



FIVE POINTS TRANSPORTATION STUDY



The Georgetown-Lewes Trail at SR 1, Photo by Stewart Megee, DelDOT South District



April 2023

To: Five Points Transportation Study Phase 2 Working Group Members

Kathi Colman
Bill Davis (new 2023)
Robert Fischer
Scott Green
DJ Hughes
Sen. Russ Huxtable (new 2023)
Todd Lawson
Glenn Marshall
Rep. Stell Parker Selby (new 2023)
Councilman John Rieley

Mary Roth
Councilman Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Kim Hoey Stevenson
Rep. Steve Smyk
Pamela Steinebach
Scott Thomas (new 2023)
Ann Marie Townshend
Michael Tyler

Thank you for your participation in – and support of – the Five Points Transportation Study. We are pleased to present the 2022 Annual Report for Phase 2 of the study effort. Welcome to the new members who have joined the Working Group in 2023.

With the help of the Working Group, significant progress was made in 2022 toward implementing many of the 78 recommendations approved by the Phase 1 Working Group. In addition to continuing work on 34 recommendations that were in progress or ongoing at the beginning of 2022, DelDOT and Sussex County began work on four additional recommendations. Four of the 78 recommendations were completed in 2022, bringing the total completed to 25.

In 2023 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1, with a focus on making improvements that the public can see on the ground. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,

Ms. Nicole Majeski
Secretary
Delaware Department of Transportation
800 South Bay Road
Dover, Delaware 19901

Mr. Todd Lawson
Administrator
Sussex County
2 The Circle
Georgetown, Delaware 19947

INTRODUCTION

This annual report documents activities in 2022 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

Origin of the Five Points Transportation Study

The area surrounding Five Points in eastern Sussex County has been one of the most rapidly growing parts of Delaware for many years. Five Points has long been known as an important gateway to Delaware's beach area. Residents of the area also know it as a transportation bottleneck. Growth in the area and continued popularity as a tourist destination place more demands on the transportation system year after year.

Phase 1

To address these challenges, DelDOT and the County partnered in December 2017 to create the Five Points Transportation Study Working Group. The Phase 1 Working Group included a broad cross section of public and agency members designed to fully represent the variety of opinions and perspectives in the area. Groups represented include residents, business community members, State and County elected officials, and agency representatives at the state, county, and municipal levels. The Phase 1 Working Group was charged with developing recommendations to improve local traffic circulation at Five Points and in the surrounding area. Support was provided by DelDOT staff and consultants, collectively known as the Project Team.

Phase 1 was conducted from December 2017 to October 2018. During that period the Phase 1 working group met ten times and conducted two public workshops. The working group developed 78 recommendations, which are documented in the Phase 1 Final Report published in October 2018 that can be viewed on the Five Points website: 5points.deldot.gov. The recommendations were organized into five categories:

- A. Already being addressed by existing DelDOT projects or initiatives (as of the end of Phase 1)
- B. Implement policies and procedures to make the area more efficient, sustainable and beautiful
- C. Make the most of existing roadway infrastructure
- D. Make walking, bicycling, and transit more viable as alternatives to driving
- E. Invest in new infrastructure to support anticipated growth

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Phase 2

Phase 2 consists of the implementation of the 78 recommendations. A Phase 2 Working Group was established in 2019, with the primary purpose of providing input to DelDOT and the County on implementation of the Phase 1 recommendations. In addition, the Phase 2 Working Group process focuses on education and engagement. At Working Group meetings, presentations are given on a variety of relevant transportation issues, questions are answered about DelDOT and County initiatives, and the Phase 2 Working Group is asked to share information with their constituents on the implementation plan and other topics of interest.

The 2022 Phase 2 Working Group had 19 members, including 9 members who served in Phase 1 and three new members who joined in 2022.

2022 WORKING GROUP MEMBERS

Ms. Kathi Colman
Mr. Robert Fischer*
Mr. Josh Grapski
Mr. Scott Green*
Councilman Doug Hudson
Mr. DJ Hughes*
Senator Russ Huxtable
Mr. Todd Lawson*
Sen. Ernesto B. Lopez*
Mr. Glenn Marshall
Ms. Carol Materniak
Rep. Stell Parker Selby
Ms. Mary Roth
Councilman John Rieley
Councilman Mark Schaeffer
Mr. Lloyd Schmitz*
Rep. Peter Schwartzkopf*
Rep. Steve Smyk*
Ms. Pamela Steinebach
Ms. Kim Hoey Stevenson
Ms. Ann Marie Townshend*
Mr. Michael Tyler

*** also served on Phase 1 Working Group**

During 2019 and 2020, the first two years of Phase 2, DelDOT and Sussex County acted upon 40 recommendations in addition to seven recommendations that were incorporated into existing DelDOT projects already in progress. By the end of 2020, 47 of the 78 recommendations, or half, were Complete, Ongoing, or In Progress.

In the fall of 2021, DelDOT and Sussex County evaluated the recommendations they could reasonably begin to implement in 2022. Recommendations that were not already in progress, ongoing, or incorporated into existing projects were classified as either To Be Initiated in 2022 or Longer-Term.

The Phase 2 Working Group met three times in 2022. A hybrid in-person/online open house was held in June to present the 2021 Annual Report and allow the public to comment and ask questions.

In between Working Group meetings, one email update was sent out to Working Group members and the public and was placed on the study website.

In 2022, implementation continued for thirty-seven recommendations that were classified as in-progress or ongoing, and an additional four recommendations were

started. At the end of 2022, 62 of the 78 recommendations – or 79 percent – are Complete, Ongoing, or In Progress.

The following sections provide information on 2022 meetings and activities, details on progress made in 2022, and proposed priorities for 2023. An appendix provides more detail on the status of each individual recommendation. A public workshop is scheduled for June 2023 to present this information.

MEETINGS AND ACTIVITIES IN 2022

Five Points Working Group Meetings

The plan was to hold hybrid in-person/online Working Group meetings three times in 2022 to maximize access for the public and participation. Hybrid meetings using DelDOT's Zoom platform were held in January, April, and October. The public was invited to attend these meetings in-person or online, and to make comments. Public attendance averaged approximately 16 people per meeting. Meeting materials and the minutes of each meeting, as well as recordings of the meetings, were placed on the study website.

In addition to status reports, speakers presented information on topics relevant to the Five Points area. Presentation information is available on the Five Points website – 5points.deldot.gov – in meeting packets posted for each meeting.

January 31, 2022: hybrid meeting

Leah Kacanda, project team member from WRA, presented an overview on roundabouts, including functionality, and improving traffic flow and safety. Leah shared the following locations in the Five Points area that were scheduled for roundabout construction:

- Plantation Road
- Wescoats Road at Marsh Road
- Minos Conaway (three locations)
 - Nassau Road/New Road
 - Janice Road/New Road
 - Minos Conaway Road/Service Road A

Mike Campbell, Landscape Architect from WRA, presented an overview on Trees within the Right-of-Way to educate and solicit feedback from working group members. Mike's presentation included information on why DelDOT would include trees along a typical project in public right-of-way, safety being a factor in placement of trees, selecting the proper species of trees and maintenance requirements and costs of installing trees and landscaping within the right-of-way.

April 25, 2022: hybrid meeting

DelDOT Deputy Secretary and Chief Engineer, Shanté Hastings gave an overview on Capitol Transportation Program (CTP) projects in the Five Points Area. For each project, Shanté reviewed project descriptions, phases, projected construction completions, and updates. The CTP projects Shanté reviewed in the Five Points area included:

- Savannah Road Sidewalk Improvements
- SR 24, Love creek to Mulberry Knoll
- Coastal Highway Intersection Improvements
- Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1)
- Realignment of Old Orchard at Wescoats Corner
- Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvements
- SR 1, Minos Conaway Road Grade Separated Intersection

- SR 1 and Cave Neck Road Grade Separated Intersection
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Plantation Road Improvements, SR 24 to Robinsonville Road (Phase 2)

Several of these projects will benefit the Five Points intersection by providing vehicular traffic with alternate routes. These projects will be advanced so they are completed sooner rather than later. Shanté added that all of the project information is available on the DelDOT website at www.deldot.gov/projects

Bill Geschrei, WRA project manager for the New Road Improvements project, presented updates on the project. Bill reviewed project limits, existing conditions, goals, future environmental impacts if New Road and Bridge No. 3-714 over Canary Creek are left as is, cross sections of proposed improvements, structural designs, and traffic detours to be implemented during construction. The project includes a proposed shared use path crossing along New Road, with flashing warning signs so that vehicles are aware of bikes and pedestrians crossing and a median crossing island. The next steps in the project timeline include completing the construction documentation and project advertisement for competitive bidding:

- Right-of-way acquisition - Ongoing
- Competitive bidding - Fall 2023
- Notice to proceed – Spring 2024
- Start construction – Fall 2024
- Project completion – Spring 2025

John Fiori, the DelDOT Bicycle Coordinator, presented updates on the Bicycle Program for Local System Improvements. John shared a history of the previous phases of the Georgetown to Lewes Trail, details on the current state of the trail (8 miles in length), the next and future phases leading to completion. Once complete the multimodal pathway will be 16.9 miles long between Georgetown and Lewes, and users will be able to utilize a separated non-motorized facility to Rehoboth Beach without needing to ride on a roadway. The next phase of the Georgetown to Lewes Trail will be Cool Spring Road to Fisher Road. John also shared information on completion of the Junction-Breakwater low-stress multi-modal connection into the City of Rehoboth Beach, and bicycle safety checkpoints dates and locations.

Tremica Cherry-Wall of DTC gave an update to the DART Summer Operations schedule, covering date of schedule, parking for park and ride locations, fare costs, and routes included in summer schedule (201, 203 and 204). Tremica encouraged all users to download the DART apps if they haven't done so yet. The DART Pass app allows users to make fare payments seamlessly, speeding up the boarding process. The DART Transit app provides real time bus information so users can see when the bus will actually arrive at their locations.

Gene Donaldson from DelDOT's Transportation Management Center (TMC) gave an overview of the DelDOT app including its capabilities and new features (Electric Vehicle Charging Stations, Report an Issue, and the DMV home screen. Gene provided details and instructions on how to report an issue to the TMC via the DelDOT app or by calling the TMC directly.

October 17, 2022: hybrid meeting

Andrew Bing from the Five Points consultant team and Jenn Cinelli from DelDOT Planning provided updates to Summer Traffic, Transit and Trails. The update included traffic data for the Dover Toll Plaza on SR 1 for Friday through Monday for Memorial Day and Labor Day 2022, and the pilot run of the Lewes Line which operated the entire 2022 summer season. The Lewes Line was able to get off the ground thanks to support from private partnerships and the bond bill but would need more partners to continue the program.

Dorothy Morris and Jason Vogl from the Office of State Planning and Coordination (OSPC) presented information on the Delaware Planning Development Trends Report, which was just released around the time of this meeting. Dorothy explained that the OSPC Delaware Planning Development Trends Report details development activities across all local jurisdictions within the State of Delaware in order to coordinate land use with the state budget process. Jason presented an interactive map featuring the data used to prepare the report, which is available for public use:

<https://devtrends.stateplanning.delaware.gov/apps/development-trends-dashboard-2022/explore>

Sarah Coakley, DelDOT Principal Planner, presented updates on the Henlopen Transportation Improvement District (TID). Sara noted that the Planning and Environment Linkages Study (PEL) allows DelDOT to get a head start on National Environmental Policy Act (NEPA) Process. The Mulberry Knoll Road Extension Study included a PEL. Sara was able to answer questions from the Working Group members pertaining to the Henlopen TID and TIDs in general.

Public Workshop - Open House

An Open House was held to present the contents of the 2021 Annual Report, describe progress made in 2021 on implementation of study recommendations, and discuss goals for 2022. One drop-in session was held, on Wednesday, June 22, after being rescheduled from Monday, May 16 due to severe weather conditions. In total, 37 people attended. Most of the workshop comments and online survey responses were focused on site specific issues/concerns at or around Five Points intersection itself, including:

- Functionality of Plantation Road/ Beaver Dam Road/Route 9 intersection
- Excessive speeds northbound on Nassau Bridge
- Improper signage on Route 9 westbound
- “Don’t block the box” legislation
- Maintenance of state-owned property north of Bay Terrace after completion of Plantation Road project
- Congestion along Route 9

Information about all DelDOT projects is available in the project portal at <https://deldot.gov/projects/>.

CTP for FY 23 - 28

On February 24, 2022, the Council on Transportation approved DelDOT's FY 23 – FY 28 Capital Transportation Program (CTP). FHWA and FTA approved the FY 23 – FY 28 CTP on November 16, 2022.

Nine new projects in Sussex County were added to the FY 23 – FY 28 CTP. Three are in the area of Five Points:

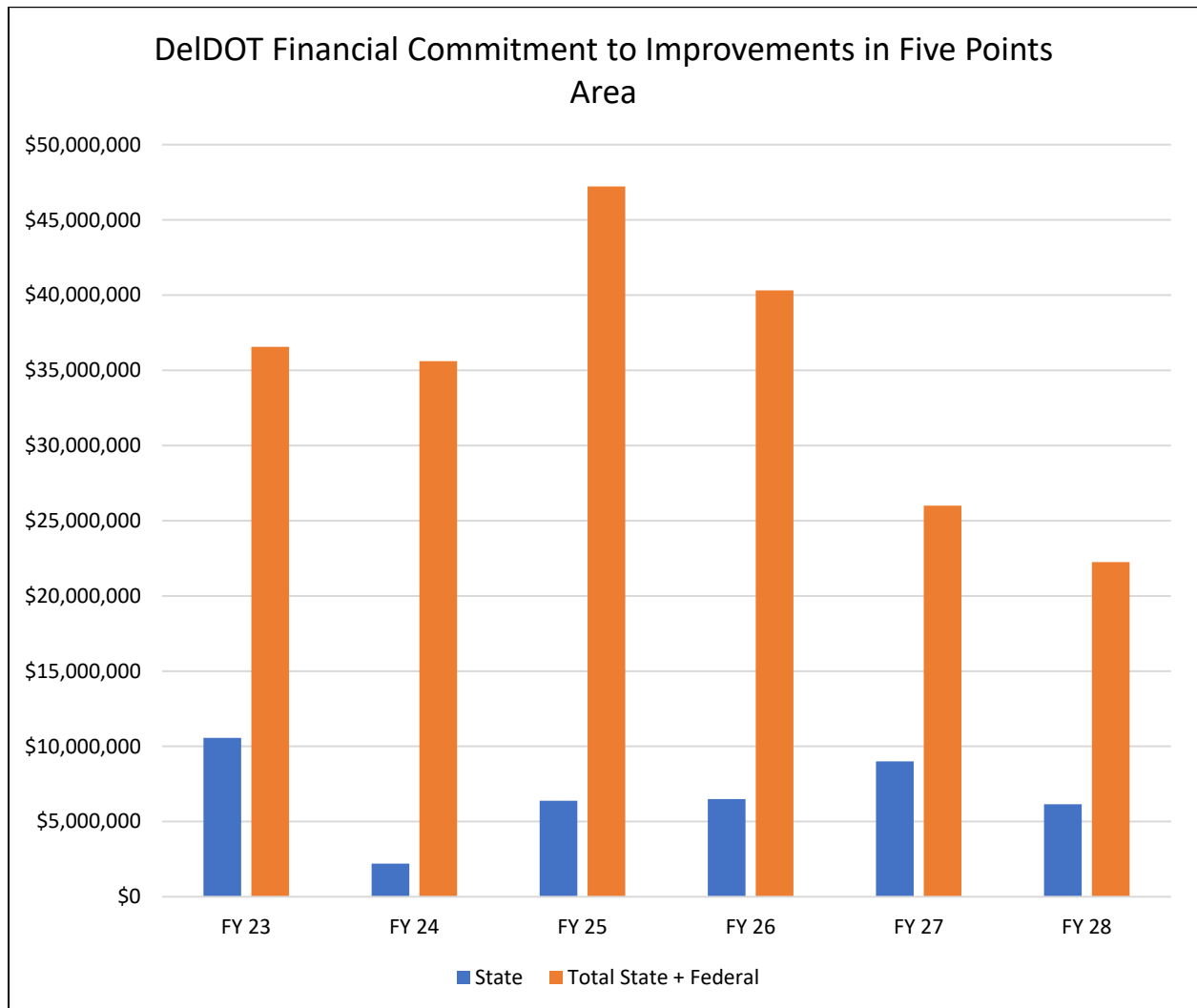
- Mulberry Knoll Road (Cedar Grove Road to US 9 at Old Vine Road) Extension
- Postal Lane (Linden Lane to SR 1) Improvements
- Shady Road (Plantation Road to SR 1) Improvements

Preliminary engineering for all three projects is planned to begin in FY 28.

Twelve Five Points area projects are carried forward from the previous CTP, for a total of 15 projects in the area of Five Points:

- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Grade Separated Intersection
- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Old Vine Blvd. to SR 1)
- Airport Road Extension, Old Landing Rd to SR 24
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Cave Neck Road, Hudson Road, and Sweetbriar Road Intersection Improvement
- New Road (Nassau Road to Old Orchard Road)
- Old Landing Road and Warrington Road Intersection Improvement
- Plantation Road Improvements, SR 24 to US9
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Realignment of Old Orchard Road at Wescoats Corner

The financial commitment of state funds made by DelDOT for capital projects in the Five Points area over the next six fiscal years totals over \$37,000,000. In addition, DelDOT plans to allocate over \$167,000,000 of its federal transportation funds to these projects. **This will result in a total six-year investment of more than \$204 MILLION in the Five Points area.**



Other transportation projects in the next six fiscal years include a safety improvement project at the intersection of Dairy Farm Road and Beaver Dam Road/Fisher Road, as well as improvements to the New Road bridge over Canary Creek, with work currently scheduled to begin in fall of 2024. Costs of these projects are within county-wide or state-wide budget numbers rather than individual CTP line items.

Five Points Transportation Study Website

During Phase 1, DelDOT established a website, 5points.deldot.gov, to serve as an information portal for stakeholders and the public, where all project-related materials and activities could be viewed and/or downloaded.

In March 2020 a redesigned Five Points website went live. The website is regularly updated to include Working Group meeting and workshop announcements, as well as Working Group meeting materials. The Implementation Plan showing current status of all the Five Points recommendations is provided on the website. The website includes reports from current and previous studies undertaken in the Five Points area, as well as links to the DelDOT website project pages for projects in the Five Points area. DelDOT press releases relating to the Five Points Transportation Study and all the monthly email updates sent to the public are also available on the website.

The website was visited 50 times over the course of 2022, or an average of 4 times per month. Throughout 2022, there were no significant spikes in activity on the website.



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DELAWARE DEPARTMENT OF TRANSPORTATION

Five Points Transportation Study

FIVE POINTS
TRANSPORTATION STUDY

Home
Get Involved
Implementation Plan
Public Workshops
Studies and Reports
Working Group Meetings
Phase 1

Next Working Group Meeting
No Upcoming Meetings

About this Study

The Five Points Transportation Study (the Study) is a joint effort developed by DelDOT and Sussex County to examine potential improvements to the area around the intersection located at Routes 1 and 9 near Lewes also known as Five Points. Based on transportation issues in this area, the Study seeks to reduce congestion and improve capacity on Route 1.

The study began with Phase 1, Five Points Working Group, which was composed of elected officials, DelDOT and Sussex County representatives, as well as local residents and businesspeople. The Study has moved into Phase 2 – Implementation which involves the development and execution of studies, projects and plans based on the Working Group's 78 recommendations.

Phase I was completed in the fall of 2018 and Phase 2 began in spring 2019 to further the **Implementation Plan** with Working Group support and involvement.

FIVE POINTS
TRANSPORTATION STUDY
STUDY AREA MAP

Study Area Map

Subscribe to Five Points Email Updates
(Log in, go to Subscriptions, Manage Subscriptions, and search for Five Points)

Email Updates – “Following Five Points”

“Following Five Points” email updates continue to provide Working Group members and the public with regular project information and updates on other projects taking place in the Five Points area. Email updates are sent once between Working Group meetings. In 2022, Following Five Points email updates were distributed in February, March, June, September, and December 2021; additional email updates were distributed in February to announce a public workshop for the Kings Highway project; April to provide the log-in information for the April hybrid Working Group Meeting; and then several were sent in May and June regarding the postponement and then rescheduling of the Spring Open House. All total, ten (10) Following Five Points email updates were distributed in 2022. Regular email updates included a recap of the most recent Working Group meeting and announcements of upcoming Working Group meetings; announcements/invitations to public events (workshops, webinars, information sessions, etc.) for the Five Points Transportation Study and other DelDOT projects within the Five Points area; updated resources/information for other on-going projects in and around the Five Points area; and an educational segment called the “Knowledge Corner” that provides information on a transportation topic related to the Five Points Transportation Study or other DelDOT efforts. The email updates continue to allow for more consistent communication from the Study Team to the Working Group and the public on transportation topics affecting the Five Points area.

The distribution list for the “Following Five Points” email updates was originally developed in 2018 and 2019 from in-person Working Group meeting and public workshop sign-in sheets. Over the course of the study, the distribution list has continued to be updated and was updated in 2022 to reflect changes to Working Group members or local elected officials; individual requests to be added to the list; and registration and attendance at online Working Group meetings and online public workshops. In terms of distribution, the Following Five Point Distribution list increased by two (2) individuals from 2021 to 2022. However, the Following Five Points email updates continue to be a popular read with subscribers, with, on average, nearly 60 percent of subscribers opening and reading the articles in each issue.

	2021	2022	Change from 2021-2022
Distribution List	482	484	2
Email Updates Sent	11	10*	-2
Average Opens	199	257	58
Average Open Rate	52.9%	60%	7.1%

*September 2022 Email Update was sent twice because of an error. The re-send is not included in this number.

Public Workshops for Current Projects Related to the Five Points Transportation Study

Seven public workshops related to projects in the Five Points area were conducted in 2022.

- **New Road Bridge Replacement and Roadway Improvements**

A public workshop was held in person on March 29, 2022. This was an informational meeting to provide project goals, existing and proposed conditions, and renderings of the New Road bridge replacement.

- **SR 1 Low Stress Bikeways Study**

Three outdoor public outreach events were held to solicit public input on the SR 1 Low Stress Bikeways Study on Friday, June 24 4:00 PM at Junction-Breakwater Trail @ Rehoboth Avenue, Saturday, June 25, 9:00 AM at Georgetown-Lewes Trail @ Nassau Road and Junction-Breakwater Trail @ Hebron Road (both Saturday events were held concurrently).

A public workshop was held in person on Wednesday, November 16, 2022, 5:00 PM. This workshop invited the public to review findings from 2022 summer public survey, comment on the results of DelDOT's analysis of the degree to which different crossing locations along SR 1 will help improve low-stress connectivity within the project area and share their ideas and preferences for the locations of low-stress bike connections along SR 1. This workshop also provided an update on the overall study and schedule.

- **Corridor Capacity Preservation Program (CCPP) SR 1 Plan Update**

A hybrid public workshop was held on Wednesday, November 16, 2022, 4:00 PM. This workshop sought public feedback to help develop the latest update on the CCPP SR 1 Plan by having the public answer several questions posed by DelDOT: How can DelDOT - Handle traffic safely and efficiently? - Minimize impacts of development? - Plan future improvements? - Utilize service roads?

- **North Bethany Pedestrian & Bicyclist Safety Study**

A hybrid public workshop was held on Wednesday, October 26, 2022, 5:00 PM. This workshop presented study information, including collected data and observations, and included a question-and-answer period. Comment forms were also made available.

- **Coastal Highway Intersection Improvements, Location 3 - SR 1 and Old Landing Road**

A virtual public workshop was held on Wednesday, March 30, 2022, all day. This workshop presented proposed designs, display plans, and pre-recorded video of presentation. These materials were made available for 30 days, and so were comment forms for the public to express their views, giving reasons of support, or opposition to the proposed project.

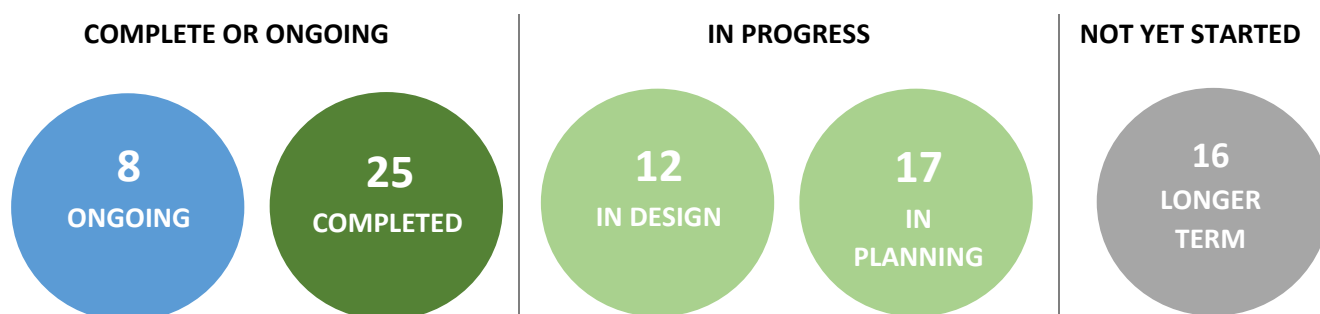
- **US 9 (Kings Highway) from SR 1 to Freeman Highway**

A virtual public workshop was held on Wednesday, February 23, 2022, 4:00 PM. This workshop presented the concept design and updated the public on the upcoming design schedule. Display plans and project information were provided for public review and comment. Attendees also had the option to download materials from the project website.

IMPLEMENTATION STATUS SUMMARY

By the end of 2022, of the 78 recommendations, 29 were in progress, including four that were listed as agency priorities for initiating work in 2022, and 25 were completed. One recommendation was changed to Ongoing in 2022, bringing the total Ongoing to eight. Work for Ongoing recommendations is part of DelDOT's or the County's core responsibilities and is performed on a regular basis.

Status of recommendations at the end of 2022



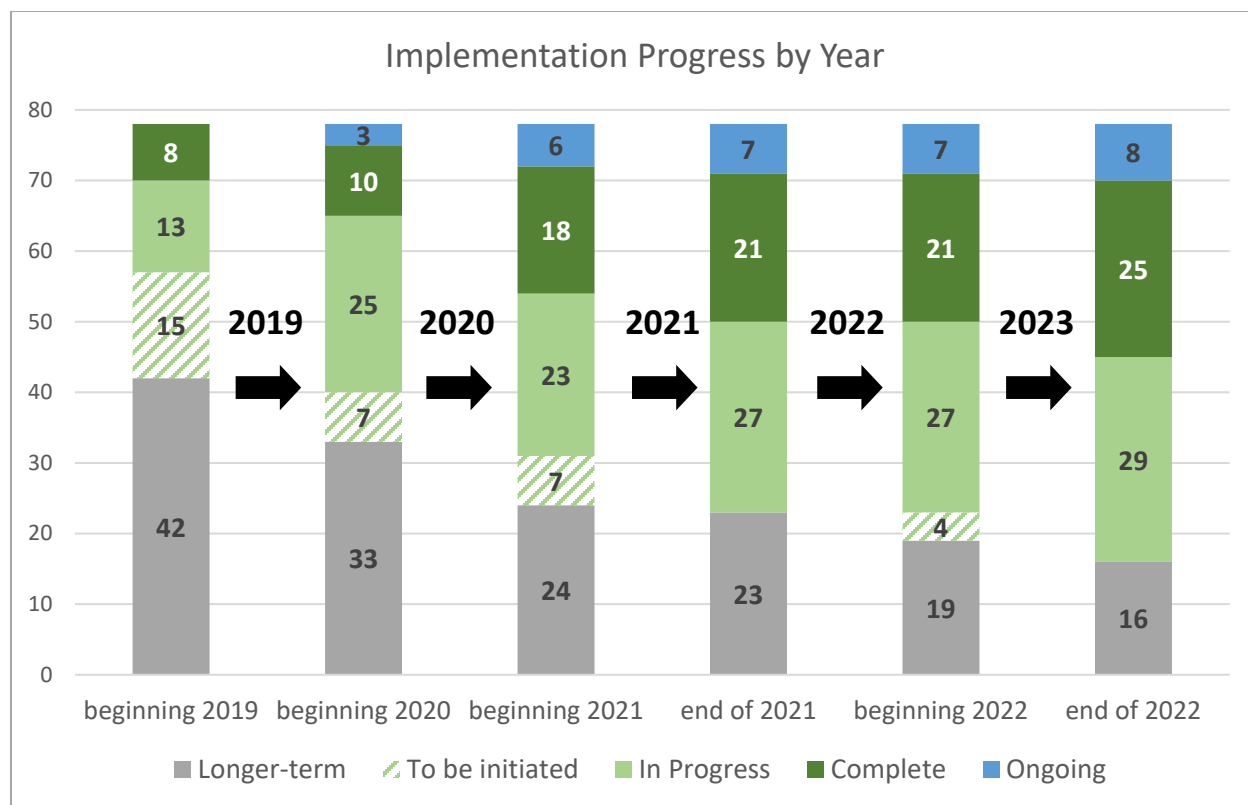
Progress Made During 2022

At the beginning of 2022, 55 of the 78 recommendations were in progress, complete, or ongoing ("ongoing" meaning that work will continue to be performed on a regular basis, whereas work "in progress" will be "complete" at some point).

For example, recommendation B-1, "Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation" is classified as ongoing, since new development applications are submitted regularly, and this recommendation will apply indefinitely. Recommendation B-2, "Consider modifications to land development requirements and/or the Development Coordination Manual..." is "in progress," since staff at the County and DelDOT are working to revise these documents, and once those revisions are done the status of this recommendation will change to "completed."

At the beginning of 2022, 23 of the 78 recommendations had not yet been started. The Implementation Plan called for initiating action in 2022 on four longer-term recommendations, while also continuing work already in progress.

Four recommendations that had been considered "Longer-Term" in 2021 were initiated in 2022. By the end of the year, three were classified as "In Progress" and one as completed. Three other recommendations that were in progress at the beginning of 2022 were also completed. By the end of 2022, 62 of the 78 recommendations were in progress, complete, or ongoing, while only 16 had not yet been started, as shown in the following chart.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes progress for each individual recommendation including any change of status that occurred in 2022.

Category A: Recommendations to be implemented under current DelDOT projects or initiatives

STATUS	Beginning of 2022	End of 2022	Change
Complete	5	6	+1
Ongoing	0	0	-
In Progress	2	1	-1
Initiate in 2022	0	0	-
Longer Term	0	0	-
TOTAL	7	7	-

Category B: Implement policies and procedures to make the area more efficient, sustainable and beautiful

STATUS	Beginning of 2022	End of 2022	Change
Complete	5	6	+1
Ongoing	5	6	+1
In Progress	7	8	+1
Initiate in 2022	1	2	+1
Longer Term	9	5	-4
TOTAL	27	27	-

Category C: Make the most of existing roadway infrastructure

STATUS	Beginning of 2022	End of 2022	Change
Complete	9	10	+1
Ongoing	2	2	-
In Progress	5	5	-
Initiate in 2022	1	1	-
Longer Term	3	2	-1
TOTAL	20	20	-

Category D: Make walking, bicycling, and transit more viable as alternatives to driving

STATUS	Beginning of 2022	End of 2022	Change
Complete	2	2	-
Ongoing	0	0	-
In Progress	10	11	+1
Initiate in 2022	1	1	-
Longer Term	2	1	-1
TOTAL	15	15	-

Category E: Invest in new infrastructure to support anticipated growth

STATUS	Beginning of 2022	End of 2022	Change
Complete	0	1	+1
Ongoing	0	0	-
In Progress	3	4	+1
Initiate in 2022	1	1	-
Longer Term	5	3	-2
TOTAL	9	9	-

NOTABLE ACHIEVEMENTS

Construction

The Five Points Transportation Study is about more than just analyses and reports. Through partnership and collaboration, the many groups within DelDOT and Sussex County government continued to implement Five Points Transportation Study recommendations and advance projects already in progress to make actual changes on the ground.

Improvements that have been constructed during 2022 include:

- Savannah Road Sidewalk improvements
- Munchy Branch Road shared use path

The construction schedule for DelDOT projects in the Five Points study area is illustrated in the following table. Three of the planned projects are not yet scheduled (noted as TBD in the table). The current CTP covers FY 2023 – 2028; therefore, projects shown in years after 2028 have a less certain estimate of start of construction.



Rectangular Rapid Flashing Beacons (RRFBs) on Freeman Highway

* The SR 1 Intersection Improvements project no longer includes improvements at SR 1/US 9, which will now be included in the

DeIDOT Capital Transportation Program and Traffic Projects

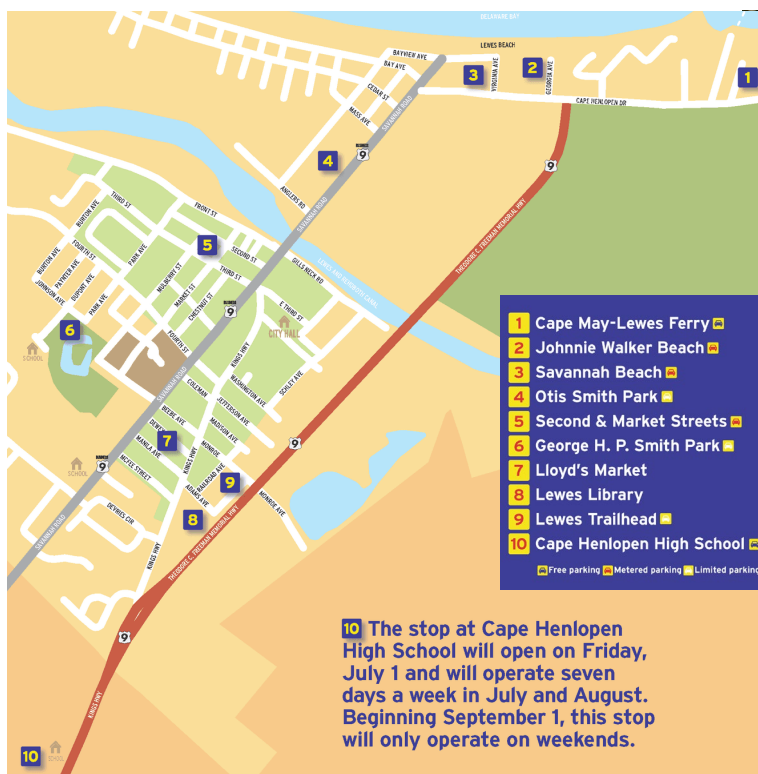
	Estimated Construction Year									
Project	22	23	24	25	26	27	28	29	30	
Removal of Bridge 3-928R, Lewes RR Swing Bridge										
Plantation Road Improvements, SR 24 to US 9										
SR 24, Love Creek to Mulberry Knoll Road										
Coastal Highway Intersection Improvements (SR 1/Old Landing Road)*										
US 9 and Minos Conaway Intersection Improvements										
SR 1, Minos Conaway Road Grade Separated Intersection										
BR 3-714 on S266 New Road over Canary Creek										
SR 1 and Cave Neck Road Grade Separated Intersection										
Cave Neck, Hudson, and Sweet Briar Rd intersection (FAST Track)										
Georgetown to Lewes Trail, Fisher Road to Airport Road										
Realignment of S269A (Old Orchard Road) at Wescoats Corner										
US 9 Widening (Ward Ave. to Old Vine Blvd)										
US 9, Kings Highway, Dartmouth Drive to Freeman Highway										
Airport Road extension, Old Landing Rd. to SR 24 (TBD)										
Beaver Dam Road Widening, SR 1 to Dairy Farm Road** (TBD)										
Mulberry Knoll Road (Cedar Grove Rd. to US 9) Extension (TBD)										
New Road, Nassau Road to Old Orchard Road (TBD)										
Old Landing Rd and Warrington Rd Intersection Improvement (TBD)										
Postal Lane (Linden Lane to SR 1) Improvements (TBD)										
Shady Road (Plantation Rd. to SR 1) Improvements (TBD)										

overall SR 1 & Minos Conaway GSI project, or at SR 1 & Kings Highway, which will be advertised under a separate contract.

**The Beaver Dam Road Widening project now includes Dairy Farm Rd & Beaver Dam Rd/Fisher Rd Intersection Improvement which appeared as a separate project in the 2020 Annual Report.

Lewes Line Pilot Season

The City of Lewes operated the Lewes Line Pilot Program between May 23 and September 30, 2022. This seasonal transit program utilized retired DART paratransit buses. Tickets were \$1 each, or 12 rides for \$10, and later discounted to 12 rides for \$5. The cost was approximately \$120,000 to operate. The Pilot was funded by sponsorships and the bond bill. The program generated \$6,100 in ticket sales. The most popular stops were the Cape May-Lewes Ferry Terminal and the intersection of 2nd and Market Street. The City hopes to continue the pilot for summer 2023.



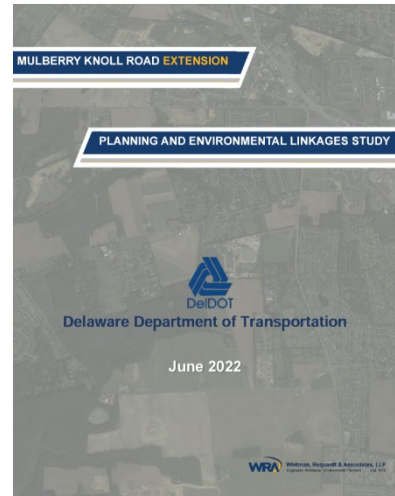
Source: Cape Gazette



Source: Cape Gazette

Mulberry Knoll Road Extension Study Completed

The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. This Study addressed Five Points recommendations A-7, E-2 and E-3.



“Don’t Block the Box” Legislation Adopted

House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DelDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.

Bringing State Roads up to DelDOT Standards

C-11 recommends that DelDOT “develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders.” In 2020 the Working Group clarified that C-11 applies to state roads. The Henlopen TID study addressed state-maintained roads west of SR 1 and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others, rendering this recommendation complete.

PRIORITIES FOR 2023

The following four recommendations are planned for initiation in 2023.

- **B-17: Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks.**
- **B-18: Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County.**
- **C-18: Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road.**
- **D-13: Identify locations in the study area where bike parking can be provided.**

In addition, work will continue on recommendations that are already in progress.

Other relevant activities that will continue in 2023 include coordination with developers to take advantage of opportunities to incorporate improvements that further the Five Points Transportation Study recommendations, as well as the operation and management of the Henlopen TID.

APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing status as of end of 2022, and as applicable, activities completed during the past year, next steps, and anticipated schedule.

Category A - Recommendations to be implemented under current DelDOT projects or initiatives (as of the end of 2021)

A-1: Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

Studies have been completed, with results presented to the Five Points Working Group in October 2019. DelDOT is proceeding with a program of grade separations and crossover improvements.

In 2016 and again in 2019, DelDOT conducted in-depth studies to understand the magnitude of safety and congestion concerns in this area, and specifically to determine what traffic impacts might be caused by removal of the signal at SR 16. Study results were presented at the October 28, 2019, Working Group meeting. DelDOT found that:

- Replacement of traffic signals to the north at Little Heaven and Thompsonville Road with grade separated intersections did not cause traffic concerns at SR 16, the next traffic signal to the south of those locations. Similarly, it is expected that replacement of the traffic signal at SR 16 with a grade separated intersection will not cause traffic concerns at Five Points, the next traffic signal to the south.
- At SR 1's intersections with major side roads, particularly Cave Neck Road and Minos Conaway Road, there are very few gaps in peak summer Saturday traffic to allow drivers to turn left onto SR 1. DelDOT's field studies confirm resident observations in this regard. However, replacement of the traffic signal at SR 16 with a grade separated intersection will only affect gaps close to SR 16. At Cave Neck Road and Minos Conaway Road, gaps in traffic are not influenced by the signal at SR 16 and will not be affected by its removal. Therefore, the SR 16 grade separation will proceed on its current schedule.

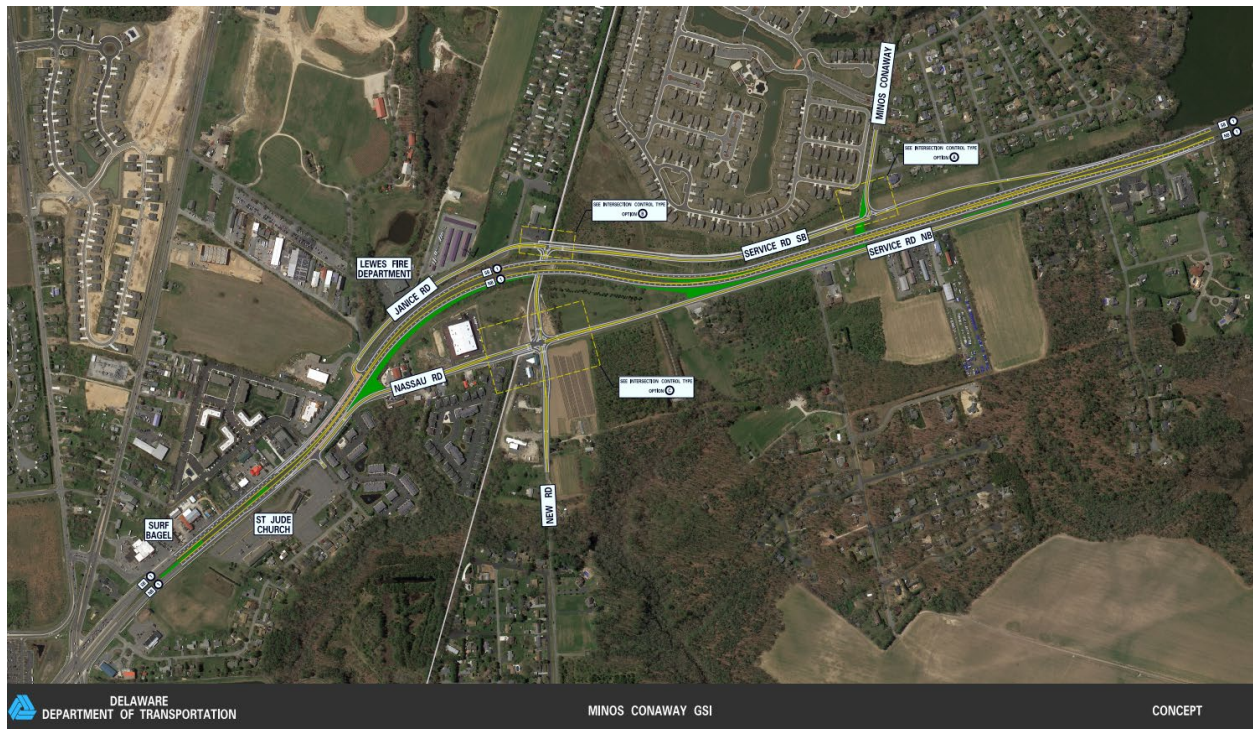
DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that delaying any one of these projects would not accelerate the others, but instead would only delay the safety benefits afforded by that project to the traveling public.

A-2: Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

The Tulip Drive connection to Route 1 is now part of the SR 1/Minos Conaway Road grade separation project. The project includes two-way service roads on both sides of SR 1. Tulip Drive will intersect the two-way service road on the east side of SR 1, which leads to the grade separation at New Road. Left turns from southbound SR 1 to Tulip Drive and left turns from Tulip Drive to southbound SR 1 will be made via this grade separation and the service roads. Construction is expected to take place in 2023-2025.



A-3: Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

This effort was completed as part of the US 113 Millsboro-South Area Supplemental Draft Environmental Impact Statement (DEIS). A two-lane bypass was found to be adequate for future demand.

A-4: Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

Sussex County Tourism has developed the plan for destination signing on SR 1 in the “Delaware Beaches Route 1 Corridor Wayfinding Program”, including eligible destinations and sign appearance. The boat ramp is identified as a major destination eligible for signing on Route 1. As of the end of 2021, funding was not available for sign installation. Directional signs that are installed as part of DelDOT’s Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of Minos Conaway project signing will be available when semi-final plans are completed, and the public will have the opportunity to comment. Coordinate with recommendation B-24.

A-5: Evaluate one-way service roads as part of the Minos Conaway Road grade separation project

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.

A-6: Study the feasibility of extending the eastbound widening of Route 24 to Love Creek

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.

A-7: Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
COMPLETE

The Mulberry Knoll Road Extension Study was finalized in June 2022.

The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

**Category B – Implement policies and procedures to make
the area more efficient, sustainable, and beautiful**

B-1: Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation

Status at beginning of 2022

ONGOING

Status at end of 2022

ONGOING

All subdivision applications are subject to pre-application meetings with county staff. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.

This requirement is currently in the County's zoning code for commercial uses, and the Sussex County Planning & Zoning Commission are enforcing this on a regular basis. In their decisions, they have been clear that the Final Site Plan must show commercial interconnectivity.

The Planning & Zoning Commission has the ability to require interconnection to be provided and this is looked at on a case-by-case basis. There is provision within the Subdivision Code relating to interconnectivity.

B-2: 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

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DelDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DelDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DelDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments). Secretary Majeski and Deputy Secretary Hastings presented to Sussex County Council in March 2023.

B-3: 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.

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE



An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DelDOT app.



B-4: Improve advance acquisition process to allow DelDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

New advance acquisition regulations were approved by the General Assembly in 2018. Now proactive purchases are feasible.

B-5: Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

DelDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1 , C-12.

B-6: Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan

Status at beginning of 2022
Longer-term

Status at end of 2022
Longer-term

B-7: Continue TID studies both east and west of Route 1

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.

B-8: Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

DelDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. DNREC is getting ready to update the entrance to Cape Henlopen State Park, and would like to explore adding automated counters for use in tracking parking occupancy. Coordinate with recommendation B-3.

B-9: Study enhancing New Road per Byway Master Plan

Status at beginning of 2022

ONGOING

Status at end of 2022

ONGOING

The final New Road Corridor Master Plan was published in December 2019 and can be viewed at <https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf>

The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.

B-10: Endorse "don't block the box" legislation with camera enforcement

Status at beginning of 2022

To be initiated in 2022

Status at end of 2022

COMPLETE

House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DelDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.

B-11: Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

This requires approval by the General Assembly.

B-12: Study relaxed height limits as part of the comprehensive plan to increase density

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

This remains a longer-term initiative and is under consideration by Sussex County.

B-13: Study alternatives to both meter and slow southbound traffic approaching Five Points

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

DelDOT implemented speed reduction pavement markings in July 2019 along SR 1 southbound approaching the Nassau Bridge. Speed measurements taken in August 2019 show a 4-mph reduction in average speed (from 57 mph to 53 mph) and a 5-mph reduction in 85th percentile speed (from 63 mph to 58 mph).



B-14: Identify locations where trees can safely be planted within the right of way

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

ONGOING

DelDOT considers adding trees during development of capital projects. At the January 2022 meeting DelDOT provided the Working Group with guidelines that govern how trees could potentially be planted within the right of way. DelDOT will continue to solicit feedback from the community for future capital projects.

B-15: Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

B-16: Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations

Status at beginning of 2022

ONGOING

Status at end of 2022

ONGOING

Lighting is installed based on DelDOT's *Lighting Design Guidelines*. Noise impacts of transportation projects are evaluated based on Federal requirements (23 CFR 772) and DelDOT's *Transportation Noise Policy*.

B-17: Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks

Status at beginning of 2022

Longer-term

Status at end of 2022

To be initiated in 2023

At this time, the focus will be on multi-modal trails.

B-18: Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County

Status at beginning of 2022

Longer-term

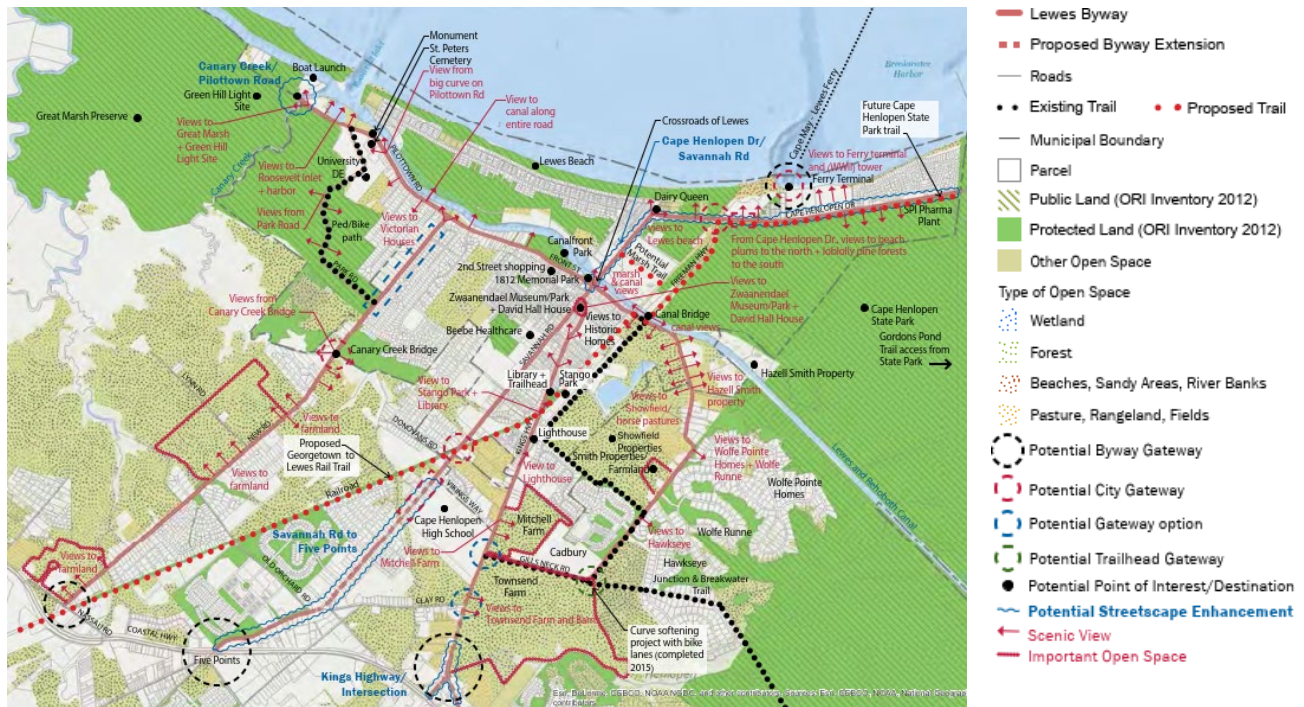
Status at end of 2022

To be initiated in 2023

Sussex County is primarily responsible for this recommendation, along with DelDOT, the City of Lewes, and the Historic Lewes Byway Committee.

The *Lewes Scenic and Historic Byway Corridor Management Plan*, published in October 2015, identified potential gateway locations at New Road/Nassau Road, SR 1/Savannah Road, and SR 1/Kings Highway as well as other gateway options.

DelDOT will investigate incorporating aesthetically pleasing gateway features at the New Road/Nassau Road intersection as part of the capital project for the SR 1/Minos Conaway Road grade separated intersection, which is currently under design.



Historic Lewes Byway enhancement map from October 2015 byway corridor management plan.

The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DelDOT, but led by Historic Lewes Byway/Delaware Greenway. The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.

B-19: Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

B-20: Consider whether CTP funding should be allocated based on population growth

Status at beginning of 2022

Longer-term

Status at end of 2022

IN PROGRESS

There are nine new Sussex County projects in the FY23-FY28 CTP, 3 of those are in the Five Points area.

B-21: Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility

Status at beginning of 2022

ONGOING

Status at end of 2022

ONGOING

Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.

B-22: Require bike parking as a condition of certain new developments

Status at beginning of 2022
ONGOING

Status at end of 2022
ONGOING

Discussions with developers occur as plans are submitted. Sussex County makes bike parking suggestions for some site plans. Sussex County staff encourage bike parking in appropriate locations, such as in multi-family developments, but this is decided on a case-by-case basis and is largely dependent on location.

B-23: Use an app to warn people of congestion on Route 1 and recommend alternative routes

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

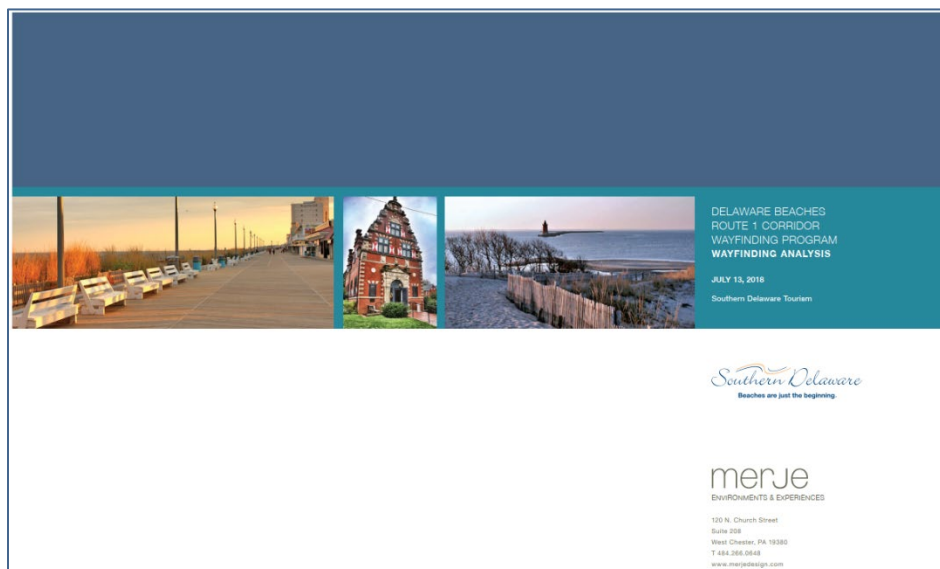
The free DelDOT mobile app has been in place and is continually being updated. Through an established partnership, DelDOT and Waze exchange traffic data. The DelDOT app provides travel time information and real-time traffic advisories, as well as many other features.

B-24: Improve tourism-oriented destination signage along Route 1

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. Scott Thomas, Executive Director of Sussex County Tourism will be joining the Five Points Working Group in 2023 to aid in coordination.



B-25: Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded. However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases. DelDOT is investigating right of way issues, including maintenance, for the remaining portion to Janice Road.

B-26: Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country

Status at beginning of 2022
Longer-term

Status at end of 2022
IN PROGRESS

A national expert is conducting a peer review of the Kings Highway Project.

B-27: Develop a better process for constituents to request transportation improvements

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

DelDOT continues to develop the Project Pipeline Process, a new portal for the public to identify transportation issues and request improvements.

Information on the current process for identifying and programming transportation improvements is available at <https://deldot.gov/Publications/reports/CTP/index.shtml>.

Category C – Make the most of existing roadway infrastructure

C-1: Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A project is programmed in the FY 21 - 26 CTP. The project development process began in October 2021. The Coastal Corridors Study will begin a preliminary evaluation of Route 9 from Old Vine Boulevard through 113.

C-2: Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. The right turn lane was added to a paving rehabilitation project and construction is complete.

C-3: Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.

C-4: Improve the Canary Creek bridge on New Road to reduce flooding

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021. Final right of way approval has been received. Construction is anticipated to begin in Fall of 2024.

C-5: Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022 and design will be completed in early 2024. All-way stop control was implemented recently as a interim safety upgrade.

C-6: Study the feasibility of lengthening left- and right-turn lanes throughout the study area

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

COMPLETE

DelDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DelDOT projects. DelDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project, although a recommendation was made to not move forward. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.

C-7: Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

A curve compliance study was completed in February 2019 and signage improvements were implemented in March 2019. A project to upgrade Minos Conaway Road with five-foot shoulders, eleven-foot travel lanes, and turn lanes at SR 9 and Kings Crossing is included in the recommended transportation improvements to be implemented through the proposed Henlopen TID. This project is also proposed to include realignment of the curve and a ten-foot-wide shared-use path along the eastern side of the roadway. This project is not yet funded. A paving project is adding a right turn lane at US 9. Further action is on hold pending the completion of the Minos Conaway Grade Separated Intersection.

C-8: Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

DelDOT's assessment was completed with the report dated October 25, 2019. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would involve more than striping. Input was solicited from the Working Group at the January 27, 2020 meeting.

The Five Points Working Group recommended that a two-way left-turn lane, if feasible, be extended north at least as far as Sussex Drive, because left turns to the school cause a bottleneck. Also, Savannah Road is a Historic Lewes Byway, and any plan must be coordinated with the Historic Lewes Byway Committee.

DelDOT met with Byway Committee representatives. The Byway Committee intends to move forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided. They are seeking funding for the master plan. This recommendation needs to be coordinated with Recommendation D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.

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

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

DelDOT evaluated modifying the median to allow extension of the second westbound US 9 through lane west of the Plantation Road connector. This design would require extensive modifications to the Plantation Road Phase 1 project plans, causing delays to that project and potentially increasing property impacts. Rather than delay Plantation Road Phase 1, construction of which is scheduled to start in 2022, other short-term safety and operational improvements were completed in spring of 2020.

To better organize and direct westbound Route 9 traffic flow, overhead signs were installed on the northbound Route 1 left turn lanes and on westbound Route 9, and westbound Route 9 was restriped approaching the connector to Plantation Road.



US Route 9 after turning left from SR 1



US Route 9 approaching signal at Plantation Road Connector



Northbound SR 1 left turn lane signing

Direct access to Lowe's from southbound SR 1 may reduce traffic at US 9, Plantation Road, and Beaver Dam Road. Construction of this direct access is being pursued by DelDOT as part of the Plantation Road Phase 1 project maintenance of traffic. This new access will maintain traffic to Lowe's while a portion of Plantation Road is under construction.

DelDOT will be working with Lowe's to complete the direct access from southbound SR 1. See recommendation C-12.

C-10: Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies

Status at beginning of 2022

ONGOING

Status at end of 2022

ONGOING

This is a core function of DeIDOT Traffic and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.

C-11: Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

At the January 2020 Working Group meeting, the Project Team asked Working Group members to clarify which roads this recommendation applies to: state system roads, subdivision streets, or both. Feedback received indicated the recommendation applied to state roads.

The Henlopen TID study addressed state-maintained roads in the TID area west of SR 1 and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.

C-12: Study access management opportunities along Route 1 in the study area, including potential connections between businesses

Status at beginning of 2022

ONGOING

Status at end of 2022

ONGOING

This effort was initiated in 2020. Access management opportunities are investigated as part of development reviews. See recommendation B-5.

In 2020, DeIDOT pursued implementation of direct access to Lowe's from SR 1. Construction of this direct connection has been incorporated into the maintenance of traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe's when portions of Plantation Road are under construction. The connection will continue to provide direct access to Lowe's after the project is complete. Plantation Road Phase 1 is scheduled to start construction in 2022. An agreement between Lowe's and DeIDOT was executed in 2021 to provide access to Lowe's to Route 1 through the Lewes Transit Center property.

Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1, therefore this recommendation has been classified as ongoing.

C-13: Study the feasibility of eliminating unsignalized crossovers on Route 1

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

This recommendation refers to crossovers between Five Points and SR 24.

C-14: Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

Area legislators supported the installation of this sign using their Community Transportation Funds. The radar speed sign was installed August 18, 2021.

C-15: Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

Construction was completed in spring of 2020 to channelize and lengthen the acceleration lane from Minos Conaway Road onto southbound Route 1.



C-16: Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road

Status at beginning of 2022

To be initiated in 2022

Status at end of 2022

IN PROGRESS

The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal. Currently, Beacon Middle uses 13 buses at departure and Love Creek uses 10 buses at departure; however, only 2 buses turn left on Mulberry Knoll Road. The Department is in discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road.

C-17: Conduct capacity analyses at study area intersections to identify the need for turn lanes

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

C-18: Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road

Status at beginning of 2022

Longer-term

Status at end of 2022

To be initiated in 2023

Immediate maintenance concerns are being addressed now.

C-19: Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.

C-20: Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets

Status at beginning of 2022

COMPLETE

Status at end of 2022

COMPLETE

In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

Category D – Make walking, bicycling, and transit more viable as alternatives to driving

D-1: 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.)

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

The Route 204 is DART's primary fixed route transit service in the project area, with direct service to downtown Lewes, serving many popular destinations e.g. Villages of Five Points, Beebe Hospital, downtown Lewes, Johnnie Walker Beach and the Cape May-Lewes Ferry. The Route 204 provides service every 30 minutes from the Lewes Transit Center to Lewes and the Ferry. It operates from 6:00 am to 11:00 pm year-round Monday through Saturday. During beach season it operates from 6:00 am to 2:00 am seven days per week. The Lewes Transit Center allows customers to make connections to other DART fixed route services and access other locations throughout Sussex County.

Route 204 Ridership for 2022





Average Beach Bus (May - Sept.) Ridership

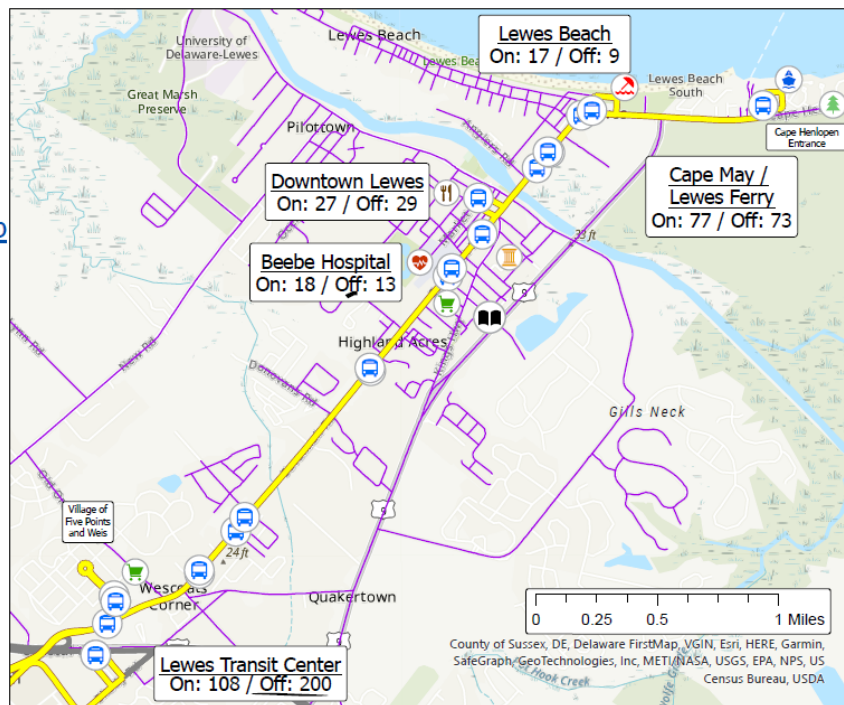
318 riders per Weekday
163 riders per Saturday
133 riders per Sunday

Average Year Round Ridership

98 riders per Weekday
96 riders per Saturday

Legend

-  Route 204 Bus Stops
-  Route 204
-  Other Bus Routes
-  Roadways



Parking will continue to be free at both the Lewes Park and Ride and the Rehoboth Park and Ride. Bus fares are paid upon boarding. One-way base fare is \$2.00; reduced fare for seniors is 80 cents. Daily, 7-day and 30-day passes are available that provide unlimited rides. Fares can be paid using the DART Pass App. Bus stop and route information as well as real-time bus tracking is available on the DART Transit App.

In 2021, DTC collaborated with the City of Lewes and provided them with small cutaway (paratransit sized) buses for a nominal fee of \$1/year per bus for use in 2022. Called the “Lewes Line,” the seasonal transit program will be operated by the City of Lewes, and transport residents and visitors to designated key locations throughout the city including the Cape May Lewes Ferry, Johnnie Walker Beach, Savannah Beach, Otis Smith Lot, Market Street, George H.P. Smith Park, Schley Avenue Lot, Lewes Library/Trailhead, and Cape Henlopen High School (on weekends when school is in session). The purpose is to alleviate parking and traffic congestion on city streets, help with parking challenges throughout the city, and provide increased circulation to services and businesses.



The Lewes Line began service on Monday, May 23, 2022, and operated 7 days a week through September 30, 2022, from 9 am to 9 pm every 30 minutes. Tickets were \$1 each, or 12 rides for \$10, and later discounted to 12 rides for \$5. The cost was approximately \$120,000 to operate. The Pilot was funded by sponsorships and the bond bill. The program generated \$6,100 in ticket sales. The most popular stops were the Cape May-Lewes Ferry Terminal and the intersection of 2nd and Market Street. The City hopes to continue the pilot for summer 2023.

DTC also received a federal grant to pilot on demand micro transit (DART Connect) services in the Georgetown and Millsboro areas. DART Connect has been operating since April 2021, the first month was free and on May 12, 2021, a fee was instituted. The pilot is still being evaluated and average ridership is approximately 70 - 80 rides per weekday. Based on the success of the pilot, this type of service will be further evaluated to determine if it is a feasible service delivery option to serve additional markets better suited for micro transit, including Lewes, rather than traditional fixed route services for other areas in Sussex County, and statewide. Lewes started "Lewes Line" service in May 2022 and they hope to continue the pilot for summer 2023.

D-2: Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

DelDOT initiated a study in 2020 to explore the feasibility of developing pathways or other forms of low-stress bicycle routes parallel to SR 1. But that study has a specifically defined scope and a defined geography, only partially within the Five Points area. In addition, the Henlopen TID studied and proposed pathways along many state-maintained roadways in the Henlopen TID area.

The Five Points Working Group recommended that the study for recommendation D-2 should include interconnectivity between the Georgetown-Lewes Trail and Savannah Road.

The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.

D-3: Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments

Status at beginning of 2022

To be initiated in 2022

Status at end of 2022

IN PROGRESS

DelDOT Planning is drafting a Complete Streets Design Guide that will offer design guidance for roadways including bike and pedestrian facilities. The plan is currently in draft form, and will go out for public comment in early 2023.

D-4: Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

Portions of these sidewalks will be built by current CTP projects on Old Orchard Road and the SR 1/Minos Conaway Road grade separated intersection project, as well as by developer projects.

The New Road Master Plan will identify remaining gaps on New Road. A gap remains on Old Orchard Road between the Trail and New Road. DelDOT will inventory remaining gaps in FY 23.

The New Road Corridor Master Plan final report identifies proposed facilities for walking that consist of a shared-use path in some portions. The final report can be viewed at <https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf>

The New Road Master Plan recommended sidewalks only east of Park Road. West of Park Road, the recommended concept for pedestrian mobility is a shared-use path on one side of New Road rather than sidewalks. The path is on the south (eastbound) side of New Road in the area of the SR 1/Minos Conaway Road project, and on the north (westbound) side of New Road along the Tower Hill development buffered from the road by developer landscaping. East of Schaffer Lane/Canary Creek Drive, the shared-use path again shifts to the south side of New Road, including a crossing of the Canary Creek bridge. At Park Road, the shared-use path would change to a combination of bicycle lanes and sidewalk on one side, extending to Pilottown Road. In the section between Park Road and 4th Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering sidewalk along the south side of New Road at their development.

Connecting the Tower Hill development shared-use path with the Lewes Preserve development requires that the shared-use path traverse across two frontage lots that are not part of either development. DelDOT is working on getting Tower Hill to extend the shared-use path to Schaffer Road.

At present there is likely to be a gap in the shared-use path east of the Canary Creek bridge project to approximately Forecastle Road, which is 400 feet before Park Road. The scope and extent of the bridge project still needs to be confirmed internally within DelDOT, as a portion of this segment is likely to be outside the limits of a bridge replacement effort. This section would also traverse through wetlands and other drainage as an elevated boardwalk unless there is another crossing scenario to the other side.

DelDOT is working to fill gaps in the path along with any traffic calming needed for crossings via the Development Coordination Section, with assistance from the City of Lewes and Sussex County as they approve the site plans, and with DelDOT's Bridge Section.

D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

The Savannah Road Sidewalk project started construction November 1, 2021. It places sidewalks on the south side of Savannah Road from Quaker Road to the Georgetown and Lewes Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. DelDOT will inventory remaining gaps in FY 23 and report to the Byway Committee. This item will be coordinated with C-8, a feasibility study of a two-way center left turn lane on Savannah Road.

D-6: Study the feasibility of pedestrian bridges over Route 1 at specific locations

Status at beginning of 2022
To be initiated

Status at end of 2022
IN PROGRESS

DelDOT is leading this project. Initial candidate locations have been identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside). Further evaluation, including public input, will be conducted by DelDOT Planning, and coordinated with the SR 1 Low-Stress Bikeway Study. This recommendation will be coordinated with recommendations D-2 and D-10.

D-7: Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.

D-8: Study the feasibility of a park and ride lot on Route 24 at the edge of the study area

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor. No local landowners are interested in partnering on this initiative.

D-9: Identify potential connections to and from the Lewes Transit Center

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

DelDOT Planning is coordinating with design of existing projects (Plantation Road, Old Orchard Road realignment), and is being opportunistic about developing pathways from the trail towards the Transit Center under DelDOT projects that are already programmed to do significant work in this area.

Potential connections to and from the Lewes Transit Center will be examined as part of the SR 1 Low Stress Bikeway study which got underway in fall of 2020.

This recommendation is currently being examined as part of the SR 1 Low Stress Bikeway study. Draft FY 2023-28 CTP has a project on Shady Road including pedestrian/bicycle improvements.

D-10: Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

Evaluations are being conducted in conjunction with recommendations D-2 and D-6.

D-11: Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE



Example of DART's current standard bus shelter

DTC has a new standard style shelter that is used statewide and intends to use this in the Five Points area. The shelters are attractive and have LED lighting. The shelter at the Lewes Transit Center has a sign with real-time bus arrival information. Installing a shelter costs \$8,000 plus any site work. Maintenance costs about \$1,000 per shelter annually, including trash collection, weekly pressure washing, snow removal, etc.

Seven bus shelters were installed in 2021. At year's end, DTC was coordinating with the City of Lewes for a shelter and all necessary amenities at a stop at Savannah Road and Third Street, which is outside the Five Points study area.

DTC intends to continue to improve bus stops and install shelters at stops that meet the ridership standard and have enough physical space. DTC has completed its study of the shelter style and Recommendation D-11 is now Complete.

DTC has upgraded and improved transit shelters in the Five Points study area with its new statewide standard shelter. 13 shelters were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations in 2020 and 7 more bus shelters were installed in 2021. DTC will continue to evaluate bus stops for shelters.

D-12: Identify publicly- and privately-owned land in the study area that may be used for trails

Status at beginning of 2022
Longer-term

Status at end of 2022
Longer-term

D-13: Identify locations in the study area where bike parking can be provided

Status at beginning of 2022
Longer-term

Status at end of 2022
To be initiated in 2023

This recommendation will be coordinated with recommendation B-22: Require bike parking as a condition of certain new developments.

This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.

D-14: Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1

Status at beginning of 2022
COMPLETE

Status at end of 2022
COMPLETE

A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.

D-15: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway

Status at beginning of 2022
IN PROGRESS

Status at end of 2022
IN PROGRESS

Signs were installed in May 2018. Pedestrian crossings of Kings Highway were provided at the signal at Clay Road. Improved pedestrian crossings were installed at the signal at Kings Highway and Gills Neck Road in 2022. By agreement between a developer, the City of Lewes, and DelDOT, a new signal will be installed at Freeman Highway and Monroe Avenue which will have at least one crosswalk across Freeman Highway.

Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. The Kings Highway CTP project has started and a public meeting was held in February 2022.

The project is currently under peer review by a "national expert." Rectangular Rapid Flashing Beacons (RRFB) were confirmed to be operational on 12/30/2021 at the trail crossing of Freeman Highway near Cape Henlopen Drive.

Pedestrian crossings may also be studied by DelDOT Traffic or the Delaware River and Bay Authority (DRBA) as part of their ongoing work. For example, DelDOT received a request in 2019 from a resident for an improved pedestrian crossing of Freeman Highway at Monroe Avenue at the Library. This portion of Freeman Highway, between Kings Highway and Cape Henlopen Drive, is maintained by DRBA.

Category E – Invest in new infrastructure to support anticipated growth

E-1: Study the feasibility of a grade separation at Five Points

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

This effort will depend on the results of studies under recommendations A-7, E-2, and E-3. Additionally, the shorter-term improvements and CTP projects will impact the scope of the study. DeIDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.

E-2: 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

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

COMPLETE

This idea was recommended by the Henlopen TID study. DeIDOT initiated a planning study for this effort, and the Mulberry Knoll Road Extension Report was finalized in June 2022. Preliminary engineering for this project was included in the FY 23-28 Capital Transportation Program which was approved by FHWA and FTA as of November 16, 2022. Coordinate with A-7 and E-3.

E-3: 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

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

Idea is recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along that corridor. Coordinate with A-7 and E-2.

E-4: Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards

Status at beginning of 2022

To be initiated in 2022

Status at end of 2022

IN PROGRESS

A new road connection would allow developments in the area to access the roadway network from more than just a single point. Vineyards has now signed the TID Agreement for future phases. DeIDOT and Sussex County will continue to coordinate with incoming developers throughout the development review process.

E-5: Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

E-6: 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

Status at beginning of 2022

Longer-term

Status at end of 2022

To be initiated in 2023

E-7: 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

Status at beginning of 2022

IN PROGRESS

Status at end of 2022

IN PROGRESS

Airport Road extension from Old Landing Road to SR 24 is in progress. A project is programmed in the CTP and design will begin in 2025.

The extension of Airport Road from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project at this time.

E-8: 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

Status at beginning of 2022

Longer-term

Status at end of 2022

Longer-term

E-9: Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study

Status at beginning of 2022

Longer-term

Status at end of 2022

IN PROGRESS



Most recommendations of the 2003 SR 1 Land Use and Transportation Study are either already completed, part of a current DelDOT project, or recommended by the Five Points Working Group (A-6, B-1, B-3, C-3, C-10, C-12, and E-1).

