

List of meeting materials

Working Group Meeting #5

May 21, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

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Agenda

Working Group Meeting #5

May 21, 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 April 30, 2018 meeting minutes
2. Summary of ideas/approaches identified by the working group and public to date: Jeff Riegner, WRA
3. Additional ideas/approaches: Working Group, facilitated by Andrew Bing
4. Small group discussion of ideas/approaches: Working Group
5. Public comment
6. Adjourn



Working Group Meeting #5

May 21, 2018



**Regional
Systems
Planning**



Agenda

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- **Introduction**
- **Summary of ideas/approaches to date**
- **Additional ideas/approaches**
- **Small group discussion of ideas/approaches**
- **Public comment**

Introduction

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- **Welcome**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of April working group meeting
 - Final needs list
 - Draft ideas/approaches list
 - List of upcoming meetings
- **Approval of April 30, 2018 meeting minutes**

Ideas/approaches

4

- **114 so far from the working group and the public**
- **Additional ideas/approaches**
- **Review and refinement of ideas/approaches in small groups:**
 - Combination of similar ideas/approaches
 - Rewording to make them “actionable”
 - Identification of responsible party/parties

Ideas/approaches

5

- **By the next meeting, the project team will review all ideas/approaches and provide additional information for each:**
 - Order of magnitude cost (for both study and implementation)
 - Rough timeframe (for both study and implementation)
 - Approximate level of property and resource impacts

Public comment



Thank you for your participation!

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Next meeting

Monday, June 25, 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 #4

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

Members present:

Linda Best
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

Members absent:

Rosalyn J. Allen Echols
Pat Woods

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

Andrew Bing welcomed the members of the Working Group and the public and thanked DeIDOT Secretary Cohan for her attendance. Andrew then reviewed the items that were handed out as part of the meeting package.

The minutes of the February 26, 2018 Working Group meeting were approved unanimously with the proviso to correct the misspellings of Ann Marie Townshend's and Bob Fischer's names.



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Jeff Riegner recapped the public workshop that was held on March 26, 2018. There was a great response with over 400 people participating either in person or online. The public provided many additional needs and added details and specific locations on some needs already identified by the working group. The public also provided some ideas for recommendations.

The complete list of needs was compiled for the Working Group and is available to the public online at 5points.deldot.gov. Andrew noted that this Working Group meeting starts the process of seeking ideas and approaches to address the needs identified previously by the Working Group and the public.

Bob Fischer stated that needs were categorized as quality of life, mobility, etc. but solutions should be characterized in a different way; for example short-, medium-, or long-term. Andrew agreed and responded that the project team proposes to categorize each idea in several ways: timeframe (short, medium, long), order of magnitude cost (broad categories), and impacts (environmental and/or property impacts). Also, each idea will be tied back to one or more of the identified needs. This information will be provided to the Working Group members so they can evaluate and compare ideas.

Eventually the Working Group will vote on each idea. Only those ideas that receive a majority vote will become a Working Group recommendation to DeIDOT and Sussex County. Lastly, the Working Group will participate in a prioritization process to identify those recommendations that the Working Group feels should be focused on first by DeIDOT and Sussex County.

The main portion of the meeting consisted of Working Group members providing their ideas/approaches time. A document listing the ideas was displayed on a screen to ensure that the member agreed that his or her idea was captured correctly. Members spoke in a random selected order and presented one idea in each round. A total of 79 ideas were proposed. The list of ideas is attached to these minutes.

Andrew asked the members to reach out to their constituencies to collect their ideas to bring to the next meeting. He noted that DeIDOT will be meeting internally to solicit ideas from various divisions. The public can contribute ideas via the website. New ideas received from others will be distributed to the Working Group before the next meeting.



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The meeting was then opened to public comment.

- Helen Truitt: Synchronize buses to the minute so local people will use them.

Andrew adjourned the meeting at 8:00 pm. The next meeting is Monday, June 25, 2018 at 6:00 pm at the same location, the Beacon Middle School at 19483 John J. Williams Highway, Lewes, DE 19958.

Public sign-in list

Baker, David	Schmitz, Kat
Baker, Sandy	Stein, Norman
Bowser, Jack	Stein, Sharon, Coastal CCOB
Calahan, Rodney, Dry Zone	Stevenson, Kim, SC Planning Comm.
Cottingham, Phoebe	Thomas, Scott, DE Tourism
Donofrio, Joan	Truitt, David
Donofrio, Tony	Truitt, Helen, St. Jude the Apostle
Fischer, Peggy	Tyler, Michael R., Sussex Cyclists
Freeman, Brooke	Urban, Walt
Grifasi, Rich	Young, David
Hoechner, Joe, Lewes Planning	
Johnson, Dan	
May, Rod	
Mcllvaine, Betty	
Mcllvaine, Jack	
Murphy, Rob	
O'Hagan, Diana	
O'Neill, Bill	
O'Neill, Brian, Dutch Acres	
Quandt, Charles	
Ridgeway, Mary, FHWA	





Ideas

Working Group Meeting #4

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

- Increase and improve signage, starting in Milford, to encourage through drivers to use US 113, SR 5, SR 23, etc.
- Find places to plant more trees: boulevard effect, slow traffic, provide shade for pedestrians
- Integrate Minos Conaway and other current capital projects into the overall master planning process for Five Points
- Meter/slow southbound traffic approaching Five Points
- Look at east/west traffic as a system: Minos Conaway (starting at US 9), New, Old Orchard, and Clay Roads
- Develop a process for constituents to request transportation improvements
- Increase traffic flow on SR 1 through better real-time monitoring and control
- Consider a grade separation at Five Points
- Improve tourism-oriented destination signage along SR 1
- Build a series of roads that connect US 9, SR 23, and SR 24 between Plantation Road and Dairy Farm Road
- Secure available properties, i.e. Creative Concepts, to allow for transportation improvements
- Improve the synchronization of traffic lights
- Construct a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road (potentially partially as part of the Minos Conaway Road project)
- Fill in all sidewalk gaps along Savannah Road between Lewes and Five Points
- Provide road (recommended by the Grid Study) connecting Postal Lane with Airport Road at the Old Landing Road/Airport Road intersection
- Connect SR 1 north of Five Points with the Vineyards to provide access to US 9



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- Provide more smaller buses, ideally open-air during peak season
- Study Kent Island model for separating through and local traffic
- Bring in nationally recognized planners and engineers to provide creative ideas
- Provide left-turn or bypass lanes on two-lane roads to keep through traffic moving
- Provide bus shelters at stops
- Extend limited-access SR 1 from Dover through the US 113 corridor into Maryland
- Provide better access management and connections between businesses
- Provide advance warning for drivers that emergency vehicles are approaching
- Enhance New Road while we still have a chance
- Make SR 1 medians narrower to provide opportunities for service roads
- Plan for widening Plantation Road from SR 24 to Cedar Grove Road and Postal Lane
- Double the size of the proposed SR 24 bypass of Millsboro
- Develop safe pedestrian crossings on Kings Highway and Freeman Highway
- Widen US 9 similar to the planned project on SR 24
- Provide safe pedestrian access along New Road, Old Orchard Road, etc.
- Develop elevated express lanes from Nassau Bridge to Delaware Seashore State Park, with appropriate landscaping
- Use signage on SR 1 and apps to note when parking lots at major destinations, i.e. Cape Henlopen State Park, are full
- Encourage master planning in developing areas
- Provide driveways onto Mulberry Knoll Road for Beacon Middle School and Love Creek Elementary School
- Convert the Arby's driveway between SR 1 and Savannah Road into an actual publicly-accessible road
- Pass don't-block-the-box legislation with camera enforcement
- Provide a location on SR 1 prior to Rehoboth Beach for landlords to provide keys to tenants
- Install turn lanes at selected intersections
- Provide a better connection from Tulip Drive onto SR 1, possibly at the new overpass
- Signalize US 9 at Minos Conaway Road, along with a right turn lane from Minos Conaway Road
- Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road
- Consider eliminating unsignalized crossovers on SR 1
- Bring all roads in the study area to DeIDOT standard, including shoulders



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- Plan for grid road patterns where land is available, working with property owners and developers
- Improve access to and from the Lewes Transit Center, potentially including access to Lowe's
- Pass speed camera legislation and install one southbound at Nassau
- Prohibit pedestrians and bicyclists in areas that are too dangerous for walking and bicycling
- Create attractive gateways to coastal Sussex County, such as at Five Points
- Improve Kings Highway from Dartmouth Drive to Gills Neck Road
- Identify and eliminate low points with poor drainage
- Improve lane markings and signs at intersections
- Convert accesses to Lewes and Rehoboth Beach to one-way (i.e. Savannah Road and New Road)
- Ensure new developments are properly interconnected and make sure it actually happens, potentially using tax credits
- Extend eastbound widening of SR 24 to Love Creek
- Improve the intersection of Old Landing and Warrington Road, potentially with a roundabout (developer funding and concept are available)
- Ensure CTP funding by county is allocated based on population growth
- Construct roundabouts at current and future subdivision entrances
- Utilize the Nassau underpass for local traffic, boat trailers, walking, biking, etc. and keep through traffic on SR 1
- Use drones for traffic surveillance
- Keep emergency vehicles in the shoulder
- Revisit recommendations from 2003 study including Cedar Grove Road and Robinsonville Road improvements, grade separations, SR 1 express lanes, etc.
- Look for opportunities to provide walking and bicycling connections between existing neighborhoods
- Move connection between US 9 and SR 23/Plantation Road further west
- Increased mixed-use development to provide services to local residents
- Consider noise and lighting impacts of all recommendations
- Ensure not all beach rentals turn over on Saturdays
- Replace HAWK with full signal at Holland Glade Road, potentially with a fourth leg at the outlets
- Fix the Canary Creek bridge on New Road
- Use an app to warn people of congestion on SR 1 and recommend alternative routes
- Implement planned byway improvements on Kings Highway and Gills Neck Road
- Continue TID studies both east and west of SR 1



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- Separate pedestrians and bicyclists from highway traffic using aesthetic treatments
- Properly coordinate land use and transportation
- Create more walkable, bikeable town centers beyond just Lewes and Rehoboth Beach
- Track savings from Minos Conaway Road project to make sure they're invested in the study area
- Provide one-way service roads along SR 1 between Five Points and Minos Conaway Road, using land made available by narrowing lanes for landscaping, trails, and designated park land
- Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements



FIVE POINTS TRANSPORTATION STUDY: MASTER LIST OF NEEDS

ID	Need	Not specifically addressed by an idea/approach
1	The unique character of the area is being threatened	***
2	Residents have difficulty getting to and from jobs	
3	Land use and transportation are not well coordinated	
4	Some motorists and pedestrians don't understand HAWK signals (several comments)	
5	Too much commercial development is concentrated along Route 1	
6	"Hard to find a day to do shopping/errands because of congestion"	
7	Don't leave the house on Friday, weekends, or holidays because of traffic	
8	Travelers take other routes to Lewes to avoid Five Points	
9	Transit isn't reliable	***
10	Transit fares are too high	
11	Larger buses don't adequately serve local neighborhoods	
12	Bus service is slow because buses are mixed with traffic	***
13	Not enough people know about bus service	***
14	The Lewes Transit Center is underutilized	
15	People don't know about senior transit fares	***
16	Not enough transit service to the Senior Center	***
17	No shuttles to outlets and other shopping	
18	No (or insufficient) scheduled bus service further north	
19	Bus stop without crosswalk on Route 1 at Route 24	
20	No bus route on Plantation Road	
21	Crossings of Route 1 are too infrequent	
22	There are many gaps in the sidewalk network	
23	Many roads and streets are uncomfortable to bike along	
24	Walking and biking connections between neighborhoods are missing in many areas	
25	Lack of driver education about bikes and bike safety	***
26	Gap for walking/biking from Cape Henlopen High School to Five Points	
27	Gap for walking/biking along Savannah Road, Wescoats Corner to Lewes	
28	Gap for walking/biking at the Five Points intersection itself	
29	Gap for walking/biking from Edgewater Estates to transit center	
30	Gaps for walking/biking along Minos Conaway Road, including neighborhood connections to rail trail and nearby commercial uses	
31	Gaps for walking/biking along Beaver Dam Road	
32	Gap for walking/biking from Wolfe Neck to Route 24	
33	Gap for walking/biking from points east of Route 1 to the transit center (multiple comments about walking or biking to/from the transit center)	
34	Gap along Route 1 for <u>all</u> people walking and biking	
35	Difficult bicycle left turn from Dartmouth Drive to southbound Route 1	
36	Curve and lack of lighting on Hebron Road are problems for pedestrians to Junction and Breakwater Trail	***
37	Gap for walking/biking along Kings Highway, especially bridge over canal	
38	Gap for walking/biking along Postal Lane	
39	Gap for walking/biking along Shady Road, including Route 1 crossing	
40	No pedestrian signal at Route 1 at Wescoats Road or signs to direct pedestrians to transit center	
41	Gap for walking/biking along Dairy Farm Road	

42	No sidewalks on Plantation Road	
43	Gap for walking/biking from homeless shelter on Beaver Dam Road to transit center	
44	Gap for walking/biking along New Road, especially between Arkansas Court and Nassau Road	
45	Gap for walking/biking along Robinsonville Road	
46	Gap for walking/biking along Old Orchard Road	
47	Gap for walking/biking from Rehoboth to Fresh Market	
48	Gap for walking/biking at Route 1 and Route 24	
49	Gap for walking/biking along Old Landing Road from Sea Side Drive to Route 1	
50	Gap for walking/biking along Miller Road from Airport Road to Route 1	
51	Gap for walking/biking from Munchy Branch Road	
52	Residents can't get around, especially on summer weekends	
53	Residents along Plantation Road can't turn left out of their neighborhoods	
54	Lewes residents feel trapped on summer weekends because going anywhere requires driving along or across Route 1	
55	Through traffic cuts through Henlopen Landing (multiple comments)	
56	Through traffic cuts through Minos Conaway Road	
57	New developments will make congestion on New Road worse	
58	Traffic hampers ambulances accessing Beebe Medical Center and other emergency service providers	
59	Through traffic is prioritized over local traffic	
60	Traffic "blocks the box," creating gridlock on Route 1	
61	Beach traffic mixes with local traffic	
62	Holland Glade Road is used as a bypass	***
63	GPS routes traffic through neighborhoods	***
64	Minos Conaway project will create a "bypass" of Five Points using New Road	
65	Through traffic cuts through Eagle Point Drive	***
66	New developments will make congestion on Shady Road worse	
67	Congestion during year-round commuter peak periods	
68	Congestion at the start and end of the school day	
69	Congestion when the Cape May-Lewes Ferry lets out	***
70	Congestion during special event weekends year-round	
71	Congestion on typical weekdays	
72	Congestion along southbound Route 1	
73	Congestion for Route 1 left turns onto Route 9 in both directions	
74	Congestion at east/west crossings of Route 1	
75	Congestion along Plantation Road	
76	Congestion on southbound Warrington Road	
77	Congestion along Kings Highway between Dartmouth Drive and Monroe Avenue	
78	Congestion along Route 24, especially at the schools	
79	Congestion along Route 9, especially between the Vineyards and Route 1 (in and around Belltown)	
80	Congestion associated with U-turns on Route 1	
81	Congestion on and around the Route 23 and US 9 connector	
82	Congestion at Old Landing Road and Warrington Road	
83	There are only two north-south routes in the study area: Route 1 and Plantation Road	
84	Signal timing is not as good as it could be	
85	Emergency vehicles hurt signal timing long after they pass through – emergency service providers should use Opticom only in an emergency	

86	Shoulders are missing on many roads	
87	Pavement markings should be better maintained	
88	Travelers can't figure out where to go	
89	Destinations are difficult to find due to lack of signs	
90	Traffic could be better monitored through advanced technology	
91	Funding has not kept pace with transportation needs	
92	There are few alternatives to passing through the Five Points intersection	
93	Safety concerns at two Nassau Road crossovers (multiple comments)	
94	Safety concerns at Wescoats Corner	***
95	Safety concerns at Route 1 and Tulip Drive	
96	Safety concerns at Kings Highway and Clay Road	
97	Safety concerns at left turn from Dartmouth Drive to Kings Highway	
98	Safety concerns at Beaver Dam Road and Fisher Road	***
99	Safety concerns at Beaver Dam Road and Kendale Road	
100	Safety concerns along Salt Marsh Boulevard	
101	Safety concerns at Route 9 at Vineyards: signal should have been installed	
102	Safety concerns at lane drop/narrowing on Route 9 west of Route 1	
103	Safety concerns at Minos Conaway Road curve	
104	Safety concerns at unsignalized crossings of Route 1	
105	Safety concerns at locations where left turning vehicles block through traffic	
106	Safety concerns at left turn from Clay Road onto Kings Highway	
107	Safety concerns at left turn from Warrington Road onto Old Landing Road	
108	Safety concerns at left turn from Minos Conaway Road onto Route 9	
109	Safety concerns at left turn from Route 9 onto Minos Conaway Road	
110	Safety concerns at locations with no left turn lane	
111	Left turn safety concerns at locations where the angle is not 90 degrees	
112	Safety concerns at locations where the left turn lane is too short	
113	Unclear signing and signals are confusing to drivers	
114	Plantation Road connection to Route 9 is unsafe, indirect, and congested (multiple comments)	
115	Speeding is prevalent on Route 1 in the Nassau Bridge area	
116	Speeding is prevalent on local road cut-throughs (Salt Marsh Boulevard and Minos Conaway Road mentioned frequently)	
117	Sight lines are often blocked	***
118	Too many trucks on Shady Road	***
119	New Road is too narrow, especially with trailer and boat traffic, people walking and biking (multiple comments)	
120	Route 9 jughandle to northbound Route 1 confuses drivers	
121	Business signs block sight distance	***
122	Shrubs and bushes block sight distance (i.e. Warrington Road/Old Landing Road)	
123	Poor driver behavior	
124	Many roads, such as Clay Road, are unsafe to walk along	
125	Many roads, especially Route 1, are unsafe to bike along	
126	Infrequent crosswalks cause people to cross at unsafe locations	
127	Buses and bikes shouldn't mix in outside lanes on Route 1	
128	People walk across Route 1 at many unsafe locations, day and night	
129	Lack of separation between drivers and bicyclists	

130	Bicyclists travel in the wrong direction, especially at intersections	***
131	School traffic stacks up on Route 24	
132	Continued development will make emergency evacuation difficult	
133	New Road floods at Canary Creek, hampering evacuation	
134	Insufficient enforcement for cell phone use, speeding, "blocking the box," etc.	
135	Businesses are challenged to remain visible and viable	
136	Concern about maintaining the desirability of living, working, and playing in the beach area	
137	Anticipated growth will create sprawl and continued transportation challenges	
138	Connections between residents and businesses are indirect and congested	
139	Businesses (Lowe's is one example) are hard to access	
140	There are few commercial options in/near neighborhoods, requiring travel on major highways	
141	Concern about preserving, protecting, and enhancing beach tourism	
142	Need to identify creative funding sources (such as private/public partnerships) for transportation improvements	
143	There are limited connections between neighborhoods, and new developments continue this trend	
144	100-foot setbacks for commercial uses	
145	New developments are not required to interconnect with future development areas	
146	There is no master plan for the area	
147	Plantation Road setbacks for future development	
148	Development height limits may contribute to sprawl	
149	Lack of workforce residential density in Route 1 corridor	***
150	Route 1 access to Lowe's	
151	Crossing at transit center – hard signal, not HAWK	
152	Rail trail would increase safety	
153	Need to teach drivers to pull over when emergency vehicles approach	
154	Why must you turn right onto Shady then Plantation to Route 23 when leaving the transit center?	
	Sometimes not having a left turn lane is a good thing, provides a break in traffic for others to turn down the road	Not a need - remove
	Need to teach drivers to pull over when emergency vehicles approach	Not a need - remove
	Cedar Grove/Postal intersection realignment is a good example of intersection improvement; lower frequency of accidents	Not a need - remove
	What type of traffic control at Kings Highway and Clay Road?	Not a need - remove

FIVE POINTS TRANSPORTATION STUDY: MASTER LIST OF IDEAS PRIOR TO MAY 21, 2018 WORKING GROUP MEETING (IN RANDOM ORDER)

ID	Idea/approach	Idea/approach reworded by project team	Responsible party	Need(s) addressed
1	More bike supportive facilities – restrooms, parking	[3 different items] Identify locations in the study area where bike parking can be provided; require bike parking as a condition of new development; identify locations for public restroom access	[3 different items] DeIDOT; Sussex County; Sussex County and property owners	125
2	Increase and improve signage, starting in Milford, to encourage through drivers to use Route 113, Route 5, Route 23, etc.	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers to use Route 113, Route 5, Route 23, etc.	DeIDOT	congestion (general)
3	Look for opportunities to provide walking and bicycling connections between existing neighborhoods	Study the feasibility of potential sidewalk and trail connections between existing neighborhoods and along streets	DeIDOT	22 23 24 28 29 30 31 32 33 34 37 38 39 41 42 43 44 45 46 47 48 49 50 51 125
4	Consider fence/wall in median of Route 1 to deter pedestrian crossings at inappropriate locations	Study the feasibility of a fence or wall in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT	19 126 128
5	Keep emergency vehicles in the shoulder	(combine with 83)		58 85 153
6	Connect Route 9 and Route 23 via new service road from Jimtown Road to Nassau Vines Boulevard; close Route 23 access at Five Points and close Church Street	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 9 at the Vineyards with Route 23, in conjunction with closing access to Route 23 at Plantation Road and Church Street; require any developer of this parcel to build this road to state specifications (may be part of the Henlopen TID)	DeIDOT, Sussex County	55 79 81 92 102 114
7	Develop a process for constituents to request transportation improvements	Develop a process for constituents to request transportation improvements	DeIDOT, General Assembly	(none)
8	Pass speed camera legislation and install one southbound at Nassau	Introduce legislation allowing speed cameras	General Assembly	115
9	Fix the Canary Creek bridge on New Road	Improve the Canary Creek bridge on New Road to reduce flooding (may be a current capital project)	DeIDOT	133
10	Limit non-resident vehicles in some areas	Limit non-resident vehicles in some areas	???	congestion (general)
11	Prohibit pedestrians and bicyclists in areas that are too dangerous for walking and bicycling	Introduce legislation to prohibit pedestrians and bicyclists in areas that are too dangerous for walking and bicycling	General Assembly	safety (general)
12	Provide more smaller buses, ideally open-air during peak season	Evaluate the benefits and costs of using smaller buses in the study area	DTC	11 17
13	Create more walkable, bikeable town centers beyond just Lewes and Rehoboth Beach	Incorporate more walkable, bikeable town centers (beyond just Lewes and Rehoboth Beach) into the comprehensive plan	Sussex County	5 6 7 138 140
14	Consider noise and lighting impacts of all recommendations	Consider noise and lighting impacts of all recommendations	DeIDOT	(none)
15	Identify and eliminate low points with poor drainage	Study all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT, Sussex County	(none)

16	Construct roundabouts at current and future subdivision entrances	[current and future are 2 different items] Consider modifications to the Development Coordination Manual that require or encourage roundabouts at new subdivision entrances; study the feasibility of converting existing development entrance intersections to roundabouts	DeIDOT [both items]	53 congestion and safety (general)
17	Widen Route 9 similar to the planned project on Route 24	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes (may be part of the Henlopen TID)	DeIDOT	79 81 congestion (general)
18	Plan for grid road patterns where land is available, working with property owners and developers	Develop a plan for grid road patterns where land is available, working with property owners and developers [in addition to other ideas/approaches on this list, Grid Study recommendations included east-west connections north of Plantations, at Craig Boulevard, and south of SR 24, as well as a connection in the vicinity of Salt Marsh Boulevard]	DeIDOT, Sussex County	congestion and QOL (general)
19	Bring in nationally recognized planners and engineers to provide creative ideas	Bring in nationally recognized planners and engineers to provide creative ideas	DeIDOT, Sussex County	(none)
20	Do away with unsignalized crossings; use traffic signals for U-turns	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT	80 104
21	Increased mixed-use development to provide services to local residents	(combine with 13)	Sussex County	5 6 7 138 140
22	Improve access to and from the Lewes Transit Center, potentially including access to Lowe's	Identify potential connections to the Lewes Transit Center	DeIDOT	14 29 33 43 139 150 154
23	Allow towns to have more direct input on land connecting town and Route 1; consider expanding town limits to Route 1 through annexation	Initiate conversation regarding allowing towns to have more direct input on land connecting town and Route 1; consider expanding town limits to Route 1 through annexation	Sussex County, City of Lewes [Rehoboth Beach is outside study area]	136 137 146
24	Address crossings between Frederica and Lewes before eliminating signals in this area	Address crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT	72
25	Build a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	(combine with 18)		54 74 75 78 79 81 101 114 131
26	Create attractive gateways to coastal Sussex County, such as at Five Points	Study potential locations for attractive gateways to coastal Sussex County, such as at Five Points	Sussex County, DeIDOT, City of Lewes, byway committee	1 141
27	Install turn lanes at selected intersections	Conduct capacity analyses at study area intersections to identify the need for turn lanes (may be part of the Henlopen TID)	DeIDOT	53 105 106 107 108 109 110 111 112
28	Move connection between Route 9 and Route 23/Plantation Road further west	(combine with 6)		73 81 114
29	Connect Route 1 north of Five Points with the Vineyards to provide access to Route 9	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 and the Vineyards (may be part of the Henlopen TID)	DeIDOT	79 101

30	Revisit recommendations from 2003 study including Cedar Grove Road and Robinsonville Road improvements, grade separations, Route 1 express lanes, etc.	(Revisit or implement?) recommendations from 2003 study including Cedar Grove Road and Robinsonville Road improvements, grade separations, Route 1 express lanes, etc.	DeIDOT	congestion and QOL (general)
31	Require all new developments of a certain size to contribute to shuttle services	Consider modifications to land development requirements and/or the Development Coordination Manual that require developments of a certain size to contribute to shuttle services	Sussex County, DeIDOT	2 6 7 10 11 17 20 52 57 135 137 138 congestion (general)
32	Improve the synchronization of traffic lights	Continue to improve traffic signal coordination	DeIDOT	84 85 congestion and safety (general)
33	Require new developments to plan to interconnect to any future development areas	Require new developments to plan to interconnect to any future development areas	Sussex County	3 57 66 132 143 145
34	Use an app to warn people of congestion on Route 1 and recommend alternative routes	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT	8 88 89 90
35	Find places to plant more trees: boulevard effect, slow traffic, provide shade for pedestrians	Identify locations where trees can safely be planted within the right of way	DeIDOT	141
36	Limit traffic flow over the Indian River Inlet Bridge	Limit traffic flow over the Indian River Inlet Bridge	DeIDOT	congestion (general)
37	Lengthen southbound acceleration lane on Route 1 at Minos Conaway Road	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT	(none)
38	Dedicate Nassau Commons Boulevard to public use	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT, Sussex County, property owner	congestion (general)
39	Make buses free, subsidized by Route 1 merchants	Study the feasibility of a fare free bus zone subsidized by Route 1 merchants	DTC	10 142
40	Extend limited-access Route 1 from Dover through the Route 113 corridor into Maryland	Extend limited-access Route 1 from Dover through the Route 113 corridor into Maryland	DeIDOT	congestion (general)
41	More off-road bike trails off Route 1	Identify publicly-owned land and utility corridors in the study area that may be used for trails	DeIDOT	33 129 152
42	Provide a better connection from Tulip Drive onto Route 1, possibly at the new overpass	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT	95
43	Bike landing at Dartmouth Drive	Study the feasibility of a bike landing for bicyclists turning left from Dartmouth Drive onto Route 1	DeIDOT	35 97
44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT	56 74 93 103 congestion (general)
45	Integrate Minos Conaway and other current capital projects into the overall master planning process for Five Points	(combine with 44)		(none)
46	Study Kent Island model for separating through and local traffic	(combine with 112)		congestion and safety (general)
47	Develop safe pedestrian crossings on Kings Highway and Freeman Highway	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT	safety (general)
48	Replace HAWK with full signal at Holland Glade Road, potentially with a fourth leg at the outlets	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT	4

49	Improve tourism-oriented destination signage along Route 1	Improve tourism-oriented destination signage along Route 1	Sussex County, DeIDOT, Chamber?	88 89 113 141
50	Provide advance warning for drivers that emergency vehicles are approaching	(combine with 83)		58 153
51	Increase traffic flow on Route 1 through better real-time monitoring and control	(combine with 32)		84 85 105 113
52	Convert the Arby's driveway between Route 1 and Savannah Road into an actual publicly-accessible road	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT, property owner	138
53	Allow longer left turn signal green times when there is no opposing traffic	(combine with 32)		73 105 106 107 108 109 110 111 112
54	Add "YOUR SPEED" display on southbound Route 1 and Nassau Road	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 and Nassau Road	DeIDOT	90 safety (general)
55	Pedestrian bridges over Route 1	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT	21 22 34 48 126 safety (general)
56	Double the size of the proposed Route 24 bypass of Millsboro	Double the size of the proposed Route 24 bypass of Millsboro	DeIDOT	68 78 131
57	Utilize the Nassau underpass for local traffic, boat trailers, walking, biking, etc. and keep through traffic on Route 1	(already part of the Minos Conaway Road grade separation project)	DeIDOT	64 93
58	Provide one-way service roads along Route 1 between Five Points and Minos Conaway Road, using land made available by narrowing lanes for landscaping, trails, and designated park land	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT	61 92 93 95 138 140
59	Close off Salt Marsh Boulevard from Beaver Dam Road now	Study the feasibility of closing the north end of Salt Marsh Boulevard	DeIDOT	100 116
60	Consider eliminating unsignalized crossovers on Route 1	(combine with 20)		128
61	Implement a shuttle from Milton/Red Mill Pond/Minos Conaway to downtown Lewes, State Park, Transit Center, etc.	Study the feasibility of a shuttle between Milton/Red Mill Pond/Minos Conaway and downtown Lewes, State Park, Transit Center, etc.	DTC	18
62	Improve lane markings and signs at intersections	Improve lane markings and signs at intersections	DeIDOT	40 87 89
63	Provide a location on Route 1 prior to Rehoboth Beach for landlords to provide keys to tenants	Study the feasibility of providing a location on Route 1 prior to Rehoboth Beach for landlords to provide keys to tenants	Tourism, Realtors?	congestion (general)
64	Use signage on Route 1 and apps to note when parking lots at major destinations, i.e. Cape Henlopen State Park, are full	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT, property owners	88 90
65	Implement planned byway improvements on Kings Highway and Gills Neck Road	Develop more detailed concepts and estimates for planned byway improvements on Kings Highway and Gills Neck Road	DeIDOT	37 77 96 97 106
66	Use drones for traffic surveillance	(combine with 32)		90

67	Improve the intersection of Old Landing and Warrington Road, potentially with a roundabout (developer funding and concept are available)	Initiate a capital project to improve the intersection of Old Landing and Warrington Road, potentially with a roundabout (developer funding and concept are available)	DeIDOT	76 82 107
68	Improve Kings Highway from Dartmouth Drive to Gills Neck Road (or Freeman Highway)	(combine with 65)		37 77 106 156
69	Raise gas tax	Introduce legislation to increase the gas tax	General Assembly	91 142
70	Consider a grade separation at Five Points	Study the feasibility of a grade separation at Five Points	DeIDOT	28 54 74 79 120
71	Provide bus shelters at stops	Study the feasibility of providing bus shelters at stops	DTC	safety (general)
72	Bring all roads in the study area to DeIDOT standard, including shoulders	Develop concepts and estimates for bringing all roads in the study area to DeIDOT standard, including shoulders [New Road; where else?]	DeIDOT	86 safety (general)
73	Require new developments to provide close-to-home recreation and amenities for their residents to reduce traffic	(combine with 13)		3 6 7 54 135 137 138 140
74	Enhance New Road while we still have a chance	(combine with 72)		8 44 57 64 119 133
75	New road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build "parallel road" to state specifications one parcel at a time	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time (may be part of the Henlopen TID)	DeIDOT, Sussex County	53 75 147
76	Fill in all sidewalk gaps along Savannah Road between Lewes and Five Points	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DeIDOT	26 27 28
77	Signalize Route 9 at Minos Conaway Road, along with a right turn lane from Minos Conaway Road	Conduct a signal warrant study at Route 9 and Minos Conaway Road and install a signal if warranted	DeIDOT	108 109
78	Place a large, simple sign at the Junction, for the drivers left from Route 9; TRAFFIC KEEP MOVING with arrows pointing right and left	Study the feasibility of signs to encourage southbound drivers on the connection from Route 9 to Plantation Road and Beaver Dam Road to keep moving	DeIDOT	114
79	Convert accesses to Lewes and Rehoboth Beach to one-way (i.e. Savannah Road and New Road)	Evaluate the potential transportation benefits, costs, and impacts of converting Savannah Road and New Road to one-way travel [note: Rehoboth Beach and its access points are outside the study area]	DeIDOT, City of Lewes	58 67
80	Mount large block-number signs leading up to and at the traffic signals on the highway; induce business along the highway to post their addresses in marketing	[2 different items] Study the feasibility of mounting large block-number signs leading up to and at the traffic signals on the highway; encourage businesses along the highway to post their addresses in marketing	[2 different items] DeIDOT; Sussex County, property owners?	88 89 135
81	Construct a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road (potentially partially as part of the Minos Conaway Road project)	Evaluate the potential transportation benefits, costs, and impacts of a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road (potentially partially as part of the Minos Conaway Road project) (may be part of the Henlopen TID)	DeIDOT	74 92 93 120 129 153

82	Provide road (recommended by the Grid Study) connecting Postal Lane with Airport Road at the Old Landing Road/Airport Road intersection	Evaluate the potential transportation benefits, costs, and impacts of a road connecting Postal Lane with Airport Road at the Old Landing Road/Airport Road intersection (may be part of the Henlopen TID)	DeIDOT	52 61
83	Minimize disruption of emergency signal preemption	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT, emergency service providers	58 85 90
84	Three-way stop sign at Beaver Dam Road and Kendale Road	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT	99
85	Implement a hop-on, hop-off van service loop for Lewes similar to free service in Cape May (Five Points, hospital to Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	Study the feasibility of a hop-on, hop-off van service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	DTC, City of Lewes	17
86	Ensure CTP funding by county is allocated based on population growth	Consider whether CTP funding by county should be allocated based on population growth	DeIDOT, Council on Transportation?	91 142
87	Park and ride with bus stop to the south on Route 24; bus people to Route 1	Study the feasibility of a park and ride lot on Route 24 on the edge of the study area	DTC, DeIDOT	congestion (general)
88	Extend eastbound widening of Route 24 to Love Creek	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek (potentially as part of a current capital project)	DeIDOT	78 131
89	Plan for widening Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	Study the feasibility of widening Plantation Road from Route 24 to Cedar Grove Road and Postal Lane (as part of a current capital project)	DeIDOT	147
90	Provide driveways onto Mulberry Knoll Road for Beacon Middle School and Love Creek Elementary School	Study the feasibility of providing driveways onto Mulberry Knoll Road for Beacon Middle School and Love Creek Elementary School	DeIDOT, Sussex County, Cape Henlopen School District	78 131
91	Emergency service providers should use Opticom only in an emergency	(combine with 83)		58 85 90
92	Road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek development	Evaluate the potential transportation benefits, costs, and impacts of a road to connect Route 24 near Beacon Middle School with Old Landing Road near the Arnell Creek development (may be part of the Henlopen TID)	DeIDOT	68 78 131
93	Acquire buffers/setbacks for all new developments for future road expansion	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County, DeIDOT	3 57 66 119 122 143 144 145
94	Track savings from Minos Conaway Road project to make sure they're invested in the study area	Track savings from Minos Conaway Road project to make sure they're invested in the study area	DeIDOT	(none)
95	Use Junction & Breakwater Trail right of way for eastern bypass; it's state and county land	Evaluate the potential transportation benefits, costs, and impacts of a road along the Junction & Breakwater Trail right of way; it's state and county land	DeIDOT	74
96	Continue TID studies both east and west of Route 1	Continue TID studies both east and west of Route 1	DeIDOT, Sussex County	91 142 146

97	Provide safe pedestrian access along New Road, Old Orchard Road, etc.	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road (some of which are part of current capital projects)	DeIDOT	44 46
98	Secure available properties, i.e. Creative Concepts, to allow for transportation improvements	(combine with 114)		3 91
99	Make Route 1 medians narrower to provide opportunities for service roads	Study feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median	DeIDOT	59 61 67 70 72
100	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT	
101	Provide left-turn or bypass lanes on two-lane roads to keep through traffic moving	(combine with 27)		105, 110, 86
102	Ensure not all beach rentals turn over on Saturdays	Ensure not all beach rentals turn over on Saturdays	???	congestion (general)
103	Encourage master planning in developing areas	(combine with 13)		5 6 7 138 140
104	Pass don't-block-the-box legislation with camera enforcement	Introduce "don't block the box" legislation with camera enforcement	General Assembly	60 123 134
105	Meter/slow southbound traffic approaching Five Points	Study alternatives to meter/slow southbound traffic approaching Five Points	DeIDOT	93 95 115
106	Separate pedestrians and bicyclists from highway traffic using aesthetic treatments	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT	124 125 127 129
107	Ensure new developments are properly interconnected and make sure it actually happens, potentially using tax credits	(combine with 33)		3 143 145
108	Properly coordinate land use and transportation	(combine with 33)		3
109	Encourage Uber type transportation to congested areas like downtown Lewes/Rehoboth Beach; provide locations for dropoff and pickup	Encourage Uber type transportation to congested areas like downtown Lewes/Rehoboth Beach; provide locations for dropoff and pickup	???	congestion (general)
110	Provide better access management and connections between businesses	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	135 138
111	Improve Janice Road and Nassau Vineyard to Route 9 for all mobility	(combine with 29 and/or 38)		56 79
112	Develop elevated express lanes from Nassau Bridge to Delaware Seashore State Park, with appropriate landscaping	Study the feasibility of express lanes along Route 1 from Nassau Bridge to Delaware Seashore State Park, with appropriate landscaping	DeIDOT	59 61 67 70 72
113	Potentially relax height limits	Incorporate relaxed height limits into the comprehensive plan (could be combined with 13)	Sussex County	5 140 148
114	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements	General Assembly, DeIDOT	3 83 91



Tentative schedule of upcoming meetings

Updated May 21, 2018

All meetings will be held at:

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

Monday, June 25, 2018

Working group meeting, 6:00 pm

An additional meeting may be scheduled for Monday, July 9

Monday, July 23, 2018

Working group meeting, 6:00 pm

Monday, July 30, 2018

Working group meeting, 6:00 pm

Monday, August 27, 2018

Public workshop, 4:00 pm

Monday, September 24, 2018

Working group meeting, 6:00 pm

Monday, October 22, 2018

Working group meeting, 6:00 pm

It is our goal to wrap up Phase 1 in October, although additional meetings may be scheduled 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.

