

List of meeting materials

Working Group Meeting #8

October 8, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

List of meeting materials	page 1
Agenda	2
Presentation.....	3
Draft minutes of July 30, 2018 working group meeting	10
Final list of recommendations, including input from public workshop.....	41
Public comments received since the last working group meeting	49
Upcoming meeting	75



Agenda

Working Group Meeting #9

October 8, 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 July 30, 2018 meeting minutes
2. Recap of August 27, 2018 public workshop: Jeff Riegner, WRA
3. Prioritization of recommendations: Working Group, facilitated by the project team
4. Next steps
5. Public comment
6. Adjourn



Working Group Meeting #9

October 8, 2018



**Regional
Systems
Planning**



Agenda

2

- **Introduction**
- **Public workshop recap**
- **Prioritization of recommendations**
- **Public comment**

Introduction

3

- **Welcome**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of July 30 working group meeting
 - Final list of recommendations, including input from public workshop
 - Public comments received
 - Upcoming meeting
- **Approval of July 30, 2018 meeting minutes**

August workshop recap

4

- **Over 800 participants**
 - 308 people attended in person
 - 546 people viewed materials online
- **Highly engaged, with many people spending more than an hour providing input**
- **Positive feedback regarding the study process**
- **The public's input on what they believe are the most important recommendations in each category should help you choose priorities**

Prioritization of Recommendations



**Regional
Systems
Planning**



Public comment

6



Thank you for your participation!

7

Next/final meeting
Monday, October 29, 2018
6:00 pm
Beacon Middle School

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Meeting Minutes

Working Group Meeting #8

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

Members present:

I.G. Burton
George Cole
Robert Fischer
Dennis Forney
R. Keller Hopkins
Christian Hudson
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend

Members absent:

Scott Green
Rep. Peter Schwartzkopf
Gail Van Gilder

There were 300 members of the public in attendance. Names of those who signed in are listed at the end of these notes.

Andrew Bing began by addressing the public. Andrew reminded everyone that the meeting is designed for the Working Group members, although the public will have the opportunity to comment at the end of the meeting. Andrew summarized the Working Group process and noted that tonight's meeting would complete the voting started at the July 23 meeting on the list of 103 ideas put forward by individuals on the Working Group and by the public. He explained that ideas that receive a majority of "Yes" votes from the members in attendance will be carried forward to DeIDOT as recommendations of the Working Group. A second public workshop will be held August 27 to inform the public on the Working Group's recommendations and to allow public input on which of the recommendations should be prioritized by DeIDOT. In September the Working Group will prioritize



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the ideas, and the final meeting will be held in October. Andrew noted that the public can see all documents and information related to the Five Points Transportation Study by going to the Five Points website.

Andrew welcomed the members of the Working Group. Ann Marie Townshend moved and Sen. Lopez seconded a motion to approve the minutes of the July 23, 2018 meeting. The minutes were approved unanimously.

The voting process resumed with a test question to ensure that all equipment was functioning properly. Members used hand-held devices to record their vote on each idea (1 = Abstain, 2 = No, 3 = Yes). Members also had the option to recuse themselves from a vote by stepping away from the table. Members who recuse do not count toward the number of members present for that vote. The results of each vote were displayed on the screen for the Working Group and the public to see. As a backup to the voting software, results were recorded manually and photos were taken of the screens after each vote.

Eleven Working Group members were present at the start of voting on idea #51. Six “Yes” votes are required in order for an idea to be carried forward as a recommendation.

51. **Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Ann Marie Townshend
- No: None
- Abstain: Josh Thomas
- Not present: George Cole, Scott Green, Rep. Schwartzkopf, Rep. Smyk, Gail Van Gilder

By a vote of 10-0-1, the motion carried. Idea #51 will move forward as a recommendation of the Working Group.



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52. **Study the feasibility of pedestrian bridges over Route 1 at specific locations**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. I.G. Burton seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend
- No: Sen. Lopez
- Abstain: None
- Not present: George Cole, Scott Green, Rep. Schwartzkopf, Rep. Smyk, Gail Van Gilder

By a vote of 10-1, the motion carried. Idea #52 will move forward as a recommendation of the Working Group.

George Cole arrived, bringing the number of members present to 12. Seven “Yes” votes are required in order for an idea to be carried forward as a recommendation.

53. **Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

Discussion: Josh Thomas noted that DeIDOT has already studied this idea as part of the US 113 North/South Study. A proposed Route 24 bypass with one lane in each direction would be sufficient to carry anticipated future traffic.

- Yes: I.G. Burton, George Cole, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Ann Marie Townshend
- No: Bob Fischer, Sen. Lopez, Lloyd Schmitz, Josh Thomas
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Rep. Smyk, Gail Van Gilder



DRAFT

By a vote of 8-4, the motion carried. Idea #53 will move forward as a recommendation of the Working Group.

54. **Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

DJ Hughes and Josh Thomas discussed how this idea relates to the proposed Route 1/Minos Conaway Road grade separation. That project is programmed on the CTP but is a few years away. Signage is part of the project but is not set yet. This idea is not in conflict with anything else.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Rep. Smyk, Gail Van Gilder

By a vote of 12-0, the motion carried. Idea #54 will move forward as a recommendation of the Working Group.

55. **Evaluate one-way service roads as part of the Minos Conaway Road grade separation project**

Christian Hudson moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: Josh Thomas noted the focus on wording “one-way” service roads. The latest plan for DeIDOT’s Minos Conaway project shows two-way service roads. The plan has evolved since the beginning of the Five Points process, when the Minos Conaway public workshop had not yet been held. Bob Fischer said he is familiar with the plan and one-way service roads wouldn’t allow everyone to get where they need to go. Andrew concluded that the idea says to “evaluate”, and the process of that evaluation will cover alternative concepts. Bob Fischer noted that the on and off ramps to Route 1 are one-way. No change was made to the wording of the idea.



DRAFT

Rep. Smyk arrived, bringing the number of members present to 13. Seven “Yes” votes are still required in order for an idea to be carried forward as a recommendation. To allow Rep. Smyk to vote, the motion was withdrawn. A new motion to consider idea #55 as a recommendation of the Working Group was made by Sen. Lopez. Ann Marie Townshend seconded the motion.

- Yes: Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk
- No: I.G. Burton, George Cole, Bob Fischer, Todd Lawson, Josh Thomas, Ann Marie Townshend
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 7-6, the motion carried. Idea #55 will move forward as a recommendation of the Working Group.

56. **Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: George Cole, Bob Fischer, Dennis Forney, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- No: I.G. Burton, Keller Hopkins, Christian Hudson, DJ Hughes, Josh Thomas
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 8-5, the motion carried. Idea #56 will move forward as a recommendation of the Working Group.

57. **Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.



DRAFT

- Yes: I.G. Burton, George Cole, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: Bob Fischer, Dennis Forney
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 11-2, the motion carried. Idea #57 will move forward as a recommendation of the Working Group.

58. **Study the feasibility of closing the north end of Salt Marsh Boulevard**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. I.G. Burton seconded the motion.

In response to Todd Lawson's question, Josh Thomas clarified that the location in question is where Salt Marsh Boulevard meets Beaver Dam Road. He added that one of the Plantation Road alternatives currently under consideration would close the north end of Salt Marsh Boulevard.

- Yes: Dennis Forney, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- No: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, Christian Hudson, Todd Lawson
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 6-6-1, the motion failed. Idea #58 will **NOT** move forward as a recommendation of the Working Group.

59. **Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: George Cole
- Abstain: None



DRAFT

- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-1, the motion carried. Idea #59 will move forward as a recommendation of the Working Group.

60. **Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #60 will move forward as a recommendation of the Working Group.

61. **Study the feasibility of providing a location on Route 1 prior to Rehoboth Beach for landlords to provide keys to tenants**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. I.G. Burton seconded the motion.

- Yes: Dennis Forney, Josh Thomas, Ann Marie Townshend
- No: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 3-10, the motion failed. Idea #61 will **NOT** move forward as a recommendation of the Working Group.

62. **Study the feasibility of a parking management system to alert travelers when parking lots at major destinations (see list) are full**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.



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Discussion: Ann Marie Townshend said that this is particularly important at Cape Henlopen State Park. Andrew read a comment received via email from Gail Van Gilder: “Add especially at Cape Henlopen State Park. Cost looks too high as this can be done digitally & with signs that are also digital. Would greatly decrease traffic. Very important and can be done quickly working with Traffic management in Smyrna and State Park.”

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #62 will move forward as a recommendation of the Working Group.

63. **Develop more detailed concepts and estimates for planned byway improvements per Byway Master Plan Improvements Document**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: Andrew read a comment received via email from Gail Van Gilder: “Not sure who submitted this. A lot of funding has been spent on concept plans. Next step is design as road improvements take place. I see no reason to spend state dollars to re-evaluate Byway master plans. The reason we have a Byway program is to maintain the integrity of Byway with improved context sensitive design. The Byway designation requires an extensive approval process as does the Master Planning.”

- Yes: Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes
- No: I.G. Burton, George Cole, Bob Fischer, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 4-8-1, the motion failed. Idea #63 will **NOT** move forward as a recommendation of the Working Group.



DRAFT

64. **Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

Discussion: DJ Hughes said this idea has \$500K - \$1 million of developer funding. The concept includes turn lanes and a traffic signal. No engineering design has been performed.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #64 will move forward as a recommendation of the Working Group.

65. **Introduce legislation to increase the gas tax**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion. Josh Thomas recused himself, noting that DeIDOT does not believe it is appropriate for the agency to vote on ideas that require introducing legislation. The number of voting members was 12, and the number of "Yes" votes required to pass was 7.

- Yes: None
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- Abstain: Lloyd Schmitz
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 0-11-1, the motion failed. Idea #65 will **NOT** move forward as a recommendation of the Working Group.



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66. **Study the feasibility of a grade separation at Five Points**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Christian Hudson seconded the motion.

Discussion: DJ Hughes noted that the Five Points signal meters traffic onto Savannah Road toward Lewes and onto Route 1 further south. In his opinion studying a grade separation is fine, but all implications need to be considered. Josh Thomas agreed that traffic impacts in the whole area need to be considered as a system.

- Yes: I.G. Burton, George Cole, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: Bob Fischer
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-1, the motion carried. Idea #66 will move forward as a recommendation of the Working Group.

67. **Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: Dennis Forney, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: I.G. Burton, George Cole, Keller Hopkins, Todd Lawson
- Abstain: Bob Fischer
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 8-4-1, the motion carried. Idea #67 will move forward as a recommendation of the Working Group.

68. (Original wording) **Develop concepts and estimates for bringing all roads in the study area to DeIDOT standard, including shoulders**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion.



Discussion: Ann Marie Townshend said in concept this idea works well for the western side of the study area. However, roads in Lewes shouldn't be expanded. Andrew read a comment received via email from Gail Van Gilder: "This does not work on all roads in study area due to existing constraints & historic roads. It is too late for such a recommendation to be feasible without extensive negative impacts on our coastal communities." Bob Fischer said the studies cost money, and studies shouldn't be done where we don't expect the improvement can be made. DJ Hughes suggested changing the language to delete the word "all". Christian Hughes, who originally proposed the idea, said he would support the change. Dennis Forney said the wording of ideas has been repeatedly reviewed over several months and he did not think wording should be changed again. Bob Fischer advised that the precedent had been set at the July 23 meeting where wording of ideas was changed before the vote.

68. (Reworded) **Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders**

- Yes: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk
- No: Dennis Forney, Ann Marie Townshend
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 10-2-1, the motion carried. Idea #68 will move forward as a recommendation of the Working Group.

69. **Study enhancing New Road per Byway Master Plan**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

Discussion: Andrew read a comment received via email from Gail Van Gilder: "Remove the word 'study'. The study is already underway. Byway Enhancements will need to be done on New Rd as development takes place to maintain the character of Lewes that attracted us all here. No need to study it further." Sen. Lopez agreed and said the first meeting for the Byways group for New Road is August 22. He is not sure this idea is worth a Yes vote if it's already being done. Ann Marie Townshend said the Byway Master Plan is in process, but either way, the idea is that we want to move forward with New Road. The wording of the idea was not changed.



DRAFT

- Yes: Dennis Forney, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: I.G. Burton, George Cole, Keller Hopkins, DJ Hughes
- Abstain: Bob Fischer, Christian Hudson
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 7-4-2, the motion carried. Idea #69 will move forward as a recommendation of the Working Group.

70. **Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, George Cole, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: Bob Fischer
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-1, the motion carried. Idea #70 will move forward as a recommendation of the Working Group.

71. **Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #71 will move forward as a recommendation of the Working Group.



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72. **Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted**

DJ Hughes moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: DJ Hughes said the study is underway and asked that the working group support it. Two-way service roads on Route 1 would add traffic to this intersection.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #72 will move forward as a recommendation of the Working Group.

73. **Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #73 will move forward as a recommendation of the Working Group.

74. **Evaluate the potential transportation benefits, costs, and impacts of converting Savannah Road and New Road to one-way travel**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.



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Discussion: Andrew read a comment received via email from Gail Van Gilder: “Bad idea as it would make it harder to get around Lewes given that there are only 3 main access roads to Lewes.”

- Yes: None
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 0-12-1, the motion failed. Idea #74 will **NOT** move forward as a recommendation of the Working Group.

75. **Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: I.G. Burton, DJ Hughes
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 11-2, the motion carried. Idea #75 will move forward as a recommendation of the Working Group.

76. **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**

Christian Hudson moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion.

Discussion: Andrew read a comment received via email from Gail Van Gilder: “I vote No. It sets a bad precedent for turning all off road trails into roads throughout the state. We need more safe off road biking trails to encourage walkable/bikeable communities and to reduce the number of cars on our roads. It is disingenuous for DeIDOT to promise homeowners



a trail and then change it to a road.” Christian Hudson said the idea only says to “evaluate”. DJ Hughes said he is disappointed that the concept shared with DeIDOT in December was never initially made available to the public on line. His only interest is to enable people to cross Route 1 safely or get to Lewes without having to cross Route 1. The idea should be studied and properly vetted. It could benefit many people in the Milton area and Cave Neck Road area that travel through Five Points. The idea addresses six needs identified by the Working Group. A similar design on Hudson Road has had no crashes between vehicles and cyclists. Keller Hopkins stated that the idea simply says to evaluate the benefits, costs and impacts, and it should be evaluated. Major projects like I-95, Route 13, Route 113 and Route 1 left some people unhappy but he is glad those studies were done. It is a difficult decision but we can’t leave everything the way it is.

- Yes: Keller Hopkins, Christian Hudson, DJ Hughes
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 3-9-1, the motion failed. Idea #76 will **NOT** move forward as a recommendation of the Working Group.

77. **Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion. Christian Hudson recused himself. The number of voting members was 12, and the number of “Yes” votes required to pass was 7.

Discussion: DJ Hughes noted this idea is similar to the 2003 State Route 1 Transportation and Land Use Study. This new road would go behind residents’ back yards, such as Sterling Crossing.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend
- No: Sen. Lopez, Rep. Smyk

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- Abstain: None
- Recused: Christian Hudson
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 10-2, the motion carried. Idea #77 will move forward as a recommendation of the Working Group.

78. **Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

- Yes: George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Josh Thomas
- No: I.G. Burton, Todd Lawson, Rep. Smyk, Ann Marie Townshend
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 9-4, the motion carried. Idea #78 will move forward as a recommendation of the Working Group.

79. **Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

Discussion: Andrew read a comment received via email from Gail Van Gilder: "City of Newark has a free hop on hop off bus. Whether free or a pay for service system, this is a quick short term solution to improve traffic in the greater Lewes area. Should include a stop at transit center. CMAQ funds are available for this. The DRBA could contribute, major employment centers, etc. We should focus on getting cars off the road to better utilize the roads we have."

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend



DRAFT

- No: George Cole, Keller Hopkins, Christian Hudson, DJ Hughes
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 9-4, the motion carried. Idea #79 will move forward as a recommendation of the Working Group.

80. **Consider whether CTP funding should be allocated based on population growth**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: Josh Thomas noted that Capital Transportation Program funding is dictated by the Delaware Code. DJ Hughes said that based on his research, New Castle County is obtaining about eight times as much capital funding as Sussex County.

- Yes: I.G. Burton, Bob Fischer, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk
- No: George Cole, Dennis Forney, Josh Thomas, Ann Marie Townshend
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 9-4, the motion carried. Idea #80 will move forward as a recommendation of the Working Group.

81. **Study the feasibility of a park and ride lot on Route 24 at the edge of the study area**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

Discussion: In response to Ann Marie Townshend's question, Jeff Riegner of the project team clarified that the boundary of the study area is generally in the vicinity of Love Creek.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: George Cole, Todd Lawson



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- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 11-2, the motion carried. Idea #81 will move forward as a recommendation of the Working Group.

82. **Study the feasibility of extending the eastbound widening of Route 24 to Love Creek**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion. Christian Hudson recused himself. The number of voting members was 12, and the number of “Yes” votes required to pass was 7.

Discussion: DJ Hughes said this idea was recommended as part of a 2001 DeIDOT study, but the limits of the widening have since been cut back. He observed that school queues sometimes extend beyond Camp Arrowhead Road.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend
- No: Rep. Smyk
- Abstain: None
- Recused: Christian Hudson
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 11-1, the motion carried. Idea #82 will move forward as a recommendation of the Working Group.

83. **Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion.

Discussion: DJ Hughes recalled that the Working Group reworded this idea to specify southbound widening. The project team confirmed that although this was discussed, the Working Group did not change the wording.



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- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #83 will move forward as a recommendation of the Working Group.

84. **Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: George Cole
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-1, the motion carried. Idea #84 will move forward as a recommendation of the Working Group.

85. **Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: George Cole
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder



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By a vote of 12-1, the motion carried. Idea #85 will move forward as a recommendation of the Working Group.

86. **Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion. Christian Hudson recused himself. The number of voting members was 12, and the number of “Yes” votes required to pass was 7.

Discussion: Andrew read a comment received via email from Gail Van Gilder: “I strongly support.”

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Recused: Christian Hudson
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-0, the motion carried. Idea #86 will move forward as a recommendation of the Working Group.

87. **Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area**

DJ Hughes moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: Ann Marie Townshend said if savings in Sussex get spent in Sussex, that could happen elsewhere so it might not help overall. DJ Hughes said the reason for his idea was that he hoped savings from not building a bridge at Minos Conaway Road could be redirected to Byways improvements on Gills Neck Road and Kings Highway. Josh Thomas said the CTP process is governed by State Code. Cost savings go back into the prioritization process. Andrew advised that this idea is just for the study area.

- Yes: I.G. Burton, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Rep. Smyk, Ann Marie Townshend



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- No: George Cole, Todd Lawson, Lloyd Schmitz
- Abstain: Bob Fischer, Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 8-3-2, the motion carried. Idea #87 will move forward as a recommendation of the Working Group.

88. **Evaluate the potential transportation benefits, costs, and impacts of a new road along the Junction & Breakwater Trail right of way**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

Discussion: Christian Hudson commented this wasn't his idea, but it was in the 1970 state comprehensive land use plan. DJ Hughes added that this wasn't his idea either. The project team confirmed this idea came from the public. Andrew read a comment received via email from Gail Van Gilder: "The J&B trail should not become a road. This was a concern of many when the railroad was converted to a trail. We were assured by DeIDOT & DNREC that this would not happen. Otherwise there would not be a J&B Trail."

- Yes: None
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 0-12-1, the motion failed. Idea #88 will **NOT** move forward as a recommendation of the Working Group.

89. **Continue TID studies both east and west of Route 1**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion. DJ Hughes recused himself. The number of voting members was 12, and the number of "Yes" votes required to pass was 7.

- Yes: I.G. Burton, George Cole, Dennis Forney, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend



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- No: Bob Fischer, Keller Hopkins, Christian Hudson
- Abstain: None
- Recused: DJ Hughes
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 9-3, the motion carried. Idea #89 will move forward as a recommendation of the Working Group.

90. **Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: George Cole
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-1, the motion carried. Idea #90 will move forward as a recommendation of the Working Group.

91. **Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion. Christian Hudson recused himself. The number of voting members was 12, and the number of “Yes” votes required to pass was 7.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Recused: Christian Hudson
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder



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By a vote of 12-0, the motion carried. Idea #91 will move forward as a recommendation of the Working Group.

92. **Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion.

Discussion: DJ Hughes said an interim improvement was completed, however crashes are still occurring and other options need to be considered, such as road realignment or a roundabout. This location is technically outside the study area. However it is not a hard boundary and the project team and Working Group have allowed this idea.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #92 will move forward as a recommendation of the Working Group.

93. **Study the feasibility of staggering beach rentals so they don't all turn over on Saturdays**

No motion was made to consider idea #93, so it will **NOT** move forward as a recommendation of the Working Group.

94. **Endorse "don't block the box" legislation with camera enforcement**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Bob Fischer seconded the motion. Josh Thomas recused himself. The number of voting members was 12, and the number of "Yes" votes required to pass was 7.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, DJ Hughes, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- No: George Cole, Keller Hopkins, Christian Hudson, Todd Lawson, Sen. Lopez



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- Abstain: None
- Recused: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 7-5, the motion carried. Idea #94 will move forward as a recommendation of the Working Group.

95. **Study alternatives to both meter and slow southbound traffic approaching Five Points**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- No: I.G. Burton
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 11-1-1, the motion carried. Idea #95 will move forward as a recommendation of the Working Group.

96. **Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: George Cole, Todd Lawson
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 11-2, the motion carried. Idea #96 will move forward as a recommendation of the Working Group.



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97. **Encourage Uber-type transportation to congested areas like downtown Lewes/Rehoboth Beach; provide designated dropoff and pickup locations**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Keller Hopkins seconded the motion.

Discussion: Ann Marie Townshend cited an article from the Washington Post saying Uber and Lyft make traffic worse and take passengers away from transit.

- Yes: Keller Hopkins, Christian Hudson
- No: I.G. Burton, George Cole, Dennis Forney, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- Abstain: Bob Fischer, Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 2-9-2, the motion failed. Idea #97 will **NOT** move forward as a recommendation of the Working Group.

98. **Study access management opportunities along Route 1 in the study area, including potential connections between businesses**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion. Christian Hudson recused himself. The number of voting members was 12, and the number of “Yes” votes required to pass was 7.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Recused: Christian Hudson
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 12-0, the motion carried. Idea #98 will move forward as a recommendation of the Working Group.



99. **Study feasibility of online fee access reserved parking at State Parks**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz
- No: I.G. Burton, George Cole, Bob Fischer, Todd Lawson, Rep. Smyk, Ann Marie Townshend
- Abstain: Josh Thomas
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 6-6-1, the motion failed. Idea #99 will **NOT** move forward as a recommendation of the Working Group.

100. **Identify strategic locations for electric vehicle charging stations**

Bob Fischer moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: Bob Fischer, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend
- No: I.G. Burton, George Cole, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Josh Thomas
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 5-8, the motion failed. Idea #100 will **NOT** move forward as a recommendation of the Working Group.

101. **Introduce legislation to raise revenue through a mileage-based user fee**

No motion was made to consider idea #101, so it will **NOT** move forward as a recommendation of the Working Group.

102. **Study the feasibility of lengthening left- and right-turn lanes throughout the study area**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Bob Fischer seconded the motion.

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- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #102 will move forward as a recommendation of the Working Group.

103. **Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #103 will move forward as a recommendation of the Working Group.

104. **Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. I.G. Burton seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: None
- Abstain: None
- Not present: Scott Green, Rep. Schwartzkopf, Gail Van Gilder

By a vote of 13-0, the motion carried. Idea #104 will move forward as a recommendation of the Working Group.



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Public comments

Patrick Kerwin stated that public discourse should take the high road, and he gave credit to Christian Hudson and DJ Hughes for doing that.

Elizabeth Kerwin thanked the Working Group for voting no on idea #76 and said a trail will unite the community.

Eric Lachmann said in the near future Council members need to require developers to leave right of way for roads and trails.

Paul Eveland said foot traffic on the trail has increased. He called attention to the fact that cars are trying to use the trail.

Lynn Barberi thanked the Working Group for voting no on idea #76.

Kay Ellis felt some members of the group were trying to pit neighbor against neighbor, and took offense at being made fun of for having a different opinion.

Rich Borrasso of the Sussex Alliance for Responsible Growth expressed concern that only five of the ideas deal with land use.

J.K. Michael expressed a concern about lack of ethics in the process.

Michael Rhue is an advocate for rail. He said the Hudson Hughes Highway also includes a plan for streetcars which could provide a transit option for workers going to Lewes.

Vance Parker thanked the Working Group for voting no on idea #76.

Barbara Baker stated they will not give up on monitoring the trail to make sure it does not become a road.

Daniel MacElrevey stated that the push to label the rail as a transit corridor was contrived.

Andrew thanked the members of the public who stayed until the end of the meeting for their commitment to the process. He adjourned the meeting at 8:10 pm. The next Working Group meeting is Monday, September 24, 2018 at 6:00 pm at the Beacon Middle School at 19483 John J. Williams Highway, Lewes, DE 19958.



DRAFT

Public sign-in list

Airs, Than
Amann, Joann
Ambrosini, Louis
Amodei, Marge
Andersn, Marc
Bach, Judy

Bach, Vince
Baker, Barbara
Baker, Dave
Baker, Sandy
Barberi, John
Barberi, Lynn

Baschwitz, Gail
Baschwitz, Kent
Bassett, Todd
Bell, Maria
Bendo, Gary
Bendo, Rose
Bernbe, June
Blaszgow, Laws
Bondrowski, John
Bondrowski, Pat
Borrasso, Rich
Borrasso, Rich
Bowden, Bob
Bradford, Daniel
Braiy, Debbie
Braiy, Gary
Braudy, Christopher
Braudy, Christopher
Bristol, Jim
Brown, George
Brown, Nancy W.
Browning, Maria
Browning, Thomas
Brunhammer, John
Brunhammer, Sue
Butler, J.
Butler, Nancy

Carallero, Carol
Casalvera, Saron
Casey, Kathleen
Casey, Michael
Catana, Jerry
Catana, Lorraine
Cecil, Rob
Cecil, Teri
Christensen, Bob
Christensen, Carol
Cipriano, Lorraine
Cipriano, Rob
Cipriano, Robert
Collins, William T,
Coltaills, Christina
Connelly, Bennett
Corbit, Kathy
Corbit, Rich
Daffner, Connie
Davidson, Chuck
Davidson, Donna
Davison, Elin
Dec, Carolyn J.
Dec, William
DeMartino, James
DeMoss, Jeri
Dianora, Patricia G.
Dianora, Robert
Dignan, Debbie
Do, Kathleen
Donofrio, Joan
Donofrio, Tony
Dotson, Susan
Dyakon, Joanne S.
Egly, Tom
Elert, Thomas
Ellis, Kay
Evans, Lisa
Eveland, Paul
Faust, Skip
Ficarella, Andrew

Ficarella, Trish
Filippis, Lise
Finley, Maureen
Fischer, Mrs.
Flynn, Roberta
Fratlicelli, Steve
Frazette, Pat
Furnish, Eileen
Gantz, Bill
Geniti, Edward
Gilbert, John
Gilbert, Rita
Goetz, Michael
Graber, Bruce
Graber, Jami
Greblunas, Carol
Greblunas, John
Gritmon, John
Gritmon, Virginia
Gruchazz, Steve
Hannan, Judy
Hanson, Mark
Harris, Bob
Harris, Linda
Hazzard, D.
Helfinch, N.
Helmez, Al
Helmez, Joann
Heydt, Diane
Hickman, Nancy
Hicks, Beth
Hicks, Jane
Hines, Cheryl
Hooker, Jeannie
Hopkins, Michael T.
Hopkins, Michael T.
Houck, Robert
Hull, Cynthia
Illegible - Roland?
Infiesa, Julio
Jackson, Barbara



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Jaffe, Henry
Jayponds, Daniel
Johnson, Charles W.
Jones, Peter
Jorgensen, George
Kauffman, Jared
Keesler, Raymond
Kelly, Mike
Kerwin, Elizabeth
Kerwin, Patrick
Kohl, Carole
Kohl, Glen
Kohn, Glen
Koransky, Lester
Koransky, Mary
Krzyzbroski, Janie
Kuhlmann, Joe
Kuhlmann, Mary
Kuhlmann, Shelley
Kuhlmann, Wade
Kuse, Bernadette
LaBella, James
LaBella, Karla
Lachmann, Eric
Lehtonen, Alfred
Lennon, Ethel
Lennon, Patrick
Liberto, Art
Liberto, Nancy
Lindsjo, Daniela
Lodge, Christine
Lodge, John
Logan, Sylvia
Lombardo, James
Lombardo, Kat
MacElrevey, Daniel
Magnom, John
Maguino, Jim
Mahon, Charles
Mahon, Dolores
Mantle, Cheri
Mantle, Tom
Mantle, Tom

Mason, Irene
Mauck, Jane
McGinley, Kathleen
McGuire, Karen
McGuire, Michael
McIlvaine, Betty
McIlvaine, Jack
Meedsen, Michaela
Mercante, Nancy
Mercante, Rich
Michael, J.K.
Mikkelsen, Morey
Mikkelsen, Nancy
Mills, Len
Mills, Sandy
Mocerri, Frank
Mogliani, Tom
Montalto, Gary
Montalto, Sue
Moonhead, Rose
Moore, Den
Moore, Judy
Moore, Norm
Morrow, Christine
Murray, John
Murray, Tom
Myers, Robert
Nack, Connie
Newsfalbf, Gary
Noeller, Bernie
Nuss, Harry
O'Hagan, Diana
O'Malley, Mike
Owen, William (Wm)
Owens, Deborah
Owens, Richard
Paolucci, Ellen
Parker, Lance
Parker, Phyllis
Parker, Vance
Pashigion, Jeanett
Pashigion, Steven
Patton, Mindy

Peltz, Sol
Pilliani, Lou
Pilliani, Rose
Pompei, Daniel
Quillen, Ray
Radosevich, Cara
Ranson, Marilyn
Raschdorf, Marie
Rauch, Glenn
Rauch, Marie
Reiwitz, Maryellen
Reiwitz, Robert
Rhue, Michael
Roken, James
Roken, James
Roken, Mariann
Roken, Marianne
Roth, Nick
Rowan, James J.
Rudo, Kay
Salvatore, Vito
Schaut, Al
Schaut, Barbara
Schleiter, Deborah
Schleiter, Robert
Schmitz, Kat
Schulz, Christine
Schwandtner, Dennis
Seligson, Gail
Sherman, Dennis
Sherrer, Barbara
Shipp, Rex
Shulyeker, Vlarimik
Small, Russell
Smallbrook, Bill
Smirtz, Fran
Smith, H.
Smith, Lorie
Smith, Pat
Sorbera, Frank
Spadafino, George
Sparacino, John
Sparrow, Brenda



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Spellman, Doug
Spotz, Mark
Stariziola, Debbie
Stariziola, Frank
Steinbeck, Bob
Stillwell, Joy
Stover, Brenda
Stover, Jim
Sullivan, Betty
Summer, Karen
Summers, Karen A.
Summers, Tommie S.
Sylvester, Brian
Taraboletti, Denise
Taylor, K.
Taylor, R.
Thomas, Scott
Thompson,
Seth Tootson, Jack
Tootson, Pam
Tracino, Vincent
Trout, David W.
Trout, Paula
Truitt, Harry
Truitt, Helen

Turansky, John
Turansky,
June Underwood, Keith
Varrielle, Marsha Vhon,
Marian
Vhon, Mike
Vhram, P.
Vincent, R.
Waage, Arthur
Waiss, Jim
Wall, David H.
Wemmier, Bob
Wemmier, Sue White,
Jeanne
Winkler, Cindy
Woelpper, John
Woelpper, Sue
Wolff, Linda
Zlalkus, Frank
Zullo, Joe
Zullo, Wanda
Zweigh, Geraldine
Zweigh, Ray



FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS
October 2018

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

Idea no.	Working Group recommendation	Responsible party	Workshop board	Study		Implementation			Dots	Stars
				Cost	Timeframe	Cost	Timeframe	Impacts		
1	Identify locations in the study area where bike parking can be provided	DelDOT	Board 15	\$	*	\$	*	◇	9	0
2	Require bike parking as a condition of certain new developments	Sussex County	Board 1	\$	*	N/A	N/A	N/A	4	1
4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DelDOT	Board 3	\$	*	\$\$	*	◇	109	10
5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	DelDOT, Sussex County (as part of comp plan)	Board 13	\$\$	*	\$\$\$	***	◇◇	75	12
6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DelDOT	Board 14	\$	*	\$\$\$	**	◇	21	0
7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DelDOT, emergency service providers	Board 4	\$	*	\$\$	*	◇	14	0
8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DelDOT, Sussex County, property owners and developers	Board 17	\$\$	**	\$\$\$\$	***	◇◇◇	101	6
9	Develop a better process for constituents to request transportation improvements	DelDOT, General Assembly, Sussex County, Council on Transportation	Board 6	\$	*	N/A	N/A	N/A	4	0
11	Improve the Canary Creek bridge on New Road to reduce flooding	DelDOT	Board 10	N/A	N/A	\$\$\$	**	◇◇◇	53	11
14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County	Board 1	\$	*	N/A	N/A	N/A	37	5
15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County	Board 1	\$	*	N/A	N/A	N/A	19	3
16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DelDOT	Board 6	\$	*	N/A	N/A	N/A	16	1

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS
October 2018

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

Idea no.	Working Group recommendation	Responsible party	Workshop board	Study		Implementation			Dots	Stars
				Cost	Timeframe	Cost	Timeframe	Impacts		
17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DelDOT, Sussex County	Board 7	\$	*	\$\$\$	***	◇◇	22	1
20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DelDOT	Board 11	\$\$	**	\$\$\$\$	***	◇◇◇	145	11
21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DelDOT, Sussex County	Board 7	\$	*	N/A	N/A	N/A	154	29
22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DelDOT	Board 12	\$	*	\$\$	**	◇	25	5
23	Identify potential connections to and from the Lewes Transit Center	DelDOT	Board 13	\$	*	\$\$	**	◇	19	2
25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DelDOT	Will be incorporated into current project/initiative	\$	*	N/A	N/A	N/A	N/A	N/A
26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County, DelDOT, City of Lewes, Byway Committee	Board 5	\$	*	\$\$	**	◇	6	2
27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DelDOT	Board 12	\$\$	*	\$\$\$\$	**	◇◇	19	1
28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DelDOT, Sussex County, property owner	Board 2	\$	*	\$\$	**	◇◇	7	0
29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DelDOT	Board 17	\$\$	**	\$\$\$	***	◇◇◇	49	9
30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DelDOT	Board 18	\$\$	*	\$\$\$\$\$	***	◇◇◇	4	0
32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DelDOT	Board 9	\$	*	\$	*	◇	159	28
34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	Board 1	\$	*	N/A	N/A	N/A	203	34
35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DelDOT	Board 3	\$	*	N/A	N/A	N/A	8	0
36	Identify locations where trees can safely be planted within the right of way	DelDOT	Board 5	\$	*	\$\$	**	◇	24	1

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS
October 2018

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

Idea no.	Working Group recommendation	Responsible party	Workshop board	Study		Implementation			Dots	Stars
				Cost	Timeframe	Cost	Timeframe	Impacts		
38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DelDOT	Board 8	\$	*	\$\$	*	◇	37	0
41	Identify publicly- and privately-owned land in the study area that may be used for trails	DelDOT	Board 13	\$	*	\$\$\$\$	***	◇◇	12	0
42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DelDOT	Will be incorporated into current project/initiative	\$	*	\$\$	**	◇◇	N/A	N/A
43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DelDOT	Board 15	\$	*	\$	*	◇	7	0
44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DelDOT	Board 17	\$\$	*	TBD	TBD	TBD	49	4
47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DelDOT	Board 14	\$	*	\$\$	**	◇	4	0
48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DelDOT	Board 9	\$	*	\$\$	*	◇	6	0
49	Improve tourism-oriented destination signage along Route 1	Sussex County, DelDOT, Southern Delaware Tourism	Board 3	\$	*	\$	*	◇	8	0
50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DelDOT, property owner	Board 2	\$	*	\$\$	**	◇	48	4
51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	DelDOT, General Assembly	Board 8	\$	*	\$	*	◇	23	5
52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DelDOT	Board 14	\$	*	\$\$\$	***	◇◇	196	21
53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DelDOT	Will be incorporated into current project/initiative	\$\$	**	\$\$\$\$	**	◇◇◇	N/A	N/A
54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DelDOT	Will be incorporated into current project/initiative	\$	*	TBD	TBD	TBD	N/A	N/A
55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DelDOT	Will be incorporated into current project/initiative	\$	*	\$\$	**	◇◇	N/A	N/A
56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DelDOT	Board 5	\$	*	\$\$	**	◇	14	1

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS
October 2018

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

Idea no.	Working Group recommendation	Responsible party	Workshop board	Study		Implementation			Dots	Stars
				Cost	Timeframe	Cost	Timeframe	Impacts		
57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DelDOT	Board 18	\$\$	**	\$\$\$\$\$	***	◇◇◇	40	3
59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC	Board 16	\$	*	\$\$	*	◇	34	2
60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DelDOT	Board 8	\$	*	\$	*	◇	19	1
62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	Property owners, businesses, DNREC, DelDOT	Board 7	\$\$	*	\$\$\$	**	◇	2	0
64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DelDOT	Board 10	N/A	N/A	\$\$\$	**	◇◇	49	18
66	Study the feasibility of a grade separation at Five Points	DelDOT	Board 18	\$\$	**	\$\$\$\$\$	***	◇◇◇	180	85
67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC	Board 16	\$	*	\$\$	*	◇	11	1
68	Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders	DelDOT	Board 12	\$\$	**	\$\$\$\$\$	***	◇◇◇	80	6
69	Study enhancing New Road per Byway Master Plan	DelDOT	Board 5	N/A	N/A	\$\$\$	**	◇◇◇	97	15
70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DelDOT, Sussex County	Board 18	\$\$	**	\$\$\$\$\$	***	◇◇◇	70	18
71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DelDOT	Board 14	\$	*	\$\$\$	**	◇◇◇	17	5
72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DelDOT	Board 10	\$	*	\$\$	*	◇	72	19
73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DelDOT	Board 9	\$	*	\$	*	◇	162	47

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS
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\$\$\$ \$2M - \$20M	*** >10 years	◇◇◇ High
\$\$\$\$ \$20M - \$200M		
\$\$\$\$\$ > \$200M		

Idea no.	Working Group recommendation	Responsible party	Workshop board	Study		Implementation			Dots	Stars
				Cost	Timeframe	Cost	Timeframe	Impacts		
75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeLDOT, Sussex County, Tourism	Board 4	\$	*	\$\$	*	◇	19	0
77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DeLDOT	Board 17	\$\$	**	\$\$\$	***	◇◇◇	21	5
78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeLDOT	Board 8	\$	*	\$	*	◇	6	2
79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	DTC, City of Lewes, DRBA	Board 16	\$	*	\$\$	*	◇	139	8
80	Consider whether CTP funding should be allocated based on population growth	DeLDOT, Council on Transportation	Board 6	\$	**	N/A	N/A	N/A	16	0
81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC, DeLDOT	Board 16	\$	*	\$\$\$	**	◇◇◇	34	2
82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeLDOT	Will be incorporated into current project/initiative	\$	*	\$\$\$	**	◇◇◇	N/A	N/A
83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeLDOT	Will be incorporated into current project/initiative	\$	*	\$\$\$	**	◇◇◇	N/A	N/A
84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeLDOT, Sussex County, Cape Henlopen School District	Board 10	\$	*	\$\$\$	**	◇◇	14	2
85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DeLDOT	Board 17	\$\$	**	\$\$\$	***	◇◇◇	6	1
86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County, DeLDOT	Board 1	\$	*	N/A	N/A	N/A	192	24
87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly	Board 6	\$	*	N/A	N/A	N/A	41	2
89	Continue TID studies both east and west of Route 1	DeLDOT, Sussex County, City of Lewes	Board 2	\$\$	*	TBD	TBD	TBD	11	0
90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeLDOT	Board 14	\$	*	\$\$\$	**	◇◇◇	36	3

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS
October 2018

Cost	Timeframe	Impact
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\$\$\$ \$2M - \$20M	*** >10 years	◇◇◇ High
\$\$\$\$ \$20M - \$200M		
\$\$\$\$\$ > \$200M		

Idea no.	Working Group recommendation	Responsible party	Workshop board	Study		Implementation			Dots	Stars
				Cost	Timeframe	Cost	Timeframe	Impacts		
91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly, DeIDOT	Board 2	\$	**	N/A	N/A	N/A	73	6
92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT	Board 10	\$	*	\$\$\$	**	◇◇	48	6
94	Endorse "don't block the box" legislation with camera enforcement	General Assembly, Delaware State Police, DeIDOT	Board 4	\$	**	\$\$	*	◇	104	8
95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT	Board 3	\$	*	TBD	TBD	TBD	32	1
96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT, Sussex County	Board 13	\$	*	TBD	TBD	TBD	101	3
98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT, Sussex County	Board 12	\$	*	\$\$\$	**	◇◇◇	55	2
102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT	Board 12	\$	*	\$\$\$\$	***	◇◇◇	57	0
103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT	Board 11	\$	*	\$\$	**	◇	15	1
104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT	Board 11	\$	*	\$\$\$	***	◇◇◇	18	2

Five Points Recommendations by Category
DOTS from In-Person Workshop Plus Online Survey

Implement Policies and Procedures to Make the Area More Efficient, Sustainable and Beautiful (27 total items)	Make the Most of Existing Roadway Infrastructure (20 total items)	Make Walking, Bicycling, and Transit More Viable as Alternatives to Driving (15 total items)	Invest in New Infrastructure to Support Anticipated Growth (9 total items)
34 (203)	73 (162)	52 (196)	66 (180)
86 (192)	32 (159)	79 (139)	8 (101)
21 (154)	20 (145)	96 (101)	70 (70)
4 (109)	68 (80)	5 (75)	29 (49)
94 (104)	72 (72)	90 (36)	44 (49)
69 (97)	102 (57)	59 (34)	57 (40)
91 (73)	98 (55)	81 (34)	77 (21)
50 (48)	11 (53)	6 (21)	85 (6)
87 (41)	64 (49)	23 (19)	30 (4)
14 (37)	92 (48)	71 (17)	
95 (32)	38 (37)	41 (12)	
36 (24)	22 (25)	67 (11)	
17 (22)	51 (23)	1 (9)	
15 (19)	27 (19)	43 (7)	
75 (19)	60 (19)	47 (4)	
16 (16)	104 (18)		
80 (16)	103 (15)		
7 (14)	84 (14)		
56 (14)	48 (6)		
89 (11)	78 (6)		
35 (8)			
49 (8)			
28 (7)			
26 (6)			
2 (4)			
9 (4)			
62 (2)			

The initial number is the recommendation/idea number; the number in parentheses is the number of dots.

Five Points Recommendations by Category
STARS from In-Person Workshop Plus Online Survey

Implement Policies and Procedures to Make the Area More Efficient, Sustainable and Beautiful (27 total items)	Make the Most of Existing Roadway Infrastructure (20 total items)	Make Walking, Bicycling, and Transit More Viable as Alternatives to Driving (15 total items)	Invest in New Infrastructure to Support Anticipated Growth (9 total items)
34 (34)	73 (47)	52 (21)	66 (85)
21 (29)	32 (28)	5 (12)	70 (18)
86 (24)	72 (19)	79 (8)	29 (9)
69 (15)	64 (18)	71 (5)	8 (6)
4 (10)	11 (11)	90 (3)	77 (5)
94 (8)	20 (11)	96 (3)	44 (4)
91 (6)	68 (6)	1 (0)	57 (3)
14 (5)	92 (6)	23 (2)	85 (1)
50 (4)	22 (5)	59 (2)	30 (0)
15 (3)	51 (5)	81 (2)	
26 (2)	78 (2)	67 (1)	
87 (2)	84 (2)	1 (0)	
2 (1)	98 (2)	6 (0)	
16 (1)	104 (2)	41 (0)	
17 (1)	27 (1)	43 (0)	
36 (1)	60 (1)	47 (0)	
56 (1)	103 (1)		
95 (1)	38 (0)		
7 (0)	48 (0)		
9 (0)	102 (0)		
28 (0)			
35 (0)			
49 (0)			
62 (0)			
75 (0)			
80 (0)			
89 (0)			

The initial number is the recommendation/idea number; the number in parentheses is the number of stars.

Public Comments

Received Since the Last Working Group Meeting

October 8, 2018

Comment 1

Hello, I suspect this is way too late to be useful for today meeting, but am sending it anyway. I will be attending, but don't necessarily want to speak on every item I commented here, but wanted my comments on the record nonetheless.

(PROJECT TEAM NOTE: see Comment 1 spreadsheet with comments on individual ideas at end of this document.)

Also, for the record, I am disappointed that the inaptly named Hudson Hughes Concept was voted down. Despite its many flaws, the railroad corridor, especially between Savannah and Rte. 1 should have a feasibility study done to determine its highest and best use.

Comment 2

I think there should be an overpass on Route 9 north and southbound over the Route 9 intersection, thus allowing Route 9 direct east/west access and Route 1 direct passage north and south. Jug handles would allow access off and onto Route 1 and Route 9. The Route 23/Plantation/Route 9 intersection should be eliminated. Route 23 should continue onto Plantation Road with no intersection onto Route 9. Route 23 should continue to have access to Route 9 at Hopkins Farms Road.

I do not think a "roundabout" would solve anything. I have had experience with "circles/roundabouts" on high traffic areas - it doesn't work. Traffic backs up for miles because people don't know how to use them properly, they are on the inside lane when they want to exit off the circle, etc. There is too much traffic to support a roundabout.

Please consider building an overpass on Route 1 north and southbound with jug handle access.



Comment 3

I moved to Sussex County Delaware in 2000. I live within the current study area. This area was, in part, also covered in the State Route 1 Land Use and Transportation Study (A joint effort of Sussex County and DeIDOT) with results issued in an August 2003 report. The five points intersection was part of that study along with a proposal to build a new road to take some of the traffic off of Route 1. Failing intersections, projected traffic increases were noted and a whole host of solutions were outlined in that report. Of course, no effort was made to purchase land for the new road over areas now mostly developed with new homes. Essentially, a huge amount of resources were spent along with lots of public involvement (workshops like the current one) resulting in very little action. No new road to reduce traffic, no real improvements to failing intersections, and little change after 18 years. Now we have another workshop just for five points study. I feel, as related in a recent letter in the August 24th Cape Gazette by Frank Ali, that all this planning and workshopping is a waste of time. More charts and graphs will be produced with platitudes about public input and successful workshops with no real change to help residents and businesses within the new Five Points Transportation Study Area. Things will go on as they have been with developments being approved without real consideration of impact. How could they be otherwise with the county approving development and the state responsible for road construction? I attended one of the earlier Study meetings at Beacon Middle School. It was clear that there is still no real coordination between the county and the state, though both were present. I do hope something comes out of the additional massive effort to solve traffic issues for our area, but I am not hopeful.

Comment 4

Good morning, I just reviewed the plans...I have lived in Harts Landing since May 2010 and I found that every year it has become harder and harder to make a left turn out of our complex in the summer. All the improvements look like they will help...what about synchronizing the lights? It seems that when the light at the schools turn red, the light at Rt 279 turns green and vice versa so the opportunity to make a left turn is shortened. How about changing the speed limits or put some kind of speed reducers on the roads before the entrances to Harts Landing and Briarwood? Looking forward to the improvements!

Comment 5

I unfortunately was not able to attend any of the public workshops due to work obligations, but I wanted to express my concern for a proposed round-about at the intersection of Old Landing Road and Warrington Road. A round-about here



would no doubt keep traffic flowing from Warrington onto Old Landing, but it would be disastrous for those residents living along Old Landing Road. A continuous flow of traffic from Warrington onto Old Landing would mean that residents living off of Old Landing to the west of Warrington would never be able to get past that intersection. I am a resident of Breezewood, the neighborhood at the intersection, and we too would not be able to get out of our neighborhood due to a continuous flow of traffic. We rely on those breaks in the traffic in order to get out of the neighborhood, and if you have ever observed traffic at this intersection on a Saturday afternoon, then you would realize how awful a round-about would be.

If I remember, a round-about was suggested for this intersection many years ago, but was shot down. I wish you would reconsider the proposal to place one here, for the sake of the residents who live along this road.

Comment 6

I am writing to oppose any traffic circle at the intersection of Old Landing and Warrington Roads. I live off of Old Landing Road in Cedar Valley. In the 15 years that I have lived here and traveled through that intersection, I have never seen an accident. Vehicles move through the intersection with ease and take appropriate turns. I believe that a traffic circle would actually make it harder for me to enter and exit the intersection. Most of the traffic comes down Warrington to turn onto Old Landing, headed for Rt. 1 or from Rt. 1 to turn right onto Warrington. I think any road funds would be much better spent in other areas with a greater need.

Comment 7

To the 5 Points Working Committee and DeIDOT,
I am writing this letter as Vice President of the Community of Nassau Station. We are located between New Road and Old Orchard Rd. We are not a new community. The majority of our 120 homes were built around 2004. Of those a dozen or more are adjacent to the former train tracks.
Our community is and has been in favor of the Georgetown-Lewes Rail Trail. We have been looking forward to completion of Phase 2 which would allow us to walk and ride our bikes into Lewes safely. Please do not let the proposal or idea of turning the trail into a highway let this already agreed and schedule completion of the trail be delayed.
As others have stated we agree with all the studies that show that bike trails along roadways are not safe. We want a trail where all can feel safe including seniors and families with children. We also hold the natural environment along the trail as a top priority. The roadway proposed in Item #76 would obliterate the canopy of trees and wildlife that now exists. Again please vote to preserve and improve the



quality of life for all of the residents and visitors of this area by voting No to Item #76.

Comment 8

Hello, just wanted to state my opposition to this project. It will add even more traffic which is arguably becoming over-burdened, and combined with development plans already in place will become entirely over-burdened—all leading to downtown Lewes and the Canal Bridge via Pilottown Road, part of a national historic district and local treasure that should not be messed with. I am a proponent of exiting people bound for downtown Lewes and the bridge prior to the Five Points intersection, but believe we will be missing an opportunity in not utilizing the decommissioned railroad tracks. My complete thoughts on how not to do this project and some wider reaching thoughts regarding balancing Lewes' traffic in general are detailed below, corresponding to the attached (very rough) map. (PROJECT TEAM NOTE: See Comment 8 map at end of this document)

1. Lewes Parkway – A low speed (25-35mph) parkway, which is a divided multi-use motor vehicle/bicycle corridor on the decommissioned railroad.

Lewes Parkway would originate at Hwy 1 with a southeast bound exit at the Nassau Bridge (1.1) and terminate at Donovan's/Savannah Rd. Hwy 1 northwest bound traffic would continue to enter from Nassau Rd. (1.2). Additional access to the road would be limited to existing crossroads at Old Orchard and Donovan's Rds. Bike path would be on the southernmost side of the parkway. Existing plans for Lewes/Georgetown bike trail would continue west of Hwy 1.

- 1.1)- Hwy 1 exit to Lewes Parkway
- 1.2)- Firehouse Rd entrance onto Lewes Parkway
- 1.3)- Nassau Rd entrance to Hwy 1
- 1.4)- Round-about at Lewes parkway Old Orchard Rd
- 1.5)- Ritter Lane, a private road, would have direct access to Lewes Parkway
- 1.6)- Dove Drive would terminate at the Parkway bike path.
- 1.7)- Lewes Parkway would terminate at a circle at Donovan Rd.

2. Savannah Rd “commercial corridor”- This stretch of properties of now mostly businesses spans two active DeIDOT projects, the Old Orchard/Westcoats realignment (2.1) and the Savannah Rd. Bike path (2.2). The Old Orchard/Westcoats realignment stops west of the new intersection at Bayview Medical Dr.

The Savannah Rd Bike bicycle path will be on the southernmost side of Savannah Rd. It starts at Quaker Rd (at Childs Play) and runs to the existing bike path at the old Savannah Rd railroad crossing. There is also a bike path component to the Old



Orchard/Westcoats road realignment project extending the bike path installed as part of the previous Walgreens development. I feel like it must just be an oversight that they are leaving a gap between these two projects, despite being so close together. Coming from either direction bicyclists are just dumped onto a bike pathless Savannah Rd for about a quarter of a mile. It makes no sense.

Prior to actual construction, the appropriate preparations should be made to connect of the two project's paths as part of one project of the other. Ideally these 2 (or 3) project should be competed simultaneously to limit traffic disruptions that are sure to be extensive. Regarding the Savannah Rd bike path project, a button activated pedestrian crossing light should be installed at Dove Dr .(the entrance to Covey Creek) to allow bicyclists from Covey Creek, and other families on the north side of Savannah Rd safe access to the bike path.

3. A new road should be constructed along Well Field Lane (a private utility road) between Savannah Rd and Kings Hwy, and be aligned with Gills Neck Rd to provide a cross town path other than cutting through the high school parking lot, which is an accident waiting to happen. The approximately east to west portion of Gills Neck Rd (3.1) should be renamed. A traffic study would determine if an additional light needs to be installed at the Savannah/Well Field intersection.

4. Gills Neck should be re-routed between The Senators and the Governors, through the Midway Par 3, connecting to Calloway Drive, and Hwy 1—adding a stop light.

5. (Unmarked) The Ocean Atlantic Companies and Vantage Point Development, which will presumably, eventually extend between Kings Hwy, and Savannah Rd. Donovan Rd lines up with a border of this development, which may present another possible crosstown traffic road between Kings and Savannah, which would probably help with any added traffic concerns the developments may bring with them.

I think running through Midway Par 3 Golf is the toughest pill to swallow, and I am pretty sure DeIDOT is loathe to put another light on Hwy 1, but routing all of the new Gills Neck neighborhood traffic over to Kings Hwy, is unnecessarily adds even more traffic on an increasingly overburdened King's Hwy. I am quite certain a traffic study would show that an inordinate number of trips originating from Gills Neck neighborhoods, end up taking a left on Kings Hwy, and then a left on Hwy 1, effectively doubling back to get to the majority of the area's commercial and recreational locations



Comment 9

We've been following the recommendations developed for the 5 Points study area, and would like to offer several comments:

The so-called Hudson-Hopkins Highway option would be very destructive for the Lewes-Georgetown Rails to Trails project. The bike path is an excellent project, but is being implemented in a very deliberate way. Going back to the drawing board to change the project to a road plus trail project would further delay it. More importantly, it would change the whole character of the project, and the change would be very detrimental. Please drop consideration of this option.

We urge you to accelerate the building of the Lewes-Georgetown trail in the segment from Minos Conaway Road to Sweetbriar Road. This would provide access to a large population of potential users of the trail.

A large portion of the vehicle traffic in the 5 points area involves beachgoers, most of whom are packing chairs, beach bags, and other gear for a day at the beach. Public transit options aren't very viable for these folks, as they wouldn't have room to store all of the gear on buses.

A large share of the eastbound traffic on US Rt 9 is headed for destinations south of Rehoboth Beach. We suggest pursuing the options that involve diverting traffic from 5 Points by improving the DE Rt 5/ John J Williams Hwy connection.

Thank you for the opportunity to comment.

Comment 10

In my opinion, no rezoning requests, construction/development requests or any similar requests relating to new constructions or existing changes should be approved by the Sussex County Planning & Zoning until such time as a master plan for the intersection is approved, including the possibility of creating a Rt 9 overpass over Rt 1. Approving additional rezoning or construction projects will just make redesign possibilities that much more difficult/restrictive in being able to fix the traffic flow problems.

Comment 11

#21 Very High Priority. Reducing congestion at Five Points is not an easy problem to solve given the large number of developments being approved and adding to the existing congestion. As fast as they build new roads they will fill up. We need to think outside the box and bring in national experts with new ideas.

#26 Very High Priority. The new Gateway to New Rd at the New Rd underpass needs to be considered as part of this project and the increased traffic it will generate on New Rd. Whatever is built it must enhance and not detract from the New Rd byway. Same goes for Kings Highway and Savannah Rd.



#44 Very High Priority. Must look at and design all these projects together rather than as separate projects. When done they create a Route 1 (Five Points) bypass solving one problem, but creating another, when that traffic reaches Pilottown Road, Fourth Street neighborhoods and downtown Lewes.

#54 Very High Priority. Intent is to only direct traffic to New Rd that is heading to boat ramp, Univ of Delaware, don't want signs on Route 1 to say "Downtown Lewes".

#55 Very High Priority. A Rt 1 expressway in middle of project that is 6 lanes wide plus turning lanes, and then add two way service roads with shoulders on either side makes for a very wide road. This is not an aesthetically pleasing project in context with coastal Lewes. In New Castle County a similar project was done with service road on one side only and the rest of land became parkland and trails. Would like DeIDOT to explore other options.

#56 Very High Priority. This goes with #55, except that one refers to Minos Conaway and one does not.

#62 Very High Priority as it could reduce traffic on New Rd.

#69 Very High Priority. Will help get DeIDOT to integrate the New Road Master Plan concepts into projects currently in planning or design stages.

#86 Very High Priority for all roads in Sussex County.

#95 Very High Priority. This one is important because with all the new overpasses on Route 1, traffic will get to Five Points faster causing larger backups. Metering or slowing traffic will help spread out the traffic and reduce congestion both on Rt 1 & New Rd.

Comment 12

The 4 way stop at the south end of Plantation Road intersection of Old Landing Road is inadequate for the amount of traffic especially during the hours of 8 am through 8 pm. It is worse during the "vacation and tourist" season, but Plantation Road is used as a facilitating bypass since it is parallel to Route One. The light could be timed with a yellow caution signal during those hours when traffic is minimal. Also at that intersection, the right turn southbound lane should be widened to accommodate traffic turning right (west) at Old Landing Road. The progressive and ongoing housing development on the west branch of Old Landing Road not to mention the possible development of the Golf Course into another homesite village will see projections of traffic increase exponentially. The traffic light will be a necessary safety item to avoid accidents and help congestion along Old Landing as well as RT 24 and Plantation.



Comment 13

Good morning. First, thank you, all of the DeIDOT team working on the Five Points solution and the entire Five Points Working Group--- your task is Herculean and much appreciated!

I live and work in Lewes--- my home is in Coastal Club on Beaver Dam Road and my office is “in town” in Lewes. So I drive back and forth across Route 1 and through the “Malfunction Junction” daily year-round. I have an idea for possibly improving the traffic situation at Five Points--- I don’t know if this has been brought up before. But I believe that the solution is not “building” at Five Points, but rather in the expanded area. Here’s my idea:

1. Extend Jimtown Road (Route 285A) from the existing “T” intersection with Beaver Dam Road (Route 23) north to Lewes-Georgetown Highway (Route 9); this is a distance of only about 4/10 of a mile, and the land there is currently undeveloped farmland.
2. Install a traffic light at the now-full intersection of Jimtown Road and Beaver Dam Road, and a traffic light at the new “T” intersection of Jimtown Road and Lewes-Georgetown Highway.
3. Permanently close Church Street between Beaver Dam Road and Lewes-Georgetown Highway.
4. Permanently close—thankfully--- the 100’-long Malfunction Junction between Beaver Dam-Plantations Roads and Lewes-Georgetown Highway, and remove the existing traffic light there.

Doing this will push those vehicles travelling northeast on Beaver Dam Road to Five Points to now turn left (north) on the extended Jimtown Road and then right (east) on Lewes-Georgetown Highway, eliminating the dangerous back-up and gridlock situation at the Malfunction Junction/Five Points interchange, creating a much smoother traffic flow.

Vehicles now wishing to travel west on Lewes-Georgetown Highway from Plantations Road will simply travel one mile west on Beaver Dam Road first, and then turn right (north) on the extended Jimtown Road to the new “T” intersection at Route 9. Vehicles through-travelling on Beaver Dam and Plantations Roads will no longer have to deal with the dangerous situation at the Malfunction Junction any longer because there will no longer be an interchange with Routes 9 and 1 at their intersection. Only one “travel group” would likely have to take a materially new route as a result of these changes. Those travelling from the areas around Salt Marsh Blvd, Shady Rd and Plantations Rd to either Savannah Road East or Route 1 North would now have to take Shady Road to Route 1 South and then make a left-turn/U-turn at the traffic light at Route 1 South and Wescoats Road; but I think that is a “small price” in the big picture of eliminating the Malfunction Junction forever, and vastly improving traffic flow and safety at Five Points...



Comment 14

I have a suggestion for a temporary solution for a very bad current situation. I travel at least three times a week around Lowes' waiting to turn left onto Rt. 9. There is already a right turn lane and a straight ahead lane plus coming from my direction there is a left turn lane. The light needs a left turn arrow and it needs to allow a longer time for those turning left onto Rt. 9. The ones coming from the Ace Parking Lot usually go straight. A few coming from the direction I come from also go straight and many turn right, and those waiting to make a left turn often have to wait for one or two green lights to get through. I usually stay close to the stop sign so people wanting to turn right can get around me. This could be better marked so others can do likewise. Very often, especially on weekdays, you have a couple of trucks with trailers waiting to turn left and not room for more than one or two cars to get in that left lane without blocking that area where cars coming from Beaver Dam are also waiting to turn.

I hope this suggestion might be considered while plans are pending for a permanent solution. Thank you.

Comment 15

Rehoboth Beach/Lewes Route One area should have been considered a prime high traffic area years ago. This doesn't solve anything at this point but for future planning the following idea is used in other states and makes a lot sense. Service roads, on both sides of route one, adjacent to and parallel to route one to be used by local traffic. This would make it much easier for local and through traffic to get around. This is probably cost prohibitive now but I offer it only for future planning

Comment 16

I would like DELDOT to continue to consider using the abandoned railroad bed under the Nassau bridge for the dual purpose of bike path and roadway. Other than a flyover intersection at Malfunction Junction (Rte 9, 23 and Plantation Road at Rt1) I feel the use of the rr bed is the most logical solution to that massive problem. I am an active cyclist and would use the bike path frequently, but I also drive the roads and feel I can separate my activities safely.

Comment 17

As much as I don't want another road around me. I think using the railroad tracks as another road with a bike path, is a great ideal. I understand people don't want it in their backyards. But when you buy a piece property, you should know what is around you. The people who were against it, were against the bike path, until they said they were thinking about a road. Then all of sudden they were for the bike



path. I understand we need more places to bike, but at the same time we need better roads, and alternatives.

Comment 18

I agree with most of the railway right of way not being turned into a road with 1 exception. Nassau Rd on Northbound side of Rt 1 to Janice Rd on Southbound side being turned into a U-turn and eliminating the cut through on either end of the bridge. This would save many accidents and allow better traffic flow.

Comment 19

A diagram on aerial photo. The diagram shows both Church Road and the Plantation Rd./Rt. 9 Connector closed between Beaver Dam Road and Rt.9. A new road connection is shown from Beaver Dam Road to Rt 9 opposite Stingey Lane, running along existing gravel road located east of the electrical substation. The idea shows westbound Rt. 9 with two lanes from Rt. 1; the left lane becomes a left turn lane at the new connector road. Vehicle stacking capacity is provided. (PROJECT TEAM NOTE: See Comment 19 diagram at the end of this document. The aerial photo used for this idea does not show the new development driveway just east of the existing gravel road.)

Comment 20

I attended the recent 5 points working group meeting and was, to say the least, dismayed that idea 76 was tabled by a loud minority of residents and their friends. We need to explore every option and take it to its logical conclusion. Just because someone doesn't want this road in their back yard doesn't disqualify this idea. Way more people drive in and out of Lewes than will use the trail. A trail for walking and biking and a road for better access into Lewes are not mutually exclusive. Please tell me that DeIDOT is still considering this idea. It may not be popular for some, but it needs to be fully vetted by dispassionate experts.

Comment 21

I live at the Villages of Red Mill Pond in Lewes, DE. As you are aware the "Hudson-Hughes Highway" was not voted into consideration for resolving the 5 Points transportation concern. I, along with many others in my community are very grateful that it is NOT moving forward. Many of us did not sleep well the days leading up to the working group vote. We care very much for our environment and preserving the way of life that we came to Lewes, DE for. We can do better than to have to give up a trail for biking. All over America states are increasing the number of bicycle paths where bikers feel safe to ride. Riding a bike next to speeding cars



would not entice me to go on a bike trip to downtown Lewes or Rehoboth Beach. A safe and well maintained trail would and so it would for many others. It is a great alternative to driving a car which would only put more cars on the road and cars needing a parking space in an area already congested and in need of additional parking. Plus, I could use some exercise to keep me from gaining weight at Hopkin's dairy farm!!! LOL

Comment 22

I live in Breezewood. First of all I think the 5 points study should not include Old Landing road. This area does not impact 5 Points. I think Deldot still wants a roundabout at Warrington and Old Landing simply because they have taken money from developers to do so. This would make it impossible to get out of any of the many developments along Old Landing to get out. On weekends how do you enter a roundabout that has a continuous flow of traffic? Deldot has already spent a lot of money building a partial road to nowhere near the Bebee campus that will connect with Airport road. FINISH THIS ROAD.

Comment 23

When I go north to the Philadelphia area to visit family and friends, I have found the traffic to be extremely heavy, a lot more than it was when I lived there. When we go south to Florida for the winter, the traffic is extremely heavy in the Tampa/Clearwater area. Almost any place we go in Florida the traffic is very heavy. The traffic here in our area is becoming very heavy in the off season also, and within the vacation season, July and August mainly, it is very bad.

There are probably some things that can be done without causing inconvenience to the permanent residents, the people who live here year round, one may be to synchronize the traffic lights a little better, maybe shorten the time of the light at the Midway outlet, which causes such a back-up at the Postal Road intersection. Maybe even a huge roundabout at 5- Points.

The one thing I do want to bring up here is the fact that all traffic problems will not be solved by making changes at Warrington and Old Landing Road. Every time someone tries to come up with traffic improvements, one of the first things is to see what changes they can make at Warrington and Old Landing Roads. We who live in Breezewood and Sea Chase would like to point out that should you try to make improvements at this intersection you will be causing us major inconvenience, it's difficult to get out of our communities under normal circumstances, when the season comes it's even more difficult.

Considering the fact that a lot of us have retired here, you will be making it very difficult for senior citizens to try to leave our communities if you try to make changes to keep traffic flowing on Warrington Road. Somewhere along the line you should realize that some of your improvements are not good for the citizens who live here permanently.



Now if you feel that you need to make some kind of change, Why not consider finishing the road you have started that ends in a dirt pile near the Beebe hospital on Route 24. This road was supposed to pass Warrington Road and cut along beside the hospital and out directly to Airport Road. This probably would not inconvenience any residents or senior citizens.

What I don't understand is, this short-cut still ends up with a difficult merge onto Highway 1 at the firehouse. People even try to cut through the firehouse's parking lot. Now, that is also adding to the back-up on Highway 1.

Comment 24

This disaster has a simple solution. A network of side roads for the people can travel with in their local areas and avoiding route 1. The people traveling to our beaches will not use the local roadways. I have witnessed this in other areas of our great country where they plan ahead. This can still be done from behind the eight ball.

Comment 25

Slow development until infrastructure catches up. Institute easy fixes quickly (extend turn lanes, etc.). Promote service roads, alternate access to Route 1 businesses. I was surprised at the make-up of the working group. I expected more community participants, fewer legislators etc.

Comment 26

I'm opposing the proposed Hudson Highway. It will destroy the quality of life in the area and will only cause more traffic congestion and pollution. The Lewes-Georgetown Trail solution will be a beloved community asset. It will improve quality-of-life and public health and air quality. It will also provide transportation alternatives

Comment 27

Do NOT support a road/highway on the Georgetown-Lewes Trail! This must remain a bike/walking trail. Allowing cars is nonsensical!

Comment 28

Unfortunately, it appears that nothing will get done without considering eminent domain possibilities. Five Points intersection is an enormous problem. And, two hotels are planned for the area. There should be no further building permitted in the five points area until this situation is corrected



Comment 29

We recently purchased a retirement home in Whispering Pines and a major deciding factor was the fact a bike trail was going to run right behind our home. Had we known there were plans for a highway we would have never even considered the property.

Comment 30

Hudson Hughes Highway
RIP
July 30, 2018

Comment 31

I am hoping the work group narrows the recommendations to the top 5 that have the biggest chance of reducing congestion and improving safety in the Five Points Study Map Area.

Comment 32

Here is a quick and inexpensive fix for the Five-points problem:
1. Provide an entrance and exit to Lowes directly from Route One. This would easily alleviate 30% to 40% of the tie-ups on Belltown Road. Do a quick study to determine how many vehicles are going to and from Lowes from that intersection. Lowes may even PAY for some of the costs involved.
2. Barricade the southbound lane at Plantation and Shady Lanes.
3. Place signage and direct Route 1A traffic to access the road from Route One and Shady Lane.
This may not be a permanent fix, but could help in the short term.

Comment 33

what a waste of time!!!!!!!!!!!!!!!!!!!!!!

Comment 34

Improvement suggestions:
1) Widen Warrington Rd to accommodate a longer rt turn lane onto Old Landing. I live in Redden Ridge
2) When traffic study is conducted on any road, make sure it is done in peak season AND does not have some 30 yr old assume that retirees do not use their cars! Used to live off of Shuttle Rd. When Truitt development was approved, the



traffic study was old, prepared in MARCH vs summer and at the public hearing, an official actually stated that 55+ do not use their cars much??? Retirees are not elderly and I can promise you we use our cars all day long AND have many many visitors that come with more cars.

3) Heard a rumor about a roundabout at Old L and Warrington?- people can hardly navigate the one on Rehoboth Ave. Solution needs to include a projection for the new development to come at Old L golf course and the two on Warrington yet to be built.

4) Warrington is becoming the new Rt 1. Hopefully if Rt 1 is improved, Warrington will improve

5) Left turn lane from Rt 1 North onto Warrington is an issue and backs Rt 1 up. Need to widen the length of the turning lanes/access by cutting into median and relocating pole?

6) Airport Rd/Warrington intersection. is dangerous when cars make a left from Airport onto Warrington

7) Many of the Rt 1 intersections are blocked by drivers who should not enter the intersection and try to beat the light. Can red light type cameras be used to get the license plate and charge say 500.00 for a second infraction? Once word and signage gets out the blocking will be reduced

8) New pedestrian crossings are confusing to drivers and I know they slow Rt 1 traffic. Drivers brake when it turns yellow, continue to sit at a stop even when turns to red flashing and pedestrian has crossed, or ignore altogether and drive thru the red??? Safer for pedestrians I imagine

9. Have noticed in NJ and PA that many "left turns" turns are made via semi-roundabouts.that make you go right first and then across a highway, Will of course require some land to be condemned.

9) Plead with Sussex Zoning/Board to place a moratorium on any more building etc approvals until demonstrated improvements are in place!

Comment 35

This area (all Include in the red circled zone) is very congested on weekends and holidays during the season. Plantations rd. is frequent backup to Lowes or near Lowes. Plus with traffic in and out of Lewes's three access roads, especially when the ferry arrives and that traffic is dumping on to RTE 1, it almost brings 1 to a halt. We need to move as much traffic as possible away from the area (I know nice dream) but a block-mile anything will help. During high traffic times intersecting roads with RTE 1 are frequently blocked by traffic during light changes and local residents cannot access RTE 1 readily. Maybe we intersection boxes and a few tickets issued.



Comment 36

Just want to make certain the bike trail will remain only a bike trail....NOT a road and bike trail.

Comment 37

I have been following the community input meetings as covered by the Cape Gazette. It appears that most attendees strongly oppose using the railroad right-of-way as the smart, simple, inexpensive solution to routing most of the traffic away from 5 Points.

I am relatively new to the area, having moved here (Independence) just three years ago. From our community to Lewes, we use Route 23 to 5 Points. There is no good alternative.

Picking up the railroad right of way from Dairy Farm Road to Kings Hwy or Freeman Hwy (whichever road name is there) would route US 9 traffic right to the Ferry very easily and with limited access, not much traffic noise, especially compared to a railroad locomotive.

With much less congestion, an alternative layoff to the intersection might be feasible.

Anyway, that is my 2 cents. Good luck with NIMBY.

Comment 38

This is regarding a suggested existing signalization modification and lane marking modification for the westbound exit from Bryan Drive (@Hooters and Midway Plaza intersection with Tanger Outlets at Surfside) located on Coastal Highway in Rehoboth Beach, just south of Postal Lane.

Entering or exiting this intersection westbound there exists three traffic lanes: one each exclusively for left (southbound) turns, one a through lane across Coastal Highway into the Outlets, and one right turn only. The through and right turn lanes receive very little use but the left turn lane backs up with cars stacking far back into the adjacent parking lots and often required two signal cycles to enter the highway. My proposal is to convert the middle lane to a second left turn only lane, and the right lane to serve both through and right turns. Only lane markings and possible signal modification would be needed. It appears that two lanes turning left with the opposing single lane turning left (northbound) from the Outlets at the same time have sufficient safe clearance radii on Coastal Highway, therefore not requiring cycle modification. An alternative would be to adjust the signals so that each side has their own full green cycle for all turns. I would appreciate the opportunity to discuss this issue with the appropriate DeIDOT person and could even meet on-site if desired. *(contact information provided)*



Comment 39

Pleased with the diversity of ideas and number of possibilities. The group had obviously done due diligence. Grade separation at Minos Conaway and at Five Points intersection and Public transportation. Very pleased to see outreach to the community.

Comment 40

Suggest you incorporate #72 (traffic light at Rt 9/Minos Conaway) into the Minos Conaway road grade separation project so that improving traffic flow at the Rt 1 end of Minos Conaway won't create a bigger problem at the Rt 9 end. Additional use of Minos Conaway could help reduce congestion at the Rt 1/Rt 9 intersection.

Comment 41

A traffic light is needed on Route 1 rather than closing off access to Route 1 for many, many residents in the area. Also, Minos Conaway does not need a service road running through it. The former railroad tracks should be used for a trail.



Comments by Derek Cole
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Attachment to Comment 1

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS August 2018

Idea no.	Working Group recommendation	Responsible party	Comments by Derek Cole
1	Identify locations in the study area where bike parking can be provided	DeIDOT	I like to bike for recreation and transportation (some of you may recognize me as part of the family of 7, riding around from here to Dewey on our wide array of bike, tandems, trikles and trailers, so I agree with what seems to be an overwhelming consensus regarding getting people out of their cars, and on to bikes, so refraining from debating how many people will and can ride bike as primary transportation in a town with a median age of 66 years old-- and I suspect our summer demographic is not that much different, I think this should be an immediate priority, and should not be just bike parking can fit, but really be where it needs to fit-- neighborhood development, bus stops, commercial development. Some of you may recall The Great Rehoboth Scooter Parking Crisis of 2012-- a lack of abundant planning ahead, even over-abundant bike parking is just a similar controversy just waiting to happen here in Lewes.
2	Require bike parking as a condition of certain new developments	Sussex County	This really ties back to Idea #1, so again, an immediate priority, but my big question is why would any development be exempted from this requirement. . At the rate of development in the area, this should be enacted immediately, and, if legally possible, retroactively for any proposed or new residential or commercial development, that are not yet substantially complete.
4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT	There are already two signs on either side of southbound Rte 1, The left sign stating take Rte South to LeReDe, and the right sign stating take 113 to Bethany Beach, Fenwick Island and Ocean City. That said the sign at the split could probably be better or first two signs closer-- within the same view of the overhead signs at the split, but the real issue may be the ubiquitous reliance on GPS, which a recent 2008 report by the University of California's Institute of Transportation Studies suggests that despite our best traffic planning efforts drivers will more often take the word of their GPS, which is not necessarily in line with the best laid traffic plans. I know this is not the venue for new ideas, but I would suggest a larger effort, on a national level for State Departments of Transportation to work with software companies to include intended traffic pattern information, including secondary route and possibly even real-time information to minimize unintended traffic issues that can result from real-time automated software rerouting.
5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	DeIDOT, Sussex County (as part of comp plan)	This should be the number one priority (in conjunction with Idea #21). I am not sure if (as with this list we are currently working from) the Working Group is intending to include what was voted against recommending.. If so, I think there should be a discussion of the implications of that. Will including what the group voted against, including 46, 63, 76, and 88 and possibly others, effectively preclude them from considering all options on this and other broad recommendations, and thus compromise the integrity of a this or other similarly broad study? Perhaps DeIDOT or DNRec can dismiss any one or all of them out of hand, but shouldn't we allow them to exercise their
6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT	I am not sure of where to prioritize this, but are we intentionally leaving the type of barrier wide open? Are we talking Jersey barriers or a narrow low dense shrubs. I would prefer the latter, but from a safety perspective that may not be as effective as a Jersey barrier, and from a natural aesthetic perspective, I guess adding a low evergreen type might be about as effective as throwing a deck chair off the Titanic to stop it from sinking.

Idea no.	Working Group recommendation	Responsible party	Comments by Derek Cole
7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT, emergency service providers	
8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DeIDOT, Sussex County, property owners and developers	Great idea, why are we restricting it to west of Rte One. There is some tracts of land that fall within the study area between Lewes proper and Rte One that will undoubtedly be developed, and could provide at least somewhat of a grid pattern allowing for more crosstown traffic and neighborhood interconnectivity.
9	Develop a better process for constituents to request transportation improvements	DeIDOT, General Assembly, Sussex County, Council on Transportation	Agree. I think there are platforms already out there that could do the trick. Service or software not unlike Peachtree email e-flyers that the Cape Henlopen Schools District uses and Electronic Court Filing (ECF) as used, I believe in all court jurisdictions, in which every case has a unique identifying number, with ALL documents relating to the case being filed through ECF, and available to all interested parties, including being notified of any activity on the case. Would seem it wouldn't take much more than renaming some fields in the database to be project and geography based rather than case and court based.
11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT	While I don't disagree, is this within the Five Points working Group study area? I do know it is also being discussed by the New Road Stakeholders group, and the one thing they all seem to agree on is that the whatever the future of New Rd is, it must start with raising the bridge, and thus I suspect altogether replacing it?
14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County	Assuming this is similar to the Village of Five Points development. It seems like this type of development tried and comes pretty close to hitting all the right points of good development, in my 9 years here it seems like every proposed development that was remotely similar was vehemently opposed by some loud and organized portion of the public (maybe or maybe not representing the majority), and such proposals seem to be amongst the rare examples of neighborhood developments that have not been approved.
15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County	This a slippery slope anywhere, but especially in an area where everyone wants a view in one direction..
16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DeIDOT	If there are already regulations, why are we simply not following them?
17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT, Sussex County	Assuming the bridge on New Rd is going to be addressed one way or another, I am struggling to think of any problem low areas on public roads. Savannah at Covey Creek may qualify, but I can't recall water ever covering the entire road, and to the extent it has "flooded" I am not sure it went very far into the lanes, and retreated pretty quickly, although I suspect inevitable future development will change that.
20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT	I think a study is a good idea, but imagine widening four lanes will simply widen the backup, and decrease the length of backups on Rte 9, which is not necessarily bad-- although I can envision more road rage and fender benders.
21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DeIDOT, Sussex County	This goes right back to Idea #5. If we are going to bring them in it needs to be the top priority, and we should let their expertise guide them unfettered, in developing solutions.
22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT	Isn't this the opposite direction of the way we have been heading? I thought we were trying to provide more designated crossing areas, not to mention suggesting in this very document that DeIDOT look into putting in barriers to prevent crossing at undesignated spots.
23	Identify potential connections to and from the Lewes Transit Center	DeIDOT	Yes, including consideration of any future projects that may impede or conflict with logical connections.

Idea no.	Working Group recommendation	Responsible party	Comments by Derek Cole
25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT	
26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County, DeIDOT, City of Lewes, Byway Committee	In Lewes alone I have heard mention from various groups or seen in concepts four different aesthetically pleasing entrances mentioned-- Savannah (the default entrance into Savannah), Kings Highway (which I thought was intended as the bypass to the Ferry, and later the State park), and New Road (which is the default entrance to UD and the public boat drop In, but has serious obstacles in terminating at Pilottown, unless traffic is diverted down Fourtt St, which I have informally gauged as highly undesirable), and the inaptly named Hudson-Hughes Highway concept (or any feasible variation thereof that DeIDOT might come up with if studied).
27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DeIDOT	All the way down Savannah Rd from Rte 1 to Lewes town line to start.
28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT, Sussex County, property owner	Seems to make sense-- I actually thought it was a public road, and regularly use it.
29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DeIDOT	Wouldn't that logically, and most easily be accomplished on the recently decommissioned railroad line?
30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT	
32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DeIDOT	Our brightest and best hope of better timing the lights on traffic, but this is still relatively new, and an exploding technology. We should look to other areas that are already utilizing techniques nationally. Some attempts have definitely been more successful than others.
34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	Again. See #5.
35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT	See #4
36	Identify locations where trees can safely be planted within the right of way	DeIDOT	Yay!
38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT	Is this part of the Monos Conway Grade separation project?
41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT	Every new development application should include public trails where they can tie to other trails or bike routes.
42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT	It seems like a tough task. Would a connection to be Arkansas Ct. be easier (maybe even blocking entrance onto Rte 1 from Tulip)
43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DeIDOT	Knockover pylons? Not sure what they are really called, I have seen them in DC and NY to designate bike/bus lanes. Maybe just a short run on either side of the entrance.
44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT	While I suppose this is somewhat of a crosstown traffic pattern, it is already being used as such, and isn't the Old Orchard/Westcoats realignment already going to make it better and "official."
47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT	Agreed.

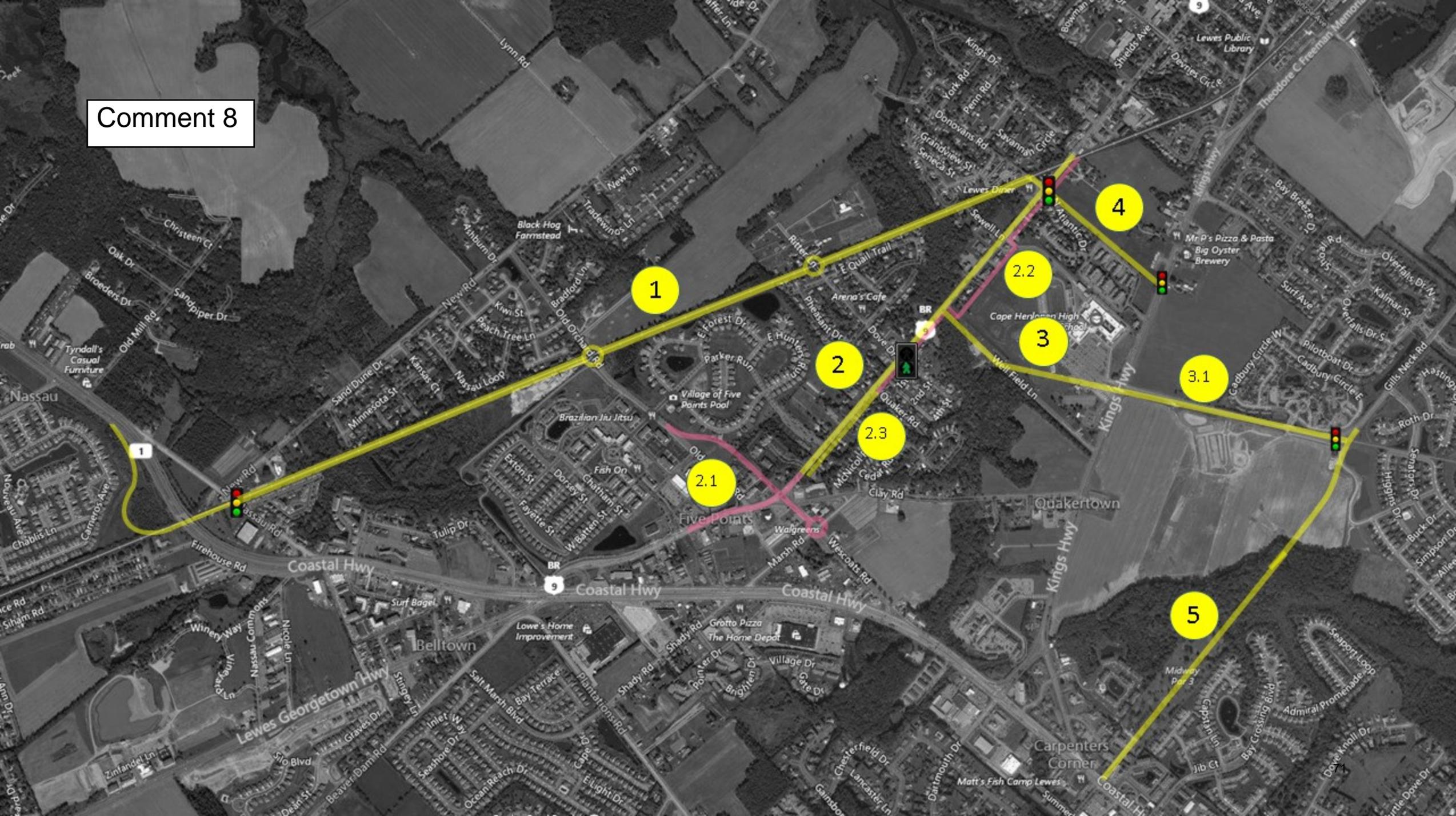
Comments by Derek Cole

Idea no.	Working Group recommendation	Responsible party	Comments by Derek Cole
48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT	Is this in the study area?
49	Improve tourism-oriented destination signage along Route 1	Sussex County, DeIDOT, Southern Delaware	Not sure I thought they were lacking-- maybe I am confusing them with the hundreds of not thousands of other signs along Rte 1
50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly accessible road	DeIDOT, property owner	Again, already being used as such, so should definitely look into it.
51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	DeIDOT, General Assembly	Agreed!
52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT	Agreed, although I feel like we study this over and over and determine it is too expensive.
53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT	
54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT	
55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT	Why not two way service roads?
56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DeIDOT	Again, see number 5.
57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service	DeIDOT	I think if possible this would be especially helpful the length of the Outlets (generally), but would really like to see some trees go up in between Rte 1 and the service roads as well.
59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC	
60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DeIDOT	This mess needs a whole lot more than better lane markings.
62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	Property owners, businesses, DNREC, DeIDOT	I am unaware of any major parking lots at major destination beyond the Ferry, and shopping destinations along Rte 1, which I don't believe I have ever seen any of them completely fill up. Are there enough to make this worthwhile?
64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT	Agreed
66	Study the feasibility of a grade separation at Five Points	DeIDOT	Agreed-- something must be done.
67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC	Agreed
68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT	Agreed
69	Study enhancing New Road per Byway Master Plan	DeIDOT	Isn't this only partially in the study area, and also being studied by the New Road Stakeholders Group?

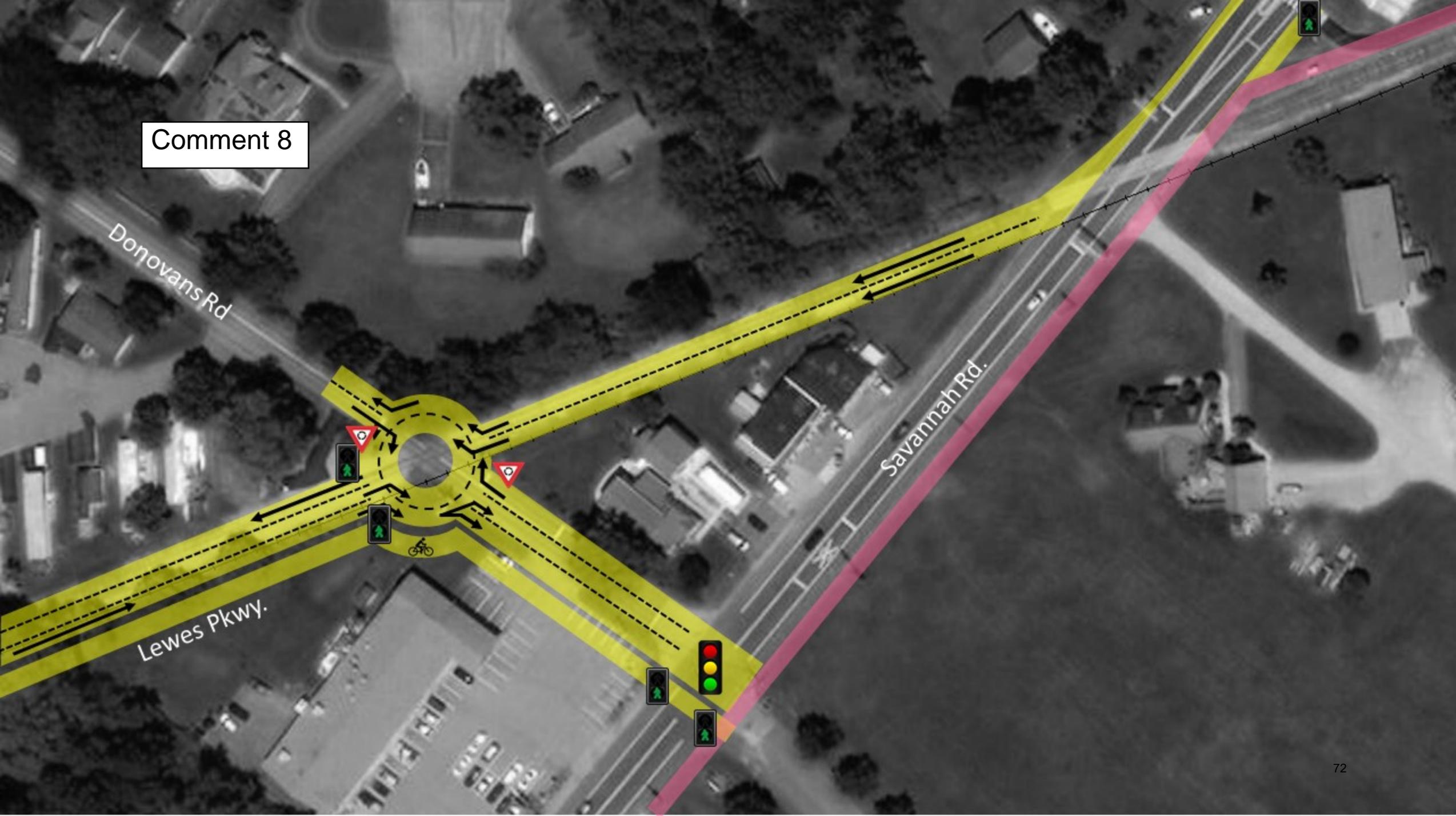
Idea no.	Working Group recommendation	Responsible party	Comments by Derek Cole
70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state	DeIDOT, Sussex County	Agreed.
71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DeIDOT	AGREED! Starting with the gab that is about to be created between the Old Orchrdr/Westcoats realignment and the Savannah Td Pedestrian Trail that are already in development.
72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT	Is the need negated by the Minos Conway Grade Separation?
73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under	DeIDOT	Disgree! I can almost see this same proposal being used to build the intersection we have now. Time to get it done!
75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT, Sussex County, Tourism	
77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DeIDOT	
78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT	
79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	DTC, City of Lewes, DRBA	I think it should be summer only with two loops running in oposite directions connecting Downtown, Ferry, some limited number of Rt1 one stops, Dogfish Head Pub area, Rehoboth Boardwalk, beginning of Dewey on One, halfway through Dewy, turn around at Starboard parking lot, back to Lewes stoppin galong Rte 1 and at Five Points. as many as neccessary. Free or cheap.
80	Consider whether CTP funding should be allocated based on population growth	DeIDOT, Council on Transportation	
81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC, DeIDOT	In connection with proposed loop suggested in Idea 79
82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT	
83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT	
84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeIDOT, Sussex County, Cape Henlopen School District	Agreed
85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Ansell Creek	DeIDOT	Agred
86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for	Sussex County, DeIDOT	Agreed!
87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly	Agreed!

Idea no.	Working Group recommendation	Responsible party	Comments by Derek Cole
89	Continue TID studies both east and west of Route 1	DeIDOT, Sussex County, City of Lewes	Agreed!
90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT	Agreed
91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five	General Assembly, DeIDOT	Disagree with anything that lessens a citizens right to due process.
92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT	Is that in the study area?
94	Endorse "don't block the box" legislation with camera enforcement	General Assembly, Delaware State Police, DeIDOT	Try signage first.
95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT	I think "Your Speed" sign suggested in Idea #51 already accomplishes this.
96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT, Sussex County	Again, see number #5. This and other ideas should be the horse in front of the cart.
98	Study access management opportunities along Route 1 in the study area, including potential connections between	DeIDOT, Sussex County	Isn't this effectively the same as service roads in Idea #57
102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT	I think we could start by identifying obvious problem area, as opposed to an area wide study, but maybe that is implied.
103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT	Agreed, it should be looked at, although I go back and on the idea.
104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes,	DeIDOT	Should bring it up to "code"

Comment 8



Comment 8



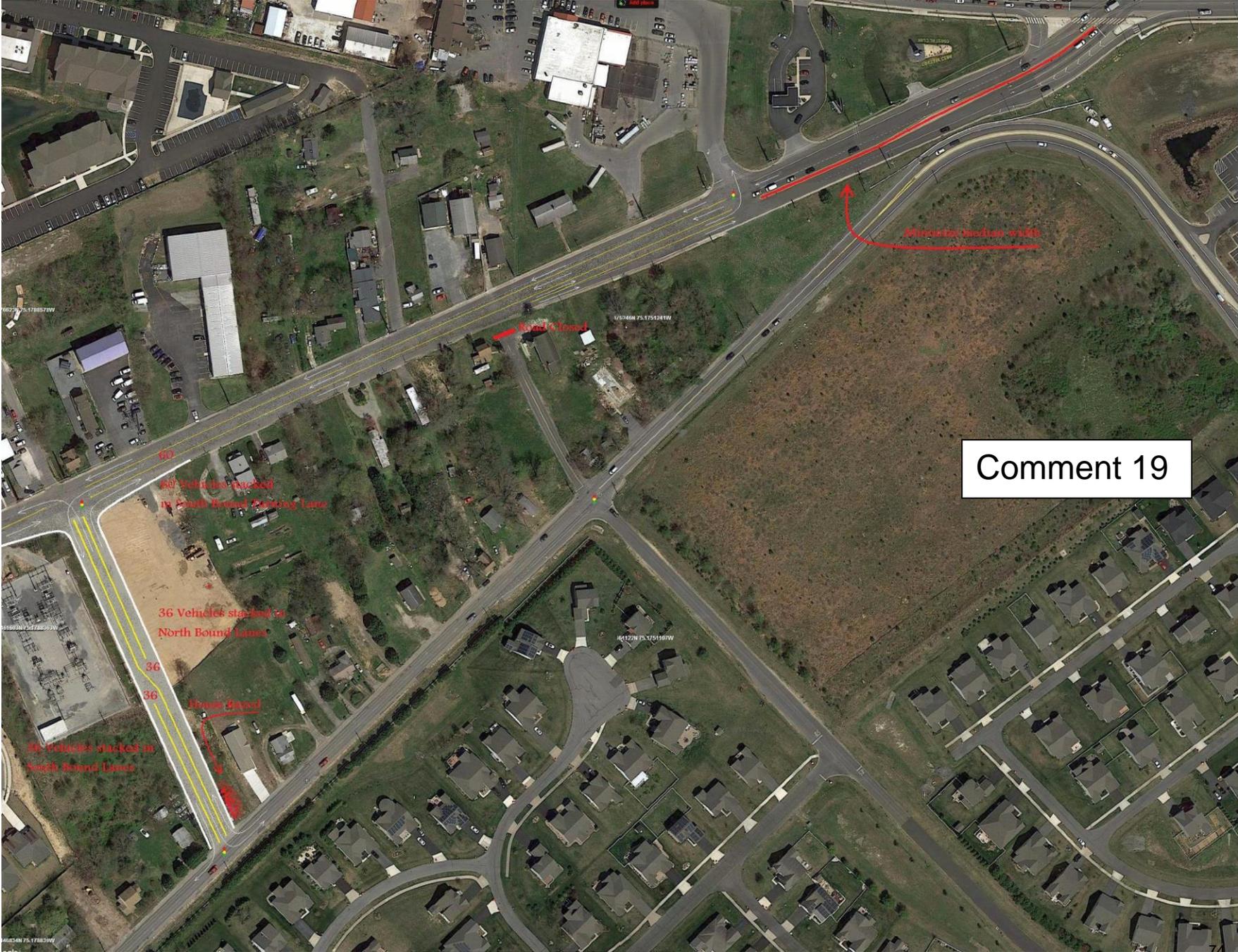
Donovans Rd

Savannah Rd.

Lewes Pkwy.

Comment 8





Comment 19



Upcoming meeting

Updated October 8, 2018

All meetings will be held at:

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

Monday, October 29, 2018

Working group meeting, 6:00 pm

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

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

