

List of meeting materials

Phase 2 Working Group Meeting #5

Monday, July 27, 2020, 6:00 pm
Online

List of meeting materials	page 1
Agenda	2
Presentation.....	3
Bicycle program brochures	76
Draft minutes of January 27, 2020 Working Group meeting	80
List of upcoming meetings	91
Updated implementation plan	92





Agenda

Phase 2 Working Group Meeting #5

Monday, July 27, 2020, 6:00 pm
Online

1. Introduction
 - Welcome
 - Summary of notebook materials
 - Approval of January 27, 2020 meeting minutes
2. Working Group perspectives
3. Recap of May-June virtual open house
4. Phase 2 implementation status
5. Presentation on DelDOT's bicycle program
6. Public comment
7. Adjourn

Phase 2 Working Group Meeting #5

July 27, 2020



**Regional
Systems
Planning**



Agenda

2

- **Introduction**
 - Welcome
 - Summary of notebook materials
 - Approval of January 27, 2020 minutes
- **Working Group perspectives**
- **Recap of May-June virtual open house**
- **Phase 2 implementation status**
- **Presentation on DeIDOT's bicycle program**
- **Public comment**

How to raise your hand

3

Cisco Webex Events Hide menu bar ^

Connected

File Edit Share View Communicate Participant Event Help

Jennifer Cinelli (Host)

JC

Participants

AE Adrienne Eiss John Fiori SH Shante Hastings ANDREW BING Tremica Cherry-Wall

2:06 PM 7/23/2020



How to raise your hand


4

Cisco Webex Events Hide menu bar ^

Connected

File Edit Share View Communicate Participant Event Help


Speaking: Jennifer Cinelli (Host) Josh Thomas



Participants (12)

Name	Hand Raised	Video On	Audio On
AE Adrienne Eiss	No	No	No
AB ANDREW BING	No	Yes	No
JW Jamie Whitehouse	No	No	Off
JF John Fiori	No	Yes	No
JT Josh Thomas	Yes	No	No
KA Kristen Ahlfeld	Yes	No	Off
MC Marc Cote	No	No	No
SH Shante Hastings	No	No	No
TL Todd Lawson	No	No	No
TC Tremica Cherry-Wall	No	Yes	Off

Attendee: 0 (0 displayed)




Chat

To: All Participants

Enter chat message here

2:03 PM 7/23/2020



Introduction

5

- **Welcome**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of January 27 Working Group meeting
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of January 27, 2020 meeting minutes**

Working Group perspectives

6

- **Perspectives on process**
 - Meetings / virtual open house
 - Communications
 - Inclusivity
- **Other observations**

Virtual open house

7

- **The virtual open house had two parts:**
 - Meeting materials, including a survey, on the study website, 5points.deldot.gov
 - Five online drop-in sessions held between May 18 and June 6, at a variety of times and days of the week to reach as many people as possible – 75 people participated

Virtual open house

8

- **Survey results:**

- 80% agree/strongly agree that the Five Points Transportation Study process is informative
- 53% are pleased with the progress made on study recommendations in 2019
- 67% like the amount of information/detail or would prefer more information in the Following Five Points email updates
- A topic of interest for future Following Five Points email updates was shared-use pathways

Virtual open house

9

- **The drop-in sessions also included interactive poll questions:**
 - Most participants heard about the virtual open house through Following Five Points email updates
 - Most respondents were age 50 and over, with the bulk of those age 65 and over
 - The majority of people liked the online format, either in conjunction with in-person meetings or instead of in-person meetings

Virtual open house

10

What feedback would you like to offer on the virtual open house?

April implementation status

12

- **Although we didn't meet in April as originally scheduled, materials were posted on the study website.**
 - Video presentation with transcript
 - Updated implementation plan spreadsheet

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)

Previous status (as of April 2020)

14

39 of 78 recommendations in progress, ongoing, or completed

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

Current status (as of July 2020)

15

42 of 78 recommendations in progress, ongoing, or completed

- 2 of 5 recommendations to be initiated in 2020 are in progress
- 3 recommendations remain to be initiated in 2020

Category A

being addressed by current DeIDOT projects and initiatives

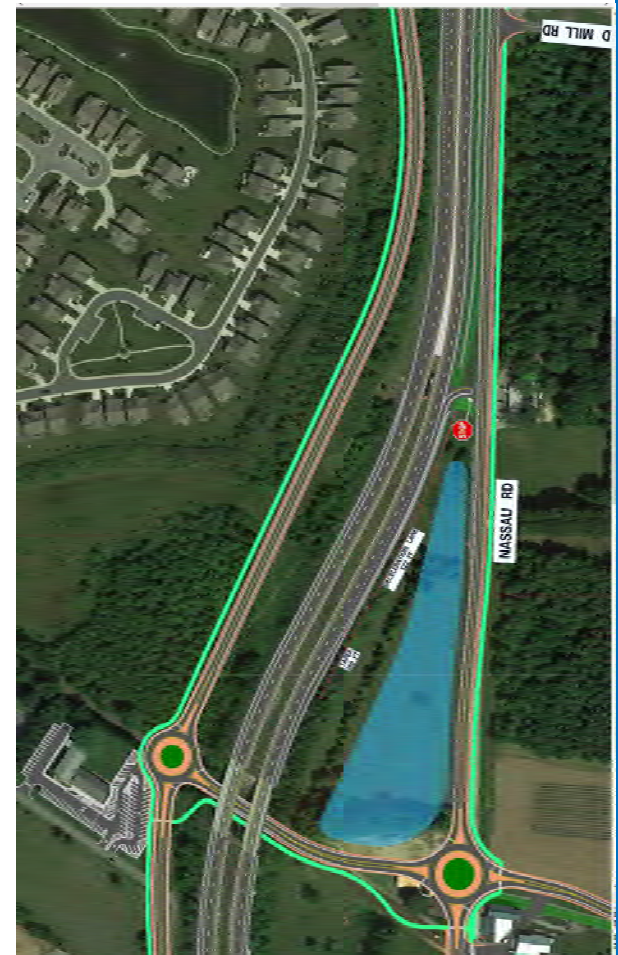
Number of recommendations by status

Status	Apr 2020	Jul 2020	Change
COMPLETE	5	5	-
IN PROGRESS	2	2	-
Total A	7	7	-

Category A progress

17

- **A-5 – Evaluate one-way service roads as part of the Minos Conaway Road grade separation project**
 - A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.



Category B

Policies and procedures

Number of recommendations by status

Status	Apr 2020	Jul 2020	Change
COMPLETE	4	4	-
ONGOING	3	3	-
IN PROGRESS	4	5	+1
Priority for 2019	2	2	-
Initiate in 2020	2	1	-1
Longer-term	12	12	-
Total B	27	27	-

Category B progress

19

- **B-3 – 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 will soon begin testing of displaying (automated) travel time information on various variable message signs approaching the beach area (including information north of the SR 1 and US 113 split).

- **B-9 – Study enhancing New Road per Byway Master Plan**
 - The New Road Byway Master Plan was endorsed by the Lewes Mayor & City Council on July 13.
 - In addition, they approved the Byway's request to transition to a citizen-led 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.

- **B-21 – Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility**
 - 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-25 – Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use**
 - Now IN PROGRESS.
 - DeIDOT is working with the developer of the Vineyards to upgrade the portion of the Boulevard adjacent to Route 9 and add turn lanes.
 - Part of the Boulevard will be dedicated to public use as part of this project.

Category C

Make the most of existing roadway infrastructure

Number of recommendations by status

Status	Apr 2020	Jul 2020	Change
COMPLETE	2	4	+2
ONGOING	1	1	-
IN PROGRESS	9	7	-1
Initiate in 2020	2	2	-1
Longer-term	6	6	-
Total C	20	20	-

- **C-8 – Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane**
 - DeIDOT study is **COMPLETE**.
 - 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 – Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development**
 - Now COMPLETE.
 - Signing and striping improvement was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow.

Category C progress – C-9



- **C-12 – Study access management opportunities along Route 1 in the study area, including potential connections between businesses**
 - Now IN PROGRESS.
 - Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1

- **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**
 - Coordination continues with developer. A new plan was received by DeIDOT Development Coordination.

Category D

Walking, bicycling, and transit

29

Number of recommendations by status

Status	Apr 2020	Jul 2020	Change
COMPLETE	0	0	-
IN PROGRESS	6	7	+1
Initiate in 2020	1	1	-
Longer-term	8	7	-1
Total D	15	15	-

- **D-1 – 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.)**
 - Primary lead would need to be the municipality.
 - DTC’s role would be advisory to determine feasibility, and to serve as a partner to any study effort.

- **D-7 – Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network**
 - Study conducted. Traditional fixed-route service not feasible at this time.
 - DTC has improved service connections for transfers between Routes 206 and 303, which make a connection from the Lewes Transportation Center to Milton.

- **D-7 (continued)**

- 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.

- **D-11 – Study the feasibility of providing context-sensitive shelters at bus stops**
 - Now IN PROGRESS
 - 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.

- **Other DTC actions to improve transit in the Five Points area:**
 - Expanded fixed route service to serve downtown Lewes on 2nd Street and the Cape May Lewes Ferry Terminal
 - Improved service connections for transfers between Routes 206 and 303.
 - Increased the service frequencies for Route 204 serving Lewes.
 - Studied feasibility of fixed route service to Cape Henlopen State Park; found it was not operationally feasible due to lack of supportive infrastructure, roadway geometry, suitable bus turnaround.

- **Other DTC actions to improve transit in the Five Points area (continued):**
 - Has worked with DeIDOT through the project development coordination process in reviewing plans to include transit supportive infrastructure along Freeman Highway, the Route 9 corridor and Kings Highway. For example, DTC requested sidewalk connections along the Route 9 corridor and to establish bus stops near the Library which has been a long standing request from the Lewes community.

Category E

New infrastructure

Number of recommendations by status

Status	Apr 2020	Jul 2020	Change
COMPLETE	0	0	-
IN PROGRESS	3	3	-
Longer-term	6	6	-
Total E	9	9	-

Phase 2 implementation plan

37

- **Next steps**
 - Continue work on recommendations
 - Provide email progress updates in August and September
 - Convene the Working Group on October 26, 2020



DeIDOT bicycle program

- **Bicycle-friendly accomplishments**
- **What DeIDOT has done to support bicycling and to improve infrastructure and safety**
- **Trail crossings at roadways**
- **Bicycle safety countermeasures**
- **Delaware bicycle laws**
- **Connections to trails**
- **How the Working Group can help**

BICYCLE-FRIENDLY ACCOMPLISHMENTS



**Regional
Systems
Planning**



Bicycle-friendly accomplishments



- **2008 - #31**
- **2009 - #9**
- **2010 - #10**
- **2011 - #18**
- **2012 - #10**
- **2013 - #5**
- **2014 - #4**
- **2015 - #3**
- **2016 - #3**
- **2017 - #7**
- **2018 - #7**
- **2019 - #6**



Bicycle-friendly accomplishments

Bicycle-Friendly Communities



Bicycle-friendly accomplishments

43



City of Newark

**Delaware Department
of Transportation**

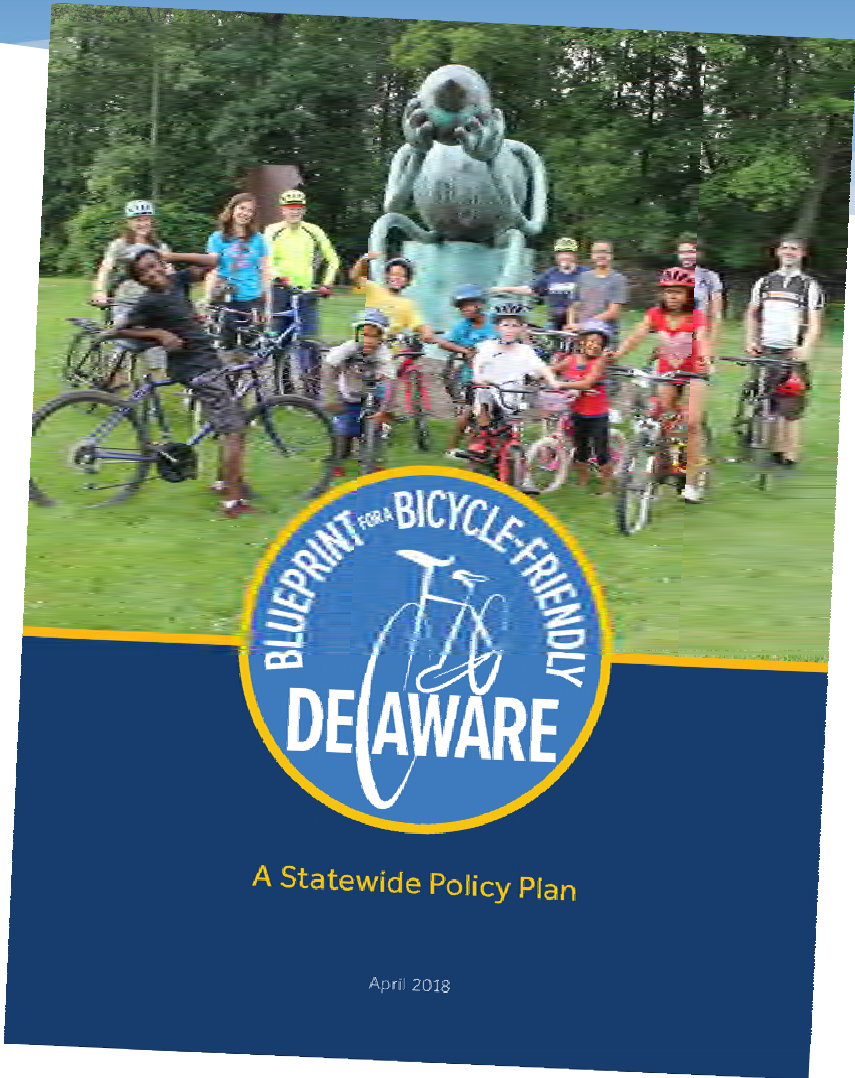
BICYCLING SUPPORT, INFRASTRUCTURE AND SAFETY IMPROVEMENTS



**Regional
Systems
Planning**



Support, infrastructure, safety



BIKE AT THE BEACH Delaware



Map at www.bikeatthebeach.com

Use this map online at bikeatthebeach.com, and please leave feedback!



Map at www.bikeatthebeach.com



Trailhead/parking
Camping
Scenic Overlook

Regional Loop Route
 Using the two trails connected by town streets, you can bike a 16 mile loop between Rehoboth Beach and Lewes.
 Note: Trails open 8AM to sunset.

Junction & Breakwater Trail

48



Georgetown-Lewes Trail



Georgetown-Lewes Trail



Cape Henlopen State Park

51



Savannah Road



Division of Transportation Solutions ⁵³

Route 1 sidewalks



Division of Transportation Solutions ⁵⁴

- **Plantation Road Improvements, Robinsonville Road to US 9**
- **Realignment of Old Orchard Road at Wescoats Corner**
- **SR 1, Minos Conaway Road Grade Separated Intersection**

CROSSINGS



**Regional
Systems
Planning**



Crossings



Old Orchard Road



Minos Conaway Road



BICYCLE SAFETY



**Regional
Systems
Planning**



Bicycle safety



A full-size version of this brochure is in your packet.

Obeying Bicycle Laws Will Keep You Safe!

Riding a bicycle is a great way to get exercise and see the beautiful sights of the First State! While on your bike, however, keep in mind that there are certain laws that every cyclist must follow. These laws ensure the safety of the cyclists, motorists, and pedestrians.

Bicycle safety laws are strictly enforced in Delaware, so be sure to study them carefully!

For Delaware bicycle laws go to www.deldot.gov/Programs/bike

Bicycle Maps are available from the Delaware Department of Transportation

800 Bay Road
Dover, DE 19903
800-652-5600

www.deldot.gov/Programs/bike

Bicycle Riders... Know the Law Before You Ride!

Delaware is Serious About Enforcing Bike Safety Laws

- 1 Use Hand Signals**
Left Turn, Right Turn, Stop
- 2 Right Way to Turn Left**
Ride on right, carefully move to the left of the lane for left hand turn.
- 3 Always Ride in the Same Direction as Traffic**
- 4 Use Proper Safety Equipment**
Helmet (Required by law if under the age of 18, but recommended for all ages.)
Reflective Clothing
Headlight and Reflectors on Your Bike (Use a rear light if riding at night.)
- 5 Obey All Traffic Signs & Signals**
Stop, Clear the Intersection, Go, YIELD, BIKE ROUTE, STOP
- 6 Don't Drink & Ride!**
Drinking and driving laws are the same for cars and bikes. Do not use a cell phone when riding a bike.
- 7 Headphones Must Not Cover Both Ears!**

BICYCLE LAWS



**Regional
Systems
Planning**



Bicycle laws

- Delaware's bicycle laws are found in Title 21 of the Delaware Code, Chapter 41, Subchapter XII
- They are summarized in the Delaware Bicycle Laws brochure at www.deldot.gov/programs/bike
- Today we'll focus on key parts of the Bicycle Friendly Delaware Act of 2017



Delaware Bicycle Laws

Bicycle laws

A full-size version of this brochure is in your packet.

21. When riding at night, a bicycle shall be equipped with reflective material visible from both sides for at least 500 feet, or a lighted lamp visible from both sides for at least 500 feet, from a motor vehicle with lawful low beam head lamps.

22. A bicycle and its rider may be equipped with additional lights and reflectors.

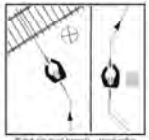
23. A bicycle shall be equipped with brakes that are capable of stopping the bicycle within 25 feet from a speed of 10 mph on dry, smooth, level pavement.

24. A bicycle sold at retail shall have a permanent identification number stamped or cast on its frame.

25. Persons riding a bicycle shall not wear ear or a headset covering both ears. Persons who are hard of hearing should wear a hearing aid while riding a bicycle.

26. Human powered vehicles are activated by means of foot pedals and the driver normally rides astride.

Adult cycles are included but all children's cycles are excluded as are all toys and all vehicles that require the driver to place a foot on the ground to cause motion.



27. Persons shall not ride a bicycle on a highway while under the influence of intoxicating liquor and/or narcotic drugs to a degree which renders such a person a hazard.


28. Bicycle racing on a highway shall only be permitted when approved by DeDOT or local authorities.

29. Persons involved in a bicycle race that has been approved by DeDOT may be exempted from compliance with traffic laws provided that traffic control is adequate to assure the safety of all highway users.

30. "Delaware Yield" permits bicyclists to yield at stop signs (when the coast is clear) instead of requiring a complete stop. Bicyclists are still required to stop a red light.

Other Considerations

Bicyclists should be aware of their surroundings and the effect their travel might have on others. For example, if a bicyclist notices that a line of vehicles has formed behind the bicycle because it is moving more slowly than other vehicles using the road, the bicyclist should turn off the roadway at a safe location in order to permit the other vehicles to proceed.



Delaware Bicycle Laws

Department of Transportation August 2018

For More Information please contact:
 The Delaware Department of Transportation
 Statewide and Regional Planning
 P.O. Box 778
 800 Bay Road
 Dover, DE 19903
 (302) 750-2133

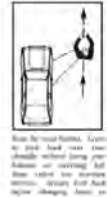
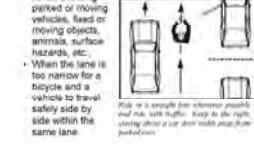
Or visit the Delaware Bicycle Council website at www.delbicyclists.org/DOTransmission

Title 21, Delaware Code, Chapter 41, Subchapter XII

- Parents and guardians shall not authorize or permit violation of these laws by the child or ward.
- Persons riding a bicycle shall have all the rights and responsibilities as drivers of other vehicles.
- No bicycle shall carry more persons than it was designed to carry, except an adult rider which may carry a child securely attached in a backpack or sling.

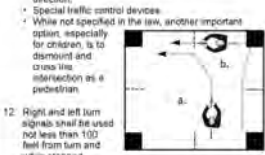
- Persons under 18 years of age must wear a properly fitted and fastened bicycle helmet while operating or riding upon a bicycle on any property open to the public or used by the public for vehicular or pedestrian purposes.
- A trailer or semi-trailer may be securely attached to a bicycle.
- Persons riding a bicycle, coaster, roller skates, sled or toy vehicle shall not cling to another vehicle upon the highway.

- A bicycle shall be ridden "far enough to the right as judged safe by the bicycle operator" except:
 - When passing another bicycle or vehicle going in the same direction.
 - When making a left-hand turn.
 - When avoiding parked or moving vehicles, fixed or moving objects, animals, surface hazards, etc.
 - When the lane is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane.



- A bicycle may be ridden near the left-hand edge of the roadway only on one-way roadways with two or more lanes and a less than 30 mph posted speed limit.
- Persons riding a bicycle upon a roadway shall not travel more than two abreast. On a laned roadway bicyclist shall ride within a single lane. Riding two or more abreast is permitted on paths or parts of the roadway set aside for the exclusive use of bicycles.

- Persons riding a bicycle shall have both hands available to operate the bicycle. At least one hand shall be kept on the handlebars at all times. A one-armed person may ride a bicycle and must use mechanical turn signals.
- Left turns shall be permitted according to:
 - Normal motor vehicle left turn procedures.
 - Approach the turn on the right edge of the roadway, cross the intersecting roadway, stop out of the way of traffic, yield to all vehicles and pedestrians, obey all traffic control devices and then proceed in a new direction.



- Right and left turn signals shall be used not less than 100 feet from turn and while stopped waiting to turn. Such signals may be used intermittently, rather than continuously, if the hand giving the signal is needed to control the bicycle.

- Turn and stop/stop signals shall be given as shown in the diagram.



- Persons shall not ride a bicycle on a sidewalk or crosswalk unless prohibited by official signs or markings. A person riding a bicycle on a sidewalk or in a crosswalk shall yield to pedestrians and give an audible signal before overtaking. In addition, Subchapter 12-A states that bicycles cannot be operated or driven on controlled access highways, except where appropriately marked by the Department of Transportation.

- Persons riding a bicycle on a sidewalk, or pushing a bicycle across the road at a crosswalk shall have all the rights and responsibilities of a pedestrian.
- A bicycle may be parked on a sidewalk except when prohibited by official signs or when impeding the normal, reasonable movement of sidewalk traffic.
- Bicycles may be parked where vehicle parking is allowed, but may not be parked in such a way as to obstruct the movement of a legally parked motor vehicle.



State or self-powered light. Use a bright headlight, taillight, reflector and light-colored clothing or tape and reflectors to warn if your headlights and rear reflectors are obscured by rain. Always wear your seat belt when you are riding with your hands on the handlebars.

Bicycle Friendly Delaware Act

- **Bicycle traffic signals are defined and enabled as an engineering tool for DeIDOT**
- **Requires that motorists change lanes when passing bicycles where travel lanes are too narrow to share**
- **Clarifies how far to the right bicyclists must ride**

Bicycle Friendly Delaware Act

- **Motorists may not honk horns at bicyclists except in cases of imminent danger**
- **Bicyclists are permitted to ride two abreast**
- **Bicyclists may yield at stop signs when the way is clear rather than coming to a full stop (the “Delaware Yield”)**

CONNECTIONS TO TRAILS



**Regional
Systems
Planning**



- **Five Points Transportation Study recommendation D-2:**
 - Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails

Connections to trails

67

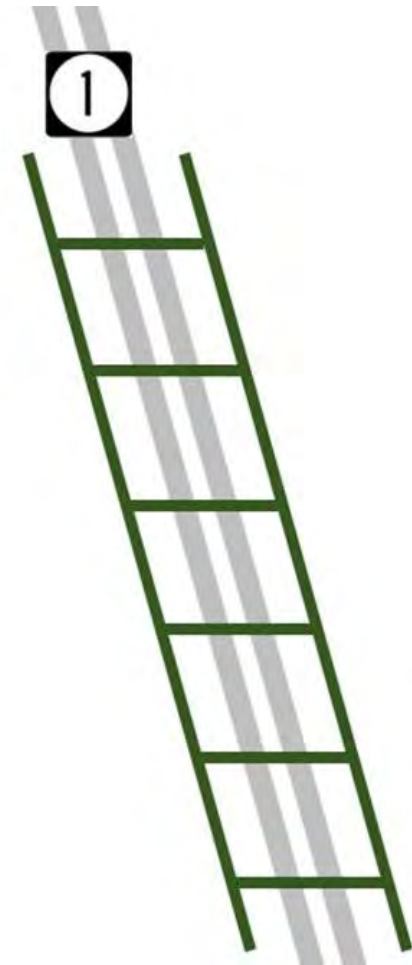


Connections to trails



Connections to trails

- **SR 1 Low-Stress Bikeways Study goals:**
 - Identify continuous low-stress bikeway routes on either side of SR 1
 - Identify low-stress crossings of SR 1 that enable property access and connect the two routes
 - Develop recommendations for which segments should be prioritized for design and construction



How the Working Group can Help DeIDOT Advance the Bicycle Program



Questions?

Public comment

72



Thank you for your participation!

73

Next meeting
Monday, October 26, 2020
6:00 pm
Location TBD

Jenn Cinelli-Miller

Project Planner

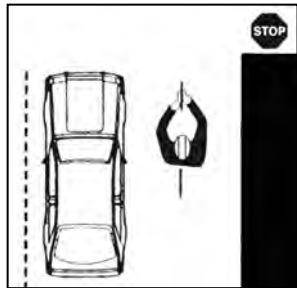
Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549



Title 21. Delaware Code, Chapter 41, Subchapter XII

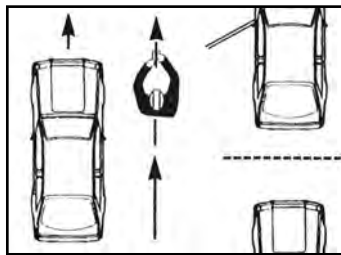


Obey traffic signs and signals. Bicycles must behave like other vehicles if they are to be taken seriously by motorists.

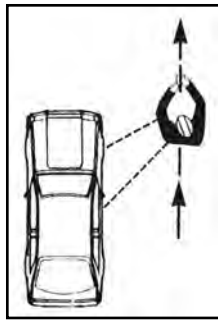
1. Parents and guardians shall not authorize or permit violation of these laws by the child or ward.
2. Persons riding a bicycle shall have all the rights and responsibilities as drivers of other vehicles.

3. No bicycle shall carry more persons than it was designed to carry, except an adult rider which may carry a child securely attached in a backpack or sling.

4. Persons under 18 years of age must wear a properly fitted and fastened bicycle helmet while operating or riding upon a bicycle on any property open to the public or used by the public for vehicular or pedestrian purposes.
5. A trailer or semi-trailer may be securely attached to a bicycle.
6. Persons riding a bicycle, coaster, roller skates, sled or toy vehicle shall not cling to another vehicle upon the highway.
7. **A bicycle shall be ridden "far enough to the right as judged safe by the bicycle operator" except :**
 - When passing another bicycle or vehicle going in the same direction,
 - When making a left-hand turn,
 - When avoiding parked or moving vehicles, fixed or moving objects, animals, surface hazards, etc.,
 - When the lane is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane.

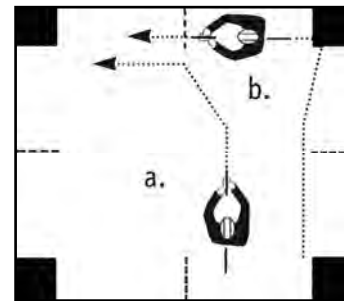


Ride in a straight line whenever possible and ride with traffic. Keep to the right, staying about a car door width away from parked cars.



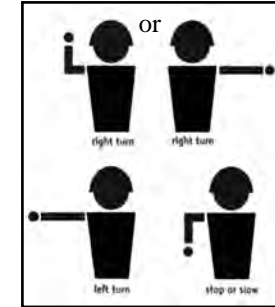
Scan the road behind. Learn to look back over your shoulder without losing your balance or swerving left. Some riders use rearview mirrors. Always look back before changing lanes or changing positions within your lane and only move when no other vehicle is in your way.

8. A bicycle may be ridden near the left-hand edge of the roadway only on one-way highways with two or more lanes and a less than 30 mph posted speed limit.
9. Persons riding a bicycle upon a roadway shall not travel more than two abreast. On a laned roadway bicyclist shall ride within a single lane. Riding two or more abreast is permitted on paths or parts of the roadway set aside for the exclusive use of bicycles.
10. Persons riding a bicycle shall have both hands available to operate the bicycle. At least one hand shall be kept on the handlebars at all times. A one-armed person may ride a bicycle and must use mechanical turn signals.
11. Left turns shall be permitted according to:
 - Normal motor vehicle left turn procedures,
 - Approach the turn on the right edge of the roadway, cross the intersecting roadway, stop out of the way of traffic, yield to all vehicles and pedestrians, obey all traffic control devices and then proceed in a new direction,
 - Special traffic control devices,
 - While not specified in the law, another important option, especially for children, is to dismount and cross the intersection as a pedestrian.
12. Right and left turn signals shall be used not less than 100 feet from turn and while stopped waiting to turn. Such signals may be used intermittently, rather than continuously, if the hand giving the signal is needed to control the bicycle.



There are two ways to make a left turn:
 a. Check for traffic behind you, then signal and move to the left lane on four-lane roads or to the left side of your traveling lane on two-lane roads. Yield to oncoming traffic and then turn left.
 b. Approach the turn on the right edge of the roadway, stop out of the way of traffic, yield to all vehicles and pedestrians, obey all traffic control devices and then proceed across intersection.

13. Turn and slow/stop signals shall be given as shown in the diagram.
14. Persons shall not ride a bicycle on a sidewalk or crosswalk where prohibited by official signs or markings. A person riding a bicycle on a sidewalk or in a crosswalk shall yield to pedestrians and give an audible signal before overtaking. In addition, Subchapter III-A states that bicycles cannot be operated or driven on controlled-access highways, except where appropriately marked by the Department of Transportation.



15. Persons riding a bicycle on a sidewalk, or pushing a bicycle across the road at a crosswalk shall have all the rights and responsibilities of a pedestrian.
16. A bicycle may be parked on a sidewalk except when prohibited by official signs or when impeding the normal, reasonable movement of sidewalk traffic.
17. Bicycles may be parked where vehicle parking is allowed, but may not be parked in such a way as to obstruct the movement of a legally parked motor vehicle.
18. A uniformed police officer may stop, inspect and test a bicycle that is suspected to be unsafe or to have improper equipment.
19. When riding at night, a bicycle shall be equipped with a front, white light visible for at least 500 feet from a motor vehicle with lawful low beam head lamps.
20. Every bicycle shall be fitted with a rear, red reflector visible from at least 600 feet from a motor vehicle with lawful low beam head lamps.

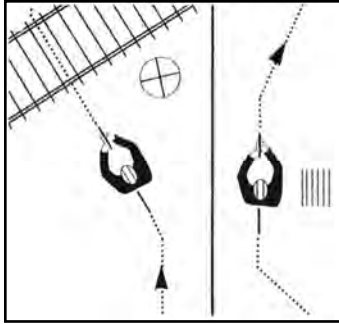


Ride a well-equipped bike. Use a bright headlight, taillight, reflective material and light colored clothing at night and when visibility is poor. White headlights and red rear reflectors are required by law. Never carry anything in your hands that prevents you from riding with both hands on the handlebars.

21. When riding at night, a bicycle shall be equipped with reflective material visible from both sides for at least 600 feet, or a lighted lamp visible from both sides for at least 500 feet, from a motor vehicle with lawful low beam head lamps.

22. A bicycle and its rider may be equipped with additional lights and reflectors.

23. A bicycle shall be equipped with brakes that are capable of stopping the bicycle within 25 feet from a speed of 10 mph on dry, clean, level pavement.



Watch for road hazards. Avoid riding over parallel-bar sewer grates, slippery manhole covers, oily pavement, gravel and ice. Cross railroad tracks and speed bumps carefully and at right angles.

24. A bicycle sold at retail shall have a permanent identification number stamped or cast on its frame.

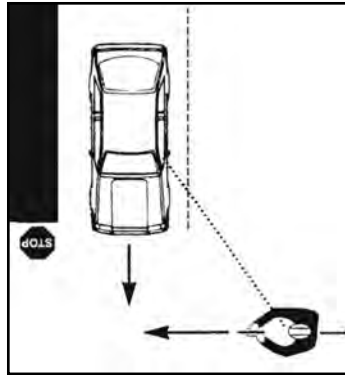


Do not cover both ears with a headset. It's against the law.

25. Persons riding a bicycle shall not wear ear or a headset covering both ears. Persons who are hard of hearing should wear a hearing aid while riding a bicycle.

26. Human powered vehicles are activated by means of foot pedals and the driver normally rides astride.

Adult cycles are included but all children's cycles are excluded as are all toys and all vehicles that require the driver to place a foot on the ground to cause motion.



Watch for cars that may cross your line of travel. Make eye contact with drivers. Don't assume they see you until you are SURE they do. When in doubt, yield.

27. Persons shall not ride a bicycle on a highway while under the influence of intoxicating liquor and/or narcotic drugs to a degree which renders such a person a hazard.

28. Bicycle racing on a highway shall only be permitted when approved by DeIDOT or local authorities.

29. Persons involved in a bicycle race that has been approved by DeIDOT may be exempted from compliance with traffic laws provided that traffic control is adequate to assure the safety of all highway users.

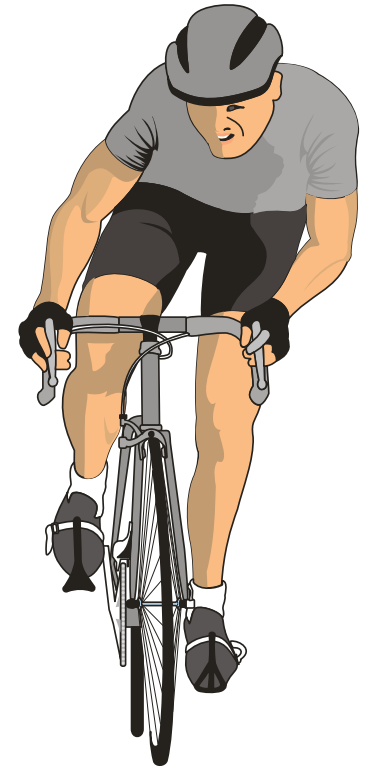
30. "Delaware Yield" permits bicyclists to yield at stop signs (when the coast is clear) instead of requiring a complete stop. Bicyclists are still required to stop a red lights.

Other Considerations

Bicyclists should be aware of their surroundings and the effect their travel might have on others. For example, if a bicyclist notices that a line of vehicles has formed behind the bicycle because it is moving more slowly than other vehicles using the road, the bicyclist should turn off the roadway at a safe location in order to permit the other vehicles to proceed.

**For More Information please contact:
The Delaware Department of Transportation
Statewide and Regional Planning
P.O. Box 778
800 Bay Road
Dover, DE 19903
(302) 760-2133**

Or visit the Delaware Bicycle Council website at www.deldot.gov/Programs/bike



Delaware Bicycle Laws



Delaware Department
of Transportation

August 2018
77

Obeying Bicycle Laws Will Keep You Safe!

Riding a bicycle is a great way to get exercise and see the beautiful sights of the First State! While on your bike, however, keep in mind that there are certain laws that every cyclist must follow. These laws ensure the safety of the cyclists, motorists, and pedestrians.

Bicycle safety laws are strictly enforced in Delaware, so be sure to study them carefully!

For Delaware bicycle laws go to www.deldot.gov/Programs/bike

Bicycle Maps are available from the:

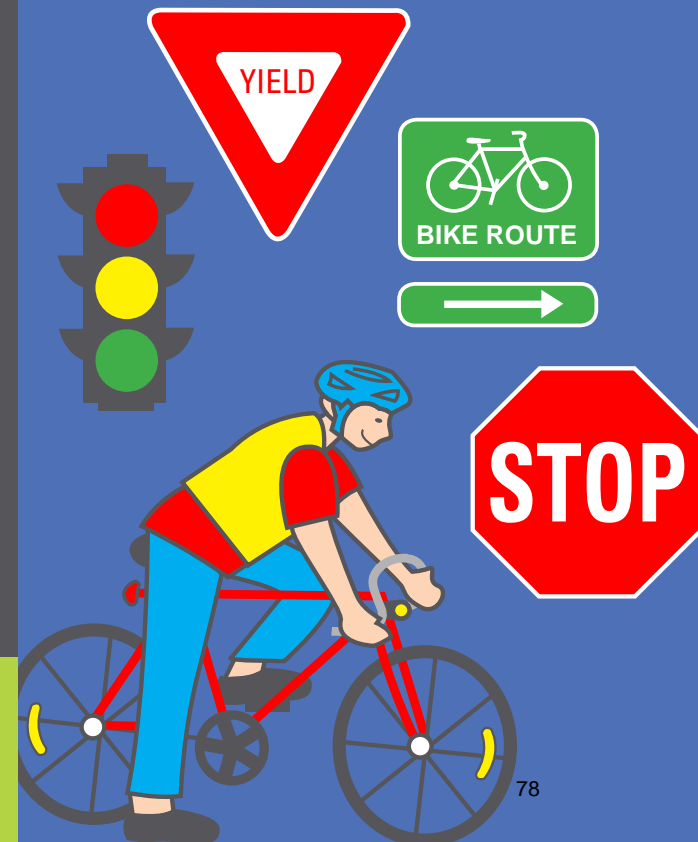
Delaware Department
of Transportation

800 Bay Road
Dover, DE 19903
800-652-5600

www.deldot.gov/Programs/bike

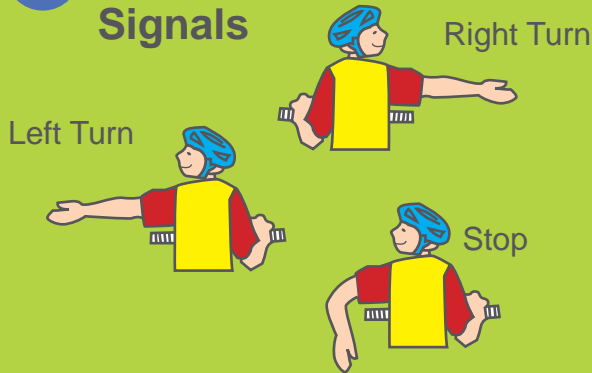
Bicycle Riders.... Know the Law

Before You Ride!



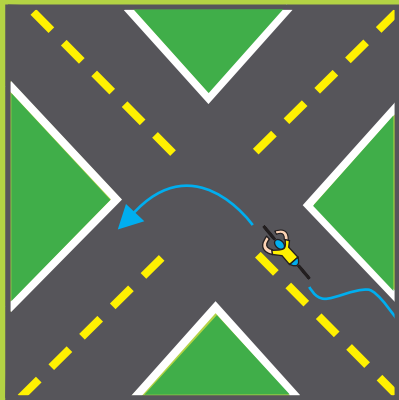
Delaware is Serious About Enforcing Bike Safety Laws

1 Use Hand Signals

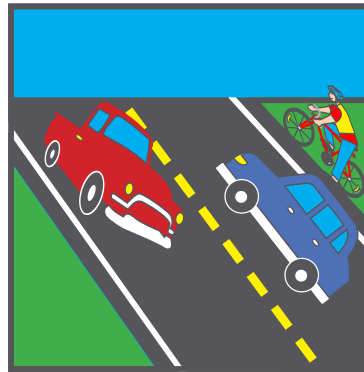


2 Right Way to Turn Left

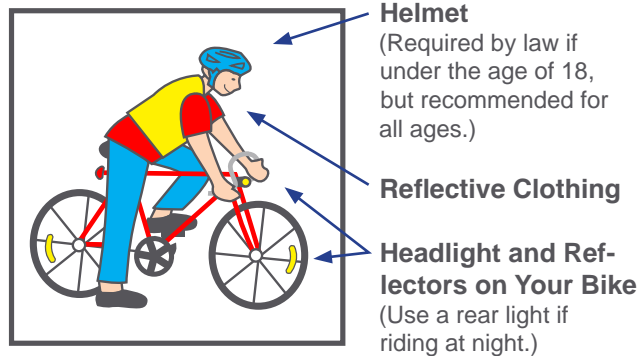
Ride on right, carefully move to the left of the lane for left hand turn.



3 Always Ride in the Same Direction as Traffic



4 Use Proper Safety Equipment



5 Obey All Traffic Signs & Signals



6 Don't Drink & Ride!

Drinking and driving laws are the same for cars and bikes. Do not use a cell phone when riding a bike.

7 Headphones Must Not Cover Both Ears!





Meeting Minutes

Phase 2 Working Group Meeting #4

January 27, 2020, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

Members present:

I.G. Burton
Greg Christmas
Robert Fischer
Dennis Forney
Rev. Wendell B. Hall
Doug Hudson
DJ Hughes
Carole Kohr
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Kim Hoey Stevenson
Josh Thomas
Ann Marie Townshend
Helen Truitt

Members absent:

Scott Green
Christian Hudson
Gail Van Gilder

There were 29 members of the public in attendance. Names of those who signed in are listed at the end of these notes.

The meeting began with a quorum of 14 Working Group members present. Three additional members arrived while the meeting was in progress.

Andrew Bing welcomed everyone and noted that the public will have the opportunity to comment at the end of the meeting.

Andrew went over the agenda and summarized the contents of the meeting packet that was provided to the members of the Working Group at the meeting. The minutes of the October 28, 2019 Working Group meeting were approved unanimously.

DART Bus Service

John Sisson, Chief Executive Officer of Delaware Transit Corporation (DTC), presented information on existing DART routes serving the greater Five Points area and DTC's recent investigations into possibilities for additional service.

John noted that DTC has increased bus service over the past several years. "Beach Bus" service runs 7 days per week from May through September. The rest of the year, service operates Monday – Saturday. Routes from outside the region (Dover, Georgetown, Millsboro) travel to a Park and Ride. Multiple routes travel between the Lewes and Rehoboth Park and Rides, so service along Route 1 is frequent in the summer. Total ridership on all routes in the Beach Bus season increased to almost 300,000 in 2019. The Route 201 (Lewes Park and Ride to Rehoboth) accounts for more than 200,000 of these rides.

Parking is currently free at the Lewes Park and Ride and will be free at the Rehoboth Park and Ride next summer. Bus fares are paid upon boarding. One-way base fare is \$2.00; reduced fare for seniors is 80 cents. Daily, 7-day and 30-day passes are available that provide unlimited rides. Fares can be paid using the DART Pass App. Bus stop and route information as well as real-time bus tracking is available on the DART Transit App.

John noted that for transit to succeed in gaining ridership, service must be direct and frequent and stops need safe pedestrian access. In addition, a transit route needs a certain level of population density along with origins and destinations that produce demand.

John then described analysis of the Route 204, which provides service every 30 minutes from the Lewes Park and Ride to Lewes and the Ferry. The Phase 1 Working Group recommended study of a hop-on, hop off jitney serving various Lewes destinations including the Library and the State Park. The Route 204 serves many of the destinations mentioned, e.g. Villages of Five Points, the Hospital, downtown Lewes, Lewes Beach and the Ferry, Trip time by bus is only slightly longer than driving. DTC found that trying to serve the Library directly would not be productive since it would involve diverting to Kings Highway, adding time to the trip for others. DTC will evaluate the need for increased frequency on the Route 204, and will explore a Route 204 connection to Cape Henlopen State Park.

Regarding service to Milton, DTC has been talking to Milton officials. DTC studied adding Milton service to the Route 307 (Dover to Lewes Park and Ride via Route 1), however diverting to Milton would add 25% to the trip time. DTC also looked at the possibility of service from Milton via Route 5 and Route 9 to the Lewes Transit Center. However, the low density along this route and the very low Milton ridership on existing bus service through Milton does not appear to support new service. DTC will explore improving the connection between the Route 303 and the Route 206 to provide some transit service from Milton to the Lewes Park and Ride. DTC will continue discussions with Milton officials.

Finally, John reviewed transit shelters. The Phase 1 Working Group recommended a context-sensitive shelter style. DTC has a new standard style shelter that is used state-wide, and intends to use this in the Five Points area. The shelters are attractive and have LED lighting. The shelter at the Lewes Transit Center has a sign with real-time bus arrival information.

Installing a shelter costs \$8,000 plus any site work. Maintenance costs about \$1,000 per shelter annually, including trash collection, weekly pressure washing, snow removal, etc.

DTC intends to continue to improve bus stops and install shelters at stops that meet the ridership standard and have enough physical space.

Implementation Plan Status

Jeff Riegner described the implementation plan status and progress that has been made since the October 28, 2019 Working Group meeting. A new status category, "Ongoing", was created for recommendations that are continually being worked on as part of DelDOT's core mission. Three recommendations moved to this category:

- B-16 – Increase the importance of considering noise and lighting impacts of major transportation projects
- B-21 – Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility
- C-10 – Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies

Two recommendations changed status from "In progress" to "Complete":

- A-1 – Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area
- B-13 – Study alternatives to both meter and slow southbound traffic approaching Five Points

Five recommendations were newly “In progress”. 42 of the 78 recommendations are now either ongoing, completed or in progress, an increase of nine since October 2019.

DelDOT will initiate work on five recommendations in 2020:

- B-8 – Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full
- B-25 – Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use
- C-6 – Study the feasibility of lengthening left- and right-turn lanes throughout the study area
- C-12 – Study access management opportunities along Route 1 in the study area, including potential connections between businesses
- D-9 – Identify potential connections to and from the Lewes Transit Center

The progress is described in detail in the presentation slides and on the implementation plan status spreadsheet. This information is in the Working Group meeting packet, and is available to the public on the Five Points website at 5points.deldot.gov.

Working Group Input – Locations for longer turn lanes

Recommendation C-6 “Study the feasibility of lengthening left-and right-turn lanes throughout the study area” will begin in 2020, and Jeff asked the Working Group for input on locations to be studied. Locations mentioned were:

- Northbound Route 1 left turn at Cave Neck Road
- Southbound Route 1 left turn at County Bank
- Southbound Route 1 – right turn lanes at all intersections are very short, possibly because they share the bus lane.
- Southbound Route 1 left turn at New Road
- Southbound Route 1 left turn at CVS
- Southbound Route 1 left turn at Dartmouth Drive. The left turn signal time is very short, even when there is no opposing northbound traffic; left turn signal time could be longer
- Southbound Kings Highway right turn at Clay Road (there is no right turn lane today)
- Southbound Minos Conaway right turn at Route 9. Jeff noted this is already a capital project.

DelDOT is looking for shorter term projects. Jeff noted that seemingly minor improvements can be expensive if it turns out there are problems with right of way or utilities.

Savannah Road Two-Way Left Turn Study

Jeff asked for comments on the draft technical memorandum that was provided at the October 2019 working group meeting.

Ann Marie said the Byway Committee submitted a letter to DeIDOT requesting a meeting to discuss the two-way left turn lane with respect to the Byway Corridor Management Plan. As far as the City is concerned, Ann Marie has heard support on both sides of the issue. Jeff said at the beginning of the study it was hoped a two-way left turn lane could be accomplished just with striping. It turns out that construction would be needed, So the question is, should this be proposed as a capital project in the next CTP. If so, there will be many more opportunities for input.

The Byway Committee letter is attached at the end of these meeting notes.

Dennis Forney said an eastbound back up on Savannah Road occurs where a community is proposed for further development so maybe a center left turn would work there. Jeff noted that unless the development is already too far along, it could be required to make improvements to Savannah Road as part of the development approval.

Working Group Comments and Questions

Carole Kohr read a statement regarding Old Orchard Road, citing need to preserve character and enhance safety, and requesting a comprehensive plan. The full statement is attached to these meeting notes.

Bob Fischer asked about speed limit changes; he received an email notification that the speed limits on Old Orchard Road and New Road were just reduced. **Project team note:** The speed limit on Old Orchard Road and on New Road was reduced to 35 mph in early January 2020. Speed limit studies were initiated by the New Road Master Plan, and due to its similar characteristics, Old Orchard Road was also studied and the lower speed limit recommended. In the same timeframe, Kings Highway was studied as part of the Delaware Byways program and the speed limit was converted to a uniform 35 mph.

Bob Fischer asked if University of Delaware had any plans to expand the Lewes campus. The project team is not aware of any plans for expansion.

Rep. Schwartzkopf said DeIDOT should require contractors to check their construction lighting at night. The lighting on the Dewey-Rehoboth Bridge shines in the driver's eyes so they can't see. **Project team note:** DeIDOT had the contractor adjust the lighting to fix this problem.

Rep. Schwartzkopf said emergency preemption is the number one problem on Route 1; it destroys the traffic signal timing. Jeff noted DeIDOT has installed new equipment that will allow signals to get back in synchronization more quickly after a preemption.

Bob Fischer said there should be greater surveillance of actual traffic conditions rather than running signal timing on predetermined programs. He asked for a status update or document about the current conditions.

Ann Marie Townshend said Lewes is in process of planning for tourism directional signs in the City, and Rehoboth will be installing their signs this spring or summer. Sussex County Tourism is responsible for the Route 1 corridor (B-24), but they don't have funding. She asked whether DeIDOT will be providing any funds for implementation. Todd Lawson said Sussex County offered funding.

Project team note: DeIDOT will not be providing funding for Route 1 tourism directional signs.

Regarding the intersection of Cave Neck Road, Hudson Road and Sweetbriar Road (C-5):

- DJ Hughes asked whether there is any way to expedite the capital improvement project, which as of now won't be constructed until 2027-28. DJ believes a roundabout is a reasonable solution for that intersection.
- Greg Christmas said that a line of cypress trees block sight distance and if they were trimmed back it would improve safety. He said the flexible bollards have made the intersection worse.
- Rep. Smyk stated the trees are in private right of way. The flexible bollards were placed in order to prevent illegal passing, and they have reduced the number of crashes.

Jeff requested clarification from the Working Group on C-11, which roads should be brought to DeIDOT standards. DJ Hughes recalled the recommendation was made by Christian Hudson and believes it applies to state roads. Rev. Hall commented that Jimtown Road was just reconstructed and is not up to state standards.

Several members asked what the timeframe is for improvements to the Five Points intersection itself. Jeff replied that will be several years away. Many of the improvements at other locations will relieve Five Points and we want to understand those effects before evaluating what is needed at the Five Points intersection. An interchange was proposed in the past, and that would have enormous impacts to the adjacent lands.

Rev. Hall asked if there are any short-term actions to provide temporary relief. Jeff replied a restriping on westbound Route 9 between Five Points and the connector road will be done sometime in the spring to better organize traffic departing the Five Points intersection.

DJ Hughes believes the Minos Conaway Grade Separated Intersection project will generate more traffic diverting to Minos Conaway Road than DeIDOT anticipates.

Helen Truitt said DeIDOT should notify people that road improvements will be needed and will need right of way. Developments are closing in on the road. DeIDOT has the right to ask for right of way if they know they need it. Jeff agreed, but there needs to be an improvement concept before DeIDOT can know how much right of way is needed.

Todd Lawson noted the implementation plan has several references to the TID. The TID is still being developed and is in the final stages. If approved, TID projects will be developed by DeIDOT. Drew Boyce elaborated that some projects are already in the CTP. Some, such as new grid road concepts, are just ideas that must go through a full project development process.

Bob Fischer commented that the bicycle trails serve as “super highways”, but a network is needed to allow people to get from their communities to the trails.

Kim Hoey Stevenson asked whether DeIDOT has looked at “Don’t Block the Box”. Rep. Schwartzkopf said legislation will be introduced this year.

Jeff summarized the next steps in the Working Group process:

- The next meeting will be held April 27, 2020 at Beacon Middle School.
- Meetings will generally be the last Monday of the month.
- Email progress updates will be sent in months that there is no meeting.
- The annual report of progress made in 2019 will be issued in March 2020.
- A public workshop will be held in May 2020, primarily to inform people what has already taken place.

Andrew invited public comment.

Public comments

- Rich Borrasso of SARG asked how do things move up in the CTP? He is particularly interested in moving up the Cave Neck/Hudson/Sweetbriar Road project. He also asked why wouldn’t we require private roads to be built to State standards? Rep. Smyk asked Mr. Borrasso to see him after the meeting.

- Joe Hoechner was surprised by the change in New Road speed limit and said a reduced speed limit is not needed on New Road. He asked how that came about.
- Jay Tomlinson asked how the Kings Highway project can be moved up on the CTP. That area is faced with a large number of developments adding traffic.
- Bob Viscount of Villages of Five Points agreed with Rev. Hall's comments on improving the Five Points intersection. He questioned the need to wait longer and try second and third tier solutions. He also expressed disappointment that no one expressed support for Carole Kohr's statement requesting a comprehensive plan for Old Orchard Road. He is concerned about trail crossing safety and impacts of the Old Orchard Ventures development and traffic diversions from the Minos Conaway project. The Old Orchard Road realignment project is not a comprehensive plan.
- Charlie Daneri commented on the Five Points intersection. The left turns from northbound Route 1 hit a red light on Route 9 at the connector, causing a block-the-box at Route 1. In the short term, look at the timing of that second light.
- Norm Field said development and roads need to go hand in hand. The government is waiting for impact fees and for the tax dollars to come in. but that doesn't solve the problem until after the problem has existed for years. It's hard to improve roads when you can't get right of way because it's already been developed.

Andrew adjourned the meeting at 8:00 pm.

Public sign-in list

Baker, Kathleen	Friedland, Ian	O'Hagan, Diana
Baldwin, Ed	Gaekle, Bill	Quinn, Ann
Baldwin, Theresa	Gaekle, Christine	Quinn, Joan
Becker, Ted	Hall, Delthia	Schreck, Neil
Borrasso, Rich	Hoechner, Joe	Servais, Ken
Daneri, Charlie	Hurson, Larry	Steinback, Robert
DeBoissiere, Daniel	Johnson, Dan	Tomlinson, Jay
Field, Norm	Kauffman, Jared	Viscount, Bob
Fischer, Margaret	Leibert, B.	Williams, Emily
Fleming, Joseph	MacArthur, Ron	



January 20, 2020

Jennifer Cinelli-Miller
DeIDOT Five Points Committee
Delaware Department of Transportation
800 Bay Road
Dover, DE 19901

Mark Luszcz, P.E., PTOE
Deputy Director (Design)
Division of Transportation Solutions
Department of Transportation
800 Bay Road
Dover, DE 19901

Dear Ms. Cinelli-Miller and Mr. Luszcz,

As the Historic Lewes Byway representative to the Five Points Working Group, I respectfully request a meeting with you and other DeIDOT representatives to discuss the Byway Committee's concern of adding a Two-Way Left-Turn Lane configuration to Savannah Road from Wescoats Road to Drake Knoll. Our concerns were initially expressed at the October 28, 2019 meeting of the working group. At that same meeting, DeIDOT stated that the Byway designation had not been taken into consideration in the initial study completed by RK&K and outlined in a technical memo dated 10/25/19.

The Corridor Management Plan written after extensive public outreach and with funding from our state legislators was signed by Secretary Cohan in October 2015. One goal of the Byway has been to extend the fabric of the city outward rather than bringing Route 1 suburban road design inward. It is the consensus of the Byway Committee that adding a two-way left-turn lane configuration proposes the opposite and is an auto centric plan.

Corridor Management Plans are policy documents. We understand that not every consultant taking on a study will read the entire Corridor Management Plan, however, there are specific sections that speak directly to Savannah Road.

- "Increasing the safety and convenience of walking and bicycling on Savannah Road from Coastal Highway to Downtown Lewes and Lewes Beach is a strategy that builds further upon the transportation strategy "Reduce Vehicular Demand" on page 41. Five specific steps to increase pedestrian and bicycle safety along Savannah Road will also help to use the greater multi-modal transportation connectivity as a recreation opportunity." (CMP, page 68)

January 22, 2020
Page Two

- Coordinate with the planning park and ride by providing opportunities for leaving cars at the Coastal Highway and integrating bicycle racks into a jitney service.
- Extend sidewalks the entire length of Savannah Road.
- Stripe Savannah Road for a bicycle lane on both sides and construct a sidewalk on the northbound side.

Savannah Road is one of the Gateways to Lewes, one of the top four tourist destinations in Delaware. Its quaint historic character is the primary reason for visiting and relocating to the area. The Corridor Management Plan is a road map to maintain the character that differentiates us from other coastal beach towns. If, in an effort to improve auto travel we lose our small town historic appeal, we have all failed in our mission.

We appreciate your consideration of our request for a meeting to discuss alternatives to those proposed by the RK&K study at your earliest convenience, and in advance of any decision making by the working group.

Sincerely,

Gail Van Gilder
Gail Van Gilder
Historic Lewes Byway Committee



Mary Roth
Chair, Historic Lewes Byway Committee

cc: Drew Boyce, DelDOT, Director of Planning
Theodore W. Becker, Mayor, City of Lewes
Irwin G. Burton III, Vice-President, Sussex County Council
Senator Ernie Lopez

Carole Kohr statement

The Savannah Rd improvement project and the New Rd Master Plan are great proposals and we appreciate the time, effort and funding being put in to both projects. I would like to mention, though, there is a missing piece. A major connector between these two important roadways is Old Orchard Rd. We hope that the Old Orchard Road realignment team will incorporate the ideas set forth in the New Rd Master Plan and the Savannah Rd improvement project as part of the design plans for the realignment. I understand that New Rd and Savannah Road are scenic byways and the improvement of those roads should keep the history and the character of the area in mind as improvements are made. We want to ensure that Old Orchard Road is considered along those same lines. Old Orchard Road is connected to the Georgetown-Lewes Rail trail. It is a key roadway link in diverting traffic off Route 1. Shouldn't the conservation priorities and gateway enhancements from the New Road Master Plan extend to Old Orchard Rd? We think that it should. We want the character of Old Orchard to be maintained, along with safety enhancements to address the Rail-Trail issues and pedestrian crossings. Over the last year, The Villages of Five Points action group have shared our fundamental concerns with DelDOT, State, and County officials. How do we advance our concerns to get a comprehensive master plan for Old Orchard Rd with these considerations:

- Traffic calming options
- Widening Old Orchard from Savannah Road to New Road to provide sidewalks on both sides as well as bike lines
- Establishing a lower speed limit
- Establishing a Design for the 3 parcel Old Orchard Ventures land access to ensure safety and adequate traffic flow with the anticipated new volume of over four thousand Average Daily Trips
- Alert drivers approaching the trail by installing speed bumps, rumble strips, stop signs or flashing lights on either side of the trail
- Noting the possible fatal interplay of vehicles, pedestrians & bikers from the Rail Trail intersection, creates compelling new dimensions of risk that require effective solutions.

In short, WE NEED A COMPREHENSIVE MASTER PLAN FOR OLD ORCHARD ROAD.



List of upcoming meetings

Phase 2 Working Group

Meeting #6

October 26, 2020, 6:00 pm
Location to be determined

Meeting #7

January 25, 2021, 6:00 pm
Location to be determined

Meeting #8

April 26, 2021, 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
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊◊◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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	This will be addressed as part of the Minos Conaway project. 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 Henlopen TID effort is studying widening of Plantation Road and 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	Priority recommendation for 2019	Addressed in the County's comprehensive plan and currently required for commercial properties. Implementation for residential developments will be considered.
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	Priority recommendation for 2019	Addressed in the County's 2018 comprehensive plan update; more work is needed.
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. DeIDOT is planning to install variable message signs that show travel time via SR 1 and US 113. DeIDOT will soon begin testing of displaying (automated) travel time information on various VMSS approaching the beach area (including information north of the SR 1 and US 113 split).

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊ ◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊ ◊ ◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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
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. 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	IN PROGRESS	The Henlopen TID study (west of Route 1) future year traffic analysis and identification of improvements is completed and was reviewed with County staff this fall. Public involvement began with a public workshop on February 5, 2020. That study conducted traffic analysis related to 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, Traffic	DeIDOT Traffic, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◊	To be initiated in 2020	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	N/A	N/A	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13. In addition, they approved the Byway's request to transition to a citizen-led 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.
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		\$	*	\$\$	**	◊	Longer-term	
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	

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊◊◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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
B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DelDOT		\$	*	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	DelDOT		\$	*	\$\$	**	◊	Longer-term	
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DelDOT, 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	DelDOT	Sussex County Tourism	\$	*	\$\$	*	◊	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DelDOT	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	DelDOT	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	DelDOT		\$	*	N/A	N/A	N/A	COMPLETE	DelDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DelDOT	\$	*	\$	*	◊	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	DelDOT	Sussex County, property owner	\$	*	\$\$	**	◊◊	IN PROGRESS	DelDOT is working with the developer of the Vineyards to upgrade the portion of the Boulevard adjacent to Route 9 and add turn lanes. Part of the Boulevard will be dedicated to public use as part of this project.
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	DelDOT	Sussex County	\$	*	N/A	N/A	N/A	Longer-term	
B	27	N	9	Develop a better process for constituents to request transportation improvements	DelDOT	General Assembly, Sussex County, Council on Transportation	\$	*	N/A	N/A	N/A	Longer-term	
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	DelDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Being considered by Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. DelDOT will initiate a planning study for this effort. A project is proposed in the FY 21 - 26 CTP.
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	DelDOT - 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 proposed in the FY 21 - 26 CTP. It has been approved by the COT, and DelDOT will be seeking federal approval of the FY 21 - FY 26 CTP in September 2020.

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊◊◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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
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	\$\$\$	**	◊◊	IN PROGRESS	A project is proposed in the FY 21 - 26 CTP. It has been approved by the COT, and DeIDOT will be seeking federal approval of the FY 21 – FY 26 CTP in September 2020.
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 proposed in the FY 21 - 26 CTP. It has been approved by the COT, and DeIDOT will be seeking federal approval of the FY 21 – FY 26 CTP in September 2020.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◊◊◊	To be initiated in 2020	Five Points Working Group members proposed locations 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. A preliminary concept is being considered as part of the Henlopen TID study.
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		\$\$	**	\$\$\$\$\$	***	◊◊◊	Longer-term	Sussex County recently introduced an ordinance to upgrade standards for new roads as they are built.
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	\$	*	\$	*	◊	Longer-term	
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.

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊◊◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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
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		\$	*	\$	*	◊	IN PROGRESS	Being considered by Henlopen TID study.
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		\$	*	\$\$	*	◊	IN PROGRESS	In conjunction with proposed development of Coastal Station on the west side of Route 1 at Holland Glade Road, the HAWK signal will be removed. Coordination is underway to determine which turning movements will be provided at the intersection. A new plan was received by DeIDOT Development Coordination.
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.
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	\$\$	*	\$\$\$	***	◊◊	Longer-term	A new Mobility Committee is proposed under the comprehensive plan. This committee and/or the Working Group could play a role in this effort.
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.
D	6	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT		\$	*	\$\$\$	***	◊◊	Longer-term	

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊◊◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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
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. 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.
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	\$	*	\$\$\$	**	◊◊◊	Longer-term	DTC supports implementing a Park and Ride along SR 24. An exact location needs to be determined.
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◊	To be initiated in 2020	
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◊	Longer-term	
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.
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		\$	*	\$	*	◊	IN PROGRESS	Bike box design is complete, but the bike box concept will be introduced at a less complex location first. In the meantime, bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the CTP project on Kings Highway. DeIDOT plans to install wayfinding signs to show people on bicycles how to navigate the left turn until the longer-term Kings Highway project is able to provide bicycle/pedestrian improvements at the 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.
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 will initiate a planning study for this effort. Coordinate with A-7 and E-3. DeIDOT is working on getting funding programmed for the study of this roadway connection.

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◊ Low
 \$\$ \$200K - \$2M ** 3-10 years ◊◊ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◊◊◊ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

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
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 being considered as part of 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	Idea is being considered as part of the Henlopen TID study.
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	