



List of meeting materials

Phase 2 Working Group Meeting #1

April 29, 2019, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

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Route 1 crossover information	42
Draft Phase 2 implementation plan	following page 43





Agenda

Phase 2 Working Group Meeting #1

April 29, 2019, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

1. Introduction

- Welcome:
Secretary Jennifer Cohan, Delaware Department of Transportation and
Todd Lawson, Sussex County
- Self-introductions: new and returning members
- Summary of notebook materials
- Discussion of ground rules

2. Recap of Phase 1 results

3. Phase 2 implementation plan review

4. Public comment

5. Adjourn

Phase 2 Working Group Meeting #1

April 29, 2019



**Regional
Systems
Planning**



Agenda

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- **Introduction**
- **Recap of Phase 1 results**
- **Phase 2 implementation plan review**
- **Public comment**

Introduction

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- **Welcome**
 - Secretary Jennifer Cohan, Delaware Department of Transportation
 - Todd Lawson, Sussex County
 - Self-introductions
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Phase 2 implementation plan
- **Discussion of Working Group guidelines**

Working group guidelines

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- **Expectations**
 - Participate actively throughout the process
 - **11 of the 20 Working Group members must be present to meet**
 - Represent broader views in addition to individual views
 - Offer suggestions to DeIDOT and Sussex County

Working group guidelines

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- **How we treat each other**

- Each member has an equal right to speak and ask questions.
- Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
- We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored, not suppressed.
- We will be courteous when addressing other committee members, staff and consultants.
- We will refrain from interrupting each other, staff or consultants.
- We will keep our comments relevant to the topic under discussion.
- We will focus on opportunities for the future, not past issues.

Working group guidelines

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- **How we communicate**

- Ideas discussed within the Working Group should not be presented as representing the position of the Working Group without the agreement of the Working Group.
- When speaking about the work of the Working Group outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Working Group.
- In order to comply with FOIA, email communications between members of the Working Group should be sent through the DeIDOT project team.

Recap of Phase 1 results



**Regional
Systems
Planning**

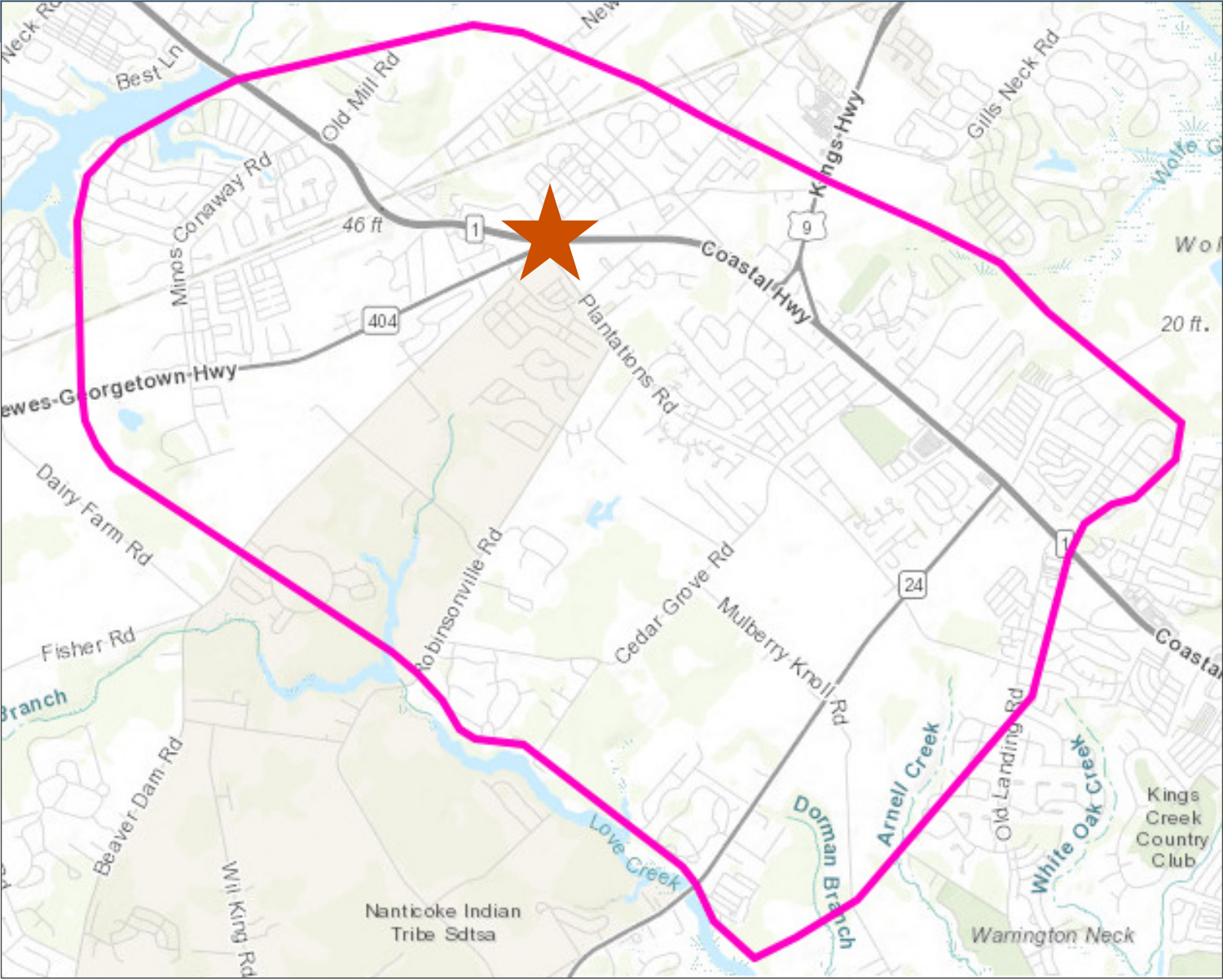


Recap of Phase 1 results

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- **Partnership between DeIDOT and Sussex County**
- **Goal of Phase 1 was to develop recommendations to improve local traffic circulation at Five Points and in the surrounding area**
- **Guided by a Working Group representing a cross section of the community**

Recap of Phase 1 results



Recap of Phase 1 results

10

- **10 WG meetings**
- **2 public workshops**

I.G. Burton

George Cole

Robert Fischer

Dennis Forney

Scott Green

R. Keller Hopkins

Christian Hudson

DJ Hughes

Todd Lawson

Sen. Ernesto B. Lopez

Lloyd Schmitz

Rep. Peter Schwartzkopf

Rep. Steve Smyk

Josh Thomas

Ann Marie Townshend

Gail Van Gilder

Recap of Phase 1 results

78 recommendations in five categories

(see handout)

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS

DRAFT for DeDOT internal review
February 5, 2019

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 (public)
A	1	N/A	25	Review the need for grade separating or reconfiguring crossings between Frederica and Lewes before eliminating signals in this area	DeDOT - PD South		\$	*	N/A	N/A	N/A	COMPLETE	A memorandum summarizing this effort can be found at [link] . This connection is now part of the project. Project information can be found at https://www.deldot.gov/information/projects/SR13MinoConaway/in-dev.shtml
A	2	N/A	42	Evaluate Tulp Drive connection to Route 1 as part of the Mino Conaway Road grade separation project	DeDOT - PD South		\$	*	\$\$	**	0 0	COMPLETE	This effort was completed as part of the US 113 Millboro-South Ave Supplemental OCS. A two-lane bypass was found to be adequate for future demand. A memorandum summarizing traffic projections for the Route 24 bypass can be found at [link] .
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 bypass of Millboro from one lane in each direction to two lanes in each direction	DeDOT - PD South		\$\$	**	\$\$\$\$	**	0 0 0	COMPLETE	This will be addressed as part of the Mino Conaway project.
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 Naussau Bridge	DeDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	Documentation of signage will be available when semi-final plans are completed and the public will have the opportunity to comment. See #2 above for a link to project information.
A	5	N/A	55	Evaluate one-way service roads as part of the Mino Conaway Road grade separation project	DeDOT - PD South		\$	*	\$\$	**	0 0	COMPLETE	Service roads are now part of the project. Project information can be found at https://www.deldot.gov/information/projects/SR13MinoConaway/in-dev.shtml .
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeDOT - PD South		\$	*	\$\$\$	**	0 0 0	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.
A	7	N/A	83	Study the feasibility of widening or adding through lanes on Hatteras Road from Route 24 to Cedar Grove Road and Postal Lane	DeDOT - PD South/Planning		\$	*	\$\$\$	**	0 0 0	IN PROGRESS	Coordinate with E-2 and E-3.
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2019	Addressed in the County's comprehensive plan and currently required for commercial properties. Implementation for residential developments will be considered.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffer setbacks for all new developments for future road expansion	Sussex County	DeDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2019	Addressed in the County's 2018 comprehensive plan update; more work is needed.
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Millford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 15, etc.	DeDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	0	Priority recommendation for 2019	Additional signs will be installed on southbound SR 1 north of Thompsonville Road to identify municipal destinations and distances. Installation is planned for 2019.
B	4	Y	91	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	\$	**	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 Arly's driveway between Route 1 and Savannah Road into a public accessible road	DeDOT - Planning	DeDOT - real estate, property owners	\$	*	\$\$	**	0	Priority recommendation for 2019	
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	

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Recap of Phase 1 results

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7 recommendations (Category A) are being addressed by current DeIDOT projects and initiatives, including:

- Modifications to current capital projects: Route 1/Minos Conaway Road, Route 24, Plantation Road
- Route 24 North Millsboro Bypass
- Route 1 Corridor Capacity Preservation Program

Recap of Phase 1 results

27 recommendations (Category B) are to “implement policies and procedures to make the area more efficient, sustainable and beautiful.” Eight priorities were identified, including:

- Updates to development regulations
- Signing improvements
- Advancing TIDs
- Parking management system
- Advance acquisition process improvements (now complete)

Recap of Phase 1 results

20 recommendations (Category C) are to “make the most of existing roadway infrastructure.” Ten priorities were identified, including:

- Study to widen US 9
- Various intersection improvements
- Canary Creek bridge on New Road
- Selected improvements on existing roads
- Continued signal timing/phasing improvements

Recap of Phase 1 results

15 recommendations (Category D) are to “make walking, bicycling, and transit more viable as alternatives to driving.” Six priorities were identified, including:

- Transit service improvements
- Walking/bicycling connections between neighborhoods
- Filling sidewalk gaps
- Studying pedestrian bridges over Route 1

Recap of Phase 1 results

9 recommendations (Category E) are to “invest in new infrastructure to support anticipated growth.”

Three priorities were identified:

- Study a grade separation at Five Points
- Study a new road parallel to and west of Plantation Road
- Plan for grid road patterns in the area

Recap of Phase 1 results

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)

Recap of Phase 1 results

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- **Commitments made in Phase 1:**

- DeIDOT and Sussex County will start to act on the Working Group's recommendations
- The Working Group will remain involved in Phase 2
- DeIDOT and Sussex County will report on progress on a regular basis

Phase 2 implementation plan



**Regional
Systems
Planning**



Phase 2 implementation plan

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- **Progress is already being made**
 - 8 recommendations are complete or being incorporated into other projects
 - 13 initiatives are in progress
 - 15 additional recommendations will be addressed starting in 2019
- **Examples of progress to date:**

Phase 2 implementation plan

SR 1 Intersection and Median Crossover Assessment (see handout)

- Collected July 2017 traffic counts
- Analyzed crash data from January 2012 to March 2019
- Developed recommendations and compared to 2007 Corridor Capacity Preservation Program

SR 1 (Primehook to Tulip) Intersection and Median Crossover Assessment - Updated April 2019																			
Map #	Intersection of SR 1 and	Total Crashes	Crash Rank	Max EB L/T Volume	EB L/T Angle Crashes	% EB L/T Angle Crashes	Max WB L/T Volume	WB L/T Angle Crashes	% WB L/T Angle Crashes	Max NB L/U Volume	NB L/U Angle Crashes	% NB L/U Angle Crashes	Max SB L/U Volume	SB L/U Angle Crashes	% SB L/U Angle Crashes	Unknown Involvement Angle Crashes	% Unknown Involvement Angle Crashes	2007 SR 1 COP Report Short-Term Proposed	Suggested Potential Next Steps
1	Primehook/Dalton Access Rd	18	10	9	1	6%	19	1	6%	74			2	0	0%	3	17%	Prohibit EB L/T and WB L/T	
2	SR 5	21	8	101	9	43%				12	0	0%	2	0	0%			Prohibit EB L and SB U	Prohibit NB L and SB U (widen within median for inside NB merge lane)
3	Haystack Rd	7	14	9	1	14%				3			4			2	29%	Close, Right-in/light-out only	Close, Right-in/light-out only
4	Deep Branch Rd (Loop)	21	8	23	7	33%	2	0	0%	28	3	14%	3	0	0%			Prohibit EB L/T and WB L/T	Prohibit EB L/T and WB L/T
5	SR 10	26	6	89	5	7%	111	3	4%	238	4	5%	14	0	0%			N/A	Priority a full time signal, planned GIS
6	Hudson Rd	37	6	121	15	41%	17	2	5%	14	2	5%	10	0	0%			Prohibit EB L/T and WB L/T	Prohibit NB/SB L, EB T, WB L/T (widen within median for inside NB merge lane)
7	Deater Hook/Ridge Creek Rd	18	10	19	1	6%	55	4	22%	34			13			2	11%	Prohibit EB L/T and WB L/T	Prohibit EB L/T and WB L/T
8	Cave Neck Rd	71	2	26	14	20%				299	17	24%	2	0	0%			Prohibit EB L and SB U	Prohibit EB L and SB U to meet crossover ("1500'") Use signing and striping with tubular markers, not formal geometric changes.
9	Willow Creek Rd	9	13				25	1	11%	1			21			3	33%	Close, Right-in/light-out only	
10	Dorson Rd	6	15	6						51	1	13%	5			1	17%	Prohibit EB L	
11	Willow Crossover Rd	38	5	40	10	26%				156	5	12%	15	1	3%			Prohibit EB L	Improve EB R acceleration/merge lane
12	Old Mill Rd	13	12				14	3	23%	3	0	0%	11	2	15%			Close, Right-in/light-out only	
13	Hessons Rd (north)	22	7				2	4	18%	4			232	1	5%	4	18%	Prohibit WB L and NB U	
14	Maintenance Rd	69	3	42	22	32%	60	11	16%	110	12	17%	39	2	3%	1	1%	N/A	Short-term safety improvements (signing and striping, "1000' AHEAD" plaques, formalize vehicle right-of-way in median). Long-term incorporation into service road for Minos Conaway GIS
15	Tulip Dr/Thayer Shiklaver	57	4				90	4	7%				60	1	2%			N/A	Short-term safety improvements (dynamic warning beacons, WST, speed reduction markings). Long-term incorporation into service road for Minos Conaway GIS

SR 1 always assumed to be N.S.
 Grade Separation Planned
 Part of Proposed Grade Separation
 Movement Not Applicable

Methodology:
 1. 14 intersections with an expectation of significant side street volumes were chosen to be counted in July 2017.
 2. Summary crash data for 1/2012 to 3/2019 was analyzed for the study area.
 3. Detailed crash reports were collected for intersections or crossovers that had 5+ angle or crossover-related crashes in the study period.
 4. The above table was produced to analyze the detailed crash data and volumes for each intersection/crossover.
 5. Recommendations for movement restrictions were made based on crash data, volumes, and observations of alternative routes.
 6. Recommendations were compared to those in the 2007 SR 1 Corridor Capacity Preservation Program report.



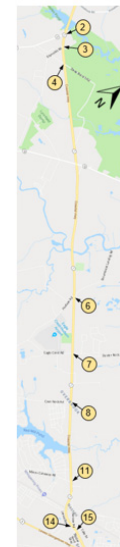
Phase 2 implementation plan

Nine short-term recommendations (see handout)

Three currently in design

- SR 5
- Hudson Road/Steamboat Landing Road
- Oyster Rocks Road/Eagle Crest Road

SR 1 (Primehook Road to Tulip Drive)
Intersection and Median Crossover Assessment
Executive Summary
April 24, 2019



As a follow-up action item from the November 11, 2016 public workshop for the SR 1 and SR 10 grade-separated intersection, DeDOT recently performed a corridor-wide study to investigate safety enhancements along SR 1 at the unsignalized intersections and median crossovers from Primehook Road/Sylvan Acres Road to Tulip Drive/Slipper Shell Way. Along this approximately 9-mile corridor, 15 intersections were extensively studied. There are 22 additional intersections and crossovers with significantly lower traffic volumes and crash frequencies that were also screened for safety and operational concerns.

Crash history from January 2012 to March 2016 and vehicular volumes from summer 2017 were used in analyzing the 15 study intersections. Eight intersections have suggested short-term improvements:

2 – SR 5	21 crashes (Rank #8)	Prohibit northbound SR 1 left turns and southbound u-turns. Widen northbound SR 1 to provide a free-flowing, inside merge lane for eastbound SR 5 left turns.
3 – Reynolds Road	7 crashes (Rank #14)	Close the median crossover.
4 – Deep Branch Road (north end)	21 crashes (Rank #8)	Prohibit eastbound and westbound Deep Branch Rd left turns and thru movements.
6 – Hudson Road/Steamboat Landing Road	37 crashes (Rank #6)	Prohibit northbound and southbound SR 1 left turns, westbound left turns, and eastbound and westbound thru movements. Widen northbound SR 1 to provide a free-flowing, inside merge lane for eastbound Hudson Rd left turns.
7 – Oyster Rocks Road/Eagle Crest Road	18 crashes (Rank #10)	Prohibit eastbound Eagle Crest Rd and westbound Oyster Rocks Rd left turns and thru movements.
8 – Cave Neck Road	71 crashes (Rank #2)	Prohibit eastbound Cave Neck Rd left turns and southbound SR 1 u-turns.
11 – Minos Conaway Road	38 crashes (Rank #5)	Consider improving the eastbound Minos Conaway Rd right-turn acceleration/merge lane onto southbound SR 1.
14 – Nassau Road/Janice Road	69 crashes (Rank #3)	Install short-term safety improvements to reduce the likelihood of angle crashes. Long term, incorporate access into the service roads for the Minos Conaway Rd grade-separated intersection.
15 – Tulip Drive/Slipper Shell Way	57 crashes (Rank #4)	Install short-term safety improvements to reduce the likelihood of rear-end crashes. Long term, incorporate access into the service roads for the Minos Conaway Rd grade-separated intersection.

Phase 2 implementation plan

Bike box on Dartmouth Drive at SR 1



Phase 2 implementation plan

Category B complete:

- B-4: Advance acquisition process improvements
- B-23: App to warn people of congestion and recommend alternative routes

Phase 2 implementation plan

Category B in progress:

- B-7: Continue TID studies east and west of Route 1
- B-9: Study New Road per Byway Master Plan
- B-13: Study alternatives to both meter and slow southbound traffic approaching Five Points
- B-21: Study emergency vehicle pre-emption
- B-22: Require bike parking in new developments

Phase 2 implementation plan

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Category B priorities for 2019:

- B-1: Require new development to plan for interconnections
- B-2: Consider additional buffers/setbacks
- B-3: Study modifying SB signage in Milford
- B-5: Study Arby's driveway

Phase 2 implementation plan

Category C complete:

- C-2: Signal warrant study at Route 9 and Minos Conaway Road

Phase 2 implementation plan

- **Category C in progress:**

- C-3: Improve Old Landing and Warrington Road
- C-4: Improve Canary Creek bridge
- C-5: Improve Cave Neck/Sweet Briar/Hudson
- C-9: Short-term improvements at Route 9/Plantation/Beaver Dam
- C-10: Continue to improve traffic signal phasing, timing, and coordination
- C-13: Study crossovers on Route 1

Phase 2 implementation plan

- **Category C priorities for 2019:**
 - C-1: Corridor study on Route 9
 - C-7: Feasibility study for improving Minos Conaway Road
 - C-8: Feasibility study for restriping sections of Savannah Road with a two-way left-turn lane
 - C-19: Study all-way STOP at Beaver Dam/Kendale

Phase 2 implementation plan

Category D in progress:

- D-14: Feasibility study for bicyclist left turns from Dartmouth Drive
- D-15: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway

Phase 2 implementation plan

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Category D priorities for 2019:

- D-1: Feasibility study for van or jitney service loop
- D-4: Study of sidewalk gaps along New Road and Old Orchard Road
- D-5: Study of sidewalk gaps along Savannah Road between Lewes and Five Points
- D-7: Feasibility study for transit service in the Milton/Red Mill Pond/Minos Conaway Road area

Phase 2 implementation plan

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Category E priorities for 2019:

- E-2: Study a new road parallel to and west of Plantation Road
- E-3: Plan for grid road patterns in the area

Phase 2 implementation plan

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- **DeIDOT and Sussex County will start to act on the Working Group's recommendations**
 - Draft implementation plan is in place
 - Individual projects, as they move forward, will remain connected to the overall Five Points framework
 - **Your effort will help us establish “purpose and need” for these projects**

Phase 2 implementation plan

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- **The Phase 2 Working Group will advise on implementation**
 - DeIDOT and the County appreciate the Working Group providing the local knowledge needed to implement projects successfully

Phase 2 implementation plan

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- What will the group do?
 - **Meet 2-3 times per year**
 - **Monitor the progress of the implementation plan**
 - **Support the project development process as champions and advocates for individual projects that arise from the Five Points Transportation Study**

Phase 2 implementation plan

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- **DeIDOT and Sussex County will report on progress on a regular basis**
 - Public outreach, including an annual public workshop for the overall Five Points Transportation Study, will continue
 - An annual report will be prepared
 - As usual, public workshops will be held for individual capital projects as they proceed

Phase 2 implementation plan

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- **Proposed next steps**

- Email stakeholders to make the public aware of the implementation plan
- Begin work on 2019 priorities
- Convene the Working Group again in the fall
- Prepare the first annual report, showing progress made in 2019, in early 2020
- Hold the first annual Phase 2 public workshop in spring 2020

Public comment

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Thank you for your participation!

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Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549



**SR 1 (Primehook Road to Tulip Drive)
Intersection and Median Crossover Assessment
Executive Summary
April 24, 2019**

As a follow-up action item from the November 11, 2016 public workshop for the SR 1 and SR 16 grade-separated intersection, DelDOT recently performed a corridor-wide study to investigate safety enhancements along SR 1 at the unsignalized intersections and median crossovers from Primehook Road/Sylvan Acres Road to Tulip Drive/Slipper Shell Way. Along this approximately 9-mile corridor, 15 intersections were extensively studied. There are 22 additional intersections and crossovers with significantly lower traffic volumes and crash frequencies that were also screened for safety and operational concerns.

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3	Reynolds Rd	7	14	9	1	14%				3			4			2	29%	Close; Right-in/right-out only	Close; Right-in/right-out only
4	Deep Branch Rd (north)	21	8	23	7	33%	2	0	0%	28	3	14%	3	0	0%			Prohibit EB L/T and WB L/T	Prohibit EB L/T and WB L/T
5	SR 16	76	1	89	5	7%	111	3	4%	298	4	5%	34	0	0%			N/A	Presently a full-time signal; planned GSI
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11	Minos Conaway Rd	38	5	40	10	26%				136	5	13%	15	1	3%			Prohibit EB L	Improve EB R acceleration/merge lane
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SR 1 always assumed to be N-S

Grade Separation Planned
Part of Proposed Grade Separation
Movement Not Applicable

Methodology:

- 14 intersections with an expectation of significant side street volumes were chosen to be counted in July 2017.
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- The above table was produced to analyze the detailed crash data and volumes for each intersection/crossover.
- Recommendations for movement restrictions were made based on crash data, volumes, and observations of alternative routes.
- Recommendations were compared to those in the 2007 SR 1 Corridor Capacity Preservation Program report.



PHASE 2 IMPLEMENTATION PLAN

March 2019 DRAFT

In 2018, the Five Points Transportation Study Working Group approved 78 recommendations to improve transportation in the Five Points area of eastern Sussex County. Twenty-four of those recommendations were identified as priorities of the Working Group, and an additional three were considered especially important by members of the public at a fall workshop. For the purposes of this implementation plan, these three are listed as priorities as well.

- Seven recommendations (Category A) are being addressed by current DeIDOT projects and initiatives.
- Twenty-seven recommendations (Category B, in blue) are to “implement policies and procedures to make the area more efficient, sustainable and beautiful.” Eight priorities were identified in this category.
- Twenty recommendations (Category C, in green) are to “make the most of existing roadway infrastructure.” Ten priorities were identified in this category.
- Fifteen recommendations (Category D, in red) are to “make walking, bicycling, and transit more viable as alternatives to driving.” Six priorities were identified in this category.
- Nine recommendations (Category E, in yellow) are to “invest in new infrastructure to support anticipated growth.” Three priorities were identified in this category.

This document outlines the anticipated actions of the Delaware Department of Transportation and Sussex County to implement the recommendations of the Working Group. Although the Five Points Transportation Study is a long-term effort, DeIDOT and the County commit to making substantial implementation progress over the next year.

- Eight recommendations are complete or being incorporated into other projects.
- Thirteen initiatives are in progress, started either before or after approval of the Five Points Transportation Study recommendations.
- Actions to address **fifteen additional recommendations** will start in 2019.

This will result in progress being made on 36 recommendations – nearly half of the total in the plan – by the end of this year alone. Twenty of the twenty-seven priority recommendations will see progress in 2019.



FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS

DRAFT for Five Points Working Group

March 6, 2019

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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks (public)
A	1	N/A	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DelDOT - PD South		\$	*	N/A	N/A	N/A	COMPLETE	Studies have been conducted to determine the impacts of signal removal at Routes 1 and 16 on unsignalized crossovers.
A	2	N/A	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DelDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	This connection is now part of the project. Project information can be found at https://www.deldot.gov/information/projects/SR1MinosConaway/index.shtml .
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	DelDOT - 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	DelDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	This will be addressed as part of the Minos Conaway project. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. See A-2 above for a link to project information.
A	5	N/A	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DelDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	Service roads are now part of the project. Project information can be found at https://www.deldot.gov/information/projects/SR1MinosConaway/index.shtml .
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DelDOT - 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.
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	DelDOT - PD South/Planning		\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	Coordinate with E-2 and E-3.
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DelDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2019	Addressed in the County's comprehensive plan and currently required for commercial properties. Implementation for residential developments will be considered.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DelDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2019	Addressed in the County's 2018 comprehensive plan update; more work is needed.
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DelDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	◇	Priority recommendation for 2019	Additional signs will be installed on southbound SR 1 north of Thompsonville Road to identify municipal destinations and distances. Installation is planned for 2019.
B	4	Y	91	Improve advance acquisition process to allow DelDOT 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	DelDOT	\$	**	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	DelDOT - Planning	DelDOT - Real Estate; property owners	\$	*	\$\$	**	◇	Priority recommendation for 2019	
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	DelDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	IN PROGRESS	Henlopen TID approval (on the west side of Route 1) should occur within 1-3 years with implementation of proposed projects being phased in within 7-10 years or more. Discussions regarding the Lewes TID on the east side of Route 1 continue among DelDOT, Sussex County, and the City of Lewes.

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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, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◊	Longer-term	
B	9	N	69	Study enhancing New Road per Byway Master Plan	Delaware Greenways; DeIDOT - Planning	City of Lewes	N/A	N/A	\$\$\$	**	◊◊◊	IN PROGRESS	A Master Plan study is underway. See https://delawaregreenways.org/new-road-master-plan/
B	10	N	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DeIDOT	\$	**	\$\$	*	◊	Longer-term	
B	11	N	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		\$	*	N/A	N/A	N/A	Longer-term	
B	12	N	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	13	N	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT		\$	*	TBD	TBD	TBD	IN PROGRESS	DeIDOT has issued work orders to implement speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge. Implementation should occur in 2019.
B	14	N	36	Identify locations where trees can safely be planted within the right of way	DeIDOT		\$	*	\$\$	**	◊	Longer-term	
B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT	Sussex County	\$	*	\$\$\$	***	◊◊	Longer-term	
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	Longer-term	
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	\$	*	\$\$	*	◊	IN PROGRESS	DeIDOT is studying the frequency of emergency vehicle pre-emption, and is working on improved hardware that could reduce the disruption of pre-emption.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	IN PROGRESS	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	\$	*	\$	*	◊	Longer-term	
B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT	Sussex County, property owner	\$	*	\$\$	**	◊◊	Longer-term	
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	Longer-term	

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C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	**>	◊◊◊	Priority recommendation for 2019	
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	This study recommended consideration of a southbound right-turn lane on Minos Conaway Road rather than installation of a signal. A signal is not warranted at this time. This location will be monitored as part of the Henlopen TID when that effort is complete.
C	3	Y	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◊◊	IN PROGRESS	This project is in the later years of the most recent Capital Transportation Program.
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. It cannot be constructed until after the Old Orchard Road/Savannah Road intersection project is complete, so it is on a 4 year schedule.
C	5	Y	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South (in CTP)		\$	*	\$\$\$	**	◊◊	IN PROGRESS	Short-term modifications were recently completed and are being monitored in December 2018 and June 2019. Further improvements are proposed for the later years of the Capital Transportation Program.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	**>	◊◊◊	Longer-term	It would be helpful to understand critical locations, some of which could be addressed in the short term.
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		\$	*	\$\$\$	**>	◊◊◊	Priority recommendation for 2019	Will include safety evaluation of the curve.
C	8	Y	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◊	Priority recommendation for 2019	To be coordinated with recommendation D-5.
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		\$	*	\$	*	◊	IN PROGRESS	Evaluating extension of the second westbound Route 9 through lane west of the Plantation Road connector. 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		\$	*	\$	*	◊	IN PROGRESS	This is a core function of DeIDOT Traffic, as is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.
C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT		\$\$	**	\$\$\$\$\$	**>	◊◊◊	Longer-term	Sussex County recently introduced an ordinance to upgrade standards for new roads as they are built.
C	12	N	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	Sussex County	\$	*	\$\$\$	**	◊◊◊	Longer-term	Consideration of direct access to Lowe's from Route 1 may be considered in the short term.
C	13	N	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT		\$	*	\$\$	**	◊	Longer-term	
C	14	N	51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	General Assembly	DeIDOT	\$	*	\$	*	◊	Longer-term	
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT		\$	*	\$\$	*	◊	Longer-term	
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		\$	*	\$	*	◊	Priority recommendation for 2019	

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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		\$	*	\$\$	*	◊	Longer-term	
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.)	DTC	City of Lewes, DRBA	\$	*	\$\$	*	◊	Priority recommendation for 2019	The private sector will likely be involved as well.
D	2	Y	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	**>	◊◊	Longer-term	A new Mobility Committee is proposed under the comprehensive plan. This committee and/or the Working Group could play a role in this effort.
D	3	Y	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT	Sussex County	\$	*	TBD	TBD	TBD	Longer-term	
D	4	Y	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT - Planning		\$	*	\$\$\$	**	◊◊◊	Priority recommendation for 2019	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 (https://delawaregreenways.org/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		\$	*	\$\$\$	**	◊◊◊	Priority recommendation for 2019	Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road. To be coordinated with recommendation C-8.
D	6	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT		\$	*	\$\$\$	**>	◊◊	Longer-term	
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		\$	*	\$\$	*	◊	Priority recommendation for 2019	
D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◊◊◊	Longer-term	
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◊	Longer-term	
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◊	Longer-term	
D	11	N	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		\$	*	\$\$	*	◊	Longer-term	
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		\$	*	\$	*	◊	Priority recommendation for 2019	Within the limits of CTP project on Kings Highway.
D	15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT		\$	*	\$\$	**	◊	IN PROGRESS	Signs were installed in May 2018. The rail-to-trail plan is looking at the Freeman Highway section.
E	1	Y	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	**>	◊◊◊	Longer-term	It is important to move this effort forward quickly, but it will depend on the results of studies under A-7, E-2, and E-3.
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	\$\$	**	\$\$\$\$	**>	◊◊◊	Priority recommendation for 2019	Coordinate with A-7 and E-3.

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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	\$\$	**	\$\$\$\$	**>	◊◊◊	Priority recommendation for 2019	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		\$\$	**	\$\$\$	**>	◊◊◊	Longer-term	
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	

* - A priority of the public, but not the Working Group