



List of meeting materials

Phase 2 Working Group Meeting #10

Monday, October 25, 2021, 6:00 pm
Online

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Agenda

Phase 2 Working Group Meeting #10

Monday, October 25, 2021, 6:00 pm
Online

1. Introduction
 - Welcome and introductions
 - Summary of notebook materials
 - Approval of July 26, 2021 meeting minutes
2. Five Points Intersection discussion
3. Phase 2 implementation status
4. Public comment
5. Adjourn



Phase 2 Working Group Meeting #10

October 25, 2021

Agenda

- **Introduction**
- **Five Points intersection discussion**
- **Phase 2 implementation status**
- **Public comment**

How to raise your hand

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



Introduction

- **Introductions**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of July 26, 2021 Working Group meeting
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of July 26, 2021 meeting minutes**

Five Points Intersection Briefing

October 25, 2021



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Five Points Intersection

- **WG recommendation E-1**
- **Previous Five Points GSI study**
- **What has changed since the previous study?**
- **What has DeIDOT been doing to address the Five Points area?**
- **What is involved with a new Five Points GSI study?**
- **How long would it take to get to construction?**

Recommendation E-1

Five Points Phase 1 Working Group Recommendation E-1:

Study the feasibility of a grade separated intersection (GSI) at Five Points.

Previous study in 2008

- A potential grade separation of the Five Points intersection was studied in 2008
- Multiple options were considered, all of which relocated US 9 to the current alignment of SR 23 to avoid widening through Belltown Historic District

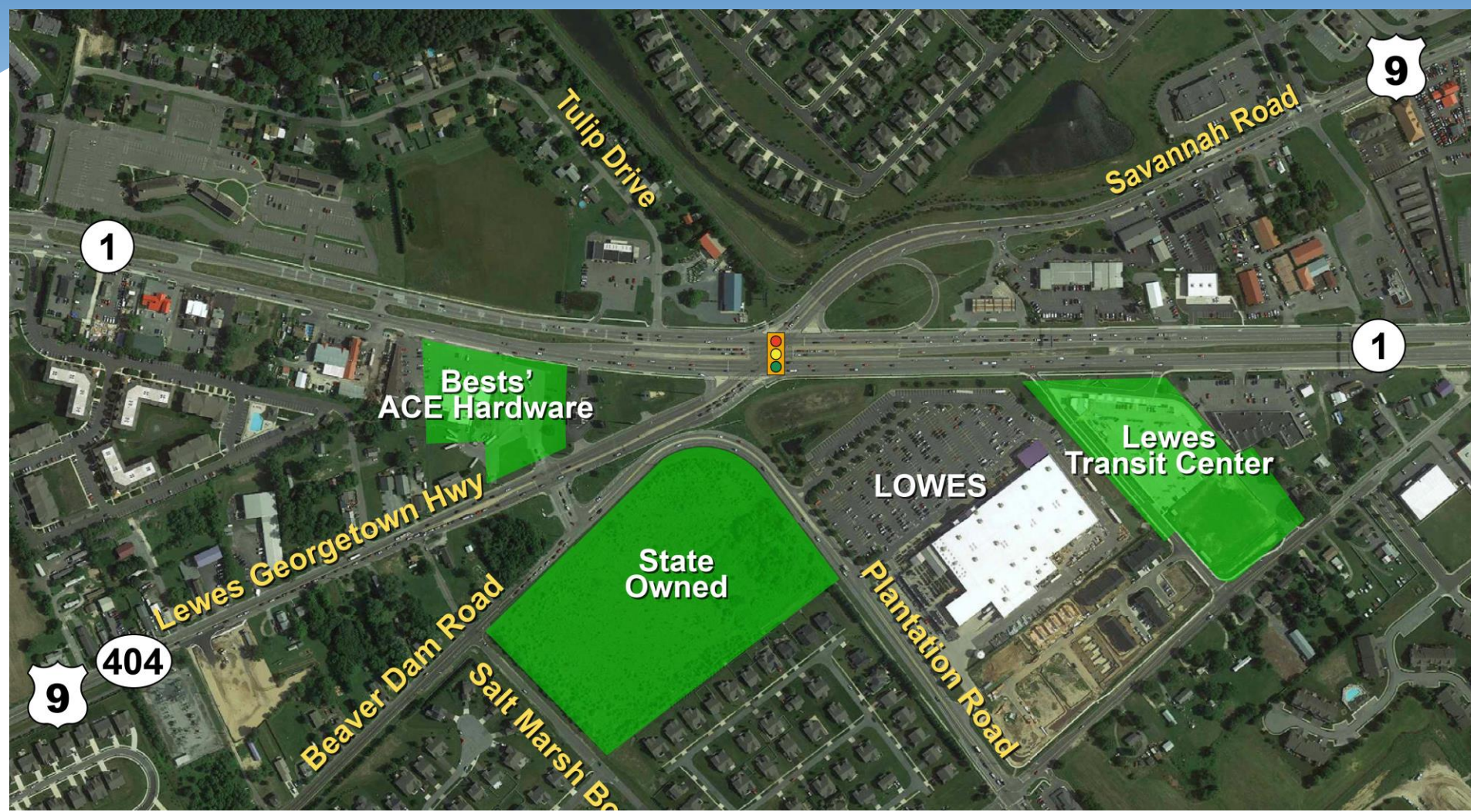


Previous study in 2008

- **Six grade separated intersection options evaluated**
 - In some options SR 1 passed over US 9, in others US 9 passed over SR 1
 - Different ramp connections and configurations
- **Public support could not be obtained for any of the alternatives**
- **DelDOT suspended the study**

- **New development affects feasibility of previous grade separated intersection concepts**
- **Known changes in constraints since 2008**
 - Developments built
 - Lewes Transit Center
 - Properties purchased by the State:
 - **Bests' ACE Hardware**
 - **Henlopen Landing parcel**

Existing Conditions



- **Traffic signal operates with traffic demand**
 - DeIDOT monitors traffic and operations
 - Typical “cycle” length is 150 seconds
 - Signal phasing can be adjusted periodically
 - **Special events/seasonal fluctuations**
 - **Crashes**
 - **Construction/detours**

- **Most recent count data from March 2021**
 - Evaluated closing existing crossovers
 - Average intersection delay/per vehicle
 - **Mon-Thur AM/PM peak = 56 sec/55 sec (LOS E)**
 - **Friday peak = 64 sec (LOS E)**
 - **Saturday peak = 58 sec (LOS E)**
 - Primary issues
 - **EB through/right turn**
 - **NB left turn/queues from US 9 WB**
 - **SB left turn**

Existing Conditions



- **Seasonal Impacts**

- Summer traffic can be up to 50% higher for some movements
- Average intersection delay/per vehicle (summer)
 - Mon-Thur AM/PM peak = 103 sec/121 sec (LOS F)
 - Friday peak = 182 sec (LOS F)
 - Saturday peak = 166 sec (LOS F)
- Primary issues
 - EB through/right turn
 - NB left turn/queues from US 9 WB
 - SB left turn

Existing Conditions



- **Safety**

- Last studied as part of DeIDOT Hazard Elimination Program (HEP) in 2010
- Red Light Photo Enforcement installed in 2017
 - **Angle crashes reduced by 36%**

Transportation Improvements in the Five Points Area



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Five Points Area Improvements

- **Signing/striping improvements**



Five Points Area Improvements

20

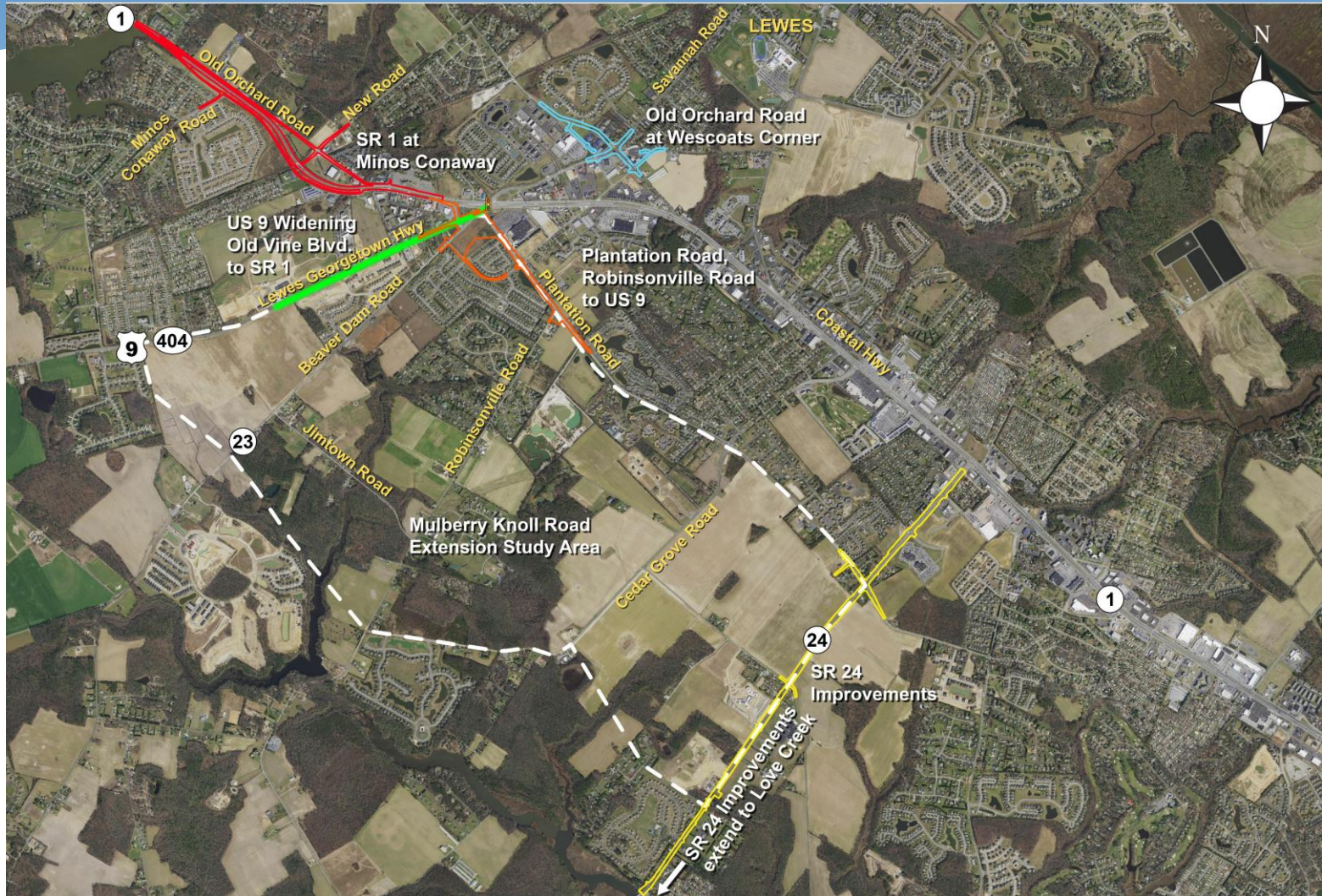
- **Plantation Road Phase 1, Robinsonville Road to US 9 (Spring 2022 construction)**
- **Old Orchard Road realignment (Fall 2022 construction)**
- **SR 1 at Minos Conaway Road GSI (Fall 2023 construction)**

Five Points Area Improvements

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- **Mulberry Knoll Road study**
 - Potential new N-S road connection west of and parallel to SR 1
 - Will also determine potential widening of Plantation Road from Robinsonville Road to SR 24
- **US 9 widening – Old Vine Blvd. to SR 1**
 - Design beginning FY 2022

Five Points Area Improvements



Five Points Area Improvements



Forecast Summer Traffic in 2040
With Proposed Roundabout

Five Points Area Improvements

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- **Henlopen TID**
 - Mechanism for implementing road improvements with fair-share developer contributions in lieu of traffic impact study process

Reasons for waiting to study E-1

25

- **Addressing other WG recommendations will improve traffic operations**
- **Current proposed improvements can be completed sooner**
- **Need to see how these other improvements may alter traffic patterns at the Five Points intersection**
 - **Want to make smart improvements**

27

Reasons for waiting to study E-1

26

- **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

What would be involved with a new Five Points Grade Separated Intersection study?

Steps to complete a study

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- **Program study funding**
- **Environmental documentation**
 - Evaluate impacts to cultural and natural resources
 - Environmental Assessment anticipated

Steps to complete a study

- **Traffic analysis**

- Need to demonstrate a benefit to traffic safety and operations
- What is the effect of planned surrounding road improvements?

- **Develop preliminary concepts**

- Integration with bicycle and pedestrian network
- Analysis of impacts to traffic, safety, properties, businesses

- **Public involvement**

Steps to complete a study

30

- **Identify recommended concept**
- **Develop preliminary cost estimate to program the project into the CTP**

Project Development Process

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- **NEPA approval**
- **Preliminary and Final Engineering**
- **Public involvement**
- **Right-of-Way Acquisition**
- **Utility relocations**

- **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**

Discussion and Questions



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Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS

DEDOT for DeDOT Internal review
February 5, 2023

Category	ID	Priority	Due date (FY)	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study start	Study end	Imp. start	Imp. end	Imp. status	Status	Remarks (public)
A	1	N/A	25	Review the need for grade separating or restricting crossings between highways and lanes before administering signage in this area	DeDOT - PD South		5	*	N/A	N/A	N/A	COMPLETE	A memorandum summarizing this effort can be found at 346 .
A	2	N/A	42	Evaluate Full Drive Connection to Route 1 as part of the Milton Corridor Road grade separation project	DeDOT - PD South		5	*	55	**	5.0	COMPLETE	This connection is now part of the project. Project information can be found at https://www.dedot.gov/for/motion/projects/58/MiltonCorridorRoad .
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 lanes of Millboro from one lane in each direction to two lanes in each direction	DeDOT - PD South		55	**	5555	**	5.0	COMPLETE	This effort was completed as part of the \$13.5 Billion South Area Improvement (SAI). A memorandum summarizing traffic projections for the SAI is located at 346 .
A	4	N/A	54	Study options for signage to direct appropriate traffic, i.e. local, local, 1/2 D and walking/biking areas, under the Newice Bridge	DeDOT - PD South		5	*	780	780	780	IN PROGRESS	This will be addressed as part of the Milton Corridor project. Coordination of signing will be available when construction plans are completed and the public will have the opportunity to comment. See 346 for more project information.
A	5	N/A	55	Institute one-way service roads as part of the Milton Corridor Road grade separation project	DeDOT - PD South		5	*	55	**	5.0	COMPLETE	Service roads are now part of the project. Project information can be found at https://www.dedot.gov/for/motion/projects/58/MiltonCorridorRoad .
A	6	N/A	62	Study the feasibility of extending the eastbound ending of Route 24 to Love Creek	DeDOT - PD South		5	*	555	**	5.0	COMPLETE	The current project, design of which is ongoing completion, extends the first lane section on SR 24 to a point west of Bacon Middle School. Moving to three lanes through Love in each direction plus a center left-turn lane will extend to the Love Creek bridge.
A	7	N/A	66	Study the feasibility of widening or adding through lanes on Pleasant Road from Route 24 to Cedar Grove Road and Point of View	DeDOT - PD South/Planning		5	*	555	**	5.0	IN PROGRESS	Coordinate with 5.0 and 5.1
B	8	Y	34	Review new developments to assure compliance with any future development areas and monitor to ensure compliance	Sussex County	DeDOT	5	*	N/A	N/A	N/A	Priority recommendation for 2023	Addressed in the County's comprehensive plan and currently required for commercial properties. Implementation for residential developments will be completed.
B	9	Y	66	Consider modifications to land development requirements under the Development Code Manual that require additional buffers/setbacks for all new developments for future development	Sussex County	DeDOT	5	*	N/A	N/A	N/A	Priority recommendation for 2023	Addressed in the County's 2023 comprehensive plan update, more work is needed.
B	10	Y	4	Study the feasibility and potential effectiveness of modifying signage, starting in Millboro, to encourage through lanes at points outside the Route 1 corridor between Newice and Newice Road to use Routes 133, Route 5, Route 25, etc.	DeDOT - Traffic	Private parties such as those	5	*	55	*	*	Priority recommendation for 2023	Additional signs will be installed on northbound SR 1 north of Thompsonville Road to identify municipal restrictions and distances. Installation is planned for 2023.
B	11	Y	51	Improve advance acquisition process to allow DeDOT 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	DeDOT	5	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2020. New proactive purchases will be feasible.
B	12	Y	53	Study the feasibility of connecting the Arco's driveway between Route 1 and Locustall Road into a publicly accessible road	DeDOT - Planning	DeDOT - Road Status; property owners	5	*	55	**	5	Priority recommendation for 2023	
B	13	Y	14	Incorporate more walkable, bikeable, mixed-use team spaces into the comprehensive plan	Sussex County		5	*	N/A	N/A	N/A	Long-term	

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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)

54 of 78 recommendations in progress, ongoing, or completed

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

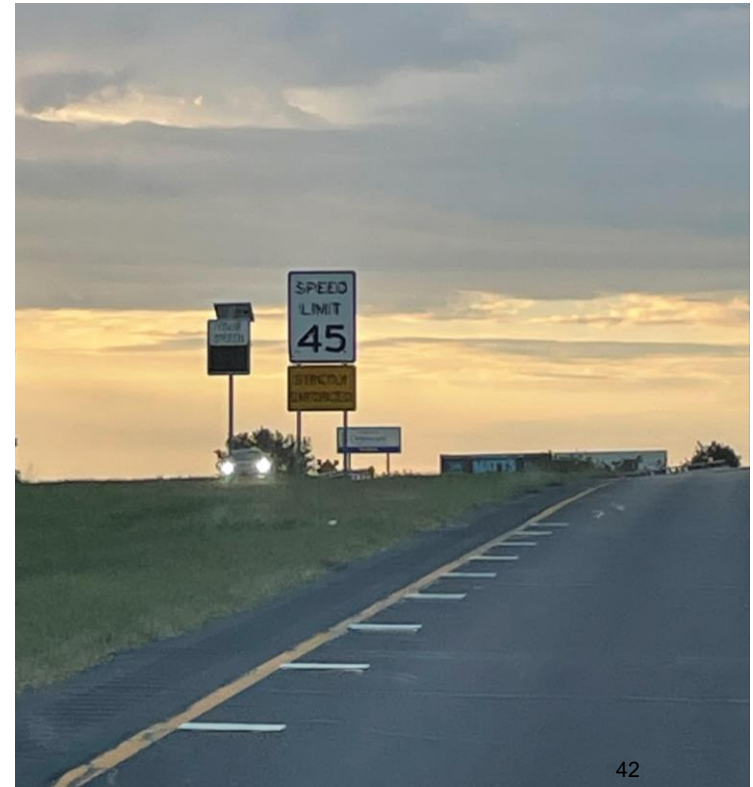
54 of 78 recommendations in progress, ongoing, or completed

- Work continues on recommendations that were in progress when we last met in July
- Anticipate the one remaining recommendation “To be initiated in 2021” will be initiated before the end of the year

- **B-14 – Identify locations where trees can safely be planted within the right of way**
 - At the next meeting, DeIDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way
 - At the April 2022 meeting, members will have the opportunity to provide input on desired locations for trees.

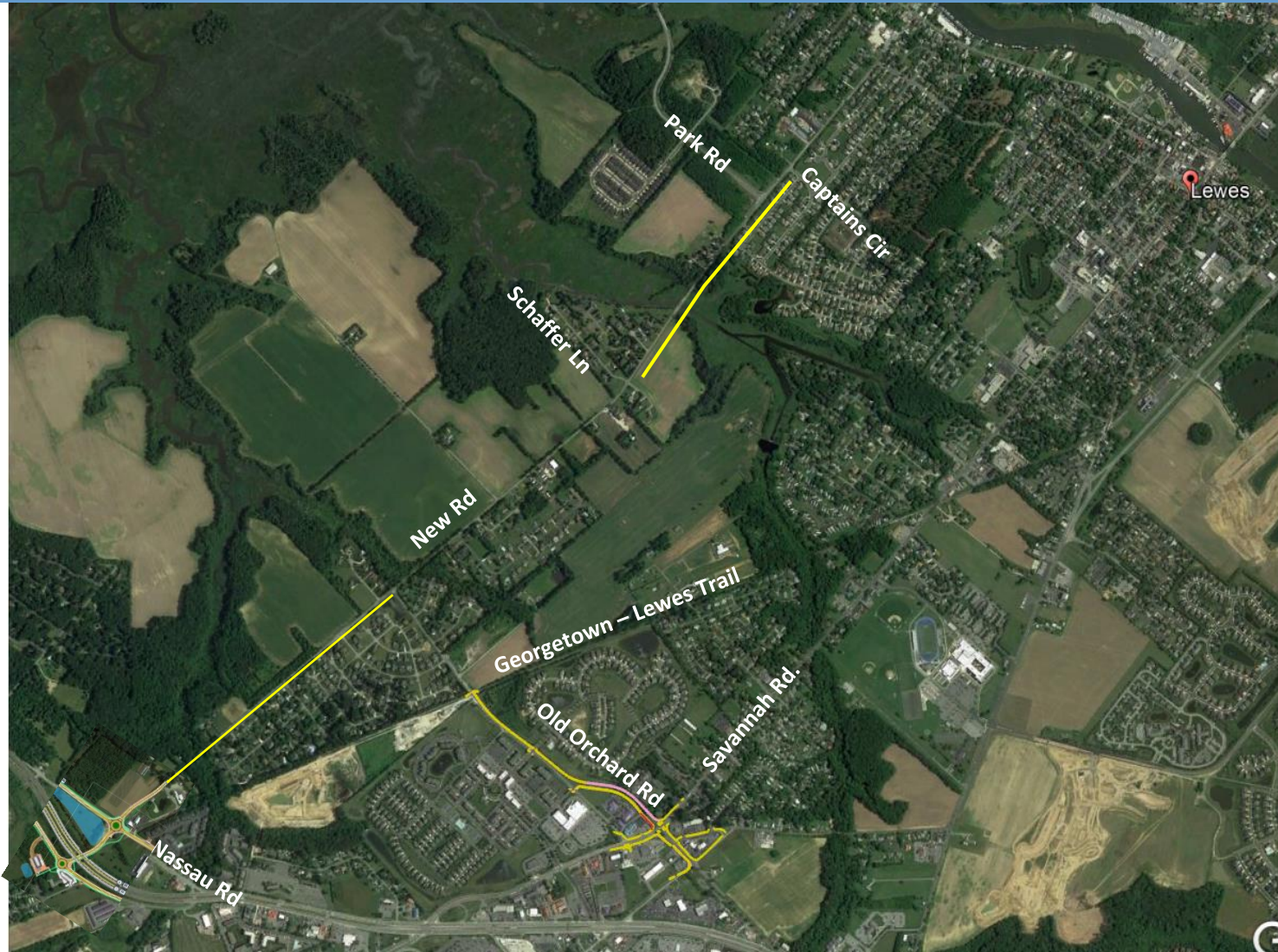
- **C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road**
 - A project is programmed in the FY 21 - 26 CTP.
 - Design of this project has begun.
 - DeIDOT will be presenting alternatives to Sussex County Council in November.
 - A public workshop will be held in November.

- **C-14 – Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road**
- The radar speed sign was installed August 18, 2021 in the median approximately 415 ft south of Nassau Rd. (northern access point)



- **D-4 – Develop concepts and estimates for filling sidewalk gaps along New Road and Old Orchard Road**
 - Portions will be built by current CTP projects:
 - **New Road Canary Creek Bridge – construction start Fall 2023, complete Spring 2024**
 - **Old Orchard Road relocation project – construction start Fall 2022, complete 2025**
 - **SR1/Minos Conaway Road – construction start 2023, complete 2025**
 - **New Road from Nassau Road to Old Orchard Road – preliminary engineering start 2025**
 - Portions will be built by developer projects.
 - The Byway Committee will identify remaining gaps on New Road.

D-4: Sidewalk /path added by upcoming projects²



- **D-5 – Develop concepts for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.**
 - The Savannah Road Sidewalk project will be starting construction November 1, 2021. It places sidewalk on the south side of Savannah Road from Quaker Road to the G&L Trail.
 - The Old Orchard Road relocation project will add sidewalk on Savannah Road in project limits.
 - The Byway Committee is investigating moving forward with a master plan for Savannah Road.

D-5: Sidewalk added by upcoming projects



- **D-11 – Study the feasibility of providing shelters at bus stops – Context sensitive i.e. beach style**
 - Six bus shelters were installed in early 2021.
 - An additional shelter was installed at the Rehoboth park and ride this summer (replacing older shelter)
 - DTC is still coordinating with the City of Lewes for a shelter and all necessary amenities at Stop ID 2918, Savannah Road at Third Street

- **E-1 – Study the feasibility of a grade separated intersection (GSI) at Five Points**
 - 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**
 - This project is a candidate for the FY 23-28 Capital Transportation Program; CTP hearings were held in September.
 - It is still intended that developers will build this road to the greatest extent possible or will contribute to its construction through the Henlopen TID.
 - A public workshop is scheduled for tomorrow, October 26, at 4:00 pm.

Phase 2 implementation plan

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- **Next steps**

- Continue work on recommendations
- Provide email progress updates in November and December
- Convene the Working Group on January 31, 2022
- Prepare the 2021 Annual Report summarizing activities and progress in 2021

Public comment

Thank you for your participation!

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Next meeting

Monday, January 31, 2022

6:00 pm

Location TBD

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549

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Meeting Minutes

Phase 2 Working Group Meeting #9

July 26, 2021, 6:00 pm
Online

Members present:

Robert Fischer
Doug Hudson
DJ Hughes
Carole Kohr
Todd Lawson
Sen. Ernesto B. Lopez
Glenn Marshall
Carol Materniak
Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Kim Hoey Stevenson
Michael Tyler

Members absent:

Josh Grabski
Scott Green
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Gail Van Gilder

This was an online meeting. A quorum of 13 Working Group members attended.

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

Marc Cote announced his retirement from DelDOT after 32 years. This is his last Working Group meeting. Pamela Steinebach, Assistant Director for Transportation Solutions, has been named as the new Director of Planning effective September 2. She is listening in on this meeting. Marc thanked everyone for giving their time to this important project and making this Working Group a success.



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Andrew went over the agenda and summarized the contents of the meeting packet that was emailed to the members of the Working Group prior to the meeting. The minutes of the April 26, 2021 Working Group meeting were approved unanimously.

Andrew asked Working Group members to respond to two questions they had been provided in advance:

1. What completed effort in the Five Points area do you think has had the most positive impact on the area?
2. What recommendation from the Implementation Plan are you most interested in DeIDOT and Sussex County advancing?

Completed efforts that Working Group members cited were:

- Transition of Historic Lewes Byway enhancement of New Road to a citizen-led group
- Speed limit and signing improvements by DeIDOT Traffic
- Implementation of DeIDOT app to let individuals know about congestion
- Completion of the TID
- Completion of the Memorandum of Understanding between DeIDOT and Sussex County
- Clay Road intersection improvements

Efforts that Working Group members are most interested in advancing include the

- SR 1 Low Stress Bikeway Study
- C-11 - Develop concepts and estimates for bringing roads up to DeIDOT standards.
- Make land use and rezoning decisions based on whether roads can be maintained at an acceptable service standard. More coordination between development and roadway improvements; making sidewalks, intersection improvements, etc. a condition of the development and then making sure those improvements are actually getting done.
- Minos Conaway project with service roads and New Road grade separation
- Old Orchard Road realignment project
- D-9 - Short term safety improvements to keep current traffic moving safely at Plantation & Beaver Dam Road
- Sidewalks on Savannah Road
- Pedestrian bridge over SR 1

Scott Green could not attend, but he sent DeIDOT a news article from 1995 regarding congestion on SR1. He commented that looking back 25-plus years to



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the 1995 article, he thinks our group has failed to come to grips with the fundamental issue. He thinks that in the Route 1 corridor being studied, the overall quality of life (volume, safety, environmental, etc.) is worse, not better.

Update on SR 1 Pedestrian Bridge Study

Jeff Riegner provided information on the progress of the study for recommendation D-6 - Study the feasibility of pedestrian bridges over Route 1 at specific locations.

The study limits are from Nassau Bridge to SR 24. Study limits were selected based on the general area of the Five Points Transportation Study, and also because of the long distance between signalized crossings in that area. After field views of the corridor, six initial candidate locations were identified: Five Points, Lewes Transit Center, Dartmouth Drive, Postal Lane, the Outlets, and SR 24. After looking at the physical conditions and constraints in more detail, this was refined to three locations: Five Points, Lewes Transit Center, and the Outlets.

The pedestrian bridge study effort will be incorporated into the SR 1 Low Stress Bikeway Study, which is in progress. Concepts for pedestrian bridges will be developed in conjunction with public input. The study will determine whether to advance a bridge location as a capital project and, if so, which location.

The Low Stress Bikeway Study will also identify additional opportunities for at-grade signalized crossings, for example, whether a traffic signal with a crosswalk at Marsh Road/Shady Road could replace the existing signal at Wescoats Road, which has limited demand for pedestrian crossings. The study is also looking at options for how a signalized crosswalk could be provided at Route 24 without creating significant traffic congestion.

Mike Tyler asked whether there is a way to link a SR 1 bridge to the trail network? He also noted the importance of accessibility for elders, wheelchair users and cyclists, and asked how much acreage the bridge ramps would take up? Jeff replied that the pedestrian bridge will be tied in with the SR 1 Low Stress Bikeway Study.

Bob Fischer said it would be better to know what the pedestrian/bicycle network is before deciding where a major bridge crossing is. Jeff said a bridge will have the most benefit if it ties into the pedestrian and bicycle network. The study will also investigate how a bridge could work in conjunction with new or improved at-grade crossings.



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Mike Tyler asked what is the cost for a pedestrian bridge, and where would funds come from? Jeff responded that the examples shown in the presentation cost \$4 to \$8 million.

Speaker Schwartzkopf said DeIDOT has done an excellent job extending trails. He said that across Church Street at Rehoboth Avenue, need a post or bollard and signing to prevent cars, scooters, mopeds from entering. He will send Shante pictures of the problem location.

Speaker Schwartzkopf stated that there's no room in the right of way for ramps to a pedestrian bridge. Obtaining right of way for ramps would add years to a bridge project. Also, people in this area would not like long ramps. He thinks elevators would be needed for a pedestrian bridge.

Andrew noted that public input will be essential in developing pedestrian bridge concepts.

Implementation Plan Status

Jeff described the implementation plan status and progress that has been made since the April 26, 2021 working group meeting.

Three recommendations had a change in status, going from "To be initiated in 2021" to "In progress":

- **B-27 – Develop a better process for constituents to request transportation improvements** - DeIDOT has started to develop a new portal for the public to identify transportation issues and request improvements.
-
- **C-14 – Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road** - Area legislators support the installation of this sign using their Community Transportation Funds.

Bob Fischer recommended moving the location of the speed limit reduction to 45 mph further north.

- **D-8 – Study the feasibility of a park and ride lot on Route 24 at the edge of the study area** - Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor.

Progress was reported on several other recommendations.



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- **B-5 – Study the feasibility of converting the Arby’s driveway between Route 1 and Savannah Road into a publicly-accessible road** - DeIDOT has negotiated a concept for connections through the Nicola Pizza property and a formal agreement with the property owner is being drafted.

Carole Kohr asked whether the Arby’s road will be made into a through road? Jeff replied not yet. It is private and DeIDOT is still studying the feasibility. Arby’s parking would be affected. Bob Fischer commented that people are currently using it like a public road.

- **C-6 – Study the feasibility of lengthening left- and right-turn lanes throughout the study area** - DeIDOT Traffic evaluated six locations suggested by Five Points Working Group members. Further action was described for four locations. Two were not recommended for further action.

Speaker Schwartzkopf mentioned that although the proposed signal change at Holland Glade Road will relieve left turn queues at Ames Road, that signal could take a while. He will pursue Don’t Block the Box legislation with language provided by Shante. He wants to have signs in place on SR 1 at Ames Road by next summer. Another issue is Shuttle Road at the first intersection west of SR 1 where people turn to get to the back of Exxon and the Fresh Market. He has ideas to propose to DeIDOT for that location.

- **C-12 – Study access management opportunities along Route 1 in the study area, including potential connections between businesses** - An agreement is being prepared to provide access to Lowe’s from Route 1 through the Lewes Transit Center property.

Next steps

Jeff summarized the next steps in the Working Group process:

- Updates on the implementation plan will continue.
- The next meeting will be held October 25, 2021. This meeting is likely to be online.
- Email progress updates will be sent in August and September.

Public comments

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



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- George Dellinger stated that Five Points used to be the demarcation point to congestion, but that congestion has now moved north to Meineke and the speed is too high for locals to safely enter SR 1.
- Karen Zakarian asked whether crashes, particularly pedestrian crashes, on Route 1 will be accounted for in the pedestrian bridge study. Jeff responded that crashes as well as pedestrian crossing demand at each location will be considered.
- Kevin Cross asked what alignments are being considered for the Mulberry Road extension study. He is specifically inquiring about his properties on Robinsonville Road. Jeff replied that the study is still underway. When alternatives have been developed, they will be presented at a public workshop to obtain comments.
- Karen Zakarian asked what will happen to the HAWK signal at Holland Glade Road? Marc Coté responded that the HAWK will be replaced with a 4-way intersection traffic signal that will include pedestrian crossings.
- Karen Zakarian asked if there is a way to complete the gap in the bike lane on Country Club Road from Shuttle Road to the Park and Ride lot? Bikes need something, the road is too narrow. Shanté replied that DeIDOT staff is looking at that location and trying to find ways to complete bike facilities in areas that are lacking.
- Speaker Schwartzkopf followed up with a question asking if the road that runs behind the Wawa is state-owned or maintained, e.g. does the state control it? Something is needed for bikes along that road. Shanté believes the road is private.
- Kathleen Baker said Sterling Crossing Neighbors wish to congratulate Marc Coté on his retirement and appreciate his many accomplishments for DeIDOT.

Shanté announced that the Georgetown to Lewes Trail (GLT) and Junction & Breakwater Pathway (JBP) are one of only three rail-trails to be nominated this year for Rails-to-Trails Conservancy's (RTC) Hall of Fame. Nominated as a pair, if selected, these Delaware treasures would join more than 30 other iconic trails that are nationally recognized in the Rail-Trail Hall of Fame. DeIDOT will be issuing a press release with the voting link. Shanté encouraged everyone to vote DeIDOT has high hopes for success with this award.



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The meeting was adjourned at 7:33 pm.

Public attendance

15 members of the public attended, as listed below.

Anthony Albence
Kathleen Baker
Kelly Brennan
Kevin Cross
Dan Deboissiere
George Dellinger
Patti Drago
Ken Engan
Stanley Johnson
Joan Lamoy
Eul Lee
Nick Roth
Carol Rummel
Nancy Sickles
Karen Zakarian



List of upcoming meetings

Phase 2 Working Group

Meeting #11

Monday, January 31, 2022, 6:00 pm
Location to be determined

Meeting #12

Monday, April 25, 2022, 6:00 pm
Location to be determined

Meeting #13

Monday, July 25, 2022, 6:00 pm
Location to be determined

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

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



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

October 25, 2021 (red text indicates changes since July 26, 2021 Working Group meeting)

\$ < \$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	Sussex County Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.
A	5	N/A	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◇◇◇	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	N/A	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	The Mulberry Knoll Road Extension study is studying widening of Plantation Road and/or an extension of Mulberry Knoll Road. See recommendations E-2 and E-3.
B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful													
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	IN PROGRESS	In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. In addition, DeIDOT has updated the Development Coordination Manual to require greater width along principal arterials, which are the routes most likely to require future widening.

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B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	◊	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DeIDOT app.
B	4	Y	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	◊	IN PROGRESS	DeIDOT is reviewing potential options as part of development reviews. DeIDOT negotiated a concept for connections through the Nicola Pizza property. A formal agreement with the property owner is being drafted. Coordinate with B-1, C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.
B	8	Y	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◊	IN PROGRESS	DeIDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. Coordinate with recommendation B-3.
B	9	N	69	Study enhancing New Road per Byway Master Plan	DeIDOT	City of Lewes, Sussex County, Delaware Greenways, Byway Committee	N/A	N/A	\$\$\$	**	◊◊◊	ONGOING	The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.
B	10	N	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DeIDOT	\$	**	\$\$	*	◊	Longer-term	
B	11	N	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		\$	*	N/A	N/A	N/A	Longer-term	
B	12	N	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	13	N	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT		\$	*	TBD	TBD	TBD	COMPLETE	DeIDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.

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B	14	N	36	Identify locations where trees can safely be planted within the right of way	DeIDOT		\$	*	\$\$	**	◊	To be initiated in 2021	DeIDOT already considers adding trees during development of capital projects. At the January, 2022 meeting DeIDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way. At the following Working Group meeting, members will have the opportunity to provide input on desired locations for trees.
B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT	Sussex County	\$	*	\$\$\$	***	◊◊	Longer-term	
B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DeIDOT		\$	*	N/A	N/A	N/A	ONGOING	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DeIDOT		\$	*	\$\$	**	◊	Longer-term	
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DeIDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◊	Longer-term	
B	19	N	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT	Sussex County Tourism	\$	*	\$\$	*	◊	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DeIDOT	Council on Transportation	\$	**	N/A	N/A	N/A	Longer-term	
B	21	N	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT	Emergency service providers	\$	*	\$\$	*	◊	ONGOING	Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	ONGOING	Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.
B	23	N	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT		\$	*	N/A	N/A	N/A	COMPLETE	DeIDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DeIDOT	\$	*	\$	*	◊	IN PROGRESS	Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4.
B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT Planning	Sussex County, property owner	\$	*	\$\$	**	◊◊	IN PROGRESS	The developer of the Vineyards may be improving a portion near US 9. DeIDOT is investigating right of way issues, including maintenance. The Henlopen TID recommended a project to improve Nassau Commons Boulevard, which is currently not funded.
B	26	N	21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DeIDOT	Sussex County	\$	*	N/A	N/A	N/A	Longer-term	
B	27	N	9	Develop a better process for constituents to request transportation improvements	DeIDOT	General Assembly, Sussex County, Council on Transportation	\$	*	N/A	N/A	N/A	IN PROGRESS	DeIDOT has started to develop a new portal for the public to identify transportation issues and request improvements.

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C. Make the most of existing roadway infrastructure													
C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◇◇◇	IN PROGRESS	Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A DeIDOT planning study is underway for this effort. A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2022.
C	2	Y	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◇	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project is programmed in the FY 21 - 26 CTP.
C	3	Y	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◇◇	COMPLETE	A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2025.
C	4	Y	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◇◇◇	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, in order to maintain adequate traffic circulation.
C	5	Y	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South		\$	*	\$\$\$	**	◇◇	IN PROGRESS	Design on this CTP project was scheduled to start in FY 2025. Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation) and design has begun. DeIDOT will present alternatives to Council in November. A public workshop is also planned in November.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◇◇◇	IN PROGRESS	DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects. Southbound Route 1 at Dartmouth Drive requires further study. Design will begin soon on southbound Route 1 at Old Landing Road.
C	7	Y	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◇◇◇	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded.
C	8	Y	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◇	COMPLETE	DeIDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.
C	9	Y*	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DeIDOT Traffic/PD South		\$	*	\$	*	◇	COMPLETE	Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Potential direct access to Lowe's from Route 1 may reduce traffic at this location.
C	10	Y*	32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DeIDOT - Traffic		\$	*	\$	*	◇	ONGOING	This is a core function of DeIDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.

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C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT		\$\$	**	\$\$\$\$\$	***	◇◇◇	IN PROGRESS	The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification.
C	12	N	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	Sussex County	\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	An agreement is being prepared to provide access to Lowe's from Route 1 through the Lewes Transit Center property. 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	\$	*	\$	*	◇	IN PROGRESS	Area legislators support the installation of this sign using their Community Transportation Funds. The radar speed sign was installed August 18, 2021.
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT		\$	*	\$\$	*	◇	COMPLETE	Construction was completed in spring 2020.
C	16	N	84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeIDOT	Sussex County, Cape Henlopen School District	\$	*	\$\$\$	**	◇◇	Longer-term	
C	17	N	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DeIDOT		\$\$	*	\$\$\$\$\$	**	◇◇	Longer-term	
C	18	N	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DeIDOT		\$	*	\$	*	◇	Longer-term	Immediate maintenance concerns are being addressed now.
C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT		\$	*	\$	*	◇	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT - Development Coordination		\$	*	\$\$	*	◇	COMPLETE	In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

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D. Make walking, bicycling, and transit more viable as alternatives to driving													
D	1	Y	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◇	IN PROGRESS	Primary lead would be the municipality. DTC's role would be advisory to determine feasibility, and to serve as a partner to any study effort. DTC held preliminary conversations with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as jitneys. DTC also received a federal grant to pilot on-demand microtransit (DART Connect) services in the Georgetown and Millsboro areas. Based on the success of the pilot, this type of service could be used in the Lewes area.
D	2	Y	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◇◇	IN PROGRESS	The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.
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	The Savannah Road Sidewalk project will be starting construction November 1, 2021. It places sidewalk on the south side of Savannah Road from Quaker Road to the G&L Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. 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		\$	*	\$\$\$	***	◇◇	IN PROGRESS	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 as part of the SR 1 Low-Stress Bikeway Study. Coordinate with D-2 and D-10.

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D	7	N	59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC		\$	*	\$\$	*	◇	IN PROGRESS	DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.
D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor.
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◇	IN PROGRESS	Being examined as part of the SR 1 Low Stress Bikeway study
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◇	IN PROGRESS	Evaluations are being conducted in conjunction with recommendations D-2 and D-6.
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 were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations. 7 more bus shelters have been installed in 2021. Coordination with the City of Lewes continues for a shelter with amenities on Savannah Road at Third Street.
D	12	N	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT		\$	*	\$\$\$\$	***	◇◇	Longer-term	
D	13	N	1	Identify locations in the study area where bike parking can be provided	DeIDOT		\$	*	\$	*	◇	Longer-term	
D	14	N	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DeIDOT - Traffic		\$	*	\$	*	◇	COMPLETE	A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.
D	15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT, DRBA		\$	*	\$\$	**	◇	IN PROGRESS	Signs were installed in May 2018. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. Rectangular Rapid Flashing Beacons (RRFB) are installed at the trail crossing of Freeman Highway near Cape Henlopen Drive, but not operating. DRBA intends to turn them on.

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E. Invest in new infrastructure to support anticipated growth													
E	1	Y	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study. DeIDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.
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 recommended by the Henlopen TID study. DeIDOT has initiated a planning study for this effort. Inventory and mapping of wetlands and historic resources is underway. Opportunities for public involvement will be provided during the study process. This project is a candidate for the FY 23-28 Capital Transportation Program; CTP hearings were held in September, 2021. A public workshop is scheduled for October 26, 2021. Coordinate with A-7 and E-3.
E	3	Y	8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DeIDOT - Planning	Sussex County, property owners and developers	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is recommended by the Henlopen TID study. Coordinate with A-7 and E-2.
E	4	N	29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E	5	N	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT - Planning, PD South		\$\$	*	TBD	TBD	TBD	Longer-term	
E	6	N	57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	Longer-term	
E	7	N	77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	IN PROGRESS	Airport Road extension to SR 24 is in progress. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but that section will be more difficult due to existing developments.
E	8	N	85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E	9	N	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT		\$\$	*	\$\$\$\$\$	***	◊◊◊	Longer-term	