



List of meeting materials

Working Group Meeting #4

April 30, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

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Agenda

Working Group Meeting #4

April 30, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

1. Introduction: Andrew Bing, Kramer & Associates
 - Welcome
 - Summary of notebook materials
 - Approval of February 26, 2018 meeting minutes
2. Recap of March 26, 2018 public workshop: Jeff Riegner, WRA
3. Summary of needs: Jeff Riegner
4. Ideas/approaches to address needs: Working Group, facilitated by Andrew Bing
5. Public comment
6. Adjourn



Working Group Meeting #4

April 30, 2018



**Regional
Systems
Planning**



Agenda

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- **Introduction**
- **Recap of March 26, 2018 public workshop**
- **Summary of needs**
- **Ideas/approaches to address needs**
- **Public comment**

Introduction

3

- **Welcome**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of February working group meeting
 - Final needs list
 - Public comments received
 - List of upcoming meetings
- **Approval of February 26, 2018 meeting minutes**

March workshop recap

4

- **56 attendees**
- **Highly engaged, with many people spending more than an hour providing input**
- **Positive feedback regarding the study process**
- **Many new needs, as well as clarification on needs the working group identified**
- **Some ideas for recommendations**

Summary of needs

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- **A full list is in your packet**
- **More than 150 needs have been presented by the working group and the public**
- **These needs will form the foundation of the working group's Phase 1 recommendations**

Ideas/Approaches to Address Needs



**Regional
Systems
Planning**



Public comment

7



Thank you for your participation!

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Next meeting

Monday, May 21, 2018

6:00 pm

Beacon Middle School

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

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Meeting Minutes

Working Group Meeting #3

February 26, 2018, 6:00 pm
University of Delaware, Virden Retreat Center
700 Pilottown Road, Lewes, DE 19958

Members present:

I.G. Burton
Rosalyn J. Allen Echols
Robert Fischer
Christian Hudson
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend

Members absent:

Linda Best
George Cole
Dennis Forney
Scott Green
R. Keller Hopkins
Gail Van Gilder
Pat Woods

48 members of the public attended. Names of those who signed in are listed at the end of these minutes.

Andrew Bing introduced himself as meeting facilitator. Members of the Working Group introduced themselves. Rosalyn J. Allen Echols has just joined the working group

The minutes of the January 22, 2017 Working Group meeting were approved unanimously.

Andrew reviewed the meeting agenda. This is the last meeting that will focus on identifying needs.

Jeff Riegner of WRA reviewed the National Environmental Policy Act (NEPA) process for establishing Purpose and Need. The process is required for any project with federal funding or that needs a federal permit. A proposed project



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must address a documented need. Jeff played a 6-minute video from FHWA that explained the process.

Jeff mentioned the Route 113 corridor study that used a similar working group process to develop recommendations for improvements. The process has taken 17 years. Route 113 corridor residents said beach traffic should use Route 1. Analysis showed that new development was much more significant in driving traffic congestion than beach traffic. The Route 113 working group liked the idea of new roads to address congestion and safety. However, once a line is drawn on a map opposition arises because someone's land is affected. New roads require a lot of support. Finally, Jeff noted that on Route 1, data shows that in a two-week period in winter of 2018 about a quarter of all traffic on southbound Route 1 at Five Points ever travelled south of Dewey Beach. Three-quarters of the traffic is local. WRA will be looking at archived summer data for comparison.

Chris Hudson said that made sense because Route 1 is a local road between Lewes and Rehoboth Beach and all the shops and commerce are on Route 1. This stresses the importance of Route 1 improvements.

Rep. Schwartzkopf noted that all the previous studies and committee hearings have assumed that 30% - 33% of traffic in the summer is through traffic. But if you don't know where you are going and you see the sign north of Milford that says "Beach use Route 1" you're going to follow it even if you're going to Ocean City. He felt summer through traffic would be higher.

Bob Fisher asked whether the Route 113 study considered economic development. He noted there is often pushback in Sussex County on recommendations that support economic development. "If it's not agri-business, go somewhere else."

Anne Marie Townshend noted that in the Route 113 study Routes 5, 30 and 23 were considered to be too far away for improvements, but that is not the case for Five Points. Those roads should be considered because they could siphon some traffic off Route 1 especially to the Long Neck area..

Andrew started the small group discussion portion of the meeting. The working group members were divided into three groups. Each group had three sessions, devoted to identifying needs on the topics of Mobility, Quality of Life, and Safety/Economic Development. Facilitators made notes on the needs that working group members identified. At the end of all the sessions, the facilitators summarized the ideas.

Four members of the public made comments.

- Michael Rhue recalled a 2006 proposal for a rail trail from Lewes to Georgetown. Now that they are going to tear up the tracks, he is



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interested in looking into some type of trolley service in that area. He believes there is some plan for dualizing Route 9. The problem is between Five Points and Dewey with all the entry and exit to stores. We can't depend on building more and more roads. There has to be other transportation.

- Rocco Maiellano, a board member of Tradewinds Estates expressed concern about the New Road grade separation. He understands that it is a safety improvement. But it is difficult to get out of his development today. New Road is a small road with no shoulders and he is concerned about additional traffic. You don't want to solve one problem and create another problem.
- Mr. O'Neill commented on Plantation Road project. Plantation Road doesn't get you anywhere, it ends at Old Landing Road, so you're creating confusion and not alleviating traffic. He noted that removing all the lights on Route 1 creates an expressway to Route 9.
- Sol Peltz commented that even if percentage of through traffic on Route 1 drops, it's the volume that really matters. Second, he is very concerned about bikes using the sidewalk on Route 1; he almost collided with a bicyclist when exiting a shopping center driveway.

Andrew adjourned the meeting at 8:00 pm. The next Working Group meeting is April 30, 2018 at 6:00 pm at Beacon Middle School on Route 24. At that meeting the working group will begin to identify ideas and approaches for addressing the needs. Prior to the next Working Group meeting, a public workshop will be held on March 26, 2018 from 4:00 pm to 7:00 pm at Beacon Middle School to educate the public on the Five Points study goals and process, to present the transportation needs determined by the Working Group, and obtain further input on needs from the public.

Public sign-in list

Baker David
Baker, Sandy
Bartram, John J.
Becker, Ted, Lewes
Blomquist, Robert
Bryan, Walt, DelMar consultant
Carey, Paul
Davis, Chip
Deacon, Betty
Dellinger, George

Emanuel, James
Ennis, David, citizen, Lewes Byways
Fincher, M.R.
Freeman, Tony
Friedland, Ian
Goebel, Taylor, DelMarva Now/ News
Hain, Suzanne
Hanson, Mark, Vllg of 5 Points POA
Hoechner, Joe
Kelley, James, Vllg of 5 Points



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Labrecque, Dave
Lynn, Jeff, Lewes Senior Center
Maiellano, Rocco J, Tradewinds
Estates
Mullin, Barbara
O'Neill, Brian, Dutch Acres
O'Neill, William P.
P., Sylvia
Panetta, Tom
Peltz, Sol, Village of 5 Points

Quinn, Ann
Quinn, Carolyn
Quinn, John
Quinn, Mike
Rhue, Michael E.
Roach, Larry
Roach, Lisa
Schreck, Neil, Lewes
Smith, Pat
Stover, Brenda, Vllg of 5 Points
Tartal, Ray, homeowner
Thompson, Blair, Del Bch Storage Ctr
Thompson, Blake, The Edge Group
West, Donna L., homeowner
Wotring, Bob
Yakon, Joanne, Vllg of 5 Points
Young, Carol
Young, David
Zawislak, John R.



Final List of Needs

April 2018

Note:

- Needs shown in **blue** were developed through the working group process from December 2017 through February 2018.
- Needs shown in **green** were added by the public based on input provided at the March 26, 2018 workshop and online.

Quality of Life

General Needs:

- The unique character of the area is being threatened
- Residents have difficulty getting to and from jobs
- Land use and transportation are not well coordinated
- Some motorists and pedestrians don't understand HAWK signals (**several comments**)
- Too much commercial development is concentrated along Route 1
- "Hard to find a day to do shopping/errands because of congestion"
- Don't leave the house on Friday, weekends, or holidays because of traffic
- Travelers take other routes to Lewes to avoid Five Points
- Route 1 access to Lowe's
- Sometimes not having a left turn lane is a good thing, provides a break in traffic for others to turn down the road
- Crossing at transit signal – hard signal, not HAWK
- Rail trail would increase safety
- Need to teach drivers to pull over when emergency vehicles approach
- Cedar Grove/Postal intersection realignment is a good example of intersection improvement; lower frequency of accidents
- What type of traffic control at Kings Highway and Clay Road?
- Route 23/5 origin – travel to Lewes via Route 23, Kendale, Cedar Grove, Postal to Kings Highway to avoid Route 9 or Route 24
- Why leaving transit center must turn right onto Shady then Plantation to Route 23?



Transit Needs:

- Transit isn't reliable
- Transit fares are too high
- Larger buses don't adequately serve local neighborhoods
- Bus service is slow because buses are mixed with traffic
- Not enough people know about bus service
- The Lewes Transit Center is underutilized
- People don't know about senior rates
- Not enough service to the Senior Center
- No shuttles to outlets and other shopping
- No (or insufficient) scheduled bus service further north
- Bus stop without crosswalk on Route 1 at Route 24
- No bus route on Plantation Road

Walking and Biking Needs:

- Crossings of Route 1 are too infrequent
- There are many gaps in the sidewalk network
- Many roads and streets are uncomfortable to bike along
- Walking and biking connections between neighborhoods are missing in many areas
- Lack of driver education about bikes and bike safety
- Specific gaps in walking and biking networks (including need for shoulders):
 - Cape Henlopen High School to Five Points
 - Savannah Road, Wescoats Corner to Lewes
 - Five Points intersection itself
 - Edgewater Estates to transit center
 - Minos Conaway Road, including neighborhood connections to rail trail and nearby commercial uses
 - Beaver Dam Road
 - Wolfe Neck to Route 24
 - Points east of Route 1 to the transit center (multiple comments about walking or biking to/from the transit center)
 - Route 1 for all people walking and biking
 - Bicycle left turn from Dartmouth Drive to southbound Route 1
 - Curve and lack of lighting on Hebron Road are problems for pedestrians to Junction and Breakwater Trail
 - Kings Highway, especially bridge over canal
 - Postal Lane
 - Shady Road, including Route 1 crossing
 - No pedestrian signal at Route 1 at Wescoats Road or signs to direct pedestrians to transit center
 - Dairy Farm Road
 - No sidewalks on Plantation Road
 - Homeless shelter on Beaver Dam Road to transit center
 - New Road, especially between Arkansas Court and Nassau Road
 - Robinsonville Road
 - Old Orchard Road

- Rehoboth to Fresh Market
- Route 1 at Route 24
- Old Landing Road from Sea Side Drive to Route 1
- Miller Road from Airport Road to Route 1
- Munchy Branch Road

Mobility

General Traffic Needs:

- Residents can't get around, especially on summer weekends
- Residents along Plantation Road can't turn left out of their neighborhoods
- Lewes residents feel trapped on summer weekends because going anywhere requires driving along or across Route 1
- Through traffic cuts through Henlopen Landing (multiple comments)
- Through traffic cuts through Minos Conaway Road
- New developments will make congestion on New Road worse
- Traffic hampers ambulances accessing Beebe Medical Center and other emergency service providers
- Through traffic is prioritized over local traffic
- Traffic "blocks the box," creating gridlock on Route 1
- Beach traffic mixes with local traffic
- Holland Glade Road is used as a bypass
- GPS routes traffic through neighborhoods
- Minos Conaway project will create a "bypass" of Five Points using New Road
- Through traffic cuts through Eagle Point Drive
- New developments will make congestion on Shady Road worse

Specific Traffic Congestion Needs:

- The study area is congested at many non-summer times, such as:
 - During year-round commuter peak periods
 - At the start and end of the school day
 - When the Cape May-Lewes Ferry lets out
 - During special event weekends year-round
 - On typical weekdays
- Many specific locations are congested:
 - Southbound Route 1
 - Route 1 left turns onto Route 9 in both directions
 - East/west crossings of Route 1
 - Plantation Road
 - Southbound Warrington Road
 - Kings Highway between Dartmouth Drive and Monroe Avenue
 - Route 24, especially at the schools
 - Route 9, especially between the Vineyards and Route 1 (in and around Belltown)
 - U-turns on Route 1
 - Route 23 and US 9 connector
 - Old Landing Road and Warrington Road

Infrastructure Needs:

- There are only two north-south routes in the study area: Route 1 and Plantation Road
- Signal timing is not as good as it could be
- Emergency vehicles hurt signal timing long after they pass through – emergency service providers should use Opticom only in an emergency
- Shoulders are missing on many roads
- Pavement markings should be better maintained
- Travelers can't figure out where to go
- Destinations are difficult to find due to lack of signs
- Traffic could be better monitored through advanced technology
- Funding has not kept pace with transportation needs
- There are few alternatives to passing through the Five Points intersection

Safety

Driving Needs:

- Specific locations of concern
 - Two Nassau Road crossovers (multiple comments)
 - Wescoats Corner
 - Route 1 and Tulip Drive
 - Kings Highway and Clay Road
 - Left turn from Dartmouth Drive to Kings Highway
 - Beaver Dam Road and Fisher Road
 - Beaver Dam Road and Kendale Road
 - Salt Marsh Boulevard
 - Route 9 at Vineyards: signal should have been installed
 - Lane drop/narrowing on Route 9 west of Route 1
 - Minos Conaway Road curve
 - Unsignalized crossings of Route 1
- Left turn issues
 - Locations where left turning vehicles block through traffic
 - From Clay Road onto Kings Highway
 - From Warrington Road onto Old Landing Road
 - From Minos Conaway Road onto Route 9
 - From Route 9 onto Minos Conaway Road
 - Locations with no left turn lane
 - Locations where the angle is not 90 degrees
 - Locations where the left turn lane is too short
- Unclear signing and signals are confusing to drivers
- Plantation Road connection to Route 9 is unsafe, indirect, and congested (multiple comments)
- Speeding is prevalent on Route 1 in the Nassau Bridge area
- Speeding is prevalent on local road cut-throughs (Salt Marsh Boulevard and Minos Conaway Road mentioned frequently)
- Sight lines are often blocked
- Too many trucks on Shady Road

- New Road is too narrow, especially with trailer and boat traffic, people walking and biking (multiple comments)
- Westbound Route 9 jughandle to northbound Route 1 confuses drivers
- Business signs block sight distance
- Shrubs and bushes block sight distance (i.e. Warrington Road/Old Landing Road)
- Poor driver behavior

Walking and Biking Needs:

- Many roads, such as Clay Road, are unsafe to walk along
- Many roads, especially Route 1, are unsafe to bike along
- Infrequent crosswalks cause people to cross at unsafe locations
- Buses and bikes shouldn't mix in outside lanes on Route 1
- People walk across Route 1 at many unsafe locations, day and night
- Lack of separation between drivers and bicyclists
- Bicyclists travel in the wrong direction, especially at intersections

General Needs:

- School traffic stacks up on Route 24
- Continued development will make emergency evacuation difficult
- New Road floods at Canary Creek, hampering evacuation
- Insufficient enforcement for cell phone use, speeding, "blocking the box," etc.

Economic Development

- Businesses are challenged to remain visible and viable
- Concern about maintaining the desirability of living, working, and playing in the beach area
- Anticipated growth will create sprawl and continued transportation challenges
- Connections between residents and businesses are indirect and congested
- Businesses (Lowe's is one example) are hard to access
- There are few commercial options in/near neighborhoods, requiring travel on major highways
- Concern about preserving, protecting, and enhancing beach tourism
- Need to identify creative funding sources (such as private/public partnerships) for transportation Improvements
- There are limited connections between neighborhoods, and new developments continue this trend
- 100-foot setbacks for commercial uses
- New developments are not required to interconnect with future development areas
- There is no master plan for the area
- Plantation Road setbacks for future development
- Development height limits may contribute to sprawl
- Lack of workforce residential density in Route 1 corridor

Public Comments

Received Since the Last Working Group Meeting

April 30, 2018

Comment 1

We recently held a community meeting where a number of questions were raised about your various proposals. Mostly stemming from possible lack of real knowledge of what is being proposed. Basically, it would be very convenient if we could pass out to the 90 lot owners in Gosling Creek Purchase copies of your proposals for each family to review and submit their comments if and as needed. Your consideration of our request would be greatly appreciated.

Comment 2

Hello and thank you for allowing residents, concerned about the 5 Points Plan, to have their voices heard.

Thank you for taking a hard and thoughtful look at improving this area. Improvements are greatly needed, especially at Malfunction Junction.

My home and primary residence since 2010, backs up directly to Salt Marsh Blvd. in Henlopen Landing. The road has become a speedway cut-through for many people who live and work off Beaver Dam Rd. and Route 9. This road, which is central to our neighborhood, is used regularly by families walking with children in strollers, people walking dogs, bicyclists, joggers, walkers, and school children getting on and off the bus. It's become very dangerous.

One of the proposed plans for re-aligning Malfunction Junction permanently closes off Salt Marsh Blvd. from Beaver Dam Road. I strongly support this plan.

Thank you for taking this seriously! It's going to save lives in Henlopen Landing.

Additionally, it's my personal opinion that traffic circles are a sub optimal choice for Malfunction Junction. My reason is that a huge amount of people using the Junction during the high season are infrequent visitors and are easily confused on



our roadways. Circles can have the effect of slowing traffic to a crawl when overloaded with drivers merging while navigating unfamiliar roads.

Finally, current drivers struggle needlessly with the Junction now because it is poorly marked with signage. I beg you to place a large, simple sign at the Junction, square- on for the drivers who get the green arrow, turning from the left turn lane at the light on Route 9. TRAFFIC KEEP MOVING with arrows pointing right and left. The drivers on either side of Beaver Dam at the Junction have stop signs. Oncoming drivers either can't see the stop signs and are timid to proceed, or are unfamiliar with the flow pattern, causing regular confusion and delays. Bottom line - they don't know they have the right-of-way and there is no sign for directional help. I strongly believe this is a simple, cost-effective solution that will yield better traffic flow while we wait for a bigger resolution.

Comment 3

Currently on Salt Marsh Blvd. in Henlopen Landing, the volume of traffic is just incredible. It's a non- stop speedway, right smack in the middle of an interior, 25 mph residential neighborhood road.

PLEASE CLOSE OFF ACCESS TO SALT MARSH BLVD. FROM BEAVER DAM ROAD. Please don't wait until there is a formal Five Points Plan. Whatever data you have as to the volume of traffic on Salt Marsh is obsolete. It's incredibly dangerous for the neighborhood kids, people walking dogs, cyclists, and walkers. I've watched several close-calls already this afternoon. Please close it before there is blood in the streets.

Comment 4

I live off of Beaver Dam Rd. In the Ridings and with all the accidents happening on Beaver Dam Rd. and Kendall Rd, I think a three way stop sign is definitely in need!! The cars coming down a Beaver Dam Rd and the curves right before and after Kendall Rd, is just another accident ready to happen. I avoid Five points, but now there is no other way. Just getting out of our development is risky!

Comment 5

Cars are flying non-stop down Salt Marsh Blvd. in Henlopen Landing. This is a residential neighborhood which is bearing the brunt of the Five Points and Malfunction Junction disaster. Please close off access to Salt Marsh at Beaver Dam Rd. Don't wait to fix this. Lives are at risk. As a resident of Henlopen Landing, we strongly encourage you to act now.



Comment 6

As decades-long, part-time homeowners in Rehoboth Beach we've watched the urbanization of the Highway One corridor from Lewes through Dewey Beach. It has made this part of the county more vibrant with both benefits and problems. We have what I hope is a useful and moderately priced suggestion that could alleviate some of the traffic congestion through the area.

As the Delaware beaches have become more of a year-round attraction, traffic is often a mix of locals and visitors, the latter often a bit dazed and unsure of where they're going. Our suggestion is to mount large block-number signs leading up to and at the traffic signals on the highway. Block number signs on businesses are few and far between and make for distracted driving by anyone trying to see if the place they're looking for is coming up soon or a ways down the road. Block number signs could help people plan their right or left turns from the highway rather than bolting across 3 lanes or stopping in the middle of moving traffic to get where they want to be. It could also induce more business along the highway to post their addresses in marketing.

Comment 7

I was appreciative for the opportunity to attend the public workshop on the Five Points Transportation Study Monday, March 26, 2018. This new approach to solving transportation capacity and safety problems will hopefully result in measurable achievements.

My position as Chairman of the Planning and Zoning Commission provides me with an opportunity to look at this particular issue with a more circumspect perspective. As I follow the discussion of the issue at arm's length it is encouraging to see ideas not before considered. I am particularly impressed with the suggestion of the Hudson-Hughes Highway using the 66' of State-owned right-of-way (ROW) from Cool Springs to Lewes. It provides a long needed alternative to US 9 and Five Points.

This suggestion to expand the "rail to trail" proposal to a multi-purpose road and trail route would reduce a great deal of vehicular traffic at five points. It would also reduce congestion at the Rt. 9 and Plantations Rd./Beaver Dam Rd. intersection. And simultaneously reduce or eliminate capacity improvement needs on Rt. 9 from Cool Springs to Rt. 1 while using 66' of ROW in eastern Sussex County already owned by the State of Delaware. The savings with respect to cost and time should be significant.

The extra bonus of using a State-owned ROW that is closed to private access is really icing on the cake. This idea and opportunity is surely divine intervention.



A second idea I have heard discussed is creation of a new parallel road to Plantations Rd. connecting Mulberry Knoll Rd. to Rt. 9. This idea has been informally kicked around a bit as part of a master plan discussion for the large area of undeveloped land west of Plantations Rd. between Rt. 24 and Rt. 9. It is my understanding some of the land owners whose land would be affected support this discussion.

The current popular opinion is to "require" any new development in this area to build a "parallel" road to state road specifications one parcel at a time until the interconnectivity takes place and then hand over the road to the State. This ultimately would provide north/south traffic relief from Lewes to Rt. 24 further relieving Five Points congestion as well as overall relief to Rt. 1 and much needed relief to Plantations Rd.

In my view study and engineering of both the use of the existing 66' of State-owned ROW and Five Points intersection improvements should run concurrently. However, construction of the road and trail within the 66' of State-owned ROW should occur first to mitigate some of the hardship Five-Points improvements will certainly have on local residents during construction.

Meanwhile there is no better time to have a master plan discussion on the lands west of Plantation Rd. and the Five Points area now as we complete 2018 Comprehensive Plan.

I applaud the effort of the committee. They are representative of this community and they will live with the outcome. I strongly encourage DeIDot to accept and act on their recommendations.

Comment 8

With the recent abandonment of the nearby railroad has it been considered to realign Savannah Road utilizing the old railroad ROW and incorporate into the improvements of the Minos Conway Grade Separated Intersection. The previous intersection of Savannah Road with SR1 could be converted to a cul-de-sac or right turn only.

Comment 9

As a resident in the Ridings of Rehoboth off of Beaver Dam Road, I certainly agree that the Five Points intersection greatly needs improved flow. Yet, I want to continue to still drive directly through to Plantation Road and cross over Route 1 directly towards Lewes Beach. I support proposed circle that joins Beaver Dam



and Plantation Roads to the cross road connecting to Route 9. This will allow the same access I have now but in a safer manner controlled by the circle. Thank you.

Comment 10

As a long time home owner on New Road, I'm concerned that the current plan will divert even more traffic to an already congested two lane road that travels through some very quiet resident areas. Before ending at Pilottown Road where additional Lewes bound traffic would be forced either through Fourth Street extended or Front Street. Perhaps an additional inbound pattern that utilizes the abandoned rail path that could connect the new grade separated exits on Nassau Road with light controlled intersection at both Savannah Road and Kings Highway should be considered. A quick look at google earth seems to indicate that there is ample undeveloped space along the rail for the increased right of way required for a road with a decent shoulder.

Comment 11

The intersection from Route 9 to Plantation Road is always backed up due to the length of the light on Route 9. Coming from Plantation Road to Route 9 west is a disaster and an accident waiting to happen. One major cause Plantation Road gets backed up is because people are using Ace Hardware's lot as a short cut to Plantation Road or Beaver Dam Road. I have talked to the State Police and they basically don't want to do anything about it. I always thought that using private property as a short cut was illegal. I know you can't cut through a gas station to avoid a light why is Ace any different? This whole intersection needs to be re-planned and fixed. The summer tourists aren't even here yet and the roads are all backed up.

Comment 12

I would walk or bike from Coastal Club to Lewes if could do so safely. Also, it's difficult to merge safely when going to north Rt.1 from Coastal Club.

Comment 13

I would like to walk to Route 9 from Beaver Dam. And need a way to quickly go from Coastal Club to Rehoboth shopping in summer.

Comment 14

No designated bicycle pathways designated as "safest" to travel from Lewes Transit center to reach Junction & Breakwater Trail. Would like to be able to walk on Postal Road between Acme supermarket and Plantation Road, and on Wolfe



Neck Road between RT1 and Junction & Breakwater Trail. Would like to be able to cross RT1 (bridge would be ideal) traveling between Lewes Transit center/Shady Road and Marsh Road.

Comment 15

To help with Route 1, a new limited access road from Milford to Ocean City Md. and points south should be built. The tolls will help pay for it! Would like to be able to walk to Cape Henlopen High School-NO sidewalks on Kings Highway! Moving Malfunction Junction away from 5 Points is what should be done. All proposals are inadequate!!! Building a new road from the Social Security office on Route 9 to Beaver Dam Road and closing Malfunction Junction is a solution.

Comment 16

With the addition of the sidewalks on route one it makes it a lot easier to bike into Lewes and Rehoboth because of the sidewalks. I live in Edgewater Estates on Red Mill and I bike a lot into Lewes by going under the Nassau bridge and often ride into Rehoboth by taking the both the bike trails (Gordon's Pond and Junction-Breakwater). I have also biked to Village of Five Points to get milk or other provisions instead of driving. Have a nice cooler back pack for this...

Deldot rough cut a path by and under the Nassau bridge about four years ago and I have been using it ever since and others are using it also. I cannot wait for phase II of the Lewes-Trail to be started this fall and completed by the summer of 2019. As traffic gets worse I would like to see the speed on the Freeman highway lowered to 35mph and barriers placed on the Freeman bridge to separate motorists and cyclists and the five foot shoulder painted green to indicate it is a bike lane. It is very dangerous on the bridge because a lot of motorists go as fast as 60-65mph..... Close off as many medians or cross-overs as possible and implement service roads along route one. I would like to see Deldot implement improvements at Nassau bridge and Minos Conaway BEFORE you do the overpass at route 16 and route one.

Comment 17

Five Points Transportation Study does not mention the widening of the bridge over Love Creek, which is the bottleneck of all the work done to Rt. 24. It is a waste of money to enhance Rt. 24 without addressing the Love Creek Bridge.





Tentative schedule of upcoming meetings

Updated April 30, 2018

All meetings will be held at:

Beacon Middle School cafeteria
19483 John J. Williams Highway
Lewes, Delaware 19958

Monday, May 21, 2018

Working group meeting
6:00 pm

Monday, June 25, 2018

Working group meeting
6:00 pm

Monday, July 23, 2018

Monday, August 27, 2018

Additional meetings may be scheduled after August if needed

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

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

