



Following Five Points

May 2025

Your Update to the Five Points Transportation Study

[Visit the Study Website](#)

Project News

Please Attend! Annual Public Open House!

You are invited to attend a joint Public Open House for the **Five Points Transportation Study** and the **SR 1 Low-Stress Bikeway Study** on:
Wednesday, May 21, 2025

Cape Henlopen High School Cafeteria
1250 Kings Hwy, Lewes, DE 19958



Drop in any time between **4:30 p.m. and 6:30 p.m.** to view study information for both studies as well as other initiatives going on in the Five Points Area. The study team, DelDOT staff, and others will be on hand to answer questions.

A brief presentation on the **2024 Five Points Transportation Study Annual Report** will be given at **4:30 p.m. and again at 5:30 p.m.**

The presentation and all related workshop documents, including comment forms, will be posted on the respective project web pages: <https://publicinput.com/5points> and <https://publicinput.com/sr1bikewaystudy> during the week of the open house. Comment forms may also be mailed to DelDOT Community Relations, ATTN: Five Points Transportation Study, P.O. Box 778, Dover, DE 19903 or sent via email to 5Points@publicinput.com or sr1bikewaystudy@publicinput.com.

We're looking forward to seeing you there!

April Working Group Meeting Recap

The Five Points Transportation Study Working Group met as part of a hybrid meeting on Monday, April 28, 2025, with most DelDOT staff, Consultant Team members and Working Group members attending in person at the Cape Henlopen High School Library. The meeting included a review and status update of the **Five Points Transportation Study Implementation Plan** and the **2024 Five Points Transportation Study Annual Report**. As of the April Working Group meeting, there were 74 of 78 recommendations in progress, ongoing or completed.

[Visit the project website](#) to view the meeting recording and meeting packet.

At the start of the meeting, Andrew Bing, Kramer Associates, made some special announcements:

- Stephanie Johnson was introduced as the new Director of DelDOT Planning.

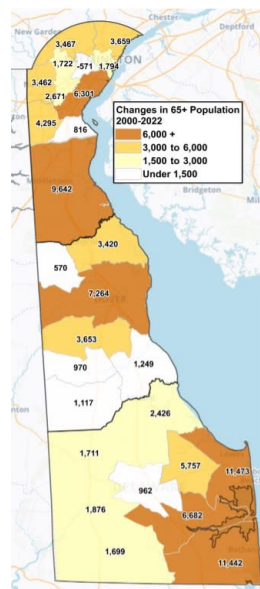
Welcome Stephanie!

- Lloyd Schmitz is stepping down from the Working Group. Lloyd has been an active member of the Working Group since the Five Points Transportation Study began in 2017 – thank you for your service and contributions, Lloyd. You will be missed!

Other items on the April meeting agenda included:

Demographics and Aging in the State of Delaware – Dan Blevins, Principal Planner at the [Wilmington Area Planning Council \(WILMAPCO\)](#) and the [Delaware Population Consortium](#), provided data on recent population trends in the State of Delaware and the challenges the aging population presents to transportation agencies and planners when considering future transportation needs in some areas of the state.

Transportation Demand Modeling for Corridor Studies – Ben Gruswitz, Planner with WRA, explained that demand modeling is a critical decision-making tool that allows planners to evaluate future conditions so better transportation investments can be made. He outlined the steps to the steps and inputs needed to run the travel demand model and explained how DelDOT is now modeling a range of land use and development scenarios to assess potential impacts on transportation infrastructure.



Henlopen Transportation Improvement District (TID) Updates – Sarah Coakley, Principal Planner with DelDOT, provided an overview of the [TIDs in operation in the state](#). Sarah highlighted the notable achievements of the Henlopen TID over the last year and reviewed the key projects currently underway and those that have been included in the FY25-FY30 Capital Transportation Program (CTP). DelDOT's [Statewide TID Dashboard](#) provides the status of all TID projects and improvements around the state.

TIDs in operation in Sussex County

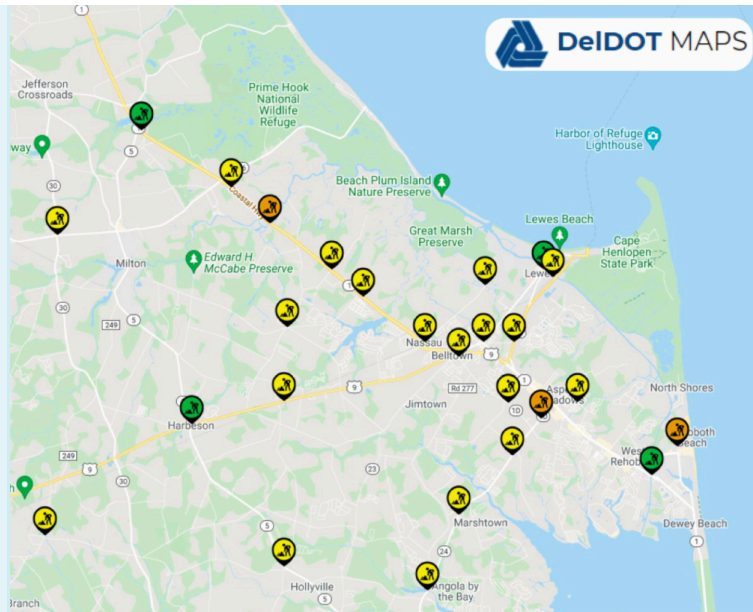


Area Project Updates

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](#)

Milton Active Transportation Plan and SR 16 Corridor Study Public Workshop

When: Tuesday, May 13, 2025

Where: Mariner Middle School Main Building Cafeteria, 16391 Harbeson Road, Milton

Drop in any time between **5:00 p.m. and 7:00 p.m.** to learn about and provide feedback on these two DelDOT projects being planned in the Milton area:

- **Milton Active Transportation Plan:** review revised recommendations and discuss next steps for the prioritization and implementation of project improvements.
- **SR 16 Corridor Study:** review existing conditions as well as development and traffic data and provide feedback on potential improvements.

Milton Active Transportation Plan & SR 16 Corridor Study

Public Workshop #3

 **Mariner Middle School Main Building Cafeteria**
16391 Harbeson Rd, Milton, DE 19968

 **5:00 P.M. to 7:00 P.M. (drop in anytime) on Tuesday, May 13, 2025**



Come to the Public Workshop to learn about DelDOT's two planning efforts in the Milton area:

<p>This phase of the <i>SR 16 Corridor Study</i> will develop preliminary recommendations for transportation improvements along SR 16 through Milton. Stop by to:</p> <ul style="list-style-type: none">• Review the existing conditions, documented developments, and traffic projections• Provide feedback on potential transportation improvements	<p>The <i>Milton Active Transportation Plan</i> will include recommendations to improve safety and connectivity for people walking and biking in Milton. Attend to:</p> <ul style="list-style-type: none">• Review the revised recommendations• Discuss next steps for the prioritization and implementation of improvements
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To learn more about the *SR 16 Corridor Study*, visit publicinput.com/miltonsr16

To learn more about the *Milton Active Transportation Plan*, visit publicinput.com/miltonatp

SCAN HERE



SCAN HERE



Be Alert! New Traffic Pattern at SR 1/Route 16 Broadkill Road

As of April 25, 2025, there is a new traffic pattern at the SR 1/Route 16 Broadkill Road intersection in Milton.

The new traffic pattern is as follows:

- Northbound SR 1 traffic will continue to use Ramps A and B.
- Southbound SR 1 traffic will be shifted onto the newly constructed southbound lanes.
- Ramps on the west side of SR 1 will open to allow movement from southbound SR 1 and SR 16, and from SR 16 onto southbound SR 1.
- The traffic signal on southbound SR 1 will be removed.
- The traffic signal at the intersection of northbound SR 1 and SR 16 will remain in place.

This milestone marks the start of [Phase 4 of the construction of a grade separated intersection at SR 1 and SR 16](#), which is slated to be complete in late 2025. Please follow all posted signage and be cautious when moving through the area.



On the Move with DeIDOT Podcast: DeIDOT & Development

The [latest episode of "One the Move with DeIDOT" podcast](#) focuses on DeIDOT's role in the land use and development process. C.R. McLeod, Director of Community Relations at DeIDOT, sat down with Pam Steinebach, Director of DeIDOT Maintenance and Operations, to discuss the state and local development process and how DeIDOT works with the land use processes throughout the state to ensure that, as new development is approved, transportation infrastructure meets the demand of the state's population growth so that people can get to where they need to go safely and efficiently.

DeIDOT is looking for podcast topics! If there is a transportation topic you would like to learn more about, please send an email to DOTPR@delaware.gov with "Podcast Topic" in the subject line.



Knowledge Corner

The Safe System Approach to Roadway Safety

The [U.S. Department of Transportation's \(USDOT\) National Roadway Safety Strategy \(NRSS\)](#) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities. A key component of the NRSS is the **Safe System Approach** to roadway safety.

The [Safe System Approach to roadway safety](#) is a comprehensive framework that aims to eliminate traffic fatalities and serious injuries by creating a transportation system that is **inherently safe**, even when people make mistakes. It is built on the recognition that human error is inevitable, and that the road system must be designed to **reduce the risk and severity** of crashes.



A **Safe System Approach** incorporates the following principles:

Death and Serious Injuries are Unacceptable - a Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

Humans Make Mistakes - people will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.

Humans Are Vulnerable - human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

Responsibility is Shared - all stakeholders including government at all levels, industry, non-profit/advocacy, researchers, and the public—are vital to preventing fatalities and serious injuries on our roadways.

Safety is Proactive - proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial - reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Implementation of the NRSS will be arranged around five complementary objectives corresponding to the Safe System Approach elements:

- **Safer People** - Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Roads** - Design roadway environments to mitigate human mistakes and

account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Vehicles** - Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Speeds** - Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- **Post-Crash Care** - Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

DelDOT is adopting the Safe System Approach and will be incorporating the above principles into plans, roadway designs and infrastructure changes with the goal of designing a transportation system that anticipates human mistakes and minimizes crash severity. [DelDOT's Strategic Highway Safety Plan: Toward Zero Deaths](#) outlines key multi-agency initiatives DelDOT is implementing to ultimately reach the goal of zero deaths on Delaware's roadways.

BE DELAWARE. TOWARD ZERO DEATHS




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BE A HERO. TAKE THE PLEDGE.



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