



# Following Five Points September 2024

Your Update to the Five Points Transportation Study

[Visit the Study Website](#)

## Project News

### Upcoming Working Group Meeting

Monday, October 28, 2024

6:00 PM

Hybrid Meeting – Cape Henlopen High School Library and via Zoom

The next meeting of the Five Points Transportation Study Working Group will be held on **Monday, October 28, 2024, at 6:00 p.m.** Like previous Working Group meetings, this will be a hybrid meeting. The Project Team will provide an update on the status of the Five Points Transportation Study Implementation Plan. Other discussion topic(s) may include\*:

- SR 1 congestion management and traffic operations
- Area construction updates

[Please click here](#) to view the video presentation and meeting packet from the April 22, 2024 Working Group meeting.

**We hope to see you on October 28!**

\*\*Discussion topics are subject to change until final publication on the DelDOT Public Meeting Calendar

**Please note: Working Group meetings are open to the public, however, due to space limitations, members of the public are encouraged to attend via Zoom. Zoom access information will be provided on the day of the meeting on the Five Points Transportation Study website.**

### Recap of Annual Public Open House

A big thank you to everyone who attended our annual Public Open House, which was held on June 11, 2024, in the Cape Henlopen High School cafeteria from 4 p.m. to 6 p.m.

Leah Kacanda, Five Points Transportation Study Consultant Team Project Manager, and Pamela Steinebach, Director of DelDOT Planning, presented an overview of the [2023 Five Points Transportation Study Annual Report](#) and the key study accomplishments from the past year.



Attendees circulated through a variety of open house stations to learn more about other Statewide, DelDOT, and Sussex County efforts going on in the Five Points area

including the Plantation Road Intersection Improvement Study from DeIDOT Project Development South; the Henlopen Transportation Improvement District (TID); the potential pedestrian bridge over SR 1; the Lewes Bike Plan and Savannah Road Master Plan; Sussex County Planning Department; the Office of State Planning Coordination's PLUS (Preliminary Land Use Service) process; the ongoing Coastal Corridors Study; DART service updates; and DeIDOT Interact, DeIDOT's new online engagement hub.

If you could not attend the workshop, [please click here](#) to view the pre-recorded presentation and other open house materials. After you view the materials, please click on the [Public Comment tab](#) to leave any questions or feedback on the 2023 Annual Report or the Five Points Transportation Study.

### **Five Points Transportation Study on DeIDOT Interact – Check it Out!**

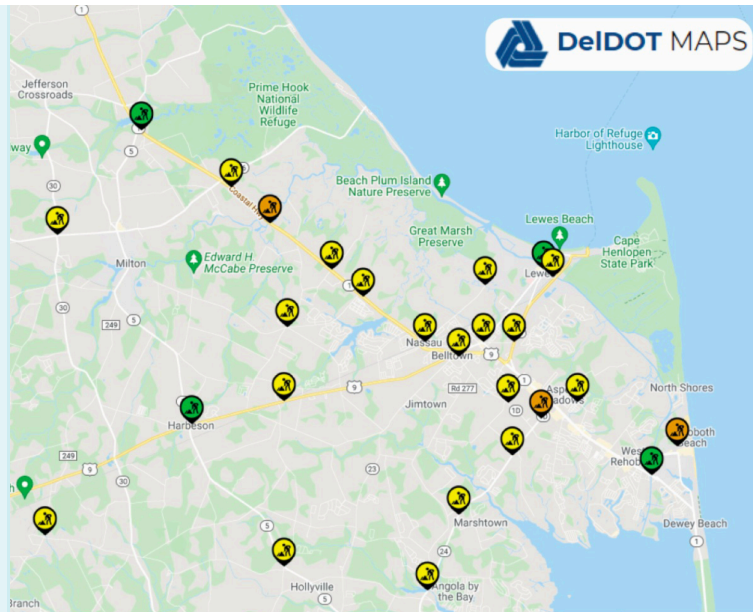
DeIDOT's online, interactive engagement hub, [DeIDOT Interact](#), is up and running, and more planning project pages are being added all the time. Each project page, including the [Five Points Transportation Study](#), contains the latest project information, including upcoming meeting dates, past meeting materials, and active surveys. Log on, create a profile, and sign up for updates today!

## **Area Project Updates**

### **Active DeIDOT Projects In and Around Five Points**

At the Working Group's request, DeIDOT is providing a map of active projects in and around the Five Points area. Use the map to view any active project and/or visit the links below to view the websites for a selection of projects.

[View the Interactive Map](#)



- [Bridge 3-714 on S266 \(New Road\) over Canary Creek](#)
- [Removal of Bridge 3-928R, Lewes RR Swing Bridge over the Lewes and Rehoboth Canal](#)
- [Plantation Road Improvements, Robinsonville Road to US 9](#)
- [Plantation Road Improvements, SR 24 to US 9 - Phase 2](#)
- [Realignment of Old Orchard Road at Wescoats Corner](#)
- [SR 1 & SR 16 Grade Separated Intersection](#)
- [SR 1 at S264 & S258 Intersection Improvements](#)
- [SR 1 and Cave Neck Road Grade Separated Intersection](#)
- [SR 1, Minos Conaway Road Grade Separated Intersection](#)
- [SR 24, Mulberry Knoll to SR 1 SR 24, Love Creek to Mulberry Knoll Road](#)
- [Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement](#)

## Local Construction Updates



DelDOT has a lot of work planned for and underway in the Five Points area. Here are some updates on key construction projects:

**Plantation Road Improvements (Robinsville Road to US 9, Phase 1)** -- the new roundabout opened earlier this year, and the final phase of construction has started. Construction is scheduled to be complete in early 2025.

**Minos Conaway Road Grade Separated Intersection** -- will provide a grade separated intersection to separate through movements along SR 1 and turning movements to and from Minos Conaway Road, Nassau Road, and Old Mill Road. A shared-use path will also be constructed to accommodate pedestrians and bicyclists. Construction is scheduled to begin in spring 2025.

**Realignment of Old Orchard Road at Wescoats Road** -- will realign Old Orchard Road to intersect Savannah Road at Wescoats Road, forming a new four-legged signalized intersection. The project also includes a new roundabout at the Wescoats Road/March Road intersection and accommodations for people walking and biking. Construction is scheduled to begin in fall 2025; however, advanced utility relocations began in fall 2023 and will continue through fall 2025.

For more information on these and other projects, please visit [DelDOT's online Project Portal](#).



## Knowledge Corner

### Car seats, Boosters, and Seat Belts –

# How Safe are your Child Passengers?

Whether you are driving your kids, your friends' kids, or your grandkids, keeping child passengers safe while traveling in a car is a top priority. The National Highway Traffic Safety Administration's (NHTSA) [Child Passenger Safety Week](#) is held annually in September (this year September 15-21, 2024) to educate parents and caregivers on child passenger safety including car seats, booster seats, and seat belts.



NHTSA has assembled some sobering statistics:

- Every day in 2022, on average, three children under age 13 were killed, and 429 were injured in cars, SUVs, pickups, and vans.
- A total of 756 children were killed in passenger vehicles in 2022, and over 120,000 were injured.
- In 2022, more than a third (39%) of children who died while riding in passenger vehicles were unrestrained.
- Over the 5-year period from 2018-2022, there were 1,837 "tweens" (8 to 14 years old) killed in passenger vehicles.
- In 2022 alone, the 8- to 12-year-old age group had the highest number of fatalities among children in traffic crashes. This **age group is often found to be using the wrong type of restraint for their age and size**. Moving a child passenger into a booster seat or adult seat belt before they are the right age and size can increase the risk of injury and death.

The American Academy of Pediatrics (AAP) provides this guidance on child restraints:

**Under the age of 1** -- Children must always ride rear-facing. Rear-facing is not just for babies! The AAP has long recommended that—infants ride in rear-facing car seats, and in 2018 the AAP updated that recommendation to encourage rear-facing for as long as possible, until a child reaches the highest weight or height allowed by the manufacturer. Most convertible car safety seats have limits that will permit children to ride rear-facing past the second birthday.

**Ages 1 through 3** -- Keep your children rear-facing for as long as possible in either an infant or rear-facing convertible seat. They should remain rear-facing until the height and weight limit for rear-facing mode on the convertible car seat has been reached. This may result in many children riding rear-facing to age 2 or older.



**Ages 4 through 7** -- Keep children in a forward-facing seat with a harness to the maximum height and weight limit allowed by the seat. Then transition them to a booster seat.

**Ages 8 through 12** -- Keep children in a booster seat until they reach the upper height or weight limit of the booster seat or until they are big enough to fit the criteria for fitting appropriately in a seat belt. The shoulder belt should lie across the shoulder and chest, not cross the neck or face, and the lap belt must lie across the upper thighs, not the stomach.

**All passengers, regardless of age, should use seat belts at all times.**

As of June 30, 2024, [Delaware's Child Restraint Law](#) requires:

- Children under age 2 AND 30 pounds or less to ride in a rear-facing car seat
- Children under age 4 AND 40 pounds or less to ride in a harnessed car seat
- Children in booster seats are to remain in their booster seat until reaching the height or weight maximum listed by the manufacturer. No booster seats are design for children shorter than 4'4". (There is no booster seat with a height maximum lower than 4'4").

If you are unsure about the type of child passenger restraint you are using, contact [Delaware's Office of Highway Safety](#) for more information or to schedule a free car seat check at a state .

Studies have shown that parents can be overconfident in their ability to select and install the right seats for their children; in fact, approximately half of all car seats are not correctly installed. NHTSA urges parents and caregivers to double-check to make sure their children are in the right seats (rear-facing car seats, forward-facing car seats, or booster seats) and verify that the seats are installed correctly. **“Good enough” may not be good enough in a crash.** For more information and guidance on car seats, booster seats, and child passenger safety, [please visit the NHTSA website.](#)

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