

List of meeting materials

Phase 2 Working Group Meeting #14

Monday, January 30, 6:00 pm
Hybrid

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Draft minutes of October 17, 2022 Working Group meeting	93
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Updated implementation plan	101





Agenda

Phase 2 Working Group Meeting #14

Monday, January 30, 2023, 6:00 pm

Hybrid Meeting

Cape Henlopen High School Library (Zoom Option, see page 2 of agenda)

1. Introduction
 - Welcome and introductions
 - Summary of notebook materials
 - Approval of October 17, 2022 meeting minutes
2. Update on CTP Projects in the Five Points Area
3. Plantation Road Project Update
4. Coastal Corridors Study Update
5. Phase 2 implementation status
6. Public comment (*10 minutes*)
7. Adjourn



Topic: Five Points Working Group

When: Jan 30, 2023 06:00 PM Eastern Time (US and Canada)

Please click the link below to join the webinar:

<https://deldot.gov.zoom.us/j/85112901257?pwd=QXJ2RW1jZnVWaVgwS3pmZ21wYkNWUT09>

Passcode: 062141

Or One tap mobile :

US: +13052241968,,85112901257# or +13092053325,,85112901257#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 305 224 1968 or +1 309 205 3325 or +1 312 626 6799 or +1 646 876 9923 or +1 646 931 3860 or +1 301 715 8592 or +1 564 217 2000 or +1 669 444 9171 or +1 669 900 6833 or +1 689 278 1000 or +1 719 359 4580 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 360 209 5623 or +1 386 347 5053 or +1 408 638 0968 or +1 507 473 4847

Webinar ID: 851 1290 1257



Phase 2 Working Group Meeting #14

January 30, 2023



**Regional
Systems
Planning**



- **Introduction**
- **Update on Capital Transportation Program (CTP) Projects in the Five Points Area**
- **Plantation Road Project Updates**
- **Coastal Corridors Study Update**
- **Phase 2 Implementation Status**
- **Public Comment**

How to raise your hand

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



Introduction

- **Welcome and introductions**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of October 17, 2022 Working Group meeting
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of October 17, 2022 meeting minutes**

2022 Delaware Traffic Fatalities								
	Statewide		New Castle		Kent		Sussex	
Fatalities	165		86	52.1%	32	19.4%	47	28.5%
Fatal Crashes	146		74	50.7%	30	20.5%	42	28.8%
Person Types (# Fatalities)								
Delaware Residents	120	72.7%	61	50.8%	27	22.5%	32	26.7%
Vehicle Occupant	103	62.4%	44	42.7%	19	18.4%	40	38.8%
Pedestrian	33	20.0%	24	72.7%	5	15.2%	4	12.1%
Bicyclist	7	4.2%	2	28.6%	4	57.1%	1	14.3%
Motorcyclist	22	13.3%	16	72.7%	4	18.2%	2	9.1%
Unhelmeted M/C	10	6.8%	8	80.0%	0	0.0%	2	20.0%
Impaired/Suspected	18	12.3%	6	33.3%	7	38.9%	5	27.8%
Crash Types (# Fatal Crashes)								
Curve Related	19	13.0%	4	21.1%	9	47.4%	6	31.6%
Roadway Departure	57	39.0%	23	40.4%	16	28.1%	18	31.6%
Intersection Related	48	32.9%	23	47.9%	6	12.5%	19	39.6%
Median Crossover	8	5.5%	7	87.5%	0	0.0%	1	12.5%
Wrong Way	7	4.8%	3	42.9%	1	14.3%	3	42.9%
Work Zone	4	2.7%	3	75.0%	1	25.0%	0	0.0%
Tractor Trailer	13	8.9%	8	61.5%	2	15.4%	3	23.1%

Safety



2023 Delaware Traffic Fatalities as of 1/25/2023

	2023	2022		2021	
		Year-to-Date	Totals	Year-to-Date	Totals
Fatalities	11	8 ↑ 38%	165	4 ↑ 175%	139
Delaware Residents	8	7 ↑ 14%	120	4 ↑ 100%	119
Person Types					
Vehicle Occupant	8	7 ↑ 14%	103	1 ↑ 700%	83
Pedestrian	1	1 0%	33	3 ↓ -67%	30
Bicyclist	2	0 ↑ N/A	7	0 ↑ N/A	2
Motorcyclist	0	0 N/A	22	0 N/A	24
Crash Types					
Curve Related	1	1 0%	19	0 ↑ N/A	23
Roadway Departure	5	3 ↑ 67%	57	1 ↑ 400%	59
Intersection Related	2	2 0%	48	1 ↑ 100%	53
Median Crossover	0	0 N/A	8	0 N/A	7
Wrong Way	0	0 N/A	7	0 N/A	0
Work Zone	2	0 ↑ N/A	4	0 ↑ N/A	8

US 9 and Minos Conaway Intersection Improvement

- **Project Description:** Intersection improvements due to high volume of turning movements; right-turn lane from Minos Conaway to US 9.
- **Project Update:** Right-turn lane construction complete; signal design is underway and construction will be complete in 2023.
- **Projected Construction Completion:** FY 2024

Update on Capital Transportation Program (CTP) Projects in the Five Points Area



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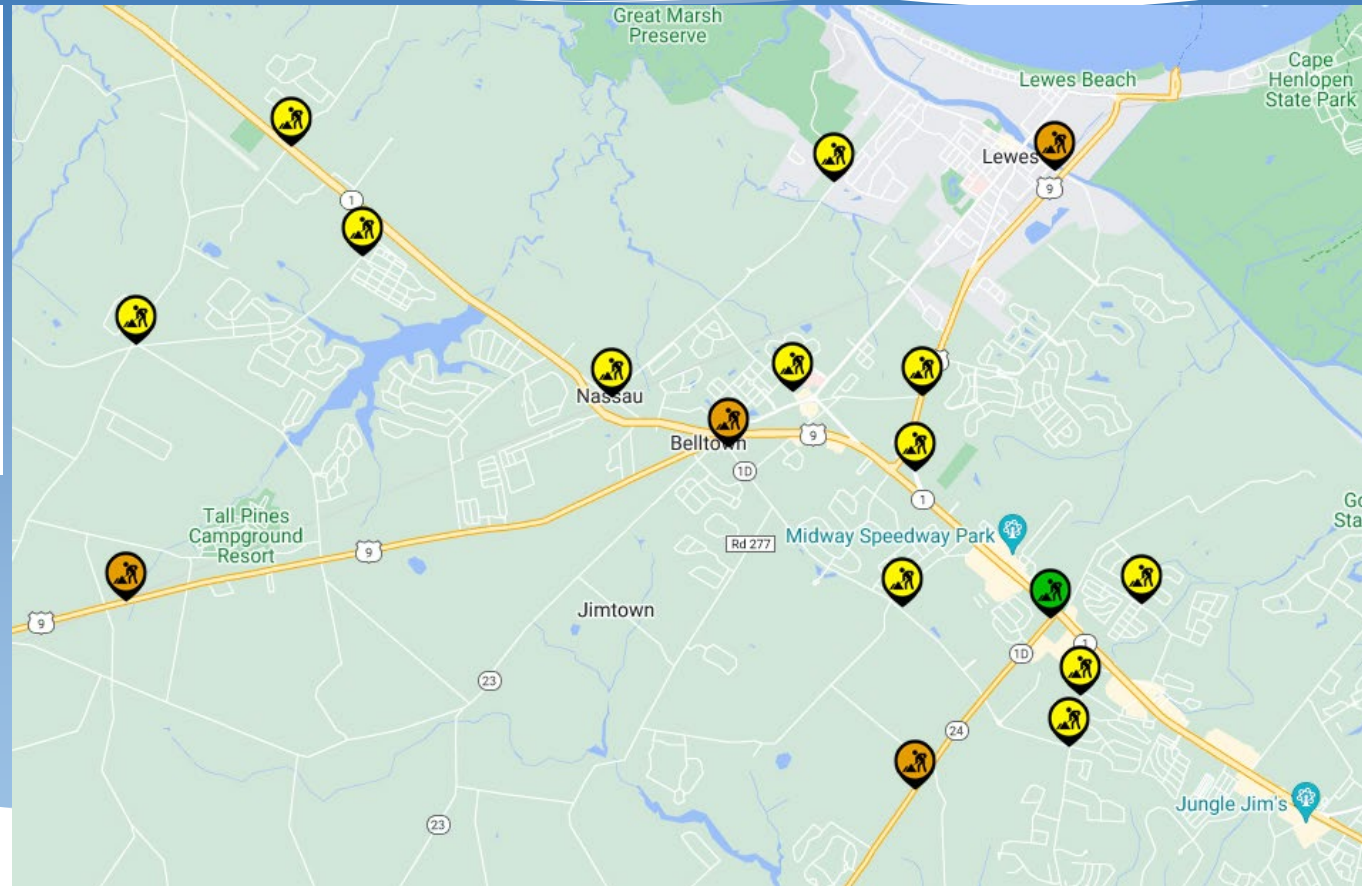


FIVE POINTS TRANSPORTATION STUDY

DeIDOT Projects Portal

Search to filter by Project Name, Project Number

- Studies
- Planning & Design
- Advertising / Bid / Award
- Under Construction
- Completed



Visit www.deldot.gov/projects

Removal of Bridge 3-928R, Lewes RR Swing Bridge

- **Project Description:** Bridge removal. Due to the historical significance of the bridge, once removed from its current location much of it will be reinstalled at an alternate location for public display and educational purposes.
- **Project Update:** The swing bridge was relocated the week of February 14. The project was on hold due to time of year restrictions on in-water work into the early fall. Abutment removal and sheet piling removal is complete on the west side. Abutment removal is complete on the east side. Work is underway to construct the overlook and fishing pier.
- **Projected Construction Completion:** Winter 2022/2023

SR 24, Love Creek to Mulberry Knoll

- **Project Description:** Project will involve safety, operational, and capacity improvements on SR 24 from Love Creek to Mulberry Knoll. Dualization of SR 24 will extend to the west of the school entrances.
- **Project Update:** Advanced utility work began in March 2022. The contract has been awarded and road construction is scheduled to begin in March 2023.
- **Projected Construction Completion:** 2024

Update on CTP Projects

Construction

SR 24, Love Creek to Mulberry Knoll



Georgetown to Lewes Trail, Fisher Road to Airport Road

- **Project Description:** This project is an extension of the Georgetown to Lewes Trail from Fisher Road to Airport Road. The trail will be constructed along the railroad corridor as a Rail to Trail project, and will include a 10' wide pathway, road crossing improvements with splitter islands, elevated boardwalk features, and informational panels/signage.
- **Project Update:** Design is underway, and the Department is on schedule to advertise the project by early 2024. This schedule is contingent on funding.
- **Projected Construction Completion:** 2025

Update on CTP Projects

Design & Planning

BR 3-714 on S266 New Road over Canary Creek

- **Project Description:** Replace Bridge 3-714 and raise approach roadway to reduce flood frequency.
- **Project Update:** Design is underway. Construction is anticipated to begin in the fall of 2024. Construction phasing is being coordinated with the Old Orchard Road/Wescoats Road intersection project to limit traffic disruption in the area to the extent possible. A public workshop was held in person on March 29, 2022. Advance utility work will begin fall of 2023.
- **Projected Construction Completion:** 2025

Update on CTP Projects

Design & Planning

BR 3-714 on S266 New Road over Canary Creek



Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement

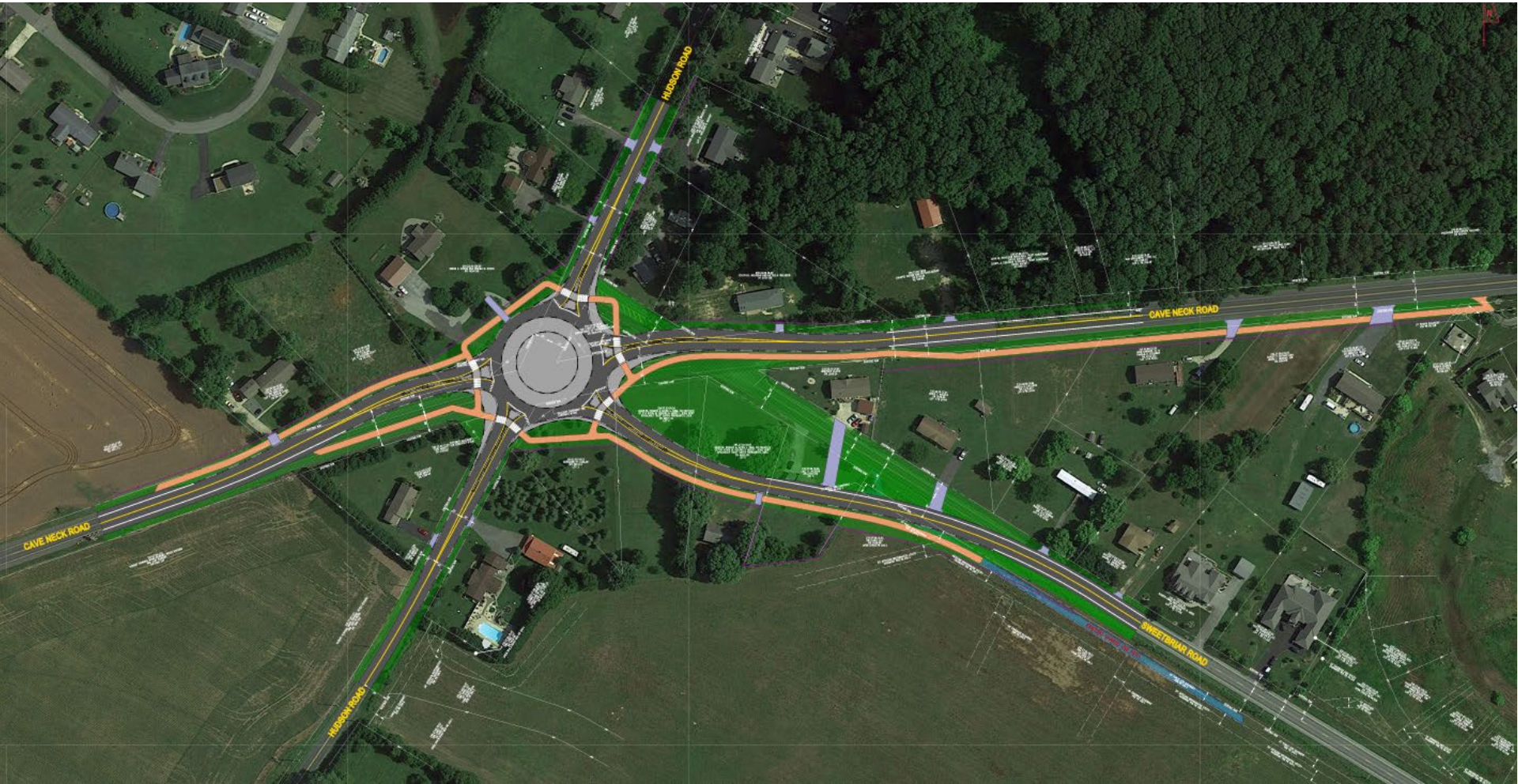
- **Project Description:** The project includes geometric changes to the Cave Neck Road Intersections at Sweetbriar Rd and Hudson Rd to help alleviate safety concerns. A 5-legged roundabout will be implemented.
- **Project Update:** Design is progressing. A virtual public workshop was held November 16, 2021. Presentation materials are available on the project website. Given the expected safety and operational benefits, and based off of feedback from the public workshop, the 5-legged roundabout alternative has been selected to move forward in design.
- **Projected Construction Completion:** 2025

Update on CTP Projects

Design & Planning

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Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement



Update on CTP Projects

Design & Planning

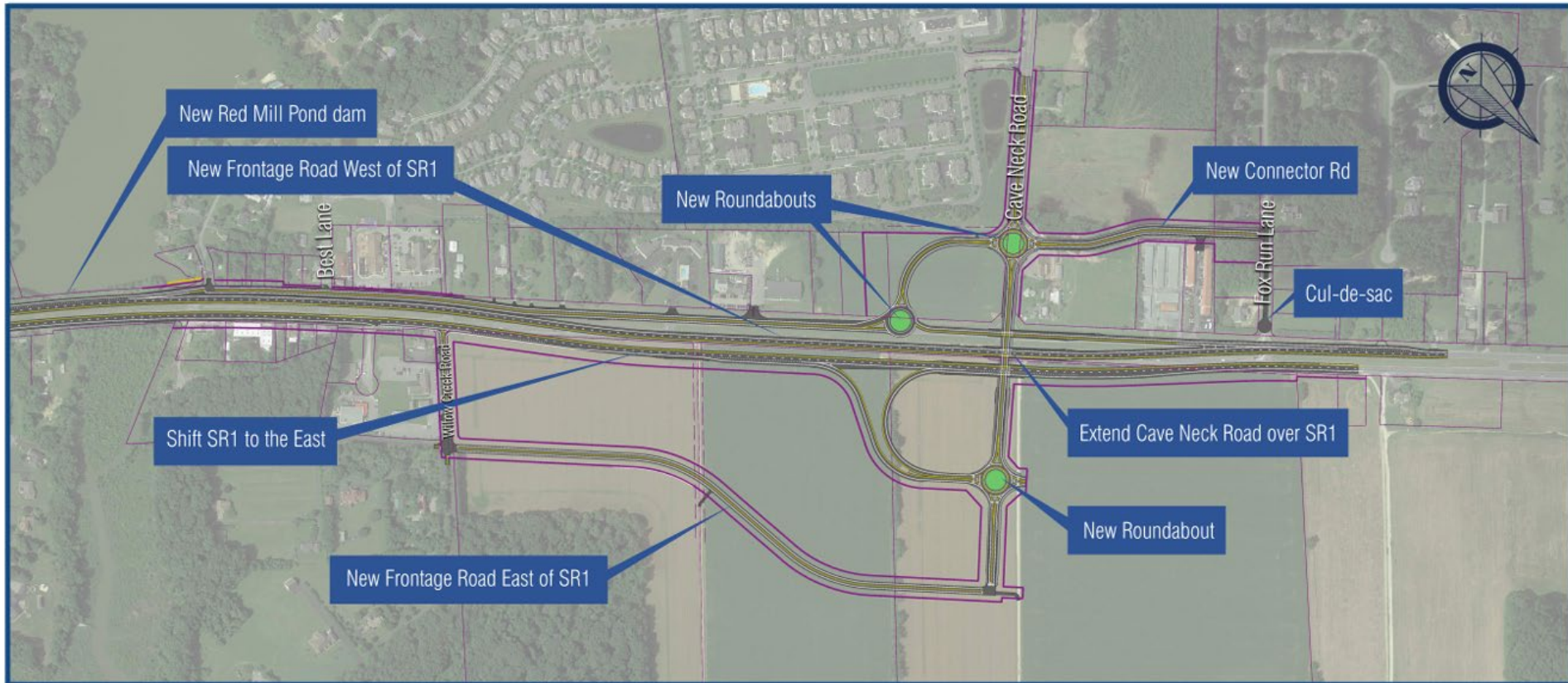
SR 1 and Cave Neck Road Grade Separated Intersection

- **Project Description:** This project includes the construction of a grade-separated intersection at SR 1 and Cave Neck Road.
- **Project Update:** Design is underway. Right-of-way acquisition will begin later in 2023.
- **Projected Construction Completion:** 2026

Update on CTP Projects

Design & Planning

SR 1 and Cave Neck Road Grade-Separated Intersection



SR 1, Minos Conaway Road Grade-Separated Intersection

- **Project Description:** This project provides a grade-separated intersection to separate through movements along SR 1 and turning movements to and from Minos Conaway Road, Nassau Road, and Old Mill Road. A shared use path would also be constructed to accommodate pedestrians and bicyclists.
- **Project Update:** Design and acquisition of right-of-way are ongoing. We are continuing to meet with area residents and business owners. Construction is anticipated to begin in 2023.
- **Projected Construction Completion:** 2026

Update on CTP Projects

Design & Planning

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SR1, Minos Conaway Road Grade-Separated Intersection



Update on CTP Projects

Design & Planning

23

SR 1, Minos Conaway Road Grade-Separated Intersection



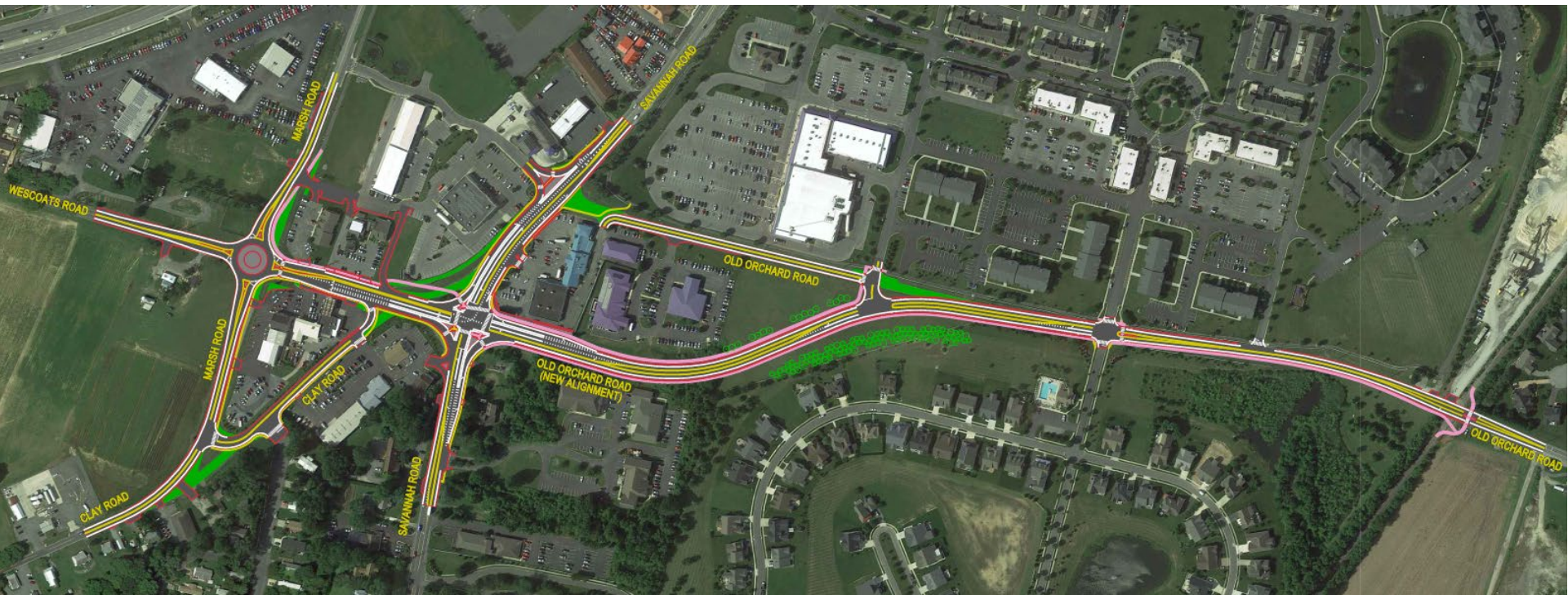
Realignment of Old Orchard Road at Wescoats Corner

- **Project Description:** Realign Old Orchard Road to intersect Savannah Road at its intersection with Wescoats Road. The intersection of Wescoats Road and Clay Road will also be improved. Pedestrian and bicycle facilities will be incorporated throughout the project.
- **Project Update:** Design is progressing and right-of-way acquisition is underway. Advanced utility relocation work is anticipated to begin in fall 2023. Construction is anticipated to begin in fall 2024.
- **Projected Construction Completion:** 2026

Update on CTP Projects

Design & Planning

Realignment of Old Orchard Road at Wescoats Corner



Update on CTP Projects

Design & Planning

US 9, Kings Highway, Dartmouth Drive to Freeman Highway

- **Project Description:** This project consists of widening Kings Highway from Dartmouth Drive to the split with Freeman Highway. The project includes intersection reconstruction, multimodal upgrades (shared use path and sidewalks) throughout the project limits, and integration of the Kings Highway and Gills Neck Road Master Plan.
- **Projected Construction Completion:** FY 30

US 9, Kings Highway, Dartmouth Drive to Freeman Highway

- **Project Update:** The project team has held meetings with elected officials and local stakeholders to discuss the concept for the project. A virtual public workshop was held on February 23, 2022. Given the location of this project on a scenic and historic byway as well as some of the concerns expressed by residents, property owners, and business owners, DeIDOT has coordinated with Delaware Greenways to hire a nationally recognized consultant to perform an independent peer review of the proposed project. This review is expected to be completed in spring 2023. Additional public outreach will be scheduled after the peer review has been completed.

Update on CTP Projects

Design & Planning

US 9, Kings Highway, Dartmouth Drive to Freeman Highway



Coastal Highway Intersection Improvements

- **Project Description:** This project includes improvements at the intersection of SR 1 and Old Landing Road. This project will extend the southbound SR 1 U-Turn at Old Landing Road by converting the existing double left-turn lanes at Rehoboth Mall Blvd into one left-turn lane.
- **Project Update:** Design is complete. The project will be advertised for bidding and construction is anticipated to begin in the fall of 2023. Two other locations were previously going to be included in this project: a new U-turn lane at SR 1/US 9, and a modified island to reduce speeds on SR 1 northbound at Kings Highway.
SR 1 & US 9 will be included in the overall SR 1 & Minos Conaway GSI project. SR 1 & Kings Highway will be under a separate contract, timeline to be determined.
- **Projected Construction Completion:** Fall 2023

Update on CTP Projects

Design & Planning

Coastal Highway Intersection Improvements (continued)



Update on CTP Projects

Design & Planning

Airport Rd Extension, Old Landing Rd to SR 24

- **Project Description:** Intersection improvements and extension of Airport Road to Route 24. Provides additional connectivity through a crowded segment.
- **Project Update:** Project design is underway.
- **Projected Construction Completion:** TBD

Update on CTP Projects

Design & Planning

Old Landing Road and Warrington Road Intersection Improvement

- **Project Description:** This project proposes a roundabout be installed at the intersection of Old Landing Road and Warrington Road.
- **Project Update:** Project design is underway.
- **Projected Construction Completion:** TBD

Update on CTP Projects

Design & Planning

New Road, Nassau Road to Old Orchard Road

- **Project Description:** Improving New Road follow a recommendation to the New Road Master Plan for added shoulders and multi-modal facilities.
- **Project Justification:** City of Lewes request due to Minos Conaway Project development and Canary Creek Bridge on New Road.
- **Project Update:** Design is funded and scheduled to begin in FY 2025.
- **Projected Construction Completion:** TBD

Update on CTP Projects

Design & Planning

US 9 Widening (Old Vine Road to SR 1)

- **Project Description:** This project consists of widening US 9, from SR 1 to Old Vine Road, to provide two travel lanes in each direction and complete associated intersection improvements.
- **Project Justification:** Purpose of the project is to provide additional capacity to accommodate the design year traffic volumes and improve the safety of the US9 corridor from Old Vine Road to SR 1. Henlopen TID technical analysis and study recommendations; Five Points Working Group recommendation.
- **Project Update:** Design of this project began in FY 2022.
- **Projected Construction Completion:** FY 2029

Beaver Dam Road Widening (SR 1 to Dairy Farm Road)

- **Project Description:** Widen the roadway to provide two travel lanes in each direction and complete associated intersection improvements.
- **Project Justification:** This is the future growth area as identified in the Henlopen Transportation Improvement District technical analysis.
- **Project Update:** Design is funded and scheduled to begin in FY 2026.
- **Projected Construction Completion:** TBD

Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road

- **Project Description:** New two (2) lane roadway to connect communities and alleviate congestion on parallel routes. Provides improved mobility for local traffic.
- **Project Justification :** This new road segment was recommended by the Five Points Working Group and was studied as an alternative to widening Plantation Road from Robinsonville to Cedar Grove because of the high cost of the widening project. Based on the findings of the Henlopen Transportation Improvement District (TID), if Mulberry Knoll Road was extended to US 9, the Plantation widening would not be necessary prior to 2050.
- **Project Update:** Design is funded and scheduled to begin in FY 2028.
- **Projected Construction Completion:** TBD

Postal Lane from Linden Lane to SR 1 Improvements

- **Project Description:** Roadway improvements to include shoulders, sidewalk, and a bicycle lane.
- **Project Justification:** This project will continue improvements along Postal Lane due to the limited road widths and mailboxes in the State's right-of-way. These improvements were recommendations of the Five Points Working Group and Henlopen Transportation Improvement District due to high growth in the area and the need for multi-modal travel.
- **Project Update:** Design is funded and scheduled to begin in FY 2028.
- **Projected Construction Completion:** TBD

Shady Road from Plantation Road to SR 1 Improvements

- **Project Description:** Roadway improvements include turn lanes, sidewalk, and shoulders to provide for safe movement of all types of travel.
- **Project Justification:** Five Point Study and Henlopen TID
- **Project Update:** Design is funded and scheduled to begin in FY 2028.
- **Projected Construction Completion:** TBD

DelDOT Contract T202011201 Plantation Road Improvements, Robinsonville Road to US 9

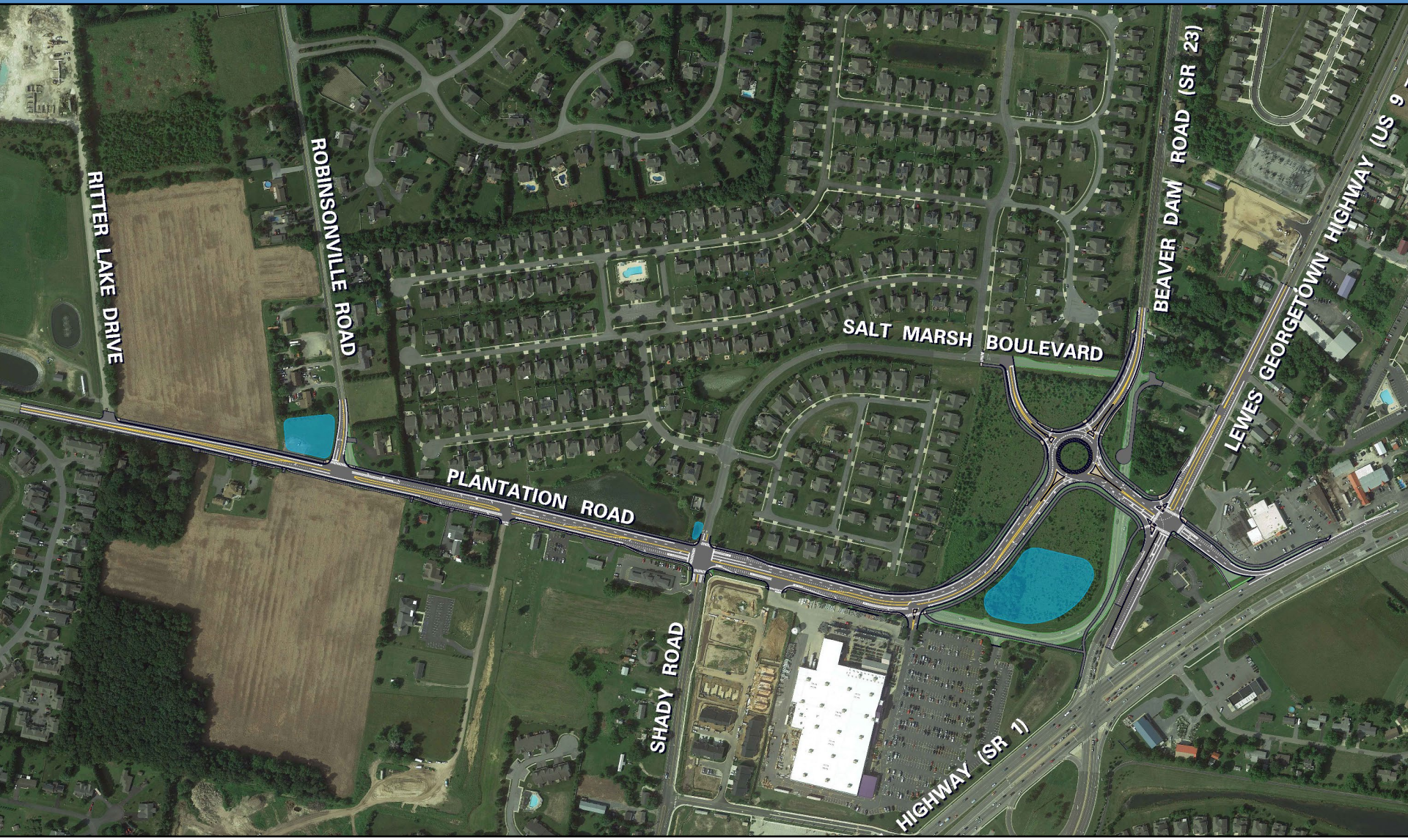
Project Update

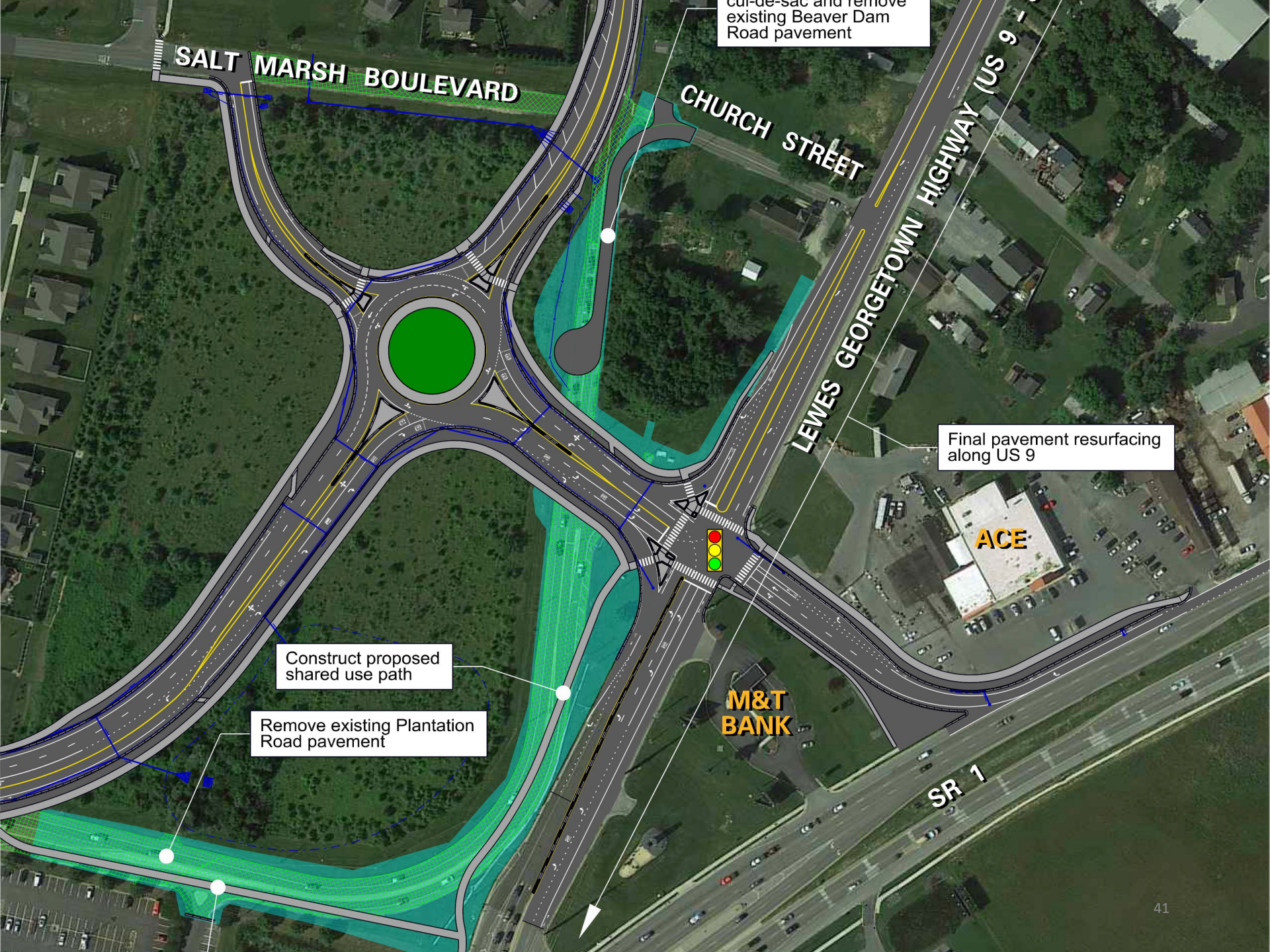


**Regional
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Planning**



Plantation Road Improvements





SALT MARSH BOULEVARD

CHURCH STREET

LEWES GEORGETOWN HIGHWAY (US 9)

Final pavement resurfacing along US 9

ACE

M&T BANK

SR 1

Cul-de-sac and remove existing Beaver Dam Road pavement

Construct proposed shared use path

Remove existing Plantation Road pavement

Summer 2022

- Design and Right-of-Way Acquisitions Complete

Fall 2022

- Project was Advertised to Contracting Community
- Tree Clearing & Utility Relocations Began

December 2022

- Project Awarded to Mumford & Miller Concrete, Inc.

March 2023

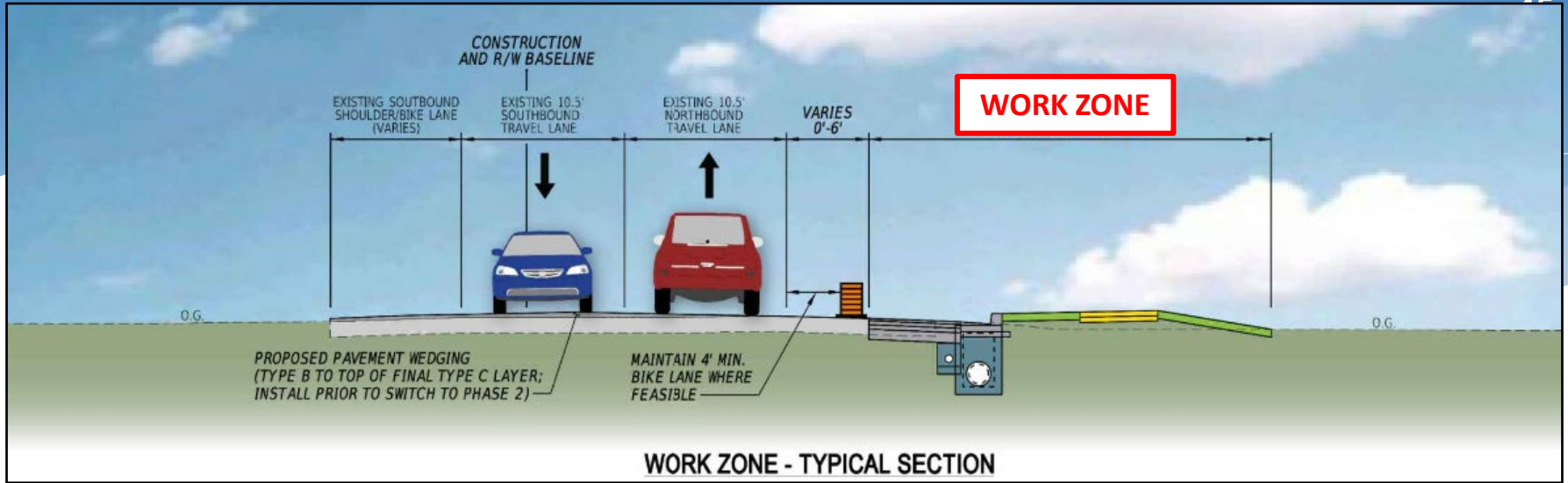
- Begin Construction

- Initial work will focus on off-alignment sections.
- The closure of Salt Marsh Boulevard will occur during the first phase of construction.
- Two planned detours
 - Plantation Road & Robinsonville Road
 - Plantation Road / Beaver Dam Road / US 9 Connector
- Two lanes of traffic will be maintained along Plantation Road during a majority of construction, except for temporary lane closures during off-peak periods.

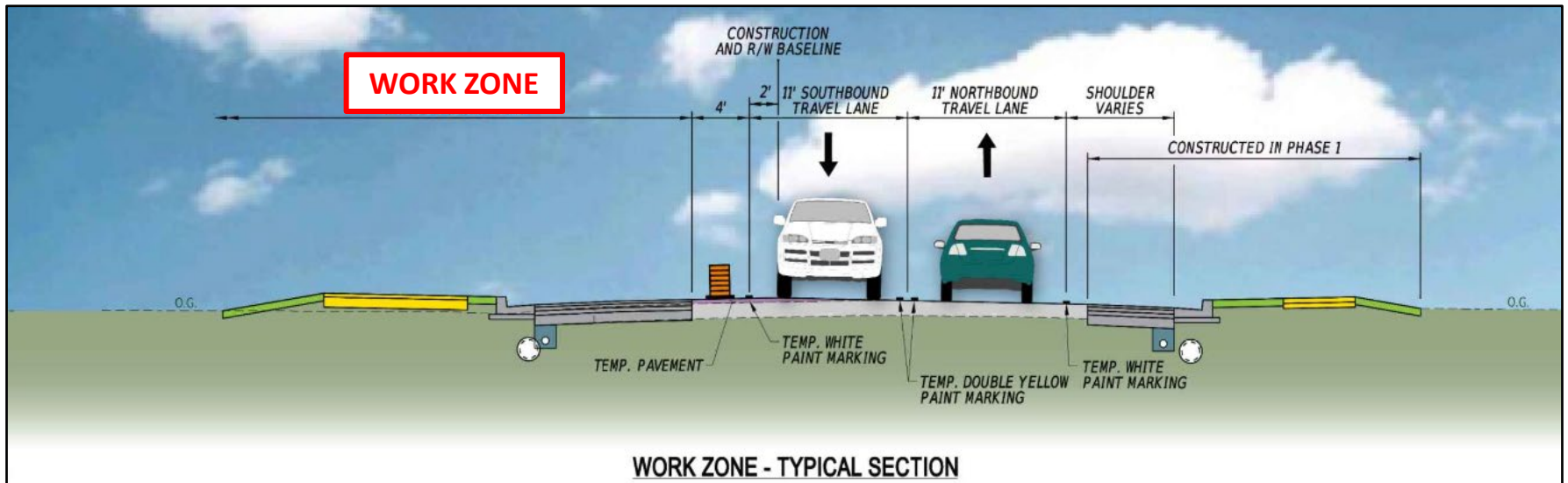
Off-Alignment Work



Shift Traffic to Southbound Side – Construct Northbound Side

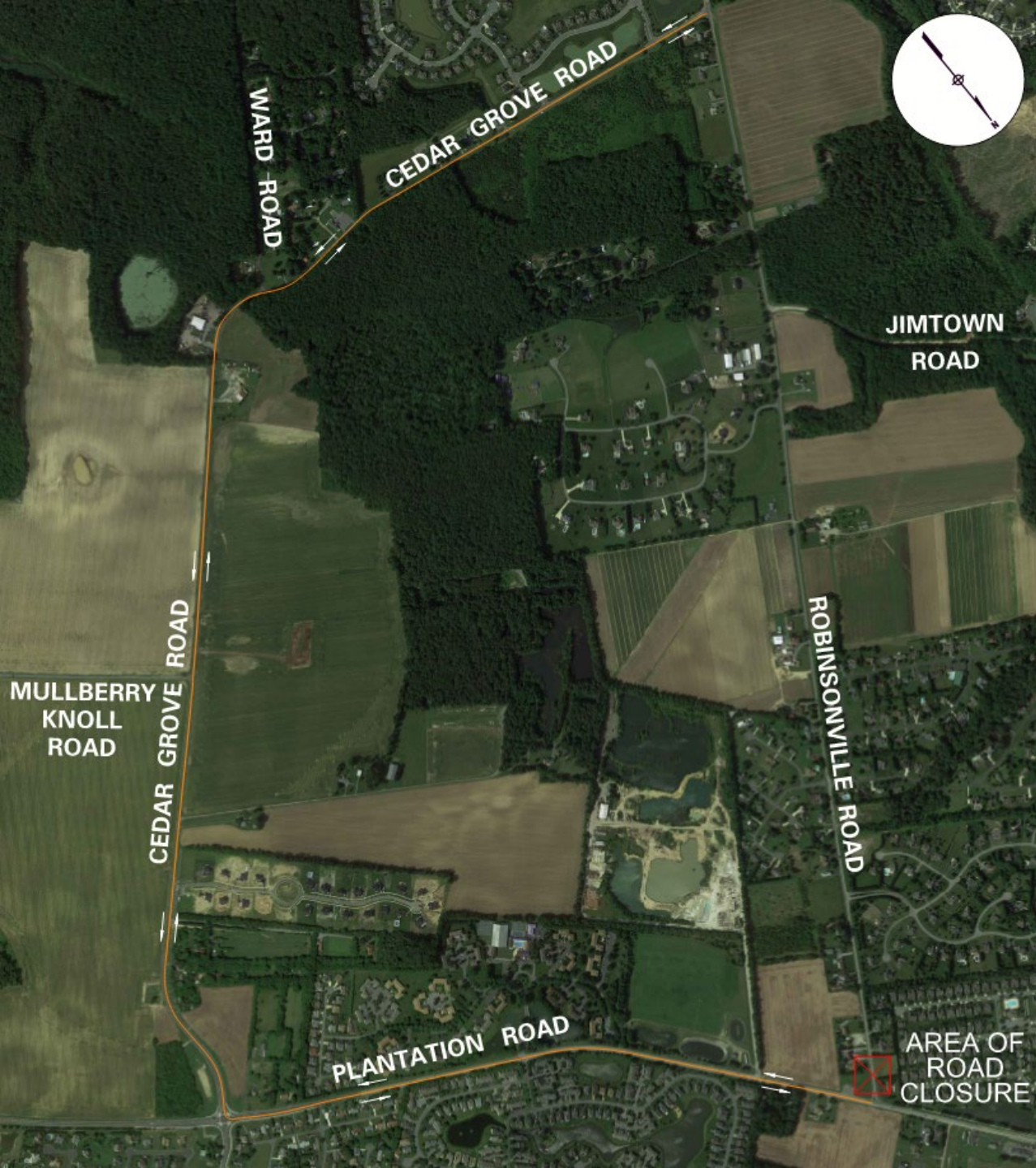


Shift Traffic to Northbound Side – Construct Southbound Side



Plantation Road & Robinsonville Road⁴⁶

Closure & Detour Route



- Anticipated Duration – 30 Days

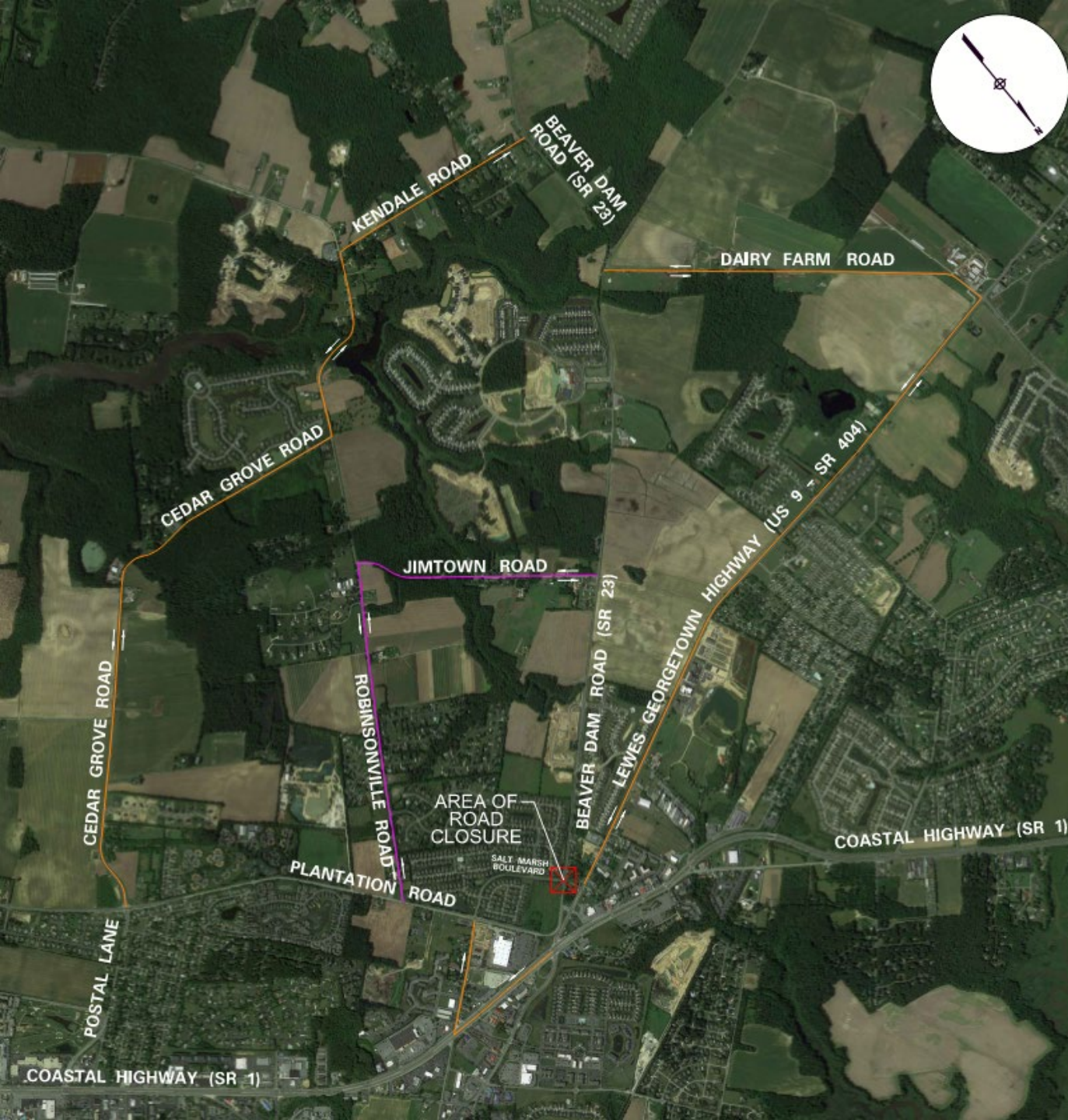
Plantation Rd / Beaver Dam Rd / US 9 Connector

Closure & Detour Routes

- Anticipated Duration
– 6 months

• Vehicle Detour 

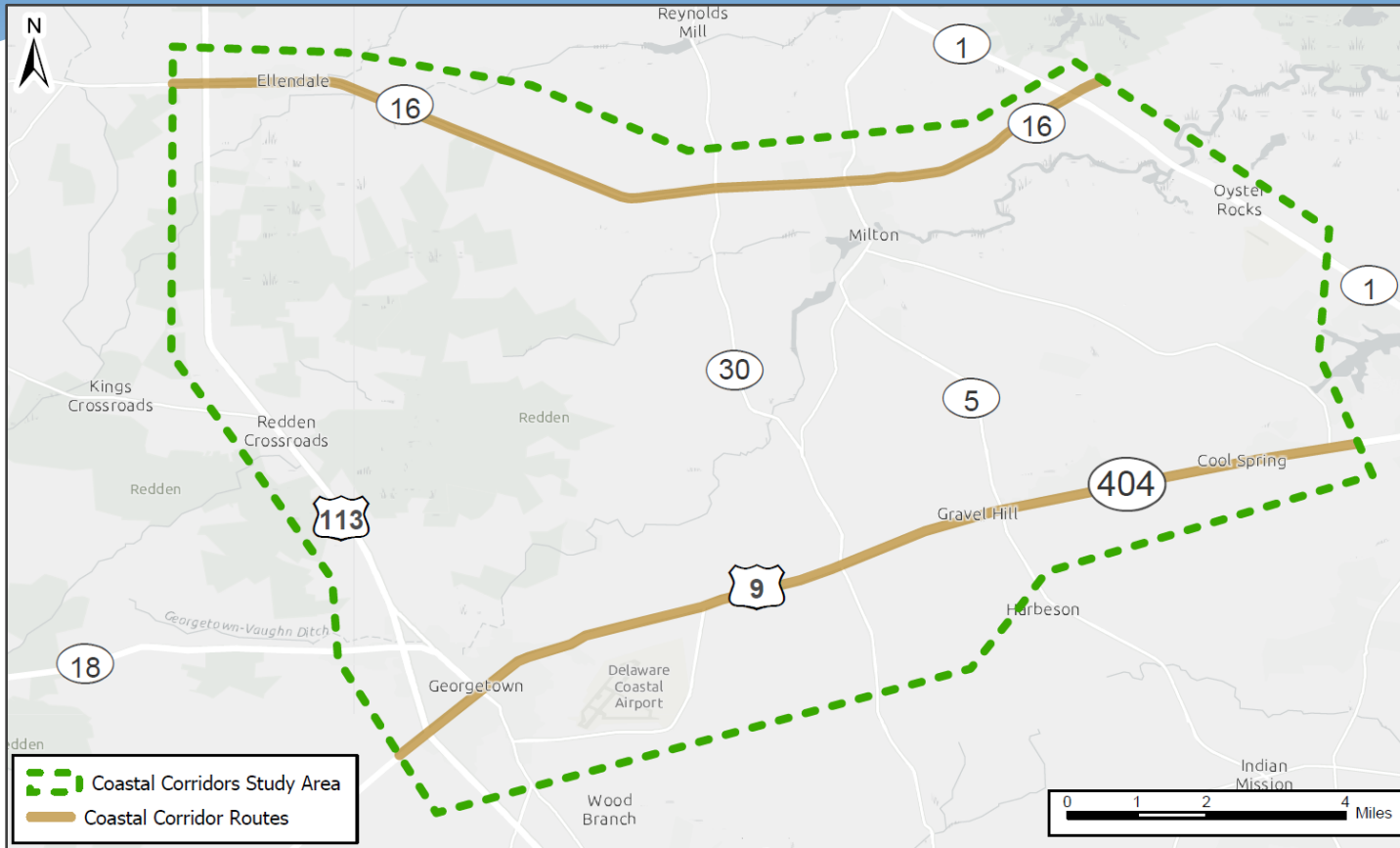
• Bike Detour 



- Updates will be provided on the project website at:
[https://deldot.gov/projects/index.shtml?dc=details
&projectNumber=T202011201](https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202011201)

Coastal Corridors Study Update

What are the “Coastal Corridors?”



Why undertake the Coastal Corridors study?

- **The State of Maryland has widened Route 404 to within a few miles of the Delaware state line**
- **They are also studying additional highway capacity crossing the Chesapeake Bay**
- **Development activity continues to increase traffic**
- **The Delaware beaches will always attract visitors**

Why undertake the Coastal Corridors study?

- **Make sure that future traffic growth works for the communities in the area rather than harming them**
 - **Focus on transportation safety and mobility**
 - **Maintain high quality of life**
 - **Ensure continued economic competitiveness**

Study Goals

1. To identify short-, medium-, and long-term traffic solutions for east-west corridors between 113 and SR 1.
2. To educate and inform the local stakeholders on east-west traffic issues and seek feedback and preferences on proposed solutions.
3. To build support around the implementation of those solutions.

Listening Tour & Workshops: Background

- In winter 2019/2020 we spoke with 50 stakeholders across the County, including:
 - Residents
 - Schools
 - Businesses
 - Emergency service providers
 - Elected and appointed officials
- In spring 2020 we held 5 public workshops with 60 unique attendees
- Comments were not attributed to individuals so people could speak freely

Listening Tour & Workshops: What did we hear?

- **Predominant theme was that people love Sussex County and don't want to lose their small-town and rural way of life**
- **We also heard many specific suggestions and concerns relating to:**
 - **Safety**
 - **Traffic**
 - **Development**
 - **Economic issues/opportunities**
 - **Emergency services**
 - **Technology/GPS**
 - **Other**

Listening Tour & Workshops: Traffic

- To avoid congestion, drivers are using secondary roads that aren't designed for high volumes
- Service workers live to the west because housing is more affordable, so they travel on the east-west roads to their jobs. That means that congestion is no longer just on the weekends, it's all the time
- Improving the east-west roads without fixing the existing bottleneck on Route 1 will only result in feeding more traffic into the existing backup

Listening Tour & Workshops: Traffic (continued)

- **Several specific locations were mentioned as having traffic concerns:**
 - **Cave Neck Road, Hudson Road and Sweetbriar Road**
 - **Route 16 and Route 30**
 - **Route 16 and Route 5**
 - **Route 16 and Route 1**
- **Need an east-west route that doesn't go through downtown Georgetown**
- **Need to address truck traffic in the towns**

2022-2023 Corridors Committee

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- **Comprised of local stakeholders**
- **Represent broader views in addition to individual views**
- **Participate actively throughout the process**
 - **Review data**
 - **Attend meetings**
 - **Participate in interactive mapping and polling activities**
- **Review data and other technical information**
- **Offer suggestions to DeIDOT and Sussex County on potential transportation solutions**
- **Build community support for potential solutions**

2022-2023 Corridors Committee

The Corridors Committee will have four (4) in-person meetings on the following dates:

- **December 5, 2022, Committee Meeting #1, Diving into the Data - COMPLETE**
- **January 9, 2023, Committee Meeting #2, Focus on SR 16 Area - COMPLETE**
- **February 13, 2023, Committee Meeting #3, Focus on SR 9/404 Area**
- **March 13, 2023, Committee Meeting #4, Review Improvement Strategies**
- **Public Workshop is planned for spring 2023**

Outreach/Communications

- **Websites**
 - <https://deldot.gov/projects/Studies/404/>
 - <https://www.deldotcorridorscommittee.com/>
 - Sign up for email updates
 - Take the surveys
 - Review study materials
- Regular email updates
- Postcard distribution to local establishments

Outreach to Hispanic Population

- **Recognizing the large Spanish-speaking/underrepresented population in Georgetown and Milton**
- **Translation of key project materials**
 - **Website**
 - **Email updates**
 - **Presentations**
 - **Surveys**
- **Provide information to ESL students at Sussex County Technical High School**

Next Steps

- **Corridors Committee Meeting #3 will be held on February 13, 2023; focus will be on SR 9/404 area**
- **Survey questions and meeting materials for Meetings #1 and #2 are posted on the project website at www.deldotcorridorscommittee.com**
- **Public workshop is planned for spring 2023**
- **Please share the website with your friends and neighbors!**

Next Steps

- **Recommendations will be documented in a final report and will:**
 - **Focus on transportation safety and mobility**
 - **Maintain high quality of life for area residents**
 - **Ensure continued economic competitiveness**



Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY IMPLEMENTATION PLAN STATUS REPORT

January 31, 2022 (red text indicates changes since October 25, 2021 Working Group meeting)

\$ - \$200K * -<3 years 0 Low
 \$\$ \$200K - \$2M ** 3-10 years 0 0 Medium
 \$\$\$ \$2M - \$20M *** >10 years 0 0 0 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
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	DeDOT	\$	*	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	DeDOT	\$	*	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 and setback. DeDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/606. Changing right-of-way requirements on other road classifications would require another update to the DCM. DeDOT is currently updating Chapter 2 of the DCM - Traffic Studies, Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DeDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments)
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to point outside the Route 1 corridor between Leves and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeDOT - 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 message are now displayed on these variable message signs approaching the beach area. This information is also available on the DeDOT app.
B	4	Y	91	Improve advance acquisition process to allow DeDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. New proactive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Atby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeDOT - Planning	DeDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	0	IN PROGRESS	DeDOT negotiated a concept for connections through the Nicola Piza property. Sussex County approved the Nicola Piza site plan with the required language. Further progress on hold until Atby's comes up for development. Coordinate with B-1, C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Long-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeDOT - Planning	Sussex County, City of Leves	\$\$	*	TBD	TBD	TBD	COMPLETE	At to 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 TID in this area.



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)

Current status (as of January 2023) ⁶⁶

62 of 78 recommendations in progress, ongoing, or completed

- Compares to 58 of 78 at last meeting (October 2022)
- 1 Category A recommendation newly “Complete”
- 2 Category B recommendations newly “In Progress”
- 1 Category C recommendation newly “Complete”
- 1 Category E recommendation newly “Complete”
- 1 Category E recommendation newly “In Progress”

Total in progress, ongoing, or completed

Category	January 1, 2022	December 31, 2022	Change in 2022
A	7	7	0
B	15	20	+5
C	14	17	+3
D	8	13	+5
E	3	5	+2
	47	62	+15

Current status (as of January 2023) ⁶⁸

5 recommendations to be initiated in 2023

- 2 Category B recommendations
- 1 Category C recommendation
- 1 Category D recommendation
- 1 Category E recommendation

Category A

Being addressed by current DeIDOT projects and initiatives

Number of recommendations by status

Status	Oct 2022	Jan 2023	Change
COMPLETE	5	6	+ 1
ONGOING	0	0	-
IN PROGRESS	2	1	- 1
Initiate in 2023	-	0	-
Longer-term	0	0	-
Total A	7	7	-

- **A-7 – Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane**
 - In progress > complete
 - The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

Category B

Policies and procedures

Number of recommendations by status

Status	Oct 2022	Jan 2023	Change	
COMPLETE	6	6	-	
ONGOING	6	6	-	
IN PROGRESS	6	8	+2	
Initiate in 2023	0	2	+2	
Longer-term	9	5	- 4	
Total B	27	27	-	

- **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**
 - Secretary Majeski and Deputy Secretary Hastings are presenting to County Council on March 28

- **B-10 – Endorse "don't block the box" legislation with camera enforcement**
 - Update: the bill was signed by the Governor on October 21, 2022
 - DeIDOT is developing selection criteria and a candidate list of locations

- **B-17 – Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks**
 - To be initiated in 2023
 - At this time, the focus will be on multi-modal trails

- **B-18 – Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County**
 - To be initiated in 2023
 - The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DeIDOT, but led by Historic Lewes Byway/Delaware Greenways.
 - The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.

- **B-20 – Consider whether CTP funding should be allocated based on population growth**
 - Now in progress
 - There are nine new Sussex County projects in the FY23-FY28 CTP; 3 of those are in the Five Points area.

- **B-26 – Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country**
 - Now in progress
 - A national expert is conducting a peer review of the Kings Highway Project.

Category C

Make the most of existing roadway infrastructure

Number of recommendations by status

Status	Oct 2022	Jan 2023	Change	
COMPLETE	9	10	+ 1	
ONGOING	2	2	-	
IN PROGRESS	6	5	- 1	
Initiate in 2022	0	1	+ 1	
Longer-term	3	2	- 1	
Total C	20	20	-	

- **C-6 – Study the feasibility of lengthening left- and right-turn lanes throughout the study area**
 - Now complete
 - DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects.
 - DeIDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project, although a recommendation was made to not move forward.
 - Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road.
 - Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023.
 - A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right-turn lane at US 9.

- **C-18 – Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road**
 - To be initiated in 2023
 - Immediate maintenance concerns are being addressed now.

Category D

Walking, bicycling, and transit

Number of recommendations by status

Status	Oct 2022	Jan 2023	Change
COMPLETE	2	2	-
IN PROGRESS	11	11	-
Initiate in 2023	0	1	+ 1
Longer-term	2	1	- 1
Total D	15	15	

- **D-13 – Identify locations in the study area where bike parking can be provided**
 - To be initiated in 2023
 - This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.

Category E

New infrastructure

Number of recommendations by status

Status	Oct 2022	Jan 2023	Change	
COMPLETE	0	1	+ 1	
ONGOING	0	0	-	
IN PROGRESS	3	4	+ 1	
Initiate in 2023	0	1	+ 1	
Longer-term	5	3	- 2	
Total E	9	9	-	

- **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**
 - Now complete
 - This idea was recommended by the Henlopen TID study. DeIDOT initiated a planning study for this effort, and the Mulberry Knoll Road Extension Report was finalized in June 2022.
 - Preliminary engineering for this project was included in the FY 23-28 Capital Transportation Program which was approved by FHWA and FTA as of November 16, 2022. Coordinate with A-7 and E-3.

- **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**
 - To be initiated in 2023

- **E-9 – Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study**
 - Now in progress

Phase 2 implementation plan

- **Next steps**

- Continue work on recommendations
- Hold in-person public workshop in May 2023 at Cape Henlopen High School Library
- Online video of workshop presentation and materials will be provided with a comment form
- Provide email progress updates in June and September
- Convene the Working Group in October

Public comment

Thank you for your participation!

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Next meeting

April 23, 2023

6:00pm

Location TBD

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549



Meeting Minutes

Phase 2 Working Group Meeting #13

DRAFT

October 17, 2022, 6:00 pm

Hybrid meeting held at Cape Henlopen High School Library and via Zoom Webinar

<https://youtu.be/fwOvr5WVuMY>

Members present

Kathi Coleman
Robert Fischer
Kim Hoey Stevenson
Glenn Marshall
Councilman John Rieley
Mary Roth
Councilman Mark Schaeffer
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Pam Steinebach, DelDOT

Members attending virtually

Josh Grapski
Scott Green
DJ Hughes
Todd Lawson
Senator Ernesto B. Lopez
Lloyd Schmitz

Members absent

Carol Materniak
Ann Marie Townshend
Michael Tyler

Public attendees in person

Bob & Perrie Carrow
George Ellis
Peggy Fischer
Brian Fresh
Pat & John Gilbert
Clayton Hewes, Jr.
Joe Hoechner
Russ Huxtable
David & Mikki Lewis
Kim & Bill Lovett
Judith Madison
Barbara & Nick Nicholson
Sara Watson
Dallas Wingate

Public attendees on Zoom

Diana (provided public comment virtually)

Support to the Working Group

Andrew Bing, Kramer & Assoc. (in person)
Jenn Cinelli, DelDOT (in person)
Mike Campbell, WRA (in person)
Leah Kacanda, WRA (virtual)
Dorothy Morris, Office of State Planning
Molly Nur, WRA (virtual)
Tim Snow, WRA (virtual)
Jason Vogl, Office of State Planning

This was a hybrid meeting with some working groups members, staff, and members of the public in person, and others attending virtually. A quorum of 14 Working Group members attended.

Andrew Bing welcomed everyone and explained he will be leading the meeting today as Leah Kacanda is ill. Mike Campbell, WRA was present as well. Andrew provided an overview of the hybrid set up and use of the Owl technology.

Jennifer Cinelli reviewed the agenda. She commented that based on the number of members of the public attending, we may need to limit the number of comments. If necessary, we will respond to the comments at a later date.

It was announced that the meeting will be recorded.

Andrew reminded the audience that the meetings are for the working group members. They appreciate having members of the public attend, however, the presentation and discussion are for the working group. There will be a limited amount of time for public comment at the end of the meeting. Members of the public can certainly attend in person, but they can also attend virtually. They will be allowed to make public comments virtually or in person.

Member Introductions

Members of the working group introduced themselves.

Working Group Notebook Materials

Andrew reviewed the contents of the notebook materials provided to working group members, including meeting agenda, presentation, draft minutes from the previous meeting, a list of upcoming meetings, and an updated version of the implementation plan.

Working Group Meeting Minutes from April 25, 2022

The meeting minutes from April 25, 2022 were reviewed and approved with no one declining objecting or abstaining. They passed unanimously.

Presentation

Andrew and Jenn led the working group through the presentation (included with these minutes).

Summer Traffic, Transit, and Trails Update

Traffic data was presented for the Dover Toll Plaza on SR 1 for Friday through Monday for Memorial Day and Labor Day 2022 (slide 8). The Working Group requested that data for Thursday be provided.

Bob Fischer asked about additional traffic during the summer that comes from Route 9 as opposed to Route 1. Jenn replied that analysis will be included in the Coastal Corridors study and be presented to the working group in January 2023.

Mary Roth asked whether the table just includes southbound traffic. Leah Kacanda responded that her understanding is that the volumes include traffic in both directions, which was verified after the meeting.

Andrew shared that Ellen McCabe was supposed to present slide 10 on the Lewes Line, but she was unable to attend. Andrew shared that the pilot Lewes Line service operated for the entire 2022 summer season. The highest numbers were recorded in August. Hopefully the interest in this program grows. The cost was \$120,000, but ticket proceeds only netted \$6,100. The program was able to get off the ground thanks to support from private sponsorships and the bond bill. Moving forward, bond bill funding will not be available.

Jenn Cinelli noted that more partners will be necessary to continue the program. Senator Lopez shared that the legislature was happy to support the Lewes Line via bond bill funding.

State Planning Development Trends Report

Dorothy Morris presented the Delaware Planning Development Trends Report which was just released. Dorothy provided background information on the Office of State Planning Coordination (OSPC), the Cabinet Committee on State Planning Issues (CCSPI), and the regularly updated document “Strategies for State Policies and Spending.” She also explained the Preliminary Land Use Service (PLUS) process, which provides state agency review of major land use change proposals prior to submission to local governments.

Dorothy went on to explain that the OSPC Annual Report details development activities across all local jurisdictions within the state of Delaware in order to coordinate land use with the state budget process. Data includes residential building permits, non-residential building permits, and development approvals.

Bob Fischer asked whether the state only plans for expenditures, or also considers how activities generate revenue. Dorothy responded that the state relies on the Delaware Economic Development Office to assess how potential developments would generate revenue. Most municipalities have economic development offices that also look at revenues. The Governor’s office provides input as well.

Bob replied that he had been told the State would need significant development to reach adequate revenues. Today we encourage new developers. He recommended the project team look at his question in more detail. Jenn replied that the State does look at development and fast tracks the economic impact portion of the assessment. Pam Steinebach replied that the State partners with the Delaware Prosperity Partnership to support development that grows revenues and noted that manufacturing can generate up to 100% of costs. The 2020 Delaware Strategies for State Policies and Spending outlines how each agency approaches development.

Note: On slide 19 - MOU stands for Memorandum of Understanding.

Jason Vogl from the Office of State Planning presented an interactive map featuring the data used to prepare the Delaware Development Trends Report which is available at the following address: <https://devtrends.stateplanning.delaware.gov/apps/development-trends-dashboard-2022/explore>

Pam asked whether the reporting timeframe always covers five years. Jason replied that the landing page has open data sets and it is also possible to see annual data. The numbers will not change when you zoom in and out.

Bob asked if the state differentiates between development and redevelopment. He noted there is not land available for development, but there is land available for redevelopment which can bring in massive amounts of money. He also observed that the map does not show what development is occurring between Five Points and Dewey. Dorothy clarified that this is information from the County and includes building permit applications, site plan reviews, and subdivisions. There is continuous debate about where development should go. Jamie Whitehouse, Sussex County Planning & Zoning Director, is tracking information for Sussex as well.

Jenn thanked Dorothy and Jason for their presentation, noting that this information shows what development is happening now and what is coming soon. The Working Group can use this information in conjunction with additional information from Sussex County.

Dorothy asked Jason to review what the symbology represents on the map. Jason shared that blue represents residential, green represents mixed use, and red represents non-residential. Jenn added that the Development Trends by Strategy Level shows level 4 as distinct from levels 1, 2, and 3. Levels 1, 2, and 3 are by supported by infrastructure; level 4 is agricultural and protected environment land.

Henlopen Transportation Improvement District (TID) Update

Sara Coakley, DeIDOT Principal Planner presented on the Henlopen TID. She manages all Delaware TIDs. Sara noted that the Planning and Environment Linkages Study (PEL) allows DeIDOT to get a head start on National Environmental Policy Act (NEPA) Process. The Mulberry Knoll Road Extension Study included a PEL.

Councilman John Rieley asked whether the state can add additional land area to a TID. Sarah replied that there is a process depending on results of the analysis. There may be adjustments made. DeIDOT would also consult the Comprehensive Plan for the area.

Councilman Rieley noted that there are two major developments planned on Route 9. There will be discussion about including New Road and Cool Spring. Jenn shared that the projects in the new Capital Transportation Plan (CTP) addressed widening Route 9 just west of SR 1. DeIDOT is currently discussing scenarios and determining the limits of the widening. The CTP process starts again in the spring. This year, municipalities will be asked to submit projects for consideration during the CTP process.

Bob asked if the State is proactive or does it wait until a project is in the pipeline. Sarah responded that the TIDs are dynamic so the State can be more responsive to changing development proposals.

Jenn noted that DeIDOT is working to provide additional support to the County. For Route 9 we need to sit down and discuss more fully. DeIDOT has different tools to help address how the County wants to handle development. Andrew added that it took 3 years to establish the Henlopen TID. Councilman Rieley commented that it seems like we're always reacting.

Glenn Marshall asked how emergency services (including fire departments) can respond to this information. Jenn replied that emergency services need to be a part of the conversation. Glenn shared that how to access some sites is a problem. Jenn shared that Ann Marie Townsend, the Lewes Town Manager, visited homes to help people understand the constraints and impacts for emergency management vehicles.

Glenn shared that sometimes emergency services cannot access properties because of on-street parking, or because a single entrance may impede access. Mary Roth asked whether emergency services reviews development plans.

Kim Stevenson shared that the site plan review process often requires developers to consider a suggested improvement, as opposed to implementing the suggested improvement such as interconnectivity. There used to be a policy under the Miner administration called Livable Delaware that required interconnectivity.

Dorothy replied that Livable Delaware still exists, it's just called by a different name. Connectivity was not a requirement of Livable Delaware, but it was a goal. She added that OSPC continues to coordinate with municipalities to implement the strategies of that document. The status of *Livable Delaware Implementation Plan* is available here: https://deldot.gov/Publications/manuals/livable_delaware/index.shtml. When the Delaware Emergency Management Agency (DEMA) interacts with the PLUS process it is normally in regard to emergency evacuation routes, not things like interconnectivity which is DelDOT's domain.

Andrew added that this conversation is a good start, but hopefully these discussions can continue. We don't want to be "too late to the show" for transportation investment or emergency management requirements.

Councilman Mark Shaffer noted that the fire departments have to comment on development plans. Jenn added that in some neighborhoods, it is impossible to get an emergency vehicle in because of the number of variances that were granted.

Mary added that some developments are not interconnected which also needs to be addressed. Andrew encouraged the group to continue the discussion. The project team can provide additional data to support further discussion. Jenn agreed that it is very important to understand how to better connect the transportation network. That is why DelDOT is doing additional studies in Sussex County.

Phase 2 Implementation Status

Andrew Bing presented the Phase 2 Implementation Status.

Kim Stevenson asked for clarification about how camera enforcement will be used to enforce the "don't block the box" legislation (slide 37). The driver will be ticketed for blocking the box the same way running a red light at a red-light camera does. Representative Steve Smyk noted that police can also issue tickets. Cameras do not eliminate the authority of the police. Police give tickets for red lights as well.

Jenn thanked the legislators for their work on passing the "don't block the box" legislation which makes the camera enforcement possible. The state has needed this for a long time, but technology only recently allowed for it. Once enacted, the public will need to be educated about the program. Constituents can be given a phone number to provide feedback to DelDOT staff on signal timing. The only remaining step is for the governor to sign the legislation. (Note: the legislation was signed by the governor following this meeting on October 21, 2022).

Pam shared that DelDOT is currently in a holding pattern regarding the dedication of Nassau Commons Boulevard for public use.

The project team continues to work with Cape Henlopen School District, Delaware State Police, and Sussex County on recommendation C-16 regarding school bus access from Beacon Middle School and Love Creek Elementary School to Mulberry Knoll Road. Jenn noted that once the signal improvements are made to the intersection of Mulberry Knoll Road and SR 24, further coordination and evaluation may be necessary.

The project team shared that the Plantation Road Phase I project will be moving into construction in 2023. This project will update the intersection of Plantation Road, Beaver Dam Road and Route 9, aka “Malfunction Junction.” Jenn added that the addition of an entrance to Lowes off of Route 1 will also help with traffic circulation in the vicinity. Lowes has not yet begun work on the new entrance. Andrew noted that the project team will provide an update on the Lowes entrance and Plantation Road at the next Working Group meeting.

The Minos Conaway project extends from the Nassau Road bridge to the Plantation Road Project. Changes in traffic that will result from the Plantation Road project will also affect the Minos Conaway project and vice versa. The strategy is to see the impact of all the smaller projects in the vicinity of the Five Points intersection and let that information inform the development of alternatives for the Five Points intersection.

Pam noted that as good as DeIDOT’s traffic engineers are at predicting growth and changes in traffic patterns, it is important to fully understand how people are going to move around the area after several projects are implemented. DeIDOT wants to ensure that future investments at the Five Points intersection are well thought out.

Bob commented that it appears to be incremental planning. Andrew noted that the project team will continue to work on the Working Group recommendations and meet in January.

Public Comment (in-person and virtually)

Three public comments were received.

Perrie Carrow shared that it would be more convenient if you could hop on and hop off the Lewes Line without waiting for a stop. She also asked that as DeIDOT makes changes and improvements that they keep safety in mind. As you travel north on Route 9, there is no signage on one side. DeIDOT should paint the direction the lane is going on the road. Jenn replied that DeIDOT was told about issues on the other side of the road but will take a look at the section in question. DeIDOT is not able to paint signage on the ground, but will see if other signage is appropriate.

George Ellis asked for clarification regarding which trees will remain after the roundabout is added on Plantation Road. He asked whether trees outside the lines designating the roundabout will remain or whether more will be removed. Leah replied that all trees not impacted by construction will remain. More information will be provided at the next Working Group Meeting.

Diana O’Hagan from Henlopen Landing added that the diagram shown of the Plantation Road roundabout does not show the storm water management pond that will be along the Plantation Road connection. The diagram may be misleading about which trees will be left behind. She added that the trees along Slat Marsh Boulevard have been trimmed, and the community is unsure if any further action will be taken. The project team added that the Delaware Electric Co-Op is working on relocating the utilities in advance of construction beginning.

Closing and Adjournment

Jenn thanked Senator Lopez for his hard work and outstanding support for the Five Points Working Group. He has attended all the Five Points Working Group meetings since the group’s inception. This is his last Five Points meeting.

In addition, the working group needs a replacement for Josh Grapski who is resigning. The project team welcomes recommendations.

We will continue to host hybrid meetings. Thank you to everyone for attending.



List of upcoming meetings

Phase 2 Working Group

Meeting #15

Monday, April 23, 2023, 6:00 pm
Location to be determined

Public Workshop

May 2023 – date to be determined

Meeting #16

Monday, October 23, 2023, 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**

January 30, 2023 (red text indicates changes since October 17, 2022 Working Group meeting)

\$ < \$200K * <3 years ◇ Low
 \$\$ \$200K - \$2M ** 3-10 years ◇◇ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◇◇◇ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
A. Recommendations to be implemented under current DeIDOT projects or initiatives													
A	1	N/A	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT - Traffic		\$	*	N/A	N/A	N/A	COMPLETE	Studies have been completed, with results presented to the Working Group in October 2019. DeIDOT is proceeding with a program of grade separations and crossover improvements.
A	2	N/A	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT - PD South		\$\$	**	\$\$\$\$	**	◇◇◇	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	N/A	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	Sussex County Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.
A	5	N/A	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◇◇◇	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	N/A	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◇◇◇	IN PROGRESS > COMPLETE	The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

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

January 30, 2023 (red text indicates changes since October 17, 2022 Working Group meeting)

\$ < \$200K * <3 years ◊ Low
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 \$\$\$ \$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
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. DeIDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DeIDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DeIDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments). Secretary Majeski and Deputy Secretary Hastings are presenting to Sussex County Council in March.
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	◊	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DeIDOT app.
B	4	Y	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	◊	IN PROGRESS	DeIDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1, C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	

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B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.
B	8	Y	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◇	IN PROGRESS	DeIDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. DNREC is getting ready to update the entrance to Cape Henlopen State Park, and would like to explore adding automated counters for use in tracking parking occupancy. Coordinate with recommendation B-3.
B	9	N	69	Study enhancing New Road per Byway Master Plan	DeIDOT	City of Lewes, Sussex County, Delaware Greenways, Byway Committee	N/A	N/A	\$\$\$	**	◇◇◇	ONGOING	The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.
B	10	N	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DeIDOT	\$	**	\$\$	*	◇	COMPLETE	House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DeIDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DeIDOT is developing selection criteria and a candidate list of locations.
B	11	N	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		\$	*	N/A	N/A	N/A	Longer-term	
B	12	N	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	13	N	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT		\$	*	TBD	TBD	TBD	COMPLETE	DeIDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.
B	14	N	36	Identify locations where trees can safely be planted within the right of way	DeIDOT		\$	*	\$\$	**	◇	ONGOING	DeIDOT considers adding trees during development of capital projects. At the January, 2022 meeting DeIDOT provided the Working Group with guidelines that govern how trees could potentially be planted within the right of way. DeIDOT will continue to solicit feedback from the community for future capital projects.

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B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT	Sussex County	\$	*	\$\$\$	***	◊ ◊	Longer-term	
B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DeIDOT		\$	*	N/A	N/A	N/A	ONGOING	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DeIDOT		\$	*	\$\$	**	◊	Longer-term > To be initiated in 2023	At this time, the focus will be on multi-modal trails.
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DeIDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◊	Longer-term > To be initiated in 2023	The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DeIDOT, but led by Historic Lewes Byway/Delaware Greenway. The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.
B	19	N	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT	Sussex County Tourism	\$	*	\$\$	*	◊	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DeIDOT	Council on Transportation	\$	**	N/A	N/A	N/A	Longer-term > IN PROGRESS	There are nine new Sussex County projects in the FY23-FY28 CTP, 3 of those are in the Five Points area.
B	21	N	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT	Emergency service providers	\$	*	\$\$	*	◊	ONGOING	Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	ONGOING	Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.
B	23	N	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT		\$	*	N/A	N/A	N/A	COMPLETE	DeIDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DeIDOT	\$	*	\$	*	◊	IN PROGRESS	Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. Scott Thomas, Executive Director of Sussex County Tourism will be joining the Five Points Working Group in 2023 to aid in coordination.
B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT Planning	Sussex County, property owner	\$	*	\$\$	**	◊ ◊	IN PROGRESS	The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded. However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases. DeIDOT is investigating right of way issues, including maintenance, for the remaining portion to Janice Road.
B	26	N	21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DeIDOT	Sussex County	\$	*	N/A	N/A	N/A	Longer-term > IN PROGRESS	A national expert is conducting a peer review of the Kings Highway Project.
B	27	N	9	Develop a better process for constituents to request transportation improvements	DeIDOT	General Assembly, Sussex County, Council on	\$	*	N/A	N/A	N/A	IN PROGRESS	DeIDOT continues to develop the Project Pipeline Process, a new portal for the public to identify transportation issues and request improvements.

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C. Make the most of existing roadway infrastructure													
C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊ ◊ ◊	IN PROGRESS	The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A project is programmed in the FY 21 - 26 CTP. The project development process began in October 2021. The Coastal Corridors Study will begin a preliminary evaluation of Route 9 from Old Vine Boulevard through 113.
C	2	Y	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◊	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. The right turn lane was added to a paving rehabilitation project and construction is complete .
C	3	Y	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◊ ◊	COMPLETE	A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.
C	4	Y	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021. Final right of way approval has been received. Construction is anticipated to begin in Fall of 2024.
C	5	Y	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South		\$	*	\$\$\$	**	◊ ◊	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DeIDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022 and design will be completed in early 2024. All-way stop control was implemented recently as a interim safety upgrade.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◊ ◊ ◊	IN PROGRESS > COMPLETE	DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects. DeIDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project, although a recommendation was made to not move forward . Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023 . A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at LIS 9
C	7	Y	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◊ ◊ ◊	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded. A paving project added a right turn lane at US 9. Further action on hold pending completion of Minos Conaway GSI.
C	8	Y	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◊	COMPLETE	DeIDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.

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C	9	Y*	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DeIDOT Traffic/PD South		\$	*	\$	*	◊	COMPLETE	Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Direct access to Lowe's from Route 1 may reduce traffic at this location. The design of the access point is complete and now needs to be implemented (Jenn to follow up with ROW).
C	10	Y*	32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DeIDOT - Traffic		\$	*	\$	*	◊	ONGOING	This is a core function of DeIDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.
C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT		\$\$	**	\$\$\$\$	***	◊◊◊	COMPLETE	In 2020 the Working Group clarified that C-11 applies to state roads. The Henlopen TID study addressed state-maintained roads west of SR 1 and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.
C	12	N	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	Sussex County	\$	*	\$\$\$	**	◊◊◊	ONGOING	An agreement between Lowe's and DeIDOT has been executed to provide access to Lowe's from Route 1 through the Lewes Transit Center property. Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1.
C	13	N	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT		\$	*	\$\$	**	◊	Longer-term	This recommendation refers to crossovers between Five Points and Route 24.
C	14	N	51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	General Assembly	DeIDOT	\$	*	\$	*	◊	COMPLETE	Area legislators supported the installation of this sign using their Community Transportation Funds. The radar speed sign was installed August 18, 2021.
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT		\$	*	\$\$	*	◊	COMPLETE	Construction was completed in spring 2020.
C	16	N	84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeIDOT	Sussex County, Cape Henlopen School District	\$	*	\$\$\$	**	◊◊	IN PROGRESS	The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal. Currently, Beacon Middle uses 13 buses at departure and Love Creek uses 10 buses at departure; however, only 2 buses turn left on Mulberry Knoll Road. The project team is in discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road.
C	17	N	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DeIDOT		\$\$	*	\$\$\$\$	**	◊◊	Longer-term	
C	18	N	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DeIDOT		\$	*	\$	*	◊	Longer-term > To be initiated in 2023	Immediate maintenance concerns are being addressed now.
C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT		\$	*	\$	*	◊	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT - Development Coordination		\$	*	\$\$	*	◊	COMPLETE	In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

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D. Make walking, bicycling, and transit more viable as alternatives to driving													
D	1	Y	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◊	IN PROGRESS	Primary lead would be the municipality. DTC's role would be advisory to determine feasibility, and to serve as a partner to any study effort. DTC held preliminary conversations with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as jitneys. DTC also received a federal grant to pilot on-demand microtransit (DART Connect) services in the Georgetown and Millsboro areas. Based the success of the pilot, this type of service could be used in the Lewes area. Lewes started "Lewes Line" service in May 2022 and they hope to continue the pilot for summer 2023.
D	2	Y	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◊ ◊	IN PROGRESS	The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.
D	3	Y	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT	Sussex County	\$	*	TBD	TBD	TBD	IN PROGRESS	DeIDOT Planning is drafting a Complete Streets Design Guide that will offer design guidance for roadways including bike and pedestrian facilities. The plan is currently in draft form, and will go out for public comment in early 2023.
D	4	Y	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT - Planning		\$	*	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and SR 1/Minos Conaway Road, as well as by developer projects. The New Road Master Plan will identify remaining gaps on New Road. A gap remains on Old Orchard Road between the Trail and New Road. DeIDOT will inventory remaining gaps in FY 23.
D	5	Y	71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DeIDOT - Planning		\$	*	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	The Savannah Road Sidewalk project started construction November 1, 2021 and has been completed. It places sidewalk on the south side of Savannah Road from Quaker Road to the G&L Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. DeIDOT will inventory remaining gaps in FY 23 and report to the Byway Committee. The Byway Committee has begun the Savannah Road Master Plan process. To be coordinated with C-8.
D	6	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT		\$	*	\$\$\$	***	◊ ◊	IN PROGRESS	Initial candidate locations have been identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside). Further evaluation, including public input, will be conducted as part of the SR 1 Low-Stress Bikeway Study. Coordinate with D-2 and D-10.
D	7	N	59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC		\$	*	\$\$	*	◊	IN PROGRESS	DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.

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D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor. No local landowners are interested in partnering on this initiative.
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◊	IN PROGRESS	Being examined as part of the SR 1 Low Stress Bikeway study. Draft FY 2023-28 CTP has a project on Shady Road including pedestrian/bicycle improvements.
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◊	IN PROGRESS	Evaluations are being conducted in conjunction with recommendations D-2 and D-6.
D	11	N	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		\$	*	\$\$	*	◊	COMPLETE	DTC has upgraded and improved transit shelters in the Five Points study area with its new statewide standard shelter. 13 shelters were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations in 2020 and 7 more bus shelters were installed in 2021. DTC will continue to evaluate bus stops for shelters.
D	12	N	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT		\$	*	\$\$\$\$	***	◊ ◊	Longer-term	
D	13	N	1	Identify locations in the study area where bike parking can be provided	DeIDOT		\$	*	\$	*	◊	Longer-term > To be initiated in 2023	This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.
D	14	N	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DeIDOT - Traffic		\$	*	\$	*	◊	COMPLETE	A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.
D	15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT, DRBA		\$	*	\$\$	**	◊	IN PROGRESS	Signs were installed in May 2018. Pedestrian crossings of Kings Highway were provided at the signal at Clay Road. Improved pedestrian crossings were installed at the signal at Kings Highway and Gills Neck Road in 2022. By agreement between a developer, the City of Lewes, and DeIDOT, a new signal will be installed at Freeman Highway and Monroe Avenue which will have at least one crosswalk across Freeman Highway. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. The Kings Highway CTP project has started and a public meeting was held in February 2022. The project is currently under peer review by a "national expert." Rectangular Rapid Flashing Beacons (RRFB) were confirmed to be operational on 12/30/2021 at the trail crossing of Freeman Highway near Cape Henlopen Drive.

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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
E. Invest in new infrastructure to support anticipated growth													
E	1	Y	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study. DeIDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.
E	2	Y	70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DeIDOT - Planning	Sussex County	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS > COMPLETE	This idea was recommended by the Henlopen TID study. DeIDOT initiated a planning study for this effort, and the Mulberry Knoll Road Extension Report was finalized in June 2022. Preliminary engineering for this project was included in the FY 23-28 Capital Transportation Program which was approved by FHWA and FTA as of November 16, 2022. Coordinate with A-7 and E-3.
E	3	Y	8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DeIDOT - Planning	Sussex County, property owners and developers	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along that corridor. Coordinate with A-7 and E-2.
E	4	N	29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	IN PROGRESS	A new road connection would allow developments in the area to access the roadway network from more than just a single point. Vineyards has now signed the TID Agreement for future phases. DeIDOT and Sussex County will continue to coordinate with incoming developers throughout the development review process.
E	5	N	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT - Planning, PD South		\$\$	*	TBD	TBD	TBD	Longer-term	
E	6	N	57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	Longer-term > To be initiated in 2023	
E	7	N	77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	IN PROGRESS	Airport Road extension (Old Landing Road to SR 24) is funded for preliminary engineering in FY 23. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project.
E	8	N	85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E	9	N	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT		\$\$	*	\$\$\$\$\$	***	◊◊◊	Longer-term > In Progress	