





April 2021

To: Five Points Transportation Study Phase 2 Working Group Members

Robert Fischer
Josh Grapski
Scott Green
Councilman Doug Hudson
DJ Hughes
Carole Kohr
Todd Lawson
Sen. Ernesto B. Lopez
Glenn Marshall
Carol Materniak

Councilman Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Kim Hoey Stevenson
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Michael Tyler
Gail Van Gilder

Thank you for your participation in – and support of – the Five Points Transportation Study. We are pleased to present the 2020 Annual Report for Phase 2 of the study effort. Welcome to the new members who have joined the Working Group in 2021.

With the help of the Working Group, significant progress was made in 2020 toward implementing many of the recommendations approved by the Phase 1 Working Group. In addition to continuing work on 28 recommendations that were already in progress or ongoing, DelDOT and Sussex County began work on 9 recommendations. Eight of the 78 recommendations were completed in 2020, bringing the total completed to 18.

In 2021 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1, with a focus on making improvements that the public can see on the ground. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,

Ms. Nicole Majeski
Secretary
Delaware Department of Transportation
800 South Bay Road
Dover, Delaware 19901

Mr. Todd Lawson
Administrator
Sussex County
2 The Circle
Georgetown, Delaware 19947

INTRODUCTION

This annual report documents activities in 2020 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

Origin of the Five Points Transportation Study

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

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

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

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

Phase 2

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

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The 20-member Phase 2 Working Group started with 14 members who served in Phase 1 and six members who joined in 2019. The 2020 Working Group continued with the same members.

2020 WORKING GROUP MEMBERS

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

* also served on Phase 1 Working Group

During 2019, the first year of Phase 2, DeIDOT and Sussex County acted upon 17 recommendations, in addition to recommendations that were incorporated into existing DeIDOT projects already in progress. By the end of 2019, 38 of the 78 recommendations – nearly half – were Complete, Ongoing, or In Progress -- significant progress for the first year of this initiative.

In the fall of 2019, DeIDOT and Sussex County evaluated the recommendations they could reasonably begin to implement in 2020. Recommendations that were not already in progress, ongoing, or incorporated into existing projects were classified as either To Be Initiated in 2020 or Longer-Term.

2020 will always be remembered for the COVID-19 pandemic and its impact on everyone's lives. However, despite disruptions caused by the pandemic, DeIDOT succeeded in carrying out normal business and advancing its projects.

The Phase 2 Working Group met in person in January 2020. The COVID-19 pandemic shut down in-person meetings starting in mid-March, and the scheduled April

Working Group meeting was replaced with a recorded presentation and information on the Five Points website. However, DeIDOT quickly pivoted to hold public meetings online, with no loss of content or ability to engage with the Working Group and public. An online open house was held on several dates in May and June to present the 2019 Annual Report and allow the public to comment and ask questions. The July and October Working Group meetings were conducted live but online, with members of the public in attendance. Feedback from the public showed that the majority of people like the online format, either in conjunction with or instead of in-person meetings.

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

In 2020, implementation began for all five recommendations that were classified as priorities for the year, and an additional four recommendations were started. At the end of 2020, 47 of the 78 recommendations – about 60 percent – are Complete, Ongoing, or In Progress.

Finally, in 2020 we said goodbye to Secretary Jennifer Cohan, who retired from DeIDOT on November 1. Secretary Cohan was instrumental in initiating the Five Points Transportation Study in 2017 and championed the effort for the next three years.

The following sections provide information on 2020 meetings and activities, details on progress made in 2020, and proposed priorities for 2021. An appendix provides more detail on the status of each individual recommendation. A public workshop is scheduled for May 2021 to present this information.

MEETINGS AND ACTIVITIES IN 2020

Five Points Working Group Meetings

The plan was to hold in-person Working Group meetings quarterly in 2020. An in-person meeting was held in January, but in March 2020 the coronavirus pandemic forced a shutdown of in-person meetings. The April 2020 meeting was replaced by a video and online materials. Online meetings using DeIDOT's WebEx platform were held in July and October. The public was invited to attend these online meetings and to make comments. Public attendance averaged approximately 30 people per meeting. Meeting materials and the minutes of each meeting, as well as recordings of the online meetings, were placed on the study website.

In addition to status reports, speakers presented information on topics relevant to the Five Points area. Presentation information is available on the Five Points website – 5points.deldot.gov – in meeting packets posted for each meeting.

January 27, 2020 at Beacon Middle School

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

April 27, 2020: no meeting, online video and materials only

July 27, 2020: conducted online

John Fiori, DeIDOT's Bicycle Coordinator, provided a presentation that covered the many aspects of DeIDOT's bicycle program, including:

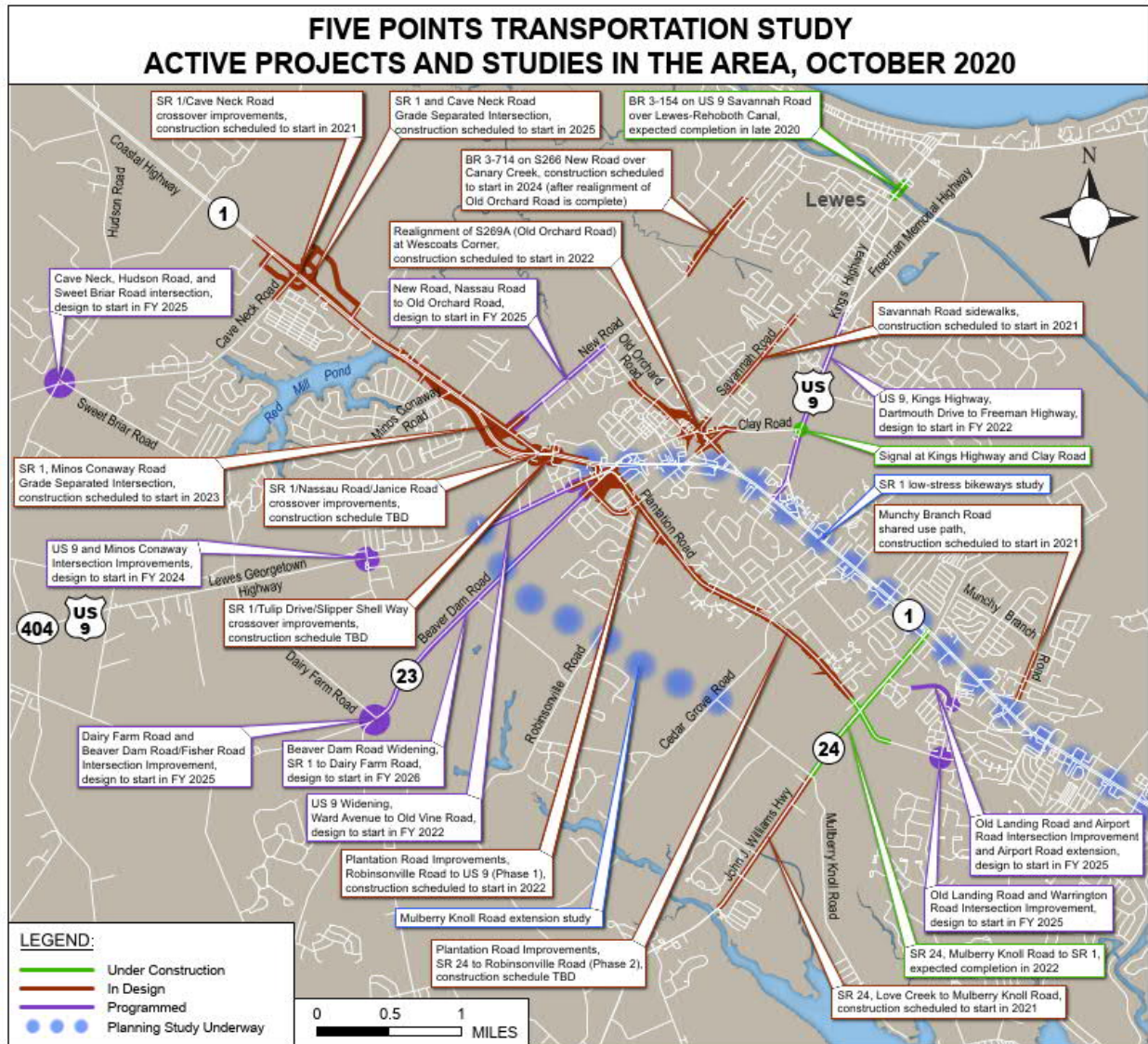
- Bicycle-friendly accomplishments
- What DeIDOT has done to support bicycling and to improve infrastructure and safety
- Trail crossings at roadways
- Bicycle safety countermeasures
- Delaware bicycle laws
- Connections from developments to trails

October 26, 2020: conducted online

Deputy Secretary Nicole Majeski, who was designated to become Acting Secretary upon Jennifer Cohan's retirement, introduced herself to the Working Group. She reiterated DeIDOT's full commitment to the Five Points effort and partnership with Sussex County. Ms. Majeski was confirmed as DeIDOT Secretary on January 13, 2021.

Gene Donaldson, DeIDOT's Transportation Management Center (TMC) Operations Manager, provided a presentation on the many aspects of DeIDOT's Traffic and Intelligent Transportation Systems (ITS) program. Gene's group performs three functions: control, traffic monitoring, and traffic information.

A map was presented showing the locations and status of all active projects and studies in the area.



Public Workshop - Online Open House

An online Open House was held to present the contents of the 2019 Annual Report and describe progress made in 2019 on implementation of study recommendations. Five drop-in sessions were held at various dates and times between May 18 and June 6, 2020 to maximize opportunities for the public to attend. In total, 75 people attended. Polls conducted during the sessions revealed:

- 80% of poll respondents agreed the Five Points Transportation Study process is informative
- 53% of respondents were pleased with the progress of implementation in 2019
- The majority of respondents liked the online open house format, either in conjunction with or instead of in-person meetings

CTP for FY 21 – FY 26

On February 24, 2020, the Council on Transportation approved DeIDOT's FY 21 – FY 26 Capital Transportation Program (CTP). FHWA approved the FY 21 – FY 26 CTP in November 19, 2020.

Eleven new projects in Sussex County were added to the FY 21 – FY 26 CTP. Seven are in the area of Five Points:

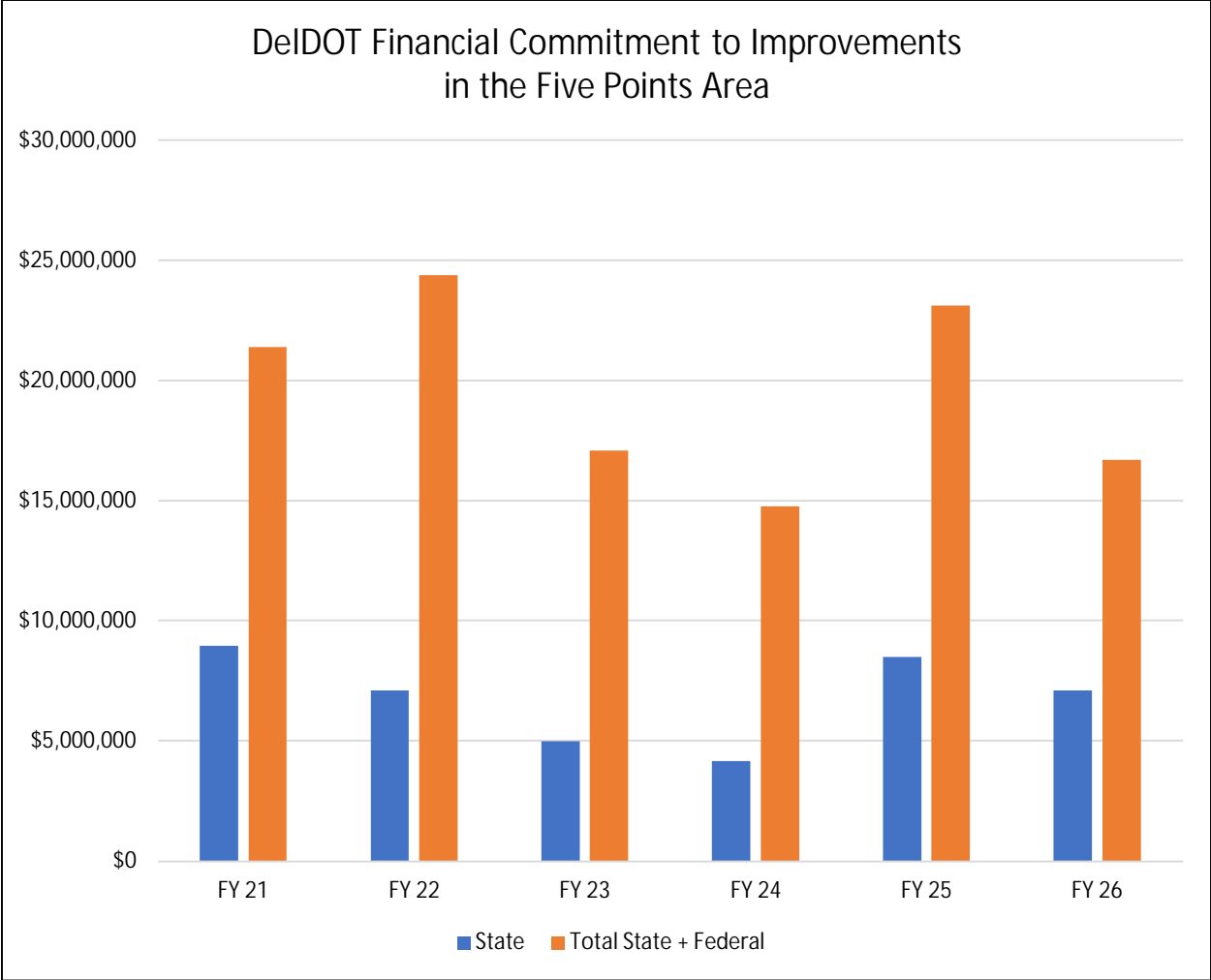
- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Ward Avenue to Old Vine Road)
- Cave Neck Road, Hudson Road, and Sweetbriar Road intersection
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Old Landing Road and Airport Road Intersection Improvement and Airport Road Extension
- Old Landing Road and Warrington Road Intersection Improvement
- New Road (Nassau Road to Old Orchard Road)

Preliminary engineering for the US 9 widening project is planned to begin in FY 22. The other new projects will begin in the last three years of the program.

Seven Five Points area projects are carried forward from the previous CTP:

- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Grade Separated Intersection
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Plantation Road Improvements SR 24 to US 9
- SR 24, Mulberry Knoll Road to SR 1
- Realignment of Old Orchard Road at Wescoats Corner
- Lewes Park and Ride and Maintenance Facility Phase 2

The financial commitment of state funds made by DeIDOT for capital projects in the Five Points area over the next six fiscal years totals over \$40,000,000. In addition, DeIDOT plans to allocate over \$76,000,000 of its federal transportation funds to these projects. This will result in a total six-year investment of more than \$116 MILLION in the Five Points area.



Other transportation projects in the next six fiscal years include a safety improvement project at the intersection of Dairy Farm Road and Beaver Dam Road/Fisher Road, as well as improvements to the New Road bridge over Canary Creek, with work beginning in FY 21 – FY 26. Costs of these projects are within county-wide or state-wide budget numbers rather than individual CTP line items.

Five Points Transportation Study Website

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

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

The website was visited 4,154 times over the course of 2020, or an average of 346 times per month. Page views spiked in mid-May through early June, which coincides with the posting of information related to the online open house sessions that were held from May 18 through June 6.

The screenshot shows the homepage of the Five Points Transportation Study website. At the top is the Delaware.gov header with navigation links for Agencies, News, Topics, and Contact. Below this is the Delaware Department of Transportation logo and a secondary navigation menu with links for ABOUT, CITIZEN, BUSINESS, SERVICES, CONTACTS, and TRANSLATE. The main heading is "Five Points Transportation Study". To the left is a sidebar with a "Home" button and a list of links: Studies and Reports, Get Involved, Working Group Meetings, Implementation Plan, and Phase 1. Below these is a "Next Meeting" box with the date 10/25/21, time 6:00 pm - 7:00 pm, and "To Be Announced". The "Contact Us" section lists "Community Relations" with an email dotpublic@delaware.gov and phone numbers 302.760.2080 and 800.852.5600. It also lists "Jennifer Cinelli-Miller" as a Transportation Planner with email jennifer.cinelli@delaware.gov and phone number 302.760.2549. Below is a "Relevant Links" section with links to DeIDOT, Sussex County, City of Lewes, and Other Project Partners. At the bottom left are social media icons for Facebook, Twitter, and YouTube. On the right side, there is an "About this Study" section with two paragraphs of text, a "Study Area Map" section with a map of the study area, and a "What's New?" section.

Delaware.gov Agencies News Topics Contact

DELaware DEPARTMENT OF TRANSPORTATION

Five Points Transportation Study

Home

- Studies and Reports
- Get Involved
- Working Group Meetings
- Implementation Plan
- Phase 1

Next Meeting

Date: 10/25/21
Time: 6:00 pm - 7:00 pm
To Be Announced

Contact Us

Community Relations

dotpublic@delaware.gov
302.760.2080
800.852.5600

Jennifer Cinelli-Miller
Transportation Planner

jennifer.cinelli@delaware.gov
302.760.2549

Relevant Links

- DeIDOT
- Sussex County
- City of Lewes
- Other Project Partners

Social

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About this Study

The Five Points Transportation Study (the Study) is a joint effort developed by DeIDOT and Sussex County to examine potential improvements to the area around the intersection located at Routes 1 and 9 near Lewes also known as Five Points. Based on transportation issues in this area, the Study seeks to reduce congestion and improve capacity on Route 1.

The study began with Phase 1, Five Points Working Group, which was composed of elected officials, DeIDOT and Sussex County representatives, as well as local residents and businesspeople. The Study has moved into Phase 2 – Implementation which involves the development and execution of studies, projects and plans based on the Working Group's 78 recommendations.

Phase I was completed in the fall of 2018 and Phase 2 began in spring 2019 to further the Implementation Plan with Working Group support and involvement.

Study Area Map

FIVE POINTS TRANSPORTATION STUDY STUDY AREA MAP

What's New?

Email Updates – “Following Five Points”

“Following Five Points” email updates continue to provide Working Group members and the public with regular project information and updates. Email updates are typically sent during the months when the Working Group did not meet. In 2020 the Five Points Transportation Study team disseminated additional email updates based on various communication needs of the Five Points Transportation Study, DeIDOT, and other ongoing projects in the Five Points area. Email updates were distributed in February, March, April, May, June, July, August, September, November, and December 2020. Regular email updates included a recap of the most recent Working Group meeting and announcements of upcoming Working Group meetings; announcements/invitations to public events (workshops, webinars, information sessions, etc.) for other DeIDOT projects within the Five Points area; resources/information for area project updates; and an educational segment called the “Knowledge Center” that provided information on a transportation topic related to the Five Points Transportation Study or other DeIDOT effort. Special email updates in 2020 included information on available DeIDOT services during COVID-19, online public workshop announcements for area projects, construction updates, and reminders for the Five Points Transportation Study online open house drop-in sessions that were conducted in May and June. The email updates continue to allow for more consistent communication from the Project Team to the Working Group and the public. Additionally, based on survey feedback received as part of the May/June online public open house drop-in sessions, members of the public feel the “Following Five Points” email updates provide good information at the right level of detail.

The distribution list for the “Following Five Points” email updates was originally developed from in-person Working Group meeting and public workshop sign-in sheets. The distribution list was updated in 2020 to include members of the public that attended the in-person Working Group meeting in January, registered for the May/June online open house and drop-in sessions, signed up via the Five Points Transportation Study website, or made an individual request. In terms of distribution, the February 2020 “Following Five Points” email update was sent to 279 people while the December 2020 email update was sent to 368 people – a subscriber increase of more than 30 percent. Most of the new contacts (87 out of 89) were added to the distribution list because they had registered for and/or attended one or more of the May/June online open house drop-in sessions. On average, the emails were read by 150 recipients (more than 54%) per email update.

	2019	2020	Change from 2019 - 2020
Distribution List	276	369	93
Email Updates Sent	8	15	7
Average Opens	162	150	-12
Average Open Rate	61.0%	54.3%	-6.7%

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

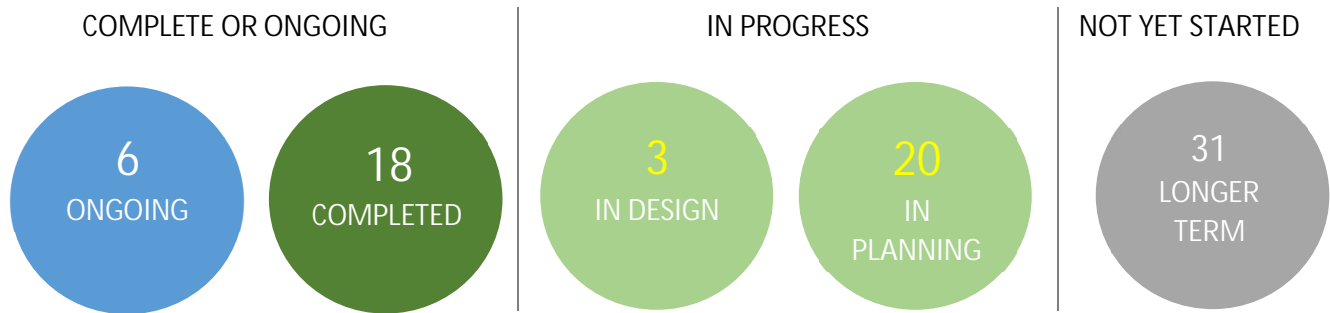
Several public workshops related to the Five Points area were conducted in 2020. The workshops in February were held in person. Later workshops were held online.

- **Henlopen Transportation Improvement District (TID)**
DelDOT, in conjunction with Sussex County, held a public workshop on February 5, 2020 for county residents, business owners, community members, and all other interested parties, to review and comment on the proposed Henlopen Transportation Improvement District (TID).
- **Bridge 3-928R over Lewes-Rehoboth Canal**
A public workshop was held on February 20, 2020 to discuss the proposed removal of Railroad Bridge 3-928R over Lewes-Rehoboth Canal. The purpose of the workshop was to present details of the proposed removal and to solicit feedback from the public.
- **Nassau School**
A public workshop was held on February 24, 2020 to obtain public input on the recently purchased Nassau School property on US 9 (Lewes Georgetown Highway) in the Belltown community. The purpose of the workshop was to answer any questions about potential impacts, discuss recent maintenance efforts, obtain comments from the community about the building's future, and assist DelDOT in formulating a plan of management and future disposition.
- **SR 1, Cave Neck Road Grade Separated Intersection Preferred Alternative**
An online public workshop was held on May 6, 2020 to present the selected preferred alternative for the proposed roadway improvements along Coastal Highway (SR 1) in the area of Cave Neck Road.
- **Bridge 3-714 on New Road over Canary Creek**
An online informational meeting was held on June 25, 2020 regarding the replacement of Bridge 3-714 on New Road. The purpose of the meeting was to present the findings of a recently completed hydraulic study. The hydraulic study was performed to determine a proposed bridge replacement size and proposed roadway elevation that would assist in reducing localized flooding.
- **Realignment of Old Orchard Road at Wescoats Corner**
An online public workshop was held on December 10, 2020 to present the design and sequence of construction for the proposed realignment and reconstruction of Old Orchard Road/Wescoats Road between the Georgetown-Lewes Trail crossing and Marsh Road.

IMPLEMENTATION STATUS SUMMARY

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

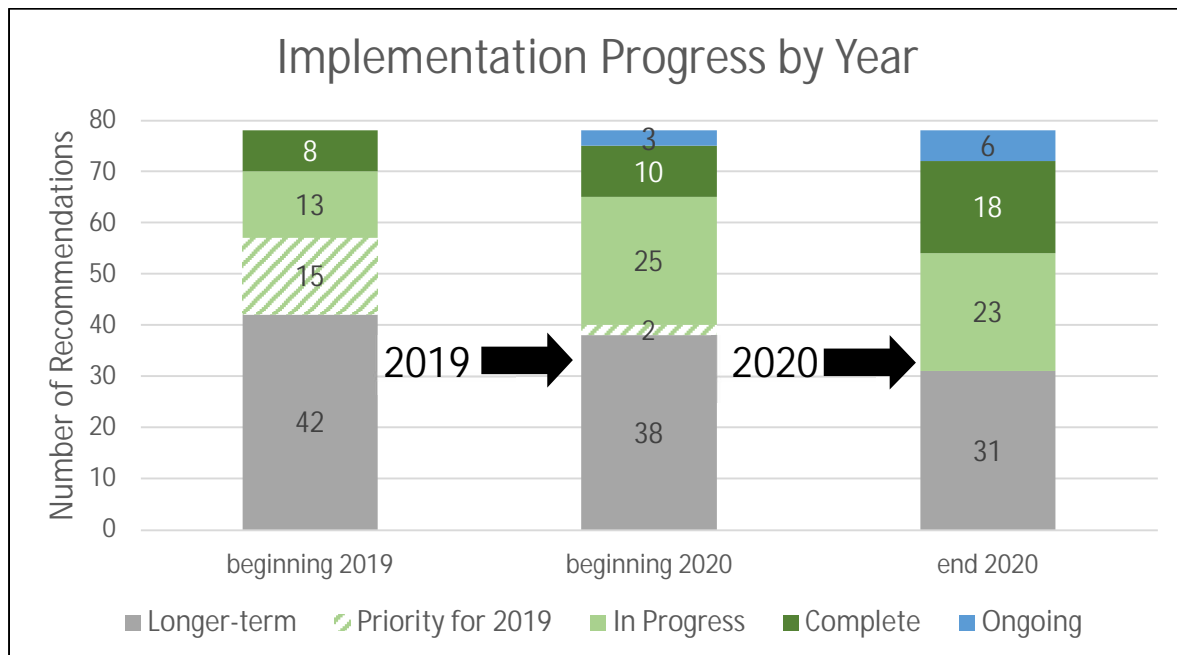
Status of recommendations at the end of 2020



Progress Made During 2020

At the beginning of 2020, 38 of the 78 recommendations were in progress, complete, or ongoing (ongoing meaning that work will continue to be performed on a regular basis, whereas work in progress will be complete at some point). 40 of the recommendations had not yet been started. The Implementation Plan called for initiating action in 2020 on two remaining priority recommendations from 2019 and five longer-term recommendations, while also continuing work already in progress.

Seven recommendations that had been considered "Longer-Term" at the beginning of 2020 changed to "In Progress" or "Complete." By the end of 2020, 47 of the recommendations were in progress, complete, or ongoing, while only 31 had not yet been started, as shown in the following chart.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes progress for each individual recommendation including any change of status that occurred in 2020.

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

STATUS	Beginning of 2020	End of 2020	Change
Complete	5	5	-
In Progress	2	2	-
TOTAL	7	7	

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

STATUS	Beginning of 2020	End of 2020	Change
Complete	4	5	+1
Ongoing	2	5	+3
In Progress	5	5	-
Priority for 2019	2	0	- 2
Initiate in 2020	2	0	- 2
Longer Term	12	12	-
TOTAL	27	27	

Two projects that were "In Progress" were changed to "Ongoing."

Category C: Make the most of existing roadway infrastructure

STATUS	Beginning of 2020	End of 2020	Change
Complete	1	7	+6
Ongoing	1	1	-
In Progress	10	6	- 4
Initiate in 2020	2	0	- 2
Longer Term	6	6	-
TOTAL	20	20	

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

STATUS	Beginning of 2020	End of 2020	Change
Complete	0	1	+1
In Progress	6	7	+1
Initiate in 2020	1	0	- 1
Longer Term	8	7	- 1
TOTAL	15	15	

Category E: Invest in new infrastructure to support anticipated growth

STATUS	Beginning of 2020	End of 2020	Change
Complete	0	0	-
In Progress	3	3	-
Longer Term	6	6	-
TOTAL	9	9	

NOTABLE ACHIEVEMENTS

Construction

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

Improvements that have been constructed to date include:

- Installation of curve warning signs on Minos Conaway Road.
- Installation of short-term safety improvements at the intersection of Route 1 and Cave Neck Road.
- Installation of static and variable message signs on southbound Route 1 between Dover and Milford, showing distances and times to beach destinations
- Installation of guide signs over the two northbound left turn lanes of Route 1 at Route 9 and installation of striping and overhead signs on westbound Route 9 between Route 1 and the Plantation Road connector. These changes organize traffic flow to improve traffic operations and safety until the Plantation Road Phase 1 project constructs permanent improvements.
- Installation of a new traffic signal at Kings Highway and Clay Road.
- Placement of new speed reduction pavement markings on southbound Route 1 approaching the Nassau Bridge.
- Channelization and lengthening of the acceleration lane from Minos Conaway Road onto southbound Route 1.
- Extension of the Georgetown to Lewes Trail and improvement of roadway crossings.

Construction began in spring of 2020 on Route 24 between Route 1 and Mulberry Knoll Road and continues in 2021. Construction is scheduled to begin in 2021 on:

- New long-term crossover improvements at Route 1 and Cave Neck Road.
- New sidewalks on Savannah Road.
- New shared-use path on Munchy Branch Road.

Construction of a direct connection to Lowe's from southbound Route 1 (related to Five Points recommendation C-12) has been incorporated into the maintenance of traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe's when portions of Plantation Road are under construction. It will continue to provide direct access to Lowe's after the project is complete. Construction of Plantation Road Phase 1 is scheduled to start in 2022.

The construction schedule for DeIDOT projects in the Five Points study area is illustrated in the following table. Three of the planned projects are not yet scheduled (noted as TBD in the table). The current CTP covers FY 2021 – 2026; therefore, projects shown in years after 2026 have a less certain estimate of start of construction.

DeIDOT Capital Transportation Program and Traffic Projects

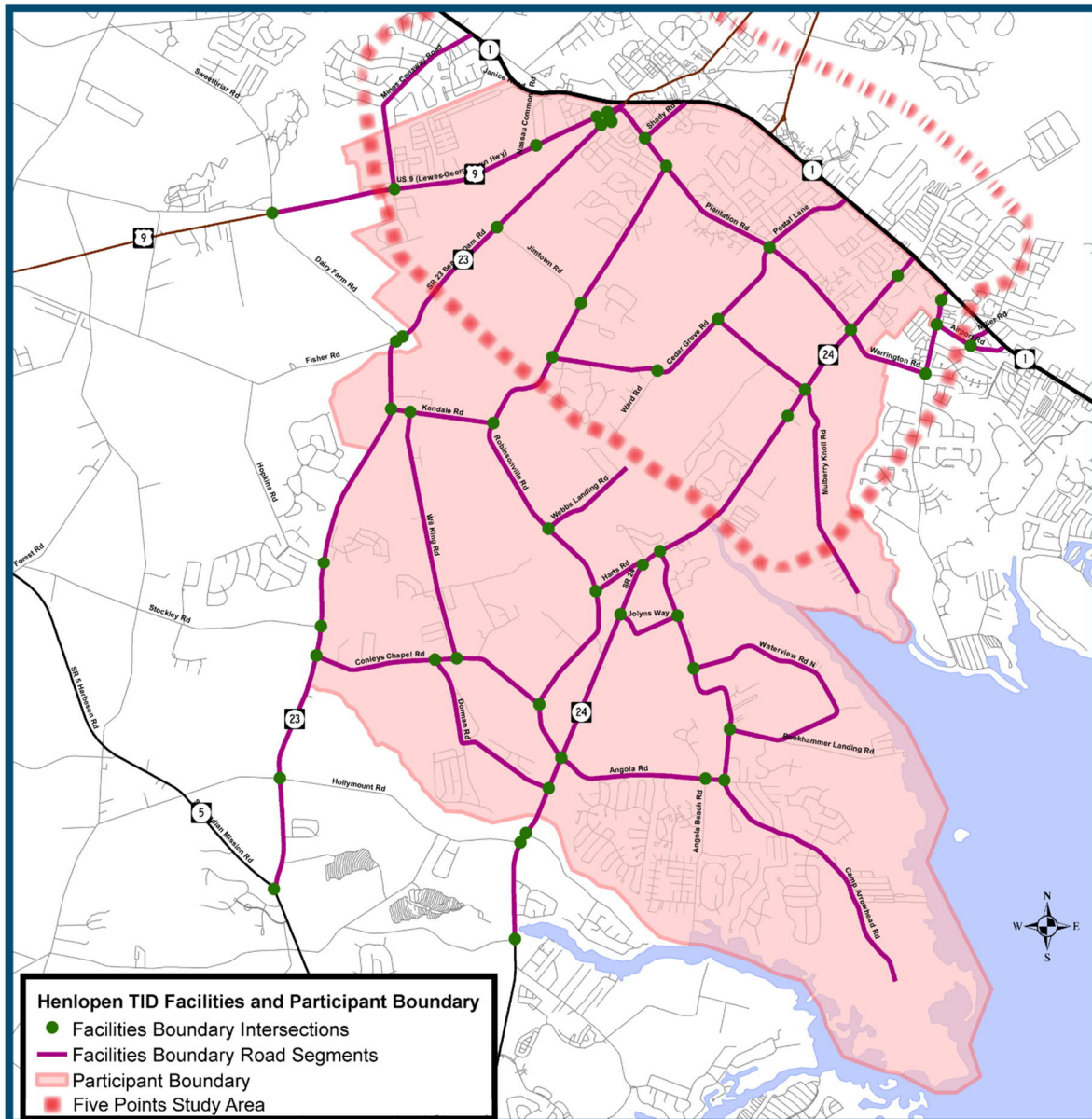
Estimated Construction Year

Project	20	21	22	23	24	25	26	27	28	29	30
SR 1/Cave Neck Road crossover interim improvements											
BR 3-154 on US 9 Savannah Road over Lewes-Rehoboth Canal											
SR 24, Mulberry Knoll Road to SR 1											
Traffic Signal at Kings Highway and Clay Road											
SR 1/Cave Neck Road crossover improvements											
Savannah Road sidewalk improvements											
Munchy Branch Road shared use path											
Kings Hwy crosswalk @ Gills Neck Rd / Cape Henlopen HS											
SR 24, Love Creek to Mulberry Knoll Road											
Plantation Road Improvements, Robinsonville Road to US 9											
Realignment of S269A (Old Orchard Road) at Wescoats Corner											
SR 1 & Kings Highway right-turn modification											
SR 1 & US 9 southbound U-turn (TBD)											
SR 1/Nassau Road/Janice Road crossover improvements (TBD)											
SR 1/Tulip Drive/Slipper Shell Way crossover improvements (TBD)											
SR 1, Minos Conaway Road Grade Separated Intersection											
BR 3-714 on S266 New Road over Canary Creek											
Cave Neck, Hudson Road, and Sweet Briar Road intersection (FAST Track)											
SR 1 and Cave Neck Road Grade Separated Intersection											
US 9, Kings Highway, Dartmouth Drive to Freeman Highway											
US 9 and Minos Conaway Intersection Improvements											
Plantation Road Improvements, SR 24 to Robinsonville Road											
US 9 widening, Ward Avenue to Old Vine Road											
New Road, Nassau Road to Old Orchard Road											
Old Landing Road and Airport Road Intersection Improvement and Airport Road extension											
Dairy Farm Road and Beaver Dam Road/Fisher Road Intersection Improvement											
Old Landing Rd and Warrington Rd Intersection Improvement											
Beaver Dam Road Widening, SR 1 to Dairy Farm Road											

Sussex County approves Henlopen Transportation Improvement District (TID) agreement

The Henlopen TID agreement was approved by Sussex County Council on October 27, 2020. The TID study was completed over three years of hard work and public involvement. The TID agreement is a significant achievement for DelDOT and the County.

The Henlopen TID study (west of Route 1) is a separate initiative from Five Points, but the TID area overlaps the Five Points area. The map shows the location of the Henlopen TID in relation to the Five Points Study Area (area within dashed line boundary).



The TID process offers several important benefits to DeIDOT, the County, developers, and the public:

- Comprehensive Infrastructure Planning – The TID process allows DeIDOT to plan improvements with knowledge of future traffic they will have to serve. This will achieve better future travel conditions for the public than if improvements were planned piecemeal.
- Priority for CTP - Projects in the TID's Capital Program will get extra ranking points in DeIDOT's Project Prioritization Process, allowing them to advance faster.
- District Fees Stay Local – The fees collected for the Henlopen TID are impact fees. DeIDOT is obligated to use them in the Henlopen TID area.
- Equitable Treatment of Competing Developers – The District's rules and fee schedule are the same for all developers.
- Known Costs for Developers – With the District's fee schedule, developers can know their transportation improvement costs well before they buy into a project.
- Expedited Development Reviews – The TID traffic analysis replaces the Traffic Impact Study and off-site contributions for developments that are consistent with the land use forecast for the District.

Sussex County Planning and Zoning provided a Year 2045 land use forecast which estimated that housing within the TID participant boundary is expected to increase by almost 13,000 units and commercial development would increase by almost 1.5 million square feet, assuming full buildout. DeIDOT modeled Year 2045 traffic to identify needed transportation improvements. Improvements include new road connections, widening of some existing roads, turn lanes, traffic signals, and roundabouts.

The TID study identified 32 capital improvement projects. Eight of those projects, with estimated cost totaling about \$95 million, are currently programmed in DeIDOT's Capital Transportation Program.

Sussex County will, 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 will be subject to DeIDOT's CTP prioritization process.

Some improvements may advance by other means: FAST Track program, DeIDOT Traffic initiatives, etc.

Developer contributions are estimated to be about 23% of the costs of improvements. The remaining project costs will be funded by state and federal funds.

Complete information on the Henlopen TID can be found on DeIDOT's web page at deldot.gov/programs/transportation-improvement-districts/

Sussex County and DeIDOT sign an updated Memorandum of Understanding (MOU) for land development coordination

In September 2020 Sussex County Council approved the MOU which establishes the procedure for DeIDOT's analysis of the effects on traffic of each land use application. Sussex County makes the final decisions on all matters of land use. If an application is located inside the boundary of the Henlopen TID, the TID agreement supersedes the MOU.

Sussex County approves FAST Track program to speed project implementation

At its December 15, 2020 meeting, the Sussex County Council approved the creation of the FAST Track program, or Funding Accelerating Safety in Transportation. The FAST Track program will apply up to \$5 million in set-aside County funding to accelerate projects that are in DeIDOT's CTP. These funds may be used for design work, right-of-way acquisition, and construction costs.

DeIDOT will oversee all of the projects and after each project is complete, DeIDOT will reimburse Sussex County the full amount of funds provided. Sussex County officials are hopeful that by contributing local dollars, County projects that are planned but awaiting State and federal funding would move up on DeIDOT's priority list more quickly. In some cases, this could cut as much as five years off a project's anticipated completion schedule.

The intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road is the first project to be funded through this program. Recommendation C-5 of the Five Points study called for improvements to this intersection, and it was added to the FY 2021-2026 CTP in 2020. Preliminary engineering was scheduled to begin in 2025. However, under the FAST Track program, design will begin in early 2021 and construction of improvements can be anticipated in 2024-2025.

Development coordination to achieve implementation of Five Points recommendations

In conjunction with proposed development of Coastal Station on the east side of Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. A driveway to the Rehoboth Outlets will be relocated as a fourth, western leg to the intersection. This is consistent with Five Points recommendation C-20, "Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets." Coordination with the developer occurred in 2020 to bring about this result and to determine which turning movements will be provided at the intersection. At the end of 2020, the intersection was in final design.

PRIORITIES FOR 2021

The following seven recommendations are planned for initiation in 2021.

- B-14: Identify locations where trees can safely be planted within the right of way.
- B-27: Develop a better process for constituents to request transportation improvements.
- C-14: Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road.
- D-2: Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails.
- D-6: Study the feasibility of pedestrian bridges over Route 1 at specific locations. This will be studied in conjunction with D-10.
- D-8: Study the feasibility of a park and ride lot on Route 24 at the edge of the study area.
- D-10: Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations. This will be studied in conjunction with D-6.

For recommendations D-6 and D-10, the work in 2021 will focus on identifying locations with significant pedestrian crossing demand that are not located at intersections. Experience shows that if it is possible to cross at street level, it is very difficult to get pedestrians to use a pedestrian bridge, and it is not possible to install median barriers across intersections to prevent pedestrians from crossing.

In addition, work will continue on recommendations that are already in progress. In particular, the project team is aiming to advance recommendation B-5: Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly accessible road. In the first half of 2021 the project team plans to determine geometric feasibility and evaluate potential one- or two-way access at this location.

Other relevant activities that will continue in 2021 include coordination with developers to take advantage of opportunities to incorporate improvements that further the Five Points Transportation Study recommendations, as well as the operation and management of the Henlopen TID.

APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing status as of end of 2020, and as applicable, activities completed during the past year, next steps, and anticipated schedule.

Category A - Recommendations to be implemented under current DeIDOT projects or initiatives (as of the end of 2020)

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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

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

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

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

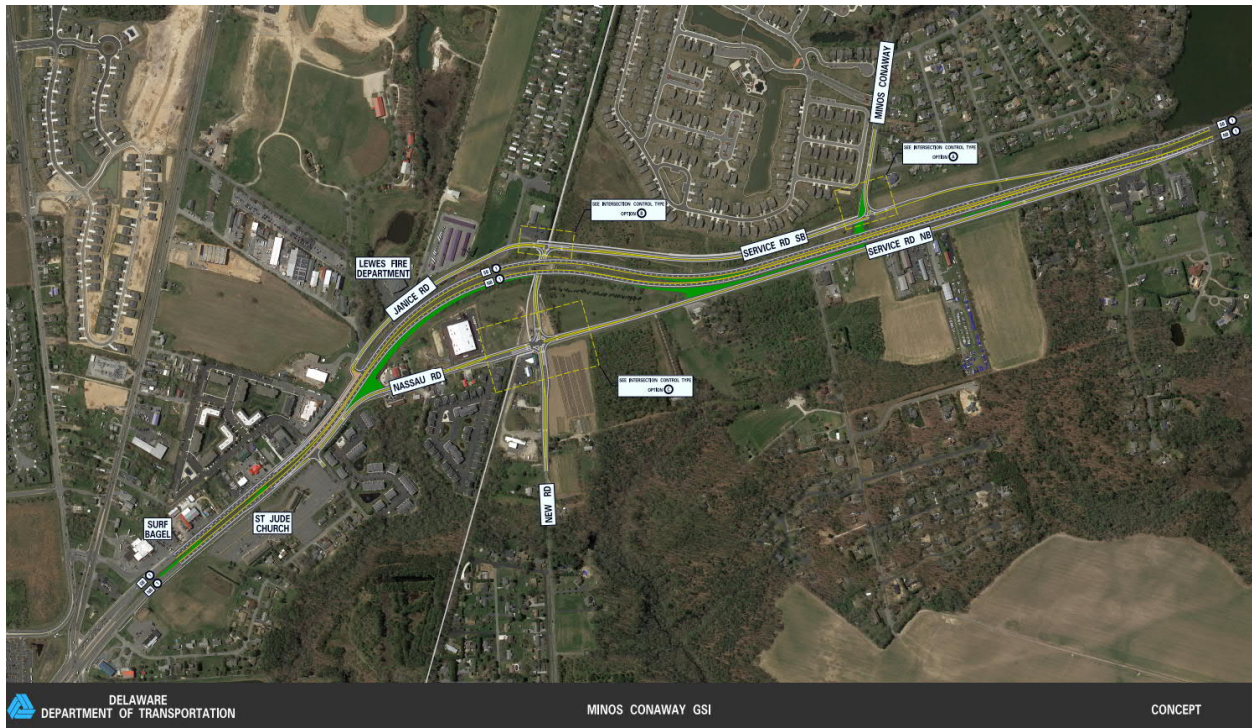
DeIDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that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

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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

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



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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

Sussex County Tourism has developed the plan for destination signing on SR 1 in the “Delaware Beaches Route 1 Corridor Wayfinding Program”, including eligible destinations and sign appearance. The boat ramp is identified as a major destination eligible for signing on Route 1. As of the end of 2020, funding was not available for sign installation. Directional signs that are installed as part of DelDOT’s Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of Minos Conaway project signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.

A-5: Evaluate one-way service roads as part of the Minos Conaway Road grade separation project

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

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

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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

The current SR 24 project, design of which is complete, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.

A-7: Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

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

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

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

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

<u>Status at beginning of 2020</u>	<u>Status at end of 2020</u>
Priority recommendation for 2019	ONGOING

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

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

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

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

<u>Status at beginning of 2020</u>	<u>Status at end of 2020</u>
Priority recommendation for 2019	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. The new requirement is 50 feet of right of way from the centerline of the road plus a 15-foot wide permanent easement outside the right of way on each side of the road. This results in a total clear width of 130 feet.

B-3: Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE



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

DeIDOT has installed variable message signs between Dover and Milford. In 2020, 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: Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

DeIDOT is reviewing potential options. Coordinate with B-1 and C-12.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

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

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

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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

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

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

As an initial measure, DNREC could notify DeIDOT by phone and DeIDOT could activate changeable message signs on SR 1 with the message that Cape Henlopen State Park lots are full. There are a number of potential ways to automate the process with technology, which DeIDOT will explore.

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
ONGOING

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

The New Road Master Plan was endorsed by the Lewes Mayor and City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements. DeIDOT Development Coordination will require appropriate treatments from the Corridor Master Plan in their reviews of new development applications for roadway access and traffic impacts to ensure Complete Streets.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This requires approval by the General Assembly.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This requires approval by the General Assembly.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

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



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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will be initiated in 2021

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
ONGOING

Status at end of 2020
ONGOING

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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

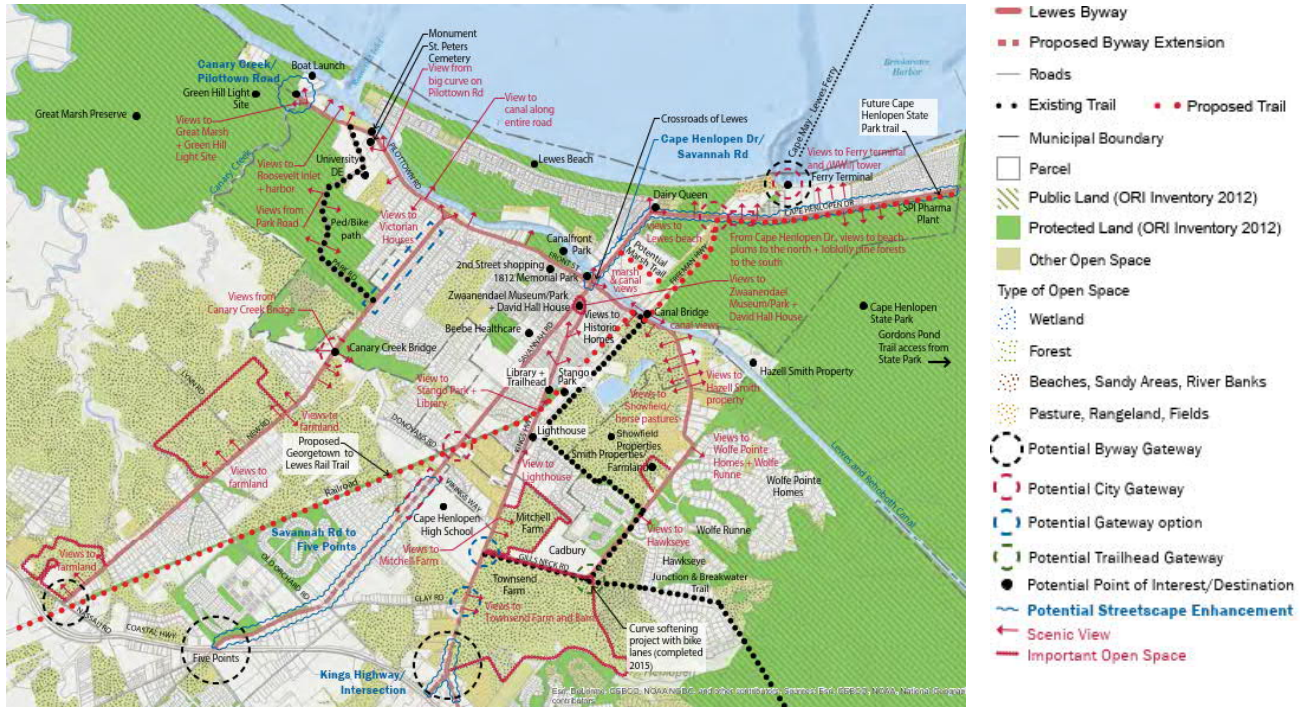
Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

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

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



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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
ONGOING

Status at end of 2020
ONGOING.

Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working with DelDOT's Traffic Management Team to continue updates to firmware.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
ONGOING

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

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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

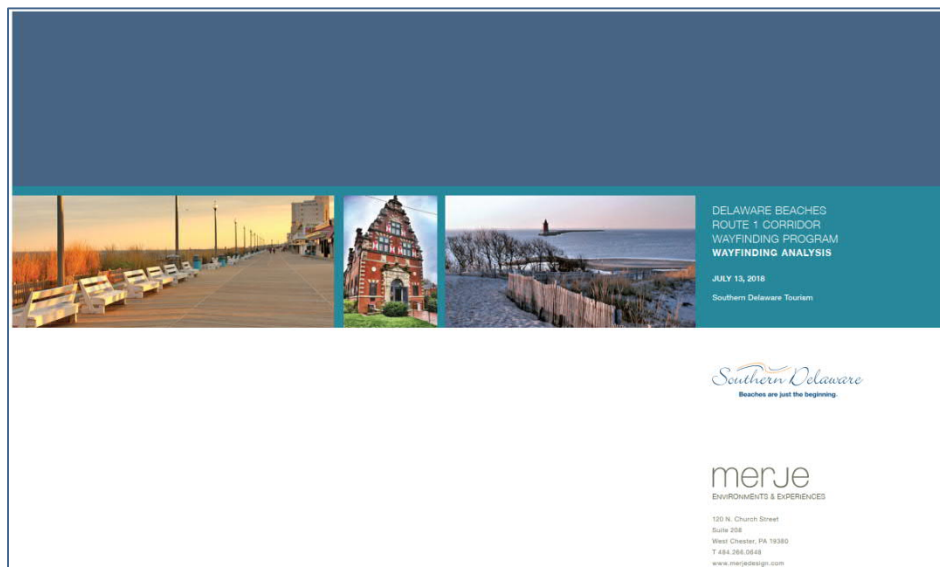
The free DelDOT mobile app has been in place and is continually being updated. Through an established partnership, DelDOT and Waze exchange traffic data. The DelDOT app provides travel time information and real-time traffic advisories, as well as many other features.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

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



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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

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

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

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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will be initiated in 2021.

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

DeIDOT is developing a new portal for the public to identify transportation issues and request improvements.

It is anticipated that the portal will be complete in fall 2021.

Category C – Make the most of existing roadway infrastructure

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

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

A DeIDOT planning study is underway for this effort. A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2022.

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

Status at beginning of 2020
COMPLETE

Status at end of 2020
COMPLETE

The study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project for US 9 and Minos Conaway Road intersection improvements is programmed in the FY 21 - 26 CTP. Design is scheduled to start in 2024.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

A project has been initiated under DeIDOT's Bridges/State of Good Repair budget, and design is underway. In order to maintain adequate traffic circulation, bridge construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, which is anticipated to be in 2025.

During 2021, DeIDOT will continue design of the bridge, coordinating with the New Road Corridor Master Plan.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

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

However, Sussex County approved the FAST Track Program, which set aside County funding to accelerate projects that are on the DeIDOT's CTP. The first project within Sussex County to be funded with FAST Track funding is the intersection of Cave Neck Road, Sweet Briar Road and Hudson Road. Under the FAST Track program, design will begin in early 2021, and construction of improvements can be anticipated in 2024-2025.

DeIDOT's Development Coordination Section will continue evaluate possible developer contributions for improvements to this intersection.

C-6: Study the feasibility of lengthening left- and right-turn lanes throughout the study area

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

DeIDOT Traffic is evaluating locations suggested by Five Points Working Group members at the January 27, 2020 meeting. Field observations of traffic operations and queues were performed in summer of 2020. Geometric constraints and costs are the next steps in the evaluation.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

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

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

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

C-9: Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

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

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



US Route 9 after turning left from SR 1



US Route 9 approaching signal at Plantation Road Connector



Northbound SR 1 left turn lane signing

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

DeIDOT will be working with Lowe's to complete the direct access from southbound SR 1.

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

Status at beginning of 2020

ONGOING

Status at end of 2020

ONGOING

This is a core function of DeIDOT Traffic and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.

C-11: Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

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

In 2020, DeIDOT pursued implementation of direct access to Lowe's from SR 1. Construction of this direct connection has been incorporated into the maintenance of traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe's when portions of Plantation Road are under construction. The connection will continue to provide direct access to Lowe's after the project is complete. Plantation Road Phase 1 is scheduled to start construction in 2022.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will be initiated in 2021.

This will involve discussions with the Working Group on whether the display would be permanent or portable; if portable what is the strategy for deployment, and mechanism for funding.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

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



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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

Immediate maintenance concerns are being addressed in the short term.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, especially with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.

C-20: Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

In conjunction with development of Coastal Station east of Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

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

D-1: Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

The Route 204 serves many of the destinations mentioned, e.g. Villages of Five Points, Beebe Hospital, downtown Lewes, Lewes Beach and the Cape May-Lewes Ferry. The Route 204 provides service every 30 minutes from the Lewes Park and Ride to Lewes and the Ferry. It operates from 6:00 am to 11:00 pm year-round Monday through Saturday. During beach season it operates from 6:00 am to 2:00 am seven days per week. Trip time by bus is only slightly longer than driving. DTC found that trying to serve the Library directly would not be productive since it would involve diverting to Kings Highway, adding time to the trip for other riders.

Route 204 Ridership

Average Summer Beach Bus

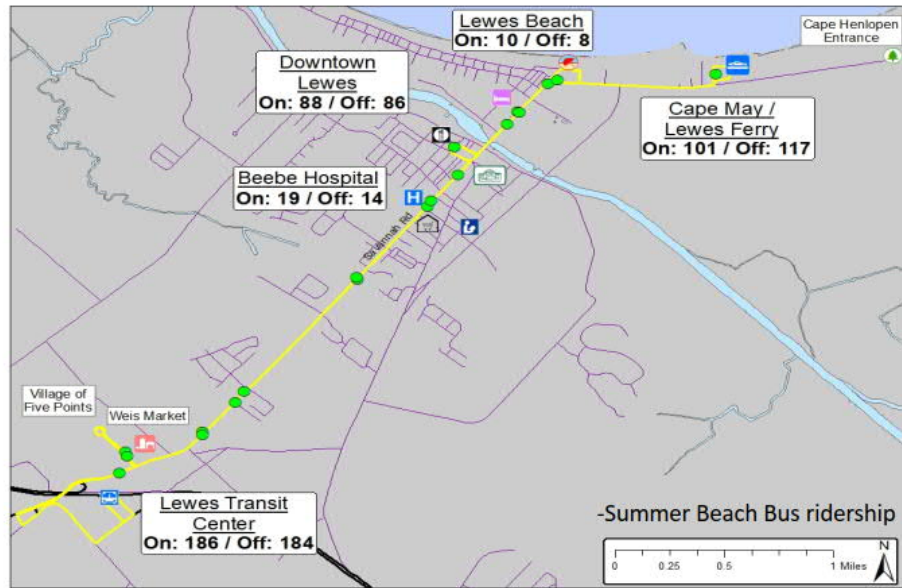
452 riders per weekday

Average Year Round

241 riders per weekday

Legend

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



Parking is currently free at the Lewes Park and Ride and will be free at the Rehoboth Park and Ride in the summer of 2020. Bus fares are paid upon boarding. One-way base fare is \$2.00; reduced fare for seniors is 80 cents. Daily, 7-day and 30-day passes are available that provide unlimited rides. Fares can be paid using the DART Pass App. Bus stop and route information as well as real-time bus tracking is available on the DART Transit App.

Preliminary conversations were held with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as jitney. DTC also received a federal grant to pilot on

demand microtransit (DART Connect) services in the Georgetown and Millsboro areas. Based the success of the pilot, this type of service could be used in downtown Lewes.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will be initiated in 2021.

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

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

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

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

Locations of new sidewalks and a new shared use path along Old Orchard Road can be viewed on the displays for the December 10, 2020 online open house for Realignment of Old Orchard Road at Wescoats Road on DeIDOT's project website.

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

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

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

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

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

Portions of these sidewalks 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 sidewalk gaps is underway. This item will be coordinated with C-8, a feasibility study of a two-way center left turn lane on Savannah Road.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will be initiated in 2021, in coordination with recommendation D-10.

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

Milton is currently served by the Route 303, an Intercounty route between Dover and Georgetown. The average number of bus riders going to/from Milton is about six per day. There is no direct route between Milton and the Lewes Transit Center; traveling between these two locations would involve taking the Route 303 in Milton and transferring to the Route 206 (from Georgetown to the Lewes Transit Center) at US 9 and Harbeson Road. This trip is not practical during most times of day.

DTC examined the possibility of changing the Route 307 (from Dover to the Lewes Transit Center via SR 1) so that it diverts to Milton and returns to SR 1. This 5.7-mile diversion would add approximately 17 minutes to a 69-minute one-way trip, creating a significant delay for existing riders. In DTC's judgment, this diversion is not practical.

DTC also looked at the possibility of service from Milton via SR 5 and US 9 to the Lewes Transit Center. However, the low density along this route and the very low ridership on existing bus service through Milton does not appear to support new service.

DTC has explored improving the connection between the Route 303 and the Route 206 to provide some transit service from Milton to the Lewes Transit Center. Improvements were made for the connection between routes 206 and 303, but other factors in the schedules prevent them from being seamless.

DTC recognizes that Milton is walkable and growing. They intend to continue discussions with Milton's mayor and town officials and continue to look for opportunities for service improvements.

The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will be initiated in 2021.

DTC is continuing to work with all stakeholders to identify a viable location for a park and ride on SR 24.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

This effort was initiated in 2020. DelDOT Planning is coordinating with design of existing projects (Plantation Road, Old Orchard Road realignment), and is being opportunistic about developing pathways from the trail towards the Transit Center under DelDOT projects that are already programmed to do significant work in this area.

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

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

Status at beginning of 2019
Longer-term

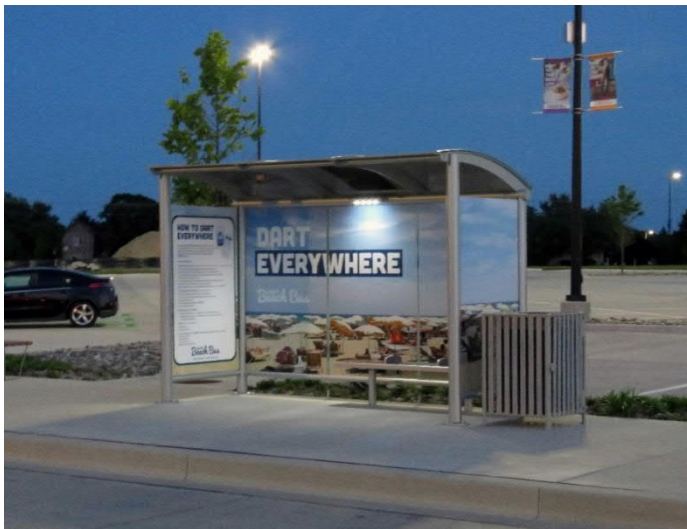
Status at end of 2019
Longer-term

This effort will be initiated in 2021, in coordination with recommendation D-6

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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS



Example of DART's current standard bus shelter

DTC has a new standard style shelter that is used statewide, and intends to use this in the Five Points area. The shelters are attractive and have LED lighting. The shelter at the Lewes Transit Center has a sign with real-time bus arrival information. Installing a shelter costs \$8,000 plus any site work. Maintenance costs about \$1,000 per shelter annually, including trash collection, weekly pressure washing, snow removal, etc. DTC intends to continue to improve bus stops and install shelters at stops that meet the ridership standard and have enough physical space.

Six bus shelters were installed in early 2021 with an additional two shelters being scheduled prior to the start of the summer season.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

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

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
COMPLETE

A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.

D-15: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
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.

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

Category E – Invest in new infrastructure to support anticipated growth

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

This effort will depend on the results of studies under recommendations A-7, E-2, and E-3. The shorter-term improvements and CTP projects will impact the scope of the study as well.

E-2: Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

An extension of Mulberry Road from its current end at Cedar Grove Road to US 9 was recommended by the Henlopen TID study. DeIDOT has initiated an independent planning study to advance this effort. Coordinate with recommendations A-7 and E-3.

E-3: Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road

Status at beginning of 2020
IN PROGRESS

Status at end of 2020
IN PROGRESS

New road connections have been recommended by the Henlopen TID study. Coordinate with recommendations A-7 and E-2.

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

E-6: Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
Longer-term

Status at end of 2020
IN PROGRESS

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

Extension of Airport Road 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: Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term

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

Status at beginning of 2020
Longer-term

Status at end of 2020
Longer-term



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

