



FIVE POINTS
TRANSPORTATION STUDY

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June 2026

To: Five Points Transportation Study Phase 2 Working Group Members

Scott Collins

Kathi Colman

Bill Davis

Bob Fischer

Scott Green

Council Member Jane Gruenebaum (new for 2025)

DJ Hughes

Senator Russ Huxtable

Todd Lawson

Glenn Marshall

Pete Mattson

Ellen Lorraine McCabe

Representative Stell Parker Selby

Council Member John Rieley

Mary Roth

Lloyd Schmitz

Representative Claire Snyder-Hall (new for 2025)

Stephanie Johnson (new for 2025)

Scott Thomas

Michael Tyler

Thank you for your participation in – and support of – the Five Points Transportation Study. We are pleased to present the 2025 Annual Report for Phase 2 of the study effort. Welcome to the new members who have joined the Working Group in 2025.

In 2025 the goal was 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. Even with the conclusion of the Working Group meetings, 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.

With the help of the Working Group, significant progress was made in 2025 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 2025, DelDOT and Sussex County began work on one additional recommendation. Four recommendations previously considered in progress were integrated into ongoing operating procedures, and three of the 78 recommendations were completed, bringing the total completed to 42.

Sincerely,

Ms. Shanté Hastings, P.E.

Secretary

Delaware Department of Transportation

800 South Bay Road

Dover, Delaware 19901

Mr. Todd Lawson

Administrator

Sussex County

2 The Circle

Georgetown, Delaware 19947

PRIORITIES FOR 2026/TRANSITION TO PHASE 3

Due to the substantial progress made on the original 78 recommendations by the end of 2025, DelDOT and Sussex County have made the decision to transition to Phase 3 of the Five Points Study. During Phase 3, the Working Group will no longer convene. Instead, updates will be provided via the Five Points Annual Report and other ongoing planning initiatives such as the Coastal Corridors Study. DelDOT and Sussex County will continue their efforts to see that the remaining recommendations are achieved.

Currently, there are several programmed multi-year roadway widening and reconfiguration projects either underway or funded in the six-year Capital Transportation Program. There are also several projects programmed to improve access to walking, biking, or public transportation.

Annual monitoring of the impacts of these projects as they move towards completion will provide DelDOT with the data to determine how traffic patterns in and around the Five Points intersection may change. This data will be crucial to future efforts to conduct a Feasibility Study for the Five Points intersection at US 9 and SR 1.

The letter from Secretary Hastings and Administrator Todd Lawson to the Five Points Working Group Members announcing the transition to Phase 3 is included as Appendix B.

The priority for 2026 is to continue work on recommendations that are already in progress. Other relevant activities that will continue in 2026 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.

INTRODUCTION

This Annual Report documents activities in 2025 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. In 2026, this effort will be transitioning into Phase 3, described further below.

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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 and 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

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 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.

Throughout 2025, the Phase 2 Working Group had 20 members, including five members who served in Phase 1 and three new members who joined in 2025, Council Member Jane Gruenebaum, Representative Claire Snyder-Hall, and the DelDOT Planning Director Stephanie Johnson.

2025 WORKING GROUP MEMBERS

Mr. Scott Collins

Ms. Kathi Colman

Mr. Bill Davis

Mr. Robert Fischer*

Mr. Scott Green*

Councilwoman Jane Gruenebaum

Mr. DJ Hughes*

Senator Russ Huxtable

Ms. Stephanie Johnson

Mr. Todd Lawson*

Mr. Glenn Marshall

Mr. Pete Mattson

Ms. Ellen Lorraine McCabe

Councilman John Rieley

Ms. Mary Roth

Mr. Lloyd Schmitz*

Rep. Stell Parker Selby

Rep. Claire Snyder-Hall

Mr. Scott Thomas

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 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 2022, DelDOT and Sussex County selected recommendations they could reasonably begin implementing in 2023. Recommendations that were not already in progress, ongoing, or incorporated into existing projects were classified as either To Be Initiated in 2023 or Longer-Term.

In 2024, implementation continued for 50 recommendations that were classified as in-progress or ongoing as of the end of 2023, and an additional three recommendations were started. At the end of 2024, 74 of the 78 recommendations – or 95 percent – were Complete, Ongoing, or In Progress (“Ongoing” meaning that work will continue to be performed regularly, whereas work “In Progress” will be complete at some point).

The Phase 2 Working Group met three times

in 2025. An open house was held on May 21 to present the 2024 Annual Report and allow the public to comment and ask questions.

Between Working Group meetings, email updates were sent out to Working Group members and the public via the *Following Five Points* newsletter.

The following sections provide information on 2025 meetings and activities, details on progress made in 2025, and what's next for Five Points. Appendix A provides more detail on the status of each recommendation.

MEETINGS AND ACTIVITIES IN 2025

Five Points Working Group Meetings

Three hybrid in-person/online Working Group meetings were held in 2025 to maximize access for the public and facilitate participation. Hybrid meetings located at Cape Henlopen High School Library and hosted on DelDOT's Zoom/Teams platform were held in January, April, and November. The public was invited to attend these meetings in-person or online and to make comments during the public comment period. Public attendance averaged approximately 16 people per meeting.

In addition to status reports, speakers presented information on topics relevant to the Five Points area. The meeting packets, which include presentation materials, meeting recordings, and meeting minutes were posted on the Five Points project website – www.publicinput.com/5points – following each meeting.

January 27, 2025

DelDOT Chief Engineer, Mark Luszcz gave an overview of the Capital Transportation Program (CTP) projects in the Five Points area. For each project, Mark reviewed the project description, phases, projected construction completion date, and relevant updates. The CTP projects reviewed in the Five Points area included:

- **Recently Completed:**
 - Coastal Highway Intersection Improvements at SR 1 and Old Landing Road
 - SR 24 widening from Love Creek to Mulberry Knoll, including a new traffic signal at Mulberry Knoll Road
- **Construction:**
 - Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1) – Most of the work is complete with final paving scheduled for spring due to weather constraints
 - Realignment of Old Orchard Road at Wescoats Corner – Utility work is ongoing, expected to continue through the end of 2025, with main road construction starting in early 2026
 - Georgetown to Lewes Trail, Fisher Road to Airport Road – Construction to begin summer 2025 with completion expected by fall 2026
- **Design**
 - SR 1 and Cave Neck Road Grade Separated Intersection – Right-of-way acquisition to be completed this year with construction starting next summer, expected completion in 2028
 - SR 1, Minos Conaway Grade Separated Intersection – Design complete, currently out to bid with construction starting this spring and completion expected in summer 2028

- SR 1 at S264 & S258 Intersection Improvements – Project currently on hold pending the completion of the Route 16 bridge to monitor traffic patterns
- Cave Neck Road, Hudson, and Sweetbriar Roads Intersection Improvements – Right-of-way acquisition underway with no confirmed construction date yet
- BR 3-714 on S266 New Road over Canary Creek – Design complete but on hold due to wetland mitigation issues
- Plantation Road, SR24 to Robinsonville Road (Phase 2) – In design but no construction schedule set
- US 9 Widening (Old Vine Road to SR 1) – Design progressing with right-of-way acquisition expected to start in 2025
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway – Design advancing with plans to start right-of-way acquisition in 2025
- Airport Road Extension, Old Landing Rd to SR 24 – In the early design phase
- **CTP (Design Not Yet Started)**
 - Old Landing Road and Warrington Road Intersection Improvement – On hold until Airport Road extension is operational
 - Shady Road from Plantation Road to SR 1 Improvements – Design is funded and scheduled to begin in FY 2028
 - Beaver Dam Road Widening (SR 1 to Dairy Farm Road) - Design is funded and scheduled to begin in FY 2026
 - Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road - Design is funded and scheduled to begin in FY 2028
 - Postal Lane from Linden Lane to SR 1 Improvements - Design is funded and scheduled to begin in FY 2028
 - New Road, Nassau Road to Old Orchard Road – In CTP, not yet started design
- **New Projects**
 - Hudson Road between Route 9 and Route 1 Improvements – Recommended to be added to the FY25-30 CTP
 - US 9 between Old Vine Boulevard and Dairy Farm Road Corridor Improvements – Recommended to be added to the FY25-30 CTP

Several of these projects will benefit the Five Points intersection by providing vehicular traffic with alternate routes. Current project information is available on the DelDOT Project Portal located at www.deldot.gov/projects.

Dorothy Morris, Office of State Planning Coordination (OSPC), provided an overview of Statewide Development Trends and the Annual Report. They described the role of OSPC in land use decisions across Delaware, and how the Cabinet Committee on State Planning Issues determines desirable patterns for land use, tracks major circulation patterns for transportation, and prepares the Strategies for State Policies and Spending (SSPS) document. This document is updated every five years, serving as a policy guide that summarizes state land use goals, policies, and strategies. They also discussed the Preliminary Land Use Service (PLUS), which reviews various development applications, including residential

communities with 50+ units, non-residential developments over 75,000 square feet, and rezoning applications inconsistent with the Sussex County Comprehensive Plan.

Leah Kacanda, a project team member from WRA presented an update on Phase 2 of the Five Points Implementation Plan. They explained that the team had reached out to colleagues across DelDOT to determine the status of the 78 recommendations from the Five Points Transportation Study. These recommendations fall into five categories: recommendations to be implemented under current DelDOT projects (gray), policies to make the area more sustainable and beautiful (blue), recommendations to capitalize on existing roadway infrastructure (green), multi-modal recommendations to increase travel options (red), and big picture infrastructure projects to support growth (yellow). At the time of this meeting, 72 of the 78 recommendations were in progress, ongoing, or completed.

April 28, 2025

Dan Blevins from the Wilmington Area Planning Council (WILMAPCO) and representing the Delaware Population Consortium, gave an overview of Demographics and Aging in the State of Delaware. Dan reviewed how Delaware, like the rest of the United States is growing slowly with a graying population. Sussex County has been experiencing net negative births versus deaths since 2013, with New Castle and Kent counties trending in the same direction. By 2033, none of Delaware's counties will have positive birth rates. They discussed changing household composition, noting that household sizes have been shrinking rapidly since 2000. They also presented data on household composition and income.

Ben Gruswitz from WRA provided an overview of transportation demand modeling and its use in corridor studies. They outlined the typical corridor study process: demographic forecasts from the Delaware Population Consortium feed into a travel demand model covering the whole peninsula, which then connects to a local corridor model that simulates traffic on specific corridors. The four-step travel demand modeling process includes: Trip generation, trip distribution, mode choice, and network assignment. Modeling provides a system-wide view that can be used to transfer volumes to corridor-level simulation models, which provides more detail including signal timing and intersection-specific recommendations.

Sarah Coakley, Principal Planner with DelDOT who manages the Transportation Improvement Districts (TID), provided an overview of TIDs and an update on the Henlopen TID. A TID is a geographic area defined to secure required transportation improvements, where land use and transportation are planned in detail in advance so that development consistent with that planning can pay a predetermined fee and avoid the Traffic Impact Study (TIS) process. The Henlopen TID was established in 2020 after more than three years of coordination between DelDOT and Sussex County. It covers about 24 square miles (the largest operational TID), includes more than 50 intersections and approximately 47 road miles. The cost of improvements is estimated at \$321 million (factoring inflation since 2020), with developers expected to contribute about 24% of those costs.

Leah Kacanda from WRA presented the 2024 Annual Report and provided an update on the Phase 2 Implementation Plan. Notable achievements for 2024 include:

- Two major capital projects completed: Coastal Highway Intersection Improvements and Route 24 Improvements between Love Creek and Mulberry Knoll Road

- Launch of the new study website designed to be more accessible and easier to navigate
- Sussex County's adoption of Ordinance 3061, which addresses interconnectivity between parcels for both vehicles and other modes of travel
- Launch of a data collection plan for the Five Points Intersection, with annual summer data collection to understand impacts as projects come online

For 2025 priorities, the team will focus on looking at eliminating unsignalized crossovers along Route 1, conducting a more structured analysis of these locations to bring systematic conclusions to the Working Group.

November 10, 2025

Todd Lawson, Sussex County Administrator, and Shanté Hastings, DelDOT Secretary, began the final Five Points Working Group Meeting by revisiting the achievements of the Working group and thanking its members for all their input and efforts on the 78 recommendations over the years. Todd thanked DelDOT leadership for all their efforts and collaboration on building the DelDOT and Sussex County Land Use relationship and working on these projects that have come out of the recommendations. Shanté expressed how grateful the Department is for the relationships that were formed out of the Working Group over the years, and how fruitful this Working Group has been in turning recommendations into actual studies and projects. Shanté elaborated on what the future will look like for the Five Points Study and recommendations. DelDOT will keep all members engaged with departmental updates through virtual updates and active related studies like the Coastal Corridors Study.

Shanté presented an overview of the FY27-FY32 Capital Transportation Program (CTP). The flow of funds for the CTP is the Revenue Fund (comprised of pledged revenues and other revenues) minus the Debt Service, DelDOT Operating costs, and DTC Subsidy to give the State Resources for Capital. The breakdown of revenue history and forecast for FY20-FY26 was shared to show how much funding from the Motor Fuel Tax, Toll Roads, and DMV goes into the CTP. Efforts made so far for the have been the removal of right-of-way and construction funding for new projects early in design. Instead, right-of-way and construction budgets will be established once design is further along and it is possible to better estimate the funds needed. The second change for the FY27-FY32 CTP Implementation Plan is the creation of a ranked project funding line from which projects can be selected as they are ready for the next phase. This effort will allow right-of-way funding to be allocated for projects between preliminary and semi-final plan submissions, and construction funding to be allocated for projects after appraisals and final construction plans are complete. This project funding line will be reviewed twice per year, in January and July.

Beth Hermansader, Assistant Director of Planning with DelDOT, provided an overview and update to the Sussex County Transportation Operations Management Plan (TOMP). The TOMP was completed during the summer of 2025 but at the time of this meeting, hadn't been released yet because Web Content Accessibility Guidelines (WCAG) was being applied to the document so that it is accessible to everyone. For each focus area, the TOMP identifies key roads and controlling intersections, as well as hourly volume and travel time trends during a typical week and during a typical summer week. Projects and recommendations included are aimed at reducing delays and are sorted into 4 categories:

- Completed
- In-progress

- Planned
- Additional recommendations

Beth touched on two focus areas that are relevant to Five Points. Focus Area B is located at SR 1 and SR 16, however, DelDOT has not yet advanced the analysis due to the anticipated impact of the grade-separated intersection (GSI) that is currently under construction. Focus Area E is defined as the “Rehoboth Focus Area”, but it also includes Lewes and the Five Points intersection. This Focus Area has 3 recommendations:

- DE 1 Transit Signal Priority Study from US 9 to Collins Ave: This would recommend a study to look at the possibilities of changing signal timing to coincide with the transit system.
- Non-Intrusive Signal Detection: This would improve vehicle and pedestrian detection, making detection more reliable, continuously collecting turning movement count data, and automate traffic signal performance measures data collection for improved and more efficient signal timing. This recommendation would also improve vehicular and pedestrian safety and reduce delays at intersections along the corridor.
- Expand upon the SR 1 Low Stress Bikeways Study that was done previously: This study aims to improve safety for bicyclists in the vicinity of SR 1 and prioritize moving bicyclists and pedestrians off SR 1.

Bryan Behrens, Group Engineer with DelDOT’s Project Development South section, provided updates to the following construction projects in the Five Points Intersection vicinity:

- SR 1 & Minos Conaway Road
 - Construction began in July 2025
 - Current Work Areas:
 - Phases 1 & 2 concurrently
 - SR 1 at Five Points
 - Service Road / Janice Road west of SR 1
 - Nassau Road
 - Lewes-Georgetown Trail realignment
 - Work zone speed camera installed for SB SR 1
 - Tulip Drive and Nassau Road detours should be wrapped up in the next week or so
- Realignment of Old Orchard Road at Wescoats Corner
 - Design is complete
 - Construction contract awarded to A-Del Construction Co. Inc.
 - Advanced Utility Relocations wrapping up
 - Construction anticipated to begin in November 2025
- US 9 Widening
 - Design progressing
 - Additional environmental studies needed to complete NEPA
 - Right-of-Way acquisition phase beginning in 2026
- Plantation Road Phase 2
 - Design is progressing
 - Public Workshop held in April 2025
 - Right-of-Way acquisition phase planned to begin in FY27
 - Bryan shared that a single-lane roundabout is being proposed for the intersection of Plantation Road and The Plantations Blvd. This proposal chooses safety over capacity by providing a safer intersection for vehicles, cyclists, and pedestrians.

- A roundabout at Robinsonville Road is also being proposed with an additional lane to help increase capacity.

Leah Kacanda also provided Phase 2 Implementation Plan updates. As of October 2024, 72 recommendations out of the total 78 are in progress, ongoing, or completed. This number was 71 at the previous Working Group meeting. Leah reviewed the results of the preliminary traffic counts at the Five Points intersection. There has been an increase in intersection volumes in the AM peak, and decreased volumes in the afternoon and Saturdays. Additional data will be needed to establish whether this is a trend. Volumes along SR 1 are generally consistent from 2021, 2023, and 2024. Some increased delay was seen during the week, but delay decreased during the weekends. This could be the result of signals being adjusted from year to year. The project team will continue to collect annual summer traffic counts (weekday to Saturday) to assess changes as nearby projects are completed. Notable updates are below:

- Recommendation 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. Is now in-progress.
- Long-term recommendations will be looked at every year once other projects that will be impactful on these recommendations are completed. These projects include Plantation Road – construction completed in 2025, Old Orchard Road – construction completed in 2026, and Minos Conaway GSI – construction completed in 2027.
 - E-1: study the feasibility of a grade separation at Five Points.
 - E-5: assess east-west traffic as a system.

Leah Kacanda, WRA, gave a final update to the Phase 2 Implementation Plan. At the time of this meeting, 76 of the 78 recommendations were in progress, ongoing, or completed, as compared to 74 as of the April 2025 Working Group meeting. In total, 42 were complete, 12 were ongoing, 22 were in progress, and 2 were longer-term. Leah reviewed recommendations that had status changes from the April 2025 Working Group meeting:

- C-13 – Study the feasibility of eliminating unsignalized crossovers on Route 1
 - Status change from longer-term to in progress
- D-2 – Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails
 - Status change from longer term to ongoing
- D-3 - Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments
 - Status change from in progress to ongoing
- D-13 – Identify locations in the study area where bike parking can be provided
 - Status change from in progress to ongoing
- D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations
 - Status change from in progress to complete
- D-9 – Identify potential connections to and from the Lewes Transit Center
 - Status change from in progress to complete
- D-12 - Identify publicly- and privately-owned land in the study area that may be used for trails
 - Status change from in progress to complete
- E-5 - Look at east/west traffic as a system: Minos Conway (starting at Route 9), New, Old Orchard, and Clay Roads
 - Status change from longer-term to in progress

- E-1 – Study the feasibility of a grade separation at Five Points
 - Still classified as in progress

The next steps for the Phase 2 Implementation Plan will include continuing to work on recommendations. Monitoring and analysis of the Five Points Intersection will continue. Leah welcomed Working Group members to get involved with the Coastal Corridors Study.

Public Workshop - Open House

A drop-in style Open House was held on May 21, 2025, to present the contents of the 2024 Annual Report, describe progress made in 2024 on the implementation of study recommendations, and discuss goals for 2025. In total, 37 people attended.

Members of the Five Points project team provided a brief presentation focused on the Working Group's accomplishments for 2024, after which members of the public were free to visit stations featuring information on the following projects:

- Five Points Annual Report – DeIDOT, K&A
- Sussex County Updates – Sussex County Staff
- Office of State Planning Coordination – Office of State Planning Coordination Staff
- Henlopen Transportation Improvement District (TID) – DeIDOT Staff
- SR 1 Low-Stress Bikeway Study – WRA
- DART Service Updates – DTC
- Coastal Corridors Study – DeIDOT Staff
- Project Development South Updates – DeIDOT Staff

A pre-recorded version of the presentation and the station materials were also posted on the Five Points website for members of the public who were not able to attend in person.

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

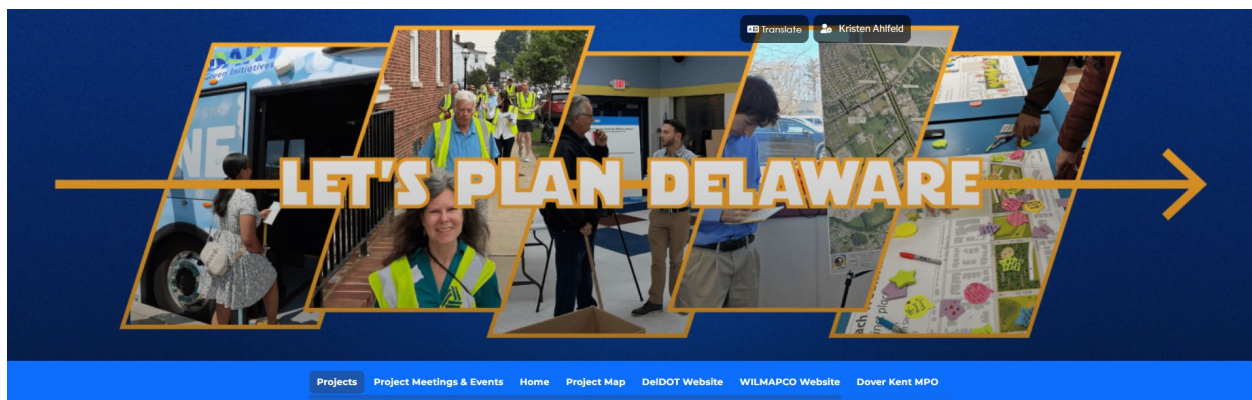
Five Points Transportation Study Website

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. DelDOT and the Study Team updated this site throughout 2025.

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 the 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 there.

DelDOT launched DelDOT Interact, its online public engagement hub, in 2023; the website serves as an online portal for all active department planning projects. Each project has a page containing information on past and upcoming meetings, online survey opportunities, and documents and reports. The Five Points Transportation Study began using the DelDOT Interact in earnest in 2024 when the Study Team began posting a meeting timeline (including all upcoming Working Group meetings and the Spring Public Open House) as well as all Working Group Meeting packets and recordings.

In 2025, DelDOT, the WILMAPCO, and Dover/Kent Metropolitan Planning Organization (DKMPO) made the decision to combine public outreach efforts for transportation planning and programming into one portal to streamline engagement, share data and resources, and collaborate more effectively. As a result of this collaboration, the hub was rebranded to [“Let’s Plan Delaware”](#). This title is reflective of DelDOT’s efforts to do comprehensive transportation planning throughout the entire state, in collaboration with WILMAPCO and Dover/Kent MPO. While the old title, DelDOT Interact was phased out, all the other features of the site remained the same. Throughout FY 25, DelDOT and the Study Team posted Working Group meeting agendas, recordings, and minutes; as well as materials and a survey related to the Five Points annual public workshop.



Email Updates – Following Five Points

Following Five Points email updates continue to provide Working Group members and the public with regular Five Points Transportation Study information and updates on other projects in the Five Points area. Email updates are typically sent between Working Group meetings but are also distributed to announce public workshops, construction start dates, etc.

The distribution list for the *Following Five Points* email began in 2018 and 2019 from in-person Working Group meetings and public workshop sign-in sheets. Over the course of the study, the distribution list has grown; in 2023 changes were made to Working Group members, local elected officials, and DelDOT and Study Team personnel. Members of the public asked to be added to the list via the project website, at hybrid Working Group meetings, and at the public workshop. From 2024 to 2025, the *Following Five Points* distribution list increased by 29 people. The *Following Five Points* emails continue to be a popular read with subscribers, with, on average, 49 percent of subscribers opening and reading the articles in each issue.

Throughout FY 25, the Study Team continued using the “Let’s Plan Delaware” project portal to distribute the *Following Five Points* e-newsletter. In FY 2025, a total of five (5) *Following Five Points* e-newsletters were distributed in January, February, March, October, and December. *Following Five Points* continued to cover a variety of topics including Working Group meetings, “Let’s Plan Delaware”, new editions of the “On the Move with DelDOT” podcast, the online DelDOT Projects Portal, key construction and project updates in the Five Points Area including the Coastal Corridors Study, and workshop announcements for other on-going Five Points Area projects. The “Knowledge Corner” featured educational or awareness-generating topics including an overview of the updates to the Delaware Strategies for State Policies and Spending, the Safe Systems Approach to roadway safety, Distracted Driving Awareness Month, and tips for safe holiday driving.

The email updates continued to allow for more consistent communication from the Study Team to the Working Group and the public on transportation issues affecting the Five Points study area.

	2024	2025	Change from 2024-2025
Distribution List	523	552	+29
Email Updates Sent	6	6	0
Average Opens	269	259	-10
Average Open Rate	51%	49%	-2%

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

Two public workshops related to projects in the Five Points area were conducted in 2025.

- **Plantation Road Improvements, SR 24 to Robinsonville Road**

A public workshop was held in person on Tuesday, April 15, 2025, at 4:00 PM at Beacon Middle School. This workshop was held to solicit public input on the proposed alternative for Plantation Road between SR 24 and Robinsonville Road, a continuation of the Phase 1 Plantation Road improvements. At the time of the workshop, this project was in the preliminary design phase. The proposed improvements included two roundabouts, turn lanes, new curb and gutter, closed-system drainage, and bicycle and pedestrian facilities throughout the corridor. Attendees had the opportunity to review display maps with the proposed alternative and provide comments. Project team members were in attendance to answer questions.

- **Coastal Corridors Study, Phase 2**

A public workshop was held in person on Tuesday, December 2, 2025, at 4:30 PM at Georgetown Middle School. This workshop was held to solicit feedback from the public on the findings from an area-wide transportation scenario planning analysis and the resulting data that will be used for corridor studies along SR 16, US 9, and SR 24. The purpose of the Coastal Corridors Study is to assess the current and anticipated transportation conditions along east-west routes in the northern part of Sussex County between the Maryland line and SR 1, with a focus on SR 16 and SR 404 / US 09, and identify needs and opportunities to continue providing a safe, multi-modal transportation system that meets the travel demands of today and is positioned to meet those of the future. A presentation was followed by a review of displays and opportunity to speak with project team members about the study, related corridor studies, State Strategies for Policies and Spending, and other initiatives in Sussex County.

CAPITAL TRANSPORTATION PROGRAM

Every two years the Department of Transportation develops a 6-year Capital Transportation Program (CTP) that identifies anticipated capital investments. This program is developed in cooperation with WILMAPCO, DKMPO, Salisbury-Wicomico Metropolitan Planning Organization, and Sussex County. The program provides information on various DelDOT capital and maintenance programs and on the estimated cost expenditures for the project phasing of a capital project that is anticipated in each specific fiscal year.

FY25 - FY30 Capital Transportation Program (CTP)

The current program is the [FY25 - FY30 CTP](#) which was approved by the Council on Transportation on February 22, 2024, and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in April 2025.

Six new projects in Sussex County were added to the FY25 - FY30 CTP. Two are in the Five Points vicinity:

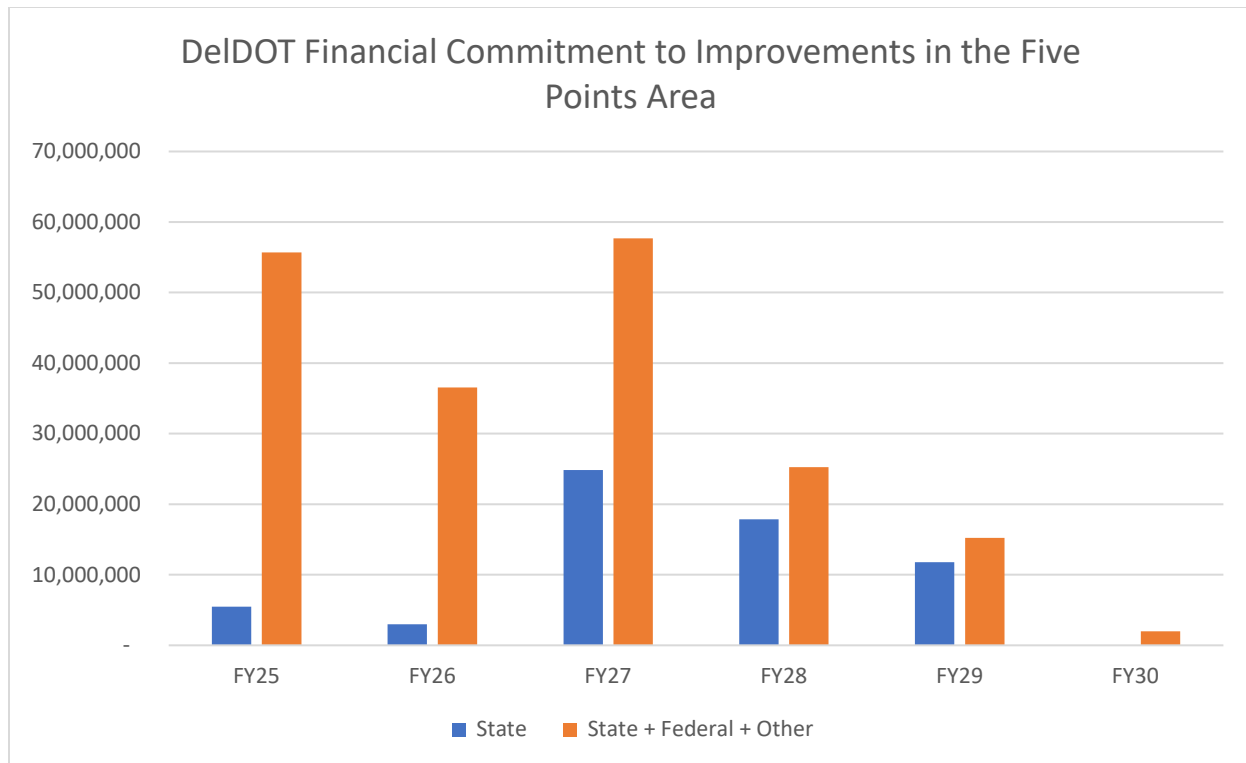
- Hudson Road between Route 9 and Route 1 Improvements
- US 9 between Old Vine Boulevard and Dairy Farm Road Improvements

Preliminary engineering for both projects is planned to begin in FY30. For projects that are only funded through project development (PD) or project engineering (PE), it is anticipated that upcoming CTPs will include funding for right of way (RW) and construction (C) following the design process.

Seventeen Five Points area projects are carried forward from the previous CTP, for a total of 19 projects in the area of Five Points:

- Completed
 - Plantation Road Improvements, Robinsonville Road to US9 (Phase 1)
 - SR 24, Love Creek to Mulberry Knoll Road
- In Construction
 - Realignment of Old Orchard Road at Wescoats Corner
 - SR1, Minos Conaway Road Grade Separated Intersection
- In Design and Planning
 - SR1 and Cave Neck Road Grade Separated Intersection
 - Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement
 - BR 3-714 on S266 New Road over Canary Creek
 - Plantation Road Improvements, SR 24 to Robinsonville Road (Phase 2)
 - Plantation Road Improvements, SR 24 to US 9
 - US 9 Widening (Old Vine Rd. to SR 1)
 - US 9, Kings Highway, Dartmouth Drive to Freeman Highway
 - Airport Road Extension, Old Landing Road to SR 24
- In CTP, not yet in design
 - Old Landing Road and Warrington Road Intersection Improvement
 - Shady Road from Plantation Road to SR 1 Improvements
 - Beaver Dam Rd. Widening (SR 1 to Dairy Farm Rd.)
 - Mulberry Knoll Road Extension from Cedar Grover Road to US 9 at Old Vine Road
 - Postal Lane from Linden Lane to SR 1 Improvements

The financial commitment of state funds made by DelDOT for capital projects in the Five Points area over the next six fiscal years totals almost \$63,000,000. In addition, DelDOT plans to allocate over \$129,000,000 of its federal and other transportation funds to these projects. **This will result in a total six-year investment of more than \$192 million in the Five Points area.**



Proposed FY27 - FY32 Capital Transportation Program (CTP)

Sussex County invited the public to offer suggestions for DeIDOT’s upcoming FY27-FY32 CTP via a request form on the County website. County staff reviewed all suggestions and compiled a draft report for the County Council’s consideration before submitting project recommendations to DeIDOT in April 2025.

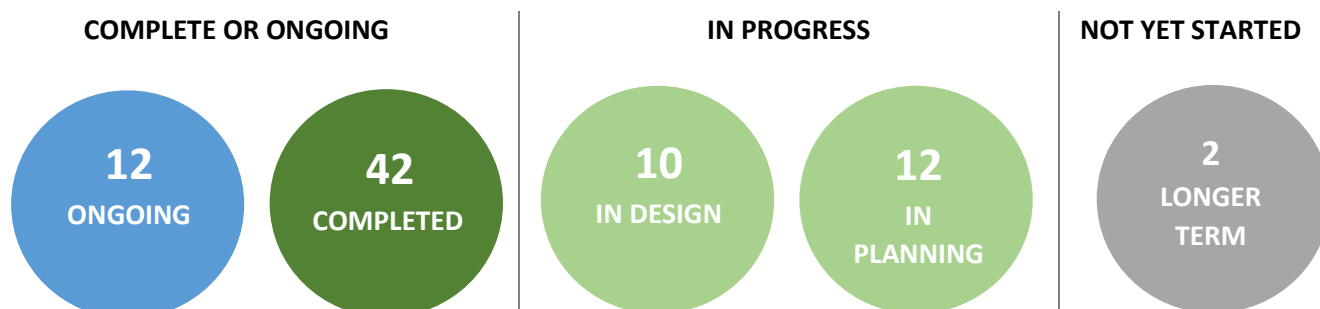
Only one new project was added to the FY27-FY32 CTP, and it is not located in the vicinity of the Five Points Intersection. All of the ongoing projects in the FY25-FY30 CTP in the vicinity of the Five Points Intersection were proposed to be carried forward to the FY27-FY32 CTP.

DeIDOT and Sussex County held a public meeting in person on Tuesday, September 23, 2025, at 4:00 PM at the Delaware Department of Transportation building located at 23697 Dupont Boulevard in Georgetown. This meeting was one of three held in each county throughout the state so that all interested parties could participate in the development of the State’s next six-year CTP. These meetings were jointly sponsored by the Council on Transportation and the Delaware Department of Transportation (DeIDOT) with support from the WILMAPCO, DKMPO, and Sussex County. For those unable to attend the in-person workshop, information was also made available online.

IMPLEMENTATION STATUS SUMMARY

By the end of 2025, of the 78 recommendations, 22 were in progress, 42 were completed, and 12 were ongoing. Work for Ongoing recommendations is part of DeIDOT's or the County's core responsibilities and is performed regularly.

Status of recommendations at the end of 2025

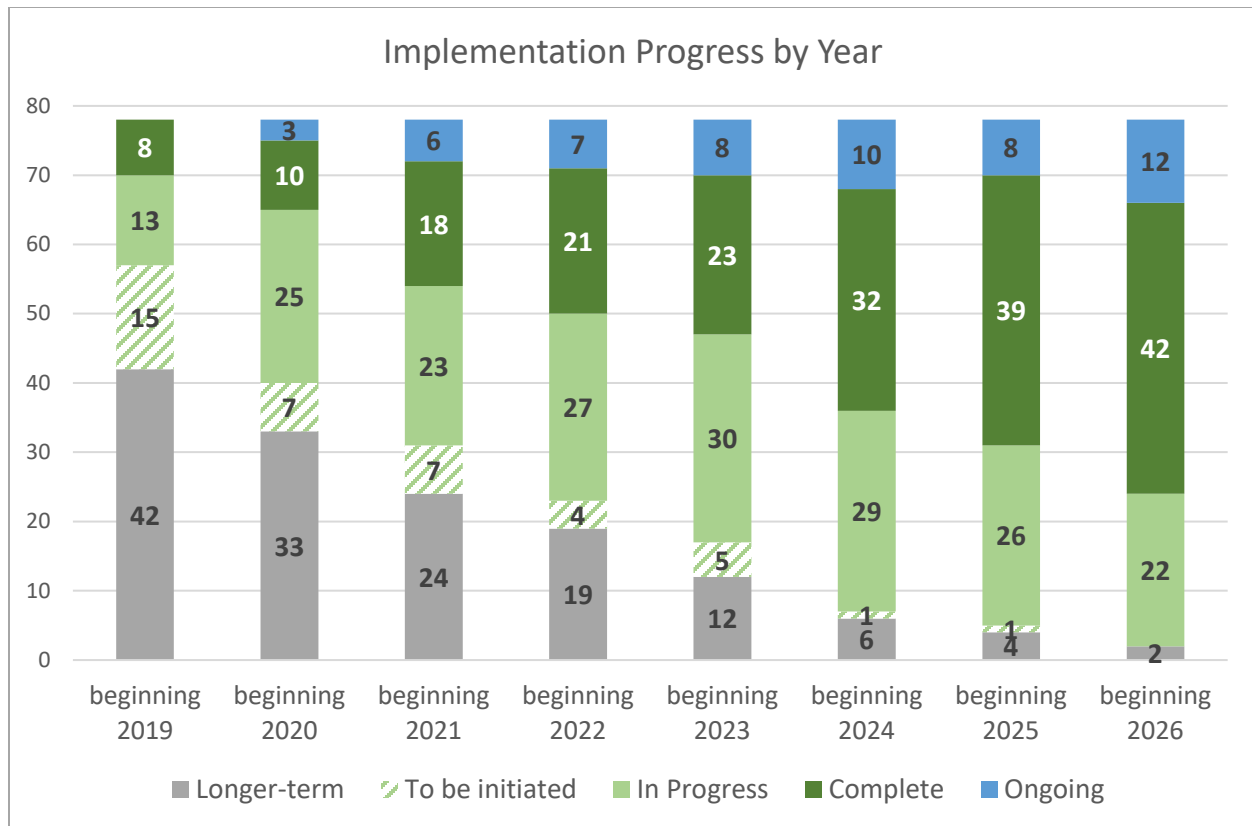


Progress Made During 2025

At the beginning of 2025, 74 of the 78 recommendations were In progress, Completed, or Ongoing ("Ongoing" meaning that work will continue to be performed regularly, 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 DeIDOT are working to revise these documents, and once those revisions are done the status of this recommendation will change to Complete.

Two recommendations that had been considered Longer-Term in 2024 were initiated in 2025. Out of twenty-six recommendations that were In Progress at the beginning of 2025, thirteen were classified as In Design, and thirteen were classified as In Planning. By the end of 2025, 76 of the 78 recommendations were In Progress, Complete, or Ongoing, as shown in the following chart. Of the 22 in progress, 12 were in design and 10 were in planning. Only two of the 78 recommendations had not yet started. The Implementation Plan called for continuing work on the recommendations already in progress.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes the progress for each recommendation, including any change of status that occurred in 2025.

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

STATUS	Beginning of 2025	End of 2025	Change
Complete	6	6	-
Ongoing	0	0	-
In Progress	1	1	-
Initiate in 2025	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 2025	End of 2025	Change
Complete	12	12	-
Ongoing	5	5	-
In Progress	8	8	-
Initiate in 2025	0	0	-
Longer Term	2	2	-
TOTAL	27	27	-

Category C: Make the most of existing roadway infrastructure

STATUS	Beginning of 2025	End of 2025	Change
Complete	13	13	-
Ongoing	2	2	-
In Progress	4	5	+1
Initiate in 2025	1	0	-1
Longer Term	0	0	-
TOTAL	20	20	-

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

STATUS	Beginning of 2025	End of 2025	Change
Complete	5	8	+3
Ongoing	0	3	+3
In Progress	10	4	-6
Initiate in 2025	0	0	-
Longer Term	0	0	-
TOTAL	15	15	-

Category E: Invest in new infrastructure to support anticipated growth

STATUS	Beginning of 2025	End of 2025	Change
Complete	3	3	-
Ongoing	1	2	+1
In Progress	4	4	-
Initiate in 2025	1	0	-1
Longer Term	1	0	-1
TOTAL	9	9	-

NOTABLE ACHIEVEMENTS

Construction

The Five Points Transportation Study is about more than analyses and reports. Through partnership and collaboration, the many groups within DeIDOT and Sussex County government continue 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 2025 include:

- Plantation Road Improvements, Robinsonville Road to US9 (Phase 1)

Members of the public should visit the DeIDOT project portal www.deldot.gov/projects to get updates on construction schedules.

SR 1 Crossover Closures

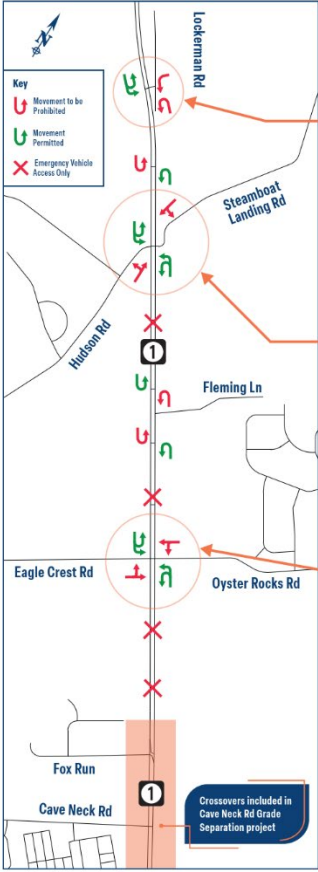
In October 2025, DeIDOT Traffic Engineering announced upcoming crossover closures and restrictions north of Five Points between Lockerman Road and Fox Run to help address crashes and reduce conflict points. DeIDOT obtained input from local emergency responders and Delaware State Police before instituting the changes. The improvements will require motorists to turn right from Lockerman Rd, Hudson Rd, Steamboat Landing Rd, Eagle Crest Rd, and Oyster Rock Rd. However, left turns will still be permitted from SR 1 at various locations as well. To help educate road users about the changes, DeIDOT developed a flyer summarizing the improvements. An example is included on the right.



SR 1: Lockerman Road to Fox Run

Upcoming Crossover Closures and Restrictions

October 2025

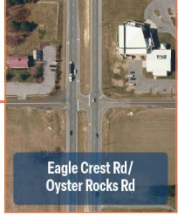




Lockerman Rd



Hudson Rd/
Steamboat Landing Rd



Eagle Crest Rd/
Oyster Rocks Rd

PROJECT NEED

- 60 angle crashes since 2012 at Hudson Road/Steamboat Landing Road
- 15 angle crashes since 2012 at Eagle Crest Road/Oyster Rocks Road

PROJECT SUMMARY

- Reduces conflict points (crossing movements, crossover congestion)
- Short-term changes in line with long-term SR 1 planning
- Anticipated completion Fall 2025

IMPROVEMENTS

- All traffic required to turn right from Lockerman Road, Hudson Road, Steamboat Landing Road, Eagle Crest Road, and Oyster Rocks Road
- Left turns onto these roads from SR 1 still permitted
- 4 crossovers closed to typical traffic but remain available for use by emergency vehicles only
- 3 crossovers remain open to provide u-turn opportunities (one u-turn movement restricted to provide safe u-turn space for remaining traffic)

HOW TO NAVIGATE

- Use peripheral road network where possible
- Utilize grade separated interchanges for safest u-turn movement

SAFE SYSTEM APPROACH

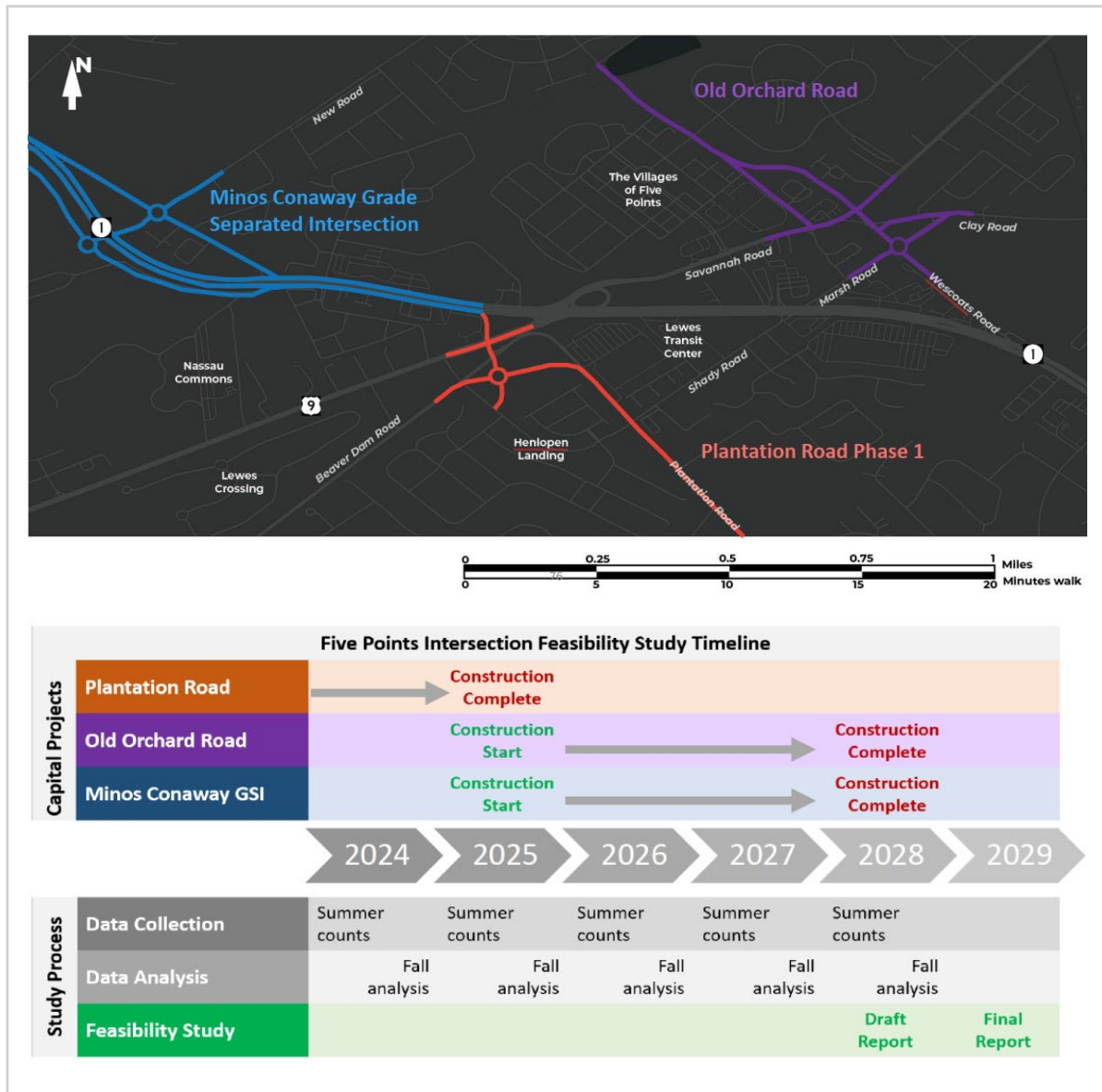
- Safety improvements should be **proactive**
- Goal to reduce crash severity
- Roadway injuries and fatalities are unacceptable



Data Collection/Monitoring Plan for the Five Points Intersection

The main recommendation of the Five Points Transportation Study effort is recommendation E-1: Study the feasibility of a grade separation at Five Points. To improve traffic flow in the vicinity of the Five Points Intersection and improve east-west circulation, DelDOT is already investing millions of dollars in the transportation improvements described in the Capital Transportation Program section. The impact of those improvements on operations at the Five Points intersection is unknown.

Beginning in the summer of 2024, DelDOT Planning began collecting counts at the Five Points intersection to establish base line data. This data collection and monitoring will continue annually each summer to assess the impact of improvements to the surrounding transportation network. A feasibility study for the Five Points intersection will commence once the Minos Conaway Grade Separated Intersection, Old Orchard Road Realignment, and Plantation Road Improvements are operational. The location of projects and the proposed timeline are shown in the graphic below.



Data collection continued in the summer of 2025 as shown in the table below. The analysis methodology includes annual traffic counts to assess changes as surrounding projects are completed. All percent changes shown are relative to 2021/2023. Metrics include AM, PM, and summer Saturday peak hours.

Key questions include:

- Total intersection volume – Are vehicles diverting from this intersection?
- August SR 1 through volume – What is the change in volume on SR 1 averaged over an entire month?
- Intersection delay and level of service – How have nearby projects impacted operations at this signal?

Intersection delay and Level of Service (LOS) are determined by calculating a weighted average of the delay in seconds for all four legs of the intersection. Delay calculations are used to establish LOS on a scale of A (free flowing) to F (traffic jam) based on the Highway Capacity Manual (HCM), a national standard. Since it is an average, the delay for each leg of the intersection varies. Delay for each leg and intersection LOS changes constantly due to changes in volumes, travel patterns, and the timing of the intersection signal and surrounding signals.

		2021/ 2023	2024		2025		2026	
Intersection Volume ¹ (peak hour, all 4 legs)	Count Dates	11/4/21 7/29/23	8/17/24 8/20/24		7/10/25 7/12/25			
	AM	4,264	4,511	+6%	4,337	+2%		
	PM	5,291	5,255	-1%	5,348	+1%		
	Saturday	5,866	5,708	-3%	5,705	-3%		
August Median SR 1 Through Volume ² (peak hour, NB/SB)	AM	2,689	2,699	0%	3,206	+19%		
	PM	3,051	3,114	+2%	3,722	+22%		
	Saturday	3,719	3,718	0%	4,044	+9%		
Intersection Delay (LOS) ¹	AM	48 sec (D)	55 sec (E)	+15%	36 sec (D)	-25%		
	PM	36 sec (D)	44 sec (D)	+22%	43 sec (D)	+19%		
	Saturday	54 sec (D)	45 sec (D)	-17%	58 sec (E)	+7%		

¹ Source: Turning Movement Counts conducted for the dates specified; ² Median August volume from DelDOT system loop data.

As of July 2025, none of the key Capital projects were yet complete, however it was the first year that data was available for comparison. High level takeaways are listed below:

- **Total intersection volume – Are vehicles diverting from this intersection?**
 - Intersection volumes increased during the week, decreased on Saturday
 - Similar total volumes to last year
- **August SR 1 through volume – What is the change in volume on SR 1 averaged over an entire month?**
 - August SR 1 volumes were higher in 2025 than in recent years (observed at multiple locations on SR 1 corridor)
- **Intersection delay and level of service – How have nearby projects impacted operations at this signal?**
 - Delay decreased in AM peak hour, increased on Saturday
 - Signals retimed in June 2025, including lower cycles at most times

Moving forward, DelDOT will continue to collect annual summer traffic counts (weekday and Saturday) to assess changes as nearby projects are completed.

APPENDIX A: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing the status as of the end of 2025, and as applicable, activities completed during the past year, next steps, and its anticipated schedule.

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

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 2025

COMPLETE

Status at end of 2025

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 the 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 the 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.

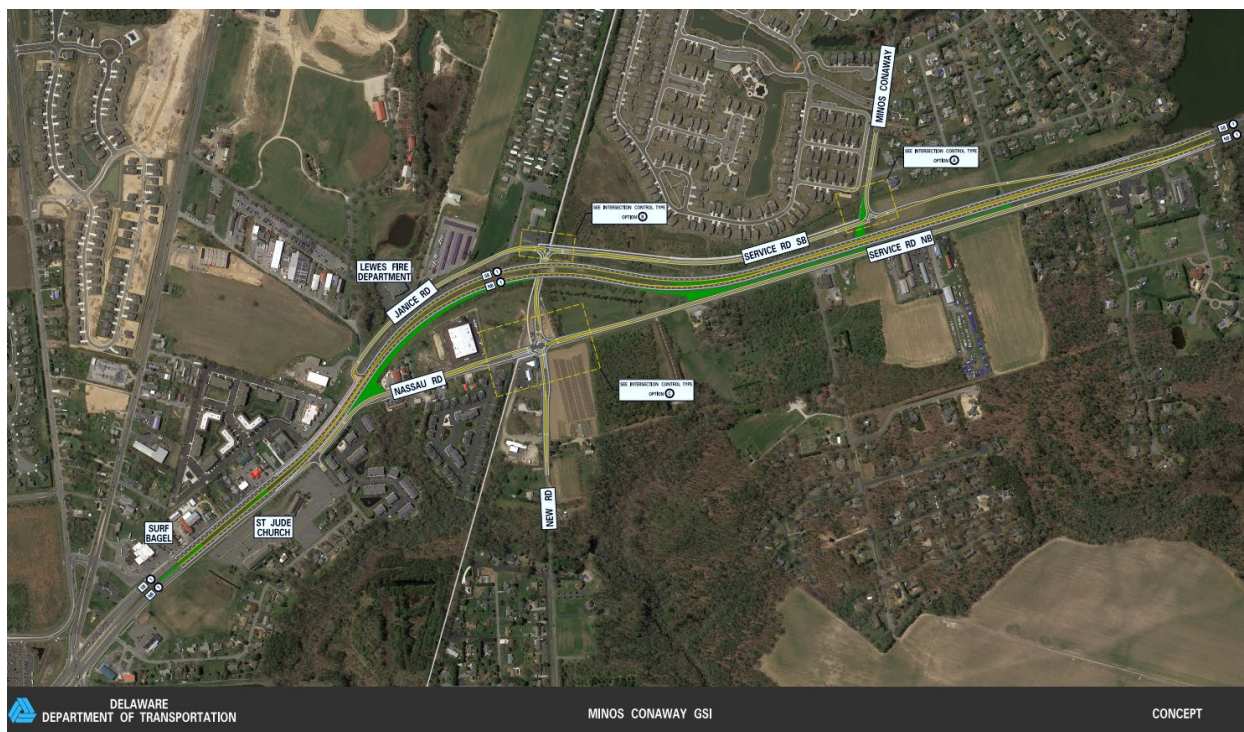
DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that 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 2025
COMPLETE

Status at end of 2025
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 ongoing.



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 2025
COMPLETE

Status at end of 2025
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 2025

IN PROGRESS

Status at end of 2025

IN PROGRESS

Southern Delaware Tourism has developed a plan for destination signing on SR 1, including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signage is included as part of the Final Construction Plans and will be reviewed as part of the final review process. 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 2025

COMPLETE

Status at end of 2025

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 2025

COMPLETE

Status at end of 2025

COMPLETE

The current project, the 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 2025

COMPLETE

Status at end of 2025

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 2025

ONGOING

Status at end of 2025

COMPLETE

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 before application submittal.

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

Ordinance 3061 amending the Code of Sussex County, Chapter 99, Article II, § 99-9, was adopted by County Council on December 10, 2024. Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate" as reflected in the applicant's preliminary plat. This applies to residential development.

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 2025

IN PROGRESS

Status at end of 2025

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 (DCM) to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except for 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. The update to Chapter 3 addresses Right of Way and is not yet underway. Updates to the DCM are included 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. The County participated in the Coastal Corridors Study meetings where this topic was discussed extensively. The County and DelDOT continue to work together on this issue as part of the Coastal Corridors Study process. The Perimeter Buffer Ordinance amending the Code of Sussex County was adopted by the County Council on August 27, 2024. The ordinance strengthens requirements for buffering and forest retention along the boundaries of residential development.

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 2025
COMPLETE

Status at end of 2025
COMPLETE



An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. The 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 2025
COMPLETE

Status at end of 2025
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 2025
IN PROGRESS

Status at end of 2025
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 is 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 2025
ONGOING

Status at end of 2025
ONGOING

DelDOT is working with the University of Delaware to enhance support and coordination for municipalities updating their comprehensive plans. The next Sussex County Comprehensive Plan update is not expected until mid-2026 or early 2027.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
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 2025
COMPLETE

Status at end of 2025
COMPLETE

DeIDOT has reached out to DNREC to obtain information on their current parking count, monitoring practices, and historical 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. Park access and use types would make it difficult to determine available parking spaces. Vehicles entering the park with surf fishing tags may be accessing the beach directly. Vehicles that are parked at campsites would impact the count. Individual parking lots with marked spaces would require designated automated counters. For test purposes, DeIDOT installed trailer-mounted technology at the entrance to Fenwick Island State Park and provided real-time parking availability. This was possible because the parking lot has one access/exit point with dedicated parking. After analysis, DeIDOT concluded that parking management at Cape Henlopen State Parks and other public parking lots in Lewes is not feasible. Coordinate with recommendation B-3.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
COMPLETE

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 the frontages of new development will be addressed by developer agreements. DeIDOT has allocated additional funding for road improvements along the southern portion of New Road in the FY23-FY28 CTP. The Lewes Bike Plan, completed in 2024, includes a recommendation to connect a side path to downtown via W. 4th Street.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
COMPLETE

House Bill 490 passed in the Delaware House of Representatives on June 21, 2022, and in 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 DeIDOT 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. DeIDOT 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 2025

Longer-term

Status at end of 2025

Longer-term

This requires approval from the General Assembly.

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

Status at beginning of 2025

COMPLETE

Status at end of 2025

COMPLETE

Sussex County Ordinance 2889 provides an increase in the maximum permitted height for multi-family developments within the County's Rental Program and also in proximity to certain routes in the County. The Ordinance was approved by the County Council on October 18, 2022.

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

Status at beginning of 2025

COMPLETE

Status at end of 2025

COMPLETE

DelDOT implemented speed reduction pavement markings in July 2019 along SR 1 southbound approaching 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 2025

ONGOING

Status at end of 2025

ONGOING

DelDOT considers adding trees during the 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 2025

IN PROGRESS

Status at end of 2025

IN PROGRESS

DelDOT Maintenance reviewed historic complaints. In October 2024, Working Group members were asked to note areas with poor drainage.

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

Status at beginning of 2025

ONGOING

Status at end of 2025

ONGOING

Lighting is installed based on DelDOT's *Lighting Design Guidelines*. On federally funded projects, DelDOT performs a Noise Analysis as part of the National Environmental Policy Act (NEPA) process. Noise impacts of transportation projects are evaluated based on Federal requirements (23 CFR 772) and DelDOT's *Transportation Noise Policy*. Lighting is installed when warranted.

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

Status at beginning of 2025

IN PROGRESS

Status at end of 2025

IN PROGRESS

At this time, the focus will be on multi-modal trails. The SR 1 Low-Stress Bikeways Study is exploring the feasibility of providing multi-modal trails or side paths along multiple roads to fill gaps in the low-stress bike network. Generally, the amount of space created by narrowing lanes is not enough to implement a trail project.

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

Status at beginning of 2025

COMPLETE

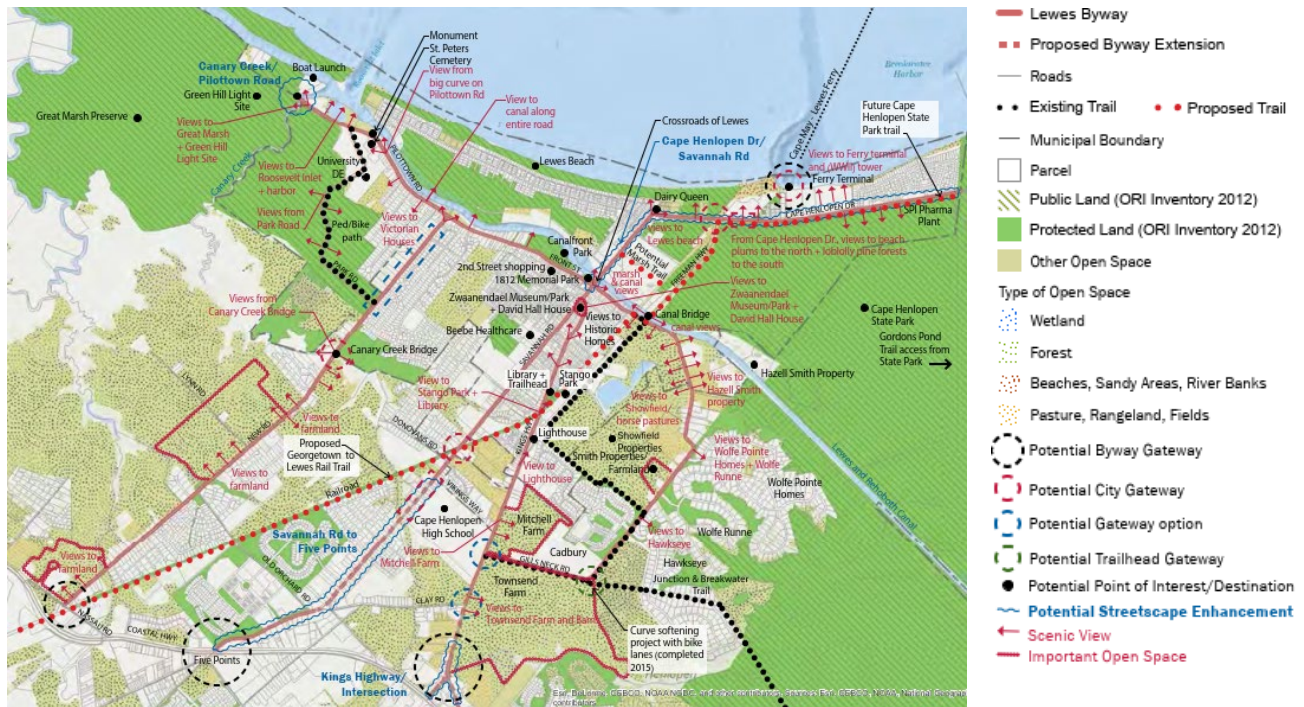
Status at end of 2025

COMPLETE

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 completed at the end of 2024. This effort was funded and supported by DeIDOT, but led by Historic Lewes Byway/Delaware Greenway. The plan will first be reviewed by the Historic Lewes Byway's management organization, and they will have an opportunity to recommend a path forward for public outreach and implementation. The Master Plan includes recommendations for a gateway along Savannah Road. Funding to design and construct the gateway elements will need to be determined and secured.

The Kings Highway project will include extensive beautification in the proposed roundabouts. The DeIDOT Team coordinates with the City of Lewes and Lewes In Bloom.

The MERJE Wayfinding Program (see recommendation B-24) includes recommendations for two welcome/Gateway signs, one at Nassau Bridge and one facing the Lewes Ferry Terminal exit.

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

Status at beginning of 2025

Longer-term

Status at end of 2025

Longer-term

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

Status at beginning of 2025

ONGOING

Status at end of 2025

ONGOING

There are nine new Sussex County projects in the FY25-FY30 CTP, three 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 2025
ONGOING

Status at end of 2025
ONGOING

Minimizing the impact of pre-emption is an ongoing effort. Signal controllers from SR 1 and SR 16 to Collins Street were upgraded on November 28, 2023. Unfortunately, the preemption recovery programming did not work as planned. DelDOT is working with the vendor. A preliminary solution that was tested at the TMC in 2024 was not successful. DelDOT is hopeful to resolve the issue in 2025. Once a new solution is provided to DelDOT it will be tested and if successful will be implemented as soon as possible. The preempt programming has been modified to help reduce the recovery time to the coordinated cycle length.

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

Status at beginning of 2025
ONGOING

Status at end of 2025
ONGOING

Discussions with developers occur as plans are submitted. Staff make recommendations that bike parking be included in Site Plans as they come through the Planning and Zoning Department for review.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
COMPLETE

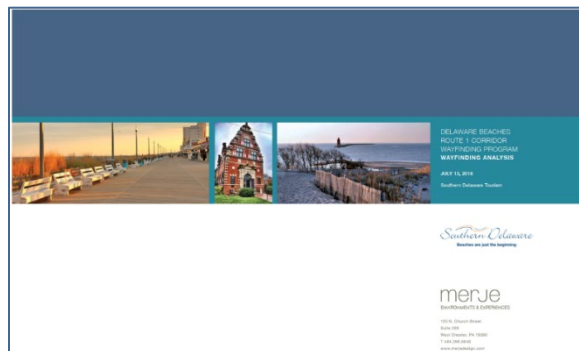
The free DelDOT mobile app has been in place and is continually being updated. Through an established partnership, DelDOT and Waze exchange traffic data. The DelDOT app provides travel time information and real-time traffic advisories, as well as many other features.

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

Status at beginning of 2025
IN PROGRESS

Status at end of 2025
IN PROGRESS

Southern Delaware 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, joined the Five Points Working Group in 2023 to aid in coordination. Southern Delaware Tourism led the development of the "Delaware Beaches Route 1 Corridor Wayfinding Program" by MERJE with the support of Sussex County Government, the City of Lewes, the City of Rehoboth



Beach, DelDOT, the Delaware Tourism Office, and other stakeholders along the Route 1 Resort Corridor.

This study includes a Route 1 wayfinding signage system design and recommended vehicular right-of-way signage placements.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
COMPLETE

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. After assessing the costs and benefits of this improvement as part of the TID process it was identified as a low priority project.

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 2025
ONGOING

Status at end of 2025
ONGOING

A national expert conducted a peer review of the Kings Highway Project. DelDOT has been working with Mobycon, a consulting firm headquartered in the Netherlands, to incorporate best practices in the areas of transportation safety and mobility.

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

Status at beginning of 2025
IN PROGRESS

Status at end of 2025
IN PROGRESS

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

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 2025

IN PROGRESS

Status at end of 2025

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 23 - 28 CTP. The project development process began in October 2021. Construction is tentatively scheduled for Fall 2027 to Fall 2029. A public workshop was held in Fall 2024. The construction schedule is TBD. The Coastal Corridors Study recommended a Corridor Study on Route 9 focused on the area west of Old Vine Boulevard through 113, with a focus on the area between SR 5 and Old Vine Boulevard. Scenario forecasting for that study is underway as of fall 2024.

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 2025

COMPLETE

Status at end of 2025

COMPLETE

The study is complete, recommending the 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 2025

COMPLETE

Status at end of 2025

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 2025

IN PROGRESS

Status at end of 2025

IN PROGRESS

A project has been initiated under DelDOT'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. The construction schedule is TBD.

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

Status at beginning of 2025

IN PROGRESS

Status at end of 2025

IN PROGRESS

Sussex County Council selected this intersection as the first project of its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to the Council in November. A public workshop was held on November 16, 2021. A roundabout was announced as the preferred alternative in 2022 and the design will be completed in early 2024. All-way stop control was implemented recently as an interim safety upgrade. DelDOT is currently in the Right-of-Way acquisition phase of this project. Construction is projected to start in Spring 2026.

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

Status at beginning of 2025

COMPLETE

Status at end of 2025

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. 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 2025

IN PROGRESS

Status at end of 2025

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 2025

COMPLETE

Status at end of 2025

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 2025

COMPLETE

Status at end of 2025

COMPLETE

DelDOT evaluated modifying the median to allow for an 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 the 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 westbound Route 9, and westbound Route 9 was restriped approaching the connector to Plantation Road.



US 9 after turning left from SR 1



US 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 2025

ONGOING

Status at end of 2025

ONGOING

This is a core function of DelDOT Traffic and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21. New adjustments to the traffic-responsive parameters were installed on July 15, 2023. Volume and turning movement data that was collected during the summer months of 2023 has been analyzed, findings will be reviewed by DelDOT in late winter/early spring 2024. In 2024, DelDOT evaluated the SR 1 beach corridor as part of its annual Traffic Signal Retiming project. The signal timings and coordination were implemented in the fall of 2024. DelDOT continues to monitor the corridor for improvement. Additionally, the corridor changed to automatically change signal timing patterns based on live traffic, rather than running a fixed time-of-day timing schedule.

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

Status at beginning of 2025

COMPLETE

Status at end of 2025

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 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.

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

Status at beginning of 2025

ONGOING

Status at end of 2025

ONGOING

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

In 2020, DelDOT pursued the implementation of direct access to Lowe's from SR 1. Construction of this direct connection has been incorporated into the maintenance of the 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 DelDOT 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 2025

Longer-term

Status at end of 2025

IN PROGRESS

This recommendation refers to crossovers between Five Points and SR 24. DelDOT Traffic announced upcoming crossover closures and restrictions north of Five Points between Lockerman Road and Fox Run in October 2025. Intersections include SR 1 and Lockerman Road, Hudson Road/Steamboat Landing Road, Fleming Lane, and Eagle Crest Road/Oyster Rocks Road, as well as crossovers that are not located at intersections within those limits.

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

Status at beginning of 2025

COMPLETE

Status at end of 2025

COMPLETE

Area legislators supported the installation of this sign using their Community Transportation Funds. The radar speed sign was installed on 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 2025

COMPLETE

Status at end of 2025

COMPLETE

Construction was completed in the 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 2025

COMPLETE

Status at end of 2025

COMPLETE

The Five Points project team met with Cape Henlopen School District (CHSD) in July 2022 to discuss recommendation C-16. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School because there are significant backups on Route 24/John J Williams Highway during arrival and dismissal. However, in conversation with CHSD it was determined that relatively few buses use Mulberry Knoll Road – the majority of buses need to travel along SR 24 to access their route. For this reason, a driveway discharging onto Mulberry Knoll Road would likely not alleviate the school related congestion issues.

Providing a driveway behind Love Creek Elementary School would also require the support of Delaware State Police since Troop 7 is located behind Love Creek Elementary School and the proposed driveway would be co-located with or adjacent to the Troop 7 driveway. The project team met with DSP Troop 7 representatives and learned that they are not interested in providing the Elementary School access to their entrance on Mulberry Knoll Road at this time.

For these reasons, driveway access from Love Creek Elementary School onto Mulberry Knoll Road was determined to not be feasible. However, the delays on SR24 have been improved by DelDOT's SR24, Love Creek to Mulberry Knoll project which was completed as of the end of 2024. The new signal at the intersection of SR24/Mulberry Knoll Road is operational which should aid in the access to this roadway. DelDOT also adjusted the signal that provides access to the schools on SR24.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
COMPLETE

Study area intersections have been assessed by DelDOT Traffic as part of Recommendation C-6 and necessary improvements have been incorporated into CTP projects as appropriate.

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 2025
COMPLETE

Status at end of 2025
COMPLETE

All identified intersections have been assessed by DelDOT Traffic and addressed by DelDOT maintenance, DRBA Maintenance, or incorporated into CTP projects.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
COMPLETE

Eight reportable crashes occurred at the intersection over the three years from March 2015 to March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and the 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 2025
COMPLETE

Status at end of 2025
COMPLETE

In conjunction with the 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 2025
COMPLETE

Status at end of 2025
COMPLETE

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

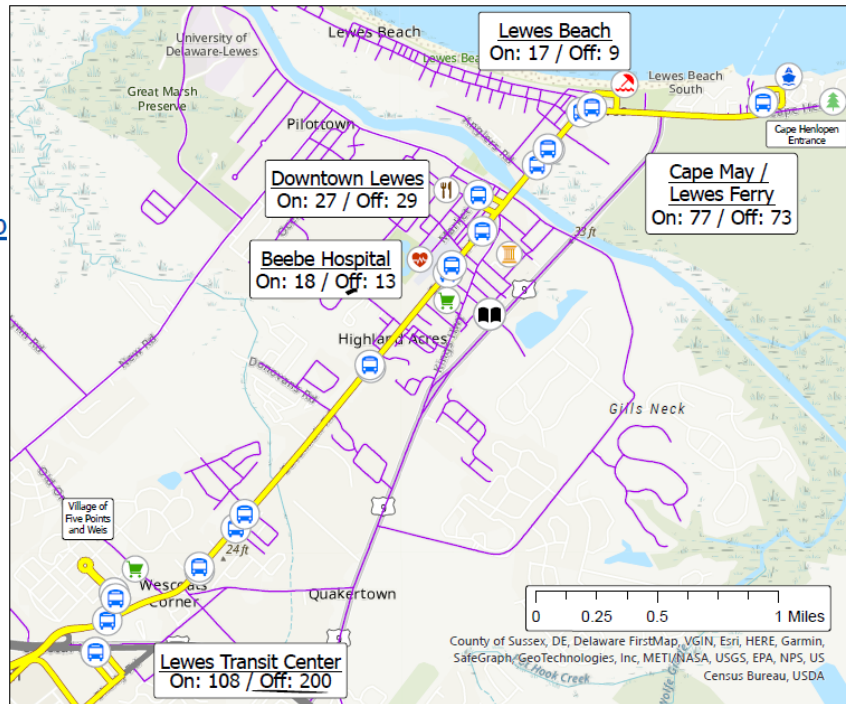
318 riders per Weekday
163 riders per Saturday
133 riders per Sunday

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. The one-way base fare is \$2.00; the 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 City continued the pilot with some modifications during the summer of 2023. Service expanded to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments. The most popular stops were the Cape May-Lewes Ferry Terminal and the intersection of 2nd and Market Street. Following the two-year pilot, Lewes City Council voted to discontinue the service in February 2024 due to the high cost of the service.

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 the 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.

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

Status at beginning of 2025

IN PROGRESS

Status at end of 2025

ONGOING

DeIDOT initiated a study in 2020 to explore the feasibility of developing pathways or other forms of low-stress bicycle routes parallel to SR 1. However, that study has a specifically defined scope and 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 2025 SR 1 Low-Stress Bikeway Study evaluated 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.

Ordinance 3061 amending the Code of Sussex County, Chapter 99, Article II, § 99-9, was adopted by the County Council on December 10, 2024. Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate "as reflected in the applicants" preliminary plat. This recommendation will be incorporated in project reviews in an ongoing basis moving forward.

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

Status at beginning of 2025

IN PROGRESS

Status at end of 2025

ONGOING

DeIDOT Planning finalized a Complete Streets Design Guide that offers design guidance for roadways including bike and pedestrian facilities in Spring 2025. DeIDOT coordinates with local stakeholders on appropriate design features for specific projects including lighting and signage. Beautification measures such as landscaping require a maintenance agreement with a local partner and are handled on a project-by-project basis.

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

Status at beginning of 2025

IN PROGRESS

Status at end of 2025

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 the remaining gaps on New Road. A gap remains on Old Orchard Road between the Trail and New Road. DeIDOT will inventory the 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 sidewalks 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 a 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 traverses 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 need 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. Strategies to ensure all gaps are filled are under discussion.

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

Status at beginning of 2025
IN PROGRESS

Status at end of 2025
IN PROGRESS

The Savannah Road Sidewalk project started construction on 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 a sidewalk to the project limits. Strategies to fill the remaining gaps will be coordinated with the implementation of the Savannah Road Master Plan and/or other projects in the vicinity. 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 2025
IN PROGRESS

Status at end of 2025
COMPLETE

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) and the results were presented to the Five Points Working Group. Further evaluation, including public input, was conducted as part of the SR 1 Low-Stress Bikeway Study (2025). Two locations were found to be feasible and of substantial benefit to the bike and pedestrian network: proximate to the Lewes Transit Center at Marsh and Shady Road and proximate to the Rehoboth Transit Center near Rehoboth Avenue Extension. Coordinate with 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 2025
COMPLETE

Status at end of 2025
COMPLETE

DTC studied the feasibility of providing traditional fixed route transit service to the 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. DTC is now focusing on implementing the DART Reimagined recommendations.

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 2025
IN PROGRESS

Status at end of 2025
IN PROGRESS

DTC supports implementing a Park and Ride along Route 24, but the 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 in this initiative. DTC is working to find another location that would be feasible.

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

Status at beginning of 2025
IN PROGRESS

Status at end of 2025
COMPLETE

Connections to and from the Lewes Transit Center were documented as part of the SR 1 Low Stress Bikeway Study (2025). Coordinate with recommendation D-6.

The FY 2025-30 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 2025
IN PROGRESS

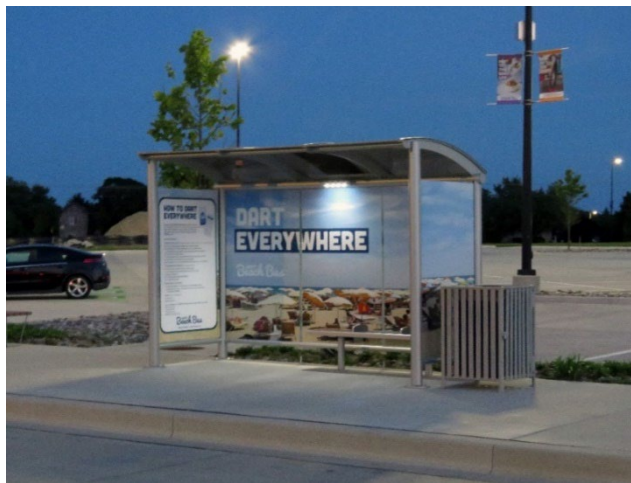
Status at end of 2025
IN PROGRESS

Evaluations are being conducted in conjunction with recommendations D-2 and D-6. A median barrier was discussed as part of the Route 1 Pedestrian Safety Task Force that produced a report in January 2014. In March 2024, DelDOT Traffic submitted a project nomination to Project Development South for the consideration of a median barrier-type treatment along the entire length of SR 1 in Sussex County. Traffic engineering will take the lead on design for this project. As of early 2025, there have been no design efforts or feasibility studies for the section of SR 1 south of Five Points. Grade-separated intersection locations and widening projects include median barriers within those project limits.

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

Status at beginning of 2025
COMPLETE

Status at end of 2025
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. Thirteen shelters were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations in 2020 and seven 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 2025
IN PROGRESS

Status at end of 2025
COMPLETE

Coordinate with recommendation B-17. The SR 1 Low-Stress Bikeways Study (2025) recommended multi-modal trails or side paths to fill gaps in the low-stress bike network between Lewes and Rehoboth. The Lewes Bike Plan, completed in the spring of 2024, suggests connections within City limits.

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

Status at beginning of 2025

IN PROGRESS

Status at end of 2025

ONGOING

This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study. DelDOT installs bike parking as part of capital projects where appropriate, for example along the Georgetown-Lewes Trail where kiosks are located. Through the Development Coordination, bike parking is recommended for commercial developments. Bike parking recommendations were included as part of the Lewes Bike Plan, which was adopted in the spring of 2024. The County supports bike parking in strategic locations, such as in parks and at trail heads where bike parking is desirable. Hudson Park is one potential location. Locations will be identified through the DelDOT and DNREC capital project process and development coordination process moving forward.

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 2025

COMPLETE

Status at end of 2025

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 2025

COMPLETE

Status at end of 2025

COMPLETE

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 2025

Longer-term

Status at end of 2025

IN PROGRESS

This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter-term improvements and CTP projects will impact the scope of the study. DelDOT has reviewed prior GSI studies and plans to monitor traffic volumes at the Five Points intersection annually each summer to assess the impact of improvements to the surrounding transportation network. The analysis portion of the feasibility study for the Five Points intersection will commence once the Minos Conaway Grade Separated Intersection, Old Orchard Road Realignment, and Plantation Road Improvements are operational (approximately 2029).

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 2025

COMPLETE

Status at end of 2025

COMPLETE

This idea was recommended by the Henlopen TID study. DelDOT 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 2025

IN PROGRESS

Status at end of 2025

IN PROGRESS

This 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 2025
COMPLETE

Status at end of 2025
COMPLETE

The benefits, costs, and impacts of a new road connection have been evaluated. Vineyards has now signed the TID Agreement for future phases. DelDOT and Sussex County will continue to coordinate with incoming developers throughout the development review process, however, there is no regulation requiring a new connection.

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 2025
Longer-term

Status at end of 2025
IN PROGRESS

The Five Points Project Team plans to monitor traffic volumes at the Five Points intersection annually each summer to assess the impact of improvements to the surrounding transportation network including the Minos Conaway Grade Separated Intersection and Old Orchard Road Realignment.

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 2025
ONGOING

Status at end of 2025
ONGOING

There is insufficient median remaining along Route 1 to facilitate the provision of service roads along the entire corridor. Achieving better interconnectivity between parcels was also a recommendation of the Coastal Corridors Study. The Minos Conaway GSI Project is introducing service roads along SR 1 north of US 9. Other opportunities for service roads will be explored as parcels are redeveloped and as part of DelDOT Capital Projects.

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 2025
IN PROGRESS

Status at end of 2025
IN PROGRESS

Preliminary plans for the Airport Road Extension (Old Landing Road to SR 24) were distributed in spring 2024. DelDOT is working towards semi-final plans which are scheduled for summer 2025. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project.

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 2025
COMPLETE

Status at end of 2025
COMPLETE

The project team performed a high-level evaluation of this connection and presented it to the Working Group at their January 2024 Meeting. Old Landing Road has been developed, and the remaining open space is forested or environmentally sensitive land within the flood plain. It does not appear there is sufficient space for a future public right of way without major private property impacts. The project team and Working Group concluded that a connection no longer appears to be feasible.

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

Status at beginning of 2025
IN PROGRESS

Status at end of 2025
IN PROGRESS



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

APPENDIX B: TRANSITION TO PHASE 3



October 2025

To: Five Points Transportation Study Phase 2 Working Group Members

Scott Collins
Kathi Colman
Bill Davis
Robert Fischer
Councilwoman Jane Gruenebaum
Scott Green
DJ Hughes
Sen. Russ Huxtable
Stephanie Johnson

Todd Lawson
Glenn Marshall
Pete Mattson
Ellen Lorraine McCabe
Mary Roth
Councilman John Rieley
Rep. Claire Snyder-Hall
Scott Thomas
Michael Tyler

On behalf of the Delaware Department of Transportation and Sussex County, we thank you for serving on the Five Points Transportation Study Working Group. As the efforts of the Working Group begin to wind down, we want to take a moment to reflect on the success of this effort and explain what will happen next.

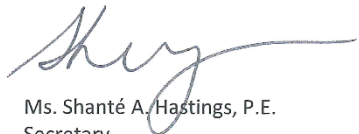
The Working Group was formed in 2017 to develop a comprehensive approach to improving the transportation system in and around the greater Lewes-Rehoboth Beach community. During this time, the Working Group developed a list of 78 recommendations in several categories that served as the “roadmap” of projects and initiatives for DelDOT and Sussex County to execute during the last eight years. To date, 50 percent of the recommendations have been completed, and another 44 percent of the recommendations are ongoing or in progress. The list of recommendations that have been already completed and the work that is planned to take place represent a monumental accomplishment for DelDOT and Sussex County in this area. Stakeholder feedback during the planning process is crucial to ensuring that community perspectives are included in policies and projects, so your role as a Working Group member in guiding this initiative was essential to the success of the study.

Going forward, DelDOT and Sussex County will continue their efforts to see that the remaining recommendations are achieved. Currently, there are several programmed roadway widening and reconfiguration projects either underway or funded in the six-year Capital Transportation Program. There are also several projects programmed to improve access to walking, biking, or public transportation. Completion of these projects will provide us with the data to determine how traffic patterns in and around the area may change. This data will be crucial to our efforts to study the main Five Points intersection at US 9 and SR 1. We also encourage you to continue to be involved in other planning initiatives, such as the Coastal Corridors Study.

At the next Working Group meeting, we will announce our intentions to conclude the Group’s formation and transition toward annual updates on the remaining recommendations and area projects. Of course, should you have any suggestions or questions along the way, please do not hesitate to contact our offices.

Throughout the years, we were able to accomplish some significant improvements for the Five Points area. We are proud of this joint initiative and could not have done it without your dedicated service – thank you!

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shanté', with a long horizontal flourish extending to the right.

Ms. Shanté A. Hastings, P.E.
Secretary
Delaware Department of Transportation
800 South Bay Road
Dover, Delaware 19901

A handwritten signature in blue ink, appearing to read 'Todd J. Lawson', with a long horizontal flourish extending to the right.

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

