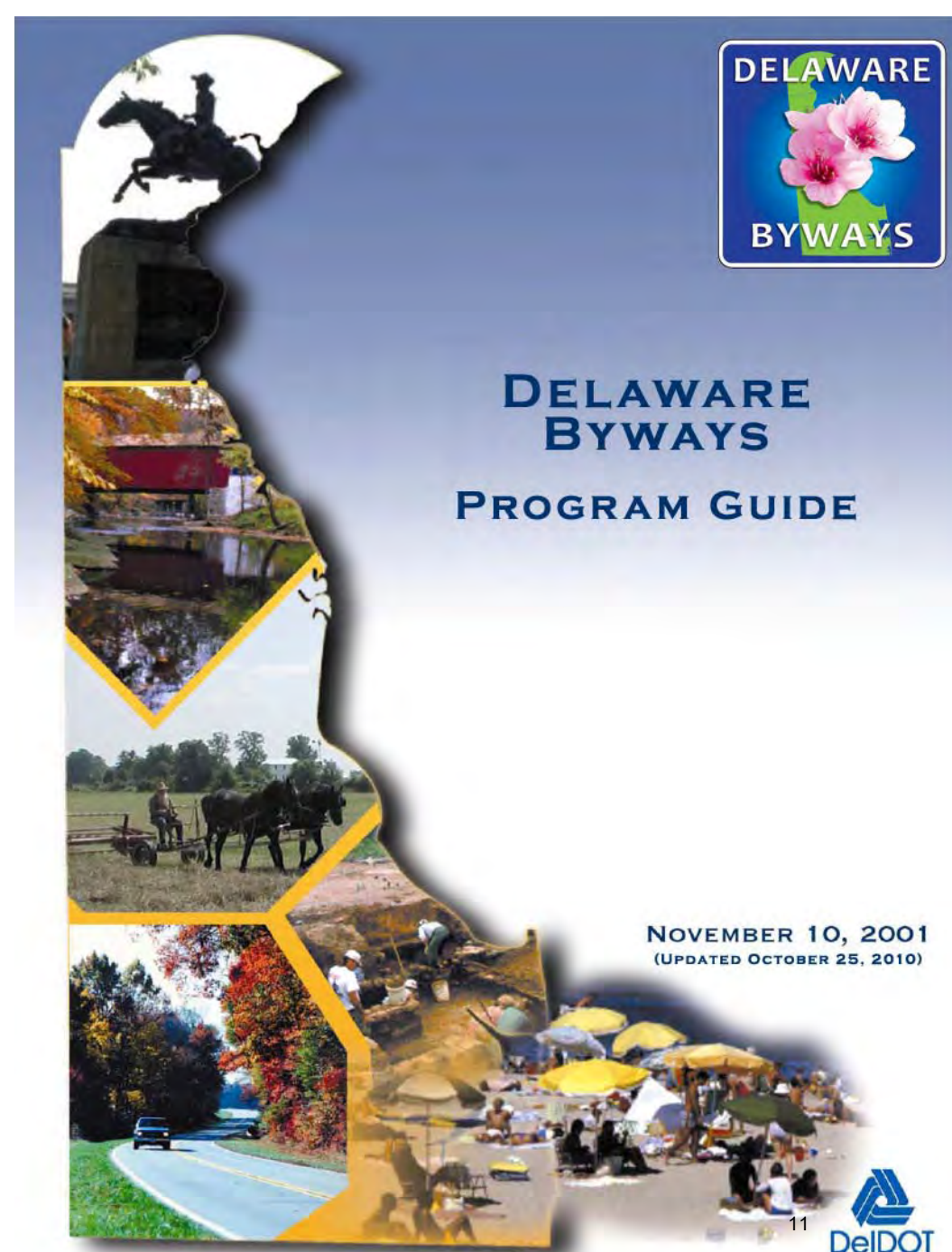
Scenic Byways are Community Investments

- Delaware Byways Program's Goals are to identify, promote, preserve, and enhance Delaware roadways
- Designates Byways based on roadway "Intrinsic Qualities":
 - Scenic
 - Historic
 - Recreational
 - Cultural
 - Natural, and/or
 - Archeological



Delaware Byways bring support to communities and the State

- Federal funds are available to assist sponsors of Byways
 - Prepare Corridor Management Plans
 - Marketing of the Byway
 - Implementation of the Management Plans
 - Address Safety Improvement along the corridors
- Investment in Byways spurs In- and Out-of-state tourism, which generates government revenue and supports the livelihood of our citizens.



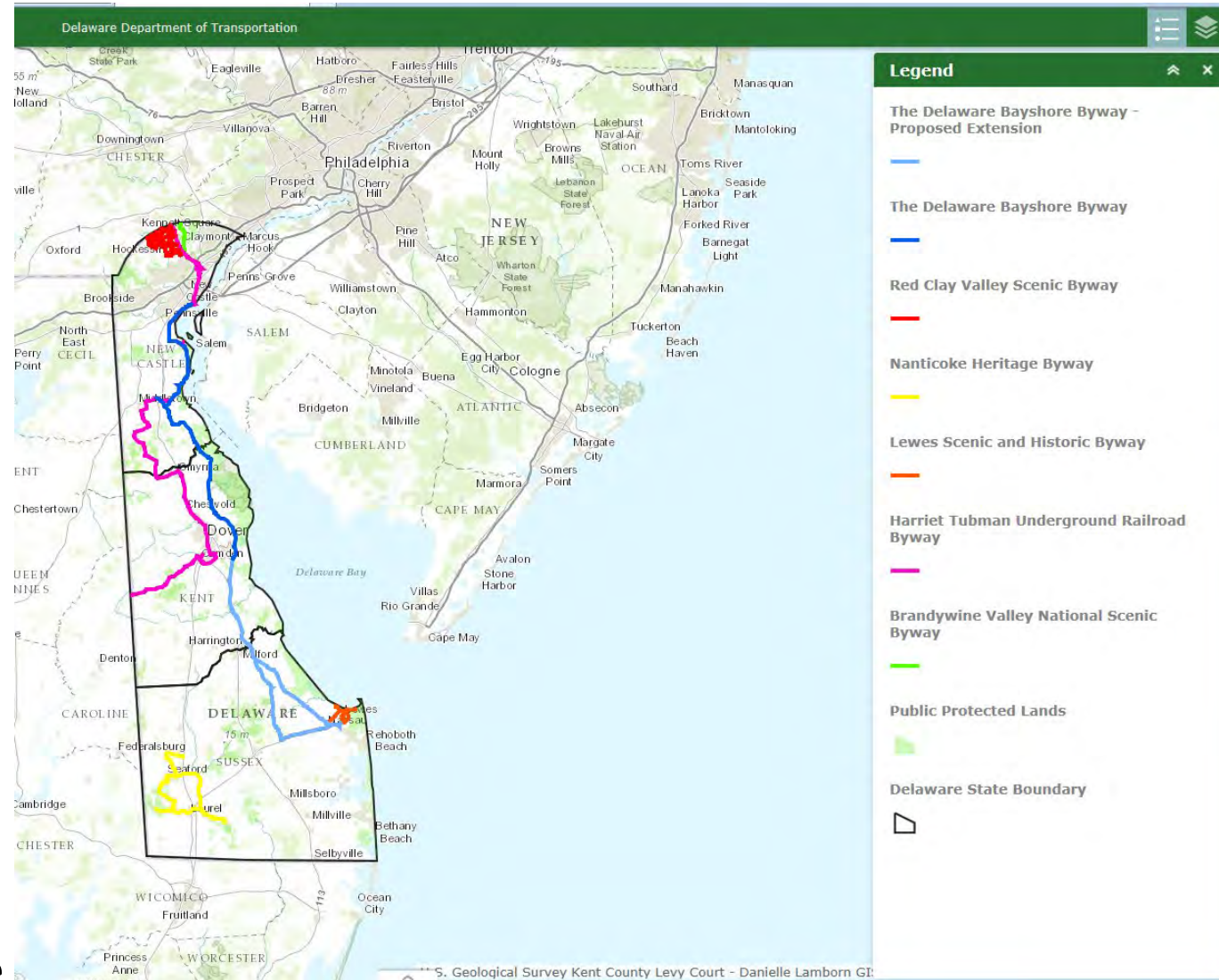
Delaware Byways are a collaborative effort

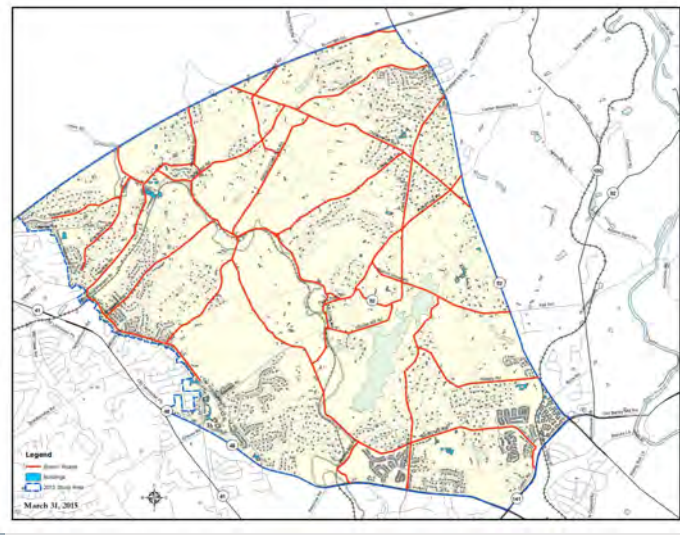
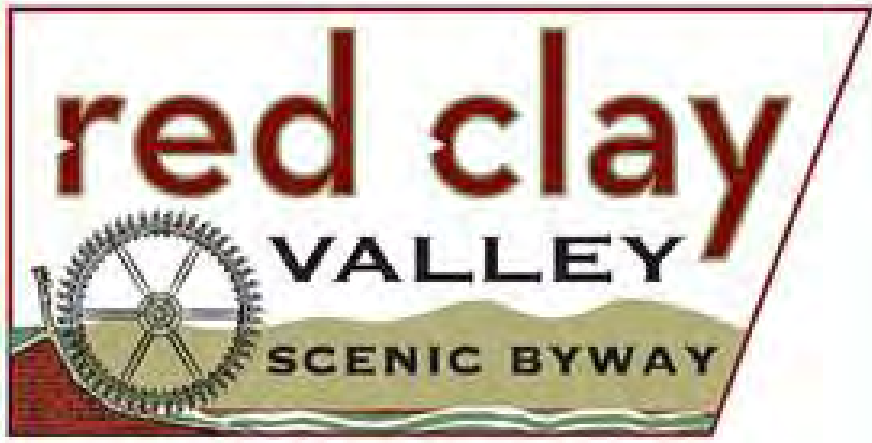
- Byway management includes partnerships between Delaware citizens, non-profit organizations, local, county, state, and federal government
- Originally founded in 2000 by the State Legislature as the “Delaware Scenic and Historic Highways Program,” since rebranded
- Spurred by the creation of the National Scenic Byways Program, est. 1991, and is managed by the U.S Dept. of Transportation through the Federal Highway Administration.



Delaware has 6 designated Byways

- Red Clay Valley Scenic Byway
- Brandywine Valley National Scenic Byway
- Harriet Tubman Underground Railroad Byway
- Nanticoke Heritage Byway
- *Delaware Bayshore Byway**
- *Historic Lewes Byway**
 - *Denotes Byways within the Lewes and Five Points Area*
- Each is managed by Committee of Citizens, Nonprofit Organizations, Community Stakeholders, and State Agencies and more to preserve and enhance the byway itself.





Red Clay Valley Scenic Byway



Photo credit: Leslie Kipp

Delaware route 52 & route 100

BRANDYWINE VALLEY NATIONAL SCENIC BYWAY


Delaware route 52 & route 100
BRANDYWINE VALLEY NATIONAL SCENIC BYWAY



- MAJESTIC SCENERY
- ART ANTIQUES
- HORTICULTURE
- GLORIOUS GARDENS
- HISTORIC SITES
- MAGNIFICENT ESTATES
- SCIENTIFIC DISCOVERY

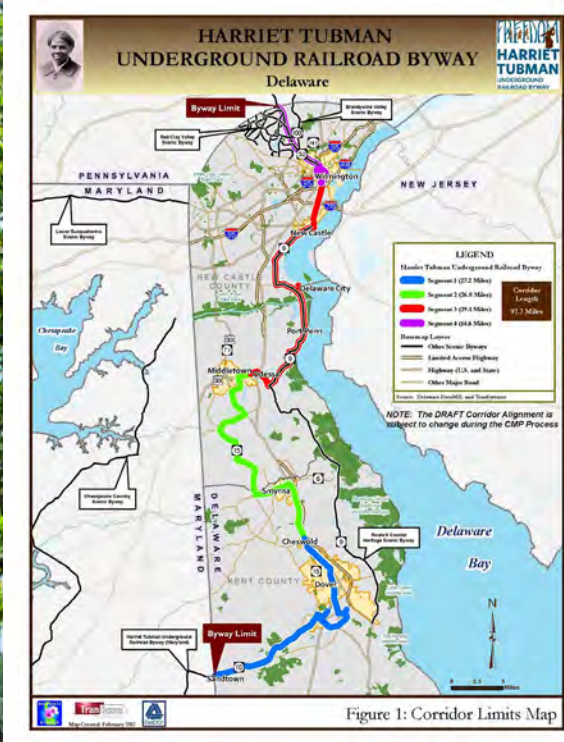
One of only 126 roads in America that qualify as a National Scenic Byway

FREEDOM™



HARRIET TUBMAN

UNDERGROUND RAILROAD BYWAY



Harriet Tubman Underground Railroad Byway



FREEDOM™
HARRIET TUBMAN
UNDERGROUND RAILROAD BYWAY



NANTICOKE HERITAGE BYWAY





Delaware BAYSHORE BYWAY

Delaware's Bayshore Byway Network



*Learn about, explore and experience
the First State along Delaware's Byways*

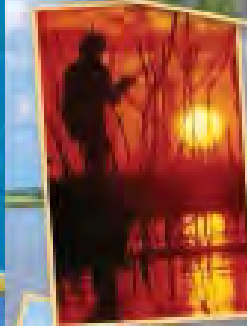
For more information:
Delaware Department of Transportation
302.760.2000 • 800.652.5600 (DE only)
byways.deldot.gov

Funded in part by the Federal Highway Administration

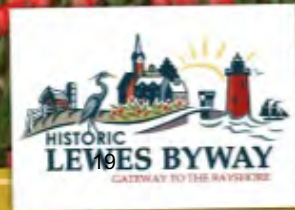


"Delaware Byways"

Delaware Bayshore Byway



Delaware
**BAYSHORE
BYWAY**
All Natural. All Natural.





Historic Lewes Byway

Gateway to the Bayshore

Located north of the Delaware Beaches, the Historic Lewes Byway, "Gateway to the Bayshore," captures a remarkable history and surviving legacy as the First Town in the First State. The stunning views by land and sea capture natural beauty, maritime origins, architecture, and rich history from native settlements, agriculture and marine industries, to present day resorts. The byway offers unique shopping opportunities, food, and recreational facilities. Situated along the Delaware Bay, the Historic Lewes Byway can be reached from New Jersey on the Cape May-Lewes Ferry and from points west, north, and south along US Route 9, Coastal Highway SR 1, or other roads that access this maritime community. Biking, walking, shuttle, and transit use are available and encouraged to enjoy and experience parts of the byway's intrinsic resources.

What is a Scenic Byway?

Delaware's Byways are special corridors recognized for their unique features and significant stories to tell.

"Communities typically seek out the scenic byway designation by submitting a nomination application to their state department of transportation. This locally-based approach encourages communities to work closely with local and state agencies such as their state department of transportation, tourism office, and department of natural resources to preserve and promote unique local beauty and distinctive community character (National Scenic Byway Foundation)."

"State scenic byway designation is also the first step in applying to the FHWA for National Scenic Byway designation (National Scenic Byway Foundation)."

- 1 - Cape May - Lewes Ferry
- 2 - Lightship Overfalls
- 3 - Lewes Historical Society
- 4 - Lewes Downtown
- 5 - Zwaanendael Museum & Chamber of Commerce
- 6 - De Vries Monument

- Historic Lewes Byway
- Delaware Bayshore Byway
- Trails
- National Register Historic Districts
- Roads
- Swamp/Marsh
- Water
- Parks and Natural Lands
- Delaware Municipalities
- Delaware Public Schools



Historic Lewes Byway

Six road corridors make-up the Historic Lewes Byway.

- Kings Highway
- Gills Neck Road
- Savannah Road
- New Road
- Pilottown Road
- Cape Henlopen Drive

Length: 12.35 miles



History

Historic Lewes Byway

- Designated as a Byway in 2009
- Corridor Management Plan (CMP) approved by DelDOT in 2015.
- What is a CMP? Similar to a comprehensive plan. Reflects vision, goals and recommendations.
- CMP endorsed by the City of Lewes in 2015 & Sussex County in 2016.



VISION

Through the implementation of the Corridor Management Plan (CMP) the vision of the Historic Lewes Byway is brought to life.

A vision that promotes tourism, showcases the natural beauty, historic, recreational and archeological resources of the area, and creates a unique sense of place. Positively impacting economic growth.



What makes a rewarding Byway experience?

A distinct and memorable visual experience. An experience you will want to repeat

- Scenic views
- History
- Recreational Opportunities
- Safe & reliable roads
- Lack of traffic congestion



Our Challenge and Obligation

To encourage the protection and preservation of features that make the Historic Lewes Byway worthy of this Special Designation.

- To encourage developers and property owners to consider the character of the Historic Lewes Byway in their planning.
- To encourage preservation of the character of Lewes and the open space vistas we all enjoy.
- To respect property rights of owners



Our Challenge and Obligation

- The byway is not a regulatory or enforcement tool.
- Its recommendations are just that, recommendations; it cannot mandate what a property owner should do on private property.
- It does not make land use, zoning or road decisions.
- The byway advocates for the plan and preservation of the byway character via an inclusive cooperative/collaboration process that enhances existing development and accommodates new development via context sensitive design.



CMP GOALS

- Preserve the Character of the Byway.
- Improve the Safety and Mobility of the Byway Routes.
- Enhance the Visual Quality and Travel Experience of the Byway.
- Leverage byway designation in support of trails and pathways.
- Tell the Byway Story.
- Manage the Positive and Negative Effects of Tourism



WORKING TOGETHER

The Byway Management Committee and its Subcommittees are made up of community stakeholders and partners committed to implementing the vision.

Active Subcommittees

- Advocacy
- Kings Highway Master Plan
- Multi Modal
- New Road Master Plan
- Public Landscape



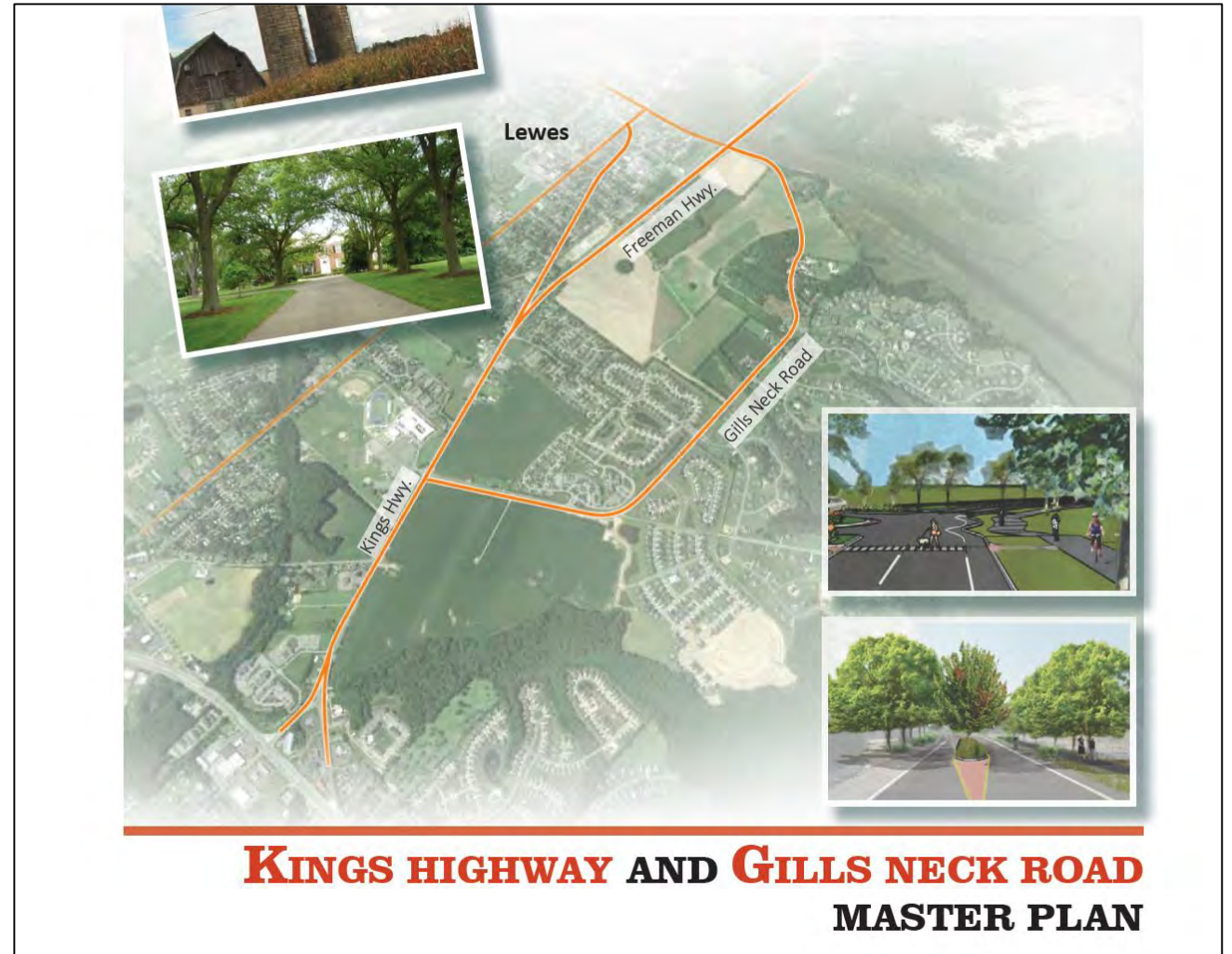
Corridor & Master Planning

- Corridor Management Plan completed 2015.
- Kings Highway & Gills Neck Road Master Plan completed 2016.
- New Road Master Plan completed 2019.
- Fund a Savannah Road Master Plan.



What is a Master Plan?

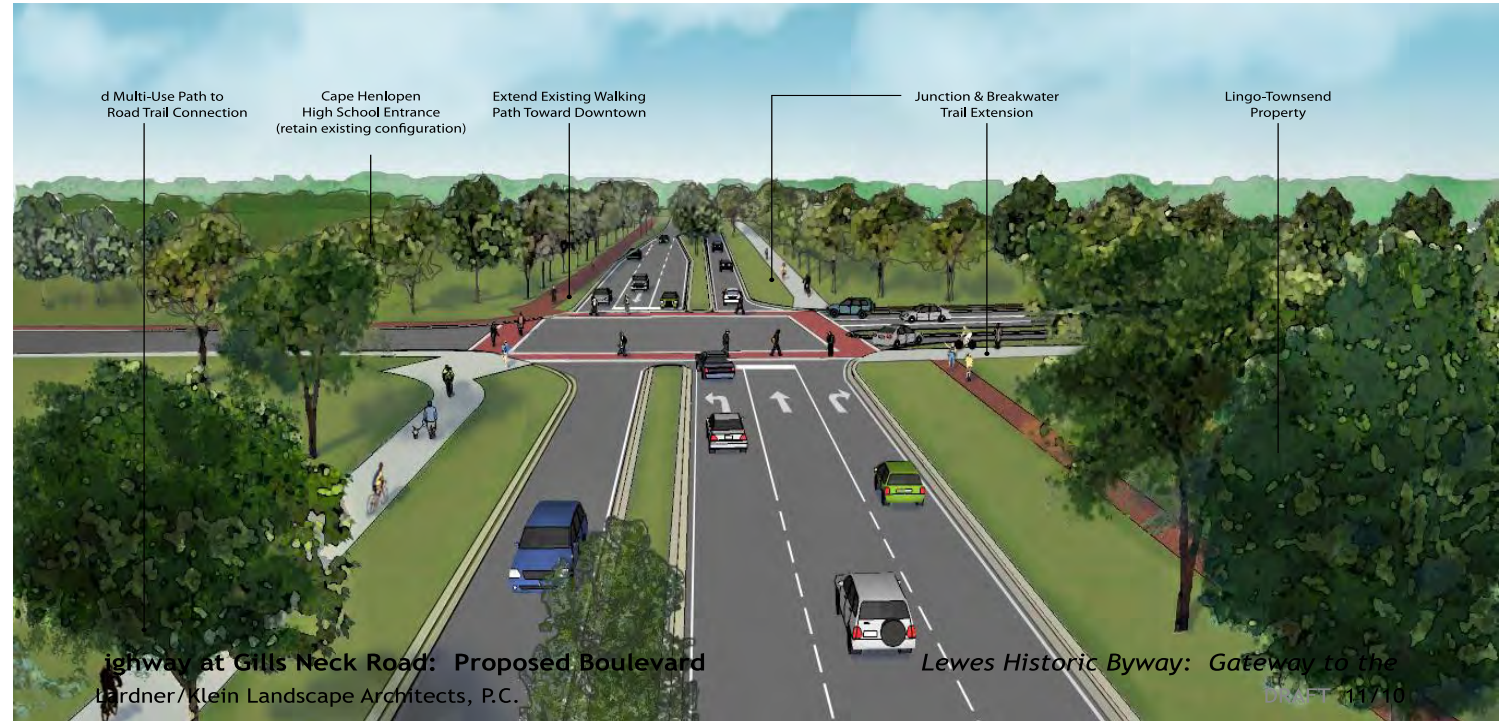
- Through community engagement establish a vision, and show examples of how that vision can be achieved.
- Success of the plans rests with the good faith and diligent efforts of the City, County, DeIDOT, developers, the Byway Committee & the public.



KINGS HIGHWAY & GILLS NECK ROAD

Facilitate the Byway Committees engagement in the implementation of the Master Plan.

- Working collaboratively with all entities in response to changing transportation and land use context toward the established vision.



The concepts included in the master plan are intended to guide future changes to the corridor and are not intended for design or construction exactly as shown.

NEW ROAD

Facilitate the Byway Committees engagement in the implementation of the Master Plan.

- Working collaboratively with all entities in response to changing transportation and land use context toward the established vision.



ADVOCACY

Development of an advocacy plan to include Strategy, Goals, Objectives & Outcomes.

- Increase engagement.
- Humanize the Byway.
- Resetting for some.
- Resource constraints.



MULTI MODAL

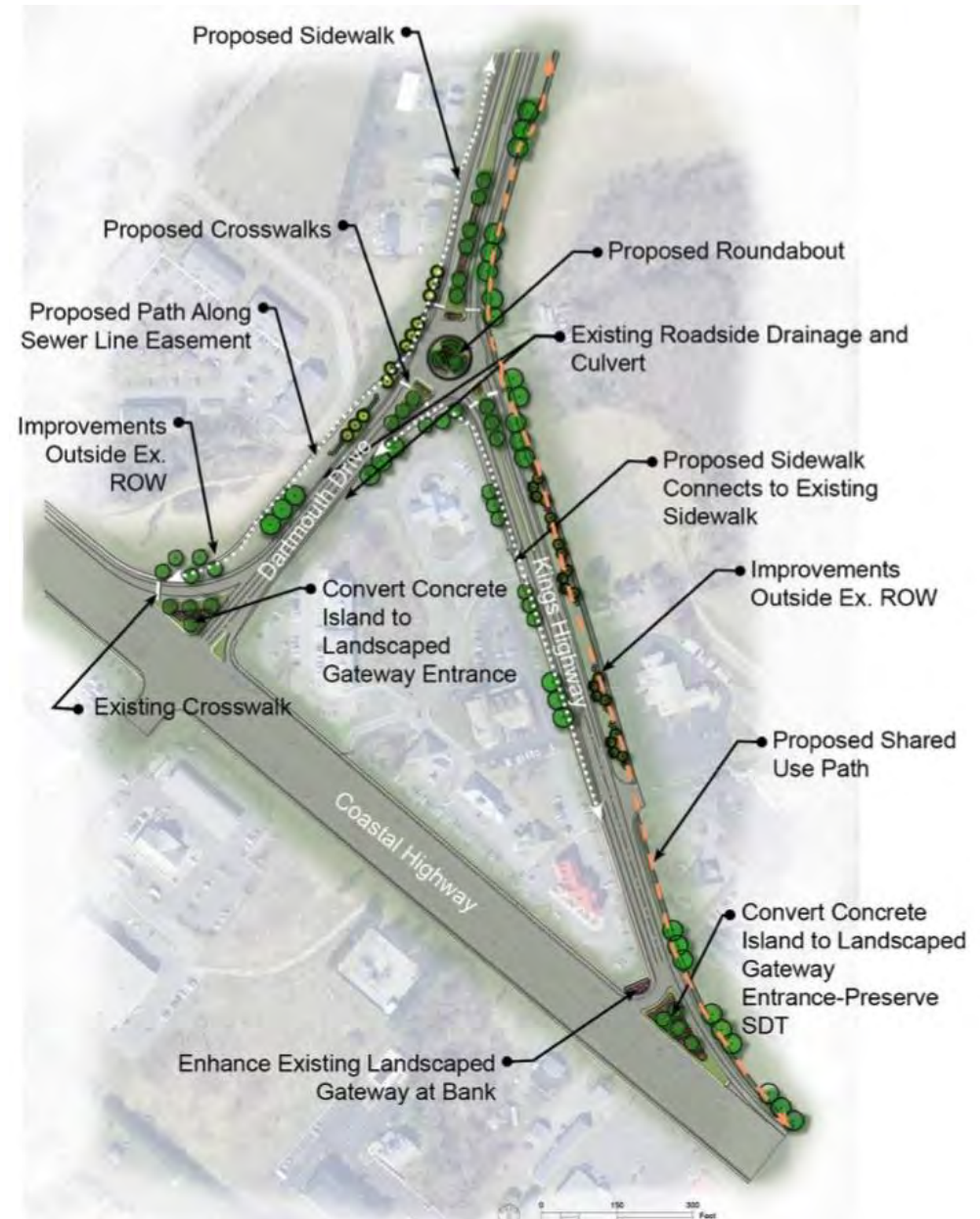
Safe & reliable roads along with other transportation investments such as trails, shared-use paths and sidewalks provide opportunities to enjoy the Byway and its many destinations outside of a car.

- Improve the quality and safety of the Byway related travel experience for pedestrians and bicyclists of all ages and abilities.



Visible Experience- GATEWAYS

- Introducing the traveler to the Byway and changing the overall perception of the route that they are about to embark upon.



Gateway Locations

- Introducing the traveler to the Byway and changing the overall perception of the route that they are about to embark upon.

Gateways from the Land:

1. Roundabout at Dartmouth Drive and Kings Highway. - **Perceptual transition from the chaos of Coastal Highway.**
2. Roundabout at Nassau and New Road- **Transition from Coastal Highway to more rural character.**
3. Savannah Road at Five Points- **Transition away from Coastal Highway - extend fabric of the City of Lewes out. Extend "Village atmosphere" out from VOFP.**

Gateway from the Sea:

Cape Henlopen Drive - Exit/Entrance to Ferry.

Five Points
Transportation
Study Active
Projects &
Studies within
Historic Lewes
Byway
Corridors

1. US9, Kings Highway, Dartmouth Drive to Freeman Highway. Design to start in FY2022.
2. Savannah Road sidewalks construction. Scheduled to start in 2021.
3. SR1 low-stress bikeways study.
4. New bridge over Canary Creek on New Road. Construction scheduled to start in 2024 (after realignment of Old Orchard Road is complete).
5. Realignment of Old Orchard Road at Wescoats Corner. Construction scheduled to start in 2022.
6. New Road, Nassau Road to Old Orchard Road, design to start in FY2025.
7. SR1, Minos Conaway Road grade separated intersection, construction scheduled to start in 2023.



BYWAY RESOURCES

DelDOT Byway Programs

[DelDOT Byway Program](#)

OR



[Delaware Greenways](#)



INTERESTED IN JOINING THE BYWAY
COMMITTEE OR A SUBCOMMITTEE?

CONTACT:

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KELLY.VALENCIK@DELAWARE.GOV

OR

MARY ROTH

MROTH@DELAWAREGREENWAYS.ORG





Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS

DRAFT for DeDOT internal review
February 1, 2023

Category	ID	Priority	CR date (M)	Working Group recommendation	Assigned lead agency	Other responsible parties (if any)	Study start	Study end/estimate	Imp. start	Imp. complete	Imp. length	Status	Remarks (public)
A	1	N/A	25	Review the need for grade separating or retaining structures between roadways and areas before engineering approval at this site.	DeDOT - F0 South		2	*	N/A	N/A	N/A	COMPLETE	A memorandum concerning this effort can be found at this link .
A	2	N/A	42	Design a Full Drive Connector to Route 1 as part of the Wilson Corridor Road grade repair project.	DeDOT - F0 South		3	*	21	**	0.4	COMPLETE	This connection is now part of the project. Project information can be found at https://www.deidot.gov/information/transportation/wilson-corridor-road-grade-repair .
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 lanes of additional from one lane in each direction to two lanes in each direction.	DeDOT - F0 South		21	**	2023	**	0.4	COMPLETE	This effort was completed as part of the US 133 Middlebrook Area Improvement Study. A memorandum concerning traffic projections for the bridge at US 133/Route 24 can be found at this link . This will be addressed as part of the US 133 Corridor project. Coordination of agency will be available once project plans are completed and the public will have the opportunity to comment. See this effort for more information.
A	4	N/A	54	Study options for signage to direct emergency traffic, i.e. road, bank, top of bank and walking/bike areas, under the Deane Bridge.	DeDOT - F0 South		2	*	180	180	180	IN PROGRESS	Service loads and other part of the project. Project information can be found at https://www.deidot.gov/information/transportation/wilson-corridor-road-grade-repair .
A	5	N/A	55	Evaluate costs and other needs as part of the Wilson Corridor Road grade repair project.	DeDOT - F0 South		3	*	21	**	0.4	COMPLETE	
A	6	N/A	62	Study the feasibility of extending the eastbound ending of Route 24 to Low Creek.	DeDOT - F0 South		3	*	2023	**	0.4	COMPLETE	The current project, design of which is nearing completion, extends the low lane section on SR 24 to a point west of Beeson Middle School. Extending to three miles low through Low at each direction also a center left turn lane will extend to the Low Creek bridge.
A	7	N/A	69	Study the feasibility of widening or adding through lanes on Pennsylvania Road from Route 28 to Cedar Grove Road and Project 100.	DeDOT - F0 South/Planning		2	*	2023	**	0.4	IN PROGRESS	Coordinate with 6.2 and 6.3.
B	8	Y	34	Require the transportation plan for future development to identify future development areas and number to ensure adequate modifications to land development requirements under the Development Code/Ordinance Manual that require additional buffer/setbacks for all new developments for future road expansion.	Sussex County	DeDOT	2	*	N/A	N/A	N/A	Priority Recommendation for 2023	Addressed in the County's comprehensive plan and currently required for commercial projects. Implementation for residential developments still in process.
B	9	Y	88	Conduct investigations to assess the effectiveness of existing signage, starting in Midland, for emergency through lanes for routes within the Route 1 corridor between areas and Deane Road for use from US 133, Route 3, Route 25, etc.	Sussex County	DeDOT	2	*	N/A	N/A	N/A	Priority Recommendation for 2023	Additional signs will be installed on US 133 at a number of transportation locations to identify municipal jurisdiction and delineate roadways to be used for 2023.
B	10	Y	4	Require advance engineering review to allow DeDOT to more quickly acquire land needed for transportation improvements and acquire available land within the five-point study area (e.g., Creative Enterprise).	Local Authority	DeDOT	2	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2022. New proactive provisions will be needed.
B	11	Y	50	Study the feasibility of connecting the Arco's driveway between Route 1 and Deane Road into a walking/bike trail/way.	DeDOT - Planning	DeDOT - Road Division/property owners	2	*	2023	**	0.4	Priority Recommendation for 2023	
B	12	Y	14	Incorporate more walkable, bikeable, shared-use trail routes into the comprehensive plan.	Sussex County		2	*	N/A	N/A	N/A	Long-term	

Page 1 of 1

78 recommendations

Recommendations to be implemented under current DeIDOT projects or initiatives (7 recommendations)

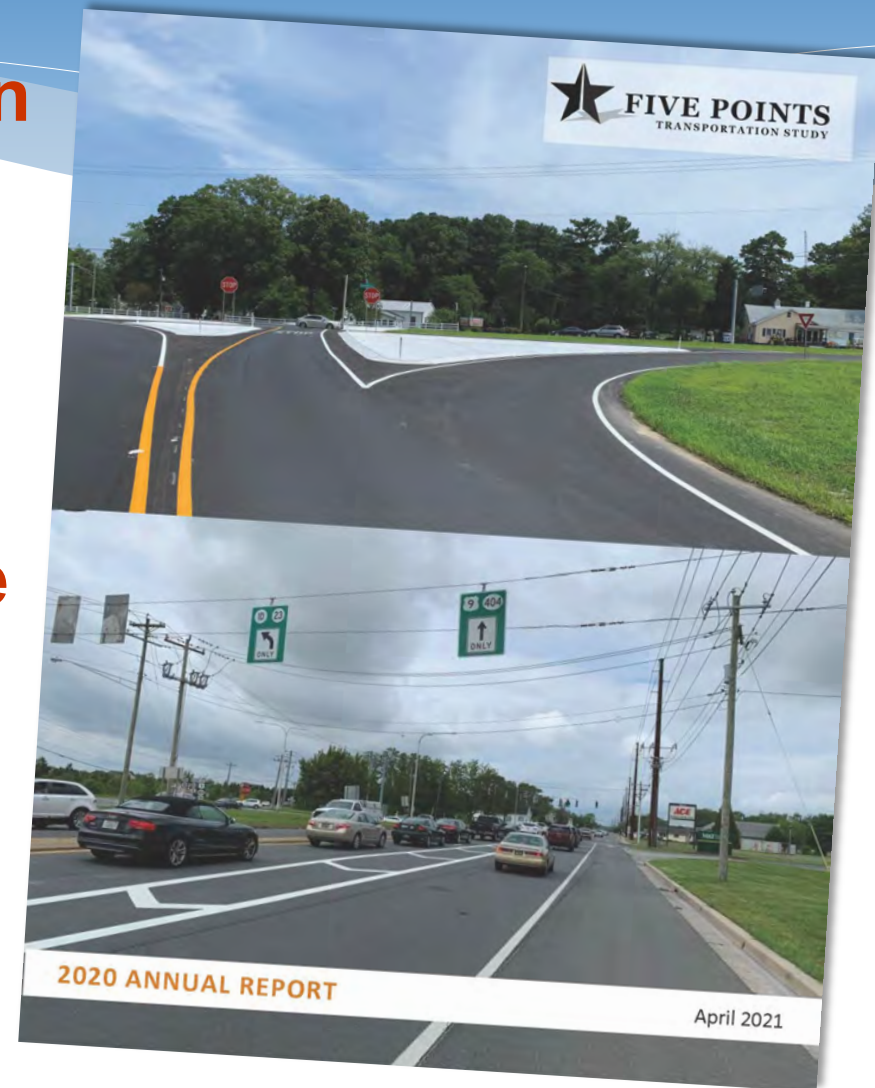
Implement policies and procedures to make the area more efficient, sustainable and beautiful (8 priorities out of 27 recommendations)

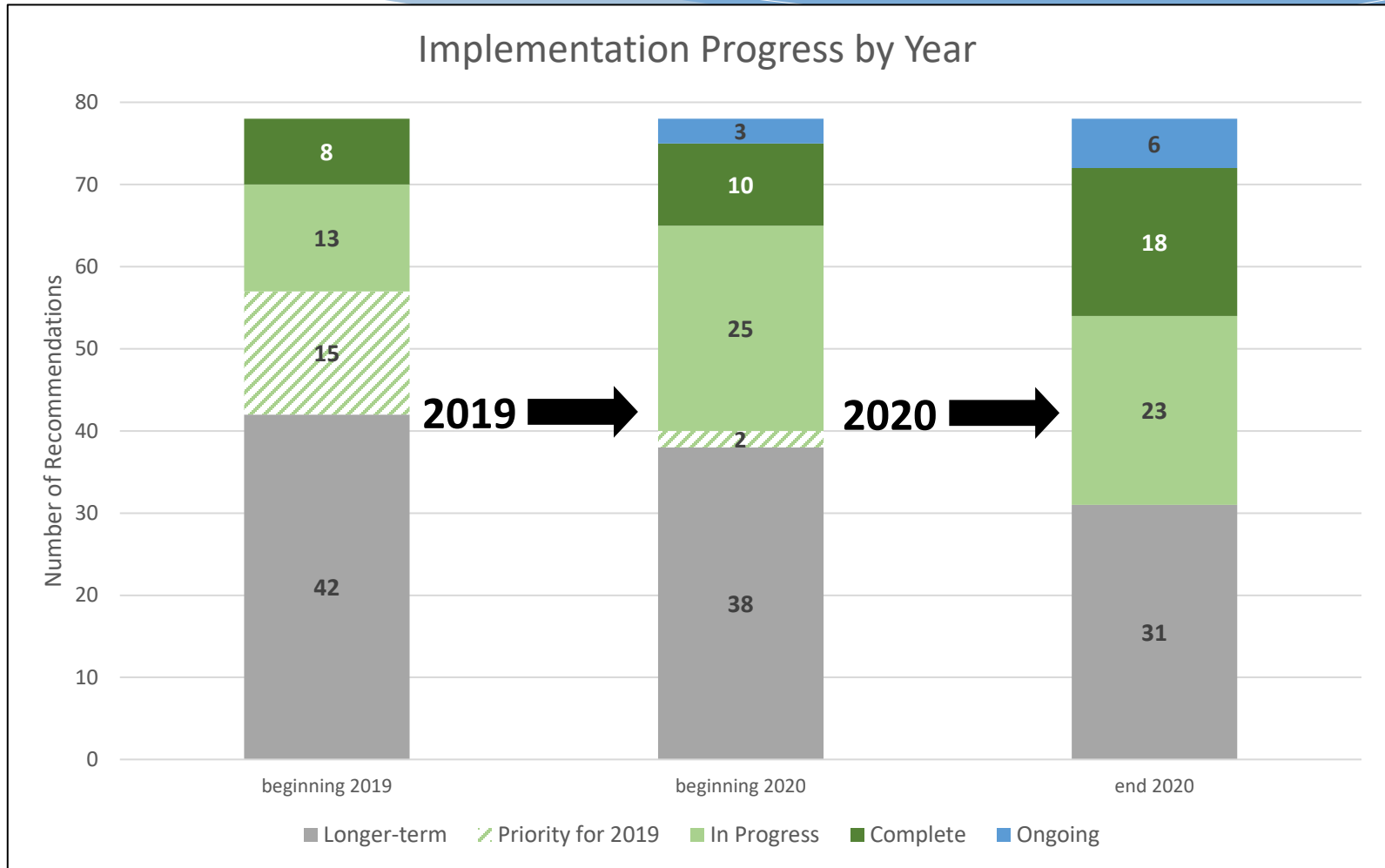
Make the most of existing roadway infrastructure (8 priorities out of 20 recommendations)

Make walking, bicycling, and transit more viable as alternatives to driving (5 priorities out of 15 recommendations)

Invest in new infrastructure to support anticipated growth (3 priorities out of 9 recommendations)

- **Describes implementation progress in 2020**
- **Describes status of all 78 recommendations as of the end of 2020**
- **Two online open houses will be held to present the report**
 - Monday, May 17 at 6:30 pm
 - Wednesday, May 19 at noon





47 of 78 recommendations in progress, ongoing, or completed

- 7 of 7 in Category A – to be addressed by current DelDOT projects or initiatives
- 12 of 27 in Category B – policies and procedures
- 14 of 20 in Category C – make the most of existing infrastructure
- 7 of 15 in Category D – bicycle, pedestrian, transit
- 3 of 9 in Category E – major infrastructure improvements

51 of 78 recommendations in progress, ongoing, or completed

- Three recommendations to be started in 2021 are now in progress
- One longer term recommendation is now in progress
- Work continues on recommendations that were in progress when we last met in January

Category A

being addressed by current DeIDOT projects and initiatives

Number of recommendations by status

Status	Jan 2021	Apr 2021	Change
COMPLETE	5	5	-
IN PROGRESS	2	2	-
Total A	7	7	-

Number of recommendations by status

Status	Jan 2021	April 2021	Change	
COMPLETE	5	5	-	
ONGOING	5	5	-	
IN PROGRESS	5	5	-	
Initiate in 2021	2	2	-	
Longer-term	10	10	-	
Total B	27	27	-	

Category C

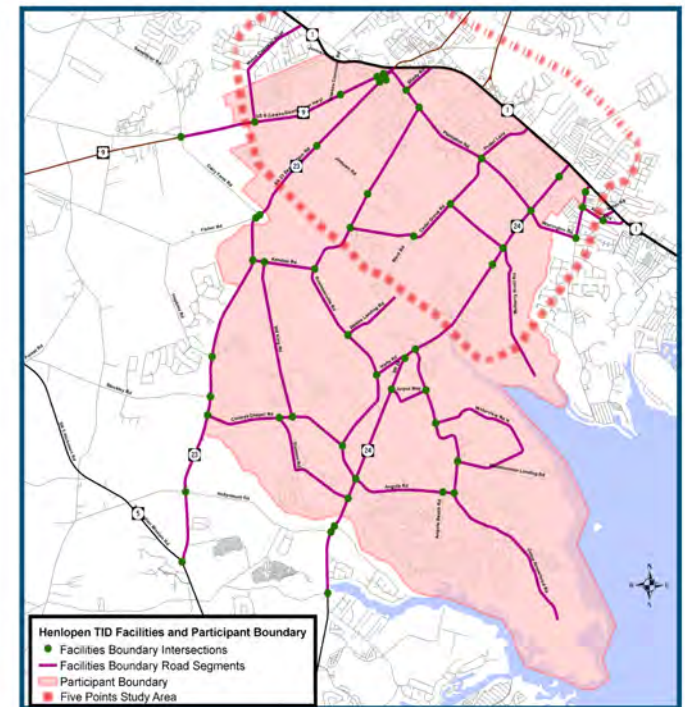
Make the most of existing roadway infrastructure

Number of recommendations by status

Status	Jan 2021	April 2021	Change	
COMPLETE	7	7	-	
ONGOING	1	1	-	
IN PROGRESS	6	7	+1	
Initiate in 2021	1	1	-	
Longer-term	5	4	-1	
Total C	20	20	-	

- **C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road**
 - A project is programmed in the FY 21 - 26 CTP. Design was scheduled to start in FY 2025.
 - Sussex County Council selected this intersection as its first project under the new FAST (Funding Accelerating Safety in Transportation) program.
 - Design of this project has begun.

- **C-11 – Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders**
- The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification.



- **C-11 – Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders**
 - The Henlopen TID study area encompasses the Five Points study area west of SR 1
 - Main roadways east of SR 1 (New Road, Savannah Road, Kings Highway) are in the CTP or being studied by others
 - This is now IN PROGRESS

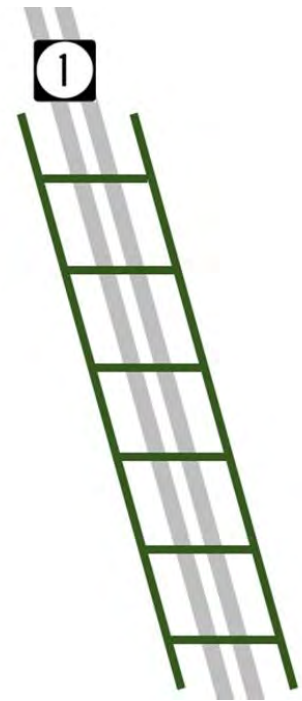
Category D

Walking, bicycling, and transit

Number of recommendations by status

Status	Jan 2021	April 2021	Change
COMPLETE	1	1	-
IN PROGRESS	7	10	+3
Initiate in 2021	4	1	-3
Longer-term	3	3	-
Total D	15	15	

- **D-2 – Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails**
 - The SR 1 Low-Stress Bikeway Study is now IN PROGRESS.
 - This effort will evaluate routes parallel to and crossing SR 1.



- **D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations**
 - The study, now **IN PROGRESS**, will look for locations of existing and future pedestrian crossing demand away from intersections.
 - The Working Group provided ideas at the January 25 meeting.
 - To be coordinated with D-10.

- **D-10 – Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations**
 - To be coordinated with D-6; deterrence of at-grade crossings is appropriate where a pedestrian bridge is being considered.
 - As with D-6, this is now IN PROGRESS.

- **D-11 – Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters**
 - DTC is using its new statewide standard bus shelter in the Five Points area.
 - Six bus shelters were installed in early 2021 with an additional two shelters being scheduled prior to the start of the summer season.

- **D-11 – Study the feasibility of providing shelters at bus stops (continued)**
 - Stop ID 417 (Route 1 at Rehoboth Mall)
 - Stop ID 392 (Rehoboth park and ride, replacing older shelter)
 - Stop ID 3837 (Route 1 at Pelican Square Shopping Center)
 - Stop ID 3294 (Route 1 at Hampton Inn)
 - Stop ID 3475 (Route 1 at Palms at Rehoboth)
 - Stop ID 3297 (Route 1 at Sea Air Avenue)
 - Stop ID 396 (Route 1 & Phillips Street)
 - Stop ID 413 (Route 1 & former Kmart)
 - Stop ID 2918 (Savannah Road at Third Street, City of Lewes) (pending)

Category E

New infrastructure

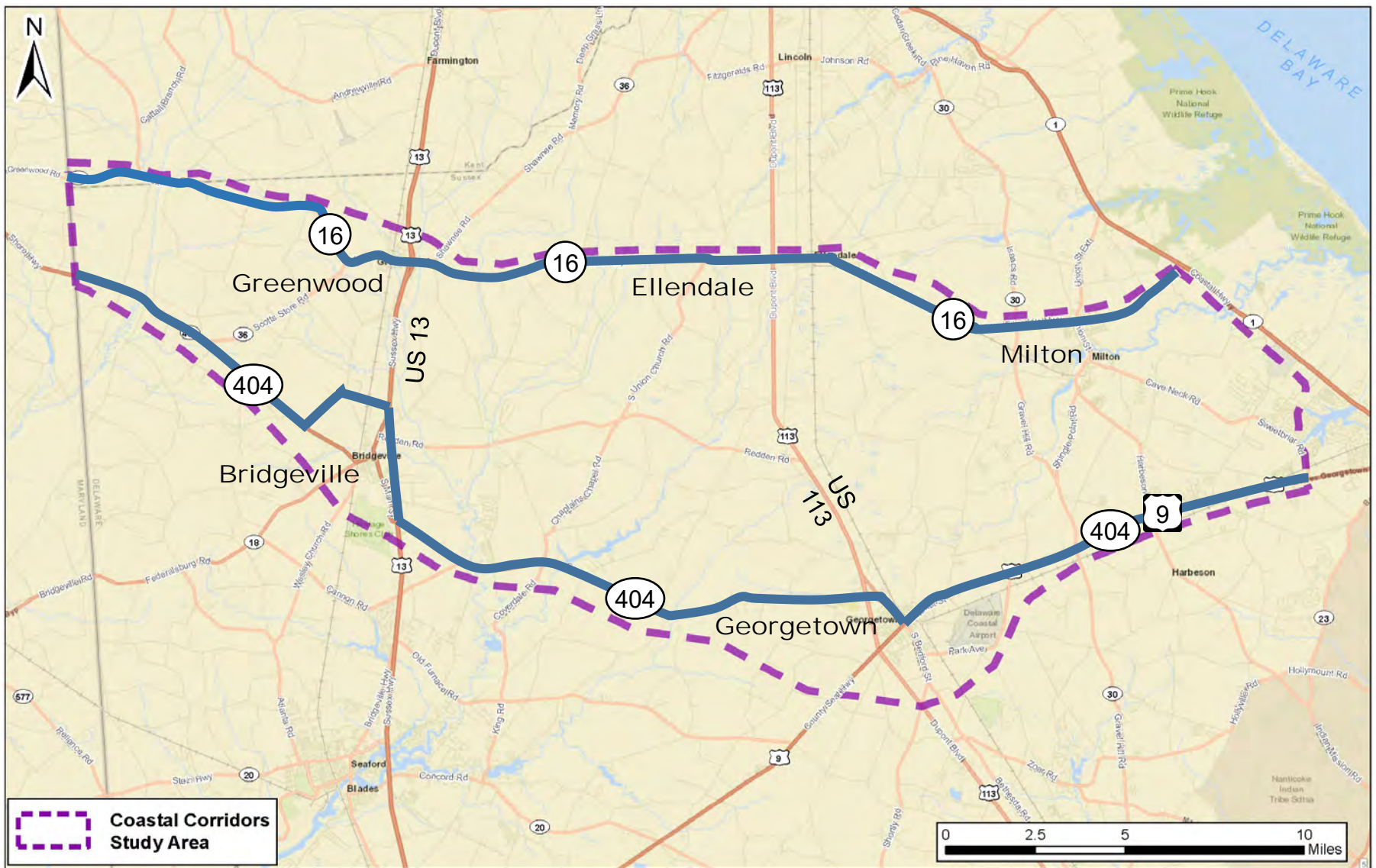
Number of recommendations by status

Status	Jan 2021	Apr 2021	Change	
COMPLETE	0	0	-	
IN PROGRESS	3	3	-	
Longer-term	6	6	-	
Total E	9	9	-	

- **Next steps**

- Continue work on recommendations
- Hold open houses on May 17 and 19, 2021
- Provide email progress updates in May and June
- Convene the Working Group on July 26, 2021

- **DeIDOT and Sussex County have initiated the Coastal Corridors Study**
 - Encompasses Route 16 and Route 404 between the Maryland state line and Route 1, just west of the Five Points study area



- **DeIDOT and Sussex County have initiated the Coastal Corridors Study**
 - Conducted a listening tour in late 2020
 - Five virtual public meetings were held this spring, with 60 attendees
 - Technical analysis is underway this spring and summer
 - **Data collection**
 - **Forecasts for future traffic**

Public comment

Thank you for your participation!

63

Next meeting
Monday, July 26, 2021
6:00 pm
Location TBD

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549

DRAFT



Meeting Minutes

Phase 2 Working Group Meeting #7

January 25, 2021, 6:00 pm
Online

Members present:

Robert Fischer
Scott Green
Doug Hudson
DJ Hughes
Carole Kohr
Todd Lawson
Sen. Ernesto B. Lopez
Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Gail Van Gilder

Members absent:

Greg Christmas
Dennis Forney
Rev. Wendell B. Hall
Christian Hudson
Kim Hoey Stevenson
Helen Truitt

This was a virtual meeting on DeIDOT's WebEx platform. A quorum of 14 Working Group members attended.

Andrew Bing welcomed everyone and provided information to the public on how to use the online chat function to make comments or ask questions. He noted that the public would have the opportunity to comment at the end of the meeting.

Andrew mentioned that Secretary Nicole Majeski had joined the meeting to listen to what participants had to say, and he thanked the Secretary for her commitment to the Five Points effort.



DRAFT

Andrew asked the Working Group members to introduce themselves and talk about what they are most looking forward to this year. Responses included continuing to strengthen the partnership between DeIDOT and Sussex County, finding new ways to keep the community informed, continuing the momentum that has been built, and expediting plans for byway improvements. Several members expressed the desire to demonstrate tangible results on the ground in 2021. Members are also looking forward to getting over COVID and moving on.

Andrew went over the agenda and summarized the contents of the meeting packet that was emailed to the members of the Working Group prior to the meeting. The minutes of the October 26, 2020 Working Group meeting were approved unanimously.

Henlopen Transportation Improvement District (TID)

Sarah Coakley of DeIDOT Planning gave a presentation on the TID. The TID agreement was approved by Sussex County Council on October 27, 2020. The TID process offers several important benefits to DeIDOT, the County, developers, and the public:

- Comprehensive Infrastructure Planning – The TID process allows DeIDOT to plan improvements with knowledge of all the future traffic they will have to serve. This will achieve better future travel conditions for the public than if improvements were planned piecemeal.
- Priority for CTP - Projects in the TID's Capital Program will get extra ranking points in DeIDOT's Project Prioritization Process, allowing them to advance faster.
- District Fees Stay Local – The fees collected for the Henlopen TID are impact fees. DeIDOT is obligated to use them in the Henlopen TID area.
- Equitable Treatment of Competing Developers – The District's rules and fee schedule are the same for all developers.
- Known Costs for Developers – With the District's fee schedule, developers can know their transportation improvement costs well before they buy into a project.
- Expedited Development Reviews – The TID traffic analysis replaces the Traffic Impact Study and off-site contributions for developments that are consistent with the land use forecast for the District.

DeIDOT is working on a form that developers can fill out that automatically calculates the TID fee for their development.



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The TID study identified 32 capital improvement projects. Eight of those projects, with estimated cost totaling about \$95 million, are currently programmed in DeIDOT's Capital Transportation Program.

Complete information on the Henlopen TID can be found on DeIDOT's web page at deldot.gov/programs/transportation-improvement-districts/

Bob Fischer asked whether safety measures were used to develop the TID service standards. Also, Bob asked if the Minos Conaway Road project at Route 9 includes a right turn lane and a signal. Sarah replied that the Minos Conaway Road project includes turn lanes but not a signal. The project does include realigning the curve on Minos Conaway. Even though safety isn't specifically called out in the service standards, all the plans created to develop the cost estimates did include a safety evaluation. The CTP prioritization process also includes safety as a measure.

DJ Hughes asked about the fee schedule for TID projects. How confident is DeIDOT that all projects will be constructed or in the CTP by 2045? The fees are being collected based on the assumption that all projects are built. Sarah replied that DeIDOT is working on a process for getting the projects into the CTP. About a third of the TID program is in the current CTP and they will look at which projects should be added next. The monitoring process is important. Other existing TIDs have undergone updates every five years. The fee schedule gets adjusted according to changes in the improvements.

Carole Kohr asked about service standards. If analysis predicts traffic will drop the level of service below an acceptable level, what are the options? Can they stop a development? How long would it take to fix the level of service? Sarah replied that DeIDOT would want to move the improvement up in the CTP, or have the developer construct the improvement in lieu of their fee. Marc Coté, DeIDOT's Director of Planning, added that if a development is out of character with what was approved, DeIDOT can require a traffic impact study. With monitoring and updates DeIDOT will have a good idea of what is required to maintain service levels.

Implementation Plan Status

Jeff Riegner described the implementation plan status and progress that has been made since the October 26, 2020 update that is posted on the study website. Several recommendations have had a change in status.



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B-1 – Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation

The status was changed to Ongoing. Jamie Whitehouse, Sussex County Director of Planning and Zoning, gave a brief description of how the County handles this issue in development reviews. All subdivisions require a pre-application meeting with staff, and potential for interconnections is discussed. Subdivisions over 50 units also get a state-level review. So those conversations now occur early in the process. The decision on whether to require interconnection happens on a case-by-case basis.

B-2 – Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion

This recommendation is now In Progress.

B-7 – Continue TID studies both east and west of Route 1

This recommendation is now COMPLETE.

B-8 – Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full

This recommendation is now In Progress.

B-9 – Study enhancing New Road per Byway Master Plan

This recommendation was changed from In Progress to Ongoing. Implementation will occur over the next 10 years through:

- CTP projects
- Canary Creek bridge reconstruction
- Developer improvements along frontages

C-3 – Initiate a capital project to improve the intersection of Old Landing and Warrington Road

This is in the CTP, so this is now COMPLETE.

C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road

Sussex County Council approved the creation of the FAST Track program, or Funding Accelerating Safety in Transportation, at its December 15, 2020 meeting. The FAST Track program will apply set-aside County funding to accelerate projects that are in DelDOT's CTP.

The intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road is the first project within Sussex County to be funded. Preliminary engineering wasn't scheduled to begin until 2025. However, under the FAST Track program, design



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will begin in early 2021, and construction of improvements can be anticipated in 2024-2025.

C-19 – Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road

This study is now COMPLETE. An all-way STOP is not appropriate. A traffic signal will be installed when warrants for a signal are met.

C-20 – Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets

The study is now COMPLETE. The intersection is in final design, and it will be implemented in conjunction with development of Coastal Station on the east side of Route 1 at Holland Glade Road.

In 2021, DelDOT plans to initiate work on seven recommendations:

- **B-14: Identify locations where trees can safely be planted within the right of way.**
- **B-27: Develop a better process for constituents to request transportation improvements.**
- **C-14: Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road.**
- **D-2: Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails.**
- **D-6: Study the feasibility of pedestrian bridges over Route 1 at specific locations.** This will be studied in conjunction with D-10.
- **D-8: Study the feasibility of a park and ride lot on Route 24 at the edge of the study area.**
- **D-10: Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations.** This will be studied in conjunction with D-6.

The progress of implementation since October 2020 is described in detail in the presentation slides and on the implementation plan status spreadsheet. This information is in the Working Group meeting packet, which is available to the public on the Five Points website at 5points.deldot.gov. A video of the presentation is also available on DelDOT’s YouTube page ([delawaredot](https://www.youtube.com/delawaredot)).

Jeff announced that DelDOT and Sussex County have initiated the Coastal Corridors Study. That study encompasses Route 16 and Route 404 between the Maryland state line and Route 1, just west of the Five Points study area. A listening tour was started in late 2020 and virtual public meetings will be held this



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spring. The Coastal Corridors Study is separate from the Five Points Transportation Study.

Working Group Comments and Questions

For some of the recommendations, Working Group members raised questions or provided comments as described below.

Carole Kohr asked whether there is going to be a master plan for the whole area between New Road and Kings Highway, including Old Orchard Road and Clay Road. Jeff replied there is a byway master plan for New Road and for Kings Highway. The Byway Committee intends to develop a master plan for Savannah Road and is seeking funding for that. Gail Van Gilder commented that the Byway Committee is already working with DeIDOT on the Old Orchard Road project and suggested improvements on Savannah Road and Wescoats Road that will be incorporated into the project, even though those roads don't have a master plan. The Byway Committee is also working on improving the bicycle and pedestrian connections in that project.

Rep. Schwartzkopf asked about the status of Old Landing Road and Warrington Road. He gets calls from residents all the time asking about it. Shanté Hastings replied that design hasn't yet started. DeIDOT will be conducting public outreach this spring to present alternatives and get public input.

Rep. Smyk asked whether the YOUR SPEED signs in Recommendation C-14 were intended to be temporary or permanent. He is concerned that fixed signs lose their impact once the public gets used to them. Also, most would rather see CTF funds go to communities rather than to Route 1. Bob Fischer said he is not opposed to speed cameras. Shanté noted that DeIDOT does not currently have the authority for speed cameras; it would require enabling legislation.

The working group was asked for their thoughts on possible locations for a pedestrian overpass (Recommendation D-6).

- Rep. Schwartzkopf commented that he is not in favor of pedestrian overpasses. The population shifts week to week. There is no place with consistent crossing demand. We're providing crosswalks across the highway. As long as people are walking and biking under the influence, we'll have problems.
- Lloyd suggested the vicinity of Marsh Road or Wescoats Road, to serve the Park and Ride. A lot of people use the fixed-route buses, and the buses do carry bicycles.
- Bob Fischer agreed with Lloyd on the vicinity of the Park and Ride.



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Gail Van Gilder asked if there's a way to improve the safety of the pedestrian crossing of Kings Highway at the high school. The CTP project is several years away. Gail suggested a median pedestrian refuge. Jeff will notify the Kings Highway project team of that suggestion.

Bob Fischer said he has emailed Gene Donaldson about crashes at Route 1 and Cave Neck Road and asked if the speed limit on Route 1 at Cave Neck Road can be lowered. He would like to know the status of this request. He will forward the emails to Jenn Cinelli.

Rep. Schwartzkopf mentioned the law that says bicyclists don't have to stop at a road crossing stop sign if there's a sufficient gap in traffic. He advised the group that although that law was scheduled to sunset in October 2021, a bill has been introduced to make that law permanent. Rep. Schwartzkopf thinks that is dangerous. The law applies to everyone, including children. So, if people think this is not a good idea, they should contact their legislators.

Next steps

Jeff summarized the next steps in the Working Group process:

- Updates on the implementation plan will continue.
- The next meeting will be held April 26, 2021. This meeting is likely to be online.
- Email progress updates will be sent in February and March.
- An annual report of progress made in 2020 will be issued in spring 2021.

Public comments

Andrew read comments and questions written by the public into the online Q&A.

- Jeff answered a question about whether pedestrian bridge was required to have an elevator. Pedestrian bridges must either have a long ADA compliant ramp or an elevator.
- Eul Lee asked whether the TID called for dualizing Route 24 over the Love Creek Bridge. Marc Coté responded yes, it is in the TID but is not programmed yet.
- Joe Hoechner commented that a pedestrian bridge is needed by the bus terminal next to Lowe's.



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The meeting was adjourned at 7:52 pm.

Public attendance

26 members of the public attended. The names used to sign in online are shown below. Four of the attendees called in, but caller names could not be recorded.

Ben Zitomer
Cody Decker
Dan DeBoissiere
Dennis MacNamara
Diana O'Hagan
Dorothy Morris
Eul Lee
George Dellinger
Jeannine White
Joe Hoechner
John Gilbert
Kathi
Maggie MacNamara
Michael Deldeo
R Wright
Rose Torres
Rosemarie Jacob
Sarah Mandalas
Simor Moskowitz
Susan Schruth
Terri Swartz
Theresa Baldwin



List of upcoming meetings

Phase 2 Working Group

Open Houses

Monday, May 17, 2021, 6:30 pm

Wednesday, May 19, 2021, 12:00 noon

Online; register in advance at 5points.deldot.gov

Meeting #9

Monday, July 26, 2021, 6:00 pm

Location to be determined

Meeting #10

Monday, October 25, 2021, 6:00 pm

Location to be determined

Meeting #10

Monday, January 31, 2022, 6:00 pm

Location to be determined

Meeting dates, times, locations, and agendas are subject to change.

See the Delaware Public Meeting Calendar
at publicmeetings.delaware.gov
for official meeting notices.



**FIVE POINTS TRANSPORTATION STUDY
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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
A. Recommendations to be implemented under current DeIDOT projects or initiatives													
A	1	N/A	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT - Traffic		\$	*	N/A	N/A	N/A	COMPLETE	Studies have been completed, with results presented to the Working Group in October 2019. DeIDOT is proceeding with a program of grade separations and crossover improvements.
A	2	N/A	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊◊	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT - PD South		\$\$	**	\$\$\$\$	**	◊◊◊	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	N/A	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	Sussex County Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.
A	5	N/A	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊◊	COMPLETE	Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◊◊◊	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	N/A	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	The Mulberry Knoll Road Extension study is studying widening of Plantation Road and/or an extension of Mulberry Knoll Road. See recommendations E-2 and E-3.
B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful													
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	IN PROGRESS	In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. In addition, DeIDOT has updated the Development Coordination Manual to require greater width along principal arterials, which are the routes most likely to require future widening.
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	◊	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DeIDOT app.

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B	4	Y	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	◊	IN PROGRESS	DeIDOT is reviewing potential options as part of development reviews. Coordinate with B-1 and C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.
B	8	Y	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, DTC, property owners, businesses, DNREC, private	\$\$	*	\$\$\$	**	◊	IN PROGRESS	DeIDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. Coordinate with recommendation B-3.
B	9	N	69	Study enhancing New Road per Byway Master Plan	DeIDOT	City of Lewes, Sussex County, Delaware Greenways, Byway Committee	N/A	N/A	\$\$\$	**	◊◊◊	ONGOING	The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.
B	10	N	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DeIDOT	\$	**	\$\$	*	◊	Longer-term	
B	11	N	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		\$	*	N/A	N/A	N/A	Longer-term	
B	12	N	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	13	N	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT		\$	*	TBD	TBD	TBD	COMPLETE	DeIDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.
B	14	N	36	Identify locations where trees can safely be planted within the right of way	DeIDOT		\$	*	\$\$	**	◊	To be initiated in 2021	DeIDOT already considers adding trees during development of capital projects. DeIDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way. Costs for tree maintenance need to be covered. At a future Working Group meeting, members will have the opportunity to provide input on desired locations for trees.
B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT	Sussex County	\$	*	\$\$\$	***	◊◊	Longer-term	

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B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DeIDOT		\$	*	N/A	N/A	N/A	ONGOING	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DeIDOT		\$	*	\$\$	**	◊	Longer-term	
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DeIDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◊	Longer-term	
B	19	N	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT	Sussex County Tourism	\$	*	\$\$	*	◊	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DeIDOT	Council on Transportation	\$	**	N/A	N/A	N/A	Longer-term	
B	21	N	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT	Emergency service providers	\$	*	\$\$	*	◊	ONGOING	Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	ONGOING	Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.
B	23	N	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT		\$	*	N/A	N/A	N/A	COMPLETE	DeIDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DeIDOT	\$	*	\$	*	◊	IN PROGRESS	Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4.
B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT Planning	Sussex County, property owner	\$	*	\$\$	**	◊◊	IN PROGRESS	The developer of the Vineyards may be improving a portion near US 9. DeIDOT is investigating right of way issues, including maintenance. The Henlopen TID recommended a project to improve Nassau Commons Boulevard, which is currently not funded.
B	26	N	21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DeIDOT	Sussex County	\$	*	N/A	N/A	N/A	Longer-term	
B	27	N	9	Develop a better process for constituents to request transportation improvements	DeIDOT	General Assembly, Sussex County, Council on Transportation	\$	*	N/A	N/A	N/A	To be initiated in 2021	
C. Make the most of existing roadway infrastructure													
C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A DeIDOT planning study is underway for this effort. A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2022.
C	2	Y	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◊	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project is programmed in the FY 21 - 26 CTP.

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C	3	Y	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◊◊	COMPLETE	A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2025.
C	4	Y	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◊◊◊	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, in order to maintain adequate traffic circulation.
C	5	Y	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South		\$	*	\$\$\$	**	◊◊	IN PROGRESS	A project is programmed in the FY 21 - 26 CTP. Design was scheduled to start in FY 2025. Sussex County Council approved FAST (Funding Accelerating Safety in Transportation) on December 15, 2020, and selected this intersection as the first project. Design of the project has begun.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◊◊◊	IN PROGRESS	DeIDOT Traffic is evaluating locations suggested by Five Points Working Group members at the January 27, 2020 meeting.
C	7	Y	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◊◊◊	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded.
C	8	Y	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◊	COMPLETE	DeIDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.
C	9	Y*	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DeIDOT Traffic/PD South		\$	*	\$	*	◊	COMPLETE	Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Potential direct access to Lowe's from Route 1 may reduce traffic at this location.
C	10	Y*	32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DeIDOT - Traffic		\$	*	\$	*	◊	ONGOING	This is a core function of DeIDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.
C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	IN PROGRESS	The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification.
C	12	N	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	Sussex County	\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Consideration of direct access to Lowe's from Route 1 may be considered in the short term. Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1.
C	13	N	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT		\$	*	\$\$	**	◊	Longer-term	This recommendation refers to crossovers between Five Points and Route 24.
C	14	N	51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	General Assembly	DeIDOT	\$	*	\$	*	◊	To be initiated in 2021	
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT		\$	*	\$\$	*	◊	COMPLETE	Construction was completed in spring 2020.

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C	16	N	84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeIDOT	Sussex County, Cape Henlopen School District	\$	*	\$\$\$	**	◊◊	Longer-term	
C	17	N	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DeIDOT		\$\$	*	\$\$\$\$	**	◊◊	Longer-term	
C	18	N	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DeIDOT		\$	*	\$	*	◊	Longer-term	Immediate maintenance concerns are being addressed now.
C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT		\$	*	\$	*	◊	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, especially with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT - Development Coordination		\$	*	\$\$	*	◊	COMPLETE	In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

D. Make walking, bicycling, and transit more viable as alternatives to driving

D	1	Y	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◊	IN PROGRESS	Primary lead would be the municipality. DTC's role would be advisory to determine feasibility, and to serve as a partner to any study effort. DTC held preliminary conversations with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as jitneys. DTC also received a federal grant to pilot on-demand microtransit (DART Connect) services in the Georgetown and Millsboro areas. Based the success of the pilot, this type of service could be used in the Lewes area.
D	2	Y	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◊◊	IN PROGRESS	The SR 1 Low-Stress Bikeway Study has begun. It will evaluate the potential for routes both parallel to and crossing Route 1.
D	3	Y	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT	Sussex County	\$	*	TBD	TBD	TBD	Longer-term	
D	4	Y	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT - Planning		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and SR 1/Minos Conaway Road, as well as by developer projects. The New Road Master Plan will identify remaining gaps on New Road.
D	5	Y	71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DeIDOT - Planning		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road). Assessment of remaining gaps is underway. To be coordinated with C-8. The Byway Committee is investigating moving forward with a master plan for Savannah Road.

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D	6	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT		\$	*	\$\$\$	***	◊◊	IN PROGRESS	
D	7	N	59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC		\$	*	\$\$	*	◊	IN PROGRESS	DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.
D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◊◊◊	To be initiated in 2021	DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. DTC is continuing to work with all stakeholders to identify a viable location for a park and ride in this corridor.
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◊	IN PROGRESS	Being examined as part of the SR 1 Low Stress Bikeway study
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◊	IN PROGRESS	
D	11	N	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		\$	*	\$\$	*	◊	IN PROGRESS	DTC has upgraded and improved transit shelters in the Five Points study area. 13 shelters have been installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations. Six bus shelters were installed in early 2021 with an additional two shelters being scheduled prior to the start of the summer season.
D	12	N	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT		\$	*	\$\$\$\$	***	◊◊	Longer-term	
D	13	N	1	Identify locations in the study area where bike parking can be provided	DeIDOT		\$	*	\$	*	◊	Longer-term	
D	14	N	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DeIDOT - Traffic		\$	*	\$	*	◊	COMPLETE	A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.
D	15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT, DRBA		\$	*	\$\$	**	◊	IN PROGRESS	Signs were installed in May 2018. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. Rectangular Rapid Flashing Beacons (RRFB) are installed at the trail crossing of Freeman Highway near Cape Henlopen Drive, but not operating. DRBA intends to turn them on.

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E. Invest in new infrastructure to support anticipated growth													
E	1	Y	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study as well.
E	2	Y	70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DeIDOT - Planning	Sussex County	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is being considered as part of the Henlopen TID study. DeIDOT has initiated a planning study for this effort. Inventory and mapping of wetlands and historic resources is underway. Opportunities for public involvement will be provided during the study process. Coordinate with A-7 and E-3.
E	3	Y	8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DeIDOT - Planning	Sussex County, property owners and developers	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is recommended by the Henlopen TID study. Coordinate with A-7 and E-2.
E	4	N	29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E	5	N	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT - Planning, PD South		\$\$	*	TBD	TBD	TBD	Longer-term	
E	6	N	57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	Longer-term	
E	7	N	77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	IN PROGRESS	Airport Road extension to SR 24 is in progress. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but that section will be more difficult due to existing developments.
E	8	N	85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E	9	N	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT		\$\$	*	\$\$\$\$\$	***	◊◊◊	Longer-term	