

List of meeting materials

Working Group Meeting #3

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

List of meeting materials	page 1
Agenda	2
Updated working group list	3
Presentation.....	4
Draft minutes of January 22, 2018 working group meeting.....	21
Draft summary of needs.....	28
Public comments received since the last working group meeting	30
March 26, 2018 public workshop notice.....	31
List of upcoming meetings	32
Map of state-owned land in the study area	33



Agenda

Working Group Meeting #3

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

1. Introduction: Andrew Bing, Kramer & Associates
 - Welcome
 - Summary of notebook materials
 - Approval of January 22, 2018 meeting minutes
2. Technical presentations to follow up from January 22, 2018 meeting:
Jeff Riegner, WRA
 - The NEPA process and how it affects the Five Points study
 - Summary of the US 113 North/South Study
 - Origin-destination information
3. Small group discussions of transportation needs,
reporting back to the entire group
4. Public comment
5. Anticipated study process following the March 26, 2016 public workshop:
Andrew Bing
6. Adjourn





Working Group

Name	Affiliation
Sen. Ernesto B. Lopez	6th District
Rep. Peter Schwartzkopf	14th District
Rep. Steve Smyk	20th District
I.G. Burton	Sussex County Council
George Cole	Sussex County Council
R. Keller Hopkins	Sussex County Planning & Zoning Commission
Todd Lawson	Sussex County Administrator
Rosalyn J. Allen-Echols	Resident
Linda Best	Local Business Owner
Robert Fischer	Resident
Dennis Forney	Publisher, Cape Gazette
Scott Green	Resident
Christian Hudson	Local Business Owner
DJ Hughes	Technical Advisor
Lloyd Schmitz	Resident
Josh Thomas	Delaware Department of Transportation
Ann Marie Townshend	City Manager, Lewes
Gail Van Gilder	Historic Lewes Byway Committee
Pat Woods	The Factory, Local Business Owner

Project Team Contacts

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Working Group Meeting #3

February 26, 2018



**Regional
Systems
Planning**



Agenda

2

- **Introduction**
- **Technical presentations**
 - NEPA process
 - US 113 North/South Study
 - Origin-destination information
- **Small group discussions of transportation needs**
- **Public comment**
- **Late spring/summer study process**

- **National Environmental Policy Act of 1969**
 - Required whenever federal funding is used
OR whenever a federal permit is required
 - **Wetlands**
 - **Impacts to historic properties**
 - **etc.**
 - Because this is a long process, planning efforts should take that into account
 - **FHWA: Linking Planning and NEPA**

NEPA process



- **Purpose and need**

- Requires clear documentation based on both technical analysis and stakeholder input (such as this working group and public workshops)
- Determines how alternatives are considered and which is ultimately selected
- Forms the foundation on which any transportation project is built

US 113 North/South Study

6

- **History**

- **Senate Resolution 20 mandated study of a north-south limited-access highway in Sussex County in 2000**
- **2001 feasibility study narrowed the focus to the US 113 corridor**

US 113 North/South Study

7

- **Purpose and need**
 - Focus of the project was to address anticipated growth due to rapid development in the corridor (both safety and mobility issues)
 - Secondary considerations:
 - **Beach traffic**
 - **Maryland upgrades to US 113**
 - **Emergency evacuation route**

US 113 North/South Study

8

- **Working groups in four areas**

1. Milford – eastern bypass was recommended by working group and supported by DeIDOT; due to public opposition, in 2007 the General Assembly directed DeIDOT not to proceed further
2. Ellendale – on-alignment limited-access highway recommended by working group and supported by DeIDOT was approved by FHWA in 2010

US 113 North/South Study

9

- **Working groups in four areas**

3. Georgetown – on-alignment limited-access highway recommended by working group and supported by DeIDOT was approved by FHWA in 2014
4. Millsboro-South – eastern bypass recommended by working group did not move forward due to public opposition in 2013; alternative was scaled back to include on-alignment improvements plus a two-lane SR 24 connector; approved by FHWA in 2017

- **Some lessons learned**

- Popular opinion is that traffic issues along US 113 are driven by beach traffic, though the data show development is the primary driver
- US 113 stakeholders consistently expressed the opinion that all beach traffic, even with destinations south of Dewey Beach, should use SR 1
- Upgrades to roads like SR 5, SR 30, and SR 23 were mentioned by the working groups but were not pursued because they are too far from US 113

US 113 North/South Study

11

- **Some lessons learned**

- Many folks – elected officials, working group members, and the general public – liked the conceptual idea of new roads to address transportation issues, but actually proposing them resulted in massive backlash

- **This was true even in areas where there was a lot of concern about traffic congestion**
- **Great resolve is needed to successfully pursue these types of improvements**

Destinations of southbound traffic



- **Winter 2018**
- **Two-week period, January 23-February 6**
- **Of all southbound vehicles detected in the first segment (Five Points to Dartmouth Drive), about one quarter were also detected south of Dewey Beach**
- **Three-quarters of those vehicles stayed in the Lewes/Rehoboth Beach/Dewey Beach area over a two-week period**
- **Summer 2017 information is being analyzed now**

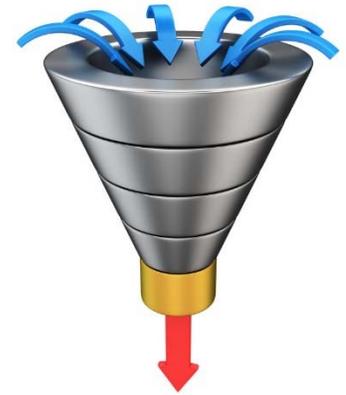
Small Group Discussions of Transportation Needs



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Planning**



Small group discussions



- **At this stage, it is helpful to “fill the funnel” with all relevant needs**
 - This long list of needs will be refined and prioritized this spring and summer
- **Facilitators**
 - Quality of life: Jenn Cinelli-Miller
 - Mobility: Jeff Riegner
 - Safety: Adrienne Eiss
 - Economic development: Janelle Cornwell

Public comment

15

Anticipated study process

16

- **March 26: Conduct public workshop to present transportation needs and obtain public input**
- **April, May, and June: Develop approaches to address transportation needs**
- **July: Assemble working group recommendations**
- **August or September: Conduct public workshop to present recommendations**

Thank you for your participation!

17

Public workshop
Monday, March 26, 2018
4:00-7:00 pm
Beacon Middle School

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

302.760.2549

jennifer.cinelli@state.de.us



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Meeting Minutes

Working Group Meeting #2

January 22, 2018, 6:00 pm
University of Delaware, Virden Retreat Center
700 Pilottown Road, Lewes, DE 19958

Members present:

I.G. Burton
George Cole
Robert Fischer
Dennis Forney
Scott Green
R. Keller Hopkins
Christian Hudson
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Gail Van Gilder
Pat Woods

Members absent:

Linda Best

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

Andrew Bing introduced himself as meeting facilitator. Members of the Working Group introduced themselves.

The minutes of the December 18, 2017 were approved unanimously.

Andrew reviewed the meeting agenda. He noted that there would be a number of technical presentations at this meeting to provide necessary background, but



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going forward the process will be more interactive with greater input and discussion by the working group.

Andrew presented guidelines for working group conduct, including how group recommendations will be arrived at and how the group is to communicate with the public and with each other. In order to comply with the Freedom of Information Act in the Delaware Code (FOIA), emails between members of the working group should be sent through DeIDOT.

Jeff Riegner of WRA presented the project schedule and end product. The current effort is Phase 1. The end product is expected to be a chart describing needs and concepts/recommendations to address those needs. Phase 1 will conclude in August or September with a public workshop to present concepts. Future phases will focus on how those concepts could be implemented.

Andrew asked the working group members to state the transportation needs that they and their constituents have observed.

- Rep. Peter Schwartzkopf, 14th District: There are many transportation needs in the Five Points area. Need to take a big picture view. Increases in SB traffic. Improvements to Route 9 will increase EB traffic. Problems in Belltown, Henlopen Landing. Solutions need to minimize impacts on private property owners. Likely need to grade separate at Five Points. Pinch points are SB Route 1, the NB left turn onto Route 9, and the cross traffic.
- Ann Marie Townshend, Manager, City of Lewes: Lewes residents feel trapped at home especially during peak times (ferry, beginning of school day). Flow between Route 1 and the town is important, not just Route 1. A more direct connection to Route 5 from the north for people travelling to Long Neck could divert traffic.
- Sen. Ernesto Lopez, 6th District: need solutions for the long-term due to increased growth. There cannot be a moratorium on growth; we want people to keep coming here and enjoy the benefits of living in one of the best parts of the East Coast. Need thoughtful discussion and public input.
- Christian Hudson, Business owner: Increase capacity of existing roads; increase east-west crossing opportunities of Coastal Highway for pedestrians and bikes; reduce traffic demand at Five Points intersection with alternate routes or bypasses; decrease travel times.
- DJ Hughes, Technical advisor, traffic engineer with DBF Engineering: Demand isn't just in the summer any more. Use underpass of Nassau



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bridge as a road and a trail, use state-owned land at Henlopen Landing to improve Plantation Road/Beaver Dam Road intersection. Lack of access to Lowe's from Route 1, explore right-in, right-out access shared with DART facility. Echoed needs from previous Land Use and Transportation Study, i.e.: increase local mobility, provide a variety of ways to travel, reduce congestion, improve safety, and maintain the character of the area. Important to gain consensus on what is needed and gain public acceptance.

- Lloyd Schmitz, Resident and visually impaired pedestrian: Help people travel safely, improve pedestrian and bicycle crossings. There will be no red lights between I-95 and Five Points; need to slow traffic before it gets to the Lewes area and look at options to divert traffic off Route 1 before Five Points (such as Route 5, Cave Neck Road). As a pedestrian, concerned about increased traffic on New Road.
- R. Keller Hopkins, Sussex County Planning & Zoning Commission: Move Five Points through traffic to other routes.
- Dennis Forney, Cape Gazette: Avoid gridlock, improve safety (especially the high crash areas at the two Nassau crossovers). Need better traffic controls and signs to avoid driver confusion on who has right of way. Provide clearer directions to travelers. Need to slow down SB traffic due to grade separations to the north.
- Pat Woods, Business owner: Need to improve safety at Nassau crossovers and at Plantation Road connection with Route 9.
- Rep. Steve Smyk, 20th District: Doesn't think diversion to other routes is entirely feasible. OK to fully reimagine Five Points. Look beyond immediate area and then scale back if needed. Safe, slow and steady traffic movement across intersections. Need to accommodate pedestrians and bicyclists up to and even north of Nassau bridge. Create an aesthetically pleasing solution while maintaining business viability.
- Bob Fischer, Resident: Need better traffic surveillance and coordination. Use modern technologies (adaptive, autonomous) to improve flow. Divert traffic destined to Bethany Beach and south to an alternative route. Tie in all of the small intersection improvements.
- Scott Green, Resident: Grade separations to the north are for those communities' quality of life, not just to get Route 1 traffic to the beach faster. For Five Points study, need to understand and address needs of year-round residents to move around safely. Maximize capacity of existing

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- roads, remove “points” from Five Points. Allow towns to have more direct input on land connecting town and Route 1; consider expanding town limits to Route 1 through annexation. Need to look at ways to limit or remove traffic flow over the Indian River Inlet Bridge. Limit non-resident vehicles in some areas. Include technology and autonomous vehicles in planning.
- Gail Van Gilder, Historic Lewes Byway Committee: Complement the unique character of beach communities with an attractive gateway. Grade separations don’t have to be ugly. Address walking/biking but also other alternative transportation, such as jitneys. Better use existing transportation capacity. Need advance signing with better information and directions.
 - George Cole, Sussex County Council: Develop drawings and evaluate the interchange options. We may not be able to solve everything, but “make gridlock move a little faster.” Prioritize cars and trucks over walking and biking. Prohibit pedestrian crossings at Five Points rather than spend millions on crossings for just a few people.
 - Todd Lawson, Sussex County Administrator: Move traffic away from Five Points, remove some “points”. Increase capacity on existing roads, and perhaps some new roads. EMS access is a concern; the County built a paramedic station on Plantation Road to be able to get to Beebe without going through Five Points, but ambulances from Milton, Georgetown, Millsboro, mid-Sussex must drive through Five Points.
 - I.G. Burton, Sussex County Council: traffic has outgrown Five Points in its current configuration. Look at new roads. Through traffic needs a separate lane or road.
 - Josh Thomas, DeIDOT: Thanked everyone for their feedback. Encouraged to see there are common threads in members’ views – more options, better distributing traffic.

Technical presentations were made by DeIDOT, County and consultant staff. All of the technical presentations are included on the project website.

Jeff briefly described relevant past studies, which are listed in the presentation slides in the project binder and website. Working group members were encouraged to review these studies.

Working group members had the following comments/questions:



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- Would like to get a GIS showing state-owned land and easements in the study area.
- Was a more recent study done? (WRA surveyors seen in area in the 2015-2016 timeframe). Jeff responded that no analysis was done in that timeframe. All data collected will be at the disposal of the working group.
- Why can't the same principles as the Route 301 project be applied here? Andrew responded that the first ideas for Route 301 in New Castle County started in the 1960's and it took many re-starts before the successful joint effort.

Matt Buckley of WRA presented information on traffic safety and congestion trends over the past five years.

Safety: Severity of crashes and number of congestion-related (rear-end) crashes have increased. Number of crashes spikes in July and August. Fridays and Saturdays have more crashes than other days of the week. The highest location for crashes along Route 1 in the study area is from Postal Lane to Route 24, which includes the outlets.

Congestion: The Sussex County Transportation Operations Management Plan (2015) showed that Route 1 between Route 9 and Rehoboth Avenue is the most congested segment in the County and has the most unreliable travel time. The worst capacity constraints are generally south of Route 24. Gaining capacity will be difficult without addressing those constraints. Congestion spills back to Five Points.

Examining daily traffic through the entire year shows that:

- The difference in Route 1 traffic between summer and non-summer is getting smaller as Route 1 is becoming a year-round corridor.
- Plantation Road southbound serves as a relief valve for Route 1. Southbound volumes are higher than northbound and peak in the summer.
- Route 9 and northbound Plantation Road traffic volumes are lower and consistent year-round.

Matt stated that the signal timing team at DeIDOT's Traffic Management Center (TMC) track Route 1 operations on a daily basis. They take the public's comments and suggestions very seriously.

Janelle Cornwell, Sussex County Director of Planning, described land use trends in the area. The study area continues to see significant interest in both commercial and residential development. Many projects are already in the



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pipeline and hundreds of acres of undeveloped land are eligible for development. This study is an opportunity to coordinate land use and transportation.

Jeff presented information on walking and bicycling in the study area. Locals benefit more than non-residents from making walking and bicycling safer and more convenient. In order to walk, people need sidewalks and crosswalks on the busier roads and a continuous route with no gaps. There is a need to fill in the gaps in the sidewalk/crosswalk network. In order to bicycle, most people want a low-stress route. Jeff explained the Level of Traffic Stress scale. Within individual developments, the local streets are low stress (LTS 1), but to get anywhere outside their own development residents must bicycle on high stress roads. To encourage more bicycling, there is a need to fill in the gaps in the LTS 1 or 2 network. People have started bicycling on the new sidewalks on Route 1.

John Caruano of DeIDOT described current DeIDOT projects and their schedules, illustrated on the map and table in the presentation slides in the project binder. Links to detailed project information are at 5points.deldot.gov. There are two upcoming public workshops:

- SR 1, Minos Conaway Grade Separated intersection and Plantation Road Improvements, SR 24 to US 9, February 15, 2018, 4:00 pm – 7:00 pm at Cape Henlopen High School cafeteria
- Realignment of Old Orchard Road at Wescoats Corner, February 21, 2018, 4:00 pm – 7:00 pm at Cape Henlopen High School cafeteria

DeIDOT also has ongoing efforts to implement improved signal timings in spring and summer of 2018.

DeIDOT will also install stencils on Route 1 sidewalks warning bicyclists to watch for traffic at driveways.

The meeting was then opened to public comment.

- Charles Daneri, Minos Conaway Road resident: Minos Conaway Road is a residential street yet traffic is using it as a bypass of Route 1 and Route 9. Concerned about speeding. There is no shoulder or sidewalk. The first phase of the trail ends at Minos Conaway. Don't put bypass traffic on residential streets.
- Betty Deacon, Sandy Brae resident: Can't get out on Route 1 or on Plantation Road. Can't get out on the weekend. Shops at night. Plans to reorganize Plantation Road Coalition.
- Helen Truitt: Complimented DeIDOT and the County on sidewalks added so far. Noted that the traffic light timings are changed for weekends but then they are not changed back on weekdays.



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Andrew adjourned the meeting at 8:00 pm. The next meeting is February 26, 2018 at 6:00 pm at the same location, the University of Delaware Virden Retreat Center at 700 Pilottown Road in Lewes.

Public sign-in list

Aldred, Brian	Messma, Roy
Baker, Sandy	Mumford, Steven
Baker, Skip	O'Hagan, Diana
Barnes, Phil, UDel	O'Neill, Brian, Dutch Acres
Bartrain, John J.	O'Neill, William P.
Becker, Ted, Lewes	Peltz, Sol, Village of 5 Points
Benton, Barry, GPI	Rhue, Michael E.
Best, Randall, Best Ace Hardware	Roth, Nick, Cape Gazette
Carney, David, Dutch Acres	Schmitz, Kat
Daneri, Charles	Servais, Ken, Henlopen Landing
Davis, Chip	Spadafino, George
Deacon, Betty	Steinback, Robert, Henlopen Landing
Eckenrode, John, Sussex Cyclists	Strobel, Fred, Henlopen Landing
Faust, Janet	Thompson, Blake, The Edge Group
Faust, Skip	Timmons, Carolyn, Best Store, Inc.
Fischer, Margaret	Truitt, David
Freeman, Brooke	Truitt, Helen
Freeman, Tony	Urban, Jaqueline
Gabiak, Claire	Ward, Ann
Gabiak, Ray	Ward, George
Hoechner, Joe	Williams, Emily
Holtkamp, Rich	Young, Carol
Johnson, Jim Jr.	Young, David
Klokis, William P.	
LaBella, Jim	
LaBella, Karla	
McDaniel, Kathy	



DRAFT Needs Sorted by Purpose

February 26, 2018

Quality of Life for Residents

- Traffic problems in Belltown and Henlopen Landing
- Lewes residents need to be able to travel between home and Route 1
- Residents need to be able to travel on weekends
- Maintain the unique character of the area
- Reduce cut-through traffic on local streets (Minos Conaway, Henlopen Landing)
- Reduce speeding on residential streets (presumed to be cut through traffic)
- Sandy Brae residents (and residents of all communities along Plantation Road) need to be able to get out on Route 1 or on Plantation Road on the weekend
- Provide connections for locals, not just through traffic
- It's difficult to cross Route 1; pedestrians don't want to go a mile to cross at a signal
- Many gaps in the sidewalk network
- Many gaps in the LTS 1 or 2 network for bicycling
- Ambulances from Milton, Georgetown, Millsboro, mid-Sussex need to be able to get to Beebe without delay

Mobility

- Reduce congestion
- Decrease travel times
- Accommodate anticipated development in the study area
- Need to accommodate growth
- Pinch points are SB Route 1, the NB left turn onto Route 9, and the cross traffic
- Traffic problems in Belltown and Henlopen Landing
- Need to solve gridlock on Route 1, or at least get traffic to move less slowly



Mobility (cont'd)

- Ambulances from Milton, Georgetown, Millsboro, mid-Sussex need to be able to get to Beebe without delay
- Congestion along SR 1 (mostly, but not entirely, due to intersections south of the study area)
- Very long southbound queues on SR 1 on summer weekends

Safety

- Improve safety of the high crash areas at the two Nassau crossovers
- Improve safety at Plantation Road connection to Route 9
- Improve safety for pedestrians walking along and crossing roadways
- Reduce driver confusion at intersections, make right of way clear
- Reduce speeding
- Safety issues from crash data

Economic Development

- Need to maintain visibility and viability of businesses
- Need to solve gridlock on Route 1, or at least get traffic to move less slowly
- Reduce congestion
- Decrease travel times
- Accommodate anticipated development in the study area
- Need to accommodate growth

For each need ideally we want to know

- When: What time(s) does the need occur? Always? Weekday rush hours? Summer? When it rains? At school travel times?
- Where: Pinpoint locations of need as much as possible
- Who: Residents, local businesses, disabled, EMS, etc.
- What: Are there situations you experience that won't show up in the data, i.e. difficulty turning out of your development, inability to walk, bike, or take transit to a particular destination, etc.



Public Comments

Received Since the Last Working Group Meeting

February 26, 2018

Comment 1

The State should include in all PLUS applications that all developments include at least two means of egress even if one must be gated and/or limited to emergency vehicles only to prevent cut-through traffic. This should be applied retroactively contingent on there being a right of way.





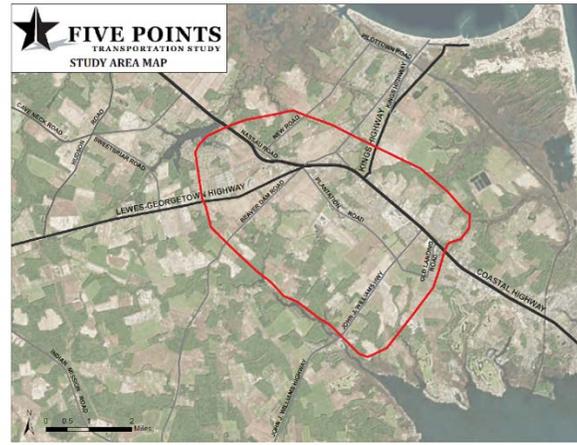
Delaware Department of Transportation
Jennifer Cohan, Secretary



Regional
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Five Points Transportation Study



Beacon Middle School
19483 John J Williams Hwy, Lewes, DE 19958
March 26, 2018
4:00 p.m. – 7:00 p.m.

The Delaware Department of Transportation (DelDOT) in partnership with Sussex County invites all interested parties to a Public Workshop to review and comment on transportation needs for the Five Points Study Area (see diagram above). The transportation needs were developed in collaboration with the members of the Five Points Working Group and cover areas such as mobility, safety, and residents' quality of life. This workshop will also provide additional meeting dates and information regarding the next steps in the process. A Virtual Workshop will be available online at 5Points.deldot.gov.

Interested persons are invited to express their views in writing. Comments will be received during the workshop, submitted online or can be mailed to DelDOT Community Relations, Five Points Working Group Study, P.O. Box 778, Dover, DE 19903 or sent via email to DOT.5Points@state.de.us.

This location is accessible to persons having disabilities. Any person having special needs or requiring special aid, such as an interpreter for the hearing impaired, is requested to contact DelDOT by phone or mail one week in advance.

For further information contact Community Relations at 1-800-652-5600 (in DE) or 302-760-2080, fax 302-739-2092 or write to the above address.

PUBLIC NOTICE



Tentative schedule of upcoming meetings

Updated February 26, 2018

***** PLEASE NOTE NEW MEETING LOCATION *****

Starting in MARCH, all meetings will be held at:

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

Monday, March 26, 2018

Public workshop
4:00-7:00 pm

Monday, April 30, 2018

Working group meeting
6:00 pm

Monday, May 21, 2018

Working group meeting
6:00 pm

Monday, June 25, 2018

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.



