

List of meeting materials

Phase 2 Working Group Meeting #7

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

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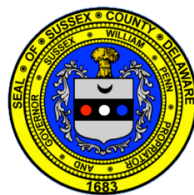


Agenda

Phase 2 Working Group Meeting #7

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

1. Introduction
 - Welcome and introductions
 - Summary of notebook materials
 - Approval of October 26, 2020 meeting minutes
2. Henlopen Transportation Improvement District (TID) overview
3. Phase 2 implementation status
 - Overall status update
 - New recommendations to be initiated in 2021
4. Public comment
5. Adjourn



Phase 2 Working Group Meeting #7

January 25, 2021

- **Introduction**
- **Henlopen TID overview**
- **Phase 2 implementation status**
- **Public comment**

How to raise your hand

3

Cisco Webex Events Hide menu bar ^

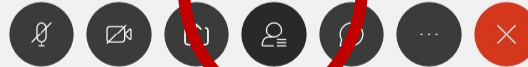
Connected

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Jennifer Cinelli (Host)



Participants



Jennifer Cinelli (Host)

Adrienne Eiss

John Fiori

Shante Hastings

ANDREW BING

Tremica Cherry-Wall

2:06 PM
7/23/2020

How to raise your hand


Cisco Webex Events Hide menu bar ^

File Edit Share View Communicate Participant Event Help

Connected

Speaking: Jennifer Cinelli (Host)

Josh Thomas



Participants (12)

- AE Adrienne Eiss
- AB ANDREW BING
- JW Jamie Whitehouse
- JF John Fiori
- JT Josh Thomas
- KA Kristen Ahlfeld
- MC Marc Cote
- SH Shante Hastings
- TL Todd Lawson
- TC Tremica Cherry-Wall

Attendee: 0 (0 displayed)

Chat

To: All Participants

Enter chat message here

2:03 PM 7/23/2020

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Introduction

- **Introductions**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of October 26, 2020 Working Group meeting
 - List of Henlopen TID transportation recommendations
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of October 26, 2020 meeting minutes**

HENLOPEN TID OVERVIEW

**[deldot.gov/programs/
transportation-improvement-districts/](http://deldot.gov/programs/transportation-improvement-districts/)**

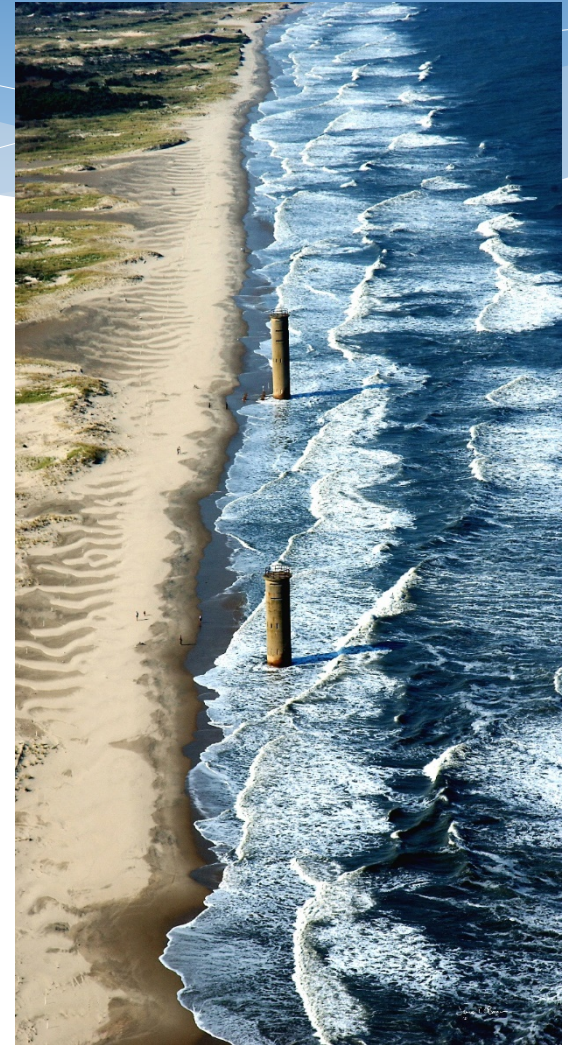


**Regional
Systems
Planning**



Objectives of Today's Presentation

- Review TID development process
- Review recommended transportation improvements
- Review infrastructure fee program
- Review monitoring program

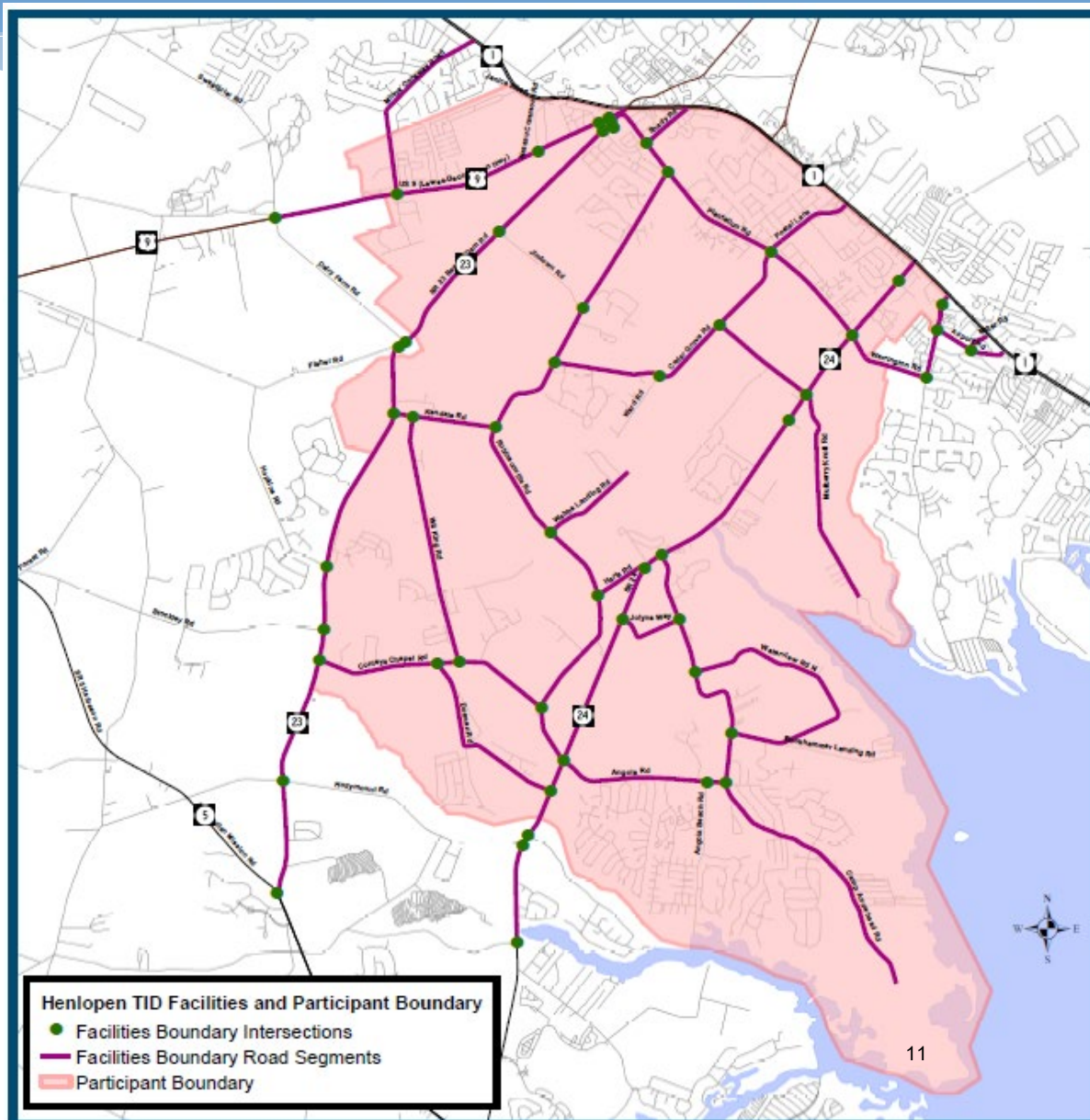


Why Did We Create the TID?

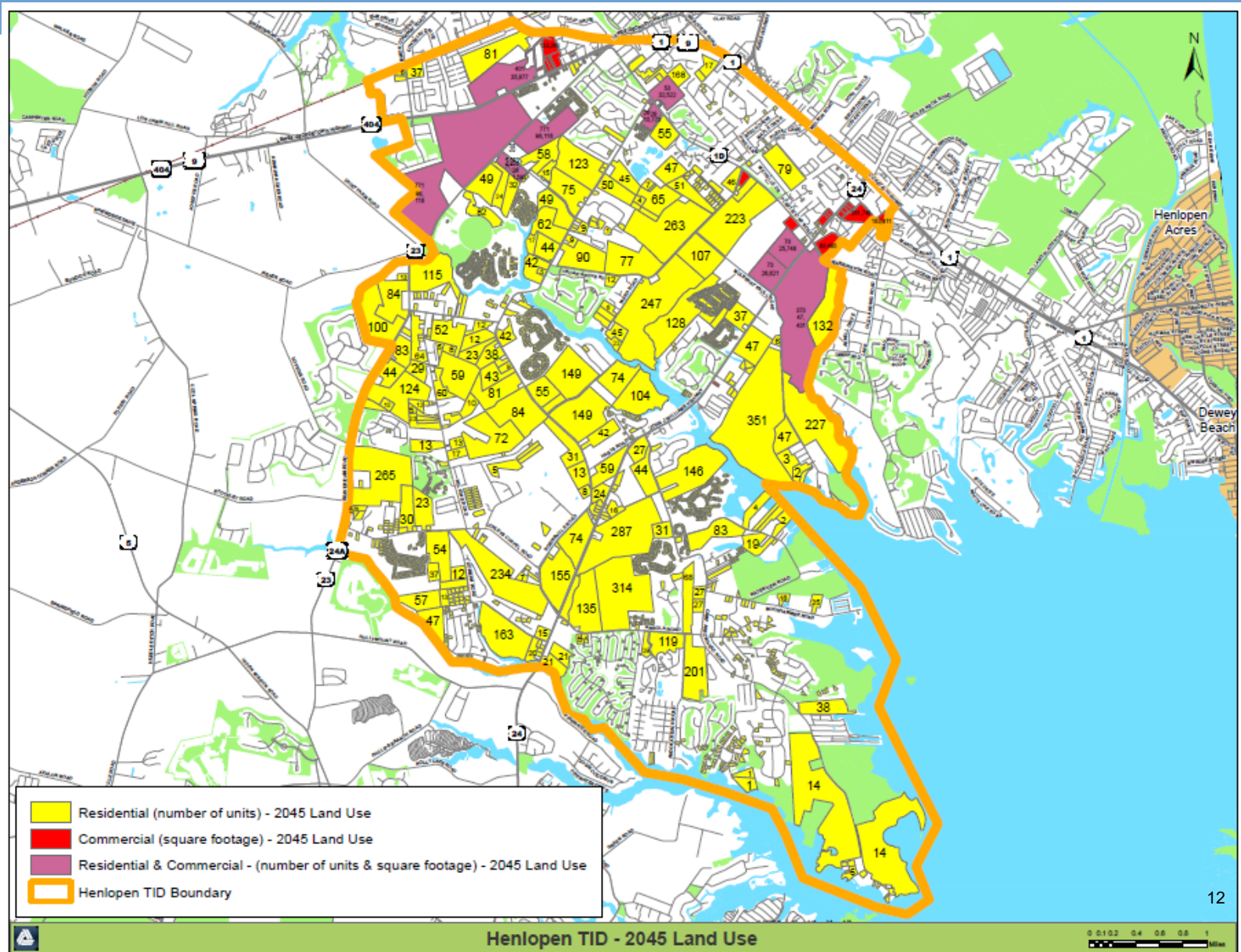
- **Comprehensive Infrastructure Planning**
- **TID Projects Advance in DeIDOT's CTP**
- **TID Fees Stay Local**
- **Equitable Treatment of Competing Developers**
- **Known Costs for Developers**
- **Expedited Development Reviews**

TID Boundary and Target Horizon Year

- 2045 Target Horizon Year for Land Use Forecast
- Participant boundary consistent with growth area in County Comprehensive Plan



2045 Future Land Use Plan



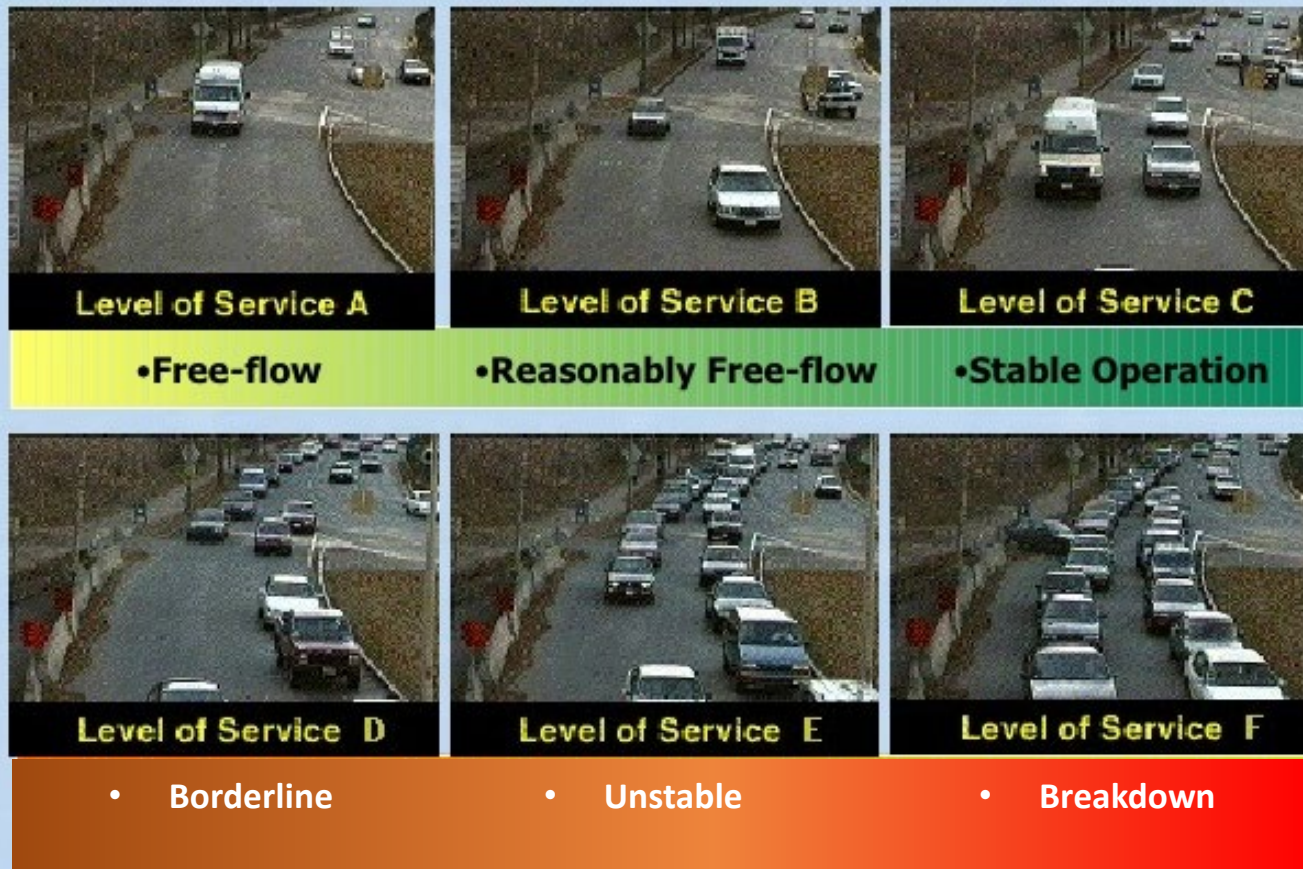
2045 Future Land Use Plan

- **Sussex County Planning and Zoning provided a 2045 land use forecast in May 2018, based on existing zoning.**
- **An estimated 12,867 additional housing units and 1,475,714 square feet of commercial development is expected within the TID participant boundary by 2045 if full build-out occurs.**
- **This is what DeIDOT modeled in order to identify needed transportation improvements.**

Results – Level of Service



Level-of-Service



Service Standards – What is “Success” ?

- **Defined in terms of:**
 - Levels of service
 - Lane widths
 - Shoulder widths
 - Sidewalks
 - Transit service
 - Aesthetics
 - Other considerations
- **How? A public process**

Recommendations – New Connectors

File Edit View Tools Add Help

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Search

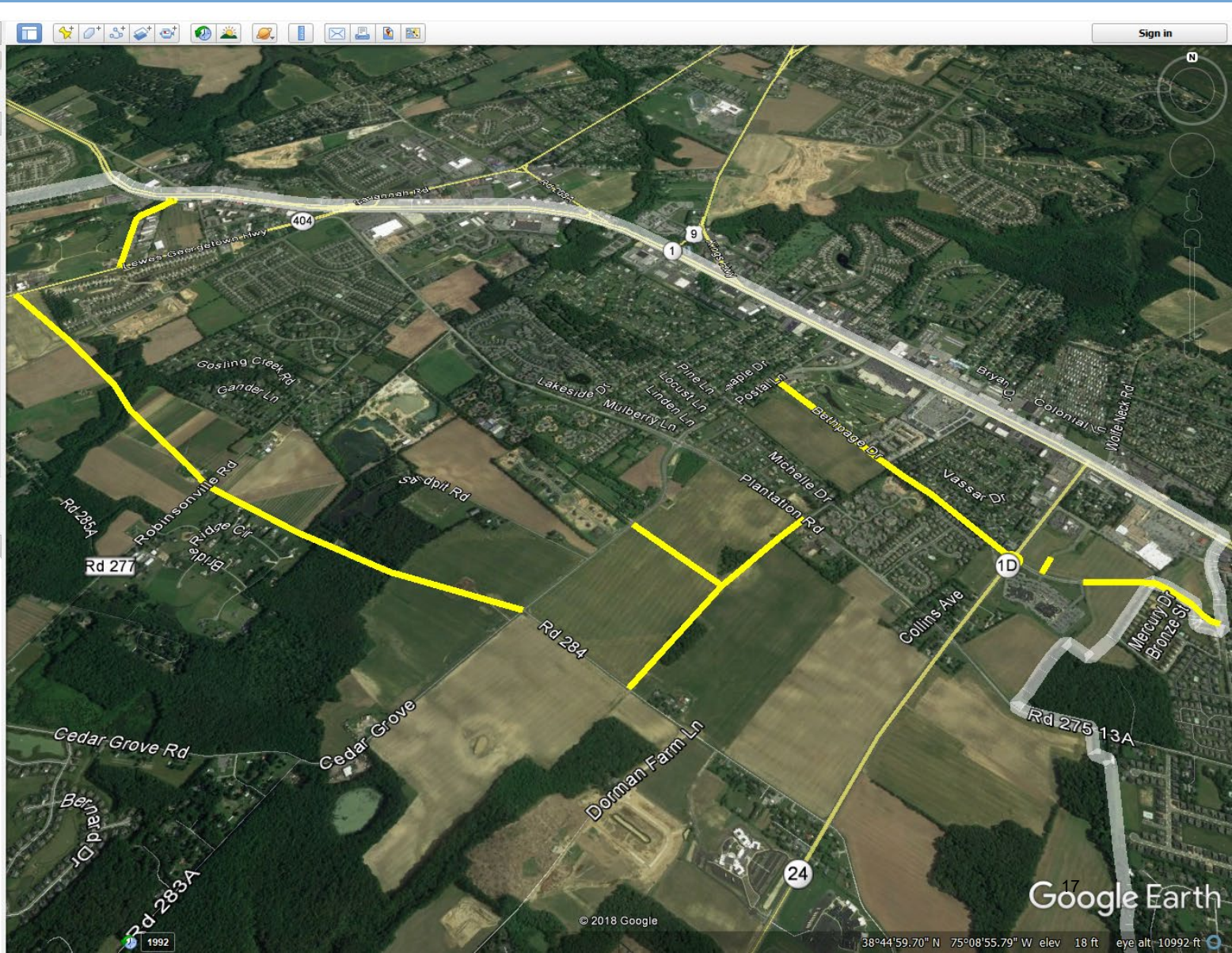
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Get Directions History

▼ Places

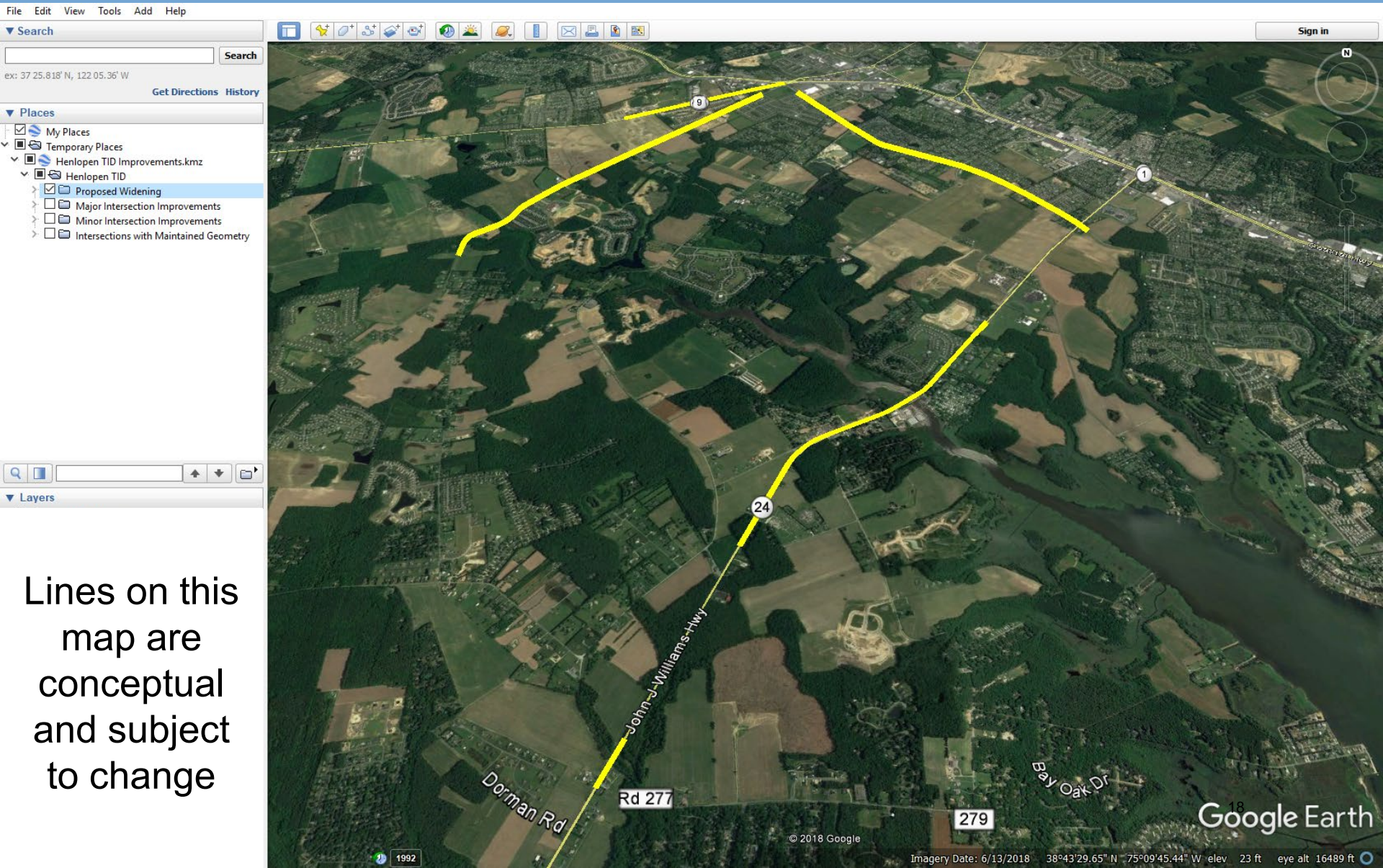
- Henlopen TID Boundary
- Potential TID Projects
 - Beaver Dam Road Intersection wi...
 - Camp Arrowhead Road Improv...
 - Conleys Chapel Road Improvem...
 - Stockley Road Improvements
 - SR 5 Indian Mission Road Improv...
 - Plantation Road Improvements
 - Shady Road Improvements
 - Warrington Road Intersection wit...
 - Airport Road Improvements
 - Old Landing Road Improvements
 - Airport Road Extensions
 - US Route 9 & Mulberry Knoll Roa...
 - Intersection Improvements at Ol...
 - Potential Connections
 - Upgrade of Nassau Commons B...
 - DelDOT Improvements Project
 - Potential Developer Projects
 - Proposed Widening
 - Major Intersection Improvements
 - Minor Intersection Improvements
 - Intersections with Maintained Gen...

▼ Layers



Lines on this map are conceptual and subject to change

Recommendations – Proposed Widening



Lines on this map are conceptual and subject to change

Recommendations – Traffic Signals

File Edit View Tools Add Help

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Search

ex: 37 25.818° N, 122 05.36° W

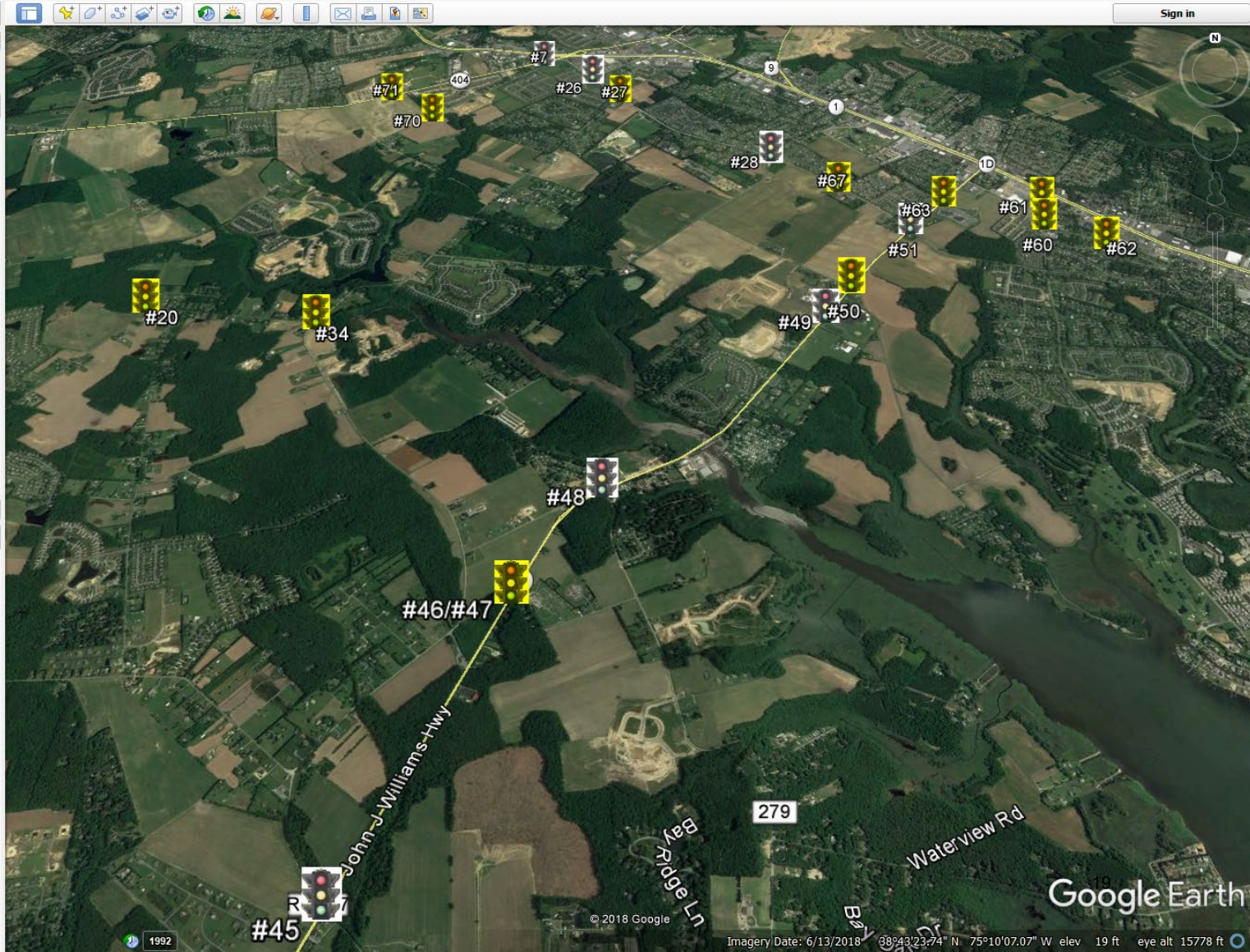
Get Directions History

▼ Places

- My Places
- Temporary Places
- Henlopen TID Improvements.kmz
 - Henlopen TID
 - Major Intersection Improvements
 - SR 24
 - Plantation Road
 - US Route 9
 - SR 23
 - Robinsonville Road
 - Cedar Grove Road
 - Old Landing Road
 - Other Intersections
 - Minor Intersection Improvements
 - Intersections with Maintained Geometry

Layers

- Primary Database
- Upgrade available
- Announcements
- Borders and Labels
- Places
- Photos
- Roads
- 3D Buildings
- Ocean
- Weather
- Gallery
- Global Awareness
- More



Sign in



Recommendations – Roundabouts

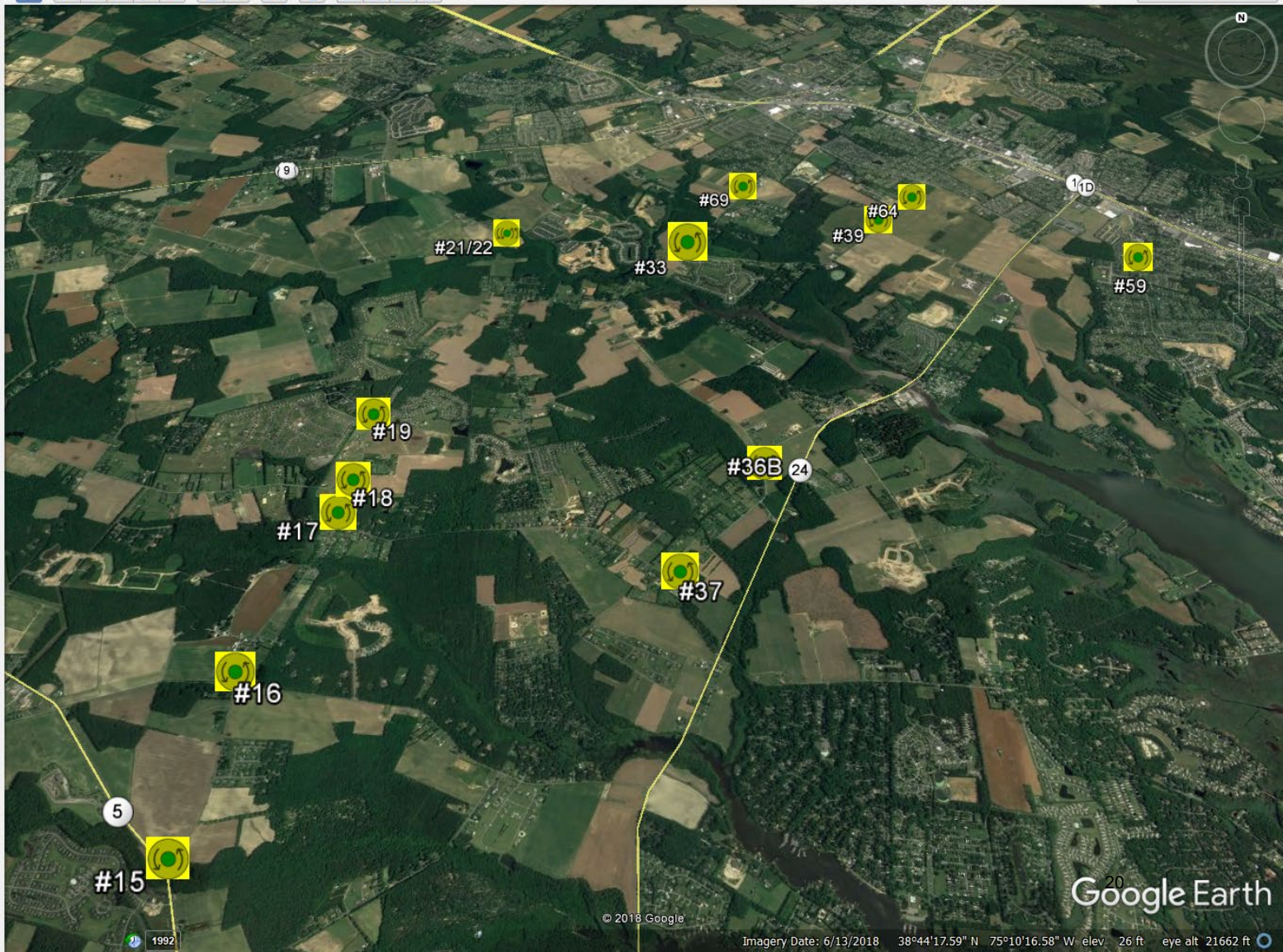
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Search Search

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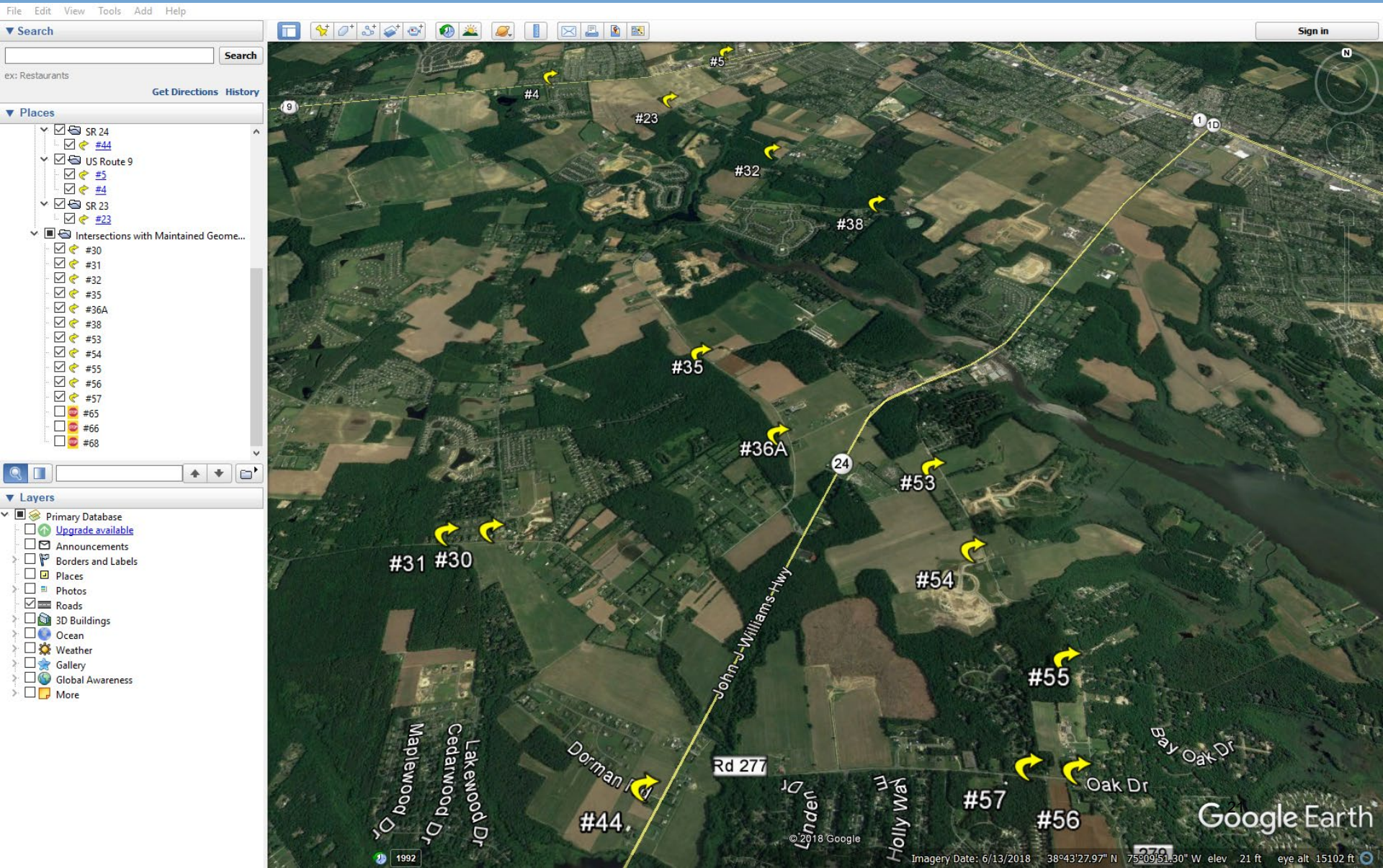
- Places**
- My Places
 - Temporary Places
 - Henlopen TID Improvements.kmz
 - Henlopen TID
 - Major Intersection Improvements
 - SR 24
 - Plantation Road
 - US Route 9
 - SR 23
 - Proposed Control Types
 - #70
 - #21/22
 - #20
 - #18
 - #17
 - #19
 - #16
 - #15
 - #25
 - Robinsonville Road
 - Proposed Control Types
 - #69
 - #33

- Layers**
- Primary Database
 - Upgrade available
 - Announcements
 - Borders and Labels
 - Places
 - Photos
 - Roads
 - 3D Buildings
 - Ocean
 - Weather
 - Gallery
 - Global Awareness
 - More



© 2018 Google

Recommendations – Turn Lanes



Recommendations – Other Improvements

File Edit View Tools Add Help

▼ Search

Search

ex: Museums in New York, NY

Get Directions History

▼ Places

- SR 24
- Existing Control Types with Impr...
- Proposed Control Types
 - #46/#47
 - New Harts Road Alignment
 - Harts Road Closure
- Plantation Road
- US Route 9
- SR 23
- Robinsonville Road
- Cedar Grove Road
- Old Landing Road
- Other Intersections
- Minor Intersection Improvements
- Intersections with Maintained Geome...
- Henlopen TID Improvements.kmz
 - Henlopen TID
 - TID/DelDOT/Developer Improvements
 - Henlopen TID Boundary
 - Potential TID Projects
 - US Route 9 & Mulberry Knoll Roa...
 - Potential Connections

▼ Layers

1992

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Imagery Date: 6/13/2018 38°43'11.25" N 75°10'29.49" W elev. 20 ft eye alt 12459 ft

Google Earth

Lines on this map are conceptual and subject to change

TID Capital Transportation Program

- **Highlighted projects (~\$95 million) are programmed in DeIDOT's Capital Transportation Program**
- **Some improvements may advance by other means: FAST, DeIDOT Traffic initiatives, etc.**

Segment Number	Road Name	Cost Estimate
1	Minos Conaway Road	\$5,519,250
3	US Route 9	\$19,825,593
13	SR 23, Indian Mission Road to Kendale Road	\$11,469,065
14	SR 23, Kendale Road to Plantation Road	\$22,410,565
15	Kendale Road	\$3,292,808
16	Wil King Road	\$9,543,170
17	Conleys Chapel Road	\$4,931,755
18	Dorman Road	\$6,816,425
20	SR 24, Hollylake Road to Camp Arrowhead Road	\$19,973,998
21	SR 24, Camp Arrowhead Road to Plantation Road	\$21,812,370
23	Robinsonville Road, SR24 to Kendale Road	\$18,247,953
24	Robinsonville Road, Kendale Road to Plantation Road	\$14,852,680
26	Plantation Road	\$20,819,863
27	Warrington Road (with Roundabout)	\$4,022,175
28	Shady Road	\$3,455,025
29	Postal Lane	\$4,584,498
30	Old Landing Road	\$6,503,570
31	Cedar Grove Road	\$9,738,320
33	Mulberry Knoll Road	\$11,536,483
33A	Mulberry Knoll Road Extension, Cedar Grove Road to US9	\$9,989,178
34	Airport Road (Existing Alignment), Old Landing Road to SR1	\$5,127,890
	Airport Road Extension (Alternative B), SR24 to Old Landing Road	\$6,377,228
35	Miller Road	\$1,555,798
36	Angola Road	\$4,077,605
38	Jolyns Way	\$4,058,945
39	Harts Road (Shortened)	\$847,810
40	Webbs Landing Road	\$1,753,613
41	Camp Arrowhead Road	\$10,376,953
42	Waterville Road	\$3,471,338
43	New Connector Road 1, Mulberry Knoll Road to Plantation Road	\$3,769,295
44	New Connector Road 2, Cedar Grove Road to New Connector Road 1	\$2,510,433
45	Airport Road Extension, SR 24 to Postal Lane	\$4,615,160
46	Nassau Commons Boulevard	\$5,705,898
	Total	\$283,592,710

Infrastructure Fee Program

- **Developer contributions are estimated to be about 23.5% of the costs of improvements**

Residential Rates	
Single family detached residential	\$4,900 per unit by phase
	\$5,145 per unit by lot
Multi-family residential, low-rise, 1-2 floors	\$3,822 per unit by phase
	\$4,013 per unit by lot
Multi-family residential, mid-rise, 3 or more floors	\$2,842 per unit by phase
	\$2,984 per unit by lot
Non-Residential Rates	
Under 21 trips per 1,000 SF GFA	\$2.88 per sq ft
At least 21 but less than 34 trips per 1,000 SF GFA	\$3.38 per sq ft
At least 34 but less than 75 trips per 1,000 SF GFA	\$3.88 per sq ft
At least 75 but less than 200 trips per 1,000 SF GFA	\$4.38 per sq ft
200 or more trips per 1,000 SF GFA	\$4.88 per sq ft

Notes: Low-rise Multi-family rate is 78% of single-family detached rate. Mid-rise Multi-family rate is 58% of single-family detached rate. Townhomes are considered low-rise multi-family. All non-residential rates are based on the number of trips per 1,000 square foot of gross floor area. This is based on ITE Trip Generation Manual, 10th Edition.

Infrastructure Fee Program

- **County collects fees prior to issuance of building permits**
- **County holds fees in single TID account, to transfer to DeIDOT upon DeIDOT's request**
- **Manner and extent of developer participation to be documented on recorded subdivision or site plan and in an infrastructure recoupment agreement**

Infrastructure Fee Program – Development Types Excluded

- **Those determined by DeIDOT and County to be inconsistent with land use plan and to generate enough traffic to warrant a TIS, will be required to conduct TIS and, as necessary, contribute to off-site improvements**
- **Development of Garage Studio Apartments**
- **Minor subdivisions as defined in County Code, up to one application per parent parcel**

Fee Calculation and Submittal Form

- **Fillable Excel form to calculate fees and to accompany payments**
- **Owner/developer enters number of residential units by ITE Land Use Codes**
- **Owner/developer enters square footage of non-residential buildings by ITE Land Use Codes**

Monitoring Program

- **DeIDOT to monitor traffic volumes**
- **DeIDOT to provide County with findings and recommendations in calendar year 2022 and at regular intervals not to exceed every five years**

Monitoring Program (continued)

- **The County shall, in odd numbered years, to coincide with development of the DeIDOT Capital Transportation Program, recommend projects from the TID-CTP for inclusion in DeIDOT's CTP.**
- **Inclusion of recommended projects shall be subject to DeIDOT's CTP prioritization process.**

Questions?

Sarah Coakley, AICP

Principal Planner

Delaware Department of Transportation

sarah.coakley@delaware.gov

302.760.2236



Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS

DEMAT for DeDOT Internal review
February 5, 2023

Category	ID	Priority	Old Site No.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impact	Status	Remarks (add'l)
A	1	N/A	25	Review the need for grade separating or restricting crossings between Highway and Leves before extending again in this area.	DeDOT - PD South		\$	*	N/A	N/A	N/A	COMPLETE	A memorandum concerning this effort can be found at 3046.
A	2	N/A	42	Evaluate Fully Drive connection to Route 1 as part of the Metro Conveyance Road grade separation project.	DeDOT - PD South		\$	*	\$5	**	0.0	COMPLETE	This connection is now part of the project. Project information can be found at https://www.deidot.gov/information/projects/091MetroConveyanceRoad.html .
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		\$5	**	\$555	**	0.0.0	COMPLETE	This effort was completed as part of the US 113 Millboro-South Area Improvement Study. Two final options are being in the preliminary final future demand. A memorandum concerning the project is located at https://www.deidot.gov/information/projects/091MetroConveyanceRoad.html .
A	4	N/A	54	Study options for signage to direct appropriate traffic, i.e. local, bus, of D and walking/biking areas, under the Pease Bridge.	DeDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	This will be addressed as part of the Metro Conveyance project. Documentation of signing will be available when construction is completed and the public will have the opportunity to comment. See 62.28 for more information.
A	5	N/A	55	Institute one-way service roads on part of the Metro Conveyance Road grade separation project.	DeDOT - PD South		\$	*	\$5	**	0.0	COMPLETE	Service roads are now part of the project. Project information can be found at https://www.deidot.gov/information/projects/091MetroConveyanceRoad.html .
A	6	N/A	62	Study the feasibility of extending the eastbound widening of Route 24 to Lower Creek.	DeDOT - PD South		\$	*	\$55	**	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 Bacon 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	63	Study the feasibility of widening or adding through lanes on Pleasant Road from Route 24 to Cedar Grove Road and Pleasant Road.	DeDOT - PD South/Planning		\$	*	\$55	**	0.0.0	IN PROGRESS	Coordinate with C-2 and C-3.
B	1	Y	34	Review new developments to assure that appropriate to any future developments areas and monitor to ensure compliance.	Sussex County	DeDOT	\$	*	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 prioritized.
B	2	Y	66	Consider modifications to land development requirements under the Development Coordination Manual that require additional buffers/setbacks for all new developments for future development.	Sussex County	DeDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2023	Addressed in the County's 2020 comprehensive plan update, more work is needed.
B	3	Y	4	Study the feasibility and anticipated effectiveness of installing signage, marking or other measures to encourage through lanes at points outside the Route 1 corridor between Leves and Lower Creek for eastbound US 13, Route 5, Route 24, etc.	DeDOT - Traffic	Private partner(s) such as Wawa	\$	*	\$5	*	0	Priority recommendation for 2023	Additional signs will be installed on route 24 N. north of Thompsonville Road to identify principal destinations and distances. Installation is planned for 2023.
B	4	Y	91	Inquire advance acquisition process to allow DeDOT to more quickly acquire land needed for transportation improvements and ensure 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. New proactive procurements will be feasible.
B	5	Y	50	Study the feasibility of connecting the ADA's driveway between Route 1 and Eastman Road onto a publicly accessible road.	DeDOT - Planning	DeDOT - Paul Evans, property owners	\$	*	\$5	**	0	Priority recommendation for 2023	
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use train lanes into the comprehensive plan.	Sussex County		\$	*	N/A	N/A	N/A	Long-term	

Page 1 of 1

78 recommendations

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

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

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

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

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

Previous status (as of October 2020)¹

43 of 78 recommendations in progress, ongoing, or completed

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

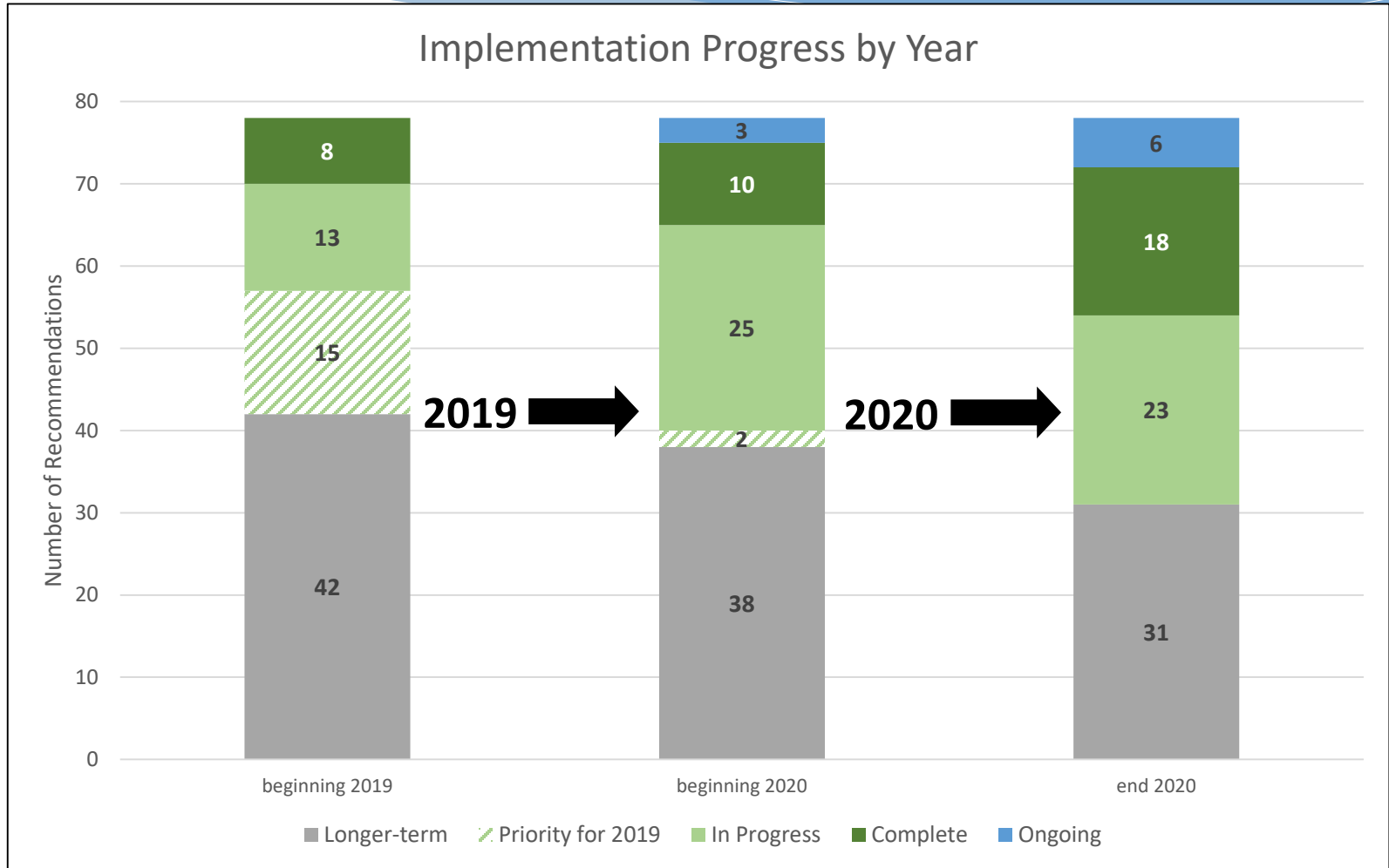
Current status (as of January 2021) ³²

47 of 78 recommendations in progress, ongoing, or completed, an increase of 4

The final 2 recommendations to be initiated in 2020 are now in progress:

- B-8: Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full
- D-9: Identify potential connections to and from the Lewes Transit Center

Implementation over the last 2 years



Category A

being addressed by current DeIDOT projects and initiatives

Number of recommendations by status

Status	Oct 2020	Jan 2021	Change
COMPLETE	5	5	-
IN PROGRESS	2	2	-
Total A	7	7	-

Category B

Policies and procedures

Number of recommendations by status

Status	Oct 2020	Jan 2021	Change	
COMPLETE	4	5	+1	
ONGOING	3	5	+2	
IN PROGRESS	5	5	-	
Priority for 2019	2	0	-2	
Initiate in 2020	1	0	-1	
Initiate in 2021	0	2	+2	
Longer-term	12	10	-2	
Total B	27	27	-	

- **B-1 – Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation**
 - 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.
 - This is now classified as **ONGOING**.

- **B-2 – Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion**
 - In 2020, the 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.

- **B-2 (continued)**

- DeIDOT has updated the Development Coordination Manual to require greater width along principal arterials, which are the routes most likely to require future widening
 - **50' right of way from the centerline of the road**
 - **15' permanent easement outside the right of way on each side**
 - **This results in a 130' total clear width**
- This recommendation is now **IN PROGRESS**

- **B-3 – Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.**
 - Travel time messages are now displayed on variable message signs approaching the beach area.
 - This information is also available on the DeIDOT app.

- **B-7 – Continue TID studies both east and west of Route 1**
 - At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement.
 - A TID overview was presented earlier this evening.
 - This recommendation is now **COMPLETE**.

- **B-8 – Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full**
 - This recommendation is now IN PROGRESS.
 - DeIDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data.

- **B-9 – Study enhancing New Road per Byway Master Plan**
 - This recommendation is now **ONGOING**.
 - Implementation will occur over the next 10 years through:
 - CTP projects
 - Canary Creek bridge reconstruction
 - Developer improvements along frontages

- **B-14 – Identify locations where trees can safely be planted within the right of way**
 - To be initiated in 2021.
 - DeIDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way.
 - Costs for tree maintenance need to be covered.
 - At a future Working Group meeting, members will have the opportunity to provide input on desired locations for trees.

- **B-25 – Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use**
 - Vineyards developer 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-27 – Develop a better process for constituents to request transportation improvements**
 - To be initiated in 2021.
 - DeIDOT is developing a new portal for the public to identify transportation issues and request improvements.
 - We anticipate that the portal will be complete in fall 2021.

Category C

Make the most of existing roadway infrastructure

Number of recommendations by status

Status	Oct 2020	Jan 2021	Change	
COMPLETE	4	7	+3	
ONGOING	1	1	-	
IN PROGRESS	9	6	- 3	
Initiate in 2021	0	1	+1	
Longer-term	6	5	- 1	
Total C	20	20	-	

- **C-1 – Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes**
 - Clarified in the implementation plan that widening was recommended by the Henlopen TID study.
 - A project to further advance this effort remains in the CTP.

- **C-3 – Initiate a capital project to improve the intersection of Old Landing and Warrington Road**
 - This is in the CTP, so this recommendation is **COMPLETE.**

- **C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road**
 - A project is programmed in the FY 21 - 26 CTP.
 - Design was scheduled to start in FY 2025.
 - Sussex County Council approved FAST (Funding Accelerating Safety in Transportation) on December 15, 2020 and selected this intersection as the first project. DeIDOT will begin design on the project within the next month.

- **C-7 – Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.**
 - 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-14 – Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road**
 - To be initiated in 2021.
 - Funding must come from legislators’ Community Transportation Funds.
 - If a sponsor is found, DelDOT will perform the technical study and install the display.

- **C-19 – Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road**
 - Based on a safety study, an all-way STOP may not be an appropriate countermeasure, especially with the curvature of the roadway and potential to increase rear-end crashes.
 - A roundabout was studied but is not adequate for 2045 traffic.
 - The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
 - This study is now **COMPLETE**.

- **C-20 – Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets**
 - In conjunction with proposed development of Coastal Station on the east side of Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection.
 - The intersection, including a west leg to the outlets, is now in final design.
 - This study is now **COMPLETE**.

Category D

Walking, bicycling, and transit

Number of recommendations by status

Status	Oct 2020	Jan 2021	Change
COMPLETE	1	1	-
IN PROGRESS	6	7	+1
Initiate in 2020	1	0	- 1
Initiate in 2021	0	4	+4
Longer-term	7	3	- 4
Total D	15	15	

- **D-2 – Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails**
 - To be initiated in 2021 in conjunction with the SR 1 Low-Stress Bikeway Study.

- **D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations**
 - To be initiated in 2021.
 - This recommendation was initially proposed by the public and received a high response in the public survey during Phase 1.
 - The study will look for locations of existing and future pedestrian crossing demand away from intersections.
 - To be coordinated with D-10.

- **D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations (continued)**
 - Do you have any initial ideas about locations (NOT at intersections) to be considered?

- **D-8 – Study the feasibility of a park and ride lot on Route 24 at the edge of the study area**
 - To be initiated in 2021.
 - DTC supports implementing a Park and Ride along SR 24, but an exact location has not yet been determined.

- **D-9 – Identify potential connections to and from the Lewes Transit Center**
 - This is being examined as part of the SR 1 Low Stress Bikeway Study.

- **D-10 – Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations**
 - To be initiated in 2021.
 - To be coordinated with D-6; deterrence of at-grade crossings is appropriate where a pedestrian bridge is being considered.

- **D-15 – Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway.**
 - Rectangular Rapid Flashing Beacons (RRFBs) are now installed but not operating.
 - DRBA intends to turn them on.



Category E

New infrastructure

Number of recommendations by status

Status	Oct 2020	Jan 2021	Change
COMPLETE	0	0	-
IN PROGRESS	3	3	-
Longer-term	6	6	-
Total E	9	9	-

- **E-7 – Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road**
 - 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.

Phase 2 implementation plan

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- **Next steps**

- Continue work on recommendations
- Provide email progress updates in February and March
- Convene the Working Group on April 26, 2021
- Prepare annual report for 2020, to be issued in spring 2021
- Hold public workshop in May or June 2021

For your information...

- **DeIDOT and Sussex County have initiated the Coastal Corridors Study**
 - Encompasses Route 16 and Route 404 between the Maryland state line and Route 1, just west of the Five Points study area
 - Started a listening tour in late 2020
 - Virtual public meetings will be held this spring

Public comment

Thank you for your participation!

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Next meeting

Monday, April 26, 2021

6:00 pm

Location TBD

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549

DRAFT



Meeting Minutes

Phase 2 Working Group Meeting #6

October 26, 2020, 6:00 pm
Online

Members present:

I.G. Burton
Robert Fischer
Doug Hudson
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Steve Smyk
Kim Hoey Stevenson
Josh Thomas
Ann Marie Townshend
Gail Van Gilder

Members absent:

Greg Christmas
Dennis Forney
Scott Green
Rev. Wendell B. Hall
Christian Hudson
Carole Kohr
Rep. Peter Schwartzkopf
Helen Truitt

This was a virtual meeting on DeIDOT's WebEx platform. The meeting began with a quorum of 11 Working Group members present. Two additional members joined while the meeting was in progress for a total attendance of 13.

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

Andrew 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 July 27, 2020 Working Group meeting were approved unanimously.



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Nicole Majeski, DeIDOT's Deputy Secretary, gave some opening remarks. She is Governor Carney's nominee to be the cabinet member representing the Delaware Department of Transportation. Upon Jennifer Cohan's retirement on November 1, Ms. Majeski will be Acting Secretary of Transportation until confirmed by the state Senate.

Deputy Secretary Majeski thanked Working Group members for all their participation and engagement in the Five Points process. She is proud of the effort everyone has put forth to make this a success. Because of the ideas and input from the Working Group and the public, DeIDOT has been able to lay the groundwork for dozens of improvements for the area. She reiterated DeIDOT's full commitment to the Five Points effort and partnership with Sussex County, and noted that DeIDOT has allocated a significant amount of funding to projects in Sussex County over the next six years. She looks forward to working with this group.

Henlopen Transportation Investment District (TID)

Marc Coté, DeIDOT's Director of Planning, gave an update on the TID status.

The updated Memorandum of Understanding (MOU) between DeIDOT and Sussex County was completed on September 22, 2020. The MOU sets the conditions for coordinating land development with transportation improvements.

DeIDOT presented the TID agreement to Sussex County Council on September 22. DeIDOT is presenting the TID agreement at the October 27 Sussex County Council meeting and hopes to get a vote to approve the agreement.

DJ Hughes asked about the TID fee structure. Marc responded that the fee is based on trips. The base unit for residential development is the single-family dwelling; for commercial, there are several base units such as office or retail. For purposes of the TID fee, the trips for a specific type of residential or commercial development are calculated as a percentage of the trips generated by the base. Marc said more detailed information can be provided after the Working Group meeting.

All of the information on the Henlopen TID will be on the DeIDOT website.



DRAFT

Active Projects and Studies in the Five Points Area

Shanté Hastings, who will be Acting Deputy Secretary as of November 1, presented a map illustrating all of DeIDOT's activities in the Five Points area and provided a description of each. This information included whether the project was in the study stage, in planning, design or construction, as well an estimated start or completion date where available. The map will be located on DeIDOT's website with materials for this working group meeting.

Bob Fischer asked whether a separate map could be created showing just new bike facilities to be built under CTP projects. Shanté responded that such a map might be helpful, and the project team will consider how to illustrate it. Marc noted that virtually every project will have a bicycle/pedestrian component, consistent with DeIDOT's Compete Streets policy.

DJ commented that the short-term project to lengthen the left turn lane on SR 1 at Cave Neck Road will have a significant positive impact.

DJ asked whether a decision has been made on constructing a two-way left turn lane on Savannah Road. It is not shown on the project map, although a sidewalk project is shown. Jeff Riegner responded that the Lewes Byway Committee has said they will seek funding to undertake a byway master plan for Savannah Road. The two-way left turn lane will be considered as part of that master plan. Because of the time needed to complete that plan if it were funded, the sidewalk project will move ahead.

DJ asked whether the new signal at Kings Highway and Clay Road will be coordinated with the signal at Kings Highway and Gills Neck Road. The project team will check and provide a response. *[Follow-up from the project team: Both traffic signals are part of the statewide computerized signal system, which is operated and managed from DeIDOT's Transportation Management Center (TMC). The central computer receives real time information from vehicle detectors located at both locations in order to assist with cycle lengths and progression (coordination) between the intersections.]*

There is a petition to maintain a crossover for southbound SR 1 north of the Five Points signalized intersection, so traffic does not have to go through that signal to return north. Currently southbound traffic must turn left onto Savannah Road and take the loop ramp to SR 1 north, passing through the signal twice. Shanté stated that DeIDOT is looking at maintaining a crossover and will get counts next spring and summer. She also said DeIDOT is looking to improve the southbound left-most left turn lane at Five Points to allow the U-turn, which is currently prohibited.



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Mulberry Knoll Road Extension Study

Jeff Riegner described this study, which was recommended by both the Five Points Phase 1 Working Group and the Henlopen TID Study. This study will evaluate extending Mulberry Knoll Road, widening Plantation Road, or possibly both to see which improvement should be advanced first to benefit travel in the area. A study area has been drawn which excludes developed areas and Jimtown. Inventory and mapping of historic resources and wetlands are underway. Opportunities for public involvement will be provided during the study.

Implementation Plan Status

Jeff described the implementation plan status and progress that has been made since the July 27, 2020 update that is posted on the study website.

Another of the recommendations to be initiated in 2020 is now in progress:

- *C-6 – Study the feasibility of lengthening left- and right-turn lanes throughout the study area.*
DeIDOT Traffic is evaluating locations suggested by the Working Group at the January 27, 2020 meeting.

All but two of the recommendations to be initiated in 2020 are now in progress.

One of the recommendations is now complete:

- *D-14 – Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1.*
A bike box is not feasible at Dartmouth Drive. Additional safety measures may be considered as part of the Kings Highway CTP project. In the meantime, bicyclists may cross SR 1 with pedestrian signals.

Three more recommendations are now programmed as CTP projects.

- *C-1 – Route 9 widening from Ward Avenue to Old Vine Boulevard.*
- *C-3 – Old Landing Road and Warrington Road intersection.*
- *C-5 – Cave Neck Road, Sweet Briar Road and Hudson Road intersection.*
The schedule for C-5 may be accelerated through FAST (Funding Accelerating Safety in Transportation), for which approval is pending. Todd Lawson introduced the FAST concept to County Council on October 6, to accelerate projects that are already in the CTP and that have great safety benefits. Under the FAST concept, the County would provide design, right of way and construction funding up front and DeIDOT would reimburse the County in the CTP year.



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

Working Group Comments and Questions

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

- Senator Lopez expressed his appreciation to County Council for the idea of FAST. The intersection of Cave Neck Road, Sweet Briar Road and Hudson Road needs to get done first and he looks forward to being of help.
- Bob Fischer asked whether the bike trail between Georgetown and Lewes will always remain a trail, and never become a roadway. Marc said that DelDOT is working to complete the trail to Georgetown and it will be a trail for the foreseeable future.
- Gail Van Gilder would like more information on how the developer TID contribution is calculated. As projects come along, how much are developers going to contribute and will it be enough to do what needs to be done? *[Follow-up from the project team: More detailed information on the TID will be provided at a future meeting.]*

Presentation on DelDOT's Traffic and ITS Program

Gene Donaldson, DelDOT's Transportation Management Center (TMC) Operations Manager, provided a presentation that covered the many aspects of DelDOT's Traffic and ITS program. Gene's group performs three functions: control, monitoring, and information. Presentation topics included:

- DelDOT's integrated transportation management system (ITMS)
- ITMS strategic plan
- Transportation Operations Management Plan (TOMP), to be updated for Sussex County in 2023
- Transportation Management Center (TMC)
- Signal systems and operations
- Artificial Intelligence ITMS objectives and deployment



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Gene emphasized that traffic signals cannot add capacity. Once an intersection has reached the capacity limits of its travel lanes and pedestrian crossing requirements, signals only act to allocate delay among the intersection approaches. He explained how very wide pedestrian crossings act to increase traffic delays and noted the importance of planning for pedestrian crossings at the beginning of any project.

Gene said that all traffic signals in the state are now connected to the Transportation Management Center (TMC) and can be controlled from the TMC.

Gene is particularly excited about advancements in artificial intelligence (AI) for traffic management. Humans cannot process information quickly enough to monitor all the systems and make decisions quickly. He noted that Delaware is in the forefront of AI implementation for traffic monitoring and control in the country. DeIDOT has embarked on a three-year AI deployment/implementation and monitoring program across three areas of the state.

After the presentation, Bob Fischer asked about real-time sensing technologies. When will DeIDOT be able to know where vehicles are, what are the queue lengths that are waiting to get through a light, etc. in real time? Gene responded that DeIDOT is transitioning away from loop detectors in the roadway. The agency is testing AI machine vision. Besides counting cars, it can identify vehicle make and model and count bicyclists and pedestrians. DeIDOT will integrate technology as it becomes available.

The video recording of the meeting on YouTube includes the full Traffic/ITS presentation.

Jeff summarized the next steps in the Working Group process:

- Updates on the implementation plan will continue.
- The next meeting will be held January 25, 2021. This meeting is likely to be online.
- Email progress updates will be sent in November and December.
- An annual report of progress made in 2020 will be issued in spring 2021.

Andrew invited public comment.



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Public comments

- Mr. and Mrs. Cross asked whether the Mulberry Knoll Road route is the same as the Yellow Route for the Western Parkway. If so, they would lose their home. Jeff responded that in 2007, DeIDOT studied several alternative routes for a possible four-lane highway. The Western Parkway study was discontinued. The Mulberry Knoll Road Extension study area is wide, and no options have been determined for where the road would be. Also, this is a long-term project with many steps, with public involvement throughout the planning and project development process, so there will be ample opportunity for the Crosses and other interested citizens to have input before any decisions are made.
- A participant asked whether DeIDOT requires construction to be performed at times when impacts to traffic are low, for example at night, or in the winter. Shanté responded that construction contracts specify time-of-day work hours. On beach routes, construction is typically done in the fall, winter, and early spring. But temperatures control when paving can be done. Night work must be approved if it is next to residential areas, so contractors can't always shift to night work. DeIDOT is sensitive that disruption from construction should be minimized, but also doesn't want to limit the times so much that the project drags on for years.
- A participant asked why all the passing zones were eliminated on Cave Neck Road from Milton to Route 1. Shanté responded that she would need to check into that specific area, but in general, passing zones are evaluated based on crash data and specified safety standards. Shanté will check with DeIDOT Traffic.
- Diane O'Hagan asked what type of traffic signal operation is in effect at the Five Points signal. Gene Donaldson replied that the signal is coordinated with other intersections on SR 1, and it is the critical intersection in Zone 20 (Five Points to Dewey). Coordination uses information from detectors on northbound and southbound SR 1. At the Five Points intersection there are detectors on Route 9 and in the left turn lanes of SR 1. SR 1 overall is controlled by the TMC central computer.
- Theresa Baldwin asked whether it will be possible for pedestrians to cross SR 1 at the Lewes Park and Ride. Shanté replied that DeIDOT currently has a study underway to figure out how and where crossings of SR 1 should be provided (the SR 1 Low Stress Bikeways Study shown on the Five Points project map). This study will include evaluation of pedestrian access to the Park and Ride.



DRAFT

- A participant asked why there are not any passing zones on Old Orchard Road or New Road. The speed limit is low. Shanté said it may be because of the many side streets and driveways, but she will have the project team look at the issue further.

Andrew closed by thanking departing Secretary Jennifer Cohan for all her work with Todd Lawson in starting and supporting the Five Points effort since 2017.

Andrew adjourned the meeting at 7:52 pm.

Public attendance online

Registration was not required, so the number of attendees is not available. Attendees' names were not recorded unless they were provided during the public comments period.



List of Henlopen TID Transportation Improvements

New Connectors

- Airport Road from Old Landing Road to Postal Lane
- Extension of Mulberry Knoll Road to provide a connection between Cedar Grove Road and Route 9
- Potential new roadway connections between Plantation Road and Mulberry Knoll Road and between Cedar Grove Road and the other new roadway
- Upgrade Nassau Commons Boulevard from a private roadway to a state-maintained road meeting DeIDOT local road standards

Proposed Widening

- Route 9 from about 900 feet west of Old Vine Boulevard to Ward Avenue; a two-way center left turn lane is needed from about 250 feet east of Nicole Lane to Church Street
- Route 23 from about 1200 feet southwest of its existing intersection with Fisher Road to the Phase 1 Plantation Road improvements
- Plantation Road from Robinsonville Road to Route 24 (depending on the results of the Mulberry Knoll Road extension study)
- Route 24 approaches to the Robinsonville Road/Angola Road intersection in both directions
- Route 24 from about 600 feet south of the intersection with Jolyns Way to Eventers Way, to tie into DeIDOT's current Route 24 CTP project



Traffic Signals

- Airport Road and Miller Road
- Airport Road and Old Landing Road
- Old Landing Road and Rehoboth Mall entrance
- Airport Road Extension and Route 24
- Route 24 and Mulberry Knoll Road
- Route 24 and Jolyns Way
- Plantation Road and Craig Boulevard/new connector road
- Plantation Road and Robinsonville Road
- Mulberry Knoll Road Extension and Route 23
- Mulberry Knoll Road Extension and Route 9
- Kendale Road and Robinsonville Road
- Kendale Road and Route 23

Roundabouts

- Warrington Road and Old Landing Road
- Cedar Grove Road and a new connector roadway
- Cedar Grove Road and Mulberry Knoll Road
- Cedar Grove Road and Robinsonville Road
- Robinsonville Road and Mulberry Knoll Road Extension
- Robinsonville Road and Jolyns Way Extension
- Robinsonville Road and Conleys Chapel Road
- Route 23 intersections with Indian Mission Road, Hollymount Road, Conleys Chapel Road, Stockley Road, and Hopkins Road

Turn Lanes

- Nassau Commons Boulevard and Route 9
- Minos Conaway Road and Route 9
- Route 23 and Jimtown Road
- Jimtown Road and Robinsonville Road
- Cedar Grove Road and Ward Road
- Robinsonville Road and Webbs Landing Road
- Robinsonville Road and Harts Road
- Route 24 and Dorman Road
- Dorman Road. and Conleys Chapel Road
- Conleys Chapel Road and Wil King Road
- Camp Arrowhead Road and Jolyns Way
- Camp Arrowhead Road and Waterview Road (both north and south)
- Angola Road and Angola Beach Road
- Angola Road and Camp Arrowhead Road
- Along Old Landing Road for access improvements to existing subdivisions



Other Improvements

- One-way stop signs on the Airport Road Extension approach at Postal Lane, the new connector road approach at Mulberry Knoll Road, and the new connector road approach to the other new connector road (see the TID website for details)
- All-way stop at the intersection of Wil King Road and Kendale Road
- An extension of Jolyns Way from Route 24 to Robinsonville Road
- Removal of the roadway connection from Harts Road to Route 24





List of upcoming meetings

Phase 2 Working Group

Meeting #8

April 26, 2021, 6:00 pm
Location to be determined

Meeting #9

July 26, 2021, 6:00 pm
Location to be determined

Meeting #10

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

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

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



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

Updated January 25, 2021 (red text indicates changes)

\$ < \$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	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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Updated January 25, 2021 (red text indicates changes)

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
B	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	\$	*	\$\$	*	0	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	\$	*	\$\$	**	0	IN PROGRESS	DeIDOT is reviewing potential options as part of development reviews. Coordinate with B-1 and C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.
B	8	Y	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, DTC, property owners, businesses, DNREC, private	\$\$	*	\$\$\$	**	0	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	\$\$\$	**	0 0 0	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	\$	**	\$\$	*	0	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	

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Updated January 25, 2021 (red text indicates changes)

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
B	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	DelDOT		\$	*	TBD	TBD	TBD	COMPLETE	DelDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.
B	14	N	36	Identify locations where trees can safely be planted within the right of way	DelDOT		\$	*	\$\$	**	◊	To be initiated in 2021	DelDOT already considers adding trees during development of capital projects. DelDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way. Costs for tree maintenance need to be covered. At a future Working Group meeting, members will have the opportunity to provide input on desired locations for trees.
B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DelDOT	Sussex County	\$	*	\$\$\$	***	◊◊	Longer-term	
B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DelDOT		\$	*	N/A	N/A	N/A	ONGOING	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DelDOT		\$	*	\$\$	**	◊	Longer-term	
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DelDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◊	Longer-term	
B	19	N	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DelDOT	Sussex County Tourism	\$	*	\$\$	*	◊	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DelDOT	Council on Transportation	\$	**	N/A	N/A	N/A	Longer-term	
B	21	N	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DelDOT	Emergency service providers	\$	*	\$\$	*	◊	ONGOING	Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	ONGOING	Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.
B	23	N	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DelDOT		\$	*	N/A	N/A	N/A	COMPLETE	DelDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DelDOT	\$	*	\$	*	◊	IN PROGRESS	Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4.

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B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DelDOT Planning	Sussex County, property owner	\$	*	\$\$	**	0 0	IN PROGRESS	The developer of the Vineyards may be improving a portion near US 9. DelDOT 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	DelDOT	Sussex County	\$	*	N/A	N/A	N/A	Longer-term	
B	27	N	9	Develop a better process for constituents to request transportation improvements	DelDOT	General Assembly, Sussex County, Council on Transportation	\$	*	N/A	N/A	N/A	To be initiated in 2021	
C. Make the most of existing roadway infrastructure													
C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DelDOT - Planning		\$\$	**	\$\$\$\$	***	0 0 0	IN PROGRESS	Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A DelDOT 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	DelDOT - Traffic		\$	*	\$\$	*	0	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)	DelDOT - PD South		N/A	N/A	\$\$\$	**	0 0	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	DelDOT - Bridge		N/A	N/A	\$\$\$	**	0 0 0	IN PROGRESS	A project has been initiated under DelDOT'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	DelDOT - PD South		\$	*	\$\$\$	**	0 0	IN PROGRESS	A project is programmed in the FY 21 - 26 CTP. Design was scheduled to start in FY 2025. Sussex County Council approved FAST (Funding Accelerating Safety in Transportation) on December 15, 2020, and selected this intersection as the first project. DelDOT will begin design on the project within the next month.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DelDOT - Traffic		\$	*	\$\$\$\$	***	0 0 0	IN PROGRESS	DelDOT Traffic is evaluating locations suggested by Five Points Working Group members at the January 27, 2020 meeting.

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C	7	Y	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DelDOT - 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	DelDOT - Traffic		\$	*	\$\$	**	◊	COMPLETE	DelDOT'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	DelDOT 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	DelDOT - Traffic		\$	*	\$	*	◊	ONGOING	This is a core function of DelDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.
C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders	DelDOT		\$\$	**	\$\$\$\$	***	◊◊◊	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	DelDOT	Sussex County	\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Consideration of direct access to Lowe's from Route 1 may be considered in the short term. Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1.
C	13	N	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DelDOT		\$	*	\$\$	**	◊	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	DelDOT	\$	*	\$	*	◊	To be initiated in 2021	Funding must come from legislators' Community Transportation Funds. If a sponsor is found, DelDOT will perform the technical study and install the display.
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DelDOT		\$	*	\$\$	*	◊	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	DelDOT	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	DelDOT		\$\$	*	\$\$\$\$	**	◊◊	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	DelDOT		\$	*	\$	*	◊	Longer-term	Immediate maintenance concerns are being addressed now.

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C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DelDOT		\$	*	\$	*	◊	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, especially with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DelDOT - Development Coordination		\$	*	\$\$	*	◊	COMPLETE	In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.
D. Make walking, bicycling, and transit more viable as alternatives to driving													
D	1	Y	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◊	IN PROGRESS	Primary lead would be the municipality. DTC's role would be advisory to determine feasibility, and to serve as a partner to any study effort.
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)	DelDOT - Planning	\$\$	*	\$\$\$	***	◊◊	To be initiated in 2021	
D	3	Y	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DelDOT	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	DelDOT - 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	DelDOT - Planning		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road). Assessment of remaining gaps is underway. To be coordinated with C-8. The Byway Committee is investigating moving forward with a master plan for Savannah Road.
D	6	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DelDOT		\$	*	\$\$\$	***	◊◊	To be initiated in 2021	

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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		\$	*	\$\$	*	0	IN PROGRESS	DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals.
D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	0 0 0	To be initiated in 2021	DTC supports implementing a Park and Ride along SR 24, but an exact location has not yet been determined.
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	0	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		\$	*	\$\$\$	**	0	To be initiated in 2021	
D	11	N	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		\$	*	\$\$	*	0	IN PROGRESS	DTC has upgraded and improved transit shelters in the Five Points study area. 13 shelters have been installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations.
D	12	N	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT		\$	*	\$\$\$\$	***	0 0	Longer-term	
D	13	N	1	Identify locations in the study area where bike parking can be provided	DeIDOT		\$	*	\$	*	0	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		\$	*	\$	*	0	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		\$	*	\$\$	**	0	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	DelDOT - Planning		\$\$	**	\$\$\$\$	***	0 0 0	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study as well.
E	2	Y	70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DelDOT - Planning	Sussex County	\$\$	**	\$\$\$\$	***	0 0 0	IN PROGRESS	Idea is being considered as part of the Henlopen TID study. DelDOT has initiated a planning study for this effort. Inventory and mapping of wetlands and historic resources is underway. Opportunities for public involvement will be provided during the study process. Coordinate with A-7 and E-3.
E	3	Y	8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DelDOT - Planning	Sussex County, property owners and developers	\$\$	**	\$\$\$\$	***	0 0 0	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	DelDOT		\$\$	**	\$\$\$	***	0 0 0	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	DelDOT - 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	DelDOT		\$\$	**	\$\$\$\$\$	***	0 0 0	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	DelDOT		\$\$	**	\$\$\$	***	0 0 0	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	DelDOT		\$\$	**	\$\$\$	***	0 0 0	Longer-term	
E	9	N	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DelDOT		\$\$	*	\$\$\$\$\$	***	0 0 0	Longer-term	