



***DRAFT TECHNICAL MEMORANDUM***

***PUBLIC INVOLVEMENT***

# **Sussex Route 1 Grid Study**

**May 2000**

**Submitted to  
Delaware Department of Transportation**

**Submitted by  
Urbitran Associates Inc.**

**In association with  
KCI Technologies, Inc.**

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## **Introduction**

The Delaware Department of Transportation commissioned the Sussex Route 1 Grid Study, a two-phase planning study, to identify roadway connections and improvements in the SR 1 corridor between Five Points and Rehoboth Beach. Phase 1 of this two-phase study began in March of 1997. Phase 2 began in October 1998.

DelDOT considers public involvement an important and necessary part of the planning process. Changes in the transportation system involve recognizing the impacts that these changes have on the community as well as the engineering solutions. Throughout the project period, DelDOT invited local residents, businesses, and local officials to help in the planning process to identify solutions to make getting around the study area easier. A newsletter, *SR 1 Connections*, provided information and highlights activities pertaining to the project.

This Final Report summarizes the Public Involvement activity undertaken in the study. The Public Involvement activity includes:

- Formation of a project Advisory Committee,
- Advisory Committee Meetings,
- Public Workshops,
- PowerPoint Presentations,
- Correspondence with the public, and
- Development/distribution of the project newsletter.

The Appendix section of this report presents the Advisory Committee roster, meeting minutes, attendance sheets, materials prepared/used as parts of the public outreach effort, correspondence, and the project newsletter.

## **Phase 1 Public Involvement**

### ***Project Advisory Committee***

The initial stage of the public involvement process involved the formation of a Project Advisory Committee. Potential participants were contacted by the Office of External Affairs and invited to serve on the Committee. The candidates represented local businesses, developers, real estate firms, the Chamber of Commerce and Tourism, the State Police, homeowner associations, and special interest groups. Currently there are 18 Committee members. Newspaper representatives were present at all Advisory meetings as well as members of the public. The Mayors of Rehoboth Beach and Lewes and other municipal and/or legislative representatives attended the Advisory Committee meetings.

An interactive approach was used during the meetings to encourage dialogue and participation. Maps of the study area were provided at each meeting. In Phase 1, Committee Members were asked to brainstorm and mark areas in the study area where roadway connections were desired. During this process, the Committee was told to make recommendations as if there were no

obstacles. The consultant team identified obstacles and limitations as the study progressed. Three Advisory Committee meetings were held during Phase 1:

- June 10, 1997
- July 29, 1997
- November 10, 1997

Correspondence and meeting minutes of the Phase 1 Advisory Committee meetings are presented in the Appendix of this report.

### **Public Workshops**

Public Workshops follow each Advisory Committee meeting and provide an opportunity for the public to comment on the Advisory sessions as well as make new recommendations. Similar to Advisory meetings, an interactive approach was used during the meetings to encourage dialogue and participation. In Phase 1, Maps of the study area were provided at each meeting and evolved through each Advisory and Public session. The Public was given the opportunity to mark maps with their suggestions, discuss their recommendations with the Workshop staff, and/or submit written comments at the end of the session or mail to DelDOT.

Three Public Workshops were held during Phase 1:

- July 16, 1997
- August 26, 1997
- December 4, 1997

Public Workshop summaries are found in the Appendix section of this report.

### **Project Newsletter**

A communication vehicle for the project is the project newsletter, *SR 1 Connections*. *SR 1 Connections* was distributed in February of 1999. This issue:

- restated the purpose of the study,
- provide background demographics of the area,
- emphasized the importance and desire for public participation in all phases of the project,
- presented Phase 1 study recommendations in a map/graphics and textual format,
- described the Phase 2 work begun in October 1999, and
- invited the public to continue participation in future public meetings.

The public was able to respond to the newsletter by calling DelDOT Office of External Affairs at the number provided in the newsletter. They could also request to be added to the project mailing list for future meetings and materials by submitting the request form printed on the newsletter.

## **Phase 2 Public Involvement**

Phase 2 began in October 1998 and continues the public outreach begun in Phase 1. In Phase 1, the public expressed a desire to stay involved and requested more frequent information exchange. Phase 2 provides greater detail designs for the locations and improvements identified in Phase 1 including:

- Nassau Park-and-Ride Lot,
- Nassau Ped/Bike Connection,
- Southbound SR1 Shoulder Widening,
- Southbound SR1 Third Lane Addition and Shoulder Widening,
- Ped/Bike Connection: Old Landing Road to Rehoboth,
- Rehoboth Entrance Improvements/ SR1/Rehoboth Avenue Intersection Improvement.

One Advisory Committee Meeting, three Public Workshops, a PowerPoint presentation, and responding to specific correspondence needs were activities carried out Phase 2.

### ***Advisory Committee Meetings***

The Advisory Committee meeting for Phase 2 was held May 12, 1999. Six selected project sites and grid connection designs to be progressed to 20 percent design were presented during the meeting.

Proceedings of the Phase 2 Advisory Committee meeting are presented in the Appendix of this report.

### ***Public Workshops***

Phase 2 Workshops provide refined and detailed concept designs to maintain communication and information exchange through out the study. As the project areas are shown in greater detail, Workshop participants are encouraged to provide more information regarding conditions and features in the area.

Three Public Workshops were held in Phase 2:

- February 25, 1999
- May 26, 1999
- February 29, 2000

The February 29, 2000 Public Workshop focused on the Nassau Ped/Bike Connection.

Public Workshop summaries are found in the Appendix of this report.

## **PowerPoint Presentations**

PowerPoint presentations were prepared to provide project information and progress to internal DelDOT staff and the public/special interest groups.

- A Vision PowerPoint presentation was developed in November 1999 to assist with the identification of goals and objectives desired for the grid concept.
- The Sussex Route 1 Grid Study was presented to the Consulting Engineers Council of Delaware through a PowerPoint presentation made by the DelDOT Project Manager on November 17, 1999.

A hard copy of the presentations with speaker notes is provided in the Appendix of this report.

## **Correspondence**

The purpose of the public involvement program is to provide an opportunity for the public to dialogue with DelDOT regarding all phases and aspects of the project. A timely response to inquiries and suggestions is important to emphasize and support the commitment to public involvement.

Letters received by the Department of Transportation following the newsletter and Public Workshops were researched and responded. Draft letters were composed for the DelDOT Project Manager's signature. Inquiries and responses are contained in the Appendix of this report.

# **ADVISORY COMMITTEE**

- **Invitation Letters**
- **Committee Roster**
- **Phase 1 Meetings**
  - June 10, 1997
  - July 29, 1997
  - November 10, 1997
- **Phase 2 Meetings**
  - May 12, 1999

May 8, 1997

«Title» «FirstName» «LastName»  
«Company»  
«Address1»  
«City» «State» «PostalCode»

Dear «Title» «LastName»:

The Delaware Department of Transportation (DelDOT) is beginning an assessment of the State Route 1 (SR1) corridor from Five Points to the SR1 split on the north end of Dewey Beach. Specifically, we are looking at ways to improve traffic flow by developing a grid roadway system to provide travel options to those using SR1 exclusively as a travel corridor. I would like to invite you to participate in our planning process by serving as a Project Advisory Committee member.

This planning study is the result of recommendations made by our Rt. 1 Working Group, which urged DelDOT to come up with a long range "master plan" for the Rt. 1 corridor. Your efforts will help us create a plan that will guide our decisions on Rt. 1 for many years to come, ultimately transforming the corridor into a system that better serves the community and its needs.

Whenever road changes many of us are affected - residents, business owners, and travelers. We depend on frequent users of the transportation system to share ideas as our planning process takes place. If you serve as a Committee representative, your input will be used as we begin to identify roads that may serve as secondary travel routes between Five Points and SR1/SR1A.

Three Committee Meetings will be scheduled to conduct the planning process.

- The initial meeting will be a review of the area and the current conditions in addition to a brainstorming session on possible changes.
- Session 2 will consist of refinement of the concepts discussed at the first meeting and additional suggestions from the initial Public Workshop.
- The Final meeting will further define the concepts from the second Public Workshop session.

«Title» «LastName»

May 8, 1997

Page Two

Thank you for your continued interest in the future of your community. Your participation in the planning process is important to us. Please call our Office of External Affairs at 1(800)652-5600 or (302)739-4313 and let us know if you are interested in serving as a Committee member

Sincerely,

Anne P. Canby  
Secretary of Transportation

APC/cgv

cc: Honorable Robert Voshell, State Senator  
Honorable George Bunting, State Senator  
Honorable John Schroeder, State Representative  
Eugene Abbott, Director of Planning  
Eli Cooper, Office of Planning  
Bobbi Geier, DE Transit Corporation  
Joel Leidy, Subdivision/Utilities  
Liz Holloway, Bicycle Pedestrian Coordinator  
Melissa Welch, Office of Planning

May 28, 1997

< Rt. 1 Advisory Committee Members >

Dear :

Recently Secretary Anne Canby sent you a letter inviting you to be a member of the Project Advisory Committee for the Rt. 1 Corridor Study from Five Points to Dewey Beach. The first of the three meetings of the Advisory Committee will be held on **Tuesday, June 10, from 5:00PM until 7:00PM at the Lewes Public Library on Adams St. in Lewes.** Please let us know if you will participate in the meetings by calling our Office of External Affairs at 1(800)652-5600.

Enclosed for your information is a list of members who have agreed to serve on the committee.

I hope you will be able to participate in this process, which should help us work toward transportation solutions for your community. Please call us at 1(800)652-5600 in the Office of External Affairs if you have any questions prior to the meeting.

Sincerely,

Christine B. Gillan  
Manager, External Affairs

cc: Anne P. Canby, Secretary, DelDOT  
Charles "Bud" Freel, Director, External Affairs  
Michele C. Ackles, Executive Assistant to the Secretary  
Eli Cooper, DelDOT Planning  
Debra Buckley, Urbitran

May 28, 1997

< Rt. 1 Advisory Committee Members >

Dear :

Thank you for agreeing to be a member of the Project Advisory Committee for the Rt. 1 Corridor Study from Five Points to Dewey Beach. The first of the three meetings of the Advisory Committee will be held on **Tuesday, June 10, from 5:00PM until 7:00PM at the Lewes Public Library** on Adams St. in Lewes.

Enclosed for your information is a list of members who have also agreed to serve on the committee.

We appreciate your commitment and enthusiasm, which will help us work toward transportation solutions for your community. Please call us at 1(800)652-5600 in the Office of External Affairs if you have any questions prior to the meeting.

Sincerely,

Christine B. Gillan  
Manager, External Affairs

cc: Anne P. Canby, Secretary, DeIDOT  
Charles "Bud" Freel, Director, External Affairs  
Michele C. Ackles, Executive Assistant to the Secretary  
Eli Cooper, DeIDOT Planning  
Debra Buckley, Urbitran

## Sussex Route 1 Grid Concept Advisory Committee

Ms. Michelle Ackles  
DelDOT, External Affairs  
P.O. Box 778  
Dover, De 19903  
302-739-4303/**302-739-2092 fax**

Mr. Mike Mock  
104 Maple Drive  
Lewes, De 19958  
302-645-6386/**302-645-1669 fax**

Mr. Michael Tyler  
525 Kings Highway  
Lewes, De 19958  
302-645-7572/**302-645-8550 fax**

Mr. Nick Blendy  
KCI Technologies  
100 Commerce Drive, Suite 112  
Newark, De 19713  
302-731-9176/**302-731-7807 fax**

Ms. Bonnie McDaniel  
Rehoboth Outlets  
1600 Ocean Outlets  
Rehoboth Beach, De 19971  
302-226-9223/**302-226-9243 fax**

Ms. Melissa Welch  
DelDOT  
P.O. Box 778  
Dover, De 19903  
302-760-2138/**302-739-2251 fax**

Ms. Mary Campbell  
Rehoboth Beach Homeowners Assoc.  
80 Oak Avenue  
Rehoboth Beach, DE 19971  
302-227-7386

Mr. Gene Plummer  
Sandy Brae  
4157 Highway One  
Rehoboth Beach, De. 19971  
302-302-644-1912/**fax:**

Ms. Patricia Faust  
DelDOT, Div. of Planning  
P.O. Box 778  
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302-760-2154/**302-739-2251 fax**

Mr. Eli Cooper  
DelDOT, Div. of Planning  
P.O. Box 778  
Dover, De 19903  
302-760-2157/**302-739-2251 fax**

Mr. Robert Redden  
67 Lake Avenue  
Rehoboth Beach, De 19971  
302-226-3448/

Ms. Kay Wheatley  
Rehoboth Chamber of Commerce  
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Ms. Joanne DeFiore  
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Ms. Christine D. Rosen  
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302-644-0437/**fax**

Mr. Wally Evans  
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Lt. Pete Schwartzkopf  
De State Police  
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Mr. Jeffrey Fried  
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424 Savannah Road  
Lewes, De 19958  
302-645-3537/**302-645-3405 fax**

Mr. Larry Sharp  
DE River & Bay Authority  
P.O. Box 517  
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Mr. Jerry Gluck  
Urbitran Associates  
71 West 23rd Street  
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Ms. Cindy Small  
Sussex County Tourism  
P.O. Box 240  
Georgetown, De 19947  
302-856-1818/**fax**

Mr. Bill Lingo  
Jack Lingo Real Estate  
246 Rehoboth Ave.  
Rehoboth Beach, De 19971  
302-227-3883/**302-227-4686 fax**

Mr. Chuck Snyder  
Rehoboth Beach Vol. Fire  
219 Rehoboth Ave.  
Rehoboth Beach, De 19971  
302-227-8400/**fax**

Mr. Mike Meoli  
Sandy Brae  
40 Kings Creek Circle  
Rehoboth Beach, De 19971  
302-227-5724/**302-645-6760 fax**

Mr. Robert Stickels  
Sussex Co. Administrator  
P.O. Box 589  
Georgetown, De 19947  
302-

# **AGENDA**

## **ROUTE 1 PROJECT ADVISORY COMMITTEE**

**June 10, 1997**

- Introduction
  - Project Team
  - Committee Participants
- Overview of Study Purpose
- Task Force Role
- Material Presentation
- Working Session
- Summary of Working Session
- Next Steps
- Next Meeting Scheduled Date

**SRI Project Advisory Meeting**  
**June 10, 1997**

Name	Address	Telephone #	Fax #
<i>Electa</i> E. Samuel K. Kuroki	384 Mulberry on Sandy Beach	645-2667	X would like copy of report 2/07/97
* Mary J. Lambert	80 OAKVALE REHOBOTH BEACH 125 W. MAPLE DR LEWES DE	227-7386 645-9979	
Nancy Necker	898 Mulberry Lewes DE 19958	645-4872	
* Mike Moot	104 Maple Dr. Lewes DE 19958	645-6386 645-1669	
<del>Edna</del> Racount Haffner	387 Mulberry Dr Lewes DE 19958	645-2538	
Edward V. Hoffman	387 Mulberry Dr Lewes DE 19958	645-2538	
Herbert Bahel	388 Mulberry Dr Lewes DE	645-8515	
Sam Cooper	P.O. Box C REHOBOTH BEACH, DE	227-4641	
R. H. Anthony	P.O. Box 653 LEWES DE 19958	645-1732	
J. M. Ayres	111 BEACH PLUM DR. LEWES DE	645	
Karen Brunken	351 Locust Lewes	645-5070	
Ted Brunken	351 Locust Lewes		
Em Brunken	303 Pine Lane Lewes	644-2573	
John Brunken	303 Pine Lane Lewes	644-2573	
Mary Sanku	1013 Scarborough REHOBOTH	227-6637	
Barbara Wolf	P.O. Box 3233 Rehoboth	645-0213	
* Gene Plummer	301 Dine Ln Lewes DE	644-1912	
* Cindy Snell	SCLTC, POB 1240 Hamm, DE 19947	856-1818	
Doris Herby	417 Linden St. Lewes DE	645-4590	
Daniel Dwyer	399 Mulberry Ln Lewes DE	645-0402	
Tom Herby	417 Linden Sandy Beach	645-4590	
H. S. EVANS	WCOMB	945-2050	
* MICHAEL T. FLEISCH	525 Kingsity LEWES DE	645-7572	645-8550
* Kay Wheatley	P.O. Box 4 Reh.	227-7600	
* Jeffrey Fried	Brewe Med Center S	645-3537	645-3405



**Summary of SR1 Project Advisory Committee  
June 10, 1997**

The first meeting of the SR1 Project Advisory Committee was held at the Lewes Public Library on June 10, 1997 at 5:00 P.M.

This was the first of three Project Advisory meetings to be held in a tandem with three Public Workshops. The Committee was formed to invite local participation in the planning process identifying alternate roadways (linkages and connections) to relieve congestion and improve mobility on SR1 by redirecting traffic flow. Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Department of External Affairs, Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, and Melissa Welch, Division of Planning. Mr. Atma Sookram and Ms. Deborah Buckley of Urbitran Associates, and Mr. Nick Blendy, KCI Technologies represented the consultant team. In attendance at the initial meeting were the following Project Committee Members:

Ms. Mary Campbell	Mr. Mike Mock	Ms. Cindy Small
Mr. Wally Evans	Mr. Gene Plummer	Mr. Michael Tyler
Mr. Jeffrey Fried	Lt. Pete Schwartzkopf	Ms. Kay Wheatley
Mr. Bill Lingo	Mr. Larry Sharp	Mr. Bob Stickels

The public participation approach was planned to begin with a small group of representatives, the Project Advisory Committee, and expand to include the general public. Information about the initial meeting was made known and the early part of this session did include some of the general public. Several members of the local newspapers were also in attendance.

Prior to the actual working session of Project Committee members, Mr. Eli Cooper introduced the Study consultants and DelDOT representatives. An overview of the study being conducted was presented.

An open forum discussion was held with the general public to explain the purpose of the Project Committee and how the general public will be invited to participate at upcoming Public Workshops. Mr. Eli Cooper welcomed those in attendance and invited non-Committee attendees to feel free to stay for the session as observers.

Representatives of the public expressed several concerns:

- Concern of Task Force not arriving on time
- Lack of a printed mission statement
- The Committee would address safety issues
- Selection of the Task Force members - general public representatives wanted to be assured that representatives on the Project Advisory Committee did represent interests of the general public including residential locations such as Sandy Brae and the Plantations.

Mr. Cooper assured the audience that when the decision to conduct a study of SR1 was made, involvement of the public in the planning process was a priority. The selection of Committee

members was made with focus and concern on local residents, businesses, and developers in terms of their needs and potential impacts. The study process includes being aware of and addressing the community's interests. A question and answer period was given to allay fears that general public concerns would not be considered. Additional questions from the general audience included:

- Biking issues - Will bikes be included when looking at travel modes on SR1? All modes will be addressed including biking.
- Safety issues related to biking - Why separate bikes from cars when bike riders go to the same places as cars and buses? This question was precipitated from recent restriction of bike riders using bike lanes/shoulders that are now traveled on by buses. Mr. Cooper agreed that bike riders do travel to the same places as other mode travelers but it is because of safety issues that bike riders are restricted from using the same lanes as the buses. Part of the project study will be to develop ideas to provide mobility for all modes - pedestrian, bike, car and transit well as improvements or new connections.

Mr. Cooper ended the public question and answer period explaining how the initial meeting of the Project Committee would be conducted. Committee members were asked to come forward to the working tables and introduce themselves. The public was welcome to remain and observe the proceedings.

Mr. Nick Blendy explained the mapping, its development and the procedure for marking suggested roadways. The base aerial mapping is 1992 and may be updated as the study progresses. Mr. Michael Tyler commented on the American Discovery Trail identified on the mapping. The Committee members divided into three working groups. Each table sketched their recommendations. The consultant team was present to address questions on the mapping and any concerns of physical barriers, environmental issues, and other issues that arose in the planning session.

**Table 1** Ms. Mary Campbell, Mr. Jeffrey Fried, Mr. Bill Lingo, Mr. Gene Plummer, Ms. Cindy Small, Mr. Michael Tyler

This was the largest group. Prior to beginning mapping suggestions, there was discussion on several issues including:

- The issue of safety needs to be addressed on current roadways as well as suggested roadways
- Buses need to have recognition of bikes and bikes need to be aware of vehicles sharing the roads.
- Speed was a concern
- It was stated that trolleys should be reintroduced to keep ambiance of the area. Large buses detract.
- Enforcement of stop signs and speed regulations should be strengthened
- The abandoned railroad corridor was suggested to be developed as a bike path. The rail bed should remain gravel
- To use the rail bed, rail right-of-way needs to be restored in certain areas. After the

- railroad stopped operations, the right-of-way was taken back by farm owners.
- There was a consensus that there would be no environmental problems on the rail bike route. Reference was made to the 1980 study.
  - Any road changes such as widening would have an impact on residents. This needed to be taken into consideration.
  - It was suggested that frontage roads and service roads run parallel to SR1
  - Congestion on SR1 was in part due to the lack of stacking lanes at outlets, etc. . . .
  - "Lane #768"-no mall development should be placed on a major arterial without a service road and no more than one curb cut allowed. It was expressed that current conditions show a disregard for the Access Management Plan.
  - Lynch well 275 (Rehoboth well head on the Lynch property off of Rt. 275) will be impacted if the curve is straightened
  - Environmental issues especially the impact on aquifers was a serious concern.

The map lines developed by Table 1:

- 1) Suggest a rail trail follow the abandoned Lewes/Rehoboth railroad corridor - Gills Neck to Rehoboth Beach. It is necessary to restore rail right-of-way to make the trail functional; property may need to be acquired. A Master Plan has already been developed proposing a non-motorized/pedestrian use and restriction of motorized vehicles. The route would not be paved but covered with cinder. The mapping showed access to SR1 already exists from the rail route. The route would continue to Rehoboth Ave.
- 2) Currently Rehoboth Avenue accommodates two-way traffic, one lane in and one lane out. It was suggested to redirect traffic allowing one entryway in, one exit out to mitigate congestion. Rail/bike routes could connect to Hebron Road and out to SR1.
- 3) In Lewes, there is a bridge that has been closed. It was suggested the bridge be reopened and shared with cars/bikes. The bridge connects at Monroe St. in Lewes.
- 4) SR 1- Vehicle traffic could be directed along Postal Lane to SR 24. A service road opposite Derrickson Hotel already exists. Traffic would follow Parkway Road to Postal Lane connecting Plantation Road and the Park & Ride lots near Rehoboth Beach. This is felt to be a solution to remove traffic off of SR1 heading into the large shopping area.
- 5) Connect Rt 9 with a second Park and Ride lot at Nassau north of Five Points. It was discussed that the use of a second Park & Ride lot was not related to cost as much as convenience. It was also pointed out that the lot needed to be clearly designated.

**Table 2** Mike Mock/ Kay Wheatley/ Larry Sharp

- 1) Suggested routing to begin at Five Points to RT 9, continue along Plantations Road (Route 275) straighten the road to Dove Road to Airport Road. This road would be used primarily for local traffic. No additional lanes would need to be added but road improvements could be made (shoulders, paving)

- 2) Modification of the entrance to the Rt. 1B Rehoboth Beach area was suggested to eliminate the bottleneck condition by having traffic enter and exit on the same roadway.
- 3) There are dirt roads surrounding Breezewood and Sea Air, private roads that can be accessed.
- 4) Use of the rail line for bike use was recommended.

**Table 3** Mr. Wally Evans, Lt. Pete Schwartzkopf, and Mr. Bob Stickels

There were several actions that were suggested as easily implementable to ameliorate congestion.

1. Synchronize lights on SR1
2. Close left-hand turn at Church Street (a secondary entrance to Rehoboth Beach)
3. Improve the underpass of bridge over the canal

Road realignment was suggested for Route 24 and 270A where they intersect. Concern was expressed that there is a cemetery in this area. It was suggested that the roadway could be raised to go over the cemetery.

This group also suggested modifying the entrance to Rehoboth Beach by directing traffic from the canal bridge toward the Crystal Restaurant. Rehoboth Avenue could remain as the main entrance with an exit road developed from the Grove Park area. This entrance/exit suggestion is similar to the suggestion made by Table 2.

The wetlands were discussed as an issue to be addressed.

**Summary:**

The three groups independently developed very similar concepts including:

- 1) Modify entrance/exit to Rehoboth Beach (Rehoboth Avenue)
- 2) Creation of a second Park & Ride at Five Points
- 3) Utilizing abandoned rail line as a bike trail

**Next Steps**

The next step in the Public Participation process is to synthesize the Project Committee mappings and present them at a Public Workshop. A date will be determined for early July. The general public will have an opportunity to comment on the project, express concerns, and make their own suggestions.

The meeting adjourned at 7:20 P.M.



STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION  
P O Box 778  
DOVER DELAWARE 19903

THOMAS R. CARPER  
GOVERNOR

July 24, 1997

Rose Bussard  
28 Gunpowder Ln.  
Rehoboth Beach DE 19971

**RE: State Route 1 Improvement Study: Project Advisory Meeting**

Dear Ms. Bussard:

The next Project Advisory Committee Meeting is scheduled:

**DATE:** July 29, 1997  
**TIME:** 5 p.m. - 7 p.m.  
**PLACE:** Lewes Public Library  
Adams Street  
Lewes, DE

During this session we will:

- Review findings of the initial Public Workshop
- Discuss issues and concerns
- Refine initial concepts incorporating Public Workshop results

Please let us know if you are able to attend by calling Delaware Department of Transportation, Office of External Affairs at 1-800-652-5600 or 1-302-739-4313. We appreciate your continued support and participation in this study process.

Sincerely,

Michele C. Ackles  
Assistant to the Secretary of Transportation

MCA:lsz

cc: Honorable Robert Voshell  
Honorable George Bunting  
Honorable John Schroeder  
Anne P. Canby, Secretary, DeIDOT  
Eugene Abbott, Director, Planning, DeIDOT  
Charles "Bud" Freel, Director, External Affairs  
Eli Cooper, DeIDOT Planning  
Ms. Bobbi Geier, DTC, DeIDOT  
Joel Leidy, Subdivision/Utilities Engineer, DeIDOT  
Elizabeth Holloway, Bike/Pedestrian Coordinator, DeIDOT  
Melissa Welch, Transportation Planner, DeIDOT  
Deborah Buckley, Urbitran Associates  
Jerry Gluck, Urbitran Associates  
Atma Sookram, Urbitran Associates  
Nick Blendy, KCI Technologies

# **AGENDA**

## **ROUTE 1 PROJECT ADVISORY COMMITTEE**

**July 29, 1997**

- Introduction/Goals of Meeting
- Review of Maps
- Summary of Public Workshop
  - Issues/Concerns
  - Road Connections/Linkages
- Transportation Management Strategies
- Working Session
  - Refinement of initial concepts
  - Incorporation of Public Workshop findings
- Summary of Working Session
- Next Steps
- Next Meeting Scheduled Date



NAME	FULL ADDRESS (Street & # or P.O. Box, City, State, Zip)
1 Bill Kingo	11 Dadds Ln Reh Beh, De 19971
2 SIM HAZEL	FRESHWATER REPORTER - WGBMED, OTHERS
3 Mike Mock	104 Maple Dr Lewes DE 19958
4 Gewe Plummer	307 Pine Ln Lewes DE 19958
5 James Duffine	306 BARKWELL AVE - REHOBOTH 19971
6 Judith Bunka	1013 Amburyway & Hwy, R.B. 19921 DTC Blue Hen Corp Cte Downer
7 Bobbie Geier	23 Coventry Rd Rehoboth, DE 19971
8 Chana Ostollaren	410 Kings Creek Cir Rehoboth
9 PHILIPPE MEOR	P.O. Box 589 Georgetown, De 19947
10 R. STICKLES	525 Kings Hwy LEWES 19958
11 MICHAEL R. WYTER	80 Oak Avenue Rehoboth Beach, DE 19971
12 Mary P.P.C. Campbell	

SIXT ADVISORY COMMITTEE

Lewes Library  
July 29, 1997



	NAME	FULL ADDRESS (Street & # or P.O. Box, City, State, Zip)
1	WALLY EVANS	2051 SEASIDE CIRCLE LEWES DE 19958
2	MARRY SHARP	PO 517 LEWES DE 19958
3	Dorothy Gray	Delaware State News.
4	Key Wheatley	P.O. Box H Rehoboth Beach, De 19971
5		
6		
7		
8		
9		
10		
11		
12		

**Summary of SR1 Project Advisory Committee  
July 29, 1997**

The second meeting of the SR1 Project Advisory Committee was held at the Lewes Public Library on July 29, 1997 at 5:00 P.M.

This second of three Project Advisory meetings was held to review the findings of the Public Workshop held July 16 and to begin consensus building on the concepts developed during the first Advisory Committee meeting. Delaware Department of Transportation representatives present included Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, and Melissa Welch, Division of Planning. The consultant team was represented by Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates, and Mr. Nick Blendy, KCI Technologies. Project Committee Members attending were:

Ms. Mary Campbell	Mr. Mike Meoli	Mr. Larry Sharp
Ms. Joanne DeFiore	Mr. Mike Mock	Mr. Bob Stickels
Mr. Wally Evans	Ms. Lana O'Hollaren	Mr. Michael Tyler
Mr. Bill Lingo	Mr. Gene Plummer	Ms. Kay Wheatley

Other attendees included Ms. Mable Granke, Ms. Bobbie Geir, and two representatives from the newspapers, Mr. Jim Hazel, a freelance reporter and Ashley Grey, *Delaware State News*.

At 5:00 P.M., Mr. Eli Cooper convened the meeting summarizing activities to date and the goals of the meeting.

Mr. Nick Blendy reviewed the maps briefly, explaining how the maps were developed and revised since the initial Advisory Committee meeting, the environmental features compiled using National Wetlands Inventory mapping and State hydric soil mappings; wells present in the study corridor; and the roadway, pedestrian, bicycle, and transit concepts resulting from the Advisory Committee and the Public Workshop.

The question was asked if any insights were gained from the process to date. Mr. Blendy responded that some recommendations appear promising.

It was asked if there are similar projects/roads where they have applied this effort. Mr. Cooper reported that a public outreach approach is being used in New Castle County. He stated that some recommendations made as part of this project process will be obvious to the Committee. The public process will be open and feedback encouraged and will serve as a basis for consensus building. It was pointed out that this area does have differences when compared to other locations experiencing congestion and mobility impacts. One large attraction is the access to the ocean. Mr. Stickles added that the existing conditions and problems are similar to those experienced at Cape Cod and the Outer Banks.

Mr. Cooper further observed that the study corridor has clusters of development, pockets not

connected and undeveloped areas. This phase of the project is attempting, at a conceptual level to generate ideas that create linkages which may later be useful in developing site plans. Linkages and connections will not solve the peak season congestion but will provide for secondary connections for the local population. It will improve the quality of life and mobility for the community.

Ms. Buckley reported on the issues and concerns expressed during the Advisory Committee meetings and Public Workshop. Key issues:

- The Kings Highway intersection at SR1 is confusing.
- Right turning traffic from Rehoboth Avenue onto northbound SR1 needing to access the roadway that leads to the park-and-ride lot.
- Sun glare at the SR1 and Route 273A intersection causes difficulty for northbound SR1 traffic to see the traffic signal.
- Concern that closing the left turn off Rt. 1 onto Church Street past the entrance to Rehoboth, would severely impact the users of the YMCA and cause more traffic problems than it would solve.
- Letter from Mayor Samuel R. Cooper (City of Rehoboth) pointing out that activity on the surface of the ground directly affects wells in the area.
- High accident rate at the Food Lion intersection.
- Traffic calming strategies and speed enforcement needs to be addressed
- New Road and Pilot Town Road needs shoulders

Mr. Jerry Gluck discussed Transportation System Management Strategies (TSM) that could enhance mobility besides road connections and linkages. TSM strategies manage the existing infrastructure and could include:

- Variable Message Signs (VMS) to redirect traffic. A suggestion would be a VMS at the SR1/113 interchange in Milford to redirect traffic destined for Bethany Beach, South Bethany, and Fenwick Island.
- Establish a second Park & Ride to provide an alternative to driving along SR1 for those destined for shopping or the beach. Shuttle service to these areas would reduce the need to drive the corridor.
- Coordinate zoning regulations, land use planning and transportation planning to achieve higher development densities (residential and commercial) to encourage and make transit

services more feasible.

- Upgrade Route 275 (Rt. 1D) to be used as an alternate route to SR1
- Connect or upgrade existing connections between SR1 and Rt. 275
- Establish signage to inform travelers of alternatives, e.g., use of Hebron Road to connect to 274.
- Coordinate traffic signals

A comment was made that new roads could also invite more development. Reliance would be placed upon DelDOT for guidance concerning allowable development.

Mr. Tyler suggested a look at the County Zoning map to show areas where development is not permitted.

Mr. Cooper then stated that the 1997 aerial is being processed and it will look very different from the current map. The area continues to change and there is a need to address not only the current conditions but be ready to address the future needs.

Mr. Blendy pointed out that other areas not mapped may be sensitive to changes. Historic areas such as Belltown and West Rehoboth Historic Districts could not be impacted without compliance with Federal and State regulations. Other areas may present issues for change such as intrusion on private property.

The working session was conducted as a single group. This approach was used to share ideas simultaneously and facilitate consensus.

The discussion began with the entrance/exit to Rehoboth Beach. It was suggested that left turns could be restricted (e.g. Mon thru Sat. Between 11:00 AM and 4:00 P.M.). It was agreed that there were several options to entering the area: Rehoboth Avenue, Church Street, Robinson Drive. Mr. Lingo suggested that the land owned by the Army Corp of Engineers near Delmarva Power ("old cannery site"), could be developed as an alternate access route. Church Street was another possible access street as well as Robinson Drive. Consensus was that there should be separate one-way entrance/exit routes.

- One-way entering Rehoboth Avenue
- One-way exiting Rehoboth Beach via Hebron Road -The exit permits access to the Park & Ride with a signal and access to Rd. 203 continuing to Airport Road, also signalized at SR1 and Rd. 203 intersection.
- Connect from behind Park & Ride running behind Rehoboth Outlets; west along Sea-Air; continuing north behind Sea-Air/Camelot; west along property lines and north connecting

to Rd. 274 and/or Rd.275

- Connect Rd. 275 to SR 24 east of SR1
- Create connection between SR 275 through open land to Postal Lane; continue behind Townsend Square to front of Rehoboth Outlets.
- Establish Bike/Pedestrian routes on the abandoned railway with connections to SR1 via Rd. 270A and Shady Ridge Road.
- Continue along Rd. 275 through the center of Plantations (East/West) to Shady Road
- Establish a Park & Ride at Rt 9/SR1 and closer to Rehoboth Beach between the Canal and Rt. 1
- Postal Lane was seen as already overburdened with traffic, should attempt to keep additional traffic off Postal Lane
- Establish an east/west bikeway through Camelot and Sea-Air.
- Connect Rd. 270A to Rd. 268 passing east of Midway Estates and Dove Knoll
- New Road was agreed to be a strong secondary roadway. It was agreed that New Road should access a road (not designated) that will run west of SR1 to SR18/US9.
- Shoulders need to be paved on Rd. 274
- Shoulders need to be added to Airport Rd.
- Provide shoulder access on SR1 near Five Points
- Put hot mix and shoulders on Rd. 283

Moving forward to the next Public Workshop, it was decided that the upcoming Workshop will present the suggestions made at the initial Public Workshop and the consensus concepts developed during this Advisory Committee Meeting. The next Public Workshop will be scheduled in August, date to be announced.

Further analysis of local issues and mapping will occur between DeIDOT staff and consultants before the next Advisory Committee Meeting. It is anticipated that the next Advisory Committee Meeting will be scheduled early Fall.

The meeting adjourned at 7:40 P.M.



STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION  
P.O. Box 778  
DOVER, DELAWARE 19903

November 4, 1997

THOMAS R. CARPER  
GOVERNOR

Dear Project Committee Member:

**RE: State Route 1 Grid Concept: Project Advisory Meeting**

The next Project Advisory Committee Meeting is scheduled:

**Date: November 10, 1997**  
**Time: 5:00pm - 7:00pm**  
**Place: Cape Henlopen High School, Room 114**

We are at a pivotal point in the concept development process. This important Advisory Committee meeting will focus on consolidating recommendations and reaching a consensus for the area overall. The results of this meeting will be brought to the next Public Workshop.

During this session we will:

- Review the findings of the August 26, 1997 Public Workshop
- Present the findings/recommendations to date in relation to what can realistically be accomplished. This discussion will be based upon the physical assessments and site visits made by the consultants.
- Through consensus, refine the concepts that will be brought forward in the next Public Workshop.

Please let us know if you are able to attend by calling Delaware Department of Transportation, Office of External Affairs at 1-800-652-5600 or 739-4313. We appreciate your continued support and participation in this study process.

Sincerely

Michele C. Ackles  
Executive Assistant to the Secretary

MA:lsz

cc: Anne P. Canby, Secretary, DeIDOT  
Charles "Bud" Freel, Director, External Affairs, DeIDOT  
Eli Cooper, Planning, DeIDOT  
Deborah Buckley, Urbitran

# **AGENDA**

## **ROUTE 1 PROJECT ADVISORY COMMITTEE**

**November 10, 1997**

- Introduction - Eli Cooper
  - Meeting Goals
  
- Material Presentation - Nick Blendy, KCI Technologies
  - Overview of Graphics/August 26 Public Workshop Results
  - Identification of Opportunities/Constraints
  
- Advisory Committee Working Session
  - Consolidation of concept lines
  - Consensus
  
- Summary of Working Session
  
- Next Public Workshop Scheduled Date
  - November 20, 1997
  - Location Change: Rehoboth School

## **Summary of SR1 Project Advisory Committee November 10, 1997**

The third meeting of the SR1 Project Advisory Committee was held at Cape Henlopen High School, Room 114, on November 10, 1997 at 5:00 P.M.

This Project Advisory meeting was held to review the findings of the August 26, Public Workshop and to establish consensus for the grid concepts developed throughout the study period to date. The results of this meeting will be brought to the next Public Workshop. Delaware Department of Transportation representatives present included Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, and Melissa Welch, Division of Planning. The consultant team was represented by Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates, and Mr. Nick Blendy, KCI Technologies. Project Committee Members attending were: Ms. Joanne DeFiore, Mr. Wally Evans, Mr. Mike Mock, and Ms. Christine Rosen.

Other attendees included Mr. Sam Cooper, Mayor of Rehoboth, Ms. Mabel Granke, and Mr. Michael Short.

At 5:20 P.M., Mr. Eli Cooper convened the meeting summarizing activities to date and the goals of the meeting- to reach consensus and consolidate the multiple lines into one representative line.

Mr. Nick Blendy distributed a summary of the opportunities identified through the previous Advisory Committee meetings and Public Workshops. Constraints identified through field visits were also represented. There was a brief discussion of the area in general. It was commented that environmental concerns were not well represented. Mr. Cooper stated that this is a conceptual stage and when a preferred concept is established the sites will be revisited in greater depth. The area map was broken into a series of blocks and divided into northbound and southbound areas surrounding SR1. The discussion of the sites progressed block by block. A summary follows.

**Block A:** Four opportunities were identified. The railroad underpass was perceived as a constraint for roadway connections. It was also expressed that there should not be a new road passing in front of the firehouse. Further, a road would change the configuration of the emergency vehicle routes adding more time for in accessing SR 1. The firehouse was situated back from the road to allow trucks to turn, be washed, etc. In addition, there were 2 wells for the firehouse that had not previously been noted.

The two park & ride locations were discussed but only one, to the north, will be represented on the map for the Public Workshop. It was suggested that a stop sign be placed on Rt. 285. With this connection, it was also suggested that consideration be given to elimination of the Route 9 signal just west of the Five Points intersection.

**Block B:** There was minimal change on Rt. 275. There was a discussion regarding the eastward extension of the development corridor along Rt. 275 by Sussex County. It was commented that there is a need to work with the County for future development. There will be more signalization on this secondary route as well as flared turning lanes. There was a question regarding east/west

moves noting there is no major construction as yet. The western DelDOT recommendation was eliminated. The Committee's Rt. 275 concept and citizen recommendations were retained. Additional bike lanes through communities were placed on the map.

Block C: There was concern and discussion concerning extending the road connection through a stand of trees (West of Sea Chase). It was suggested that the road be straightened out at Rt. 24. Postal Lane would require a signal. It was also unanimously suggested that an evaluation be done regarding the intersection at the Roadhouse Restaurant.

Block D: Improvements to Airport Road (upgrade) were accepted. The concern regarding roadway connections (bike/pedestrian) behind/through the two trailer communities were presented. It was agreed to leave the representation on the map for the Public Workshops. Several Committee members reemphasized the desire to maintain Rt. 275 as a secondary road. It was a concern that Rt. 275 not become an alternate for SR 1.

Block E: The roadway linkages were eliminated through the residential areas. The SR1 underpass loop and separate pedestrian/bicycle connections were retained.

Block F: Key issue discussed remained the access into Rehoboth. The Church Street option was eliminated. It was suggested that improvements to the underpass be considered to access Rehoboth Avenue parallel to the Canal then angled away from the drawbridge. The Army Corp of Engineers property will need to be investigated. The use of Hebron Road as an alternate route was also questioned in regard to the social make-up of the community.

Block G: Connections through the utility corridor were seen as difficult due to environmental issues. There were concerns regarding Beaver Dam Creek. A new connection to the east was proposed to minimize potential impacts.

Block H: Drainage creeks and wetlands were seen as presenting problems for multimodal connections to the east. Connection was made from 270A through Midway for a bike path only.

Block I: The Committee agreed to keep the DelDOT footprint on the map for the Public Workshop.

After the discussion of the grid concepts, there was a question concerning how the concepts will be prioritized. Mr. Cooper responded that a logical first priority would be connections that have a broad consensus of support.



«Name»  
«Company»  
«Address1»  
«CitystatePostalCode»

«Salutation»

Re: State Route 1 Grid Concept Study: Project Advisory Meeting

The Project Advisory Committee is being reconvened for Phase 2 of the SR1 Grid Concept Study. A meeting is scheduled:

**\*Date:** May 5, 1999  
**Time:** 5:00 PM - 7:00 PM  
**Place:** Lewes Public Library  
Adams Street  
Lewes, DE

Work has continued on the SR1 Grid Concept Study since our last Advisory Committee in November 1997. The work activity included identification of specific project recommendations, selection of six initial project sites, and development of appropriate design concepts. Pedestrian/bicycle and transit improvements are an integral part of these recommendations. The recommendations were broadly presented at the February 25, 1999 Public Workshop and are:

- Providing for a park-and-ride lot near Five Points;
- New multi-modal roadway connection to serve the proposed park-and-ride near Five Points. The connection links SR1 and the southern portion of Route 9;
- Five Points intersection improvements;
- SR 1 third lane widening between Five Points and SR 24;
- Bicycle movement between Airport Road and Rehoboth;
- Rehoboth Avenue entrance improvements.

During this session we will:

- Review the typical cross sections for new multi-modal roadway connections;
- Present the concept designs for the six project locations in greater detail;
- Discuss issues and concerns;
- Refine concepts for presentation at the next Public Workshop

Your previous participation has been valuable in helping to identify the improvements needed and we ask for your continued support. Please let us know if you are able to attend by calling Delaware Department of Transportation, Office of External Affairs at 1 (800) 652-5600 or (302) 739-4313.

Sincerely,

Michele C. Ackles  
Assistant to the Secretary of Transportation

cc: Anne P. Canby, Secretary, DelDOT  
Charles "Bud" Freel, Director, External Affairs  
P. Faust, DelDOT Planning  
Eli Cooper, DelDOT Planning  
Deborah Buckley, Urbitran

\* Note: Meeting date was changed to May 12. Contact with invitees was made by phone for date change by DelDOT Department of External Affairs

**AGENDA**  
**Sussex Route 1 Grid Concept Study**  
**Advisory Committee Meeting**  
**May 12, 1999**

- Introduction
  
- Typical Cross Sections
  
- Concept Designs
  
- Question and Answers
  
- Next Steps

Sussex Route 1 Grid Concept:  
 Advisory Committee  
 May 12, 1999

PLEASE PRINT

	NAME	ADDRESS	PHONE #	FAX #
1	✓ MICHAEL TYLEE	525 Kings Highway Lewis	645-1572	645-8550
2	✓ Jim Ippolito	609 Savannah Rd Lewis	645-6378	645-0469
3	✓ Bonnie McDaniel	1600 Ocean Outlets Rehoboth	226-9223	226-9243
4	✓ Lawrence Lank	Sussex County Planning & Zoning Dept.	855-7883	854-5079
5	✓ Tricia Faust	DEDOT P.O. Box 778, Dover DE 19903	760-2154	739-2251
6	✓ Jeffrey Fried	Berke Med Center 424 Savannah Rd Lewis, DE 19958	645-3537	645-9405
7	✓ Richard Anthony	P.O. Box 653 / Lewis DE 19958	645-1732	
8	✓ Abby Brant	1013 Seabrook Hwy, R.B. 19971	227-6637	
9	✓ Ron Paterson	320 Munson St. - Rehoboth Beach, DE 19971	227-3786	
10	✓ Michael Short	Cape Gazette P.O. Box 213, Lewis		645-1664
11				
12				
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Sussex Route 1 Grid Concept:  
 Advisory Committee  
 May 12, 1999

PLEASE PRINT

NAME	ADDRESS	PHONE #	FAX #
1 ✓ CROAUNE DEFRE	306 BAYVIEW AVE / SEABREEZE Rt. 13 (BE FORGOTTEN HILLS)	227-2257	FACIAL JOHNIE DETIONE @dol.net
2 ✓ WALLY EVANS	2051 SAVANNAH CIRCLE LINDS RD	645-9917	
3 PASCAL GIRARD	40 FAIRVIEW ROAD, RENOVOTH BEACH 19971	227 3378	PGIRANO@AMSCJFD .COM
4			
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**Summary of SR1 Project Advisory Committee  
May 12, 1999**

This first Advisory Committee Meeting for Phase 2 of the Sussex Route 1 Grid Concept Study, held at the Lewes Library, reintroduced the study purpose, presented typical connections, identified six project areas, and presented the design concepts. Delaware Department of Transportation representatives present included Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, and Ms. Tricia Faust, Division of Planning. Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates, and Mr. Nick Blendy, KCI Technologies represented the consultant team. Project Advisory Committee Members attending were:

Ms. Joanne DeFiore	Ms. Bonnie McDaniel
Mr. Wally Evans	Mr. Jeffrey Fried
Mr. Michael Tyler	

Also in attendance were:

Mr. Lawrence Lank, Sussex County Planning and Zoning, Mr. Joe Ippolito, Mr. Richard Anthony, Ms. Mable Granke, Mr. Ron Patterson, Mr. Pascal Girard, and Mr. Michael Short, a reporter from the *Cape Gazette*.

At 5:15 P.M., Mr. Eli Cooper convened the meeting introducing Ms. Tricia Faust as the DelDOT Project manager who will oversee the project. He apologized to the Committee for having to reschedule the meeting a week later due to a conflict with the meeting scheduled for the Cape Henlopen Master Plan. Mr. Cooper gave brief explanation of the study purpose and turned the meeting over to Mr. Jerry Gluck, Urbitran Associates.

Mr. Gluck began by explaining the study process. Phase 1 identified desired connections and potential project areas. He explained that Phase 1 was a "bottoms-up" approach to identify possible roadway connections and needed improvements on SR1. Working with both the Advisory Committee and the public, a base aerial map was marked to indicate multi-modal connections that would allow residents to travel the area without having to use SR1 exclusively. Six meetings (three Advisory and three Public Workshops) were conducted in Phase 1. The evolving map was refined using the information gathered at each session. A representation of the Phase 1 end-product map is contained in the *SR 1 Connections* newsletter.

Using the information gathered, typical connections were developed to show what the grids would look like. The typical sections will serve as a guide for development as it occurs. Agreements would have to be made with developers to have the roadways put into place. Mr. Gluck emphasized that the connections shown would not be implemented unless development occurs in the areas where the roads are designated. The typical sections are only a guide for future development.

Mr. Gluck proceeded to describe two typical sections (with and without drainage) including travel lane widths, shared use lanes, and right of way needed for grass areas and sidewalks. He pointed out

that some sections may require the addition of a left turn lane. The total right of way (ROW) could be as much as 70 ft. In wide areas a typical section ROW could be as much as 90 ft to accommodate utilities.

In discussing pedestrian and bicycle paths the question was asked about the surface paving of the paths. Mr. Gluck responded it would be black-topped.

Mr. Tyler asked about current road work. He asked if the typical sections were being used by DelDOT now. As an example, he cited the Rt. 269 repair. No consideration was given to accommodate bicycles on the roadway.

Mr. Cooper responded that the typical sections are not currently DelDOT standards. If the Committee agrees that the typical sections are appropriate, the typical sections will be presented to DelDOT Department of Policy for adoption. A policy would ensure that compatibility is achieved among projects.

Mr. Cooper continued to explain that zoning is a County requirement and development will occur within zoning guidelines.

The meeting adjourned at 7:15 P.M.



**Sussex Route 1 Grid Concept Study**  
**May 12, 1999**

**Project #1 – Park & Ride**

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**Project #2 – Multi-modal Connector**

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**Sussex Route 1 Grid Concept Study**  
**May 12, 1999**

**Project #3 – Five Points Intersection**

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**Project #4 – SR 1 Southbound from Five Points to Rt. 24**

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# **PUBLIC WORKSHOPS**

- **Phase 1**

- July 16, 1997
- August 26, 1997
- December 4, 1997

- **Phase 2**

- February 25, 1999
- May 26, 1999
- February 29, 2000



**Delaware Department of Transportation**  
**Anne P. Canby**  
**Secretary**

**PUBLIC WORKSHOP**  
**STATE ROUTE 1 IMPROVEMENT STUDY**  
**CONTRACT #803**

The Delaware Department of Transportation (DelDOT) is conducting a "State Route 1 Improvement Study Public Workshop", on Wednesday, July 16, 1997, 4 p.m. to 8 p.m. at Cape Henlopen High School, Lobby, 1250 Kings Highway, Lewes, DE.

The SR1 Improvement Study is a planning process to identify alternate transportation links and connections to improve mobility on SR1 between Five Points and Rehoboth. The alternate transportation connections will be comprehensive and address all modes of travel in the corridor including auto, bike, pedestrian, and bus.

The planning process is designed to be a dialogue with local residents to discuss possible links, taking into consideration impacts on:

- mobility,
- environment,
- future development in the area,
- and current conditions from both a residential and business point of view.

This workshop invites the public to participate in the early planning stages to evaluate the possible transportation connections, and to work towards building consensus for acceptable concepts.

Interested persons are invited to express their views in writing, giving reasons for support of, or opposition to the proposed. Comments will be received on site or can be mailed to DelDOT's External Affairs Office, P.O. Box 778, Dover, DE 19903. If requested in advance, DelDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-739-4313 or write to the Office of External Affairs at the above address.

**PUBLIC NOTICE**

## **PUBLIC WORKSHOP**

**July 16, 1997**

Welcome to the Delaware Department of Transportation Public Workshop. The purpose of this workshop is to provide you with information about the State Route 1 Improvement Study being conducted. The Study goals are to identify transportation linkages/connections that will establish a local transportation system to increase mobility and reduce congestion on SR1. Your questions and comments are encouraged!

There will be no formal speech or presentation at this Workshop. Instead we invite you to participate in the planning process. As you browse the exhibits, feel free to ask questions of the Study staff who are here to explain the study, materials, and discuss your concerns. Written comments may be submitted by completing a comment card located at the sign-in table. Your comments and suggestions will help contribute to the development of concepts and the success of the Study.

## **MEETING GUIDE/EXHIBITS**

**Welcome and General Information:** Please sign in at this table. This Workshop Program and comment cards are also available. The staff at this table can answer any general questions you may have on the State Route 1 Improvement Study. If you have specific questions, this staff can direct you to other exhibits and/or individuals with more information.

**Background Information:** The purpose and need for the SR1 Study will be presented at this table. Information on the planning process, your role, and study schedule are also provided. The map displayed presents the study corridor as it existed in 1992.

**Current /Future Conditions :** This station presents an aerial map showing current conditions of the SR1 corridor. Some of the land designations will be familiar to you. In addition you will also see planned developments and proposed bike routes. Safety issues will be pointed out. At any time, feel free to express your concerns if an issue is not presented that you believe needs to be.

**Project Advisory Committee Preliminary Suggestions:** This exhibit is informational and interactive. At this table you will see the suggestions made at the first Project Advisory Meeting of June 10, 1997. This is your opportunity to comment on the suggestions and, if you choose, sit with the study consulting staff and give your suggestions. Maps and markers will be provided for your use. If you are more comfortable discussing comments/suggestions, our project staff will be happy to discuss your concerns. You may also use the comment card provided at the Welcome Table when you signed in.

SRI Public Workshop  
July 16, 1997

PLEASE PRINT

Name	Address	Telephone	Fax	Place a check (✓) or an ✗ to receive future mailings about this project.
JERRY GLUCK	URBITRAN ASSOCIATES	212 366-6200	(212) 366-6214	
Deborah Buckley	Urban Trans Associates	203-855-8483	203-853-9446	
Mary Campbell	Rehoboth Beach, DE	302-227-7386		✓
Bill Lingo	Rehoboth - Lewes, DE	302-227-3083	301-227-4886	✓
MARLENE SHEERMAN	2302 EAGLES LDC			✓
WAYNE SHEERMAN	REHO. BEACH	302 226-9229		✓
DANIEL DWYER	399 MURBERT LN LEWES DE	302-645-0402		✓
H KIMBLE	50 HARBOR Cir. MILLSBORO DE			
MIKE DEOLI	40 KING'S CREEK CIR	707 - 5724	645-6760	✓
Phyllis Soboczenski	570 Pilot town Rd LEWES	645-7504		✓
Mike Short	Cape Gazette, Box 213-	645-7700	645-1664	✓
Ima Okollaren	Rehoboth Outlets	226 9223	226 9243	✓
Cherise Johnson	Coast Pass Rt. 1	227-9466	227-9469	✓
Wadeley Howard	Weldata News	644-6323	645-2267	✓
Michael D. Shee	" "	"	"	
Barbara M. ...	" "			
Scott Johnson	Coast Pass	227-9466	227-9469	

SRI Public Workshop  
July 16, 1997

PLEASE PRINT

Name	Address	Telephone	Fax	Place a check (✓) or an ✕ to receive future mailings about this project.
Mable Cranke	1113 Scarborough Ave	227-6637	CITY Hall 227-4142	✓
Oscar Warrington	Town - 1004 Kinghty	645-8615	LEWES	
LARRY SHARP	10517 Capemary Lewis Ferry	641-6037	645-6016	
Jim Ippolito	609 SAVANNAH RJ. LEWES	645-6378	645-1659	✓
Mike Efford	525 5th St Lewes	645-8550	645-8550	✓
James D. Jones	306 Bayview Ave.	227-2757		✓
Mrs. W. Marie	1002 BOLD EAGLE RD Rehoboth	227-4108		✓
Berna Bernice Bellinger	128 7th St. Lewes	645-9872		✓
Tom Hartley	P.O. Box 996 Doves 19903	697-6400	378-1012	✓
NANA CANNATA	212 W. FOUNTAIN St LEWES	645-9590		✓
JOEL LEWY	7 HOLLY RIDGE, REHOBOTH	226-3739		
	Le			
SAM COOPER	13 NEW CASTLE ST, REHOBOTH BEACH, DE 19971	227-3519		✓
Cindy Dukes	165 Edgewater Dr., Lewes	645-9570		
Don Dukes	" " "	" "		
Donald Dukes, Jr	" " "	" "		

Summary of SR1 Public Workshop  
July 16, 1997

The first SR1 Public Workshop was held at the Lewes Public Library on July 16, 1997 from 4:00 PM through 8:00 PM.

This was the first of three Public Workshop sessions scheduled to follow the Project Advisory Committee meetings. The Workshops are structured to inform the general public in the study area about the project, present the suggestions made by the Advisory Committee, and invite local participation in the planning process by identifying alternate roadways (linkages and connections) to redirect traffic flow as a way of relieving congestion and improving mobility on SR1. The Public Workshops are informally structured to encourage attendees to walk through the exhibits, discuss ideas and concerns with project staff, and put ideas on paper (maps provided).

Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Department of External Affairs, Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, and Melissa Welch, Division of Planning, Ms. Liz Holloway, DelDOT Bicycle division. The consultant team was represented by Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates, and Mr. Nick Blendy, KCI Technologies. Several Project Advisory Committee members were present including:

Ms. Mary Campbell	Ms. Lana O'Halleran
Ms. Joanne DiFiore	Mr. Larry Sharp
Mr. Bill Lingo	Mr. Michael Tyler
Mr. Mike Mock	Mr. Bob Stickels

Three newspapers sent representatives: Cape Gazette, Coast Press, and the Delaware State News

Excluding DelDOT staff, Project Advisory Committee members and the press, a total of 23 people attended. This count only represents those who signed in at the Welcome Table.

The attendees were very interested in the project and several came prepared with written suggestions/concerns. The following are suggestions, issues, and concerns that were raised by attendees:

Suggestions:

Roadways

- It was suggested that a bypass of SR1 via Route 5 through Milton be built. A new bridge would be required by the Indian River. This connection would enable traffic coming from Wilmington and going to Bethany Beach and Ocean City to bypass SR1.
- There should be three lanes in each direction of SR1 between Route 24 and Five Points similar

to SR1 south of Route 24 where there are three lanes in each direction.

- Need 3 lanes on 275 with limited access.
  
- Proposals for bypass and alternate routes to alleviate the congestion and improve traffic safety on Route 1, in and around Rehoboth and Dewey Beach. The following is a verbatim presentation taken from a written submission.
  1. Create a bypass for Rehoboth Beach and Dewey Beach for North/South and East/West traffic from Route 1-just north of the Indian River Inlet Bridge-by linking Route 5/Long Neck Road to Route 1 via a new road across Burton's Island and a new high bridge (for clearance of sailboat masts) from Burton's Island to Labens Point and a bridge over to Massey's Landing. Recommend Route 5 and the extension connecting to Route 5 and the extension connecting to Route 1 just north of Indian River Inlet bridge be widened to four lanes with median strip as far North as the Route 5 intersection with Route 1 north of Milton. A Milton bypass for Route 5 should also be considered. The County/State needs to set aside or condemn property for future development of this much needed bypass.
  
  2. Build two new roads from the canal bridge in Rehoboth Beach. Designate the current route 1A one way inbound to Rehoboth (2 lanes already available and there will be no need to widen Route 1A). Build one new road northbound from the canal (designate it one way). The northbound road can utilize the old railroad right of way and continue behind Ames and Ocean Outlets, paralleling Route 1 to Midway before intersecting with Route 1. The other new road should take a path along the west side of the Lewes and Rehoboth Canal toward Lewes and connect to route 267/route 9. Routes 270, 271, and 273 (Country Club Drive) should be extended eastbound to connect to the new road to Lewes. (This link will provide a better route for the shuttle buses from satellite parking lots on Country Club Drive). The County/State needs to set aside or condemn property for future development of this much needed alternate route. New zoning and land set asides requested for the future new roads.
  
  3. Establish a parallel road for Route 1 (possibly along the old railroad right-of-way) on the east side of the highway from Route 1A (Rehoboth Avenue) behind the Ames Shopping Center, the Ocean Outlets and Kmart, to Route 9, with a link to Route 1 and Country Club Drive at the Ames Shopping Center. (This link will provide a better route for the shuttle buses from the satellite parking lots on Country Club Drive). The County/State should set aside or condemn property for future development of roads for this much needed alternate route.
  
  4. Extend Route 275 to Country Club Drive, by extending Route 275 South of Old Landing Road beside or through Breezewood Development through last two parallel streets of trailer park development and back of Ocean Outlets (Bayside). The County/State should set aside or condemn property for future development of roads for this much needed alternate route.
  
  5. Connect Eagle Drive and/or Phillips Street to Country Club Drive. Extend Phillips Street/Eagle Drive around Amusement Park to connect Country Club Drive. The

County/State should set aside farm land currently in the path of this through way for future development of the road. This would provide less complex access to Route 1 for residents west of Route 1 and between the canal and the amusement park. Complete Buckingham Drive from Bald Eagle to Route 273 or Re-route Buckingham Drive to Route 273 after connecting this road to Bald Eagle Drive.

6. Widen Route 1A from Route 1 to the Canal Bridge to 4 Lanes, to remove the bottleneck to traffic flow in and out of the Rehoboth Beach town center and the resulting traffic jams on Route 1. The most stated reasons for not widening the entrance on Route 1A from Southbound Route 1 has been two fold; the need to save sycamore trees and the fact that the town of Rehoboth Beach does not include the stretch of Route 1A located on the west side of the Lewes-Rehoboth Canal. The fact is there are two "old thinking" ideas gone beyond what is good for Rehoboth Beach and the surrounding communities. Businesses in Rehoboth are complaining about outlet malls on Route 1 and are suffering from lack of business. Additional parking lots for which the City fathers could collect fees should also be considered. I am sure that the little West Rehoboth community on the west side of the canal would benefit from widening Route 1A entrance to Rehoboth Beach. There are businesses in that area that are also suffering from the congestion on Route 1. Additionally, an overpass over Northbound Route 1 for left turning.

- Use Hebron Rd. to access the Park & Ride and Rt.24 avoiding the need to cut across Rt.1.
- SR1B roadway access from Canal Bridge

#### Transit

- A "rapid transit" line from Wilmington to the Park-and-Ride lot in Rehoboth would provide an alternative to people coming by car.

#### Bike Routes

##### Phase One

1. Resurface the shoulders of Rd 275, Plantations Rd, and designate the shoulders as a Bike Lane.
2. Pave the shoulders of Old Landing Rd., at least from 275 to Airport Rd., and continue the Bike Lane designation.
3. Continue with paved shoulders and Bike Lane designation on Airport Rd.

##### Phase Two

1. Explore possible Bike access from Rolling Meadows thru to Rd. 275.
2. Explore possible access from Airport Rd. To the Park and Ride, either thru or behind the various businesses and Mobile Home Parks along Rt. 1.

- At the same time as pursuing the above options, consideration should be given to using the shoulders of Rt. 1 north of Lowe's as a Bike lane, since the bus lane does not start until there
- Also access to Rt 275 from Rt. 1 via Shady Lane at Grotto Pizza Grand Slam would be a safer access point for bikes than the Five Points intersection.
- The Bike Path from Lewes to Rehoboth thru Cape Henlopen State Park is a great idea and should be pursued. However, this involves many other groups and might take a long time to come to pass. Where as most of the ideas presented above could be implemented by DelDot alone without much controversy and at a reasonable cost.
- No bike path on SR1
- Cape Henlopen, grass in bike path needs to be cut/clean
- New Road-shoulders disappear/too small, compete with speeding traffic

#### Signalization

- A traffic signal placed at the intersection of Rt 1/273A
- As a safety feature, place a shield on light to increase visibility when the sun glare is present
- Signal at 1A should be closed during Beach Season to force use of alternate routes e.g. Church Road

#### Issues/Concerns

- The Kings Highway intersection at SR1 is confusing.
- There is a problem caused by motorists who turn right from Rehoboth Avenue onto northbound SR1 and then weave into the left-turn lane to access the roadway that leads to the park-and-ride lot.
- There is a problem at the intersection of SR1 and Route 273A caused by sun glare that makes it difficult for northbound SR1 traffic to see a red traffic signal indication.
- Regarding a suggestion seen in the newspaper about closing the left turn off Rt. 1 onto Church Street past the entrance to Rehoboth, disagree that there is difficulty at that location. Eliminating the left turn there would severely impact the many users of the YMCA. I think this would cause many more traffic problems than it would solve.
- Letter from Mayor Samuel R. Cooper (City of Rehoboth) regarding city's drinking water wells: There are "six wells which represent a critical resource to the City of Rehoboth and the surrounding area. The city, through these wells, supplies all the drinking water east of the canal with the exception of Henlopen Acres as well as supplying water to a considerable area

west of the canal. All the city's wells were drilled to a depth of approximately 100 feet. This places them in the Columbian or unconfined aquifer. A very critical point is that these wells, drilled into the confined aquifer, are directly effected by activity on the surface of the ground.

Our engineers estimate that the area of influence around each well is a circle with a radius of 2000 feet." The following is a listing of the well site locations. Their locations have been placed on the area map developed from the public workshop

- Wells 1,2, and 3 are located adjacent to Route One approximately 1/4 mile west of its intersection with Rehoboth Avenue. Well 1 currently produces about 900 (GPM) gallons per minute, Well 2 about 700 GPM, and Well 3 about 400 GPM.
- Well 6 is located within the Breezewood development and produces about 350 GPM.
- Well 7 is located along Road 274 midway between Roads 275 and 275A. Well 7 produces about 1,000 GPM.
- Well 8 is located along Road 275 between Road 274 and Route 24, at the inside of the curve of Road 275. Well 8 was completed in 1992 and produces 1,000 GPM. The total project costs for this well were about \$1,200,000.00.
- Wells 4 and 5, located in Sea-Air Mobile City, have been abandoned by the city.

- The Red Lion intersection has a high accident rate.

#### Other Miscellaneous Suggestions

- Add labels to Map
  - Church Street
  - Airport Road
  - Lewes, Rehoboth Beach, and Cape Henlopen High School
- Traffic calming strategies and enforcement of speed needs to be addressed
- Divert travelers to Bethany Beach to Rt 113/26
- Rt. 202 (Concord Pike) and Kirkwood Highway are similar to SR but do not seem to have same problems. Look at these roads to see what similar techniques can be used along SR1.
- New Road and Pilot Town Road-need shoulders
- Between Savannah Rd and Freeman Highway there is a heavy volume of traffic
- Parking at Dairy Queen on shoulders

# Bike Routes

## PHASE ONE

1. Resurface the shoulders of Rd 275, Plantations Rd, and designate the shoulders as a Bike Lane.
2. Pave the shoulders of Old Landing Rd., at least from 275 to Airport Rd., and continue the Bike Lane designation.
3. Continue with paved shoulders and Bike Lane designation on Airport Rd.

## PHASE TWO

1. Explore possible Bike access from Rolling Meadows thru to Rd.275.
2. Explore possible access from Airport Rd. to the Park and Ride, either thru or behind the various businesses and Mobile Home Parks along Rt.1.

At the same time as pursuing the above options, consider using the shoulders of Rt.1 north of Lowe's as a Bike lane, since the bus lane does not start until there.

Also access to Rt 275 from Rt. 1 via Shady Lane at Grotto Pizza Grand Slam would be a safer access point for bikes than the 5 points intersection.

The Bike Path from Lewes to Rehoboth thru Cape Henlopen State Park is a great idea and should be pursued. However, this involves many other groups and might take a long time to come to pass. Where as most of the ideas presented above could be implemented by DelDot alone without much controversy and at reasonable cost.

Note: I read in the paper a suggestion about closing the left turn off Rt.1 onto Church Street past the entrance to Rehoboth. I have never had any trouble at that location and eliminating the left turn there would severely impact the many users of the YMCA. I think this would cause many more traffic problems than it would solve.

Phyllis J. Soboczenski  
570 Pilottown Rd.  
Lewes DE 19958

PROPOSALS FOR BYPASS AND ALTERNATE ROUTES TO ALLEVIATE THE CONGESTION AND IMPROVE TRAFFIC SAFETY ON ROUTE 1, IN AND AROUND REHOBOTH AND DEWEY BEACH

1. CREATE A BYPASS for Rehoboth and Dewey beach for North/South and East/West traffic from Route 1 - just north of the Indian River Inlet Bridge - by linking Route 5/Long Neck Road to Route 1 via a new road across Burton's Island and a new high bridge (for clearance of sailboat masts) from Burton's Island to Labens Point and a bridge over to Massey's Landing .

Recommend Route 5 and the extension connecting to Route 1 just North of Indian River Inlet bridge be widened to four lanes with median strip as far North as the Route 5 intersection with Route 1 north of Milton. A Milton bypass for Route 5 should also be considered. The County/State needs to set aside or condemn property for future development of this much needed bypass.

2. ESTABLISH A PARALLEL ROAD for Route 1 (possibly along the old railroad right-of-way) on the East side of the highway from Route 1A (Rehoboth Avenue) behind the Ames Shopping Center, the Ocean Outlets and Kmart, to Route 9, with a link to Route 1 and Country Club Drive at the Ames Shopping Center. (This link will provide a better route for the shuttle buses from the satellite parking lots on Country Club Drive.) The County/State needs to set aside or condemn property for future development of this much needed alternate route.

3. EXTEND ROUTE 275 to Country Club Drive, by extending Route 275 South of Old Landing Road beside or through Breezewood Development through last two parallel streets of trailer park development and back of Ocean Outlets (Bayside). The County/State should set aside or condemn property for future development of roads for this much needed alternate route.

4. CONNECT EAGLE DRIVE AND/OR PHILLIPS STREET to Country Club Drive. Extend Phillips Street/Eagle Drive around Amusement park to connect to Country Club Drive. The County/State should set aside farm land currently in the path of this through way for future development of the road. This would provide less complex access to Route 1 for residents west of Route 1 and between the canal and the amusement park.

5. WIDEN ROUTE 1A FROM ROUTE 1 TO THE CANAL BRIDGE TO 4 LANES, to remove the bottleneck to traffic flow in and out of the Rehoboth Beach town center and the resulting traffic jams on Route 1. The most stated reasons for not widening the entrance on Route 1A from Southbound Route 1 has been two fold; the need to save sycamore trees and the fact that the town of Rehoboth Beach does not include the stretch of Route 1A located on the west side of the Lewes-Rehoboth Canal. The fact is these are two "old thinking," ideas gone beyond what is good for Rehoboth Beach and the surrounding communities. Businesses in Rehoboth are complaining about outlet malls on Route 1 and are suffering from lack of business. Additional parking lots for which the City fathers could collect fees should also be considered. I am sure that the little West Rehoboth community on the west side of the canal would benefit from widening Route 1A entrance to Rehoboth Beach. There are businesses in that area that are also suffering from the congestion on Route 1. Additionally, an overpass over Northbound Route 1 for left turning

## SUSSEX COUNTY ROUTE 1 PROPOSALS FOR BYPASS AND ALTERNATE ROUTES

1. CREATE A BYPASS for Rehoboth and Dewey beach for North/South and East/West traffic from Route 1 - just north of the Indian River Inlet Bridge - by linking Route 5/Long Neck Road to Route 1 via a new road across Burton's Island and a new high bridge (for clearance of sailboat masts) from Burton's Island to Labens Point and a bridge over to Massey's Landing .

Recommend Route 5 and the extension connecting to Route. 1 just North of Indian River Inlet bridge be widened to four lanes with median strip as far North as the Route 5 intersection with Route 1 north of Milton. A Milton bypass for Route 5 should also be considered. The County/State needs to set aside or condemn property for future development of this much needed bypass.

2. BUILD TWO NEW ROADS FROM THE CANAL BRIDGE IN REHOBOTH BEACH. DESIGNATE THE CURRENT ROUTE 1A ONE WAY INBOUND TO REHOBOTH (2 lanes already available and there will be no need to widen Route 1A) . BUILD ONE NEW ROAD NORTHBOUND FROM THE CANAL (DESIGNATE IT ONE WAY). The Northbound road can utilize the old railroad right of way and continue behind Ames and the Ocean Outlets, PARALLELING ROUTE 1 TO MIDWAY before intersecting with Route 1. THE OTHER NEW ROAD SHOULD TAKE A PATH ALONG THE WEST SIDE OF THE LEWES AND REHOBOTH CANAL TOWARD LEWES AND CONNECT TO ROUTE 267/ROUTE 9. ROUTES 270, 271, AND 273 (Country Club Drive) SHOULD BE EXTENDED EASTBOUND TO CONNECT TO THE NEW ROAD TO LEWES. (This link will provide a better route for the shuttle buses from the satellite parking lots on Country Club Drive.) The County/State needs to set aside or condemn property for future development of this much needed alternate route. New zoning and land set asides requested for the future new roads.

3. EXTEND ROUTE 275 TO ROUTE 273 (Country Club Drive). The extension of Route 275 could run South on Old Landing Road, or through Breezewood Development, or through the last two parallel streets of a trailer park development and back of the Ocean Outlets (Bayside). The County/State should set aside or condemn property for future development of roads for this much needed alternate route.

4. CONNECT EAGLE DRIVE, COMPLETE BUCKINGHAM DRIVE FROM BALD EAGLE, AND/OR PHILLIPS STREET TO ROUTE 273 AND COUNTRY SIDE DRIVE. Extend Phillips Street/Eagle Drive around Amusement park to connect to Country Club Drive. The County/State should set aside farm land currently in the path of this through way for future development of the road. This would provide less complex access to Route 1 for the 300 plus residents west of Route 1 between the canal and the amusement park. Complete Buckingham Drive from Bald Eagle to Route 273 or Re-route Buckingham Drive to Route 273 after connecting this road to Bald Eagle Drive.

Suggestions/Recommendations submitted Oct. 21, 1996, by:  
Marlene Sherman, 2302 Eagles Landing, Rehoboth Beach, DE 19971

# Comprehensive Transportation Analysis - Sussex County, Delaware

The State of Delaware  
Department of Transportation

PROJECTED 2005  
MAJOR SEASONAL  
POPULATION  
CONCENTRATIONS

LEGEND

-  CONCENTRATED POPULATION AREAS
-  SCATTERED POPULATION AREAS

*Need Budget  
to CRT. 1*

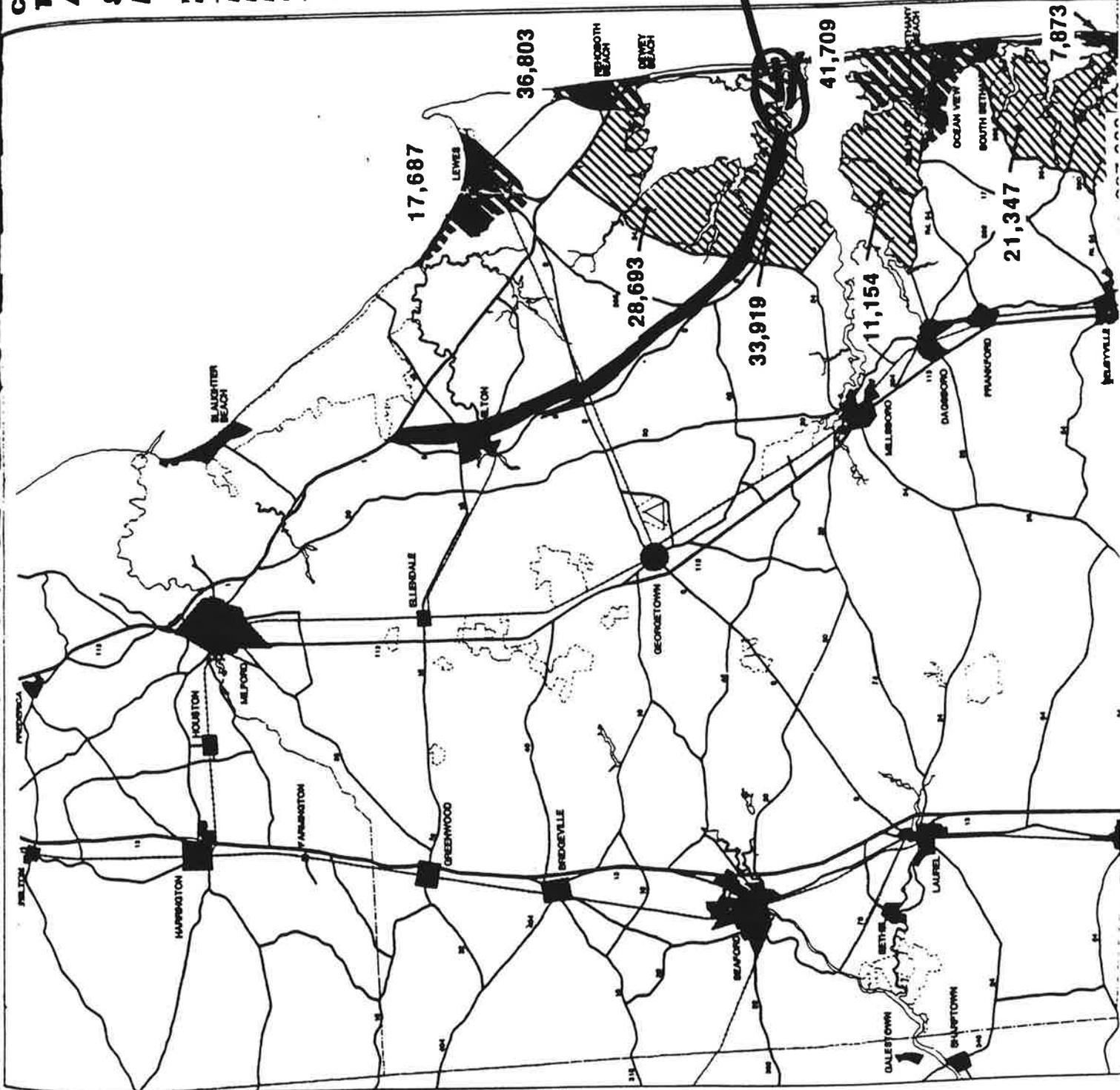
Figure 3

July 1997



Del. Dept. of Transportation  
Planning & Policy Bureau

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# City of Rehoboth Beach



229 Rehoboth Avenue, P.O. Box C  
Rehoboth Beach, Delaware 19971

Office of the Mayor

Phone (302) 227-2100  
Fax (302) 227-2101

July 15, 1997

Mrs. Mary Campbell  
80 Oak Avenue  
Rehoboth Beach, Delaware 19971

Dear Mary,

I am happy to respond to your inquiry concerning the location of the city's drinking water wells.

- Wells 1, 2, and 3 are located adjacent to Route One approximately ¼ mile west of its intersection with Rehoboth Avenue. Well 1 currently produces about 900 (GPM) gallons per minute, Well 2 about 700 GPM, and Well 3 about 400 GPM.
- Well 6 is located within the Breezewood development and produces about 350 GPM.
- Well 7 is located along Road 274 midway between Roads 275 and 275A. Well 7 produces about 1,000 GPM.
- Well 8 is located along Road 275 between Road 274 and Route 24, at the inside of the curve of Road 275. Well 8 was completed in 1992 and produces 1,000 GPM. The total project costs for this well were about \$1,200,000.00.
- Wells 4 and 5, located in Sea-Air Mobile City, have been abandoned by the city.

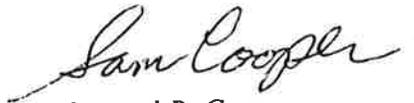
These six wells represent a critical resource to the City of Rehoboth and the surrounding area. The city, through these wells, supplies all the drinking water east of the canal with the exception of Henlopen Acres as well as supplying water to a considerable area west of the canal.

All the city's wells were drilled to a depth of approximately 100 feet. This places them in the Columbian or unconfined aquifer. A very critical point is that these wells, drilled into the

*confined aquifer, are directly effected by activity on the surface of the ground. Our engineers estimate that the area of influence around each well is a circle with a radius of 2000 feet.*

*I hope this letter and attached drawing help you better locate the city's wells. I also hope they emphasis what a critical resource these wells are and how activity, on the surface, can have a negative impact.*

*Sincerely,*

A handwritten signature in cursive script that reads "Sam Cooper".

*Samuel R. Cooper  
Mayor*

*pgb  
Attachment*



Delaware Department of Transportation  
**Anne P. Canby**  
**Secretary**

**PUBLIC WORKSHOP**  
**STATE ROUTE 1 IMPROVEMENT STUDY**  
**CONTRACT #803**

The Delaware Department of Transportation (DelDOT) is conducting the second in a series of three "State Route 1 Improvement Study Public Workshop", on Tuesday, August 26, 1997, 4 p.m. to 8 p.m. at Lewes Public Library, Adams Street, Lewes, Delaware.

The SR1 Improvement Study, a planning process identifying alternate transportation linkages and connections to improve mobility on SR1 between Five Points and Rehoboth Beach, began in June 1997. The study actively seeks participation of all local residents in the development of concepts for a local transportation system addressing all methods of travel in the corridor including auto, bike, pedestrian, and bus.

This meeting will present to the public, concepts developed from suggestions made at the previous Public Workshop and Project Advisory Committee meetings. These concepts are important in that they strive to:

- improve mobility for local residents by listening and incorporating what the local community desires,
- address concerns pertaining to the environment and safety,
- meet current and future mobility needs.

This workshop invites the public to review the study progress, comment on the current concepts, and continue as active participants in reaching consensus for desired roadway connections and mobility solutions.

Interested persons are invited to express their views in writing, giving reasons for support of, or opposition to the proposed. Comments will be received on site or can be mailed to DelDOT's External Affairs Office, P.O. Box 778, Dover, DE 19903. If requested in advance, DelDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-739-4313 or write to the Office of External Affairs at the above address.

**PUBLIC NOTICE**

## PUBLIC WORKSHOP

August 26, 1997

Welcome to the Delaware Department of Transportation Public Workshop. The purpose of this workshop is to present to you, concepts developed from suggestions made at the previous Public Workshop and Project Advisory Committee meetings. These concepts are important in that they strive to improve mobility for local residents by listening and incorporating what the local community desires, address concerns pertaining to the environment and safety, and meet current and future mobility needs

This workshop invites you to review the study progress, comment on the current concepts, and continue as active participants in reaching consensus for desired roadway connections and mobility solutions. Your questions and comments are encouraged!

No formal speech or presentation will be made at this Workshop. As participants, we ask that you view the exhibits, ask questions and discuss your concerns with the Study staff. Written comments may be submitted by completing a comment card located at the sign-in table. Your comments are important for the success of the Study.

## MEETING GUIDE/EXHIBITS

**Welcome and General Information:** Please sign in at this table. This Workshop Program and comment cards are also available. The staff at this table can answer any general questions you may have on the State Route 1 Improvement Study. If you have specific questions, this staff can direct you to other exhibits and/or individuals with more information.

**Background Information:** The purpose and need for the SR1 Study will be presented at this exhibit. Information on the planning process and your role will also be explained. The map displayed was developed from a 1992 aerial and closely represents the study corridor as it exists today .

**Results of July 16, 1997 Public Workshop:** This station presents a map depicting suggestions made at the first Public Workshop. Suggestions reflect linkages and connections to serve auto, bicycle, pedestrian and transit needs. Key land designations are shown as well as planned developments and proposed bike routes. Environmental factors, such as wetlands, are also presented. At any time, feel free to express your concerns if an issue is not presented that you believe needs to be.

**Combined Public Workshop and Project Advisory Committee Suggestions:** This exhibit is informational and interactive. At this table you will see the suggestions made by the Project Advisory Committee combined with the Public Workshop results. This is your opportunity to comment on what is presented either by discussion with the project staff and/or illustrating your suggestions. Maps and markers will be provided for your use. If you prefer, you may also use the comment card provided at the Welcome Table when you signed in.



DelDOT

## SR1 Improvement Study

The SR 1 Improvement Study is a planning process to identify alternate transportation linkages and connections to improve travel on SR1 between Five Points and Rehoboth Beach. DelDOT is inviting citizens in the area, through a series of Public Workshops, to make suggestions and to share comments and concerns as to what can improve travel in the area. You may talk with someone or write your comments/suggestions below. You may leave them at the Welcome Table or with any of the staff.

My suggestions/concerns are:

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Christine D Rossman - HDSong.com 302-644-043  
 2377 Mulberry St  
 Newark, DE 19958

**SR1 IMPROVEMENT STUDY PUBLIC WORKSHOP**  
 Lewes Library, Lewes, Delaware  
 August 26, 1997



NAME	FULL ADDRESS (Street & # or P.O. Box, City, State, Zip)
1 Bob Frederick	PO Box 1071 Dewey Beach, DE 19971
2 Sam DeBoer	7 Broadfield, Plantations, Lewes DE 19958
3 Dean Belt	113 Hardinger Dr Lewes, DE 19958
4 Jill Jones	2611 Eagles Landing, Rehoboth DE 19971
5 Dan Dwyer	399 MULBERRY LANE LEWES DE 19958
6 Chris Rosen	337 Mulberry St. Lewes DE 19958
7 Bonnie Geier (DTC)	655 Bay Rd Blue Her Corp Ctr Dover DE 19901
8 Mike Short	Cape Gazette, Lewes, Delaware 19958
9 Nancy Hecker	398 Mulberry Ln Lewes 19958
10 W.P. Perkin	" " " " " "
11 Tom Hoffmann	Unit 14 The Plantations Lewes DE 19958
12 Bill King	

SR1 IMPROVEMENT STUDY PUBLIC WORKSHOP

Lewes Library, Lewes, Delaware  
August 26, 1997



George Smith  
Lewes Mayor

	NAME	FULL ADDRESS (Street & P.O. Box, City, State, Zip)
1	Barbara Wachs	P.O. Box 333 Rehoboth
2	Wally Wachs	1013 Seabury Lane, R.B. 19971
3	Sam Cooper Member Kenshin	P.O. Box C REHOBOTH BEACH, DE 19971
4	Jeanne Duffine	306 BAYVIEW AVE REHOBOTH BEACH 19971
5	Gene & Bernice Sullinger	128 Joseph Dr. Lewes Andy/Grae
6	Ashley Gray	PO Box 37 Delaware State News, Lewes DE 19958
7	Tim Ippolito	609 SAVANNAH RD Lewes DE 19958
8	Deborah Buckley	Urban Assoc.
9	RICHARD T FAULK	110 BEACHFIELD DR REHOBOTH BEACH DE 19971
10	MICHAEL MACCAY	127 HARBINGER D. Lewes DE 19958 Godwin Creek
11		
12		

## **Summary of SR1 Public Workshop August 26, 1997**

The second SR1 Public Workshop was held at the Lewes Public Library on August 26, 1997 from 4:00 PM through 8:00 PM.

This second of three Public Workshop sessions presented the results of the first Public Workshop held July 16, 1997 and the Advisory Committee meetings of June 10 and July 29, 1997.

Delaware Department of Transportation representatives present included Ms. Sabrina Vetter, Department of External Affairs, Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, and Melissa Welch, Division of Planning. The consultant team was represented by Ms. Deborah Buckley of Urbitran Associates and Mr. Nick Blendy, KCI Technologies. Several Project Advisory Committee members were present including Ms. Joanne DiFiore, Mr. Bill Lingo, Mr. Michael Tyler. The Mayors from the Town of Rehoboth (Mr. Sam Cooper) and Dewey Beach (Mr. Bob Frederick) attended. Lewes Councilman Jim Ippolito also attended. The Cape Gazette and the Delaware State News Two sent representatives.

Excluding DelDOT staff, Project Advisory Committee members, Mayors, and the press, a total of 14 people attended. This count represents only those who signed in at the Welcome Table.

The attendees were very interested in the project and several expressed they "really liked" the ideas that were suggested. The following are suggestions, issues, and concerns that were raised by attendees during this Workshop:

Suggestions:

### **Roadways**

- SR1 has three northbound lanes but only two southbound between US 9 and SR24. It was suggested there should be three southbound lanes on SR1 to facilitate entering the roadway.
- There was general approval for the four one-way entrance locations into Rehoboth but some resistance to the Church Street location. There is much activity on this road currently. One suggestion was to make Church Street one-way to SR1.
- In discussing the Rehoboth one-way access options, it was suggested that the entrance along the canal could also be developed as a River Walk, similar to what was done in San Antonio, TX.
- Additional comments regarding one-way access into Rehoboth suggested that there is a need to have a right lane jug handle turn passing under the canal bridge or across SR1 (grade separated) instead of the left turn to Rehoboth with a signal.

- A new eastside SR1 connection between Rd. 271 to Field Lane (using the existing DP&L Utility corridor) and Rd. 270A (behind the proposed Assisted Living site) was recommended.
- Strong opposition to any Rt. 273 upgrades was expressed by several small groups.
- There was general support for the east side "service roads" shown on the Workshop map.
- It was suggested and general support expressed for relocating Postal Lane to Rt. 275 as shown on the existing map. There is a bottleneck at the intersection of Rt. 275 and Postal Lane.
- The comment was made that traffic could be redirected by providing a link from SR1 to the light on Rt. 18, connect to Rd. 275 to Shady Rd. with an open light at SR1 and Shady Road.
- It was suggested that Rt. 276 (Shady Road) be reopened adjoining Plantations Road. This would mitigate the congestion at the traffic signal on US 9. Westbound traffic traveling trying to access 275 and 285 are affected by the existing congestion.
- The intersection at Five Points is seen as unsafe. It was suggested that Five Points be made into a grade separated intersection. This was viewed as increasing mobility and improving safety.

### **Signalization**

- There is a bottleneck at Rd. 275 and US. 9 light. The light was suggested to be moved further west on Rt. 9.
- It was suggested that the light at the Rt 18/US 9 & SR1 intersection be eliminated. Another suggestion was to make this site a full interchange.
- If the link is made from the Delmarva Power and Light Power and Light utility corridor to Rehoboth Avenue, it was felt a light would be needed where the roads will intersect.
- It was suggested that a traffic signal be placed at the intersection of Rt 1/273A.

### **Transit**

- The location of the Park & Ride suggested near Five Points prompted several comments and two alternative suggestions:
  - Establish a Park & Ride before Five Points (North of New Road/west of SR1)
  - Alternate Park & Ride Location should be considered near SR18/US19/west of SR1/US 9 intersection.

## **Bike Routes/Pedestrian**

- The suggestion was made that DNREC become the responsible agency for “multi-use recreational” planning of the former Rehoboth/Lewes railroad corridor.
- The discussion of rail road right of ways indicated that after the rail road stopped operating the land reverted back to the owners. It appears that an open letter in a local newspaper stated that owners are unlikely to grant a right way for bike ways.

## **Issues/Concerns**

- There is a bottleneck at Rd. 275 and Rd. 283.
- The suggestion for a road connection from SR1 heading west and around the Sea-Air development was considered a good idea. However, it was expressed that it was unlikely that this could be done since the road would cut through several mobile homes. This location between King's Creek Country Club and Sea-Air is separated by a wood stockade fence.
- A Workshop attendee asked about the proposed State Housing Authority (SHA) site near Rd. 285 where an extension of the Lewes Sanitary Sewer Line is supposedly being considered. It was commented that if this to be built it would affect the road concepts drawn on the map. Nick Blendy is checking to see if the site is a proposed site.
- Vegetation was seen growing in the cleared areas for proposed development next to the Mill Outlet. The aerial map shows this site has a hydric soil area. The question was asked how development could have been permitted there. The consultant explained the ACOE/DNREC permit procedures.
- The Rehoboth municipal wells were addressed during the first Workshop and Lewes wells have also been. It was pointed out during this Workshop, that there are additional non-municipal utility wells in the area that will also need to be considered when looking for road connections and linkages.
- Plantations Road already experiences heavy traffic. Redirecting traffic to this road was a concern.
- The question was asked about the proposed Lowes location and why DelDOT recommended access from Rd. 275 only. The concern is that this is a residential road.
- There was a perception and concern that Rd. 275 was being viewed as a relief road and could become a wider alternate to SR1 as currently signed (SR1D). The question was asked if Rd. 275 would have four lanes. If the road was widened at the Plantations, there would be no

room.

- It was suggested that the sign for Rt. 1D be removed. This would prevent tourists from knowing about and using this back road.
- Similar to other meetings, the Red Lion Food Market intersection was seen as a high accident rate area. It was felt the area requires an acceleration lane.
- Rolling Meadows, near Lowes, accesses SR1 and also requires an acceleration lane.
- Traffic on Rt. 1 in/out of the shopping centers remains a concern. Additional service roads were suggested.
- The Five Points/Rt. 275 intersection experiences a lot of congestion during peak periods. Traffic merging in this area faces a lot of difficulty.

#### **Other Miscellaneous Suggestions/Comments**

- Rt. 283 was tar and chipped several weeks ago. The question was asked about repainting the lines. DelDOT Planning will look into the matter.
- The question was asked about the cost of the project. It was expressed that it was foolish to raise hopes for improvements if costs would make it unlikely to proceed.
- A discussion regarding future transportation planning indicted several Workshop attendees felt there is a need to determine needs before development is built.
- General comments were made that the traffic problems are broader, not just localized.
- Written comments suggested that some form of audio/visual presentation be made to show the progress of concept development.



**Delaware Department of Transportation**  
**Anne P. Canby**  
**Secretary**

**PUBLIC WORKSHOP**  
**STATE ROUTE 1 GRID CONCEPT**  
**(previously known as State Route 1 Improvement Study)**  
**CONTRACT #803**

The Delaware Department of Transportation (DelDOT) announces a Public Workshop for State Route 1 Grid Concept on Thursday, December 4, 1997, 4 p.m. to 8 p.m. at Cape Henlopen High School, Lobby, 1250 Kings Highway, Lewes, DE

The SR1 Grid Concept (previously known as the SR1 Improvement Study) is a planning process identifying alternate transportation linkages and connections to improve mobility on SR1 between Five Points and Rehoboth Beach, began in June 1997. The study actively seeks participation of all local residents in the development of concepts for a local transportation system addressing all methods of travel in the corridor including auto, bike, pedestrian, and bus.

This meeting will present to the public, concepts developed from suggestions made at the previous Public Workshop and Project Advisory Committee meetings. These concepts are important in that they strive to:

- improve mobility for local residents by listening and incorporating what the local community desires,
- address concerns pertaining to the environment and safety,
- meet current and future mobility needs.

This workshop invites the public to review the study progress, comment on the current concepts, and continue as active participants in reaching consensus for desired roadway connections and mobility solutions.

Interested persons are invited to express their views in writing, giving reasons for support of, or opposition to the proposed. Comments will be received on site or can be mailed to DelDOT's External Affairs Office, P.O. Box 778, Dover, DE 19903. If requested in advance, DelDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-739-4313 or write to the Office of External Affairs at the above address.

**PUBLIC NOTICE**



Delaware Department of Transportation  
**Anne P. Canby**  
**Secretary**

***PLEASE NOTE: Rescheduled Date & Location***

**PUBLIC WORKSHOP**  
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**PUBLIC NOTICE**



SR1 Grid Concept  
Public Workshop  
December 4, 1997

PLEASE PRINT

Name	Address	Telephone	Fax	Place a check (✓) or an ✕ to receive future mailings about this project.
JIM MARTIN	727 COUNTRY CLUB ROAD	227-2564	227-9418	✓
Gill Payne	137 GULL Pt Hillsboro DE	945-2328		✓
DAN DWYER	399 MULBERRY LANE LEWES DE <sup>1995</sup>	645-0402		✓
FRANK MURPHY	THE PLANTATIONS SALES OFC	645-2727	645-1984	✓
Cindy Small	SCCTC PO BX 240 Georgetown	856-1818	856-5713	✓
Mary Campbell	80 Oak Avenue Rehoboth	227-7386		✓
J. A. SALIN	4-6 PENNNA AVE REHOBOTH	227 8477		✓
BILL BAHAN	215 Laurel St. Rehoboth	227-4811	227-7542	✓
Aster Charlie Arnold	RR4 Box 52-F Lewes	645-1181	SAME	✓
Carol Senechuk	ROAD 20246 Daysboro DE 19939	732-1130	SAME	✓
Bonnie Green	BHCC 655 Bay Rd Dover DE 19901	739-3278	739-3104	✓
Conner Hetcher	160 Schindele Dr. Jones	645-7340		✓
Kay Wheatley	218 Dodd Ave. Rehoboth	227-7359		✓
Robt. Sticks	PO BOX 5896 Town, DE 19917	855-7742	855 7742	✓
MARY GERUTHEISEL	66 SUSSEX DRIVE LEWES DE 19958	645-7377		✓
David Benhabros	66 Sussex Dr Lewes	645-7377		✓
FAY KESTER	Cape Gazette P.O. BOX 213 LEWES	645-7700	645-1661	✓



DelDOT

SR1 Grid Concept  
Public Workshop  
December 4, 1997

PLEASE PRINT

Name	Address	Telephone	Fax	Place a check (✓) or an ✕ to receive future mailings about this project.
Carol Jones	2611 Eagles Lodge Rebooth <sup>19971</sup>	302-227-1301		
Dawn Greenstein	162 Lakeside Dr.	302-645-7588		
Chris Rosen	337 Mulberry St. Lewes	644-0437		✓
MIKE TITLER	525 Kings Hwy LEWES	645 8550		
Elizabeth Gray	1161 State Hwy	644-6323		✓
Jeanette White	306 BAYVIEW AVE	227-2757		✓
Margaret Jones	203 Seaway & Rehoboth	227-8430		✓
Joseph Shultz	203 Salisbury & Rehoboth	227-8430		✓
Priscilla Smith	13 Queen St Rehoboth	227-8259		✓
JOY SMITH	13 Queen St, Rehoboth	227-8259		
WU TONG	OAK SQUARE STE 3 DEAN VLN, DE.	537-1919		✓
Wally Funch	1013 Scarborough Ave, RB	227-6637		✓
Chantalight	1149 Savannah Rd	645-2679		
CHRIS GUILLEN	8036 REHOBOTH AVE. (W)	227-7368(W)		✓
* JOANNE BROWN	147A Beach Plum Pl, Lewes	644-2585		✓
A. Wallace Evans	2051 Seawanhock Circle <sup>LEWES</sup>	645-9717		✓
* E. Brown	147A Beach Plum Pl, Lewes	644-2585		✓
M. Brown	147A Beach Plum Pl, Lewes	644-2585		



Summary of SR1 Public Workshop  
December 4, 1997

The third SR1 Public Workshop was held at the Cape Henlopen High School on December 4, 1997 from 4:00 PM through 8:00 PM.

This Public Workshop presented the results of the two Public Workshops and the three Advisory Committee meetings held to date.

Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Office of External Affairs, Mr. Eli Cooper, Assistant Director of Intermodal Programs, Division of Planning, and Ms. Melissa Welch, Division of Planning. The consultant team was represented by Mr. Jerome Gluck and Ms. Deborah Buckley of Urbitran Associates and Mr. Nick Blendy, KCI Technologies. Several Project Advisory Committee members were present including Ms. Cindy Small, Ms. Mary Campbell, Ms. Kay Wheatley, Mr. Robert Stickels, Mr. Mike Tyler, Ms. Joanne DiFiore, and Mr. Wally Evans. The Mayor from the Town of Rehoboth (Mr. Sam Cooper) attended. The Cape Gazette and the Delaware State News sent representatives.

Excluding DelDOT staff, Project Advisory Committee members, the consulting staff, the Mayor of Rehoboth, and the press, a total of 28 signed in.

The attendees were very interested in the project and several expressed they "really liked" the ideas that were suggested. The following represents comments made by attendees during this Workshop:

Roadways

- There is a need for a connection to Lewes on the east side of SR1. This could be from behind Midway Estates and Dove Knoll to Gills Neck Road near Cape Henlopen High School.
- There needs to be more vehicular crossings of SR1. The example cited above is one example. It was commented that although growth is occurring west of SR1, people will need to get to the Cape Henlopen High School, Ferry, Cape Henlopen Park. Can connect near Troop 7. Concern was expressed that the growth should not follow Concord Pike conditions.
- It was suggested that the abandoned railroad right-of-way on the east side of SR1 should be used for motor vehicle traffic, not solely for pedestrian and bicycle movements as shown on the concept plan.
- There is no right-turn lane from NB SR1 onto Road 271. This contributes to conflicts between through and right-turning traffic.
- Traffic from Road 275 to SR1 bypasses a section of Airport Road by traversing residential streets in Rehoboth Shores. Traffic calming is needed.
- It was commented that any change to the Rehoboth Avenue entrance would not help local

movement. Any entrance will back up June through August.

- It was suggested that roadway surface markings be established to guide cyclists and motorists.
- A written comment suggested a bypass be built for traffic destined to Ocean City with exits for Rehoboth, Lewes, Bethany, etc. \*
- A third lane is needed on SR1 heading toward LL Bean & Liz Claiborne mall. Traffic heading north has three lanes. \*
- Alternate west side route instead of using Rt. 1 or Plantations Road.\*
- It was believed that a 50 percent traffic reduction through the study corridor could be achieved by building a bridge from Massey's Landing on Rt. 5 to the north shore side of Shorts Marina.
- More two lane roads and fewer 8 lane roads should be considered with connections.

#### Signalization/Signing

- Concern was expressed regarding the blind curve on S275. The question was asked as to what type of warning or traffic calming device could be used. If the area people want a traffic signal, who will pay for the signal if DelDOT Traffic does not see a need for a signal?
- Synchronize traffic lights to eliminate stop & go.\*
- Suggested no turn on red signs be placed at Food Lions entrance/exit and considered for new Safeway store if developed.\*
- A right turn lane is needed at the intersection of Rt. 5 and Rt. 24.\*
- It was suggested that a sign to redirect traffic should be placed at Milford.

#### Transit

- No comments were made concerning transit.

#### Bike Routes/Pedestrian

- The crossings on SR1 need to be more pedestrian friendly.
- Bike trails not shared with motorized vehicles should be pushed.\*

- Establish bike lanes along both sides of Old Landing Road.\*

#### Issues/Concerns

- The Plantations development is currently 1/3 built. If the remaining 2/3 is completed, how will future traffic be handled on S275?
- Heavy development is occurring in the Rehoboth Beach Yacht and Country Club area (southwest corner of the study). How will this growth impact Country Club Road/SRI intersection should the entrance to Rehoboth be moved to the proposed location?.
- Vehicles leaving Rehoboth Avenue destined for Country Club Road cut across all the NB lanes to turn onto Country Club Road. This situation is dangerous and makes travel difficult. It was suggested that traffic be directed to Hebron Road.
- The question was asked, what type of access will properties have to any new entrance route implemented into Rehoboth along the canal?
- Alternatives other than using a car should be encouraged.\*
- Some of the suggested roadways appear to be too close to wetlands.\*

#### Other Miscellaneous Suggestions/Comments

- Old Landing Road is narrow and there are conflicts between cars, pedestrians, and bicycles. (Outside of study area; question referred to Michelle)
- The map indicates a road crossing the horse training track (near the Park & Ride). This needs to be corrected since there is currently no road in this location.
- Map shows Townsend Square, name change to Pelican Square.
- The shuttle service does not end as represented at the Rehoboth Beach Yacht & Country Club. It continue to Three Seasons.
- Concern was expressed that not all wells were represented.
- Improve or enlarge signage directing cars exiting Rehoboth Avenue who wish to go to the outlets or Park & Ride to the service road.\*

- Development is occurring SE of Bald Eagle.
- It was suggested that the stream network for the aquifers be made more prominent.

\* = submitted written comments



DeIDOT

### SR1 Grid Concept Study

Welcome to the third Public Workshop on the SR 1 Grid Concept Study. This evening's Workshop presents the recommendations we have received to date for linkages/connections to improve multimodal travel between Five Points and Rehoboth Beach. DeIDOT is inviting citizens in the area, to once again review the concepts and to make suggestions/ comments on what is presented. You may talk with someone or write your comments/suggestions below. Written comments may be left at the Welcome Table or given to any of the staff.

My suggestions/concerns are:

Alternate west side route / instead of using Rt 1 or Plantations Road.

"Calming" in residential areas.

"Forgotten Mile" improvement.

Bike trail on east side of Rt 1, in marsh area. is a good idea. More bike paths are great.



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My suggestions/concerns are:

Rehoboth shows trapped in morning  
not to have traffic short cut through the  
community.  
also a third lane on route 1 going to  
ward S.S. Beach in Rehoboth  
opposite traffic going North has 3 lanes.



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My suggestions/concerns are:

Detail object to what is currently a blue - blue public meeting. The public has the right to be heard. The same what other are saying in meetings. The same on Rt 275 is going to create parallel Rt 1 especially with is going to create similar problems particularly with trucks. Maps still do not reflect on appropriate delineate remaining & numberment of areas particular way east of Rt. 1. Proposed traffic to other into Rehoboth Beach does not properly consider proper patterns within Rehoboth. M. Smith



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My suggestions/concerns are:

Need To Stop Thru Traffic Thru Residential  
Section of Rehoboth Shores from North End of Old  
Landing Rd RD 277 Double through & then they  
come and onto Airport Rd.  
Traffic Calming of Rehoboth Shores.



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My suggestions/concerns are:

- 1 That if we close the existing entrance to Rehoboth and make it a dead end, it will bring the alternate drug trafficking down.
- 2 Change or add signage for the several existing entrances.
- 3 More businesses are trying to clean up that end of town.
- 4 If you close that entrance, those businesses will suffer.



DeIDOT

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My suggestions/concerns are:

Pedestrians Being able to Cross Route 1 safely and easily  
Especially slower moving so citizens, which we have  
a lot of. Also more pedestrian friendly Highway  
with side walks. Particularly all this for  
people to easily access public transportation  
that should also be increased and locals should  
be considered.



DelDOT

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My suggestions/concerns are:

DelDOT should relinquish <sup>all responsibility</sup> and leadership role in the rail/trail area - it should become the responsibility of DNR and envisioned as a multi use recreational trail and state park area - further this area should not permit motorized vehicles of any kind



DeIDOT

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My suggestions/concerns are:

Need right turn lane on Route 5 at  
Intersection of 24



RT 24

RT 5 & 24

William B Payne  
945-2328



DelDOT

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My suggestions/concerns are:

WE Desperately Need a Bike  
Path down both Sides of OLD LANDING  
ROAD.

CRAIG HUDSON

PO Box 43

NASSAU DE 19969



DelDOT

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My suggestions/concerns are:

That the rail line not be used for anything except a bike trail.

That some of the suggested roadway seems to be too close to

wetlands.

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DelDOT

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My suggestions/concerns are:

This is very interesting and we appreciate the chance to comment. We feel strongly that bike trails (not shared with motorized vehicles) should be pushed as much as possible. Within the towns, steps should be taken to encourage alternatives to cars (bikes, shuttles, walking, etc.)

Stopping more commercial development should be a good idea. Commercial development should be concentrated to avoid sprawl (to the extent possible). Also the commercial developers should be encouraged to install and maintain better landscaping.



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My suggestions/concerns are:

Is there a study to indicate whether it's helpful to have "no turn on red" signs at certain intersections? Good Lion enhance / express is one that could benefit and if we have a new Safeway store we might see the same problems.



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My suggestions/concerns are:

Build a By Pass (like Quaker) For all  
Traffic going to Ocean City with  
Exits For Rehoboth, Lewes, Bethany,  
etc.

Synchronise Traffic lights to eliminate stop  
and go.



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My suggestions/concerns are:

Do NOT ~~put~~ surface should go with tax & chip this prevents cyclists from using roadways

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DelDOT

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My suggestions/concerns are:

IMPROVE/ENLARGE Signage directing cars exiting Rehoboth Ave who wish to go to the outlets or park in ride to use service road exit

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DeIDOT

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My suggestions/concerns are:

Establish roadway surface markings which guide cyclists & motorists

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STATE ROUTE 1 GRID CONCEPT  
 Rehoboth Elementary School, Cafeteria  
 February 25, 1999  
 Contract #803

NAME	FULL ADDRESS (Street or P.O. Box, City, State, Zip)
1 Kate South	3 Deerfield Lane Arnett Creek 19971
2 Bobbie Geier	Bitce Drive DE 19901
3 Billie Judy Martin	25 Eagle Drive, Republic Bally DE 19911
4 Daniel Dwyer	399 Mulberry Lane LEWES DE 19958
5 Richard Anthony	P.O. Box 653 / Lewes, DE
6 Jim Lopez	111 Beach Plum Dr / LEWES DE
7 Mable Spake	1613 Academy Ave, R.P.
8 Jackie Fiver	130 Bay Ave Lewes De
9 Ruth Carroll	309 Swedes St. Rehoboth,
10 Ina Steele	308 " " "
11 MICHAEL R. XLER	525 Kings Hwy 19958 LEWES
12 Tina Ippolito	609 SAVANNAH Rd Lewes DE 19958

STATE ROUTE 1 GRID CONCEPT

Rehoboth Elementary School, Cafeteria

February 25, 1999

Contract #803



	NAME	FULL ADDRESS (Street, P.O. Box, City, State, Zip)
1	Howard E Blizner	Rehaboth Band vol Fire Co *MAY 1987
2	Bill Lingo	Rehoboth, DE Commons
3	Mike Shurt	Cape Gazette, Box 213, Lewes
4	Jim Long	931 E MARKET ST, GEORGETOWN, DE 19947
5	David Berheisel	66 Sussex Drive, Lewes DE 19958
6	Al Gallo	1 Maresheel Rd Rehoboth DE
7	HOW PATERSON	320 Mounson Street - Rehoboth Beach, DE 19971
8	BOB MERLONGHI	392 MULBERRY LANE SANDY BEACH
9	Dick Catta	40 BAY VISTA Rd Rehoboth DE
10	Don WROBSTER	P.O. Box 114 Rehoboth DE 19971
11	R. F. RANEY	Box 33 NASSAU COMMONS LEWES, DE
12	BOB VINTRINCO	128 E. Quail Trail Lewes, DE 19958

MICHAEL STANLEY  
101 STANLEY WAY DE

STATE ROUTE 1 GRID CONCEPT

Rehoboth Elementary School, Cafeteria

February 25, 1999

Contract #803



NAME	FULL ADDRESS (Street, P.O. Box, City, State, Zip)
1 <i>Walter E. Eubank</i>	100 BUTTERWOOD DR. LEWES, DE 19958
2 <i>William D. Boyd</i>	213 CAKESIDE DR. LEWES DE 19958
3 <i>Barry Crumpton</i>	2 Wendenburg Ct Lewes DE 19958
4 <i>Sal T. Tarczewski</i>	15 LARSEN AVE LEWES.
5 FRANCIS FRAMPTON	24 CHESTERFIELD DR LEWES 19958
6 HOMER W. TURNER	113 COLAIDE CIRCLE WEST REHOBOTH BEACH
7 <i>Ch. Brumby</i>	PLANTATIONS BLVD 5-A LEWES DE 19958
8 M/NT DENNARD F. QUILLEN, III	2 WINDBRIDGE HILLS REHOBOTH BEACH, DE 19971
9 <i>William Payne</i>	11 Heather Dr. Lewes DE 19958
10 Carnilla Conlon	17 Patriots Way Rehoboth
11 KURT SEGEM	40 Glode Circle Rehoboth
12 REGGIE RYBERG	132 LANDING DRIVE (THE LANDING) REHOBOTH



STATE ROUTE 1 GRID CONCEPT

Rehoboth Elementary School, Cafeteria

February 25, 1999

Contract #803

	NAME	FULL ADDRESS (Street & P.O. Box, City, State, Zip)
1	Jay W. Smith	13 Queen St. Rehoboth B. DE 19971
2	LARRY WONDERLIN	28 MARSHALL REHOBOTH DE 19971
3	Dean Wonderlin	28 Marshall Reh. DE 19971
4	ALISS GUILDAY	P.O. Box 865 Rehoboth DE 19971
5	HARRY CARLIGAN	COAST PRESS Rehoboth Beach Plaza
6	WALLY EVANS	2051 SAVANNAH CIRCLE, New B. 19971 LEWES DE 19958 LEWES FIRE DEPT.
7	ALLISON Bateman	P.O. Box 74 Rehoboth Beach DE 19971
8	Debbie Porter	1002 Basin ST REHOBOTH DE 19971
9	Jeanne Ilkko	22 EAGLE DR. REHOBOTH BEACH DE 19971
10	Don Roesler	29 Gosling Dr. Lewes, DE 19958
11		
12		

STATE ROUTE 1 GRID CONCEPT

Rehoboth Elementary School, Cafeteria

February 25, 1999

Contract #803



NAME	FULL ADDRESS (Street, P.O. Box, City, State, ZIP)
1 Rudy's Class Johnson	29 Hounskill Ave. Lewis (Revised - Roadside)
2 Joel Johnson	109 Marsh Rd R.B DE 19971
3 MIKE LYNN	PO Box 1570 DE on View DE
4 Anne Brown	Box Seaside DE
5 Fanny Moore	" " "
6 Rose Rapp	212 Elyakille Rd
7 Liz Holloway	
8 Kevin Burkette	RD 1, Box 162, Milton, DE 19968.
9 Craig Anderson	RD 1 Box 246 Milton, DE 19968
10 PETER W. BUGH	17 SUN F AVE LEVER DE 19958
11 WALTER BRYAN	6 MARTIN LN - AC II LEWIS DE 19958
12 Walter Brittingham	123 Henlopen Ave Rehoboth Beach

1999-1654

STATE ROUTE 1 GRID CONCEPT

Rehoboth Elementary School, Cafeteria

February 25, 1999

Contract #803



	NAME	FULL ADDRESS (Street, P.O. Box, City, State, Zip)
1	Terry Lynch	107 Landing DR. Rehoboth, DE 19977
2	Sam Cooper	P.O. BOX C REHOBOTH BEACH, DE 19971
3	Elvita Kinnaman Granville Kinnaman	384 Mulberry Ln. Sandy Beach Rehoboth, DE 19958
4	Ted Bourg	738 Spring Lake Dr. Rehoboth, DE 19971
5	Carol Senechia	RD2 BOX 216 DAGSBORO DE 19939
6	Cheryl Fruchtman	8 Black Duck Reach, The Glade, Rehoboth 19971
7	Greg Alford	120 Cojacoberry Ln., Rehoboth DE 19971
8	Carol Lehmbach	15 Fox Creek Dr, Rehoboth Beach, DE 19911
9	Harvey Watersore	503 School Ln, Rehoboth Beach, DE
10	JANE P. CHURCHMAN	12 CHARLINA ST. REHOBOTH BEACH DE
11	Joy Churchman	30 Deerfield Ln. Rehoboth DE
12	Carol Everhart	Rehoboth Beach - Dewey Beach Chamber of Commerce 501 Rehoboth Ave, Rehoboth Beach, DE 19971

## Summary of SR1 Phase 2 Public Workshop February 25, 1999

The first Phase 2 SR1 Public Workshop was held at the Rehoboth Elementary School on February 25, 1999 from 4:00 PM through 8:00 PM.

This Workshop presented the results of the Phase 1 Public Workshop sessions and the Phase 2 project feasibility locations and recommendations.

Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Department of External Affairs, Mr. Eli Cooper, Division of Planning, Ms. Melissa Welch and Ms. Patricia Faust, Division of Planning, and Ms. Liz Holloway, DeIDOT Pedestrian/Bicycle Coordinator. The consultant team was represented by Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates and Mr. Nick Blendy, KCI Technologies. Several Project Advisory Committee members were present including Mr. Wally Evans, Mr. Bill Lingo, and Mr. Michael Tyler. Former Senator Hughes, the Mayor from the Town of Rehoboth (Mr. Sam Cooper) and Councilman Jim Ippolito also attended. The *Cape Gazette* and *Delaware Coast Press* sent representatives, Mr. Michael Short and Ms. Hillary Corrigan respectively.

Excluding DeIDOT staff, Consultant team members, Project Advisory Committee members, representatives from local and State government, and the press, a total of 66 people attended. This count represents only those who signed in at the Welcome Table.

The attendees were mainly interested in the Phase 1 project concepts but also commented on Phase 2 recommendations shown on the maps as well as other Phase 1 recommendations outside of the Phase 2 project areas. The following are suggestions, issues, and concerns that were raised by attendees during this Workshop:

### **New Park & Ride Lot Northwest of Five Points**

- The idea of a Park & Ride facility was generally accepted. Questions were asked concerning the size of the Park & Ride lot (capacity) and access locations.
- Several comments were made that it makes sense to acquire land before other developments occur.
- One Workshop participant expressed concern that the Park & Ride lot may be premature. It was felt that transit ridership should be increased on the buses before another Park & Ride is developed. It was also expressed that there is a need for an economic incentive for people to use the lot.

## **New Roadway Connection to Serve New Park & Ride Lot Northwest of Five Points (SR1-Rt. 9)**

- One attendee liked the idea of making a new connection at SR9 that could be extended to the south to correct a problem at the new Lowes site.
- It was suggested that the railroad could be used for bike and rail across to Lewes.
- Roadway to the Fire Station is of interest near Nassau Commons. Currently use the private road.

## **Five Point Intersection Improvements**

- It was recommended that left turn lanes be added for WB Rt. 18 to SB Route 1 at Five points. Additional comments were made for improving all turn movements.
- Improvements need to be made on EB Route 9 right turn lane onto SB Route 1.
- Jersey barriers in the median, two through lanes for regional travel, the use of service roads for local access and jug handle turns were options recommended for SR1 improvements.
- Several attendees felt there is a major need for improvements at the Five Points intersection.
- It was suggested that the Five Points intersection improvements be extended west to correct the traffic problems at Lowes. .
- The stop sign for southbound traffic on Rd. 275 just west of Five Points results in traffic backing up onto SR1. (This may actually be a stop sign on westbound Rd. 285 just west of Five Points that this person was referring to. Apparently, this stop sign was installed as part of the traffic changes for the Lowes store.)
- Existing stop sign on Road 285 near the new Lowes was considered a "bad idea".
- Traffic turning from Route 9EB to Route 1 SB, merges directly into on-coming traffic due to lack of an acceleration lane. A sign is needed to warn drivers that there is no merge area. The sign could be placed beneath the Yield sign in lieu of building an acceleration lane.
- The entry to Lowes should be one-way out, no turn in.

- There needs to be signs installed at Lowes to help route the traffic to northbound and southbound SR1.
- SR1 crossovers north of Five Points are dangerous.

### **Southbound SR1 Third lane Widening between Five Points and SR24**

- Several attendees expressed support for the idea of adding a third southbound lane on SR1 from Five Points to SR24.
- One supporter of a third lane suggested that the center ditch be used for the widening, not the shoulders.
- Jersey barriers in the median, two through lanes for regional travel, the use of service roads for local access and jug handle turns were options recommended for SR1 improvements.

### **SR1 Bicycle Movement Improvements and Improved Pedestrian Crossings**

- The crossings of SR1 need to be made more pedestrian friendly.
- Concern was expressed for having the bike/pedestrian path through Sandy Brae. The concept for a path was received favorably but an alternative suggestion for the path to go behind the Farmers Market and skirt Sandy Brae was made.
- There were comments of support for the bike and pedestrian improvements throughout the area.
- More sidewalks are needed for the elderly along SR1 and on the side roads.

### **Rehoboth Avenue Entrance Improvements**

- Mayor Cooper stated he is opposed to traffic lights as part of the Rehoboth Avenue improvements, specifically the Hebron Road connection. He wants to keep traffic moving out of Rehoboth free flowing.
- "Bringing in people to Rehoboth along the canal makes good sense."

### **General Project Questions/Comments**

- Many of the Workshop attendees asked about the project time line and when the projects would be completed. Some thought the improvements would be right away

while others expressed concern it could take up to 10 years to see completion and results.

- There were comments of support for improved local access, bike and pedestrian improvements and SR1 connections.
- There was support for a local and regional Integrated Transportation Management System (ITMS) to encourage through traffic on SR1 to use less congested alternative routes.

## Roadways

- Is it possible to have a southbound frontage road on SR1 between Five Points and SR24. There was another suggestion to have the southbound frontage road between Postal Lane and SR24. Another suggestion was to construct service roads along SR1 wherever possible.
- A new north-south connection west of Rd. 275 would help divert traffic from Rd. 275.
- The best connections shown on the grid system are the straightening of Postal Lane and the connection that is parallel to and west of Rd. 275.
- Rd. 274 (Old landing Road) is in need of improvement, including signaling the intersection at Rd. 275, due to the development that is taking place west of SR1.
- Left-turn lanes should be added to intersection approaches along Rd. 275.
- Several attendees expressed dissatisfaction with an SR1 connection cutting through Kings Creek. Many commented that this conceptual road cuts through private property and the golf course playing area.
- The Rolling Meadows /Plantations East roadway connection drew mixed (mostly negative) comments. Several attendees suggested that linkage be removed. Others liked the idea of the roadway if it were limited to pedestrian and bicycle access.
- Shoulder paving should be a priority on Old Landing Road to provide safer multimodal use.
- A resident expressed objection to the proposed Route 275 connection to Road 274. The alignment is too close to her property in Arnell Creek and she is concerned about the traffic, noise, lights, etc. She commented that new development between her and the road may screen some of the intrusion and wanted to know if any development was planned.

- There are 140 new homes being planned across Road 274 (Old Landing Road). Road improvements need to be made to accommodate the new homes being built now as well as for future planned growth. This includes improvements to Road 274 west of Road 275.

### **Signalization**

- Would it be possible to signalize the SR1 intersection with Rd. 271 and eliminate the signal just north at the Rehoboth Outlets. This would require the southbound SR1 left-turn into the outlets to be made via Rd. 271.
- Lights need to be synchronized to manage traffic flow better. The lights are fine on Sundays but the control is needed during the week. One of the problems is that emergency vehicles change the lights and interrupt the synchronization.
- It was suggested that the left turn signal from the north at Midway be removed and have the traffic make a U-Turn at Postal Lane.
- A traffic signal is needed at Kings Highway and Gulls Neck Road.

### **Transit**

- After viewing proposed shoulder widths in project areas, an attendee (DART bus driver) commented that the 14' shoulders are not wide enough for the buses. Bus pull-offs are dangerous and should also be made wider.
- Buses need to move faster than the traffic or people will not see the need to ride the bus as opposed to using their cars.
- It was suggested that the buses be removed from the shoulders and placed in the third lane.
- Shoulders should be for local buses only and not bigger "cruisers" (e.g. Carolina Coaches).

### **Bike Routes/Pedestrian**

- There is a need for more pedestrian/bicycle connections in the area to help get people out of their cars.
- A representative group from Rolling Meadows emphatically expressed their opposition to a bike/pedestrian pathway through their community. They would expect "top dollar" for any right of way.

- Consideration should be given to adding shoulders on Rd. 274 to help reduce conflicts between cars and joggers/bicyclists.
- There is a need for more pedestrian push button detectors and crosswalks along SR1 (e.g. Rd. 270A). There is also a need for midblock pedestrian crossings.
- Road 285 B is unsafe for bicyclists and motorists due to stacking at the light. The new Lowes entrance can be made more bike friendly.
- A pathway link under the Nassau Bridge was viewed as beneficial for pedestrians and bicyclists and supported by Councilman Ippolito.
- One attendee requested that amenities for pedestrian and bicyclists be considered to get people across SR1 and around the area on foot.
- Parents depend/need sidewalks along SR1 with connections to sidewalks along intersecting roadways. One example given was Road 270A near the new Lighthouse Plaza.

#### **Issues/Concerns**

- There needs to be more vehicular crossings of SR1. East-west travel across SR1 is very restricted in terms of where these movements can be made.
- Several attendees commented that the new Lowes store has resulted in a large increase in traffic on Rd. 275, including many tractor trailers.
- There is a problem for traffic turning left from northbound SR1 into the “Super Fresh” and the Bob Evans Restaurant.
- Former Senator Hughes expressed concern regarding the high traffic speeds on Route 1- Forgotten Mile, and Bayard Avenue intersection.
- The curve going into Dewey along the Forgotten Mile has traffic moving too fast for the curve. There needs to be a way to slow the traffic on the curve. One suggestion was signage that shows vehicle drivers their speed as they pass, similar to those used in Rehoboth.
- A more direct connection to Lowes was recommended especially for emergency vehicles.

- The comment was expressed that the SR1 Study is counterproductive to DNREC's efforts to acquire lands through the State's preservation program. The developers are looking at the SR1 project as encouraging development.
- Several attendees expressed concern that connections on the maps were cutting through private property.
- One attendee said he liked the concepts but felt they were too late in coming to solve the problem.
- SR1 is unsafe because of fast moving and weaving traffic as well as disregard of the road lines. More enforcement is needed.
- The Hebron Road connection as part of the Rehoboth Avenue improvements will place commercial traffic in front of homes on Hebron Road.
- Emergency vehicles need to have access to new development and the pedestrian/bicycle trail in case of emergencies.
- There is concern that Road 275 would become an alternate for SR1 and become congested with traffic.
- Tie the bank parking lot to Route 18 access at the light.
- The Rehoboth Outlets light serves only the mall. It slows down traffic. No left turn into the outlets should be permitted for NB traffic. Instead they should have a U-Turn location.

#### **Other Suggestions/Comments**

- Is there origin-destination information to know how much of the traffic that uses SR1 is actually driving through to Ocean City and could be diverted to less-congested alternative routes. The through traffic should be routed away from SR1.
- It was pointed out that environmental features such as wetlands, wells, etc were not shown on the 600' aerials. The response to the observation was that these features were identified previously and would be evaluated as part of the plan development. It was suggested that aquifer recharge areas also be added to maps and evaluated.
- The question was asked "What is happening on the Route 26 project from the canal to the west? Bicyclists need striped lanes."

- A suggestion was made to have jug handle turns along SR1 (similar to those used on NJ Shore routes) instead of left turn lanes. Using jug handle turns improves safety by eliminating traffic racing through the left turn signal.
- One attendee suggested that DelDOT look at the SR1 crossing south of the Rail Road overpass to Five Points. This area for crossing is dangerous.
- Railroad access to Lewes would work if it's connected to a statewide north/south system.
- It was suggested that service roads be considered for connections.
- During construction it was suggested that the shoulders/diamond lanes be utilized in the off season.
- There needs to be a more direct access to Lewes from areas west of SR1. This would especially help retired people getting to Beebe Hospital and the Lewes Library.



Delaware Department of Transportation

Anne P. Canby

Secretary

## ***PUBLIC WORKSHOP***

### **SUSSEX ROUTE 1 GRID CONCEPT STUDY**

**(Previously known as the State Route 1 Improvement Study)**

**Contract #803**

The Delaware Department of Transportation (DelDOT) announces a Public Workshop for the Sussex Route 1 Grid Concept Study Public Workshop, on *Wednesday, May 26, 1999, 4:00 P.M. to 8:00 P.M. at Rehoboth Elementary School, 500 Stockley Road, Rehoboth Beach, DE 19971.*

The purpose of this workshop will be to review conceptual designs, the typical roadway sections and the six project areas introduced at the February 25, 1999 Public Workshop. This Workshop provides an opportunity for discussion and comments on each element of the project listed below:

- Typical Sections;
- Park-and-ride lot near Five Points;
- New multi-modal roadway connection to serve the proposed park-and-ride near Five Points.  
The connection links SR1 and the southern portion of Route 9;
- Five Points intersection improvements;
- SR 1 shoulder widening between Five Points and SR 24;
- Pedestrian/bicycle movement between Airport Road and Rehoboth;
- Rehoboth Avenue entrance improvements.

Throughout Phase 1 of the project, the local community actively participated and contributed in identifying a number of linkages and connections to improve SR 1. In addition, the Workshops helped to maintain awareness of the potential environmental and quality of life impacts. The public is invited and encouraged to continue active participation by reviewing the design concepts.

Interested persons are invited to express their views in writing, giving reasons for support of, or opposition to the proposed project design concepts. Comments will be received on site or can be mailed to DelDOT's External Affairs Office, P.O. Box 778, Dover, DE 19903. If requested in advance, DelDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-760-2080 or write to the Office of External Affairs at the above address.

# ***PUBLIC NOTICE***

Sussex Route 1 Grid Concept Public Workshop  
 May 26, 1999

PLEASE PRINT

	NAME	ADDRESS	PHONE #	FAX #	Place a check (✓) or an ✗ to receive future mailings about this project.
1	R. A. RALEY	33 NASSUA COMMONS TOWN OF DEWEY BEACH 105 RODNEY AVE. DEWEY BEACH	645-6665	645-6666	X
2	W.E. MILLER, JR.	11 BLACK WALNUT CT. Rehoboth Beach DE 19971	227-6363	227-6164	X
3	Philip F. Voshell	23 AVE QUAY CT. REHOBOTH 19971	227-9727	-	X
4	DENNIS FINNERTY	18 KINGS CREEK CIRCLE REHOBOTH BEACH, DE 19971	226-5235	-	✓
5	JUDITH BERNSTEIN	15 AVANCELLER LN LEWES.	226-9927	226-1979	✓
6	DALE MARINO	24 CHESTERFIELD DR LEWES, DE	645-8944	-	✓
7	FRANCIS FRAMPTON	114 BELLEVUE ST DEWEY BEACH	645-5219	-	✓
8	DON VINCENT	ROAD BOX 216 Dagsboro DE 19939	227-4022	-	✓
9	Carol Senerechia	1013 Scarborough Ave. Rehoboth Beach, De 19971	302-732-1130	SAME	✓
10	Mable Granke	2 Windemere Ct Lewes, DE 19958	227-6637	-	✓
11	GARY AFMISTONG	11	645-8344	-	✓
12	EMERSON 11	11	11 11	-	✓
13	Kandi Wright	10A Shady Rd, Lewes	645-9088	-	✓
14	Beth <del>Wright</del>	PO 738 SEA AIR	227-8118	227-2866	X
15	Sandy Swinton	PO 738 SEA AIR	227-8145	227-2866	✓

Sussex Route 1 Grid Concept Public Workshop  
 May 26, 1999

PLEASE PRINT

	NAME	ADDRESS	PHONE #	FAX #	Place a check (✓) or an ✗ to receive future mailings about this project.
1	CHARLES MARSCH	232 Rehoboth Bay Rehobth	227-9367		✓
2	SOTTIE KRESSLEIN	162 Lakeside Dr., Lewes	645-7588		
3	DeWise MARTIN	PO Box 765 Lewes	645-2532		✓
4	DONALD F. WEBSTER	P.O. Box 114 Rehoboth	227-8100		
5	PAUL PETREN	10 KINGS CREEK CIRCLE	226-0360		
6	BOB MARTIN	25 EAGLE DR. REHO.	227-6110	227-3449	✓
7	WILMA MAUST	68 REHOBOTH BAY REHOBOTH	DE 19971 & 274551		✓
8	JOAN DEEVER	RD 2 BOX 520 Rehob.	645-6657		✓
9	Walter W. Brittingham	123 Hemlock Ave 19911 Rehoboth 1634	227-2540		✓
10	BONNIE Mc DANIEL	Rehoboth Outlets	226-9223		
11	JEAN VAREHA	191 KAMELIDE DR REHO. 19958	644- <del>885</del> 885		✓
12	Sandy Stintzman	Sea Air Village P.O. Box 738 Reh, De	227-8118		✓
13	Jeanette Walker	P.O. Box 5445 Rehoboth	644-0317		✓
14	JEFF CURRIE	RT 1 BOX 172 OSCEOLA VIL. DE 19970			✓
15	KaMonte Harmon	P.O. Box 1088 Rehoboth	227-1999		✓

AC

Sussex Route 1 Grid Concept Public Workshop  
 May 26, 1999

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PLEASE PRINT

	NAME	ADDRESS	PHONE #	FAX #	Place a check (✓) or an ✗ to receive future mailings about this project.
1	Betsy Reamer	Lewes Chamber of Commerce	645-8073	645-8412	X
2	Dick Howard	RD1 Box 312 Rehoboth	227-8409		X
3	CHRIS Beckman	11 EAGLE PR REAGENTH	226-2821	226-2821	X
4	Nancy Hecker	398 Mulberry Ln Lewes	645-4878		X
5	Nancy Hecker	" " "	" " "		
6	MIKE TYLER	525 Kings Hwy Lewes	645 8550	645 8550	✓
7	HARVEY WATKINSON	503 School Ln, RBA	227-2817		
8	Charlotte M. Young	406 Midway Dr Rehoboth	645-7375		
9	KRISTEN PHILLIPS	RD 3 Box 261 LEWES	644-7877	645-7372	✓
10	CLINT PHILLIPS	RD 3 Box 261 LEWES	644-7877	645-7372	
11					
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Sussex Route 1 Grid Concept Public Workshop  
 May 26, 1999

PLEASE PRINT

	NAME	ADDRESS	PHONE #	FAX #	Place a check (✓) or an ✕ to receive future mailings about this project.
1	NANCY MARKOVITCH	158 LAKESIDE DR. LEWES, DE 19958	644-2522		
2	CRAIG HUDSON	RD #1 Box 46 MILTON, DE 19968			
3	Mike Stuart	Cape Gazette	645-7700		✓
4	Bayshore Small Engines JIM McClanahan	709 Rehoboth Ave. Reh. Bk. 19971	227-4700	227-3992	✓
5	DICK cecil	12 WASHINGTON AVE. LEWES, DE 19958	645-0432		✓
6	WALG LYNN	PO Box 901 Rehoboth Beach, DE 19970	502 537-4434		
7	CAROL EVERHART	501 Rehoboth Ave. Rehoboth Beach, DE 19971	227-6446		
8	Milly Divilz	DR. MILLY CURRIE REHOBOTH, DE 19971	726-1990		✕
9					
10	Lindsay Panz	500 glade circle			
11		Rehoboth DE 19971	226-1890		✕
12	JOLSEY STAPP	871 NASSAU ROAD - LEWES	645-8665		
13	JOAN D KNAPP	871 NASSAU ROAD LEWES			✓
14	WALTER BRYAN	PO Box #188 REHOBOTH BEACH, DE 19971	947-0970	947-0970 PA	✓
15	JACK VAREHA	191 LAKE SIDE DR LEWES	644-4815		

Sussex Route 1 Grid Concept Public Workshop  
 May 26, 1999

7

PLEASE PRINT

	NAME	ADDRESS	PHONE #	FAX #	Place a check (✓) or an ✕ to receive future mailings about this project.
1	PAT M. TORELLI	14 BROADFIELD PLANTATIONS	645-2643	-	✕
2	SALLY J. MOSER	18-B, THE PLANTATIONS	645-5284	-	✓
3	AN GALLO	702 Rehoboth Ave	227-6101		
4	Bette Gallo	702 Rehoboth Ave.	227-6101		
5	JANE CHURCHMAN	12 CAROLINA ST.	227-6416		
6	JOE CHURCHMAN	" "	" "		
7	Karen Nygers	32 Washington St. P.B.	227-7898		
8					
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## **Summary of SR1 Phase II Public Workshop May 26, 1999**

The second Phase 2 Sussex Route 1 Grid Concept Study Public Workshop was held at the Rehoboth Elementary School on May 26, 1999 from 4:00 PM through 8:00 PM.

This Workshop presented typical cross sections that can be applied to grid connections as development occurs and the six projects and corresponding locations along SR1 that will be further developed in Phase 2.

Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Department of External Affairs, Mr. Eli Cooper, Assistant Director of Transportation Services Development, Division of Planning, Ms. Patricia Faust and Ms. Melissa Welch, Division of Planning. Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates and Mr. Nick Blendy, KCI Technologies represented the consultant team. Two Project Advisory Committee members were present Mr. Michael Tyler and Ms. Bonnie McDaniel. Mr. Mike Short and Ms. Hillary Corrigan represented *The Cape Gazette* and *Delaware Coast Press* respectively. Sixty (60) people attended the Public Workshop, based on the number of people who signed in at the Welcome Table.

The following are suggestions, issues, and concerns that were raised by attendees during this Workshop:

### **Grid Connections**

- One meeting attendee indicated she wants no new road connections. She wants no more traffic and, for that matter, no more people in the area.
- “This plan will only put grid lock on our back roads. We don’t want that. The tourists will figure out how to get around via the back roads just like they found Plantations Road. Why was Plantations Road (Sussex 275) ever signed SR 1D anyway?”

### **Project 1: New Park & Ride Lot Northwest of Five Points**

- Several attendees commented they were in favor of the Park & Ride project and hoped it would get going soon.
- One attendee expressed opposition to any new park and ride facility. Another commented that it “would do nothing for the traffic”.
- There was a concern expressed by the Lewes Chamber of Commerce that a new park and ride lot north of Five Points would not be used due to its distance from Rehoboth Beach. There

was discussion on how the lot could be marketed to help entice motorists to use it.

- Mr. Knapp, owner of Nassau Orchards and property proposed for the Park & Ride facility, expressed concern regarding the lighting and loss of view from his property if the Park and Ride lot is built. He stated that DelDOT owned property north of Road 265 that can serve as a Park & Ride location.

### **Project 2: New Roadway Connection to Serve New Park & Ride Lot Northwest of Five Points (SR1-Rt. 9)**

- There is a need, as part of the Road 265 grade-separation at SR1, that provision be made to connect with “New Road”. This will improve accessibility between Lewes and the area west of SR1. The service roads planned as part of the second phase SR1 corridor preservation project is expected to accommodate this movement.
- It was suggested that the railroad be used as a connection from the Park & Ride to Lewes.

### **Project 3: Five Points Intersection Improvements**

- It was suggested that local traffic be separated from the through traffic with a by-pass.
- Several people expressed the need for a new highway bypass to avoid the congestion along SR1.
- One attendee suggested that more improvements are needed at Five Points.
- Several people commented that the new Lowes store has created a worse situation at the intersection.

### **Project 4: SR 1 Improvements**

- There was strong support for constructing the third southbound lane on SR1 from Five Points to Route 24. This should be the top priority. One attendee commented “it should have been done 20 years ago”.
- “Move the 3<sup>rd</sup> lane/widening portion of this project up on the priority list.”
- “DelDOT should make the two center lanes ‘through-traffic only’ lanes. Make the right-hand lane the only lane available for traffic that will want to turn right (visit the outlets, for example). Separate the two center lanes of traffic (both northbound and southbound lanes) from the right lane of traffic via jersey barriers.”

### **Project 5: SR1 Bicycle Movement Improvements and Improved Pedestrian Crossings**

- Several people questioned the priority that has been given to ped/bike connections in this effort.
- Several King's Creek residents expressed their pleasure that the Phase 1 Bike Path through King's Creek is not being pursued.
- The owner of Webster's Furniture expressed support for the concept to use existing private dirt roads for the bicycle/pedestrian paths. He also stated he has no objections to following/using the swale along the drainage easement on Webster's Furniture warehouse property. Mr. Webster commented that the other Phase 1 pedestrian/bicycle paths disrupt commercial properties.
- Ms. Bonnie McDaniel, Project Manager for the Rehoboth Outlets, expressed concern regarding the ROW behind Outlet #3. A through connection would increase internal traffic and impact on outlet circulation. She also was concerned about bicycle/pedestrian path connections behind Outlet 2 especially where truck deliveries are made stating conflicts can occur. The Outlets do not want to sacrifice parking slots in the rear of the Outlets.
- Mr. Chris Beckman, President of Bald Eagle Landing Association, supports the pedestrian/bicycle connections. However, he pointed out that Philips Road is a private road. He commented that he heard that the parcel between his property and Jungle Jim's is ready for development. He suggested that this is the time to discuss setback requirements for bicycle and pedestrian travel.

### **Project 6: Rehoboth Avenue Entrance Improvements**

- Several Workshop attendees expressed support for this project.
- There is a need for improved signing at the egress movement from the Rehoboth Beach near the split between the SR1 service road and the entrance to SR1.
- It was suggested that a bike/pedestrian connection into Rehoboth use the proposed project 6 connection between Church Street and Rehoboth Avenue. A signalized intersection provides safer travel. The bicyclists could use the drawbridge to enter Rehoboth and eliminate the need for a new bridge over the navigable canal.
- Mr. Zerby, landowner at the corner of SR 1 and Rehoboth Avenue asked what the right of way would be for this area. He is interested in purchasing property next to his (owned by Mrs. Walker) and the ROW will affect his decision. He also asked if DelDOT is interested in

acquiring the full property or has begun negotiations with Mrs. Walker.

- Ms. Karen Meyers, a resident of Washington Avenue, south of the canal, supports this project. She is especially interested in buses and traffic having access to Rehoboth north of the canal. She suggested that any new/improved roadways along the canal be landscaped buffer and protect the canal.
- Signage for traffic traveling south for Rehoboth Beach and Rehoboth Beach Resort is confusing. There is no signage for traffic coming from the south. Also need signs for Dover/Wilmington.
- The owner of Burton's Edgewater Mobile Park asked about the separate pedestrian/bike path proposed in Phase 1. Will DeIDOT or DNREC pursue this?

### **General Project Questions/Comments**

#### Roadways

- Old Landing Road needs to be "fixed up".
- There need to be left-turn lanes added at the intersections along Route 275. Any development that takes place along Route 275 should allow enough right-of-way for the addition of turn lanes. Lighting along Route 275 is also needed.
- At the intersection of Route 275 at Road 274 (4-way STOP sign controlled), there is a need for a channelized right-turn lane for the westbound to northbound movement.
- An additional "Watch for Turning Traffic" sign is needed after the curve past Lowes eastbound on Sussex 275. We have a speed enforcement/traffic violation problem in this area due to motorist passing the Lowes access area and then feeling as though they "can speed". This presents a big problem when traffic slows while making a left or right turn into Plantations East and Plantations West. Impatient drivers tend to drive around the turning vehicle. Two collisions have occurred in this scenario. Local residents feel that a sign warning motorists of turning traffic would help. Ms. Welch will forward message to Bruce Littleton, DelDOT.
- Mr. Brittingham commented that there are additional connections not represented on Phase 1 mapping that were "promised" but not pursued by DeIDOT several years ago. As an example, he discussed a new Route 24 connection to Route 1 behind the Rehoboth Mall. He also commented that the recently improved SR 24/Long Neck Road intersection would also work along SR 24 intersection approaching SR 1. Similar intersection improvements and an overall upgrade are needed on Old Landing Road.

## Signalization

- The light at Bald Eagle Road does not permit left turns for traffic east of SR 1. Traffic must go north, make a U-turn to go south. The turn area is near Burton Village. The road is not designed for this traffic especially the tractor trailer trucks (JA Moore Trucks).
- One attendee expressed that a light is needed at the intersection of Postal lane and Rd. 275.

## **Issues/Concerns**

- Concern was expressed about the right of way needs at Old Landing Road and Airport Road intersection. The attendee is interested in acquiring the corner lot for business use.
- Ms. Mable Granke requested copies of all maps to present to the local residents. She commented that there has been no citizen consensus on Phase 1. In addition, the Advisory Committee does not represent a citizen quorum.
- Mr. & Mrs. Phillips attended the meeting on behalf of Sara Reed (their grandmother). The family owns and operates large farm parcels south of Road 283. The Phase 1 concept map shows many roadway connections cutting through the property. This land has been in the family for four generations. The connections depicted are very upsetting to Ms. Reed. They will consider agricultural preservation to deter any future roads.
- There is a traffic light to control traffic at the intersection of Rd. 285 and Rt. 9. Traffic continuing west of Five Points encounters two stop signs. There is confusion and visibility is poor for on-coming traffic. It is an “accident waiting to happen”.
- There is heavy truck traffic on Road 275 attributed to Lowes and the sand and gravel company located past the water treatment plant.

## **Suggestions/Comments/Questions**

- “Sign traffic to Bethany and Fenwick via U.S. 113, NOT SR 1.” Currently only Ocean City traffic is directed to use U.S. 113 at Milford. Participants were informed that there are significant capacity constraints on SR 26 and SR 54 in the summer/seasonal months.
- “The locals have to learn that they only WANT to go out on Route one on the weekends; they don’t NEED to go out on Route one. If they’re going to continue to live in the area, they’re going to have to adjust their trips to accommodate Route one peak times.”
- There is a need for a light at Elizabeth and Bayard Streets (Forgotten Mile) across from

Deluxe Dairy to control traffic. High accident hazard, traffic must sit and wait for SR 1 to clear.

- It was suggested that the access to Lowes be changed to permit one way entrance on Shady Road, and one way exit.

### **Suggestions/Comments/Questions Submitted on Comment Sheets**

- “Who are the people who insist on the bike lanes? Can we really afford to designate so much of our roads to that? For example, Route One IS A HIGHWAY.(???) Bike riding is a recreational activity. How about bike paths through lovely areas. People will drive w/their bikes in/on cars and ride there. In other States HIGHWAYS do not allow bike riding.” Joan Deaver
- “Maybe find a more popular location for your workshops. Reh.Elem School isn’t on ‘the beaten path’. Maybe Rehoboth Mall? Rehoboth Convention Center?” Joan Deaver
- “The traffic study should start at the toll booths on SR 1 in Dover signs just south of the toll booths. Signs that direct preferred route for Rt. 143, Rt. 113 and SR 1 then signs again at the split with SR1 and Rt. 113.” Greg Oliver
- “Meetings should be heavily advertised on local TV stations for better local participation.”

### **Other**

- Public Hearing Notices regarding rezoning to allow 104 units to be built on Gosling Creek Road were distributed by Bill and Joan Deaver to meeting attendees. They were separate and apart from the DelDOT exhibits.
- One attendee pointed out there is an error on the Project #6 map. Mount Pleasant Church is not on SR 1. It should be lot #38 towards the beach area near lot # 42.

# Sussex Route 1 Grid Concept Study

May 26, 1999

Is Route One a "Highway" or NOT?

Project #1 - Park & Ride

Who are the people who insist on bike lanes? Can we really "afford" to designate so much of our funds to that?

In example, Rt. One

IS A HIGHWAY (???)

Bike riding is a recreational activity. How about bike paths through lovely

Project #2 - Multi-modal Connector

areas. People will drive w/ their bike in/on car + ride there. In other states HIGHWAYS do NOT allow bike riding.

Jan Decon

Sussex Route 1 Grid Concept Study  
May 26, 1999

Project #1 - Park & Ride

Suggestion:

Meeting should be  
heavy advertising on  
local TV stations for  
better local participation

Project #2 - Multi-modal Connector

Sussex Route 1 Grid Concept Study  
May 26, 1999

Project #1 - Park & Ride

Maybe find a more  
popular location  
for group workshops.

Reh. Elem. School  
isn't on "the  
beaten path."

Maybe Rehoboth Mall  
Rehoboth  
Cooperation Center?

Jon Deans

Project #2 - Multi-modal Connector

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Sussex Route 1 Grid Concept Study  
May 26, 1999

Project #5 - SR1 Bike/Ped Improvements

The traffic study  
should start at the toll  
booths on SR 1 in Dover  
signs just south of  
toll booths. Signs that  
direct ped/bike route  
for Rt 13, Rt 113 and  
SR1. Then signs again  
at the split with  
SR1 on Rt 113.

Greg Dwyer

Project #6 - Rehoboth Entrance Improvements



Delaware Department of Transportation  
**Anne P. Canby**  
**Secretary**

***PUBLIC WORKSHOP***

**NASSAU PEDESTRIAN AND  
BICYCLE CONNECTION  
SUSSEX ROUTE 1 GRID CONCEPT  
(Previously-State Rte 1  
Improvement Study)  
Contract #803**

**Cape Henlopen High School  
Cafeteria  
February 29, 2000  
4:00 pm – 8:00 pm**

The Delaware Department of Transportation (DelDOT) announces a Public Information Meeting to present the Nassau Pedestrian and Bicycle Connection between SR1 and the railroad tracks at Nassau on Tuesday, February 29, 2000 between the hours of 4:00 P.M. to 8:00 P.M. The workshop will be held at Cape Henlopen High School, Cafeteria, 1250 Kings Highway, Lewes, DE.

The Nassau Pedestrian and Bicycle Connection project is one of several identified through the Sussex Route 1 Grid Concept Study Public Workshops. It provides a new relocated section for the American Discovery/ Millennium Trail, and a safe pedestrian and bike route away from the Five Points intersection. Future expansion to the east and west could easily be done as other projects are introduced in the corridor.

Interested persons are invited to express their views in writing, giving reasons for support of, or in opposition to the proposed project. Comments will be received during the workshop or can be mailed to DelDOT's Office of External Affairs, P.O. Box 778, Dover, DE 19903. If requested in advance, DelDOT will make available the services of an interpreter for the hearing impaired. If an interpreter is desired, please make the request by phone or mail a week in advance.

For further information contact the Office of External Affairs at 1-800-652-5600 (in DE) or 302-760-2080 or write to the Office of External Affairs at the above address.

**PUBLIC NOTICE**





## **Summary of Nassau Pedestrian and Bicycle Connection Public Workshop February 29, 2000**

The Nassau Pedestrian and Bicycle Connection Public Workshop was held at Cape Henlopen High School on February 29, 2000 from 4:00 PM through 8:00 PM. This Workshop presented one of the projects identified initially through the Sussex Route 1 Grid Concept Study. The project was subsequently identified as part of a national pedestrian/bicycle trail system.

Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Department of External Affairs, Ms. Patricia Faust, Division of Planning, and Ms. Liz Holloway, DelDOT Pedestrian/Bicycle Coordinator. Mr. Jerry Gluck and Ms. Deborah Buckley of Urbitran Associates and Mr. Nick Blendy, KCI Technologies represented the consultant team. Several Project Advisory Committee members were present including Ms. Bonnie McDaniel and Mr. Michael Tyler. State Representative John Schroeder and Councilman Jim Ippolito also attended. The *Cape Gazette* and *Delaware Coast Press* sent representatives, Mr. Michael Short and Mr. Roger Hillis respectively.

Excluding DelDOT staff, Consultant team members, Project Advisory Committee members, representatives from local and State government, and the press, 17 people attended. This count represents only those who signed in at the Welcome Table.

Presentation boards were placed around the room allowing attendees to view the connection path, conceptual plan, conceptual design, and learn about the American Discovery Trail, one of 16 designated National Millennium Trails. A handout map with project description was made available to those requesting additional information.

Overall, the attendees expressed positive interest in the Nassau Pedestrian and Bicycle Connection. Several attendees came expecting to also see the Pedestrian/Bicycle Connection that had been recommended for Old Landing Road to Rehoboth. It was explained to them that another Public Workshop is planned in the summer months for the Old Landing Road to Rehoboth Pedestrian/Bicycle Connection. One comment card expressed "a need (for a) safe way to bicycle from Lewes to Rehoboth" and requested that the study "continue to pursue a trail or path adjoining Route 1 for cyclists."

Looking at the project limits, the question was asked, "what happens when you get to the end of the connection". Workshop representatives explained that DelDOT and others could build additional projects over time. The townhouse development along SR1 and the Hudson property development east of SR 1 were identified as projects where coordination with DelDOT is ongoing.

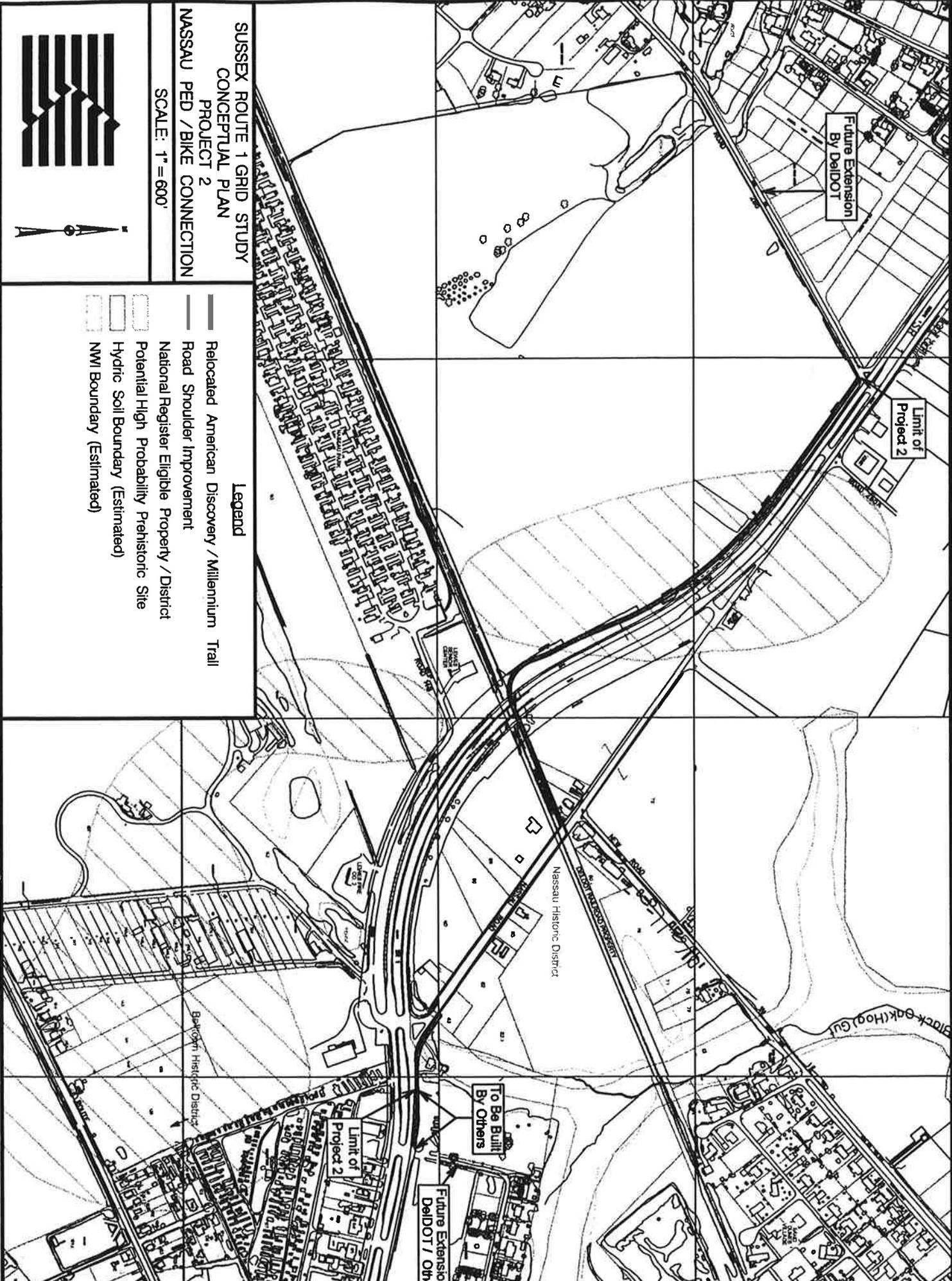
Several attendees asked about signing of the route and encouraged DelDOT to do so. A local bicyclist inquired about fencing along the railroad and recommended the typical section below the overpass be modified to show a rounded (rather than square) retaining wall cap. It was explained DelDOT has requested the fencing extend along the entire length of the railroad and that a six foot fence may be required.

Several attendees asked what the time frame was to build the connection. Workshop representatives explained that the project, before the connection is built, would go through a process of DelDOT project review and prioritization and project assignment for design completion.

Several attendees also expressed interest in having shoulders added to New Road. The attendees expressed that the road posed a safety conflict to bicyclists since the road is narrow and traffic travels in both directions. A comment card that was submitted suggested that Representative Schroeder be contacted to discuss acquisition of additional right of way for New Road.

Although the Workshop focused on the Nassau Pedestrian and Bicycle Connection, visitors asked questions about other projects that were presented as part of the May 26, 1999 Workshop. Two attendees expressed their views about a Park & Ride lot in Nassau. One felt it was needed and would reduce traffic. The second felt there would be no significant benefit.

Attached to this summary is Mr. Phil Voshell's submission of a recommendation for a bypass in the study area. He suggests that local traffic be separated from through traffic destined beyond Rehoboth

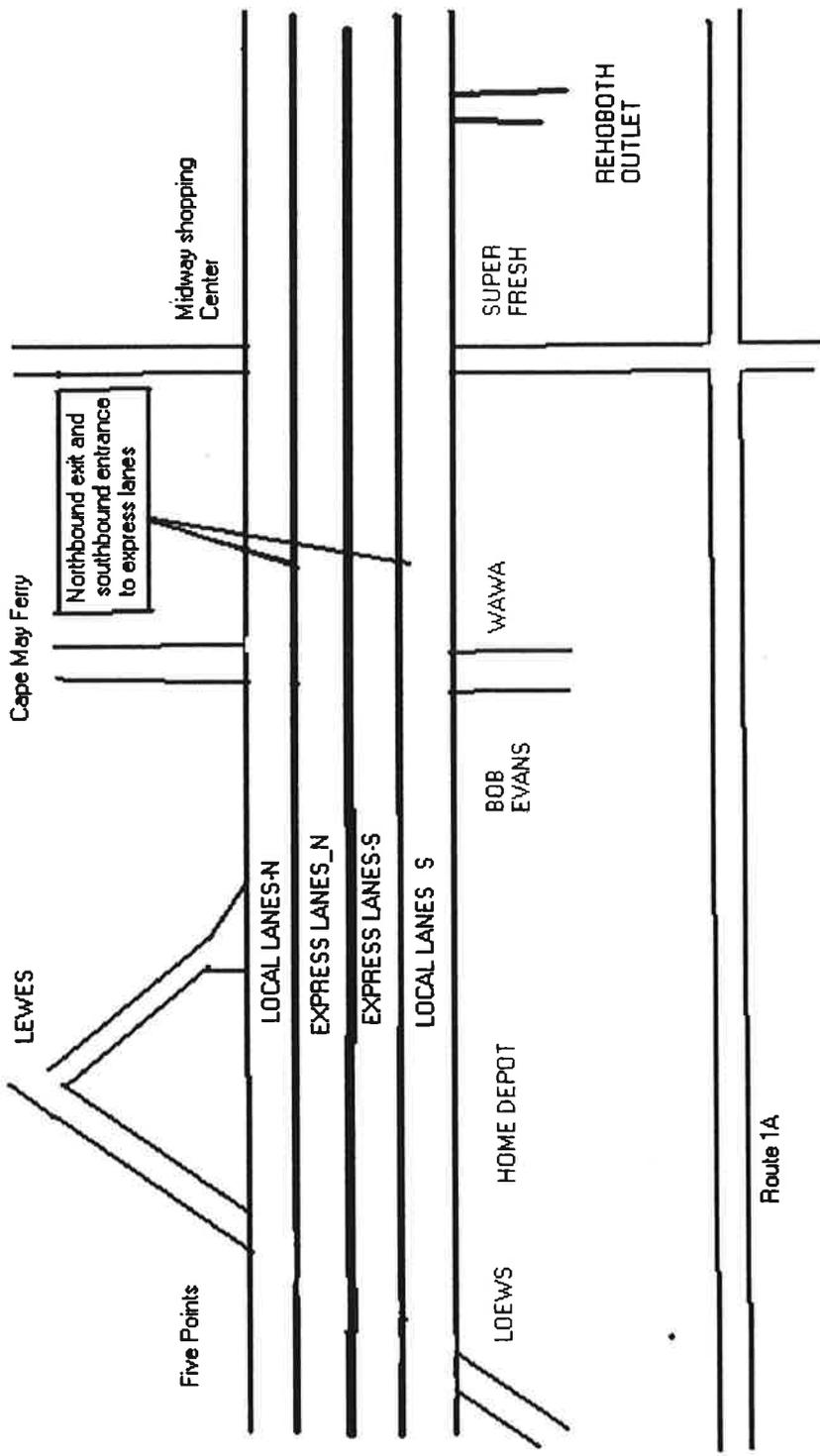


SUSSEX ROUTE 1 GRID STUDY  
 CONCEPTUAL PLAN  
 PROJECT 2  
 NASSAU PED / BIKE CONNECTION  
 SCALE: 1" = 600'



**Legend**

-  Relocated American Discovery / Millennium Trail
-  Road Shoulder Improvement
-  National Register Eligible Property / District
-  Potential High Probability Prehistoric Site
-  Hydric Soil Boundary (Estimated)
-  NWI Boundary (Estimated)



Phil Vosbell  
 11 Black Walnut Court (Kings Creek)  
 Rehoboth Re 19971  
 302 227-9727

over passes for express lanes

Rehoboth Outlets

Websters

Giant

K mart

EXPRESS LANES-N

EXPRESS LANES-S

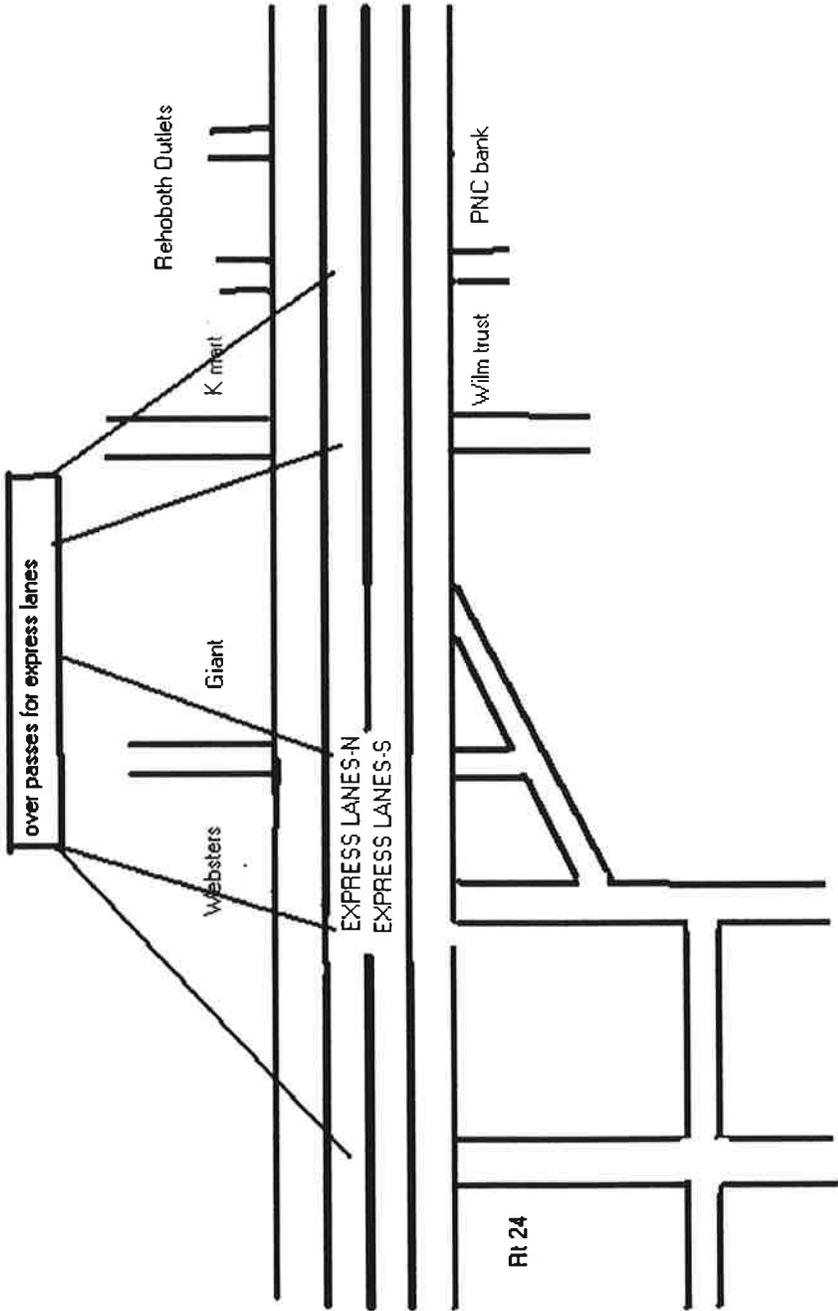
PNC bank

Wilm trust

Rt 24

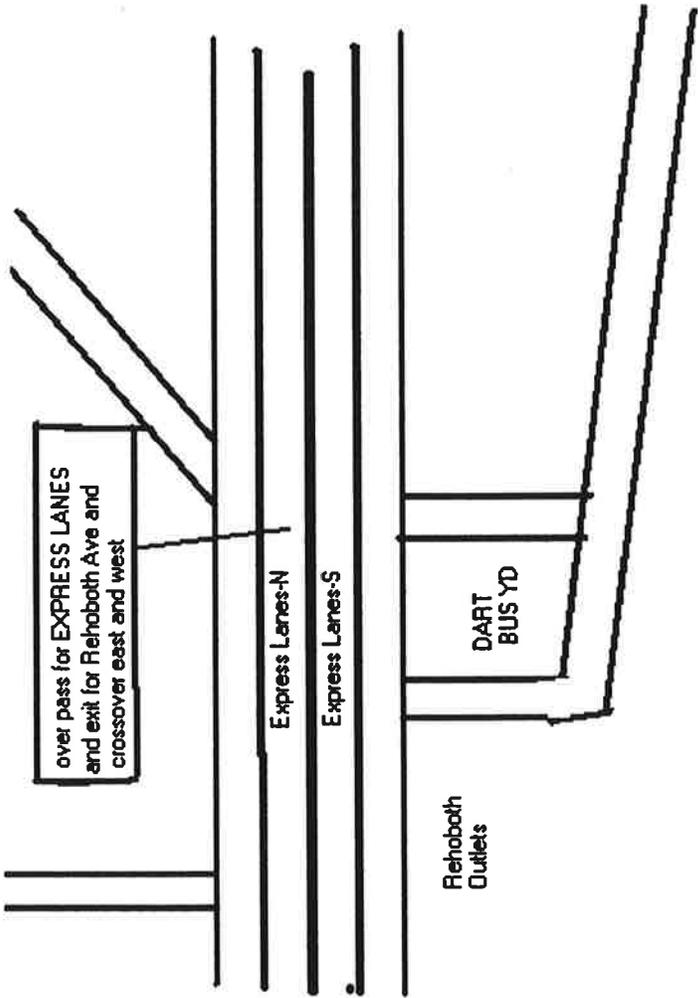
Old Landing

Millsboro



Glade

Rehoboth



Forgotten mile and  
Dewey beach

Rehoboth Yacht  
and Country Club

# **NEWSLETTER**

# SR 1 CONNECTIONS

Spring 1999

Official Newsletter for the SR1 Grid Concept Study

Volume 1, Issue 1

## SR1 Linkages and Connections

The State Route 1 (SR1) Grid Concept study focuses on this major roadway between Five Points and Rehoboth Beach. Phase 1 of this two phase study began in March of 1997. This newsletter summarizes the study process, findings, and steps to be taken in Phase 2. The overall objectives of the study are to:

- ◆ increase residents' mobility by developing alternate road linkages and connections;
- ◆ provide for multiple ways to travel;
- ◆ reduce congestion;
- ◆ improve safety;
- ◆ optimize signals; and
- ◆ maintain the character of the study area.

SR 1 is unique in that it travels the length of the State providing connections to all points within the State from I-95 down to the Maryland border. In the study area, this major arterial experiences heavy traffic volume and congestion especially in



*Traffic congestion, once a seasonal problem during the Summer, has now become an almost year-round condition.*

the peak season. However, unlike other areas of the State where SR 1 passes, the area between Five Points and Rehoboth Beach offers no alternative routes for residents and travelers to get to locations on either side of SR 1. As a result, congestion increases. The economic health and quality of life in an area depends on an efficient road network. With increasing population and visitors in the area, the need for linkages and connections is essential.

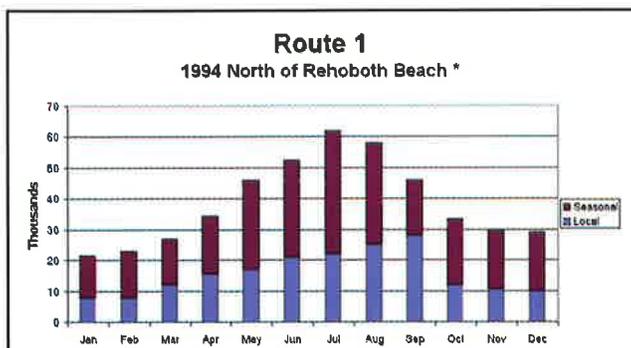
## A GROWING COMMUNITY

Between 1980 and 1990, Sussex County was home to seven of the fastest growing towns in Delaware, and all but one of those are located in the coastal resort areas. Sussex County population growth is expected to continue, rising from 113,000 in 1990 to almost 168,000 by the year 2000; a 48% increase! In addition to this population, Sussex County also attracts tourists and recreational visitors from surrounding

states, as well as other towns in Delaware. This all contributes to the seasonal traffic peak in the warm weather months. In fact, average daily traffic counts were taken in 1994 at six traffic points along SR1 and showed an 87% traffic increase during the month of August compared to year round averages. Although seasonal tourist traffic peaks in the summer, it is almost year-round, due in part, to the growing number of retirement communities, the retail outlets, and other area attractions.

## PUBLIC PARTICIPATION IN THE PLANNING PROCESS

Public involvement is the most important and necessary part of the planning process. Changes in the transportation patterns involve more than engineering solutions. They also involve recognizing the impacts that these changes have on the community. During Phase 1, DelDOT invited local residents, businesses, and local officials to help in the planning process to identify solutions to make getting around the study area easier. A total of three Advisory Committee Meetings and three Public Workshops were held, and the results are presented in the map on the following pages.

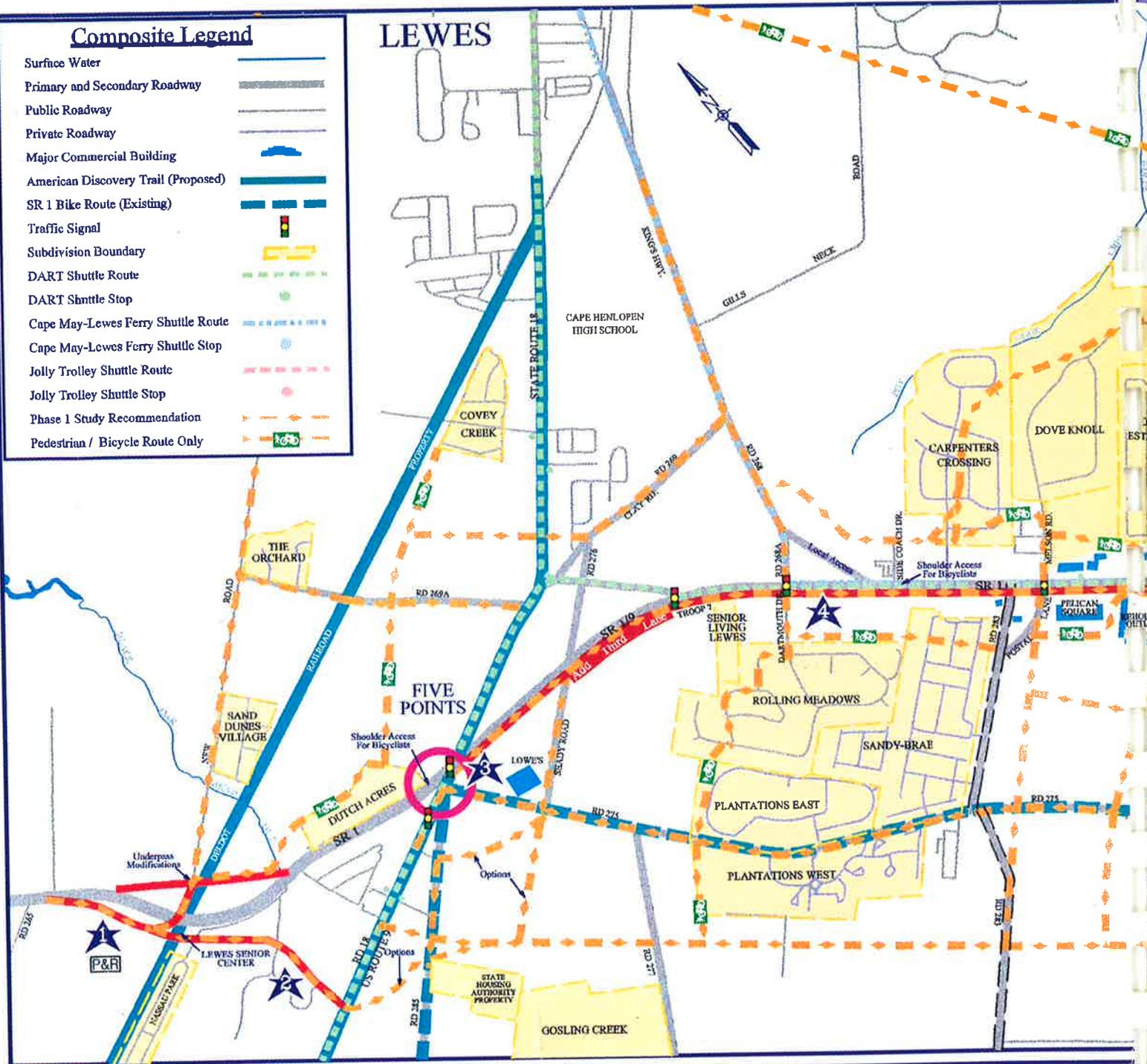


\*Statewide Long-Range Transportation Plan and Actions, Rt 1 Local and Seasonal Traffic Volumes (in ADT), Chapter 3, page 42, 1997.

## Composite Legend

- Surface Water 
- Primary and Secondary Roadway 
- Public Roadway 
- Private Roadway 
- Major Commercial Building 
- American Discovery Trail (Proposed) 
- SR 1 Bike Route (Existing) 
- Traffic Signal 
- Subdivision Boundary 
- DART Shuttle Route 
- DART Shuttle Stop 
- Cape May-Lewes Ferry Shuttle Route 
- Cape May-Lewes Ferry Shuttle Stop 
- Jolly Trolley Shuttle Route 
- Jolly Trolley Shuttle Stop 
- Phase 1 Study Recommendation 
- Pedestrian / Bicycle Route Only 

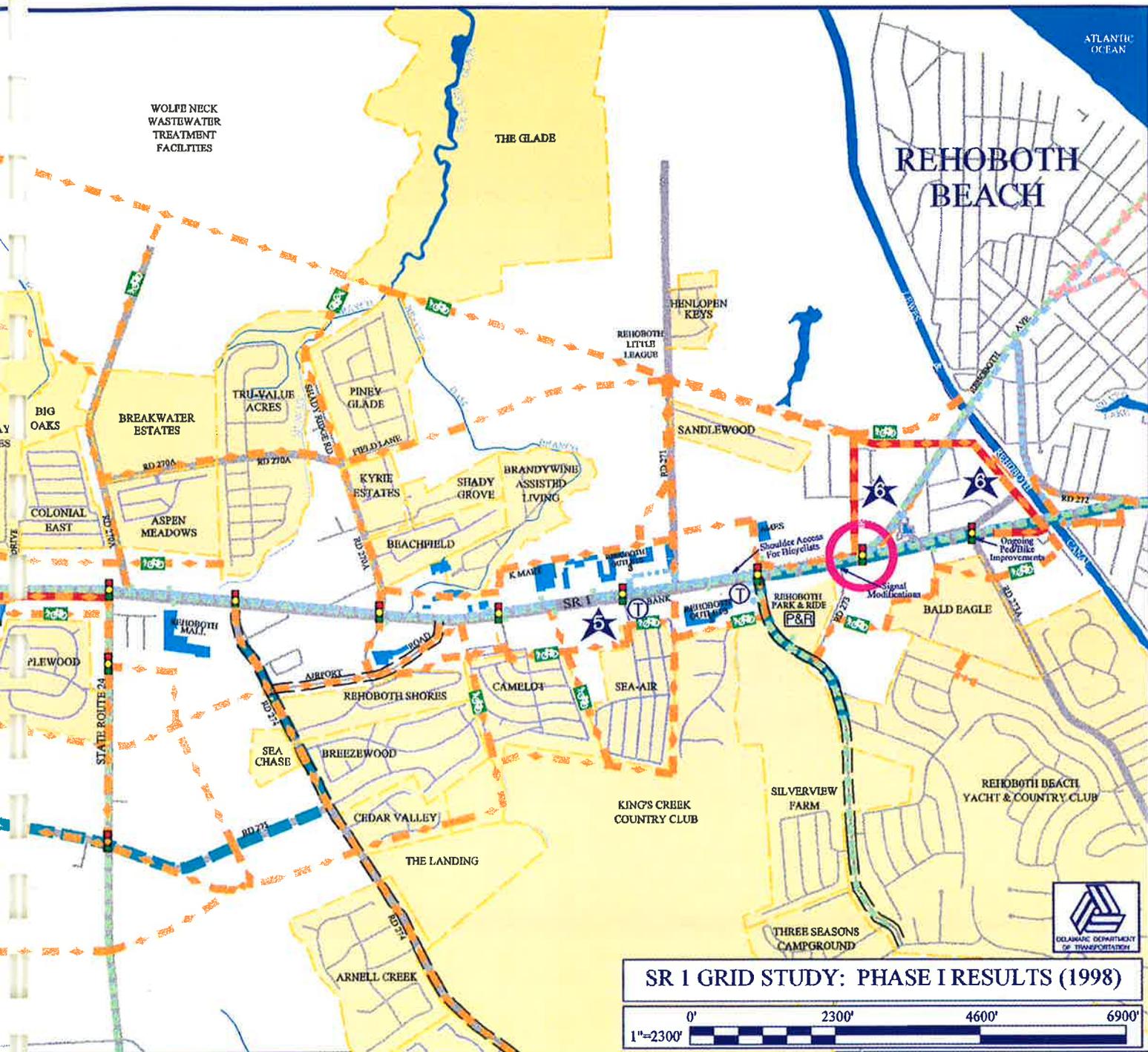
## LEWES



## PHASE 1 STUDY RECOMMENDATIONS

The above map indicates the linkages and connections that were suggested by the community during Advisory Committee Meetings and Public Workshops held in Phase 1. Recommendations emphasized interest in improving mobility and safety while at the same time addressing environmental concerns and the desire to retain the character of the study area.

-  SIGNAL COORDINATION – assess traffic flow and regulation at key traffic signal locations
-  INTERSECTION IMPROVEMENTS
-  PARK & RIDE FACILITY – proposed Park & Ride facility north of Five Points
-  IMPROVED SR1 TRANSIT CROSSING – Rd 274 – Rd 273
-  PEDESTRIAN/BICYCLE SYSTEM – Create a network of paths, sidewalks, or bike lanes connecting to desired locations or communities. Some areas to be dedicated to pedestrian/bike activity in an open space area and not shared with motorized vehicles.
-  CREATE SECONDARY ROAD CONNECTIONS – network of existing and new roadway connections that can serve all methods of travel
-  UPGRADE OF SHOULDERS – Airport Road; Rd 275 (Note: Rd 275 shoulders have been upgraded)



ATLANTIC OCEAN

WOLFE NECK WASTEWATER TREATMENT FACILITIES

REHOBOTH BEACH



**PHASE 2 PROJECT FEASIBILITY LOCATIONS**

In response to the Phase 1 Study Recommendations, DelDOT proposes implementation of the six projects listed below to initiate a series of SR 1 modal improvements.

-  NEW PARK-AND-RIDE LOT northwest of Five Points.
-  NEW ROADWAY CONNECTION that would serve the new park-and-ride lot to be located northwest of Five Points. This connection's northern limit is SR 1 and southern limit is Route 9.
-  FIVE POINTS INTERSECTION IMPROVEMENTS
-  SR 1 THIRD LANE WIDENING BETWEEN FIVE POINTS AND SR 24 to address modility and capacity needs.
-  POTENTIAL OPPORTUNITIES TO HELP SR 1 BICYCLE MOVEMENTS between Airport Road and Rehoboth will be identified. IMPROVED PEDESTRIAN CROSSINGS OF SR 1 will also include signal coordination and feasibility of "mid-block" crossings.
-  REHOBOTH AVENUE ENTRANCE IMPROVEMENTS



Delaware Department of Transportation  
 Office of External Affairs  
 P.O. Box 778  
 Dover, DE 19903

Mailing  
 Address  
 Label

**Phase 2 Public Meetings**

Notices for future public meetings will be advertised in local newspapers. If you would like to be placed on our mailing list to receive future notices at your home or business, please fill out the form below and mail to DelDOT as listed or call 1-800-652-5600.

**PHASE 2**

Preliminary work for Phase 2, began in October, focuses on six specific recommendations and locations identified in Phase 1. Emphasis was placed on pedestrian/bicycle and transit improvements.

- ◆ Rehoboth Avenue entrance improvements to facilitate bus movement to Rehoboth Beach.

During Phase 1, the local community actively participated and contributed in the planning process by identifying possible connections and linkages, as well as a potential environmental and quality of life impacts.

The public is urged and invited to continue participating in the study by reviewing and commenting on concept designs developed in Phase 2 at the upcoming Public Workshops. Public participation allows DelDOT to hear community concerns during the study, and allows DelDOT to respond with beneficial and acceptable improvements.

The locations and improvements are:

- ◆ Providing for a park-and-ride lot near Five Points;
- ◆ New multi-modal roadway connection to serve the proposed park-and-ride near Five Points. The connection links SR1 and the southern portion of Route 9;
- ◆ Five Points intersection improvements to expedite bus movement between the proposed park-and-ride lot and Rehoboth Beach;
- ◆ SR 1 third lane widening between Five Points and SR 24 to allow for multi-modal use;
- ◆ Bicycle movement between Airport Road and Rehoboth;

Please Print Clearly

<b>SEND TO:</b>		DelDOT Office of External Affairs P.O. Box 778 Dover, DE 19903	
Name _____	Address _____	City _____	State _____
ZIP Code _____			

**POWERPOINT  
PRESENTATION**

*The Consulting Engineers Council of Delaware  
Presents  
A Look at the SR1 Grid Concept Study*

You are invited to join fellow members of the Consulting Engineers Council of Delaware for the November General Membership Meeting. The program will focus on SR 1 between Five Points and Rehoboth Beach. With increasing population and traffic congestion in the area, the need for linkages and connections is essential.

DATE: Wednesday, November 17, 1999

PLACE: Dover Sheraton

TIME: 4:00 - 5:00 PM CEC/DE Executive Committee  
5:00 - 6:00 PM Social Hour (Cash Bar)  
6:00 - 7:30 PM Dinner and Program

SPEAKER: Tricia Faust, Senior Transportation Planner

Intermodal Programs, Delaware Department of Transportation

COST: \$ 30.00 per person

Choose One Entree:

- Chicken Breast stuffed with Alouette Cheese and Wrapped with Bacon
- Pork Medallions with Creole Mustard

RSVP by November 13: CEC/DE Office (FAX reservations preferred)  
Phone: (302) 731-9992 FAX: (302) 733-7916



Consulting Engineers  
Council of Delaware  
MEMBER  
American Consulting Engineers Council

# SR 1 GRID CONCEPT

## *Building Connections To Meet Mobility Needs*

November, 1999



This evening I am going to talk about the SR 1 Grid Concept Study. This is a two phase study and DelDOT is currently in Phase 2. I will present a brief background about the study area and study process. The study recommendations from Phase 1 will be outlined, as well as the status of Phase 2. As you will see, there are several short term actions that can be taken, and others that are longer-term.

We are in the process of structuring the next steps that need to be taken to refine and implement the grid. This includes working closely with Sussex County and continued outreach to the residential and business community.

Good Evening

# SR 1 GRID CONCEPT

## *Building Connections To Meet Mobility Needs*



## BACKGROUND

- SR 1 Five Points to Rehoboth Beach

- Phase 1 - March of 1997

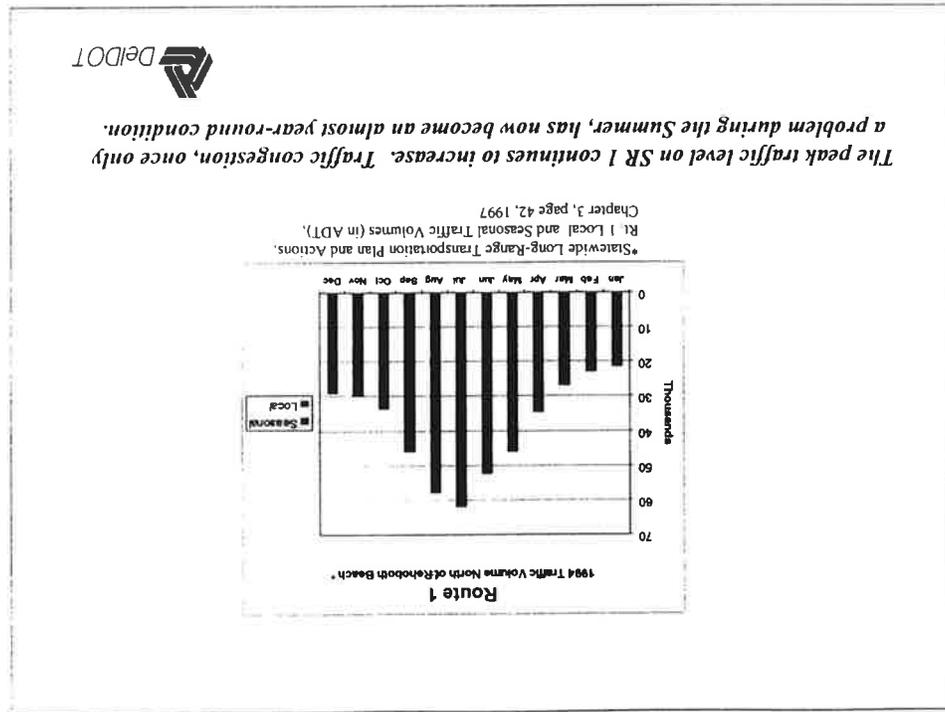
- Historically, area experiences seasonal congestion

- Trends indicate condition will worsen



The study area begins at Five Points and continues through to Rehoboth Beach, approximately a five mile stretch (4.75 miles).

- Graph illustrates 1994 comparison of local and seasonal traffic
- Levels are increasing creating an almost year round condition
- SR 1 study area is unique - this major arterial offers no alternative routes for residents and travelers to get to locations on either side of SR 1.



- Population growth rate represents a 48% growth
- 56% of Delaware visitors visit the Lewes-Rehoboth Beach resort

**SR 1 GROWTH TRENDS**

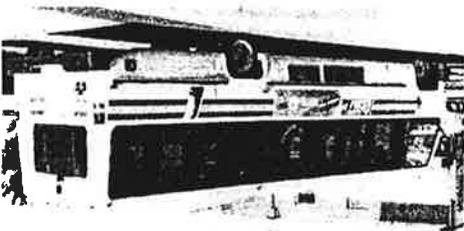
- **Countywide Growth**
  - 1990      113,000
  - 2000      168,000
- **Increasing Visitors**
  - 56% of Delaware's Visitors



Residents, travelers, and tourists move around and through the study area using many modes of travel. It has already been pointed out that automobile use in the area is high and increasing.

Three different transit systems operate in the area: Delaware Resort Transit, the Delaware River & Bay Authority's trolley and shuttle buses from the ferry, and the Jolly Trolley.

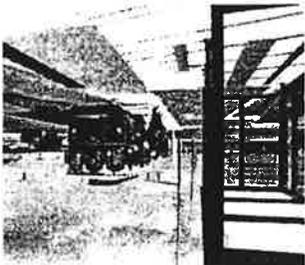
**TRANSIT**



*Resort Transit Bus on Rehoboth Avenue*



*Resort Transit Buses*



*DRBA Trolley at Outlets*



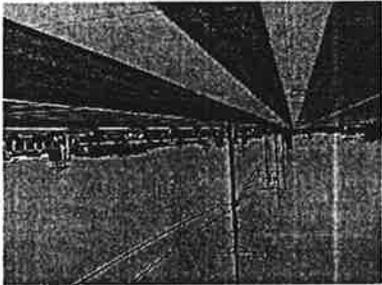
*DelDOT*

*Three different transit systems operate in the area: Delaware Resort Transit, the Delaware River & Bay Authority's trolley and shuttle buses from the ferry, and the Jolly Trolley.*

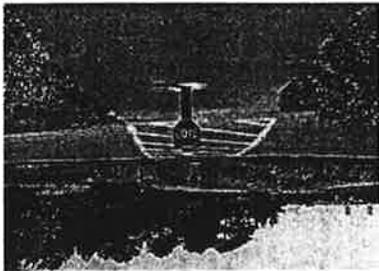
transportation system together.  
 pedestrian network is the key that connects most other elements of the  
 destinations and connect the destinations to each other. An integrated  
 such as sidewalks and crosswalks, help link other modes, like transit, to  
 At some point in a journey, everyone becomes a pedestrian. Pedestrian facilities,  
 pedestrians.

need to drive to local destinations. Bikeways can also be shared for use by  
 safe, connective system of bikeways will help reduce visitor's and residents'  
 Bikes are an important mode of travel, especially in a resort area. Providing a

**BIKEWAYS/PEDESTRIAN CONNECTIONS**



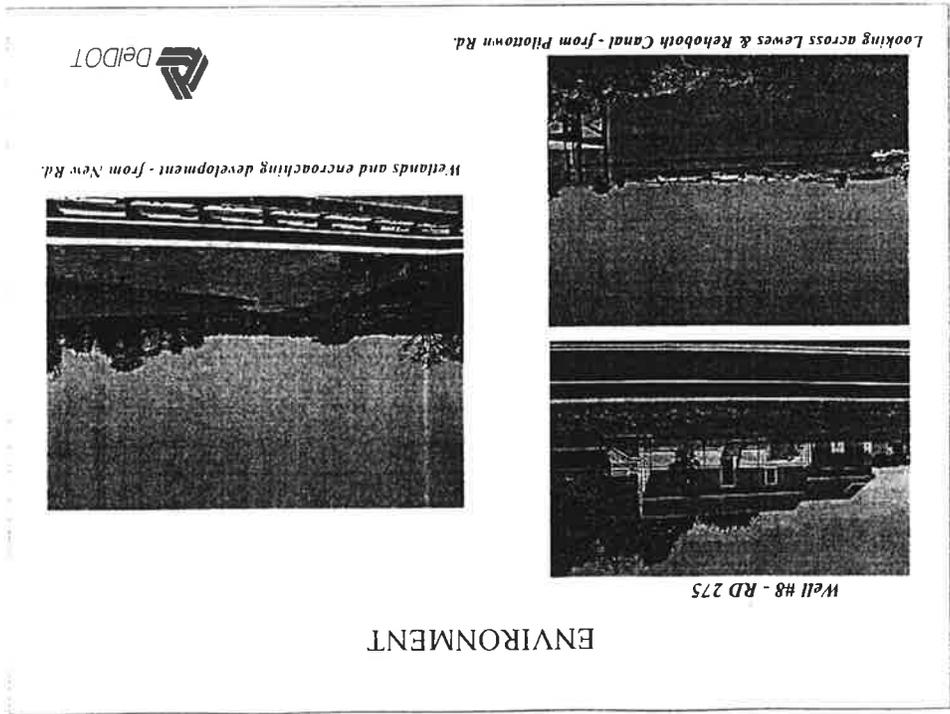
*Sidewalk along SR 1*



*Bikeway at Cape Henlopen State Park*

**DelDOT**

# ENVIRONMENT



*Looking across Lewes & Rehoboth Canal - from Plover Ln Rd.*

*Wetlands and encroaching development - from New Rd.*

*Well #8 - RD 275*



The Lewes and Rehoboth Resort area has many attractions and environmental areas that residents and visitors enjoy. The rich environment includes the beach, wetlands which serve as a refuge for wild life, and canals for fishing and boating.

Aquifers spread throughout the area provide the local water source

- Recognizing the trends, the study used a “bottoms-up” approach to identify issues and possible solutions for getting around and through the study area.
- Public participation is an important part of the study process allowing us to be responsive to local concerns and to hear their recommendations/preferences.
- Assembled local advisory committee, held public workshops
- Total of 3 Advisory Committee meetings and 3 public workshops in Phase 1

**SR 1 GRID CONCEPT STUDY**

- Local Advisory Committee
- Public Workshops
- Concept Plan
- Responsive to Local Issues



- Traffic and safety issues on SR1 were identified by the public including lack of shoulders, bicycle and pedestrian safety and merging traffic from shopping areas.
- Community strongly expressed the desire to maintain the character of the resort area
- Environmental issues are very important including impacts to wetlands, aquifers, and historical community areas.
- Need to support all modes of travel
- Accessibility of emergency vehicles in new development areas
- Increased truck traffic on Route 275.

**GRID CONCEPT ISSUES**

- **Community Concerns**
- **Environmental Resources**
- **Traffic Operations**



recommendations, is a grid system that:

The goal of the project, after listening to the community suggestions and

**GOAL**

**Develop a community acceptable grid system that:**

- Enhances the quality of life in the corridor,
- Supports and improves accessibility in the corridor for all travel modes,
- Provides safe mobility,
- Preserves the environment, and
- Supports the County's Transportation and Development plan.



## Objectives

- Actively involve and maintain the public in the decision making process
- Increase residents' mobility by building alternative road linkages and connections
- Provide multiple ways to travel
- Improve safety for all modes of travel

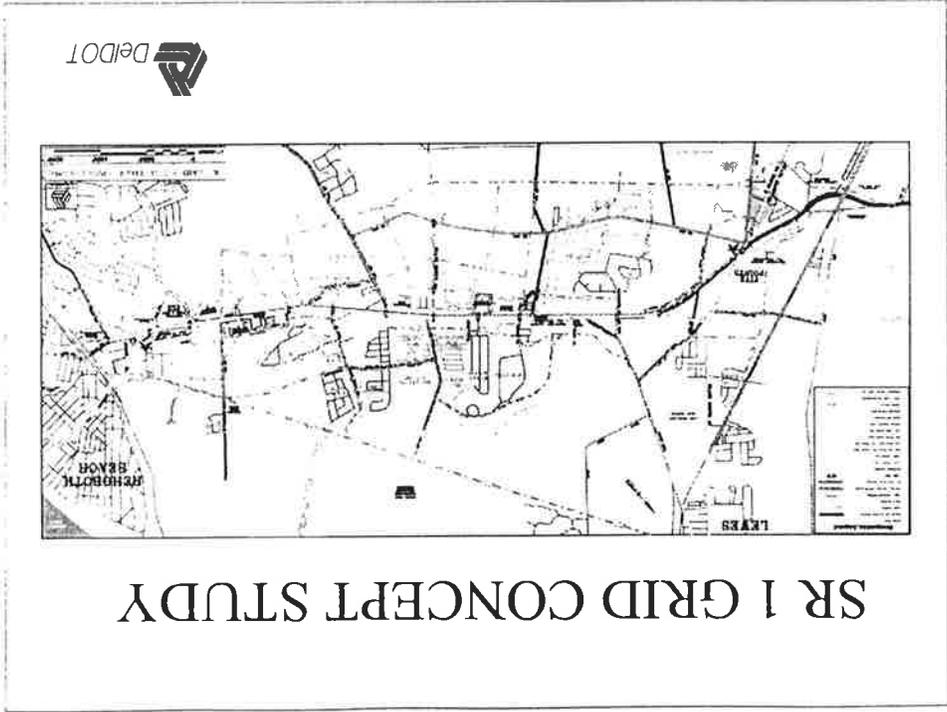


The following objectives will help us reach the goal

## Objectives

- Optimize signals
- Reduce congestion
- Coordinate transportation improvements with approved land use development





- By the end of Phase I
  - a grid concept map was developed.
  - Typical cross sections for both major and smaller roadway connections were established, and
  - Six project areas were identified for further study
- The grid mapping went through several iterations beginning with the opportunity to make recommendations as if there were no barriers to the suggested roadways. Continued discussions with the public refined the grid taking into account environmental and historical constraints.

## PHASE 2

- Emphasis placed on pedestrian/bicycle and transit improvements

- Typical Cross Sections

- Six projects progressed to preliminary design



•October 1998

•Continued Local Involvement

- Traffic analysis conducted to update baseline traffic data and calibrate the traffic simulation model
- Identify short-term improvements, alternate routes to help reduce traffic congestion.
- Look at other projects to see where project coordination is possible

## PHASE 2

- Traffic Analysis
- Prepare Transportation Operations Management Plan
- Review of Other SR 1 Projects and Associated Improvements



ITMS - ITMS will be an integrated multimodal system providing real time information on traffic, routes, and conditions. Introduced in the Rehoboth Beach area in May. Immediate positive benefits keeping traffic flow despite volume of traffic

Sixteen (16) new vehicles placed in service this summer. Also - DART and the City of Rehoboth have a partnership program to encourage employees working in the City to use the Park & Ride lot.

Numerous Pedestrian/ bicycle programs that include repaving, striping, sidewalk improvements and dedicated pathways.

The Charles Mills Boulevard Initiative strives to guide development, through a comprehensive plan, to maintain an attractive, safe, multimodal friendly, urban environment. Currently there is a public/private partnership initiative for landscape improvements, designs, and plans on Route 1 between Nassau and Dewey Beach.

**OTHER SR 1 PROJECTS**

- **Integrated Transportation Management Strategic Plan (ITMS)**
- **Transit in the Resort Area**
- **Pedestrian and Bicycle Projects**
- **Charles Mills Boulevard Initiative**



- Three typical sections
- One dedicated for pedestrian and bicycle use only
- Shared use grid connector used to connect smaller grid roadways or in constrained areas
- Multimodal major connector to connect larger roadways or in unconstrained areas

**TYPICAL SECTIONS**

- Pedestrian/Bicycle Path
- Multimodal Grid Connector
- Multimodal Major Connector



- Example of a multimodal grid connector for smaller roadway connections or in constrained areas
- Minimum right of way (ROW) of 53' 4"
- Green areas separating sidewalks from bike lane
- Travel lanes 11' wide



- Intercept southbound motorists destined for Rehoboth Beach and Lewes/Cape Henlopen. Provide convenient place to park and use transit to destinations. Reduce vehicular traffic on SR 1. **Long term phasing (3 or more years)**
- Relocates a portion of the American Discovery/Millennium Trail away from Five Points Intersection. Makes use of existing grade separation between SR 1 and railroad tracks and utilizes DelDOT ROW for bike/ped path. Facilitates future expansion to the east. **Intermediate (1-3 years)**
- Shoulder widening Five Points to Route 24. Area experiences constrained capacity. Widening facilitates multimodal use **Intermediate (1-3 years)**
- Also in this area, there is strong consensus for the addition of a third lane southbound from Five Points to Route 24. This addition will increase capacity in a constrained area and facilitate multimodal use of the shoulder. Northbound roadway has three lanes in this area. **Intermediate (1-3 years)**

## PHASE 2 PROJECTS

- Nassau Park & Ride Lot
- Nassau Pedestrian/Bicycle Connection
- Five Points to Route 24



- Provides a Bike Route 1 connection off of SR1 connecting local communities and Rehoboth park-and-ride lot. **Intermediate and Short Term implementation.** Short term can perform shoulder improvements on Old Landing Road, Airport Road, Phillips Street and Martin Street.
- Provide a new access route to Rehoboth Avenue using the Canal Landing area to improve safety and operation at the SR1/1A split.
- There is another project to increase capacity on the northbound and westbound approaches. By adding a travel lane. Capacity at the intersection can be increased and allows flexibility in optimizing signal operations. **Long, Intermediate and short term implementation.**

## PHASE 2 PROJECTS

- Pedestrian/Bicycle Connection: Old Landing Road to Rehoboth
- Rehoboth Avenue Entrance/Intersection Improvements

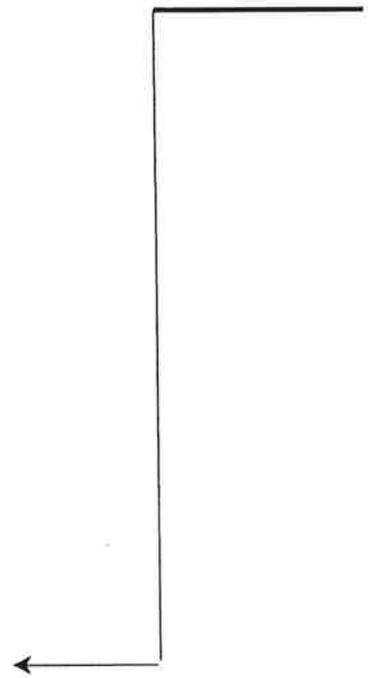


## NEXT STEPS

- DeIDOT reviewing and prioritizing the projects
- Finalize the Grid
- Public Outreach



# Sussex County SR 1 Grid



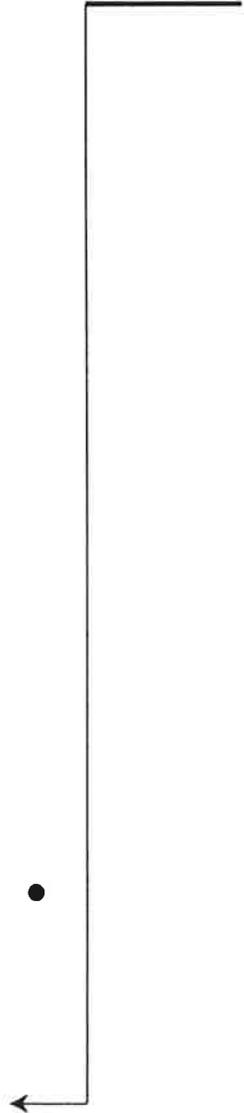
- Provides residents with accessibility in the corridor by reducing conflict with SR 1 traffic.
- Supports and provides a variety of transportation options including autos, transit, bicycling and walking.
- Provides unimpeded access to emergency vehicles.
- Develops to coordinate and acknowledge the critical link between land use development and the transportation infrastructure and services.
- Supports economic development through managed growth as identified by the County.
- Maintains the natural environment and attractiveness consistent with the Charles B. Mills Boulevard concept.
- Provides a safe place for residents and tourists to travel.

# Vision The SR 1 Corridor:



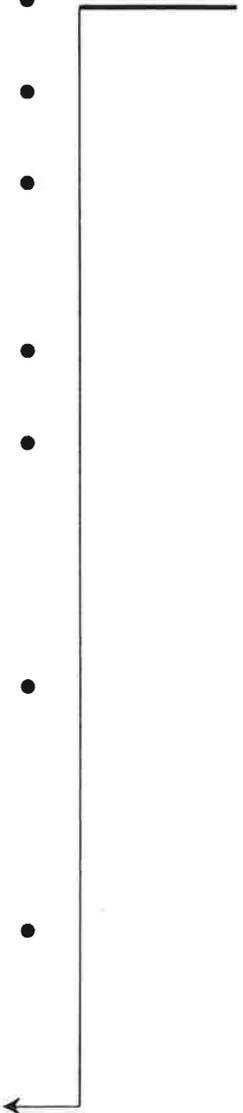
- **Develop a community acceptable grid system that enhances the quality of life in the corridor by improving accessibility to provide safe mobility, preservation of the environment, and managed growth in support of the County's Transportation and Development plan.**

# **Goal**



- Actively involve and maintain the public in the decision making process.
- Increase residents' mobility by building alternative road linkages and connections.
- Provide multiple ways to travel.
- Improve safety for all modes of travel
- Optimize signals.
- Reduce congestion.
- Coordinate transportation improvements with approved land use development.

# Objectives



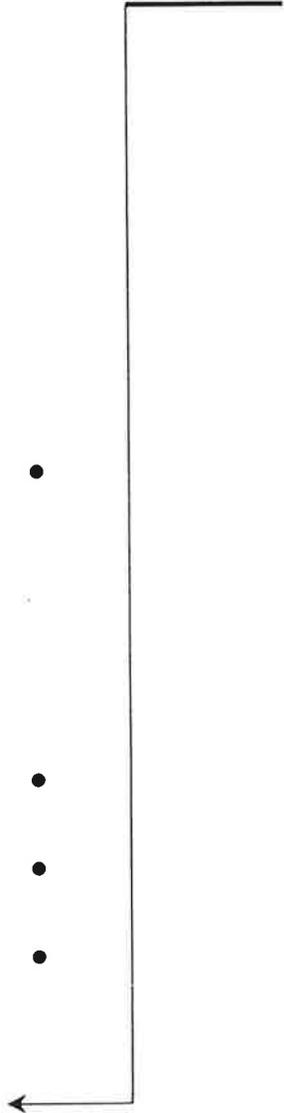
# Problem Description

- Rapidly growing community for residents, tourists, and recreational visitors places greater demand on the transportation infrastructure.
- There are few alternative routes for residents and travelers to get to locations on either side of SR1. Limited east/west mobility.
- Congestion is increasing during the seasonal months and beyond.
- Traffic and safety issues on SR1 were identified by the public including lack of shoulders, bicycle and pedestrian safety and merging traffic from shopping areas.
- Development needs to be coordinated with transportation.
- Increased truck traffic on Route 275.



# Alternatives

- No Build
- Build as development occurs.
- Establish a plan to provide a transportation infrastructure in concert with the County's current development plans.
- Move forward with projects that improve SR1



# Selected Options

- Third lane addition and shoulder widening on SB SR1 to increase capacity and facilitate multi-modal usage.
- Ped/Bike connection on Old Landing Road to the Rehoboth on the west side of SR1.
- Nassau Ped/Bike connection to provide a new relocated section for the American Discovery/Millennium Trail. Provides a safe bike route away from the Five Points intersection.



DATE: 11/15/2011 10:58 AM

# **CORRESPONDENCE**

302-645-6657  
cc: Del Dot  
Bill & Joan Deaver

*Bill & Joan Deaver*

Respectfully yours,

The enclosed copy of the Delaware Department of Transportation Phase 2 Project map shows two proposed roads in the area bordered by Route 1, Postal Lane, RD 275, and State Rt. 24. We live in this area. The developers have begun their projects and we would like to see the roads built, too. The first road would run east and west, connecting Postal Lane to RD 275, but looking at the construction site, we see no evidence that the road is being built. Second, there is to be an east-west road that extends from Postal Lane, goes between Pelican Square and Rehoboth Outlet, runs in front of the Outlet, then in back of the proposed Hampton Inn and the new McDonalds.

*asked for right answers  
can we have  
by 1/1/99*

**Subject: DEL Dot proposed roads in our neighborhood**

The Hon. Finley Jones, Lynn Rogers, Dale Dukes, George Cole & Vance Phillips  
Sussex County Council  
2 The Circle, PO Box 589  
Georgetown, DE 19947  
Dear Hon. Finley Jones, Lynn Rogers, Dale Dukes, George Cole & Vance Phillips:

RE: 1. Dentickson's hotel & golf course behind Pelican Square 2. Meol's Hampton Inn/McDonalds on US Rt. 18, State Rt. 24.

July 22, 1999



RD 2, Box 520  
Rehoboth Beach, De 19971

*2 copies  
99-017*

August 24, 1999

Mr. & Mrs. William Deaver

RD 2, Box 520

Rehoboth Beach, DE 19971-9705

Dear Mr. & Mrs. Deaver:

Thank you for your fax and letter copies regarding commercial construction on SR 1 and its relationship to the Sussex County Grid Study. I understand you are specifically interested in the roadways proposed in the SR 1 Grid Study near the Derrickson's hotel & golf course behind Pelican Square and Meoli's Hampton Inn/McDonalds on S.R. 1 and S.R. 24. I appreciate your support in favor of the roadways and hope that this letter addresses your concerns.

The proposed roads illustrated on the Phase 2 map included in your letter were developed during the Phase I planning process through Public Workshops. As expressed in my July 22 letter to you, the proposed roadway and multi-use connections are "desire lines", a representation of how the grid could unfold over time. Actual components and alignments are developed as developers submit plans for review and approval to the County and State. The State considers a number of items including such things as State regulations, property lines and safety aspects of both the proposed alignment and any possible intersections.

The proposed road extending from Postal Lane, continuing behind Pelican Square, along side and in front of the Rehoboth Outlet, and behind the proposed Hampton Inn/McDonalds was proposed as a pedestrian/bicycle pathway only. Pelican Square was completed during the Phase I process before the recommendation to require developers to dedicate right-of-way for grid study components was made. This preempts our opportunity to request a right-of-way. The Department needs to approach the developers of Pelican Square and the Hampton Inn/McDonalds to request access and permission to stripe and/or sign a pedestrian/bicycle pathway to implement this pathway.

The second area you identify in your letter, the proposed east/west roadway connecting Postal Lane to Route 275 near the Derrickson's hotel and golf course, has been discussed with the developer and a right-of-way granted. The configuration of the roadway will be different from what is seen on your map to accommodate the development site. It is our intention to extend the proposed north/south roadway through Rd. 283. The extension of the roadway west of Maplewood depends on County Council approval for the Woods Cove development and the Hudson property owner in this area have agreed to dedicate a right-of-way and construct all or a portion of the roadway.

The full construction of the roadway depends on the cooperation of the developers, property owners and, in this case, approval by County Council for the development to occur. Constructing this roadway will be over time in pace with actual development

Again, thank you for your letter. I hope that I have been able to address your concerns. If I can be of additional assistance, please contact Tricia Faust at 760-2154.

Sincerely,

Anne P. Canby

Secretary

APC

Cc: Charles "Bud" Freil, Director External Affairs  
Raymond Harbeson, Chief Engineer

George Shaw, Subdivision Manager

Tricia Faust, Senior Transportation Planner

Melissa Welch, Transportation Planner

DRAFT

the responsibility of the landowner. The present location of these roads can not be supported by the financial construction costs of these roads and doubt with support Project #2-Multi-modal Connector. But with great reservation and doubt with support Project #2-Multi-modal Connector. But with great reservation and doubt with support Project #2-Multi-modal Connector. But with great reservation and doubt with support Project #2-Multi-modal Connector.

thirly our family has owned and operated our farm fruit business on this land since 1919. This proposed lot is centrally located in our lands and is essential for our continued operation.

Secondly the State already owns a parcel of land next to the Nassau location. Its use would save further expense.

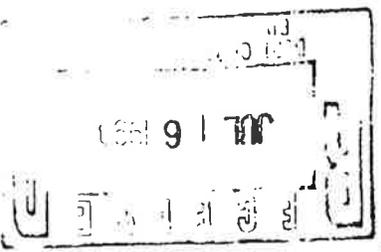
where the traffic at weekends is extremely heavy. The lot location in Nassau would not allow this. Busses would have to use Rt #1 the planned grid roads to eliminate or greatly reduce the use of Rt #1 to reach the shore information center, and rest facilities. Busses could exit this lot to Rt #275 and through would serve both Rt #1 and Rt #9 travelers. A great spot for park and ride, visitors Delaware State Police Troop #7. This is known as the John Willson farm field. This lot location to that of the planned lot in Nassau. This is on Delaware Rt #1 south next to the If your department is committed to developing a park and ride lot, there exist a superior location to that of the planned lot in Nassau. This is on Delaware Rt #1 south next to the Delaware State Police Troop #7. This is known as the John Willson farm field. This lot would serve both Rt #1 and Rt #9 travelers. A great spot for park and ride, visitors information center, and rest facilities. Busses could exit this lot to Rt #275 and through the planned grid roads to eliminate or greatly reduce the use of Rt #1 to reach the shore points. The lot location in Nassau would not allow this. Busses would have to use Rt #1 where the traffic at weekends is extremely heavy.

I strongly object to Project #1, the planned Park and Ride Lot to be located on Rt #1 and Del. Rt. #265. I own this property and it is a significant part of our farming business. The concept of park and ride has some good points for those who benefit. However as a corridor improvement on Delaware Rt #1, a 500 vehicle car lot on a roadway serving 50,000+ vehicles per day will have an insignificant effect on traffic improvement. The beneficiaries of this planned lot would be the municipalities of Lewes, Rehoboth Beach, Dewey Beach who have not wished to solve their interior parking problems yet still wish to attract the dollars that unvehicled customers would spend there.

I wish to record my position on the Rt#1 Corridor Improvement Plan presented Wednesday, May 26, 1999 in the Rehoboth Beach meeting.

Dear Ms Faust:

Incia Faust  
 Senior Transportation Planner  
 Department of Transportation  
 Division of Planning  
 P.O. Box 778  
 Dover, Delaware 19903



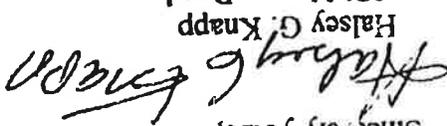
July 14, 1999

Halsey G. Krapp  
 871 Nassau Road  
 Lewes, Delaware 19958

I support Project #3 Five Points Intersection Improvement  
 I strongly support Project #4- SR1 Third Lane between Five Points and SR24, also signal  
 coordination of Rt #1

Delaware Rt #1 is a local road and also carries through traffic. As stated by the present  
 Secretary of Transportation, this combined usage does not work well for either. OUR  
 LONG RANGE PLANNING SHOULD BE TO SEPARATE THESE TWO  
 DIFFERENT TRAVELING GOALS. THIS CAN ONLY BE ACCOMPLISHED BY  
 THE CONSTRUCTION OF A NEW ROUTE FOR THROUGH TRAVELING  
 TRAFFIC.

Sincerely yours,



Halsey G. Knapp  
 871 Nassau Road  
 Lewes, Delaware 19958

Finally, I would like to say that your observation that SR1 functions as both a through road and a local roadway is correct. The Sussex SR 1 Grid study's long term goal is to develop a grid network that enables local residents to move through the area without having to sit in through traffic. At the same time, DeIDOT is exploring ways to direct

I appreciate your expression of support for the multimodal connection, Five Points intersection improvements, third lane widening on SR 1 between Five Points and SR 24, and signal coordination. You may have noticed improved traffic flow this summer. DeIDOT introduced the Integrated Traffic Management System (ITMS) on SR 1 between Lewes and Rehoboth Beach on Memorial Day weekend. The effects of the computer-synchronized lights meant that heavy traffic was kept moving despite the volume.

You have given several suggestions for alternative locations for the proposed Park & Ride. One of the locations, already owned by DeIDOT, was considered and found too small for the intended use. As part of the DeIDOT review process, we will share your recommendations with the appropriate DeIDOT staff and the consultant.

The consultant team, as part of Phase 2 is in the process of identifying site constraints for the project sites. This includes environmental impacts, property ownership, costs, and other significant concerns. The actual site location may need to change to reflect the availability of right of way, and other factors that the Department must consider as with the development of any project. In short, just because a grid study component is shown at a particular location, it does not mean that the site component is not subject to change.

Phase 1 of the study asked the public to assist in identifying corridor improvements. Based upon recommendations we heard, Phase 2 advances six projects to preliminary engineering and typical sections for further consideration. The Park & Ride site shown on the newsletter map is desirable because it can be coordinated with the SR 265 grade separation that is included in the SR 1 Corridor Preservation Project, intercepts southbound traffic and Lewes Ferry travelers destined for Rehoboth Beach and the Outlets, and could provide transit access.

Thank you for your letter and suggestions on the Sussex Route 1 Grid Study. I understand you are most concerned about Project 1, the proposed Park and Ride Lot on SR1 and SR 265 because it would require the use of land that is your property. I appreciate your concern and hope that this letter can provide some clarification of the Department's goals and a better understanding of the study process.

Dear Mr. Knapp:

Mr. Halsey Knapp  
871 Nassau Road  
Lewes, DE 19958

September 8, 1999

DRAFT

through traffic along other routes to reduce the amount of traffic on SR1. A successful grid system will take time and require those developing parcels to dedicate right of way for grid study components. In this way, portions of the right of way can be accumulated until individual components of the grid can be built. We are currently making these requests of developers as they come to us for site plan and entrance approval.

Again, thank you for your letter. I hope that I have been able to address your concerns and encourage you to remain active in the project process. If I can be of additional assistance, please contact me at 760-2154.

Sincerely,

Tricia Faust  
Senior Transportation Planner

Cc: Charles "Bud" Freil, Director External Affairs  
Raymond Harberson, Chief Engineer  
George Shaw,  
Melissa Welch, Transportation Planner

«Name»

«Company»

«Address1»

«CityStatePostalCode»

«Salutation»

Re: Sussex Route 1 Grid Study:

The purpose of this letter is to introduce myself as the Sussex SR 1 Project Manager and bring you up to date on the status of this study.

Mr. Eli Cooper resigned from DeLDOT in August. I had been working with Mr. Cooper on the study and it was always intended that I would assume the role of Project Manager. It was also anticipated that the transition would slow the project. Contrary to what may have been heard, I would like to reassure you that, though slowed by the transition, the project is still moving forward.

Through your efforts and the Public Workshops, conceptual lines, typical roadway connections, and projects were identified for the study area at the completion of Phase 1. Projects include: Nassau Park-and-Ride Lot; Nassau Ped/Bike Connection (making use of the existing grade separation between SRI and the railroad tracks at Nassau); Southbound SRI Shoulder Widening; Pedestrian/Bicycle Connection to provide a Bike Route 1 connection from Airport Road south to the entrance to Rehoboth; and Rehoboth Entrance Improvements.

Phase 2 has moved these projects into the twenty-percent design phase. In addition, DeLDOT is now in the process of identifying requirements to move these roadway connections beyond conception to a definitive network.

We will reconvene the Advisory Committee after the New Year to present the project designs and discuss the next steps. Your participation in the study has been valuable in identifying study area improvements. The beneficial working relationship between the Advisory Committee and Mr. Cooper was the result of your willingness to communicate and his accessibility to your questions and concerns. I intend to maintain these open channels and encourage you to contact me with questions and comments at 302-760-2154.

Sincerely,

Tricia Faust

Project Manager

cc: Anne P. Canby, Secretary, DeLDOT

Charles "Bud" Freel, Director, External Affairs  
E. Abbott, DeLDOT Planning  
R. Reeb, DeLDOT Planning

DRAFT

February 18, 2000

Mr. Jim Ippolito  
609 Savannah Road  
Lewes, Delaware 19958

Dear Mr. Ippolito:

We will be holding a Public Meeting to present the Nassau Pedestrian and Bicycle Connection project on February 29, 2000 at Cape Henlopen High School, 4:00 PM - 8:00 PM. This project was identified through the Sussex Route 1 Grid Concept Study Public Workshops. It also provides a new relocated section for the American Discovery Trail, recently designated a national Millennium Trail.

I wanted to write to you because of your participation in the Sussex Route 1 Grid Concept Study and personal interest in the American Discovery Trail. The Nassau Pedestrian and Bicycle Connection is within DeLDOT owned right of way along SR 1 and Nassau Road and makes use of the existing grade separation between SR1 and the DeLDOT owned railroad tracks at Nassau.

One issue we heard frequently during the Sussex Route 1 Workshops was the public's concern for safety. This connection provides a safe pedestrian and bike route away from the Five Points intersection.

Join us at the public meeting to view the design and hear more about the project. If you have any questions, please feel free to call me at 760-2154.

Sincerely,

Tricia M. Faust  
Senior Transportation Planner

Cc: J. Cantalupo, DeLDOT Planning  
Charles "Bud" Freel, Director External Affairs  
Liz Holloway, Pedestrian and Bicycle Coordinator

D R A F T

February 18, 2000

Mr. Paul Morrell  
Chairman, Delaware Greenways and Trails Council  
P.O. Box 244  
Delaware City, Delaware 19706

Dear Mr. Morrell:

I wanted to write to you because of your participation and interest in the Delaware Greenways and Trails Council. We will be holding a Public Meeting to present the Nassau Pedestrian and Bicycle Connection project on February 29, 2000 at Cape Henlopen High School, 4:00 PM - 8:00 PM. Although this project was identified through the Sussex Route 1 Grid Concept Study Public Workshops, it provides a new relocated section for the American Discovery Trail, recently designated a national Millennium Trail from coast to coast.

The Nassau Pedestrian and Bicycle Connection is within DeLDOT owned right of way along SR 1 and Nassau Road and makes use of the existing grade separation between SR1 and the DeLDOT owned railroad tracks at Nassau. One issue we heard frequently during the Sussex Route 1 Workshops was the public's concern for safety. This connection provides a safe pedestrian and bike route away from the Five Points intersection.

Join us at the public meeting to view the design and hear more about the project. An option would be to present the project at an upcoming Greenways and Trails Council meeting. Please feel free to call me at 760-2154.

Sincerely,

Tricia M. Faust  
Senior Transportation Planner

Cc: J. Cantalupo, DeLDOT Planning  
Charles "Bud" Freil, Director External Affairs  
Liz Holloway, Pedestrian and Bicycle Coordinator

DRAFT

February 14, 2000

Mr. Halsey Knapp  
871 Nassau Road  
Lewes, DE 19958

Dear Mr. Knapp:

We will be holding a Public Meeting to present the Nassau Pedestrian and Bicycle Connection project on February 29, 2000 at Cape Henlopen High School, 4:00 PM - 8:00 PM. This project was identified through the State Route 1 Grid Concept Study Public Workshops.

I wanted to write to you because of your participation and interest in the SR 1 Grid Concept study throughout the study period. The Nassau Pedestrian and Bicycle Connection is within DelDOT owned right of way along SR 1 and Nassau Road and makes use of the existing grade separation between SR1 and the DelDOT owned railroad tracks at Nassau. It also provides a new relocated section for the American Discovery Trail, recently designated a national Millennium Trail from coast to coast.

One issue we heard frequently during the Sussex Route 1 Workshops was the public's concern for safety. This connection provides a safe pedestrian and bike route away from the Five Points intersection.

Join us at the public meeting to view the design and hear more about the project. If you have any questions, please feel free to call me at 760-2154.

Sincerely,

Tricia M. Faust  
Senior Transportation Planner

Cc: R. Reeb, DelDOT Planning  
Charles "Bud" Freil, Director External Affairs

**Summary of Nassau Pedestrian and Bicycle Connection Public Workshop  
February 29, 2000**

The Nassau Pedestrian and Bicycle Connection Public Workshop was held at Cape Henlopen High School on February 29, 2000 from 4:00 PM through 8:00 PM. This Workshop presented one of the projects identified initially through the Sussex Route 1 Grid Concept Study. The project was subsequently identified as part of a national pedestrian/bicycle trail system.

Delaware Department of Transportation representatives present included Ms. Michelle Ackles, Department of External Affairs, Ms. Patricia Fausst, Division of Planning, and Ms. Liz Holloway, Deldot Pedestrian/Bicycle Coordinator. Mr. Jerry Gluck and Ms. Deborah Buckley of Urban Associates and Mr. Nick Blendy, KCI Technologies represented the consultant team. Several Project Advisory Committee members were present including Ms. Bonnie McDaniel and Mr. Michael Tyler. State Representative John Schroeder and Councilman Jim Ippolito also attended. The *Cape Gazette* and *Delaware Coast Press* sent representatives, Mr. Michael Short and Mr. Roger Hillis respectively.

Excluding Deldot staff, Consultant team members, Project Advisory Committee members, representatives from local and State government, and the press, 17 people attended. This count represents only those who signed in at the Welcome Table.

Presentation boards were placed around the room allowing attendees to view the connection path, conceptual plan, conceptual design, and learn about the American Discovery Trail, one of 16 designated National Millennium Trails. A handout map with project description was made available to those requesting additional information.

Overall, the attendees expressed positive interest in the Nassau Pedestrian and Bicycle Connection. Several attendees came expecting to also see the Pedestrian/Bicycle Connection that had been recommended for Old Landing Road to Rehoboth. It was explained to them that another Public Workshop is planned in the summer months for the Old Landing Road to Rehoboth Pedestrian/Bicycle Connection. One comment card expressed "a need (for a) safe way to bicycle from Lewes to Rehoboth" and requested that the study "continue to pursue a trail or path adjoining Route 1 for cyclists."

Looking at the project limits, the question was asked, "what happens when you get to the end of the connection". Workshop representatives explained that Deldot and others could build additional projects over time. The townhouse development along SR1 and the Hudson property development east of SR 1 were identified as projects where coordination with Deldot is ongoing.

Several attendees asked about signing of the route and encouraged Deldot to do so. A local bicyclist inquired about fencing along the railroad and recommended the typical section below the overpass be modified to show a rounded (rather than square) retaining wall cap. It was explained Deldot has requested the fencing extend along the entire length of the railroad and that a six foot fence may be required.

Several attendees asked what the time frame was to build the connection. Workshop representatives explained that the project, before the connection is built, would go through a process of DeIDOT project review and prioritization and project assignment for design completion.

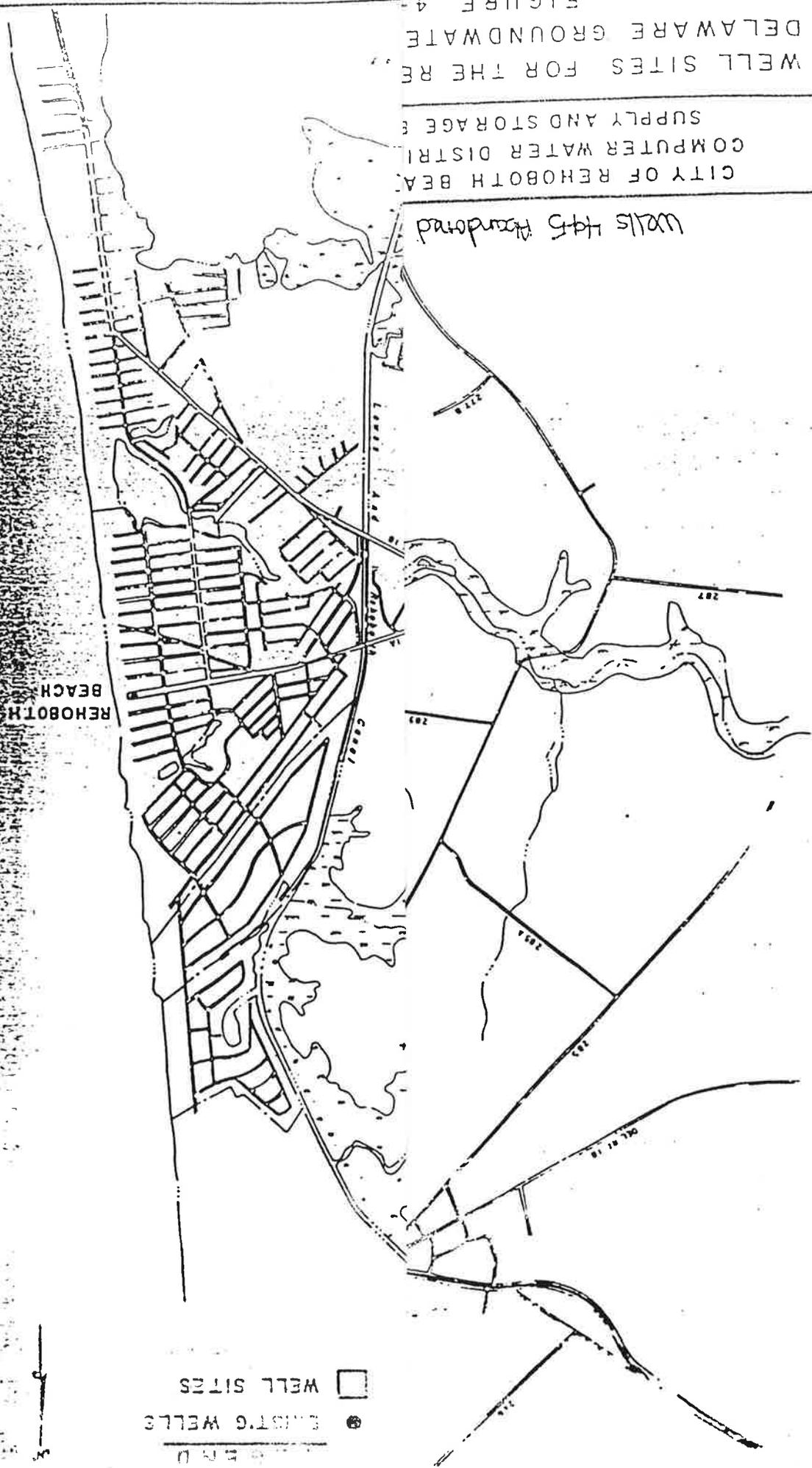
Several attendees also expressed interest in having shoulders added to New Road. The attendees expressed that the road posed a safety conflict to bicyclists since the road is narrow and traffic travels in both directions. A comment card that was submitted suggested that Representative Schroeder be contacted to discuss acquisition of additional right of way for New Road.

Although the Workshop focused on the Nassau Pedestrian and Bicycle Connection, visitors asked questions about other projects that were presented as part of the May 26, 1999 Workshop. Two attendees expressed their views about a Park & Ride lot in Nassau. One felt it was needed and would reduce traffic. The second felt there would be no significant benefit.

Attached to this summary is Mr. Phil Voshell's submission of a recommendation for a bypass in the study area. He suggests that local traffic be separated from through traffic destined beyond Rehoboth

WELL SITES FOR THE RE  
DELAWARE GROUNDWATE  
CITY OF REHOBOTH BEA  
COMPUTER WATER DISTRI  
SUPPLY AND STORAGE E

Wells 445 Rounding



WELL SITES  
 EXIST'G WELLS

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