



# FIVE POINTS

TRANSPORTATION STUDY



Phase 1 Plantation Road Project, photo by Driscoll Drones

**2023 ANNUAL REPORT**

April 2024







April 2024

To: Five Points Transportation Study Phase 2 Working Group Members

David Chernuta (new for 2023)  
Scott Collins (new for 2023)  
Kathi Colman  
Bill Davis (new 2023)  
Robert Fischer  
Scott Green  
DJ Hughes  
Sen. Russ Huxtable (new 2023)  
Todd Lawson  
Glenn Marshall

Ellen Lorraine McCabe  
Rep. Stell Parker Selby (new 2023)  
Councilman John Rieley  
Mary Roth  
Councilman Mark Schaeffer  
Lloyd Schmitz  
Rep. Peter Schwartzkopf  
Pamela Steinebach  
Scott Thomas (new 2023)  
Michael Tyler

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

With the help of the Working Group, significant progress was made in 2023 toward implementing many of the 78 recommendations approved by the Phase 1 Working Group. In addition to continuing work on 34 recommendations that were in progress or ongoing at the beginning of 2022, DelDOT and Sussex County began work on five additional recommendations. Seven of the 78 recommendations were completed in 2023, bringing the total completed to 32.

In 2024 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1, with a focus on making improvements that the public can see on the ground. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,

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

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



## INTRODUCTION

This Annual Report documents activities in 2023 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

### Origin of the Five Points Transportation Study

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

### Phase 1

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

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

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

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## **Phase 2**

Phase 2 consists of the implementation of the 78 recommendations. A Phase 2 Working Group was established in 2019, with the primary purpose of providing input to DelDOT and the County on implementation of the Phase 1 recommendations. In addition, the Phase 2 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.

Over the course of 2023, the Phase 2 Working Group had 22 members, including seven members who served in Phase 1 and six new members who joined in 2023.

### **2023 WORKING GROUP MEMBERS**

**Mr. David Chernuta**  
**Mr. Scott Collins (began in Oct.)**  
**Ms. Kathi Colman**  
**Mr. Bill Davis**  
**Mr. Robert Fischer\***  
**Mr. Scott Green\***  
**Ms. Kim Hoey Stevenson (through June)**  
**Mr. DJ Hughes\***  
**Senator Russ Huxtable**  
**Mr. Todd Lawson\***  
**Mr. Glenn Marshall**  
**Ms. Ellen Lorraine McCabe (began in Oct.)**  
**Rep. Stell Parker Selby**  
**Councilman John Rieley**  
**Ms. Mary Roth**  
**Councilman Mark Schaeffer**  
**Mr. Lloyd Schmitz\***  
**Rep. Peter Schwartzkopf\***  
**Ms. Pamela Steinebach**  
**Mr. Scott Thomas**  
**Ms. Ann Marie Townshend\* (through Oct.)**  
**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 evaluated the recommendations they could reasonably begin to implement 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.

The Phase 2 Working Group met three times in 2023. An open house was held on June 14 to present the 2022 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. This was also made available on the study website.

In 2023, implementation continued for thirty-four recommendations that were classified as in-progress or ongoing as of the end of 2022, and an additional five recommendations were started. At the end of 2023, 71 of the 78 recommendations – or 91 percent – are Complete, Ongoing, or In Progress.

The following sections provide information on 2023 meetings and activities, details on progress made in 2023, and proposed priorities for 2024. An appendix provides more detail on the status of each individual recommendation. A public workshop is scheduled for spring 2024 to present this information.

## MEETINGS AND ACTIVITIES IN 2023

### Five Points Working Group Meetings

Three hybrid in-person/online Working Group meetings were held in 2023 to maximize access for the public and facilitate participation. Hybrid meetings located at Cape Henlopen High School Library and hosted on DelDOT's Zoom platform were held in January, April, and October. The public was invited to attend these meetings in-person or online and to make comments 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 website – [5points.deldot.gov](https://5points.deldot.gov) – following each meeting.

#### January 30, 2023

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

- Removal of Bridge 3-928R, Lewes RR Swing Bridge
- SR 24, Love Creek to Mulberry Knoll
- Georgetown to Lewes Trail, Fisher Road to Airport Road
- BR 3-714 on S266 New Road over Canary Creek
- Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement
- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Road Grade-Separated Intersection
- Realignment of Old Orchard Road at Wescoats Corner
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Coastal Highway Intersection Improvements
- Route 1 and Holland Glade Intersection
- Airport Rd Extension, Old Landing Rd to SR 24
- Old Landing Road and Warrington Road Intersection Improvement
- New Road, Nassau Road to Old Orchard Road
- US 9 Widening (Old Vine Road to SR 1)
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road
- Postal Lane from Linden Lane to SR 1 Improvements
- Shady Road from Plantation Road to SR 1 Improvements

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](https://www.deldot.gov/projects).

Bryan Behrens, DelDOT group engineer with Project Development South, and George Pierce, DelDOT Construction Engineer, provided an update on the Plantation Road Improvements between Robinsonville Road to US 9. The project will add another southbound through-lane on Plantation Road between US 9 and Robinsonville Road and will ease area congestion. Bryan and George gave updates on the project related to construction schedule and detours.

Leah Kacanda, project team member from WRA, presented an update on the Coastal Corridor Study. She reviewed background on the study, outreach that was conducted during the winter of 2019/2020, and feedback about specific transportation issues in the study area. A Coastal Corridors Committee comprised of local stakeholders is being used to assist in the development of recommendations and advertise the study to the public. Leah encouraged the Working Group members to visit the Coastal Corridors Committee website to sign up for email updates, take the survey, and review study materials.

#### April 24, 2023

Jamie Whitehouse, the Planning and Zoning Director for Sussex County and Jennifer Cinelli-Miller, the Five Points DelDOT Project Manager, presented on Five Years with Five Points. Their presentation included an overview of the development that is occurring in Sussex County and the processes DelDOT and Sussex County have developed to improve coordination between the agencies beginning in 2017. They highlighted key residential developments, the importance of monitoring development, initiatives between DelDOT and Sussex County, and the value of the *Following Five Points* newsletter.

Glenn Marshall, the Special Operations Manager for Sussex County and a member of the Working Group, presented an overview of Emergency Response in Sussex County. Glenn's presentation included an overview of staff, the geographic area they cover, data on calls for emergency services, including top locations for responses (Lewes, Rehoboth, mid Sussex and Millsboro), how increased traffic plays a role in response times, strategies to improve response times, driver education, and information about yielding to emergency vehicles.

#### October 23, 2023

Andrew Bing introduced the new DelDOT Project Manager, Humaira Nabeela, who is taking over for Jenn Cinelli-Miller who left DelDOT.

Jamie Whitehouse, the Planning and Zoning Director for Sussex County presented information on an ordinance relating to through lots which was passed the previous evening by Sussex County Council. The ordinance clarifies the definition and treatment of through-lots and front and rear yards within them. This ordinance should reduce the number of variance applications, and the burden on County staff processing those applications.

Pam Steinebach, DelDOT Director of Planning, gave an overview of the Public Hearings for the FY 25 - FY 30 Capital Transportation Program (CTP), with an emphasis on projects in the Five Points area. For each project, Pam reviewed project descriptions, phases, projected construction completion date, and updates. The CTP projects in the Five Points area included:



- US 9 between Old Vine Boulevard and Dairy Farm Road Corridor Improvements
- Zoar Road at South Bedford Street Intersection Improvements
- Hudson Road between Route 9 and Route 1 Improvements
- Redden Road Corridor Improvements
- Phillips Landing Road between Mt. Pleasant Road and Phillips Landing Improvements
- Route 24 between Love Creek Bridge and Indian Mission Road Improvements

Pam also presented information on the six safety bills from the last legislative session that Governor Carney signed, including:

- *HB 92*: Expand Move Over Law. This law is intended to curb excessive speeds in work zones.
- *HB 94*: Automated Speed Cameras.
- *HB 120*: Expand Reckless Driving. Speeding over 90 mph will be fined, require traffic school, or community service (i.e., picking up trash along roads)
- *SB 68*: Child Safety Seats.
- *SB 86*: Graduated Motorcycle Helmet. Novice drivers will be required to wear a helmet for two years.
- *SB 89*: Green Lights on Snow Equipment. Green lights have greater contrast with snow.

Pam provided examples of various safety measures DeIDOT is using, including dynamic chevron signage, High Friction Surface Treatment (HFST), the wrong way driver pilot (with lights blinking Wrong-Way), rumble strips, cable median barriers, Rapid Rectangular Flashing Beacons (RRFB), and automated speed enforcement.

Sarah Coakley, DeIDOT Principal Planner, presented updates on the Henlopen Transportation Improvement District (TID). Sarah reviewed modeling that was done by DeIDOT to help identify improvements, the status of Henlopen TID improvements, the number of signed agreements with developers, developer contributions, and the statuses of the following projects within the Henlopen TID:

- Airport Road Extension, Old Landing Road to SR 24: *Preliminary Engineering underway*
- US 9 Widening, Old Vine Road to US 1: *Preliminary Engineering underway*
- Old Landing Road and Warrington Road intersection: *Preliminary Engineering underway*
- Plantation Road: *Phase 1 under construction, Phase 2 in design*
- Shady Road and Postal Lane improvements: *added to the out years of FY23-FY28 CTP (Preliminary Engineering to begin in FY2028)*
- Mulberry Knoll Road Extension, from Cedar Grove Road to US9: *added to the out years of FY23-FY28 CTP (Preliminary Engineering to begin in FY2028)*
- US9 Widening, Old Vine Road to Dairy Farm Road: *proposed FY25-FY30 CTP, PD in FY27 and FY28*
- SR24 between Love Creek Bridge and Indian Mission Road: *proposed FY25-FY30 CTP, PD in FY28 and FY29*

Sarah was able to answer questions from the Working Group members about the Henlopen TID and TIDs in general.

Dorothy Morris from the Office of State Planning and Coordination (OSPC) presented information on State Development Trends for 2022 and 2023. The Office of State Planning Coordination (OSPC) recently submitted its [2023 Annual Report](#) to the Governor. Dorothy encouraged meeting attendees to access additional information at <http://stateplanning.delaware.gov>. Dorothy answered questions from the Working Group members regarding 2022/2023 development trends.

### **Public Workshop - Open House**

A drop-in style Open House was held on June 14 to present the contents of the 2022 Annual Report, describe progress made in 2022 on the implementation of study recommendations, and discuss goals for 2023. In total, 57 people attended.

Members of the Five Points project team provided a brief presentation focused on the Working Groups accomplishments for 2022, after which members of the public were free to visit stations featuring information on the following projects:

- Five Points Annual Report – DelDOT
- Sussex County Information – Sussex County Staff
- PLUS Process – Office of State Planning Coordination Staff
- Henlopen Transportation Improvement District (TID) – DelDOT Staff
- Project Development – DelDOT Staff
- Plantation Road Construction – DelDOT Staff
- Active Transportation – DelDOT Staff
- Coastal Corridors Study – DelDOT 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.

Most of the workshop comments and online survey responses were focused on site-specific issues/concerns at or around the Five Points intersection itself, including:

- Reduction of accidents and fatalities at the intersection of Hudson Road, Cave Neck Road, and Sweetbriar Road due to the stop sign installation
- Lack of active streetlights at the intersection of Tulip Road and Coastal Highway
- Excessive speeds along Coastal Highway near Nassau Bridge

Information about all DelDOT 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](https://5points.deldot.gov), to serve as an information portal for stakeholders and the public, where all project-related materials and activities could be viewed and/or downloaded.

In March 2020 a redesigned Five Points website went live. The website is regularly updated to include Working Group meeting and workshop announcements, as well as Working Group meeting materials. The Implementation Plan showing 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.

The website was visited 50 times over the course of 2023, or an average of 4 times per month. Throughout 2023, there were no significant spikes in activity on the website.

The screenshot shows the Five Points Transportation Study website. The header includes the Delaware.gov logo and navigation links for Agencies, News, Topics, and Contact. Below the header is a navigation bar with links for ABOUT, CITIZEN, BUSINESS, SERVICES, CONTACTS, and TRANSLATE. The main content area features a large title 'Five Points Transportation Study' and a sidebar with navigation links: Home, Get Involved, Implementation Plan, Public Workshops, Studies and Reports, Working Group Meetings, and Phase 1. The main content area also includes a 'Next Working Group Meeting' section with the text 'No Upcoming Meetings' and a 'Subscribe to Five Points Email Updates' button with the text '(Log in, go to Subscriptions, Manage Subscriptions, and search for Five Points)'. A map of the study area is shown on the right side of the page.

### **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. In FY 2023, *Following Five Points* was distributed in September and November/December 2022, February, March, May/June, and September 2023. An additional email was sent in August 2023 to announce the dates, times, and locations of the FY 25 - FY 30 Capital Transportation program (CTP) public hearings. All total, six (6) *Following Five Points* email updates were distributed in FY 2023. Regular email updates included a recap of the most recent Working Group meeting and announcements of upcoming Working Group meetings; announcements/invitations to public events (workshops, webinars, information sessions, etc.) for the Five Points Transportation Study and other DelDOT projects within the Five Points area; resources/information for other projects in and around the Five Points area; and an educational segment called the “Knowledge Corner” that provides information on a transportation topic related to the Five Points Transportation Study or other DelDOT efforts. The email updates continue to allow for more consistent communication from the Study Team to the Working Group and the public on transportation issues affecting the Five Points area.

The distribution list for the *Following Five Points* email began in 2018 and 2019 from in-person Working Group meeting and public workshop sign-in sheets. Over the course of the study, the distribution list has grown; in 2023 changes to Working Group members, local elected officials, and DelDOT and Study Team personnel were made; and 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 2022 to 2023, the *Following Five Points* distribution list increased by 16. The *Following Five Points* emails continue to be a popular read with subscribers, with, on average, 65 percent of subscribers opening and reading the articles in each issue.

	2022	2023	Change from 2022-2023
Distribution List	484	500	16
Email Updates Sent	10*	5	-5
Average Opens	257	251	-6
Average Open Rate	60%	65%	5%

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



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

Seven public workshops related to projects in the Five Points area were conducted in 2023.

- **Airport Road Extension, Old Landing Road to SR24 - Old Landing Road and Warrington Road Intersection**

A public workshop was held in person on Tuesday, April 4, 2023, 4:00 PM at Beacon Middle School Cafeteria. This workshop was held to solicit public input on the proposed improvements on Airport Road and Warrington Road at Old Landing Road in Lewes, Delaware. The purpose of these projects is to improve traffic safety and operations along the corridor.

- **Savannah Road Master Plan**

A public workshop was held in person on Wednesday, April 26, 2023, 6:00 PM at Lewes Elementary School. This open-house-style workshop was hosted by DelDOT in partnership with Delaware Greenways and the Historic Lewes Byway regarding the development of a Master Plan for Savannah Road. The public had the opportunity to review the project background and goals, the study area, and the overall schedule. The public also had the opportunity to provide their input and help inform the development of potential improvements to be included in the master plan document.

- **Lewes Bike Plan & Georgetown-Lewes Trail**

A public workshop was held in person on Thursday, June 15, 2023, 4:30 PM at Lewes Public Library. This open house-style workshop presented the update regarding the Georgetown-Lewes trail realignment and amenities for the section of trail between Airport Road and Fisher Road. The workshop provided: an introduction to the preliminary vision and goals for the Plan, an overview of the existing bicycle network and funded network improvements, including the next phase of the Georgetown-Lewes Trail, and an opportunity to provide ideas for future bicycle improvements and feedback.

- **SR 1 Low Stress Bikeways Study**

A public workshop was held in person on Tuesday, June 20, 2023, 4:00 PM at Cape Henlopen High School Library. This workshop focused on long-term multimodal network planning and project coordination for low-stress bike facilities in the vicinity of the Munchy Branch Road/Miller Road crossing of SR 1/Coastal Highway. Representatives from the following projects were available to discuss and collect feedback on planned multimodal improvements: SR 1 Low-Stress Bikeway Study, Munchy Branch Road Multi-Use Trail Phase 2, Hazard Elimination Program (HEP) safety improvements at the intersection of SR 1 and Munchy Branch Road/Miller Road, Airport Rd Extension, Old Landing Road to SR 24, and Old Landing Road and Warrington Road.

- **Lewes Bike Plan**

A public workshop was held in person on Wednesday, October 11, 2023, 4:00 PM at Lewes Public Library. This workshop provided the public with: a review of the proposed vision and goals for the Plan, an overview of the survey results and comments/suggestions received through public engagement activities, an overview of recommendations developed for bike infrastructure improvements, policies, and programs, and an opportunity to provide comments on recommended improvements.

## 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 the Wilmington Area Planning Council (WILMAPCO), Dover/Kent County Metropolitan Planning Organization, 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 are anticipated in each specific fiscal year.

### **FY23 - FY28 Capital Transportation Program (CTP)**

The current program is the [FY23 - FY28 CTP](#) which was approved by the Council on Transportation on February 24, 2022, and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on November 16, 2022.

Nine new projects in Sussex County were added to the FY23 - FY28 CTP. Three are in the Five Points vicinity:

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

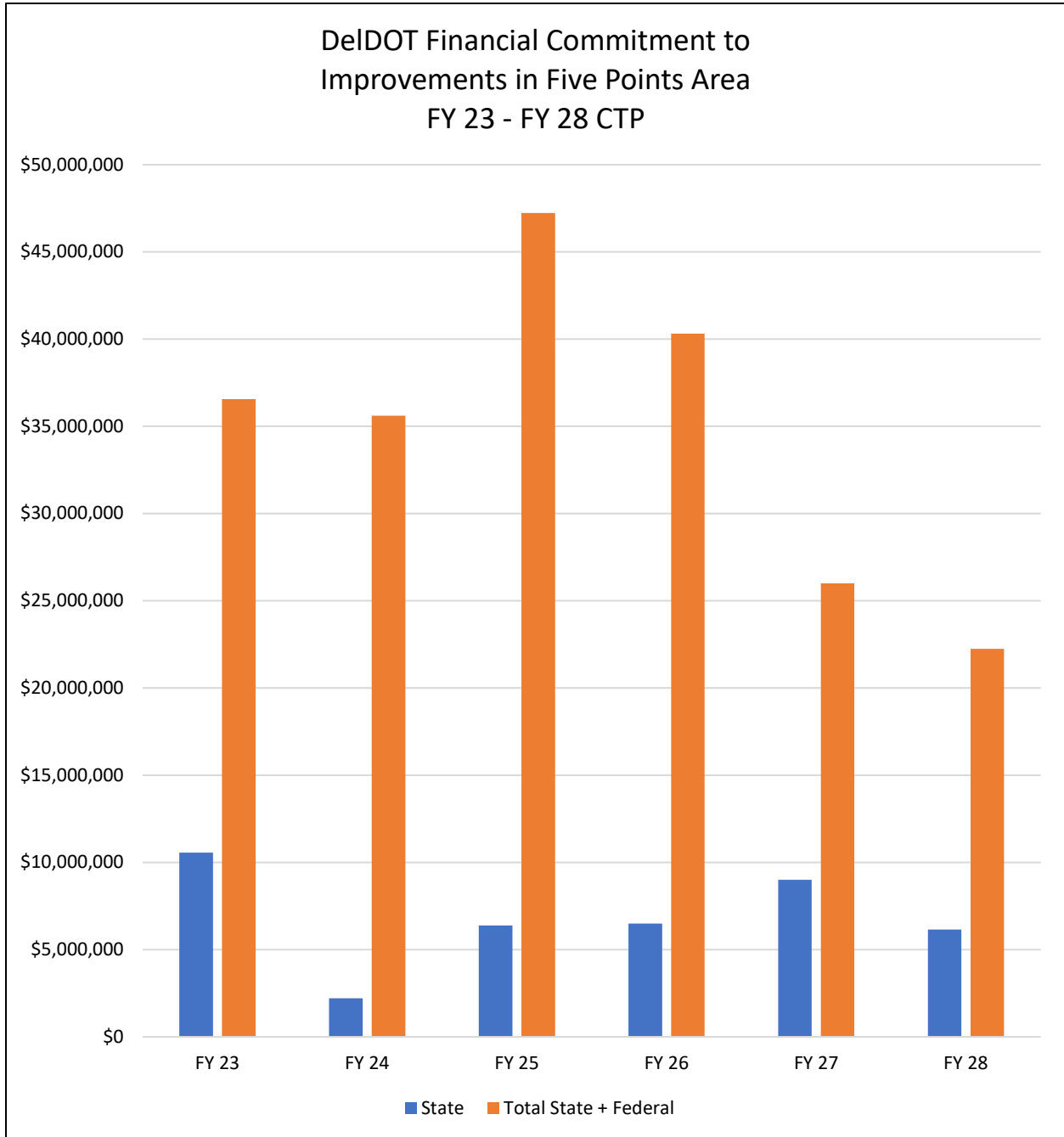
Preliminary engineering for all three projects is planned to begin in FY 28.

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

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

Other transportation projects in the FY23 - FY28 CTP include a safety improvement project at the intersection of Dairy Farm Road and Beaver Dam Road/Fisher Road, as well as improvements to the New Road bridge over Canary Creek, with work currently scheduled to begin in fall of 2024. Costs of these projects are included in county-wide or state-wide budget numbers rather than as individual CTP line items.

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



### **Proposed FY 25 - FY30 Capital Transportation Program (CTP)**

On August 14, 2023, the Council on Transportation released the draft FY25 - FY30 CTP for public comment.

Three public workshops were held in August/September 2023, with one in each county, including:

- DelDOT/WILMAPCO public meeting: August 30, 2023, Newark Free Library
- DelDOT/Dover/Kent County MPO public meeting: August 31, 2023, DelDOT Administration Building
- DelDOT/Sussex County/SWMPO public meeting: September 6, 2023, DelDOT's South District Conference Room

The Council on Transportation approved the FY25 - FY30 CTP on February 22, 2024. DelDOT will seek federal approval of the FY25 - FY30 CTP later in 2024.

The draft FY25 - FY30 CTP Spend Plan is a project level document that provides anticipated project spends per phase by fiscal year for all DelDOT projects.

Six new projects in Sussex County are proposed for the FY25 - FY30 CTP. Three are in the area of Five Points:

- Hudson Road between Route 9 and Route 1 Improvements
- US 9 between Old Vine Boulevard and Dairy Farm Road Improvements
- Route 24 between Love Creek Bridge and Indian Mission Road Improvements

Fourteen Five Points area projects are proposed to be carried forward from the FY 23 to FY 28 CTP, for a total of 17 projects in the area of Five Points:

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

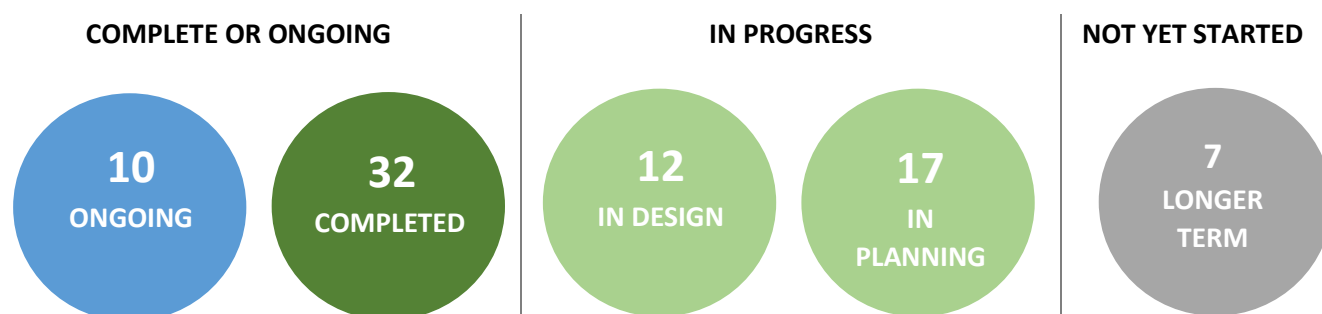
The financial commitment of state funds made by DelDOT for capital projects in the Five Points area over the next six fiscal years totals over \$47,000,000. In addition, DelDOT plans to allocate over \$190,000,000 of its federal transportation funds to these projects. **This will result in a total six-year investment of more than \$238 million in the Five Points area.**



## IMPLEMENTATION STATUS SUMMARY

By the end of 2023, of the 78 recommendations, 29 were in progress, including four that were listed as priorities to initiate in 2023, and 32 were completed. Two recommendations were changed to Ongoing in 2023, bringing the total Ongoing to ten. Work for Ongoing recommendations is part of DelDOT's or the County's core responsibilities and is performed on a regular basis.

### Status of recommendations at the end of 2023



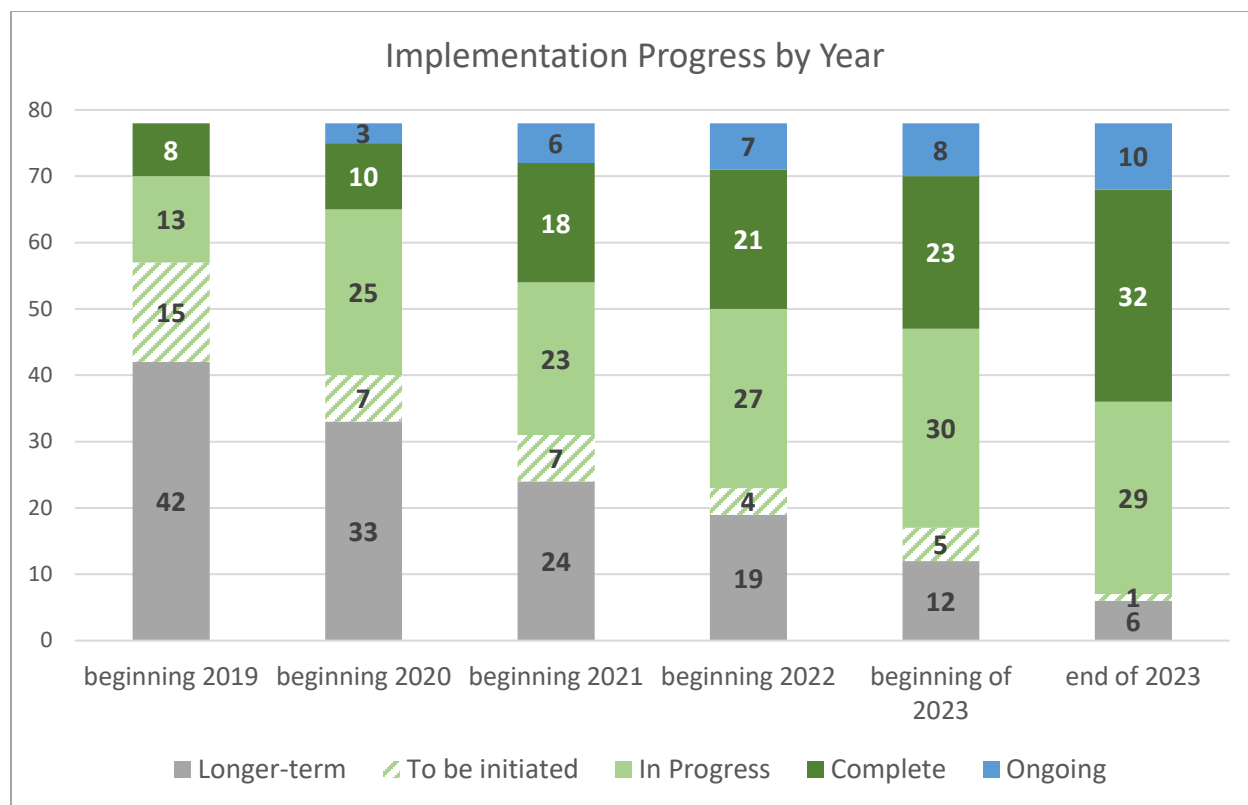
### Progress Made During 2023

At the beginning of 2023, 55 of the 78 recommendations were In progress, Complete, or Ongoing ("Ongoing" meaning that work will continue to be performed on a regular basis, whereas work "In Progress" will be complete at some point).

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

Five recommendations that had been considered Longer-Term in 2022 were initiated in 2023. By the end of the year, one was classified as In Progress, one was classified as Ongoing, one is To Be Initiated in 2024, and two were classified as Complete. Out of five recommendations that were In Progress at the beginning of 2023, three were classified as Complete, and two were classified as Ongoing. By the end of 2023, 71 of the 78 recommendations were In Progress, Complete, To Be Initiated in 2024 or Ongoing, as shown in the following chart.

At the end of 2023, seven of the 78 recommendations had not yet been started. The Implementation Plan called for initiating action in 2024 on one longer-term recommendations, while also continuing work already in progress.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes progress for each individual recommendation, including any change of status that occurred in 2023.

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

STATUS	Beginning of 2023	End of 2023	Change
Complete	5	6	+1
Ongoing	0	0	-
In Progress	2	1	-1
Initiate in 2023	0	0	-
Longer Term	0	0	-
<b>TOTAL</b>	<b>7</b>	<b>7</b>	<b>-</b>

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

STATUS	Beginning of 2023	End of 2023	Change
Complete	6	8	+2
Ongoing	7	9	+2
In Progress	8	8	-
Initiate in 2023	2	1	-1
Longer Term	5	2	-3
<b>TOTAL</b>	<b>28</b>	<b>28</b>	<b>-</b>

**Category C: Make the most of existing roadway infrastructure**

STATUS	Beginning of 2023	End of 2023	Change
Complete	9	12	+3
Ongoing	2	2	-
In Progress	6	5	-1
Initiate in 2023	1	0	-1
Longer Term	2	1	-1
<b>TOTAL</b>	<b>20</b>	<b>20</b>	<b>-</b>

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

STATUS	Beginning of 2023	End of 2023	Change
Complete	2	4	+2
Ongoing	0	0	-
In Progress	10	11	+1
Initiate in 2023	1	0	-1
Longer Term	2	0	-2
<b>TOTAL</b>	<b>15</b>	<b>15</b>	<b>-</b>

**Category E: Invest in new infrastructure to support anticipated growth**

STATUS	Beginning of 2023	End of 2023	Change
Complete	1	2	+1
Ongoing	0	0	-
In Progress	4	4	-
Initiate in 2023	1		-1
Longer Term	3	3	-
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>-</b>

## NOTABLE ACHIEVEMENTS

### Construction

The Five Points Transportation Study is about more than analyses and reports. Through partnership and collaboration, the many groups within DelDOT 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 2023 include:

- Removal of Bridge 3-928R, Lewes Railroad Swing Bridge
- US 9 at Minos Conaway Intersection Improvements

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



The Lewes Railroad Swing Bridge on display at the end of American Legion Road. Source: Lewes Junction Railroad & Bridge Association



New traffic signal at the intersection of US 9 and Minos Conaway. Source: Coast TV



	Estimated Construction Calendar Year							
Project	23	24	25	26	27	28	29	30
Coastal Highway Intersection Improvements (SR 1/Old Landing Road)*								
SR 24, Love Creek to Mulberry Knoll Road								
Plantation Road Improvements, SR 24 to US 9								
Georgetown to Lewes Trail, Fisher Road to Airport Road								
Realignment of S269A (Old Orchard Road) at Wescoats Corner								
SR 1, Minos Conaway Road Grade Separated Intersection								
Cave Neck, Hudson, and Sweet Briar Rd intersection (FAST Track)								
BR 3-714 on S266 New Road over Canary Creek								
SR 1 and Cave Neck Road Grade Separated Intersection								
US 9 Widening (Ward Ave. to Old Vine Blvd)								
US 9, Kings Highway, Dartmouth Drive to Freeman Highway (TBD)								
SR 1 at S264 & S258 Intersection Improvements (TBD)								
Airport Road extension, Old Landing Road to SR 24 (TBD)								
Beaver Dam Road Widening, SR 1 to Dairy Farm Road** (TBD)								
Mulberry Knoll Road (Cedar Grove Road to US 9) Extension (TBD)								
New Road, Nassau Road to Old Orchard Road (TBD)								
Old Landing Rd and Warrington Rd Intersection Improvement (TBD)								
Postal Lane (Linden Lane to SR 1) Improvements (TBD)								
Shady Road (Plantation Road to SR 1) Improvements (TBD)								

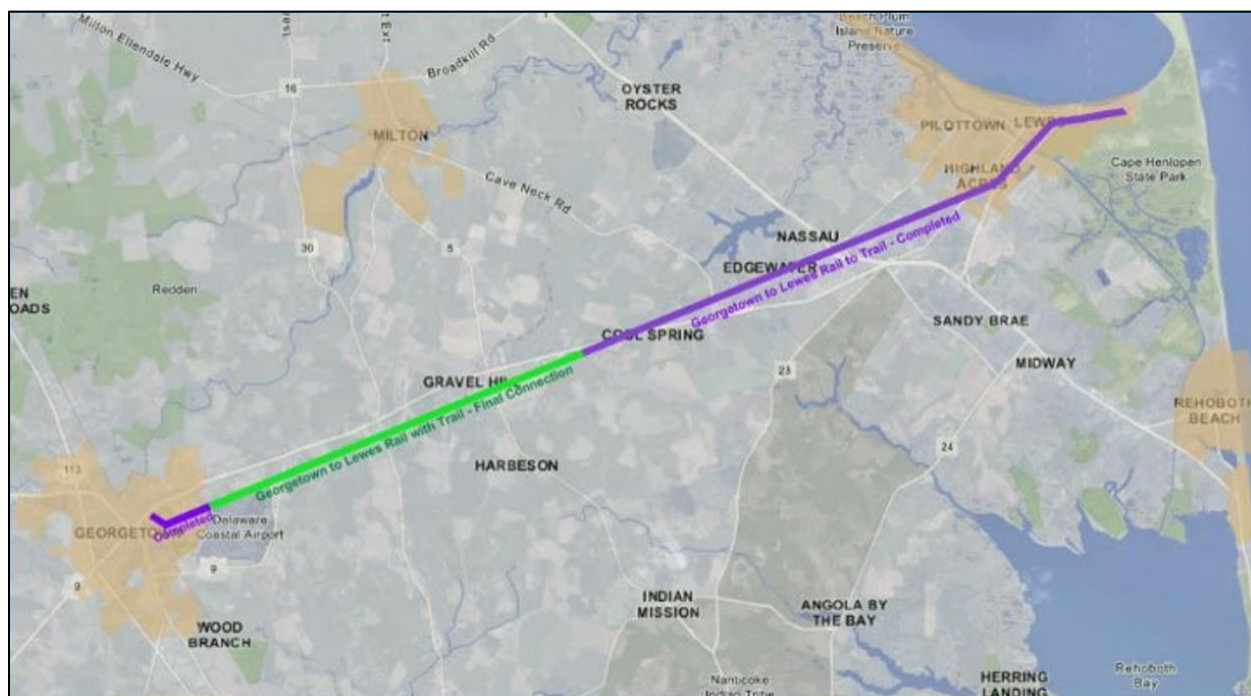
\*The SR 1 Intersection Improvements project no longer includes improvements at SR 1/US 9, which will now be included in the overall SR 1 & Minos Conaway Road Grade Separated Intersection (GSI) project, or at SR 1 & Kings Highway, which will be advertised under a separate contract.

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

### **Georgetown to Lewes Trail Grant**

DelDOT received a \$21 million federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the construction of the final six-mile section of the Georgetown to Lewes Trail in Sussex County. The Georgetown to Lewes Trail is already the most heavily used trail in the state and completion of this final segment will make this 17-mile trail longest multi-use path in the state.

Although this final phase of the trail, shown in green, is not located in the Five Points study area, the trail does pass through the Five Points Study area just north of the Five Points Intersection as shown on the map below and supports Five Points category D, “Make walking, bicycling, and transit more viable as alternatives to driving.”



### **Conversion of 2-way to All-way Stops**

In 2023, DelDOT received a National Roadway Safety Award for significantly reducing fatal and serious injury crashes at 20 intersections by converting them to all-way stops. According to the Roadway Safety Foundation, between 2015 and 2019, nearly 40 percent of Delaware's traffic fatalities and serious injuries occurred at intersections. Of those, about half occurred at unsignalized intersections. In the two years after the change (2021 and 2022), the number of crashes at those intersections fell by 71 percent overall. Fatal crashes dropped by 75 percent, while crashes with injuries plummeted by 90 percent.

Multiple intersections have been converted to all-way stops in the Five Points vicinity, including at Dairy Farm Road and Beaver Dam Road, and Robinsonville Road and Cedar Grove Road.

### **Sussex County Ordinance 2852 – “Buffer Ordinance”**

2023 was the first full year the Sussex County “Buffer Ordinance” was in place. In May 2022, County Council adopted an ordinance that overhauls the County’s environmental safeguards for critical waterways and wetland areas as development springs up near and around those features. The action

represents the most significant update to the County’s environmental protection laws in more than 30 years. The Ordinance went into effect six months after adoption. It applies to new residential projects proposed and built within the County’s jurisdiction of unincorporated Sussex County.

Known as the “buffer ordinance”, the legislation sets new rules – including greater distances between development and nature – for protecting and preserving some of the County’s most critical environmental areas. The ordinance follows a yearslong process – called for under the County’s adopted comprehensive plan – that began in early 2019 and involved nearly two dozen stakeholders with expertise or interests in various disciplines, including land use, environmental science, agriculture, and public policy. The County conducted numerous workshops, as well as public hearings, that culminated in County Council’s action this week.

Among the most significant changes, the ordinance will:

- Double, from 50 feet to 100 feet, the size of buffering along and around new residential communities that adjoin tidal wetlands and waterways, such as rivers, bays, and streams;
- Add a 30-foot buffer requirement – up from none currently – for new developments along non-tidal wetlands and intermittent streams;
- Prohibit the clear-cutting of trees and other vegetation in buffer areas, leaving them largely in their natural state;
- Give project designers flexibility and incentives in certain zones to ‘average’ a buffer’s size in order to preserve worthwhile ecological features;
- Require site plans to show points of access to buffered waterways for maintenance work, such as removing debris and sediment, that can cause blockages and lead to flooding;
- Establish penalties, up to \$10,000 a quarter-acre per occurrence, for intrusion into and/or damage caused to buffers and forested areas.

The 37-page document also provides new and improved definitions, cleans up language to close loopholes, and offers more clarity on the County’s protections for environmentally sensitive areas.

## PRIORITIES FOR 2024

The following recommendation is planned for initiation in 2024.

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

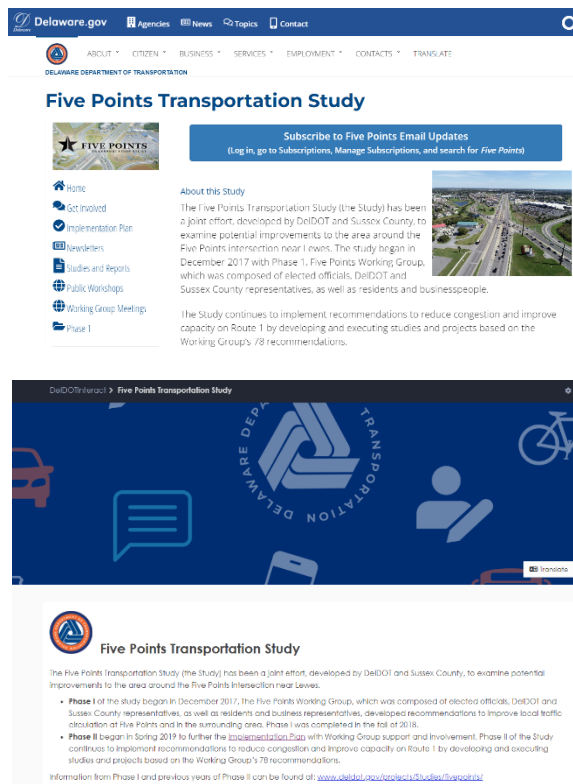
In addition, work will continue on recommendations that are already in progress.

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

In 2024, DelDOT will be launching the [DelDOT Interact Engagement Hub](#) online, interactive hub for all active planning projects. Scroll through the project pages for information on the Bridging I-95 Concept Study: Connecting Wilmington’s Communities, the SR1 Low Stress Bikeway, the DelDOT Long-range Transportation Plan Update, and of course, the Five Points Transportation Study. Each project page contains the latest information on the project including upcoming meeting dates, past meeting materials, and active surveys. Log on and sign up for project updates today!

Moving forward, [5Points.DelDOT.gov](#) will be used as a project archive. All study materials including Working Group Meeting materials (meeting packets, recordings summaries), Annual Reports, and *Following Five Points* e-newsletters from 2023 and earlier will be posted here.

The [Five Points Transportation Study](#) on DelDOT Interact will be used for all current (2024) study materials, meeting announcements, and updates. Members of the public should use this website to stay up to date on all new/current project information.





## APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing status as of the end of 2023, 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 (as of the end of 2021)

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

Status at beginning of 2023  
COMPLETE

Status at end of 2023  
COMPLETE

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

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

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

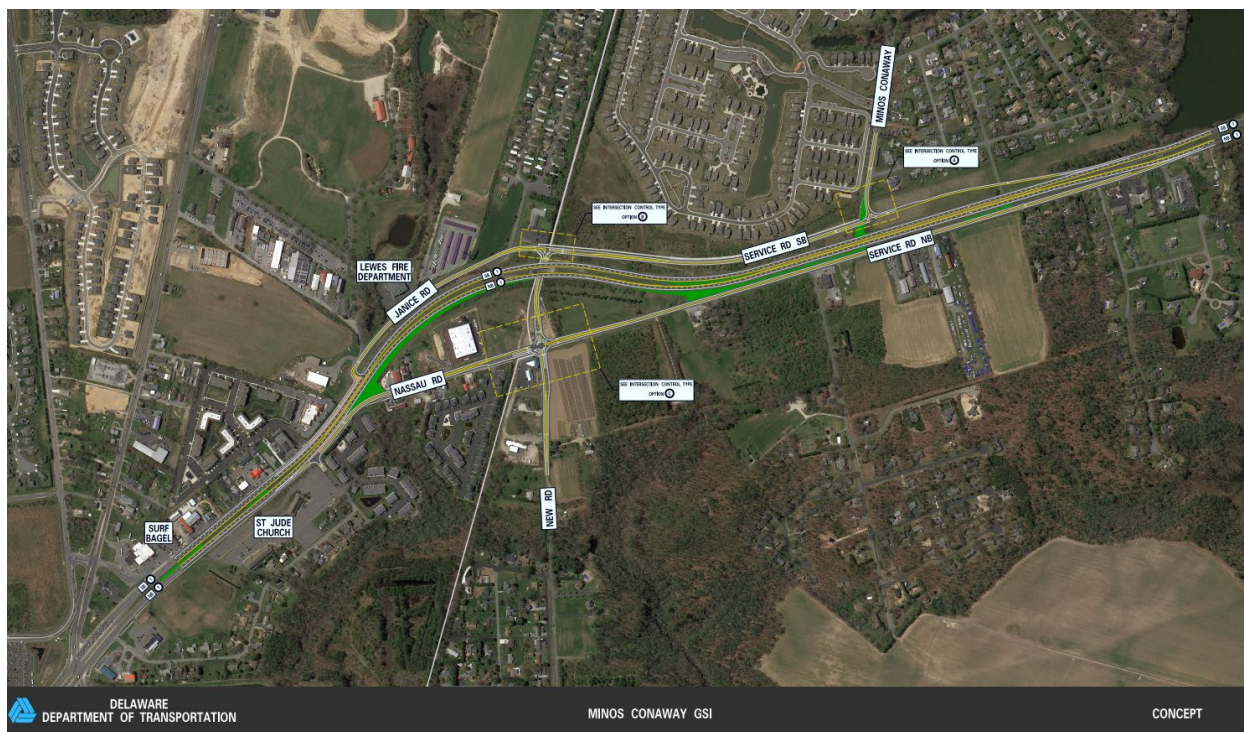
DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that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

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

Status at beginning of 2023  
COMPLETE

Status at end of 2023  
COMPLETE

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



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

Status at beginning of 2023  
COMPLETE

Status at end of 2023  
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 2023  
IN PROGRESS

Status at end of 2023  
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 2023  
COMPLETE

Status at end of 2023  
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 2023  
COMPLETE

Status at end of 2023  
COMPLETE

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

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

Status at beginning of 2023  
IN PROGRESS

Status at end of 2023  
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 2023

ONGOING

Status at end of 2023

ONGOING

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

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

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

**B-2: Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion**

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

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.



**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 2023  
COMPLETE

Status at end of 2023  
COMPLETE



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



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

Status at beginning of 2023  
COMPLETE

Status at end of 2023  
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 2023  
IN PROGRESS

Status at end of 2023  
IN PROGRESS

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

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

Status at beginning of 2023  
Longer-term

Status at end of 2023  
ONGOING

DelDOT is working with the University of Delaware to enhance support and coordination to municipalities updating their comprehensive plans.

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

Status at beginning of 2023  
COMPLETE

Status at end of 2023  
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 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

Status at beginning of 2023

ONGOING

Status at end of 2023

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 frontages of new development will be addressed by developer agreements. DelDOT has allocated additional funding for road improvements along the southern portion of New Road in the FY23-FY28 CTP. The Lewes Bike Plan (under development in 2023/2024) will include a recommendation to connect a sidepath through W. 4th Street.

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

Status at beginning of 2023

COMPLETE

Status at end of 2023

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 DelDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.

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

Status at beginning of 2023

Longer-term

Status at end of 2023

Longer-term

This requires approval by the General Assembly.

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

Status at beginning of 2023

Longer-term

Status at end of 2023

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 County Council on October 18, 2022.

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

Status at beginning of 2023

COMPLETE

Status at end of 2023

COMPLETE

DelDOT implemented speed reduction pavement markings in July 2019 along SR 1 southbound approaching the Nassau Bridge. Speed measurements taken in August 2019 show a 4-mph reduction in average speed (from 57 mph to 53 mph) and a 5-mph reduction in 85<sup>th</sup> 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 2023

ONGOING

Status at end of 2023

ONGOING

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

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

Status at beginning of 2023

Longer-term

Status at end of 2023

To be initiated in 2024

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

Status at beginning of 2023

ONGOING

Status at end of 2023

ONGOING

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

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

Status at beginning of 2023

To be initiated in 2023

Status at end of 2023

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 sidepaths 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 2023

To be initiated in 2023

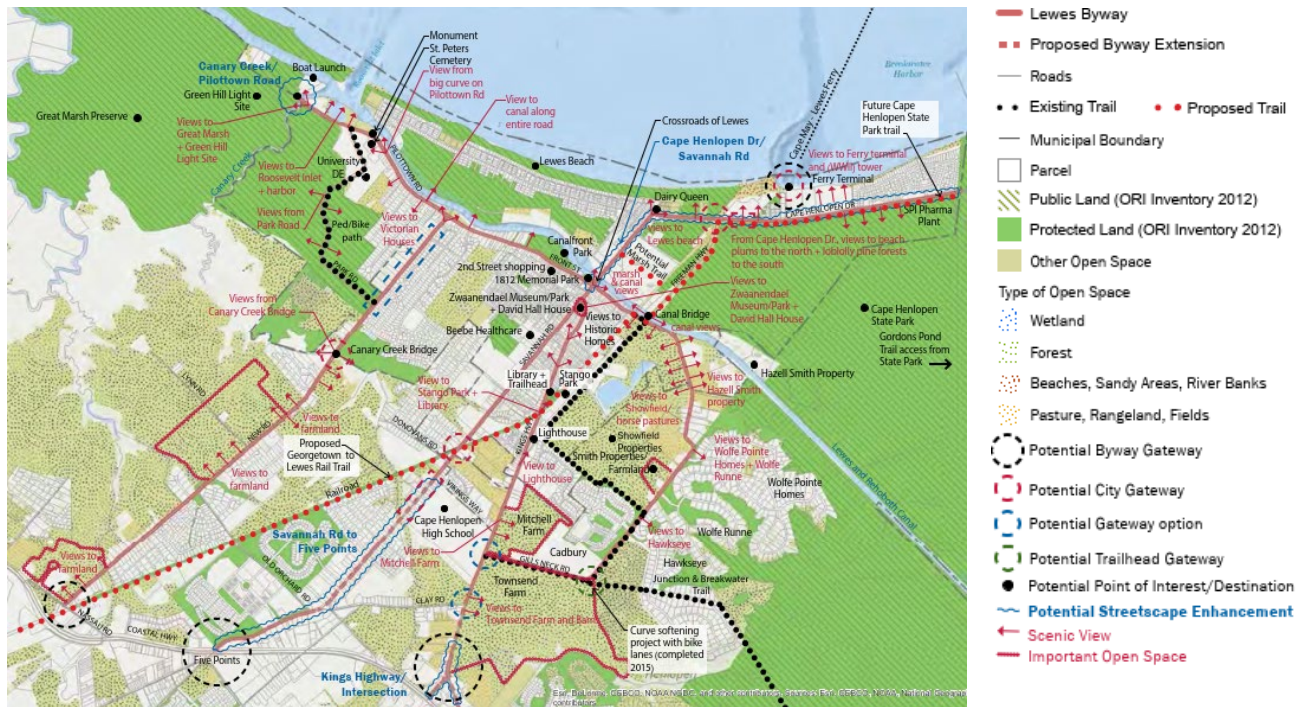
Status at end of 2023

IN PROGRESS

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

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

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



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

The Savannah Road Master Plan was launched in FY 23 and is currently underway. This effort is being funded and supported by DeIDOT, but led by Historic Lewes Byway/Delaware Greenway. The master plan is considering options for a gateway along Savannah Road. A presentation was made to the Mayor and Council of Lewes and an informational public workshop was held in 2023 to gain public input on the project goals. Stakeholders and the public will have the opportunity to provide feedback on draft recommendations including via a public workshop in spring 2024.

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

Status at beginning of 2023

Longer-term

Status at end of 2023

Longer-term

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

ONGOING

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

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

Status at beginning of 2023  
ONGOING

Status at end of 2023  
ONGOING

Minimizing the impact of pre-emption is an ongoing effort. Signal controllers from SR 1 & SR 16 to Collins Street were upgraded on November 28, 2023. Unfortunately, the preemption recovery programming did not work as planned. DelDOT working with the vendor and is hopeful to have a solution in 2024. Once the 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 2023  
ONGOING

Status at end of 2023  
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 2023  
COMPLETE

Status at end of 2023  
COMPLETE

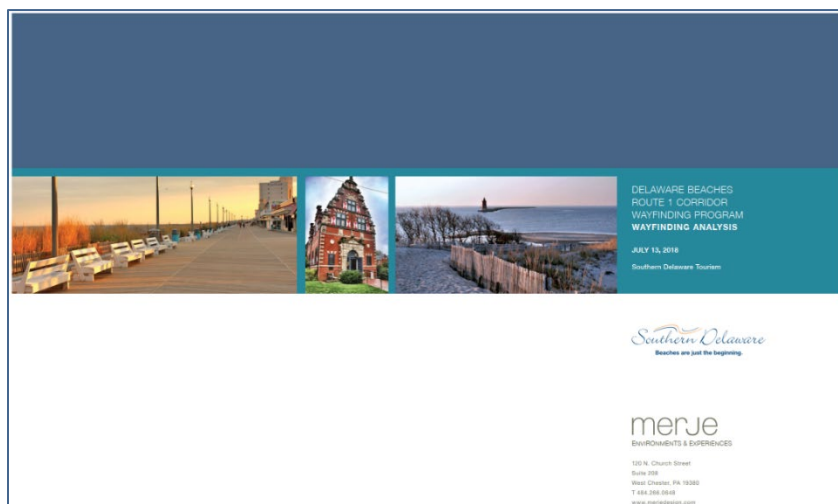
The free DelDOT mobile app has been in place and is continually being updated. Through an established partnership, DelDOT and Waze exchange traffic data. The DelDOT app provides travel time information and real-time traffic advisories, as well as many other features.

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

Status at beginning of 2023  
IN PROGRESS

Status at end of 2023  
IN PROGRESS

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





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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

ONGOING

A national expert is conducting 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 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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



## Category C – Make the most of existing roadway infrastructure

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

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 will be scheduled for Spring 2024. The Coastal Corridors Study will begin a preliminary evaluation of Route 9 from Old Vine Boulevard through US 113, and further study will focus on the area between SR 5 and Old Vine Boulevard.

### **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 2023

COMPLETE

Status at end of 2023

COMPLETE

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

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

Status at beginning of 2023

COMPLETE

Status at end of 2023

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 2023

IN PROGRESS

Status at end of 2023

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. Construction is anticipated to begin in late 2026.

**C-5: Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road**Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022 and design will be completed in early 2024. All-way stop control was implemented recently as a interim safety upgrade. DelDOT is currently in the Right-of-Way acquisition phase of this project. PS&E is scheduled for Fall 2025 with construction beginning in 2026.

**C-6: Study the feasibility of lengthening left- and right-turn lanes throughout the study area**Status at beginning of 2023

IN PROGRESS

Status at end of 2023

COMPLETE

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

**C-7: Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.**Status at beginning of 2023

IN PROGRESS

Status at end of 2023

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 2023

COMPLETE

Status at end of 2023

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 2023

COMPLETE

Status at end of 2023

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 spring of 2020.

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



US 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 2023  
ONGOING

Status at end of 2023  
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 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 late winter/early spring 2024.

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

Status at beginning of 2023  
COMPLETE

Status at end of 2023  
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 2023  
ONGOING

Status at end of 2023  
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 implementation of direct access to Lowe's from SR 1. Construction of this direct connection has been incorporated into the maintenance of traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe's when portions of Plantation Road are under construction. The connection will continue to provide direct access to Lowe's after the project is complete. Plantation Road Phase 1 is scheduled to start construction in 2022. An agreement between Lowe's and 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 2023

Longer-term

Status at end of 2023

Longer-term

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

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

Status at beginning of 2023

COMPLETE

Status at end of 2023

COMPLETE

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

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

Status at beginning of 2023

COMPLETE

Status at end of 2023

COMPLETE

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



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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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



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

Status at beginning of 2023

Longer-term

Status at end of 2023

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 2023

To be initiated in 2023

Status at end of 2023

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 2023

COMPLETE

Status at end of 2023

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 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 2023

COMPLETE

Status at end of 2023

COMPLETE

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

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

**D-1: Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)**

Status at beginning of 2023  
IN PROGRESS

Status at end of 2023  
COMPLETE

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

## Route 204 Ridership for 2022





### Average Beach Bus (May - Sept.) Ridership

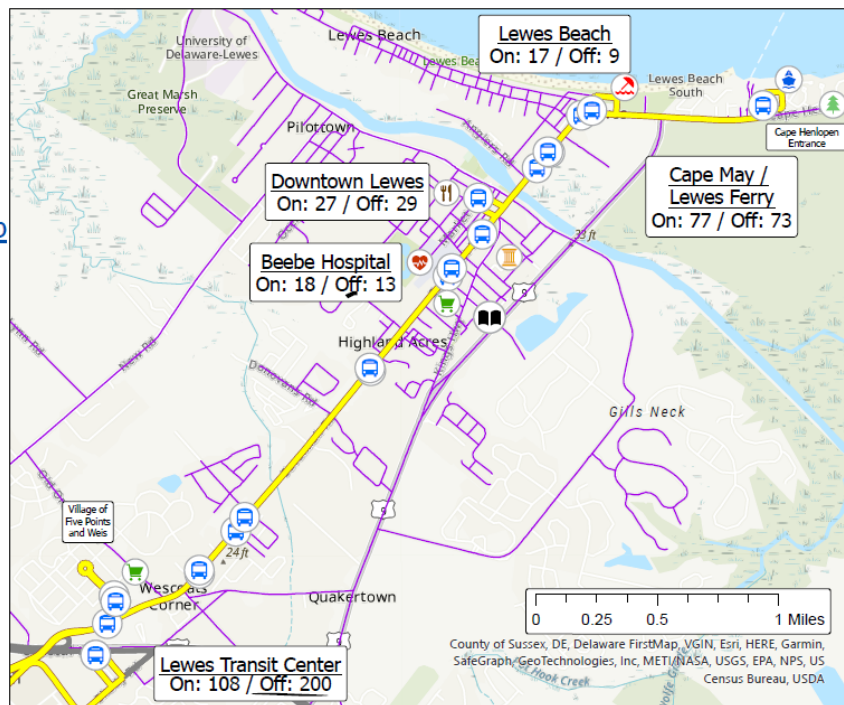
318 riders per Weekday  
163 riders per Saturday  
133 riders per Sunday

### Average Year Round Ridership

98 riders per Weekday  
96 riders per Saturday

### Legend

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



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

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



The Lewes Line began service on Monday, May 23, 2022, and operated 7 days a week through September 30, 2022, from 9 am to 9 pm every 30 minutes. Tickets were \$1 each, or 12 rides for \$10, and later discounted to 12 rides for \$5. The cost was approximately \$120,000 to operate. The Pilot was funded by sponsorships and the bond bill. The program generated \$6,100 in ticket sales.

The City continued the pilot with some modifications during summer 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 2<sup>nd</sup> and Market Street. As of the end of 2023, the City of Lewes was evaluating the success of the pilot program, with a vote scheduled for February 2024.

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

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

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

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

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

The New Road Master Plan recommended sidewalks only east of Park Road. West of Park Road, the recommended concept for pedestrian mobility is a shared-use path on one side of New Road rather than sidewalks. The path is on the south (eastbound) side of New Road in the area of the SR 1/Minos Conaway Road project, and on the north (westbound) side of New Road along the Tower Hill development buffered from the road by developer landscaping. East of Schaffer Lane/Canary Creek Drive, the shared-use path again shifts to the south side of New Road, including a crossing of the Canary Creek bridge. At Park Road, the shared-use path would change to a combination of bicycle lanes and sidewalk on one side, extending

to Pilottown Road. In the section between Park Road and 4<sup>th</sup> Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering sidewalk along the south side of New Road at their development.

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

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

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

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

Status at beginning of 2023

To be initiated

Status at end of 2023

IN PROGRESS

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

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group

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

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

Status at beginning of 2023  
IN PROGRESS

Status at end of 2023  
IN PROGRESS

DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor. No local landowners are interested in partnering on this initiative. 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 2023  
IN PROGRESS

Status at end of 2023  
IN PROGRESS

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

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

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

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

Status at beginning of 2023  
IN PROGRESS

Status at end of 2023  
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. Traffic is working on a project nomination for the consideration of a median barrier type treatment along the entire length of SR 1 in Sussex County.



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

Status at beginning of 2023

COMPLETE



Example of DART's current standard bus shelter

Status at end of 2023

COMPLETE

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 2023

Longer-term

Status at end of 2023

IN PROGRESS

Coordinate with recommendation B-17. The SR 1 Low-Stress Bikeways Study is exploring the feasibility of providing multi-modal trails or sidepaths to fill gaps in the low-stress bike network between Lewes and Rehoboth. The Lewes Bike Plan (underway 2023/2024) is exploring options within City limits.

**D-13: Identify locations in the study area where bike parking can be provided**Status at beginning of 2023

To be initiated in 2023

Status at end of 2023

IN PROGRESS

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 will be included as part of the Lewes Bike Plan, which will be completed the spring of 2024.

**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 2023

COMPLETE

Status at end of 2023

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 2023

IN PROGRESS

Status at end of 2023

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 2023

Longer-term

Status at end of 2023

Longer-term

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

### E-2: Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time

Status at beginning of 2023

COMPLETE

Status at end of 2023

COMPLETE

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

### E-3: Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

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 2023

IN PROGRESS

Status at end of 2023

COMPLETE

The benefits, costs, and impacts of a new road connection have been evaluated. Vineyards has now signed the TID Agreement for future phases. DeIDOT and Sussex County will continue to coordinate with incoming developers throughout the development review process, 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 2023

Longer-term

Status at end of 2023

Longer-term

**E-6: Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads**

Status at beginning of 2023

To be initiated in 2023

Status at end of 2023

IN PROGRESS

There is not sufficient median remaining along Route 1 to facilitate the provision of service roads.

**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 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS

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

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

**E-8: Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek**

Status at beginning of 2023

Longer-term

Status at end of 2023

Longer-term

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

Status at beginning of 2023

IN PROGRESS

Status at end of 2023

IN PROGRESS



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



