



Beacon Middle School





April 2022

To: Five Points Transportation Study Phase 2 Working Group Members

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Ann Marie Townshend
Michael Tyler

Thank you for your participation in – and support of – the Five Points Transportation Study. We are pleased to present the 2021 Annual Report for Phase 2 of the study effort. Welcome to the new members who have joined the Working Group in 2022.

With the help of the Working Group, significant progress was made in 2021 toward implementing many of the 78 recommendations approved by the Phase 1 Working Group. In addition to continuing work on 29 recommendations that were in progress or ongoing at the beginning of 2021, DelDOT and Sussex County began work on seven additional recommendations. Three of the 78 recommendations were completed in 2021, bringing the total completed to 21.

In 2022 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1, with a focus on making improvements that the public can see on the ground. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,

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Secretary
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Sussex County
2 The Circle
Georgetown, Delaware 19947

INTRODUCTION

This annual report documents activities in 2021 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

Origin of the Five Points Transportation Study

The area surrounding Five Points in eastern Sussex County has been one of the most rapidly growing parts of Delaware for many years. Five Points has long been known as an important gateway to Delaware’s beach area. Residents of the area also know it as a transportation bottleneck. Growth in the area and continued popularity as a tourist destination place more demands on the transportation system year after year.

Phase 1

To address these challenges, DelDOT and the County partnered in December 2017 to create the Five Points Transportation Study Working Group. The Phase 1 Working Group included a broad cross section of public and agency members designed to fully represent the variety of opinions and perspectives in the area. Groups represented include residents, business community members, State and County elected officials, and agency representatives at the state, county, and municipal levels. The Phase 1 Working Group was charged with developing recommendations to improve local traffic circulation at Five Points and in the surrounding area. Support was provided by DelDOT staff and consultants, collectively known as the Project Team.

Phase 1 was conducted from December 2017 to October 2018. During that period the Phase 1 working group met ten times and conducted two public workshops. The working group developed 78 recommendations, which are documented in the Phase 1 Final Report published in October 2018 that can be viewed on the Five Points website: 5points.deldot.gov. The recommendations were organized into five categories:

- A. Already being addressed by existing DelDOT projects or initiatives (as of the end of Phase 1)
- B. Implement policies and procedures to make the area more efficient, sustainable and beautiful
- C. Make the most of existing roadway infrastructure
- D. Make walking, bicycling, and transit more viable as alternatives to driving
- E. Invest in new infrastructure to support anticipated growth

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Phase 2

Phase 2 consists of the implementation of the 78 recommendations. A Phase 2 Working Group was established in 2019, with the primary purpose of providing input to DeIDOT and the County on implementation of the Phase 1 recommendations. In addition, the Phase 2 Working Group process focuses on education and engagement. At Working Group meetings, presentations are given on a variety of relevant transportation issues, questions are answered about DeIDOT and County initiatives, and the Phase 2 Working Group is asked to share information with their constituents on the implementation plan and other topics of interest.

The 2021 Phase 2 Working Group had 19 members, including 11 members who served in Phase 1 and six new members who joined in 2021.

2021 WORKING GROUP MEMBERS

Mr. Robert Fischer*
Mr. Josh Grapski
Mr. Scott Green*
Councilman Doug Hudson
Mr. DJ Hughes*
Ms. Carole Kohr
Mr. Todd Lawson*
Sen. Ernesto B. Lopez*
Mr. Glenn Marshall
Ms. Carol Materniak
Councilman Mark Schaeffer
Mr. Lloyd Schmitz*
Rep. Peter Schwartzkopf*
Rep. Steve Smyk*
Ms. Pamela Steinebach (Oct.-Dec.)
Ms. Kim Hoey Stevenson
Mr. Josh Thomas* (Jan.-Aug.)
Ms. Ann Marie Townshend*
Mr. Michael Tyler
Ms. Gail Van Gilder*

* also served on Phase 1 Working Group

During 2019 and 2020, the first two years of Phase 2, DeIDOT and Sussex County acted upon 40 recommendations in addition to seven recommendations that were incorporated into existing DeIDOT projects already in progress. By the end of 2020, 47 of the 78 recommendations, or half, were Complete, Ongoing, or In Progress.

In the fall of 2021, DeIDOT and Sussex County evaluated the recommendations they could reasonably begin to implement in 2022. Recommendations that were not already in progress, ongoing, or incorporated into existing projects were classified as either To Be Initiated in 2022 or Longer-Term.

2021 marked the second year of the COVID-19 pandemic and its impacts on everyone's lives. However, DeIDOT continued to carry out normal business and advancing its projects, with the main impact being that all meetings had to be conducted online.

The Phase 2 Working Group met quarterly in 2021. An online open house was held on two dates in May to present the 2020 Annual Report and allow the public to comment and ask questions.

In each month where there was no Working Group meeting, an email update was sent to Working Group members and the public and was placed on the study website.

In 2021, implementation began for all seven recommendations that were classified as priorities for the year, and an additional recommendation was started. At the end of 2021, 55 of the 78 recommendations – or 70 percent – are Complete, Ongoing, or In Progress.

The following sections provide information on 2021 meetings and activities, details on progress made in 2021, and proposed priorities for 2022. An appendix provides more detail on the status of each individual recommendation. A public workshop is scheduled for May 2022 to present this information.

MEETINGS AND ACTIVITIES IN 2021

Five Points Working Group Meetings

The plan was to hold virtual Working Group meetings quarterly in 2021 due to the ongoing COVID-19 pandemic. An online meeting using DeIDOT's WebEx platform was held in January. Working group meetings in April, July, and October were held using DeIDOT's Zoom platform, which was found to be more user friendly. The public was invited to attend these online meetings and to make comments. Public attendance averaged approximately 30 people per meeting. Meeting materials and the minutes of each meeting, as well as recordings of the online meetings, were placed on the study website.

In addition to status reports, speakers presented information on topics relevant to the Five Points area. Presentation information is available on the Five Points website – [5points.deldot.gov](https://www.fivepoints.deldot.gov) – in meeting packets posted for each meeting.

January 25, 2021: conducted online

Sarah Coakley, Principal Planner for DeIDOT, presented an overview of the Henlopen Transportation Improvement District (TID), including a review of the following:

- TID development process
- Recommended transportation improvements
- Infrastructure fee program
- Monitoring program

April 26, 2021: conducted online

Kelly Valencik, the DeIDOT Byways Coordinator, and Mary Roth, the Executive Director of Delaware Greenways presented an overview of the Delaware Byways Program. Their presentation included information on what byways are and where they are located. Both the Delaware Bayshore Byway and the Historic Lewes Byway are located within the Lewes and Five Points area.

July 26, 2021: conducted online

Jeff Riegner, Project Manager for the Route 1 Pedestrian Bridge Study and Five Points Transportation Study, provided an update on the Route 1 Pedestrian Bridge Study, which is intended to address recommendation D-6, "Study the feasibility of pedestrian bridges over Route 1 at specific locations."

October 25, 2021: conducted online

Shanté Hastings, Deputy Secretary and Chief Engineer for DeIDOT, gave a presentation on the Five Points intersection in response to the high level of interest from the public for Recommendation E-1, “Study the feasibility of a grade separated intersection (GSI) at Five Points.” The presentation included a review of the following:

- Previous Five Points GSI study
- What has changed since the previous study?
- What has DeIDOT been doing to address the Five Points area?
- What steps are involved with a new Five Points GSI study?

Shanté explained multiple reasons why DeIDOT wants to complete other already scheduled improvements before proceeding with a study of a grade separation at the Five Points intersection.

- Addressing other Working Group recommendations will improve traffic operations
- Current proposed improvements can be completed sooner and will relieve some traffic congestion
- DeIDOT needs to see how these other improvements may alter traffic patterns at the Five Points intersection; DeIDOT wants to make smart improvements
- Improvements to other roads need to be completed before construction starts on Five Points intersection. The community will need alternative routes to get around during construction closures.

DeIDOT plans to allow some time for the other projects in the area to move forward. At some point a decision will be made as to when to move forward with a Five Points GSI study

Public Workshop - Online Open House

An online Open House was held to present the contents of the 2020 Annual Report and describe progress made in 2020 on implementation of study recommendations. Two drop-in sessions were held, on Monday, May 17 and Wednesday, May 19, 2021 to maximize opportunities for the public to attend. In total, 43 people attended. Nearly half of workshop comments and online survey responses were focused on the Five Points intersection itself.

CTP for FY 23 - 28

On February 24, 2022, the Council on Transportation approved DeIDOT's FY 23 – FY 28 Capital Transportation Program (CTP). FHWA is expected to approve the FY 23 – FY 28 CTP in fall of 2022.

Nine new projects in Sussex County were added to the FY 23 – FY 28 CTP. Three are in the area of Five Points:

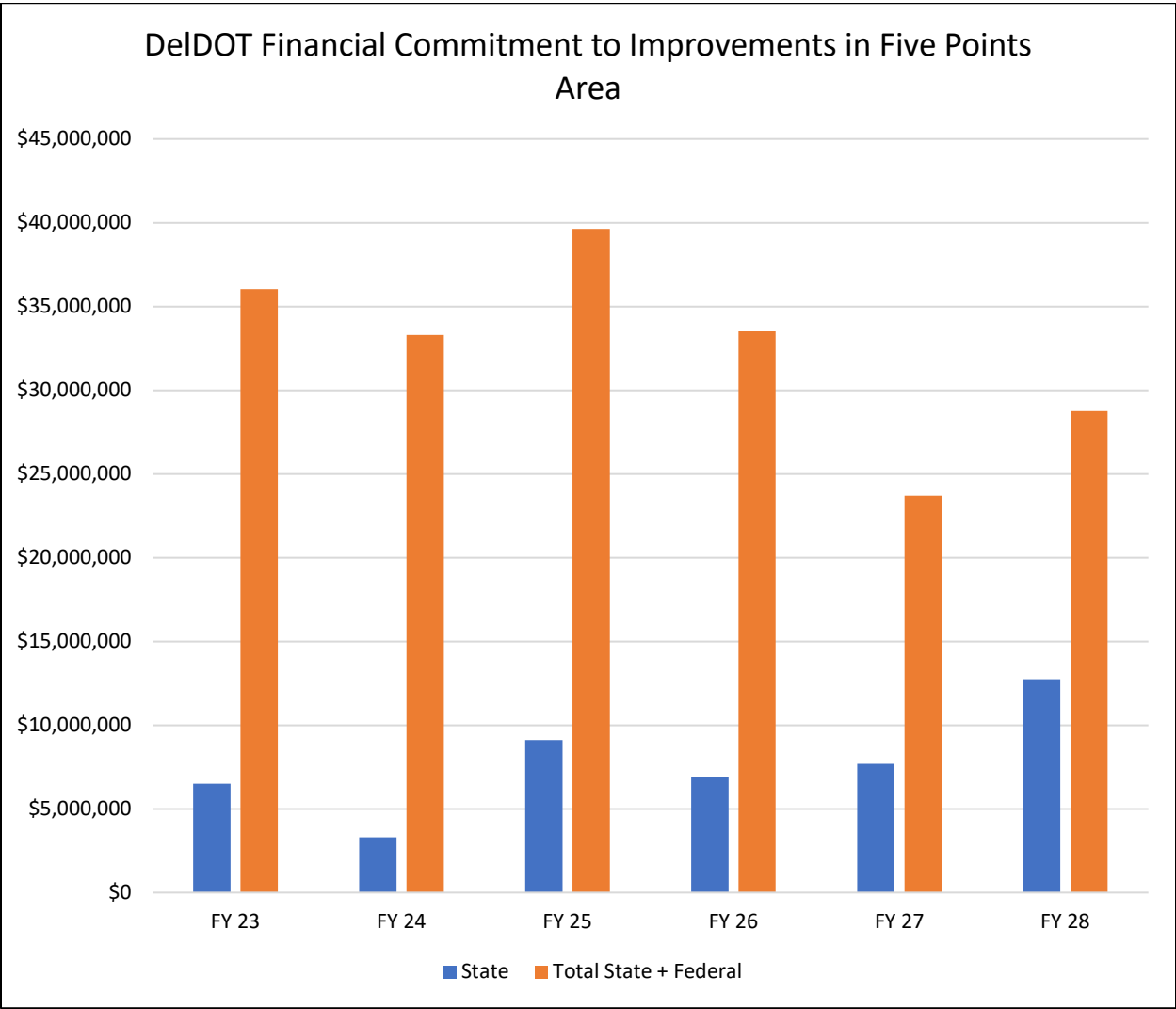
- Mulberry Knoll Road (Cedar Grove Road to US 9 at Old Vine Road) Extension
- Postal Lane (Linden Lane to SR 1) Improvements
- Shady Road (Plantation Road to SR 1) Improvements

Preliminary engineering for all three projects is planned to begin in FY 28.

Twelve Five Points area projects are carried forward from the previous CTP, for a total of 15 projects in the area of Five Points:

- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Grade Separated Intersection
- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Old Vine Blvd. to SR 1)
- Airport Road Extension, Old Landing Rd to SR 24
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Cave Neck Road, Hudson Road, and Sweetbriar Road Intersection Improvement
- New Road (Nassau Road to Old Orchard Road)
- Old Landing Road and Warrington Road Intersection Improvement
- Plantation Road Improvements, SR 24 to US9
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Realignment of Old Orchard Road at Wescoats Corner

The financial commitment of state funds made by DeIDOT for capital projects in the Five Points area over the next six fiscal years totals over \$46,000,000. In addition, DeIDOT plans to allocate over \$148,000,000 of its federal transportation funds to these projects. **This will result in a total six-year investment of more than \$194 MILLION in the Five Points area.**



Other transportation projects in the next six fiscal years include a safety improvement project at the intersection of Dairy Farm Road and Beaver Dam Road/Fisher Road, as well as improvements to the New Road bridge over Canary Creek, with work currently scheduled to begin in fall of 2024. Costs of these projects are within county-wide or state-wide budget numbers rather than individual CTP line items.

Five Points Transportation Study Website

During Phase 1, DeIDOT established a website, 5points.deldot.gov, to serve as an information portal for stakeholders and the public, where all project-related materials and activities could be viewed and/or downloaded.

In March 2020 a redesigned Five Points website went live. The website is regularly updated to include Working Group meeting and workshop announcements, as well as Working Group meeting materials. The Implementation Plan showing current status of all the Five Points recommendations is provided on the website. The website includes reports from current and previous studies undertaken in the Five Points area, as well as links to the DeIDOT website project pages for projects in the Five Points area. DeIDOT press releases relating to the Five Points Transportation Study and all the monthly email updates sent to the public are also available on the website.

The website was visited 86 times over the course of 2021, or an average of 7 times per month. Page views spiked in late-July through early August, which coincides with the posting of information related to the July 26 Working Group meeting.

The screenshot shows the homepage of the Five Points Transportation Study website. At the top is a dark blue navigation bar with the Delaware.gov logo, icons for Agencies, News, Topics, and Contact, and a search icon. Below this is a white navigation bar with the Delaware Department of Transportation logo and menu items: ABOUT, CITIZEN, BUSINESS, SERVICES, CONTACTS, and TRANSLATE. The main heading is "Five Points Transportation Study" in large blue font. On the left is a vertical sidebar with a "FIVE POINTS TRANSPORTATION STUDY" logo at the top and a list of menu items: Home, Get Involved, Implementation Plan, Public Workshops, Studies and Reports, Working Group Meetings, and Phase 1. Below the sidebar is a grey box for "Next Working Group Meeting" which says "No Upcoming Meetings". The main content area has a section titled "About this Study" with two paragraphs of text. To the right of the text is a satellite map of the study area with a red outline, labeled "Study Area Map". At the bottom of the main content area is a blue button that says "Subscribe to Five Points Email Updates" with a link to "(Log in, go to Subscriptions, Manage Subscriptions, and search for Five Points)".

Email Updates – “Following Five Points”

“Following Five Points” email updates continue to provide Working Group members and the public with regular project information and updates. Email updates are typically sent during the months when the Working Group did not meet. In 2021 the Five Points Transportation Study team disseminated additional email updates based on various communication needs of the Five Points Transportation Study, DeIDOT, and other ongoing projects in the Five Points area. Email updates were distributed in February, March, April, May, June, July, August, September, November, and December 2021. Regular email updates included a recap of the most recent Working Group meeting and announcements of upcoming Working Group meetings; announcements/invitations to public events (workshops, webinars, information sessions, etc.) for the Five Points Transportation Study and other DeIDOT projects within the Five Points area; updated resources/information for other on-going projects in and around the Five Points area; and an educational segment called the “Knowledge Corner” that provides information on a transportation topic related to the Five Points Transportation Study or other DeIDOT efforts. Special email updates in 2021 included online public workshop announcements for area projects, construction updates, and reminders for the Five Points Transportation Study online public workshops that were held in May. The email updates continue to allow for more consistent communication from the Study Team to the Working Group and the public on transportation topics affecting the Five Points area. Additionally, based on survey feedback received as part of the May online public workshops, 48 percent of survey respondents like the amount of information provided in the “Following Five Points” email updates.

The distribution list for the “Following Five Points” email updates was originally developed in 2018 and 2019 from in-person Working Group meeting and public workshop sign-in sheets. Over the course of the study, the distribution list has continued to be updated and was updated in 2021 to reflect changes to Working Group members or local elected officials; individual requests to be added to the list; and registration and attendance at online Working Group meetings and online public workshops. In terms of distribution, the February 2021 “Following Five Points” email update was sent to 369 people while the December 2021 email update was sent to 482 people, representing a 30 percent increase in subscribers. Many of the new contacts were added to the distribution list because they had registered for and/or attended one or more of the May online public workshops, however it was also updated to include entire groups from local Homeowner Associations (HOA) and staff from coordinating departments within DeIDOT. The Following Five Points email updates continue to be a popular read with subscribers, with nearly 50 percent of subscribers opening and reading the articles in each issue.

	2020	2021	Change from 2020-2021
Distribution List	369	482	113
Email Updates Sent	15	11	-4
Average Opens	150	199	49
Average Open Rate	54.3%	52.9%	-1.4%

Public Workshops for Current Projects Related to the Five Points Transportation Study

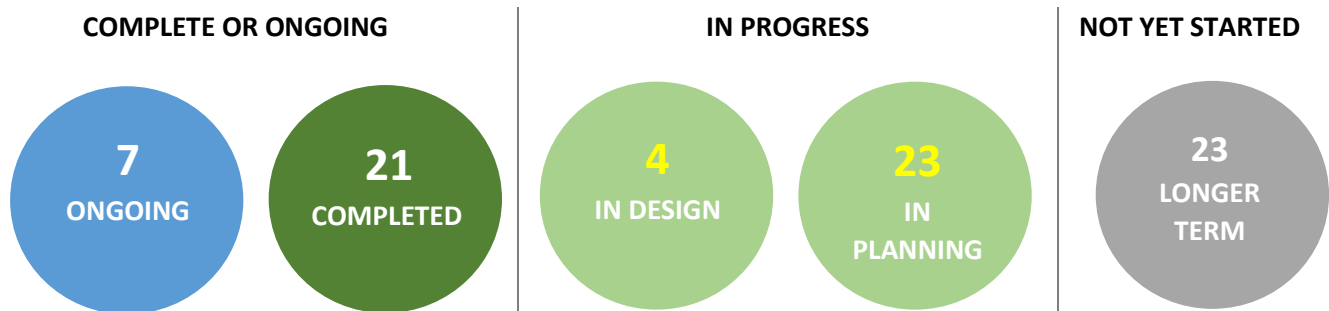
Four public workshops related to projects in the Five Points area were conducted in 2021. All workshops were held online.

- **Munchy Branch Road Multi-Use Trail**
Two half hour presentations were held on January 13, 2021, 4:30 PM
- **SR24 Corridor Improvements Construction Informational Presentation**
An informational presentation was held on February 25, 2021, 05:00 PM for the proposed roadway improvements along the SR24 Corridor in Sussex County.
- **Mulberry Knoll Road Extension Planning and Environmental Linkages (PEL) Study**
A public workshop was held on October 26, 2021, 04:00 PM for this study which is evaluating possible transportation improvements to the North-South corridor that parallels Coastal Highway (SR 1) and Plantation Road, between Lewes Georgetown Highway (US 9) and Cedar Grove Road in Sussex County. The study is being prepared to identify a recommended corridor for potential future project implementation.
- **Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvements**
A workshop was held on November 16, 2021, 3:30 PM for the proposed roadway improvements at the intersection of Cave Neck, Hudson and Sweetbriar Roads in the area of Milton, Delaware in Sussex County. The workshop began with a presentation by DelDOT's project team then followed by a live question and answer session.

IMPLEMENTATION STATUS SUMMARY

By the end of 2021, of the 78 recommendations, 23 were in progress, including all five that were listed as agency priorities for initiating work in 2020, and 18 were completed. Three recommendations were changed to Ongoing in 2021, bringing the total Ongoing to six. Work for Ongoing recommendations is part of DeIDOT's or the County's core responsibilities and is performed on a regular basis.

Status of recommendations at the end of 2021



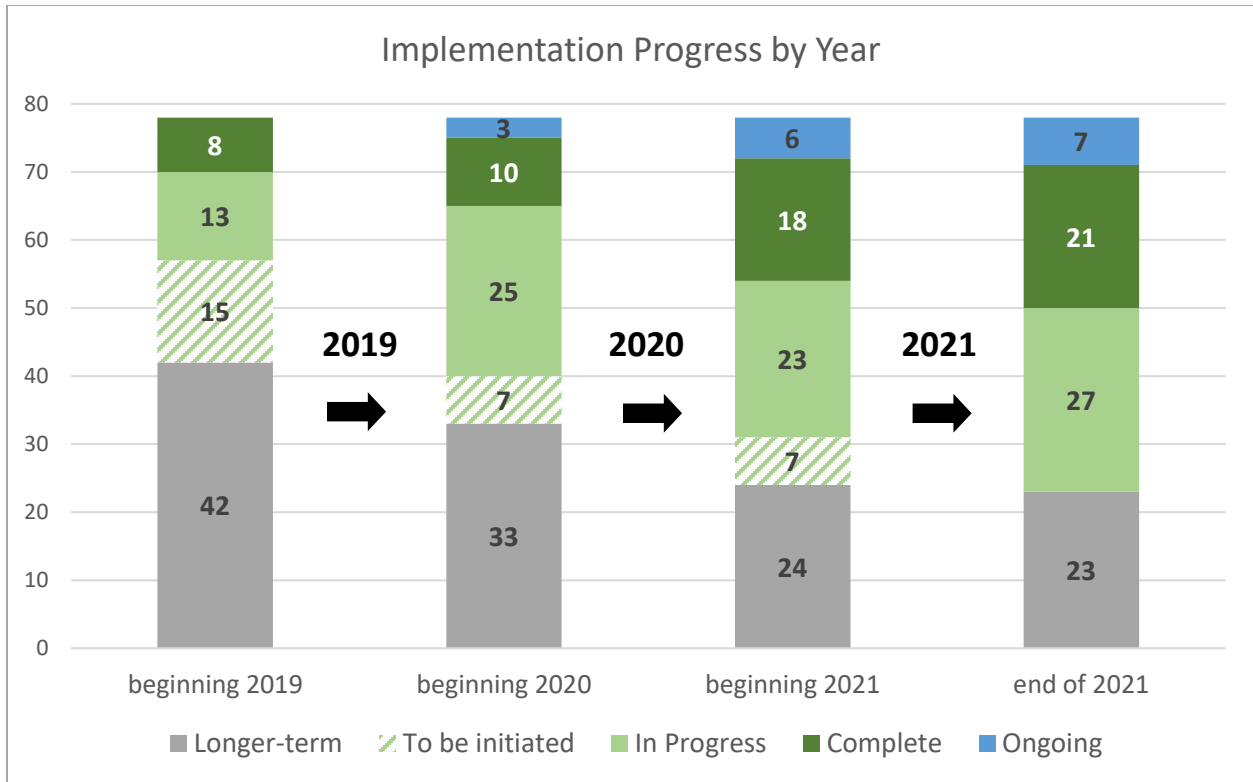
Progress Made During 2021

At the beginning of 2021, 47 of the 78 recommendations were in progress, complete, or ongoing (“ongoing” meaning that work will continue to be performed on a regular basis, whereas work “in progress” will be “complete” at some point).

For example, recommendation B-1, “Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation” is classified as ongoing, since new development applications are submitted regularly, and this recommendation will apply indefinitely. Recommendation B-2, “Consider modifications to land development requirements and/or the Development Coordination Manual...” is “in progress,” since staff at the County and DeIDOT are working to revise these documents, and once those revisions are done the status of this recommendation will change to “completed.”

At the beginning of 2021, 31 of the 78 recommendations had not yet been started. The Implementation Plan called for initiating action in 2021 on seven longer-term recommendations, while also continuing work already in progress.

Six recommendations that had been considered “Longer-Term” in 2020 were initiated in 2021 and their status changed to “In Progress”. One additional recommendation that was initiated in 2021 was completed. Two recommendations that were in progress at the beginning of 2021 were also completed. One recommendation that was in progress at the beginning of 2021 was changed to “Ongoing”. By the end of 2021, 55 of the 78 recommendations were in progress, complete, or ongoing, while only 23 had not yet been started, as shown in the following chart.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes progress for each individual recommendation including any change of status that occurred in 2021.

Category A: Recommendations to be implemented under current DeIDOT projects or initiatives

STATUS	Beginning of 2021	End of 2021	Change
Complete	5	5	-
Ongoing	0	0	-
In Progress	2	2	-
Initiate in 2021	0	0	-
Longer Term	0	0	-
TOTAL	7	7	-

Category B: Implement policies and procedures to make the area more efficient, sustainable and beautiful

STATUS	Beginning of 2021	End of 2021	Change
Complete	5	5	-
Ongoing	5	5	-
In Progress	5	7	+2
Initiate in 2021	2	0	-2
Longer Term	10	10	-
TOTAL	27	27	-

Category C: Make the most of existing roadway infrastructure

STATUS	Beginning of 2021	End of 2021	Change
Complete	7	9	+2
Ongoing	1	2	+1
In Progress	6	5	-1
Initiate in 2021	1	0	-1
Longer Term	5	4	-1
TOTAL	20	20	-

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

STATUS	Beginning of 2021	End of 2021	Change
Complete	1	2	+1
Ongoing	0	0	-
In Progress	7	10	+3
Initiate in 2021	4	0	-4
Longer Term	3	3	-
TOTAL	15	15	-

Category E: Invest in new infrastructure to support anticipated growth

STATUS	Beginning of 2021	End of 2021	Change
Complete	0	0	-
Ongoing	0	0	-
In Progress	3	3	-
Initiate in 2021	0	0	-
Longer Term	6	6	-
TOTAL	9	9	-

NOTABLE ACHIEVEMENTS

Construction

The Five Points Transportation Study is about more than just analyses and reports. Through combined efforts, the many groups within DelDOT and Sussex County government continued to implement Five Points Transportation Study recommendations and advance projects already in progress to make actual changes on the ground.

Improvements that have been constructed during 2021 include:

- Installation of radar speed sign on southbound Route 1 approximately 415 feet south of Nassau Road.
- Delaware Transit Corporation upgraded and improved transit shelters in the Five Points study area with the new statewide standard shelter.
- Installation of Rectangular Rapid Flashing Beacons (RRFBs) at the trail crossing of Freeman Highway near Cape Henlopen Drive.
- Installation of a crosswalk across Kings Highway at Gills Neck Road outside of Cape Henlopen High School.
- Installation of a right hand turn lane on to US 9 from Minos Conaway as part of a pavement rehabilitation project.
- Widened SR 24 between Mulberry Knoll and Route 1.

The construction schedule for DelDOT projects in the Five Points study area is illustrated in the following table. Three of the planned projects are not yet scheduled (noted as TBD in the table). The current CTP covers FY 2023 – 2028; therefore, projects shown in years after 2028 have a less certain estimate of start of construction.



Rectangular Rapid Flashing Beacons (RRFBs) on Freeman Highway

DeLDOT Capital Transportation Program and Traffic Projects

Project	Estimated Construction Year									
	21	22	23	24	25	26	27	28	29	30
SR 1/Cave Neck Road Crossover Improvements										
US 9 and Minos Conaway Interim Improvements										
Savannah Road Sidewalk improvements										
Munchy Branch Road shared use path										
Plantation Road Improvements, SR 24 to US 9										
SR 1 Intersection Improvements										
SR 1 & Kings Highway right-turn modification										
SR 1 & US 9 southbound U-turn										
Extend SB U-turn on SR 1 at Old Landing										
SR 24, Love Creek to Mulberry Knoll Road										
Realignment of S269A (Old Orchard Road) at Wescoats Corner										
SR 1, Minos Conaway Road Grade Separated Intersection										
BR 3-714 on S266 New Road over Canary Creek										
SR 1 and Cave Neck Road Grade Separated Intersection										
Cave Neck, Hudson, and Sweet Briar Rd intersection (FAST Track)										
Airport Road extension, Old Landing Rd. to SR 24										
Old Landing Rd and Warrington Rd Intersection Improvement										
US 9, Kings Highway, Dartmouth Drive to Freeman Highway										
US 9 and Minos Conaway Intersection Improvements										
US 9 Widening (Ward Ave. to Old Vine Blvd)										
New Road, Nassau Road to Old Orchard Road										
Beaver Dam Road Widening, SR 1 to Dairy Farm Road*										
Postal Lane (Linden Lane to SR 1) Improvements										
Mulberry Knoll Road (Cedar Grove Rd. to US 9) Extension										
Shady Road (Plantation Rd. to SR 1) Improvements										

*The Beaver Dam Road Widening project now includes Dairy Farm Rd & Beaver Dam Rd/Fisher Rd Intersection Improvement which appeared as a separate project in the 2020 Annual Report.

DeIDOT and Lowe’s executed an agreement for construction of direct access from SR 1

This agreement will allow for access to Lowe’s from Route 1 through the Lewes Transit Center property. Currently, Lowe’s patrons can only access the Lowe’s parking lot via Plantation Road.

Sussex County secured a permanent easement in Nicola Pizza property that would allow a future connection between Route 1 and Savannah Road via the Arby’s driveway

Sussex County approved the Nicola Pizza site plan with the easement language. Further progress is on hold until the Arby’s property is redeveloped. Traffic conditions in the vicinity will be monitored during the Old Orchard Road realignment construction.

“YOUR SPEED” sign installed on SR 1 southbound approaching Nassau Bridge

In summer of 2021, DeIDOT designed and installed a “YOUR SPEED” sign on SR 1 southbound approximately 400 feet south of Nassau Road (northern access point). This completed Working Group recommendation **C-14: Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road**. Funding for the installation was provided by our legislators who designated Community Transportation Funds for this project.



Speed sign on SR 1 south of Nassau Road looking south

Development coordination to achieve implementation of Five Points recommendations

In conjunction with proposed development of Coastal Station on the east side of Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. A driveway to the Rehoboth Outlets will be relocated as a fourth, western leg to the intersection. This is consistent with Five Points recommendation 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 with the developer occurred in 2020 to bring about this result and to determine which turning movements will be provided at the intersection. At the end of 2020, the intersection was in final design.

PRIORITIES FOR 2022

The following four recommendations are planned for initiation in 2022.

- **B-10: Endorse “don’t block the box” legislation with camera enforcement.**
- **C-16: Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Rd.**
- **D-3: Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments.**
- **E-4: Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards.**

In addition, work will continue on recommendations that are already in progress. In particular, the project team is aiming to advance recommendation **D-4: Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road**, and **D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points**.

Other relevant activities that will continue in 2022 include coordination with developers to take advantage of opportunities to incorporate improvements that further the Five Points Transportation Study recommendations, as well as the operation and management of the Henlopen TID.

APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing status as of end of 2021, and as applicable, activities completed during the past year, next steps, and anticipated schedule.

Category A - Recommendations to be implemented under current DelDOT projects or initiatives (as of the end of 2021)

A-1: Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

Studies have been completed, with results presented to the Five Points Working Group in October 2019. DelDOT is proceeding with a program of grade separations and crossover improvements.

In 2016 and again in 2019, DelDOT conducted in-depth studies to understand the magnitude of safety and congestion concerns in this area, and specifically to determine what traffic impacts might be caused by removal of the signal at SR 16. Study results were presented at the October 28, 2019, Working Group meeting. DelDOT found that:

- Replacement of traffic signals to the north at Little Heaven and Thompsonville Road with grade separated intersections did not cause traffic concerns at SR 16, the next traffic signal to the south of those locations. Similarly, it is expected that replacement of the traffic signal at SR 16 with a grade separated intersection will not cause traffic concerns at Five Points, the next traffic signal to the south.
- At SR 1's intersections with major side roads, particularly Cave Neck Road and Minos Conaway Road, there are very few gaps in peak summer Saturday traffic to allow drivers to turn left onto SR 1. DelDOT's field studies confirm resident observations in this regard. However, replacement of the traffic signal at SR 16 with a grade separated intersection will only affect gaps close to SR 16. At Cave Neck Road and Minos Conaway Road, gaps in traffic are not influenced by the signal at SR 16 and will not be affected by its removal. Therefore, the SR 16 grade separation will proceed on its current schedule.

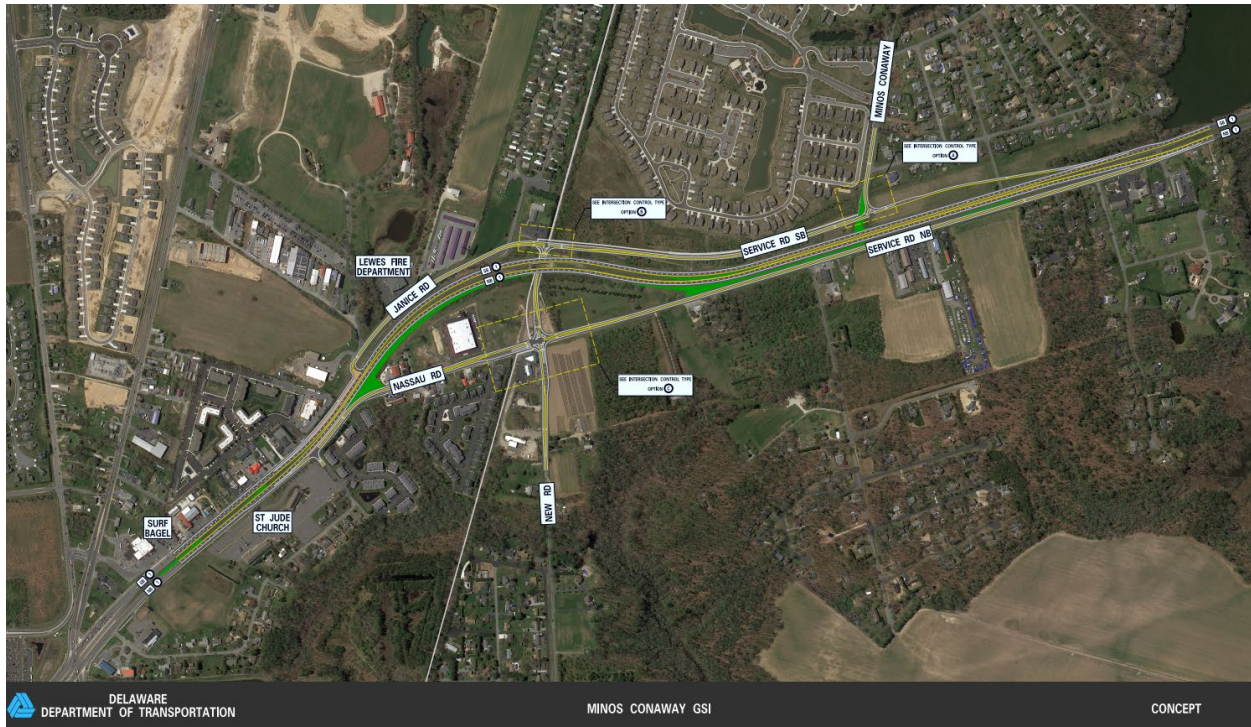
DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that delaying any one of these projects would not accelerate the others, but instead would only delay the safety benefits afforded by that project to the traveling public.

A-2: Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

The Tulip Drive connection to Route 1 is now part of the SR 1/Minos Conaway Road grade separation project. The project includes two-way service roads on both sides of SR 1. Tulip Drive will intersect the two-way service road on the east side of SR 1, which leads to the grade separation at New Road. Left turns from southbound SR 1 to Tulip Drive and left turns from Tulip Drive to southbound SR 1 will be made via this grade separation and the service roads. Construction is expected to take place in 2023-2025.



A-3: Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

This effort was completed as part of the US 113 Millsboro-South Area Supplemental Draft Environmental Impact Statement (DEIS). A two-lane bypass was found to be adequate for future demand.

A-4: Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

Sussex County Tourism has developed the plan for destination signing on SR 1 in the “Delaware Beaches Route 1 Corridor Wayfinding Program”, including eligible destinations and sign appearance. The boat ramp is identified as a major destination eligible for signing on Route 1. As of the end of 2021, funding was not available for sign installation. Directional signs that are installed as part of DeIDOT’s Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of Minos Conaway project 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: Evaluate one-way service roads as part of the Minos Conaway Road grade separation project

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

Service roads on both sides of SR 1 are now part of the project; they are two-way to provide better mobility and access to properties on both sides of SR 1.

A-6: Study the feasibility of extending the eastbound widening of Route 24 to Love Creek

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

The current SR 24 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: Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

The Mulberry Knoll Road Extension study which began in 2020 is studying widening of Plantation Road and/or an extension of Mulberry Knoll Road.

The Henlopen TID effort recommended an extension of Mulberry Knoll Road. It also analyzed widening of Plantation Road and found that if the proposed Mulberry Knoll Road Extension does not happen, Plantation Road may need two through lanes in each direction. With the completion of the Mulberry Knoll Road Extension, the need for dualization of Plantation Road is borderline. The Mulberry Knoll Road Extension study is now underway to evaluate these two alternatives in more detail. See recommendations E-2 and E-3.

Category B – Implement policies and procedures to make the area more efficient, sustainable, and beautiful

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

Status at beginning of 2021
ONGOING

Status at end of 2021
ONGOING

All subdivision applications are subject to pre-application meetings with county staff. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.

This requirement is currently in the County’s zoning code for commercial uses, and the Sussex County Planning & Zoning Commission are enforcing this on a regular basis. In their decisions, they have been clear that the Final Site Plan must show commercial interconnectivity.

The Planning & Zoning Commission has the ability to require interconnection to be provided and this is looked at on a case-by-case basis. There is provision within the Subdivision Code relating to interconnectivity.

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

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
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, DelDOT has updated the Development Coordination Manual (DCM) to require greater width along two-lane principal arterials, which are the routes most likely to require future widening. The new requirement along two-lane principal arterials is 50 feet of right of way from the centerline of the road plus a 15-foot wide permanent easement outside the right of way on each side of the road. This results in a total clear width of 130 feet.

Sussex County’s east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DelDOT is currently updating Chapter 2 of the Development Coordination Manual – Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway.

The Development Coordination Manual is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DelDOT’s Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments).

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.

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE



An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances via SR 1 and via US 113. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Also, SR 1 is designed for longer trips, higher speed, better shoulders and sight lines, and generally a higher standard of design than SR 5, SR 23, SR 30, etc. These roads have two lanes with no shoulders in some areas and no turn lanes at many intersections, so it's not desirable to direct large volumes of traffic along them.

DelDOT has installed variable message signs between Dover and Milford. As of 2020, Travel time messages are displayed on these variable message signs approaching the beach area. This information is also available on the DelDOT app.



B-4: 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)

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

New advance acquisition regulations were approved by the General Assembly in 2018. Now proactive purchases are feasible.

B-5: Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

DeIDOT negotiated a concept for connections through the Nicola Pizza Property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress is on hold until Arby's comes up for development. Coordinate with B-1 and C-12.

B-6: Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

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

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
COMPLETE

Discussions took place in 2019 regarding a Lewes TID on the east side of SR 1. Because most available land on the east side of SR 1 has already been developed or approved for development, there is limited value to a TID in this area.

The Henlopen TID study (west of SR 1) was completed in 2019 and a public workshop was held on February 5, 2020. After the public workshop, other activities in 2020 included establishing an infrastructure fee program, negotiating a TID agreement between DeIDOT and Sussex County, and adoption of the TID by Sussex County Council on October 27, 2020.

The TID study recommendations are related to Five Points recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3.

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

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

The major destination to be addressed is Cape Henlopen State Park. It is frustrating for visitors to travel from SR 1 to the Park only to find that the lots have been closed and they must return to SR 1. This also contributes to congestion on Savannah Road and Kings Highway.

DNREC manually counts the parking lots in the Park and closes the lots when full. DeIDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data.

DNREC is getting ready to update the entrance to Cape Henlopen State Park and would like to explore adding automated counters for use in tracking parking occupancy.

The next step would be to identify alternative parking locations and direct visitors there. The Lewes Park and Ride parking only fills to capacity a couple times per year for major events. The Park and Ride could be used for Cape Henlopen State Park overflow parking if a means can be found to transport people between the Park and Ride and the State Park. Currently, DTC bus service from the Park and Ride only goes as far as the Cape May-Lewes Ferry.

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

Status at beginning of 2021
ONGOING

Status at end of 2021
ONGOING

The final New Road Corridor Master Plan was published in December 2019 and can be viewed at <https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf>

The New Road Master Plan was endorsed by the Lewes Mayor and 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. DeIDOT Development Coordination will require appropriate treatments from the Corridor Master Plan in their reviews of new development applications for roadway access and traffic impacts to ensure Complete Streets.

B-10: Endorse "don't block the box" legislation with camera enforcement

Status at beginning of 2021
Longer-term

Status at end of 2021
To be initiated in 2022

This requires approval by the General Assembly. This recommendation will be led by elected officials.

B-11: Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

This requires approval by the General Assembly.

B-12: Study relaxed height limits as part of the comprehensive plan to increase density

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

This remains a longer-term initiative and is under consideration by Sussex County.

B-13: Study alternatives to both meter and slow southbound traffic approaching Five Points

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

DelDOT implemented speed reduction pavement markings in July 2019 along SR 1 southbound approaching the Nassau Bridge. Speed measurements taken in August 2019 show a 4-mph reduction in average speed (from 57 mph to 53 mph) and a 5-mph reduction in 85th percentile speed (from 63 mph to 58 mph).



B-14: Identify locations where trees can safely be planted within the right of way

Status at beginning of 2021
To be initiated

Status at end of 2021
IN PROGRESS

DelDOT already considers adding trees during the development of capital projects. At the January 2022 Working Group Meeting, DelDOT provided the Working Group with guidelines that govern how trees could potentially be planted within the right of way. At the April Working Group meeting, members will have the opportunity to provide input on desired locations for trees.

B-15: Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

B-16: Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations

Status at beginning of 2021

ONGOING

Status at end of 2021

ONGOING

Lighting is installed based on DelDOT's *Lighting Design Guidelines*. Noise impacts of transportation projects are evaluated based on Federal requirements (23 CFR 772) and DelDOT's *Transportation Noise Policy*.

B-17: Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

B-18: Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County

Status at beginning of 2021

Longer-term

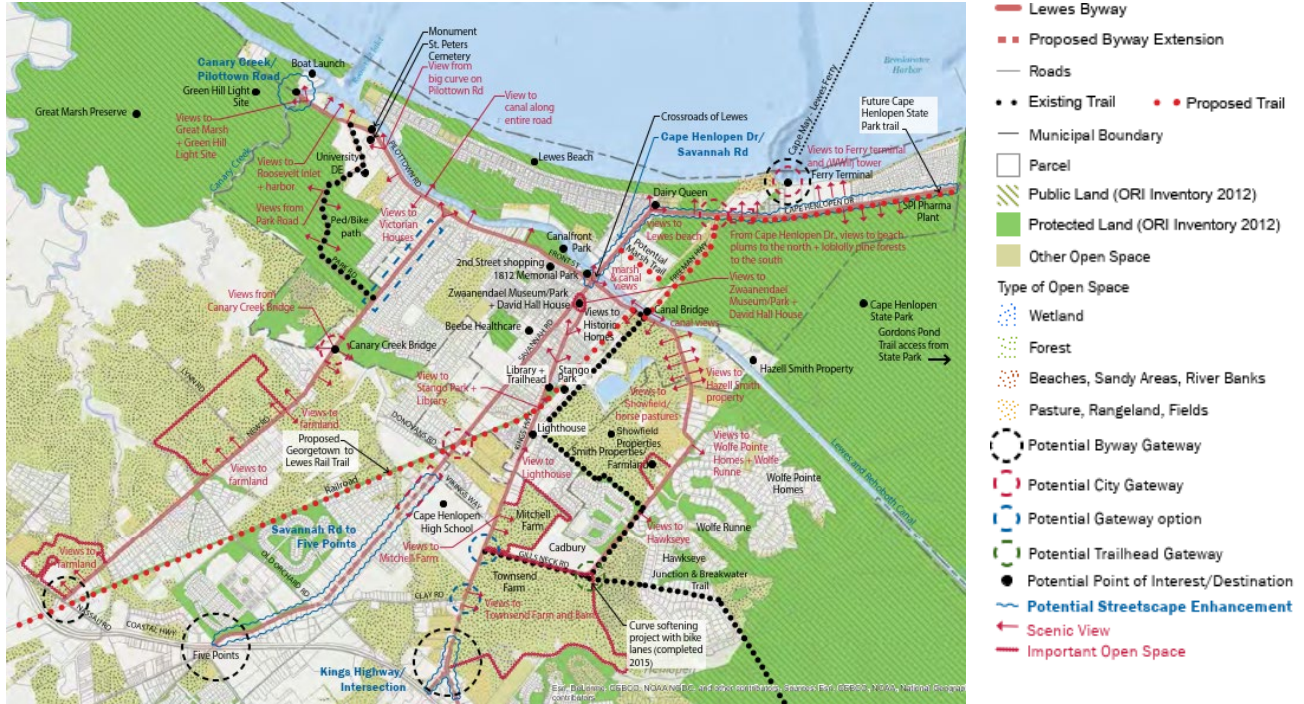
Status at end of 2021

Longer-term

Sussex County is primarily responsible for this recommendation, along with DelDOT, the City of Lewes, and the Historic Lewes Byway Committee.

The *Lewes Scenic and Historic Byway Corridor Management Plan*, published in October 2015, identified potential gateway locations at New Road/Nassau Road, SR 1/Savannah Road, and SR 1/Kings Highway as well as other gateway options.

DelDOT will investigate incorporating aesthetically pleasing gateway features at the New Road/Nassau Road intersection as part of the capital project for the SR 1/Minos Conaway Road grade separated intersection, which is currently under design.



Historic Lewes Byway enhancement map from October 2015 byway corridor management plan

B-19: Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

B-20: Consider whether CTP funding should be allocated based on population growth

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

B-21: Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility

Status at beginning of 2021

ONGOING

Status at end of 2021

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 with DeIDOT's Traffic Management Team to continue updates to firmware.

B-22: Require bike parking as a condition of certain new developments

Status at beginning of 2021
ONGOING

Status at end of 2021
ONGOING

Discussions with developers occur as plans are submitted. Sussex County makes bike parking suggestions for some site plans. Sussex County staff encourage bike parking in appropriate locations, such as in multi-family developments, but this is decided on a case-by-case basis and is largely dependent on location.

B-23: Use an app to warn people of congestion on Route 1 and recommend alternative routes

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

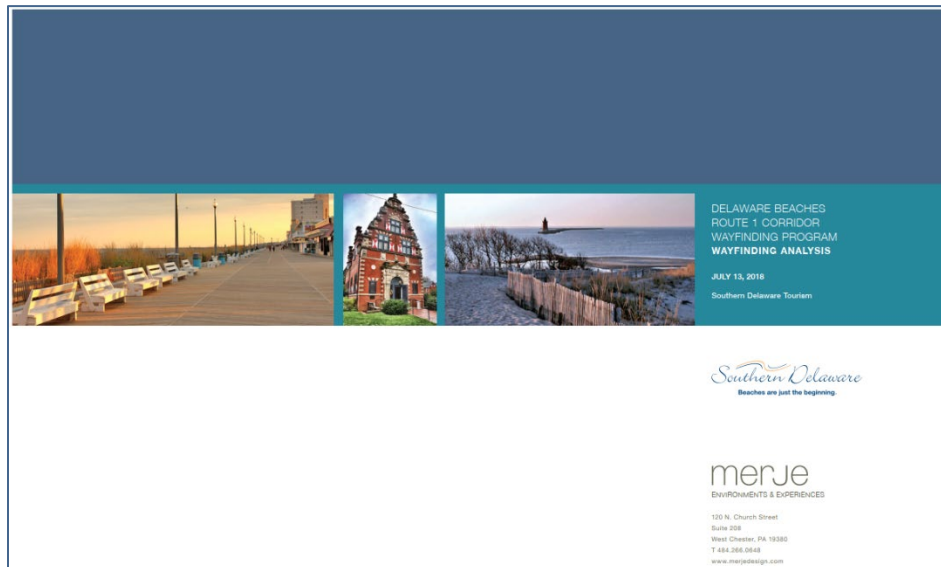
The free DelDOT mobile app has been in place and is continually being updated. Through an established partnership, DelDOT and Waze exchange traffic data. The DelDOT app provides travel time information and real-time traffic advisories, as well as many other features.

B-24: Improve tourism-oriented destination signage along Route 1

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

Sussex County Tourism is taking the lead in this effort in conjunction with municipalities. A wayfinding consultant, MERJE, was engaged by Sussex County Tourism to develop a system for tourism-oriented destination signing. The report “Delaware Beaches Route 1 Corridor Wayfinding Program, Wayfinding Analysis” includes sign graphic design and eligibility requirements for destinations to be included on signs. Specific wayfinding sign locations and messages have not yet been designed. Sussex County Tourism is seeking additional funding to continue this effort.



B-25: Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

This effort was initiated in 2020. The Henlopen TID study recommended an upgrade of Nassau Commons Boulevard to provide a new connection between US 9 and Janice Road. This upgrade, estimated to cost \$5.7 million, is not funded.

Janice Road will be converted to a two-way service road under the SR 1/Minos Conaway Road grade separated Intersection project.

The developer of the Vineyards may be improving a portion of Nassau Commons Boulevard near US 9. DelDOT is investigating right of way issues, including maintenance.

B-26: Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

B-27: Develop a better process for constituents to request transportation improvements

Status at beginning of 2021

To be initiated

Status at end of 2021

IN PROGRESS

DelDOT continues to develop the Project Pipeline Process, a new portal for the public to identify transportation issues and request improvements.

Information on the current process for identifying and programming transportation improvements is available at <https://deldot.gov/Publications/reports/CTP/index.shtml>.

Category C – Make the most of existing roadway infrastructure

C-1: Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

Widening of Route 9 for two lanes each direction was recommended by the Henlopen TID study, with limits from Ward Avenue to about 900 feet west of Old Vine Boulevard. The study also recommended a two-way center left turn lane from about 250 feet east of Nicole Lane to Church Street.

A DelDOT planning study is underway for this effort. A project is programmed in the FY 21 - 26 CTP. The project development process began in October 2021. The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1.

C-2: Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted

Status at beginning of 2021

COMPLETE

Status at end of 2021

COMPLETE

The study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project for US 9 and Minos Conaway Road intersection improvements is programmed in the FY 21 - 26 CTP. The right turn lane was added to a paving rehabilitation project and construction is underway.

C-3: Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)

Status at beginning of 2021

COMPLETE

Status at end of 2021

COMPLETE

A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in 2025.

C-4: Improve the Canary Creek bridge on New Road to reduce flooding

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

A project has been initiated under DelDOT's Bridges/State of Good Repair budget, and design is underway. Online public information meetings were held in June and August of 2021. Final right of way approval has been received. Construction is anticipated to begin in Fall of 2023.

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

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

A project is programmed in the FY 21 - 26 CTP. It was scheduled to begin design in 2025.

However, Sussex County approved the FAST program (Funding Accelerating Safety in Transportation), which set aside County funding to accelerate projects that are on the DeIDOT's CTP. The first project within Sussex County to be funded with FAST funding is the intersection of Cave Neck Road, Sweet Briar Road and Hudson Road. Under the FAST program, design began in early 2021. DeIDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A preferred alternative is scheduled to be selected in early 2022 and design complete in early 2024.**C-6: Study the feasibility of lengthening left- and right-turn lanes throughout the study area**

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

DeIDOT Traffic evaluated locations suggested by Five Points Working Group members at the January 27, 2020 meeting. All but two locations have been incorporated into other DeIDOT projects. DeIDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Road. A pavement rehabilitation project now under construction at Minos Conaway Road from Route 9 to Brittany Lane is adding the right turn lane at US 9.

C-7: Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

A curve compliance study was completed in February 2019 and signage improvements were implemented in March 2019. A project to upgrade Minos Conaway Road with five-foot shoulders, eleven-foot travel lanes, and turn lanes at SR 9 and Kings Crossing is included in the recommended transportation improvements to be implemented through the proposed Henlopen TID. This project is also proposed to include realignment of the curve and a ten-foot-wide shared-use path along the eastern side of the roadway. This project is not yet funded. A paving project is adding a right turn lane at US 9. Further action is on hold pending the completion of the Minos Conaway Grade Separated Intersection.

C-8: Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

DelDOT’s assessment was completed with the report dated October 25, 2019. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would involve more than striping. Input was solicited from the Working Group at the January 27, 2020 meeting.

The Five Points Working Group recommended that a two-way left-turn lane, if feasible, be extended north at least as far as Sussex Drive, because left turns to the school cause a bottleneck. Also, Savannah Road is a Historic Lewes Byway, and any plan must be coordinated with the Historic Lewes Byway Committee.

DelDOT met with Byway Committee representatives. The Byway Committee intends to move forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided. They are seeking funding for the master plan. This recommendation needs to be coordinated with Recommendation D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.

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

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

DelDOT evaluated modifying the median to allow extension of the second westbound US 9 through lane west of the Plantation Road connector. This design would require extensive modifications to the Plantation Road Phase 1 project plans, causing delays to that project and potentially increasing property impacts. Rather than delay Plantation Road Phase 1, construction of which is scheduled to start in 2022, other short-term safety and operational improvements were completed in spring of 2020.

To better organize and direct westbound Route 9 traffic flow, overhead signs were installed on the northbound Route 1 left turn lanes and on westbound Route 9, and westbound Route 9 was restriped approaching the connector to Plantation Road.



US Route 9 after turning left from SR 1



US Route 9 approaching signal at Plantation Road Connector



Northbound SR 1 left turn lane signing

Direct access to Lowe's from southbound SR 1 may reduce traffic at US 9, Plantation Road, and Beaver Dam Road. Construction of this direct access is being pursued by DeIDOT as part of the Plantation Road Phase 1 project maintenance of traffic. This new access will maintain traffic to Lowe's while a portion of Plantation Road is under construction.

DeIDOT will be working with Lowe's to complete the direct access from southbound SR 1. See recommendation C-12.

C-10: Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies

Status at beginning of 2021
ONGOING

Status at end of 2021
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: Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
COMPLETE

At the January 2020 Working Group meeting, the Project Team asked Working Group members to clarify which roads this recommendation applies to: state system roads, subdivision streets, or both. Feedback received indicated the recommendation applied to state roads.

The Henlopen TID study addressed state-maintained roads in the TID area west of SR 1 and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.

C-12: Study access management opportunities along Route 1 in the study area, including potential connections between businesses

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
ONGOING

This effort was initiated in 2020. Access management opportunities are investigated as part of development reviews. See recommendation B-5.

In 2020, DeIDOT pursued implementation of direct access to Lowe’s from SR 1. Construction of this direct connection has been incorporated into the maintenance of traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe’s when portions of Plantation Road are under construction. The connection will continue to provide direct access to Lowe’s after the project is complete. Plantation Road Phase 1 is scheduled to start construction in 2022. An agreement between Lowe’s and DeIDOT was executed in 2021 to provide access to Lowe’s to Route 1 through the Lewes Transit Center property.

Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1, therefore this recommendation has been classified as ongoing.

C-13: Study the feasibility of eliminating unsignalized crossovers on Route 1

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

This recommendation refers to crossovers between Five Points and SR 24.

C-14: Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road

Status at beginning of 2021
To be initiated

Status at end of 2021
COMPLETE

Area legislators supported the installation of this sign using their Community Transportation Funds. The radar speed sign was installed August 18, 2021.

C-15: Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road

Status at beginning of 2021
COMPLETE

Status at end of 2021
COMPLETE

Construction was completed in spring of 2020 to channelize and lengthen the acceleration lane from Minos Conaway Road onto southbound Route 1.



C-16: Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road

Status at beginning of 2021
Longer-term

Status at end of 2021
To be initiated in 2022

It is appropriate to study this when the SR 24 project construction is completed in 2022.

C-17: Conduct capacity analyses at study area intersections to identify the need for turn lanes

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

C-18: Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

Immediate maintenance concerns are being addressed in the short term.

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

Status at beginning of 2021

COMPLETE

Status at end of 2021

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: Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets

Status at beginning of 2021

COMPLETE

Status at end of 2021

COMPLETE

In conjunction with development of Coastal Station east of 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.

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

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.)

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

The Route 204 is DART’s primary fixed route transit service in the project area, with direct service to downtown Lewes, serving many popular destinations e.g. Villages of Five Points, Beebe Hospital, downtown Lewes, Johnnie Walker Beach and the Cape May-Lewes Ferry. The Route 204 provides service every 30 minutes from the Lewes Transit Center to Lewes and the Ferry. It operates from 6:00 am to 11:00 pm year-round Monday through Saturday. During beach season it operates from 6:00 am to 2:00 am seven days per week. The Lewes Transit Center allows customers to make connections to other DART fixed route services and access other locations throughout Sussex County.

Route 204 Ridership for 2021





Average Beach Bus (May - Sept.) Ridership

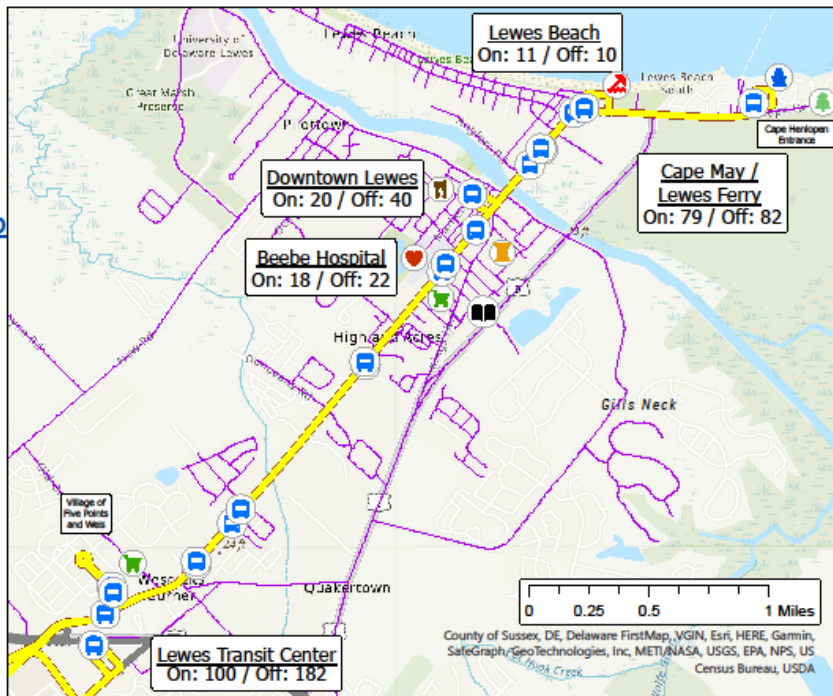
297 riders per Weekday
187 riders per Saturday
126 riders per Sunday

Average Year Round Ridership

99 riders per Weekday
90 riders per Saturday

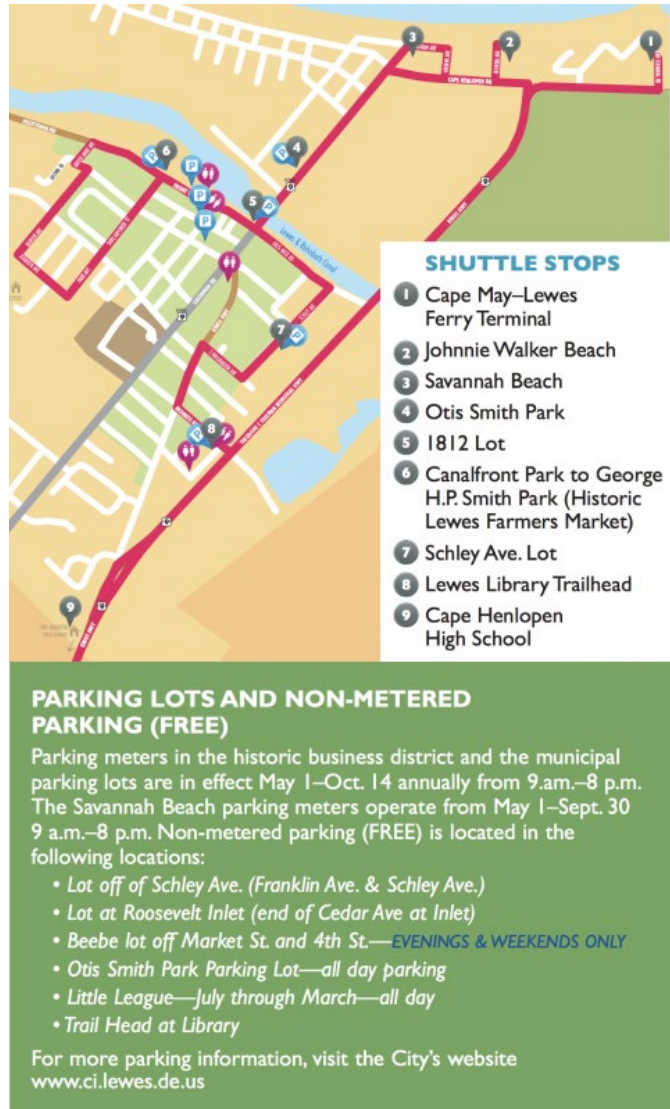
Legend

-  Route 204 Bus Stops
-  Route 204
-  Other Bus Routes
-  Roadways



Parking will continue to be free at both the Lewes Park and Ride and the Rehoboth Park and Ride. 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.

In 2021, DTC collaborated with the City of Lewes and provided them with small cutaway (paratransit sized) buses for a nominal fee of \$1/year per bus for use in 2022. Called the “Lewes Line,” the seasonal transit program will be operated by the City of Lewes, and transport residents and visitors to designated key locations throughout the city including the Cape May Lewes Ferry, Johnnie Walker Beach, Savannah Beach, Otis Smith Lot, Market Street, George H.P. Smith Park, Schley Avenue Lot, Lewes Library/Trailhead, and Cape Henlopen High School (on weekends when school is in session). The purpose is to alleviate parking and traffic congestion on city streets, help with parking challenges throughout the city, and provide increased circulation to services and businesses. The Lewes Line will begin service on Monday, May 23, 2022, and will operate 7 days a week through September 30, 2022, from 9 am to 9 pm every 30 minutes and cost \$1 cash only.



DTC also received a federal grant to pilot on demand micro transit (DART Connect) services in the Georgetown and Millsboro areas. DART Connect has been operating since April 2021, the first month was free and on May 12, 2021, a fee was instituted. The pilot is still being evaluated and average ridership is approximately 70 - 80 rides per weekday. Based on the success of the pilot, this type of service will be further evaluated to determine if it is a feasible service delivery option to serve additional markets better suited for micro transit, including Lewes, rather than traditional fixed route services for other areas in Sussex County, and statewide.

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

Status at beginning of 2021

To be initiated

Status at end of 2021

IN PROGRESS

DeIDOT initiated a study in 2020 to explore the feasibility of developing pathways or other forms of low-stress bicycle routes parallel to SR 1. But that study has a specifically defined scope and a defined geography, only partially within the Five Points area. In addition, the Henlopen TID studied and proposed pathways along many state-maintained roadways in the Henlopen TID area.

The Five Points Working Group recommended that the study for recommendation D-2 should include interconnectivity between the Georgetown-Lewes Trail and Savannah Road.

D-3: Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments

Status at beginning of 2021

Longer-term

Status at end of 2021

To be initiated in 2022

DeIDOT Planning is evaluating different policies for design and separation of bicyclists and pedestrians along roadways. Along with other transportation agencies, DeIDOT is waiting for an imminent update to the *Guide for the Development of Bicycle Facilities*, published by the American Association of State Highway and Transportation Officials, which should provide some new robust design guidance and a new framework for balancing bicyclist/pedestrian needs with traffic needs. DeIDOT hopes to align its efforts with this guidance when it is released. DeIDOT has begun updates to the Complete Streets Implementation Plan which will include guidance for bicycle and pedestrian facilities.

D-4: Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

Portions of these sidewalks will be built by current CTP projects on Old Orchard Road and the SR 1/Minos Conaway Road grade separated intersection project, as well as by developer projects.

The New Road Master Plan will identify remaining gaps on New Road. A gap remains on Old Orchard Road between the Trail and New Road. DeIDOT will inventory remaining gaps in FY 23.

The New Road Corridor Master Plan final report identifies proposed facilities for walking that consist of a shared-use path in some portions. The final report can be viewed at <https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf>

The New Road Master Plan recommended sidewalks only east of Park Road. West of Park Road, the recommended concept for pedestrian mobility is a shared-use path on one side of New Road rather than sidewalks. The path is on the south (eastbound) side of New Road in the area of the SR 1/Minos Conaway Road project, and on the north (westbound) side of New Road along the Tower Hill development buffered from the road by developer landscaping. East of Schaffer Lane/Canary Creek Drive, the shared-use path again shifts to the south side of New Road, including a crossing of the Canary Creek bridge. At Park Road, the shared-use path would change to a combination of bicycle lanes and sidewalk on one side, extending to Pilottown Road. In the section between Park Road and 4th Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering sidewalk along the south side of New Road at their development.

Connecting the Tower Hill development shared-use path with the Lewes Preserve development requires that the shared-use path traverse across two frontage lots that are not part of either development. DeIDOT is working on getting Tower Hill to extend the shared-use path to Schaffer Road.

At present there is likely to be a gap in the shared-use path east of the Canary Creek bridge project to approximately Forecastle Road, which is 400 feet before Park Road. The scope and extent of the bridge project still needs to be confirmed internally within DeIDOT, as a portion of this segment is likely to be outside the limits of a bridge replacement effort. This section would also traverse through wetlands and other drainage as an elevated boardwalk unless there is another crossing scenario to the other side.

DeIDOT is working to fill gaps in the path along with any traffic calming needed for crossings via the Development Coordination Section, with assistance from the City of Lewes and Sussex County as they approve the site plans, and with DeIDOT’s Bridge Section.

D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

The Savannah Road Sidewalk project started construction November 1, 2021. It places sidewalks on the south side of Savannah Road from Quaker Road to the Georgetown and Lewes Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. DeIDOT will inventory remaining gaps in FY 23 and report to the Byway Committee. This item will be coordinated with C-8, a feasibility study of a two-way center left turn lane on Savannah Road.

D-6: Study the feasibility of pedestrian bridges over Route 1 at specific locations

Status at beginning of 2021
To be initiated

Status at end of 2021
IN PROGRESS

DeIDOT is leading this project. Initial candidate locations have been identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside). Further evaluation, including public input, will be conducted by DeIDOT Planning, and coordinated with the SR 1 Low-Stress Bikeway Study. This recommendation will be coordinated with recommendations D-2 and D-10.

D-7: Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

DTC will continue to service Milton with the Route 303 but will look at ways to possibly improve service with the Transit Redesign Study, “DART Reimagined,” which should be awarded in the summer 2022. Current demand and density are low, but the area will be kept in consideration for micro transit (DART Connect). Also, DTC is continuing to look for opportunities to improve service and will continue conversations with the Town Mayor and community officials.

D-8: Study the feasibility of a park and ride lot on Route 24 at the edge of the study area

Status at beginning of 2021
To be initiated

Status at end of 2021
IN PROGRESS

DTC is continuing to seek partnerships with businesses along SR 24 to create a Park and Ride that will be convenient for bus riders and advantageous to their business partners.

D-9: Identify potential connections to and from the Lewes Transit Center

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

DelDOT Planning is coordinating with design of existing projects (Plantation Road, Old Orchard Road realignment), and is being opportunistic about developing pathways from the trail towards the Transit Center under DelDOT projects that are already programmed to do significant work in this area.

Potential connections to and from the Lewes Transit Center will be examined as part of the SR 1 Low Stress Bikeway study which got underway in fall of 2020.

D-10: Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations

Status at beginning of 2021
To be initiated

Status at end of 2021
IN PROGRESS

Evaluations are being conducted in conjunction with recommendations D-2 and D-6.

D-11: Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
COMPLETE



Example of DART's current standard bus shelter

DTC has a new standard style shelter that is used statewide 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.

Seven bus shelters were installed in 2021. At year's end, DTC was coordinating with the City of Lewes for a shelter and all necessary amenities at a stop at Savannah Road and Third Street, which is outside the Five Points study area.

DTC intends to continue to improve bus stops and install shelters at stops that meet the ridership standard and have enough physical space. DTC has completed its study of the shelter style and Recommendation D-11 is now Complete.

D-12: Identify publicly- and privately-owned land in the study area that may be used for trails

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

D-13: Identify locations in the study area where bike parking can be provided

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

This recommendation will be coordinated with recommendation B-22: Require bike parking as a condition of certain new developments.

D-14: Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1

Status at beginning of 2021
COMPLETE

Status at end of 2021
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: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

Signs were installed in May 2018. Pedestrian crossings of Kings Highway were provided at the signal at Clay Road. Improved pedestrian crossings are planned to be installed at the signal at Kings Highway and Gills Neck Road in 2022. By agreement between a developer, the City of Lewes, and DeIDOT, a new signal will be installed at Freeman Highway and Monroe Avenue which will have at least one crosswalk across Freeman Highway.

Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. The Kings Highway CTP project has started and a public meeting is planned in February 2022.

Rectangular Rapid Flashing Beacons (RRFB) are installed at the trail crossing of Freeman Highway near Cape Henlopen Drive, and were confirmed to be operational on 12/30/2021.

Pedestrian crossings may also be studied by DeIDOT Traffic or the Delaware River and Bay Authority (DRBA) as part of their ongoing work. For example, DeIDOT received a request in 2019 from a resident for an improved pedestrian crossing of Freeman Highway at Monroe Avenue at the Library. This portion of Freeman Highway, between Kings Highway and Cape Henlopen Drive, is maintained by DRBA.

Category E – Invest in new infrastructure to support anticipated growth

E-1: Study the feasibility of a grade separation at Five Points

Status at beginning of 2021

Longer-term

Status at end of 2021

Longer-term

This effort will depend on the results of studies under recommendations A-7, E-2, and E-3. Additionally, the shorter-term improvements and CTP projects will impact the scope of the study. DeIDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.

E-2: 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

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

An extension of Mulberry Road from its current end at Cedar Grove Road to US 9 was recommended by the Henlopen TID study. DeIDOT has initiated an independent planning study to advance this effort. Inventory and mapping of wetlands and historic resources is underway. Opportunities for public involvement will be provided during the study process. This project is a candidate for the FY 23-28 Capital Transportation Program. CTP hearings were held in September 2021. A public workshop was held October 26, 2021. Coordinate with recommendations A-7 and E-3.

E-3: 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

Status at beginning of 2021

IN PROGRESS

Status at end of 2021

IN PROGRESS

New road connections have been recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along the corridor. Coordinate with recommendations A-7 and E-2.

E-4: Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards

Status at beginning of 2021

Longer-term

Status at end of 2021

To be initiated in 2022

E-5: Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

E-6: 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

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

E-7: 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

Status at beginning of 2021
IN PROGRESS

Status at end of 2021
IN PROGRESS

Airport Road extension from Old Landing Road to SR 24 is in progress. A project is programmed in the CTP and design will begin in 2025.

The extension of Airport Road from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project at this time.

E-8: 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

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term

E-9: Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study

Status at beginning of 2021
Longer-term

Status at end of 2021
Longer-term



Most recommendations of the 2003 SR 1 Land Use and Transportation Study are either already completed, part of a current DeIDOT project, or recommended by the Five Points Working Group (A-6, B-1, B-3, C-3, C-10, C-12, and E-1).

