



List of meeting materials

Phase 2 Working Group Meeting #18

Monday, April 22, 2024, 6:00 pm
Hybrid

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Updated implementation plan	81





Agenda

Phase 2 Working Group Meeting #18

Monday, April 22, 2024, 6:00 pm

Hybrid Meeting

Cape Henlopen High School Library (Zoom Option below)

1. Introduction
 - Welcome and introductions
 - Summary of notebook materials
 - Approval of February 26, 2024 meeting minutes
2. Looking Forward to the Summer Season
3. Pedestrian Bridge over SR 1 Update
4. Phase 2 Implementation Status
 - 2023 Annual Report
 - Review of Longer-Term Recommendations
 - Next Steps for the Five Points Intersection
5. June Public Workshop Overview
6. Public comment
7. Adjourn



You are invited to a Zoom webinar.

When: Apr 22, 2024 05:30 PM Eastern Time (US and Canada)

Topic: Five Point Transportation Study: April Working Group Meeting

Please click the link below to join the webinar:

<https://deldot-gov.zoom.us/j/83865417041?pwd=MngwaEtPT2JTTTU0WXlrVFFSYm82dz09>

Passcode: 875020

Or One tap mobile :

+13052241968,,83865417041#,,,,*875020# US

+13092053325,,83865417041#,,,,*875020# US

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Dial(for higher quality, dial a number based on your current location):

+1 305 224 1968 US

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+1 646 876 9923 US (New York)

+1 646 931 3860 US

+1 301 715 8592 US (Washington DC)

+1 564 217 2000 US

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 689 278 1000 US

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 360 209 5623 US

+1 386 347 5053 US

+1 408 638 0968 US (San Jose)

+1 507 473 4847 US

Webinar ID: 838 6541 7041

Passcode: 875020

International numbers available: <https://deldot-gov.zoom.us/j/kARKuSh0p>



Phase 2 Working Group Meeting #18

April 22, 2024



Excellence in Transportation. *Excellence in Transportation.*

Every Trip.

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.



Safety

2024 Delaware Traffic Fatalities as of 4/22/2024

	2024	2023		2022			
		Year-to-Date	Totals	Year-to-Date	Totals		
Fatalities	32	50	↓ -36%	137	42	↓ -24%	164
Delaware Residents	28	39	↓ -28%	110	32	↓ -13%	122
Person Types							
Vehicle Occupant	20	35	↓ -43%	89	29	↓ -31%	103
Pedestrian	7	9	↓ -22%	28	9	↓ -22%	32
Bicyclist	2	2	0%	5	1	↑ 100%	7
Motorcyclist	3	4	↓ -25%	15	3	0%	22
Crash Types							
Curve Related	3	10	↓ -70%	28	6	↓ -50%	19
Roadway Departure	11	25	↓ -56%	69	14	↓ -21%	55
Intersection Related	10	14	↓ -29%	37	14	↓ -29%	50
Median Crossover	0	3	↓ -100%	8	2	↓ -100%	8
Wrong Way	1	0	↑ N/A	1	2	↓ -50%	7
Work Zone	2	3	↓ -33%	9	0	↑ N/A	4



Agenda

- **Introduction**
- **What to Expect This Summer**
 - Biking at the Beach
 - DART's Beach Bus
- **Pedestrian Bridge Update**
- **Phase 2 Implementation Status**
 - 2023 Annual Report
 - Review of Longer-Term Recommendations
 - Next Steps for the Five Points Intersection
- **Public Comment**



How to raise your hand

- **For Working Group members:**

- If you are on Zoom on your computer or tablet, click on “Raise Hand” at the bottom of your screen as shown below.
- If you are on your phone, raise your hand by pressing *9.



Introduction

- **Introductions**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of February 26, 2024 Working Group meeting
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of February 26, 2024 meeting minutes**



What to Expect this Summer



BICYCLE SAFETY CHECKPOINTS

DeIDOT conducts multiple bicycle safety checkpoints from June through August at various locations around Lewes and Rehoboth Beach.

Provides bicycle safety information, trail maps, general bicycle repairs, installing lights and providing helmets.

All events are free and include lights, helmets, bike repairs, tire pressure checks, seat and handlebar adjustments.

In 2023, conducted 16 checkpoints for a total of 450 contacts.

For complete schedule, go to https://deldot.gov/Programs/bike/biking_in_delaware/





BICYCLE SAFETY CHECKPOINT SCHEDULE

1. Thursday, May 30 th	SR1 - Nike Outlet & Royal Farms	4:00 PM - 7:00 PM
2. Monday June 3 rd	G-L Trail @ Lewes Library	4:00 PM - 7:00 PM
3. Thursday, June 6 th	SR1 - Nike Outlet & Royal Farms	4:00 PM - 7:00 PM
4. Wednesday, June 12 th	Church Street & Canal Crossing Rd.	4:00 PM - 7:00 PM
5. Monday, June 17 th	G-L Trail @ Lewes Library	4:00 PM - 7:00 PM
6. Thursday, June 20 th	Lutheran Church	5:00 PM - 7:00 PM
7. Wednesday, June 26 th	Church Street & Canal Crossing Rd.	4:00 PM - 7:00 PM
8. Wednesday, July 10 th	Church Street & Canal Crossing Rd.	4:00 PM - 7:00 PM
9. Monday, July 15 th	G-L Trail @ Lewes Library	4:00 PM - 7:00 PM
10. Thursday, July 18 th	SR1 - Nike Outlet & Royal Farms	4:00 PM - 7:00 PM
11. Monday, July 22 nd	G-L Trail @ Lewes Library	4:00 PM - 7:00 PM
12. Thursday, August 1 st	SR1 - Nike Outlet & Royal Farms	4:00 PM - 7:00 PM
13. Monday, August 5 th	G-L Trail @ Lewes Library	4:00 PM - 7:00 PM
14. Wednesday, August 14 th	Church Street & Canal Crossing Rd.	4:00 PM - 7:00 PM

J1 BIKE LOAN PROGRAM

In 2022, the DeIDOT Bicycle Program took responsibility for a bike loan program from the Lewes-Rehoboth ISOP.

DeIDOT holds bicycle safety seminars explaining the rules and laws of cycling in the state.

All J1 Students must attend the safety seminar where after a satisfactory completion, will be loaned a bike for the summer.

In 2023, DeIDOT Bicycle Program loaned bikes to 460 students.

For more information, go to <https://deldot.gov/Programs/bike/isop/>





J1 BIKE LOAN PROGRAM

Have 400 bicycles in our fleet. All bicycles have been donated to the program and continue to accept donations.

Students reserve a bike and select a seminar date online. During the seminar, students sign a Student Responsibility Agreement; discuss bicycle handling and maintenance; bicycle riding around Lewes/Rehoboth; and take a bicycle riding ability test.

For each bike loaned, a lock is provided, and each student is offered a helmet. Although helmets are optional, it is highly recommended to wear a helmet at all times when riding. Seminars conducted each Wednesday from April to August.

All bikes are road safe. Have two (2) staffed bike mechanics and ten (10) volunteers that help at the seminar and/or repair bikes throughout the summer.

For more information, go to <https://deldot.gov/Programs/bike/isop/>



THANK YOU!

Contact Information:

John T. Fiori, DeIDOT Bicycle Coordinator

Phone: (302) 760-2260

E-mail: john.fiori@delaware.gov

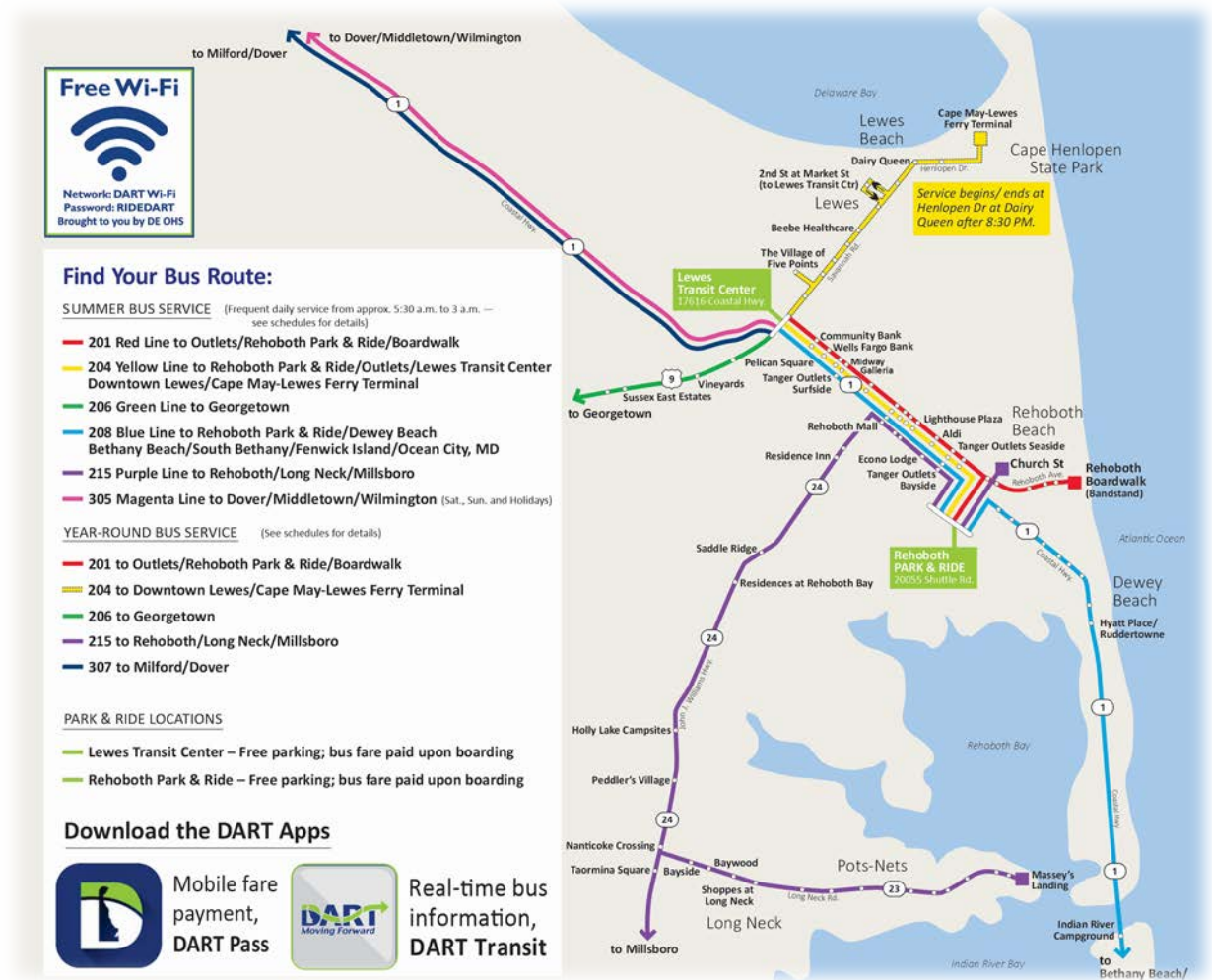


DART BEACH BUS SERVICE

Service Change Effective: May 19, 2024

HIGHLIGHTS

- **Route 201 (Red Line) – Frequency Changes**
 - Weeknight service
 - 8-10 PM will operate every 20 minutes instead of every 15 minutes.
 - Weekend service
 - 6 AM-9 AM will operate every 20 minutes instead of every 15 minutes.
 - 10 PM-12 AM will operate every 20 minutes instead of every 15 minutes
 - 12 AM-2:30 AM will operate every 30 minutes instead of every 20 minutes.



DART BEACH BUS SERVICE

- **Route 203 (Orange Line)** – Discontinued.
 - Service to Big Oaks Campground will be discontinued.
- **Route 204 (Yellow Line)**
 - During the Beach Bus season, Route 204 will be extended to the Rehoboth Park & Ride from the Lewes Transit Center, serving the outlets.
 - Service frequencies will be reduced to operate every 50 minutes from every 30 minutes, and service will be discontinued after 10 PM due to low ridership.
- **Route 208 (Blue Line)**
 - The route will be extended to the Lewes Transit Center from the Rehoboth Park & Ride, serving the outlets.
 - Service frequencies will be improved to every 75 minutes from 115 minutes.
- **Route 305 (Magenta Line)**
 - The route will end at the Lewes Transit Center instead of the Rehoboth Park & Ride.



Pedestrian Bridge Update



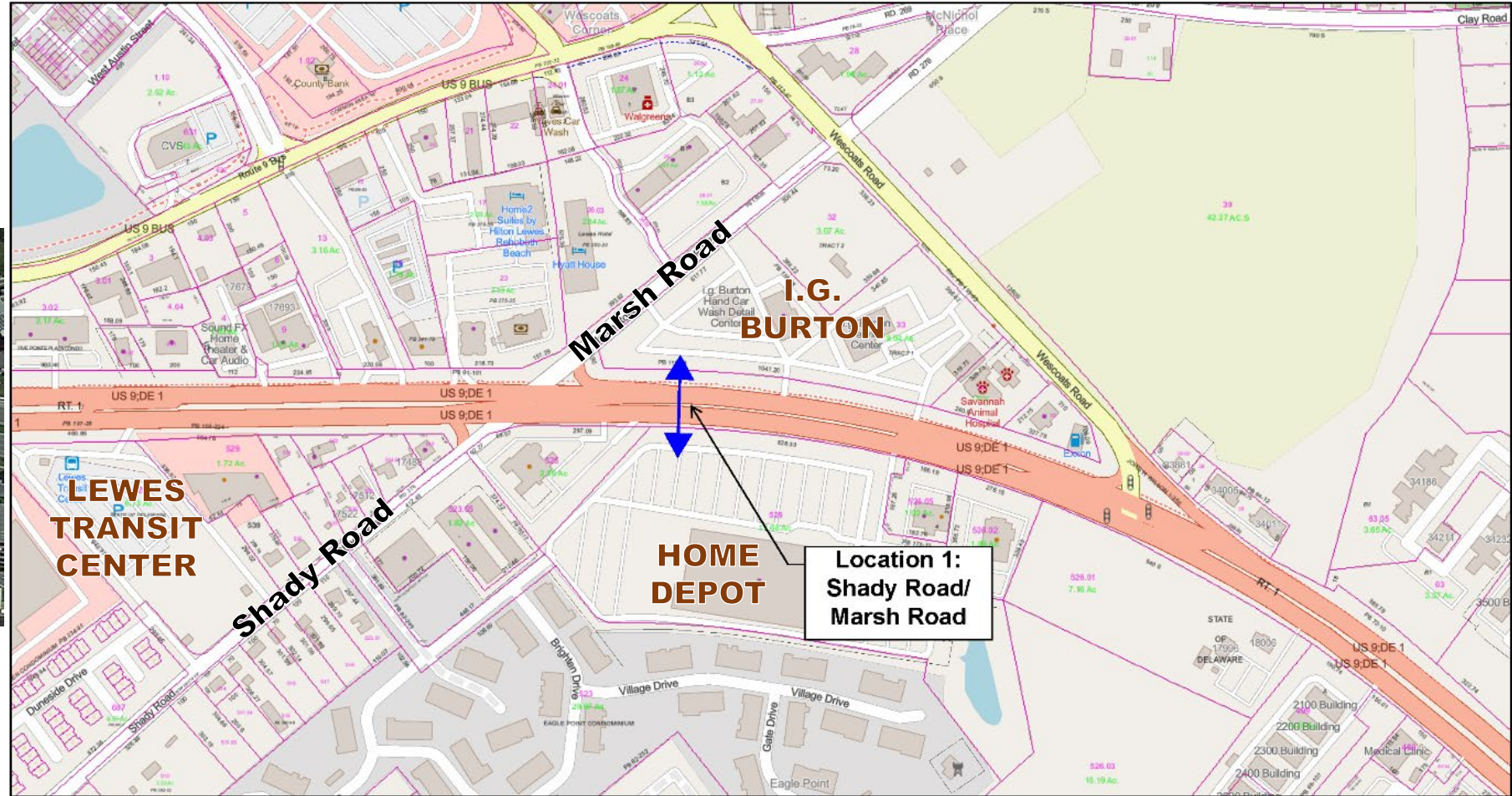
SR 1 Pedestrian Bridge Study

• Study Area Locations

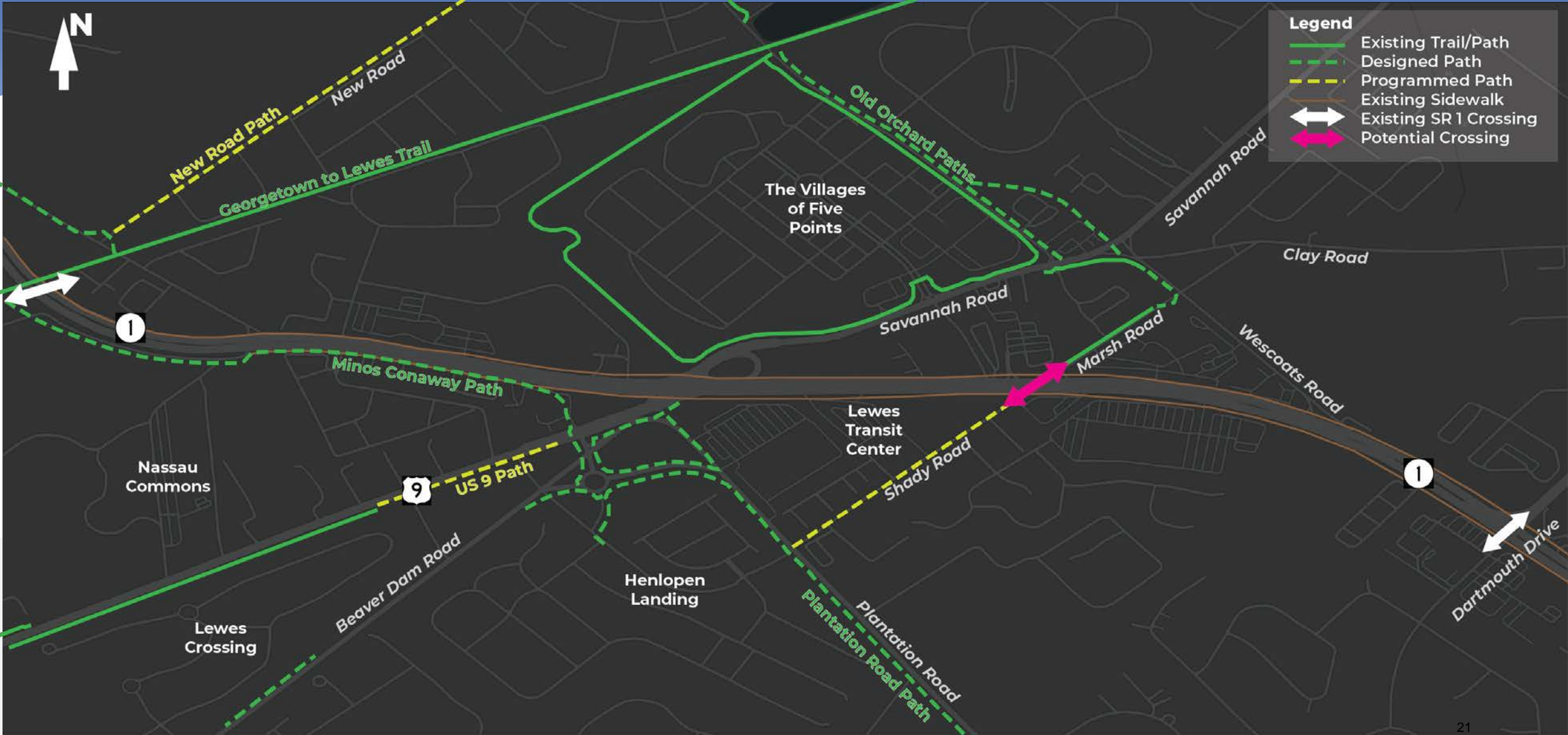
- Several locations were considered during preliminary assessment of bridge locations
- Locations were coordinated with SR 1 Low Stress Bike Network Study, planned CTP projects, and Highway Safety Improvement Program (HSIP) targeted locations
- Two locations were assessed for feasibility for a pedestrian bridge
 - Location 1: Shady Road/Marsh Road
 - Location 2: Bryan Drive/Tanger Outlet
 - Subsequent analysis found this location to be infeasible due to lack of right of way and utility impacts
 - There is already an accessible at-grade crossing 350 feet to the north
 - There are limited sidewalk and trail connectivity on both sides of SR 1



Shady Road/Marsh Road



Why this location?



Map of the Five Points Area SR 1 Pedestrian Crossings
Showing Existing and Proposed Path and Trail Network



Summary of Conditions

- **Shady Road/Marsh Road**

- **Currently unsignalized with no at-grade crossing**
- **Nearest existing pedestrian crossings:**
 - 1.3 miles north: Under SR 1 via Georgetown to Lewes Trail
 - 0.7 miles south: at-grade crosswalk at Dartmouth Drive
- **Nearest signalized intersections:**
 - 0.5 miles north: Five Points intersection
 - 0.4 miles south: Wescoats intersection
- **A crosswalk in this location would require a signal**
- **Traffic analysis considered movement restrictions at Wescoats Road signal in conjunction with new signal at this location**



Current Traffic Conditions

Shady Road/Marsh Road

- Unsignalized intersection
- Eastbound Shady Road and westbound Marsh Road are right-turn only
- Northbound and southbound SR 1 lefts stop-controlled
- Crosswalks only (no pedestrian signal heads) across Shady Road and Marsh Road

Wescoats Road

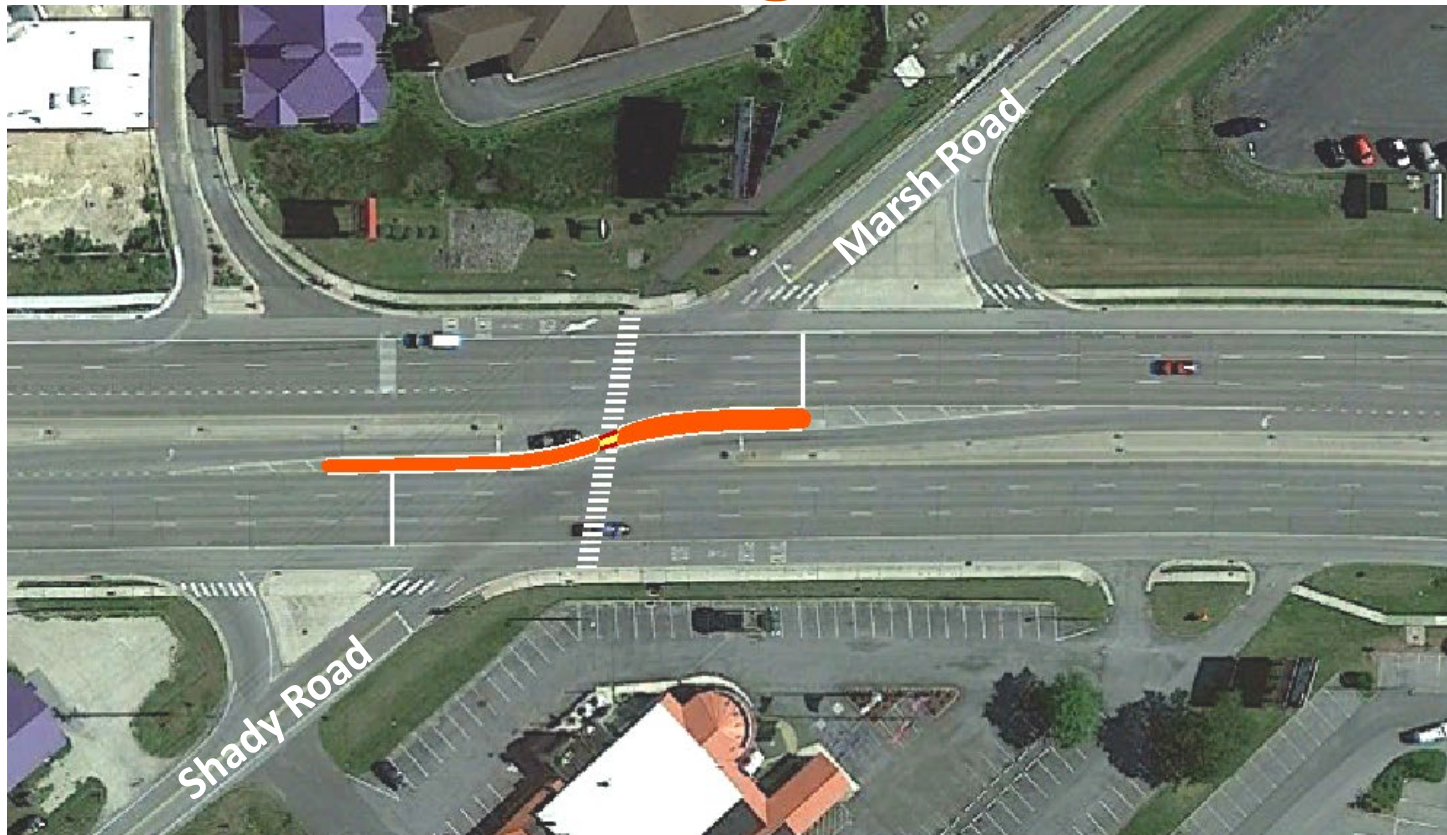
- Signalized, 3-leg intersection
- Northbound U-turn and southbound left-turn protected-only phasing
- Crosswalk with pedestrian signal heads across Wescoats Rd

Two at-grade crossing alternatives were analyzed



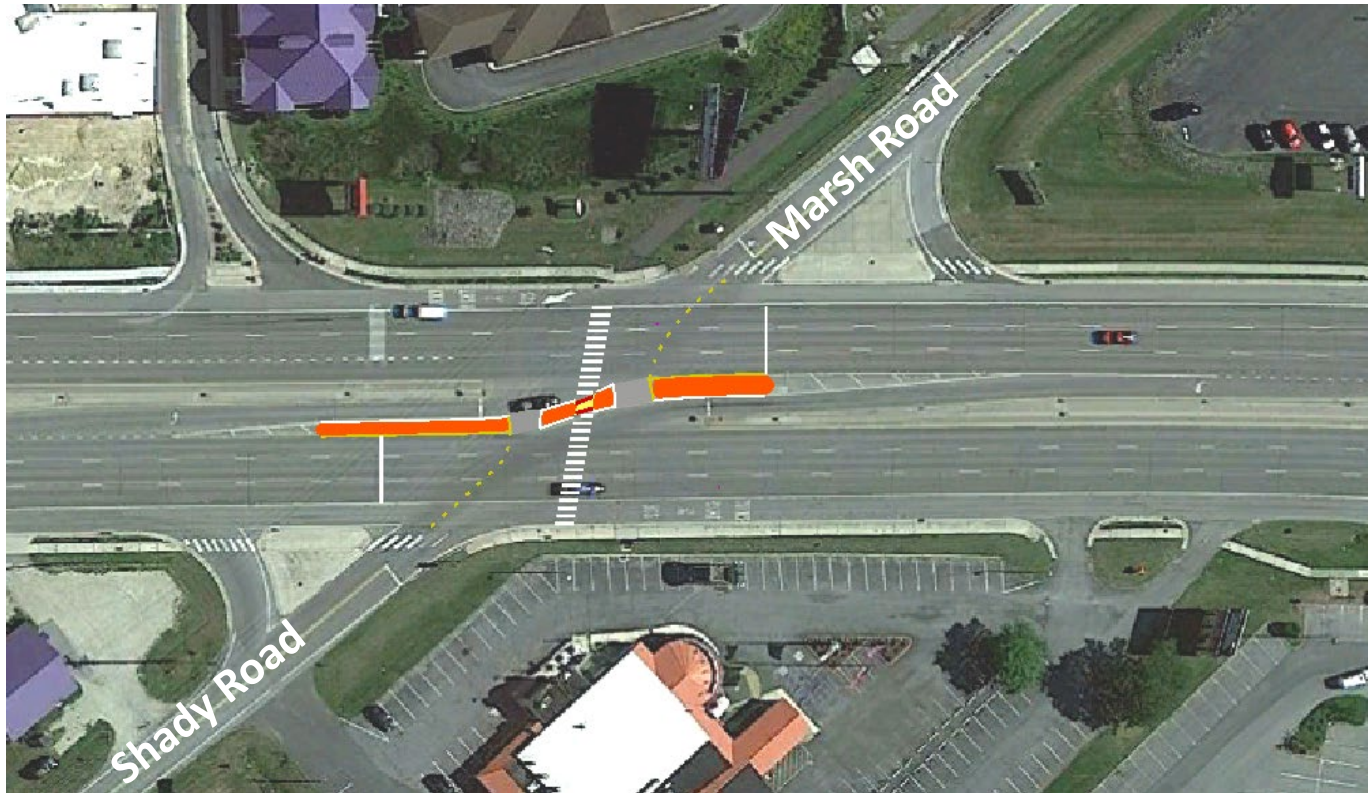
At-Grade Crossing Alternatives

Alternative 1: Signalize Shady Road/Marsh Road, maintain Wescoats Road signal



At-Grade Alternatives

Alternative 2: Signalize Shady Road/Marsh Road, Wescoats Road becomes right-in/right-out



At-Grade Crossing Alternatives

	Alternative 1: Maintain Wescoats Road Signal	Alternative 2: Eliminate Wescoats Road Signal
Shady Road/Marsh Road Intersection	Signalized to allow exclusive pedestrian phase	Signalized to allow pedestrian phase
Shady Road/Marsh Road Left Turns	Prohibited (same as existing)	Allowed, concurrent with pedestrian crossing
Shady Road/Marsh Road Through Movements	Prohibited (same as existing)	Prohibited (same as existing)
Wescoats Road Intersection	Signalized (same as existing)	Unsignalized and crossover closed
Median refuge	Insufficient space	Insufficient space
Analysis for both alternatives assumes 15 pedestrian calls per hour		



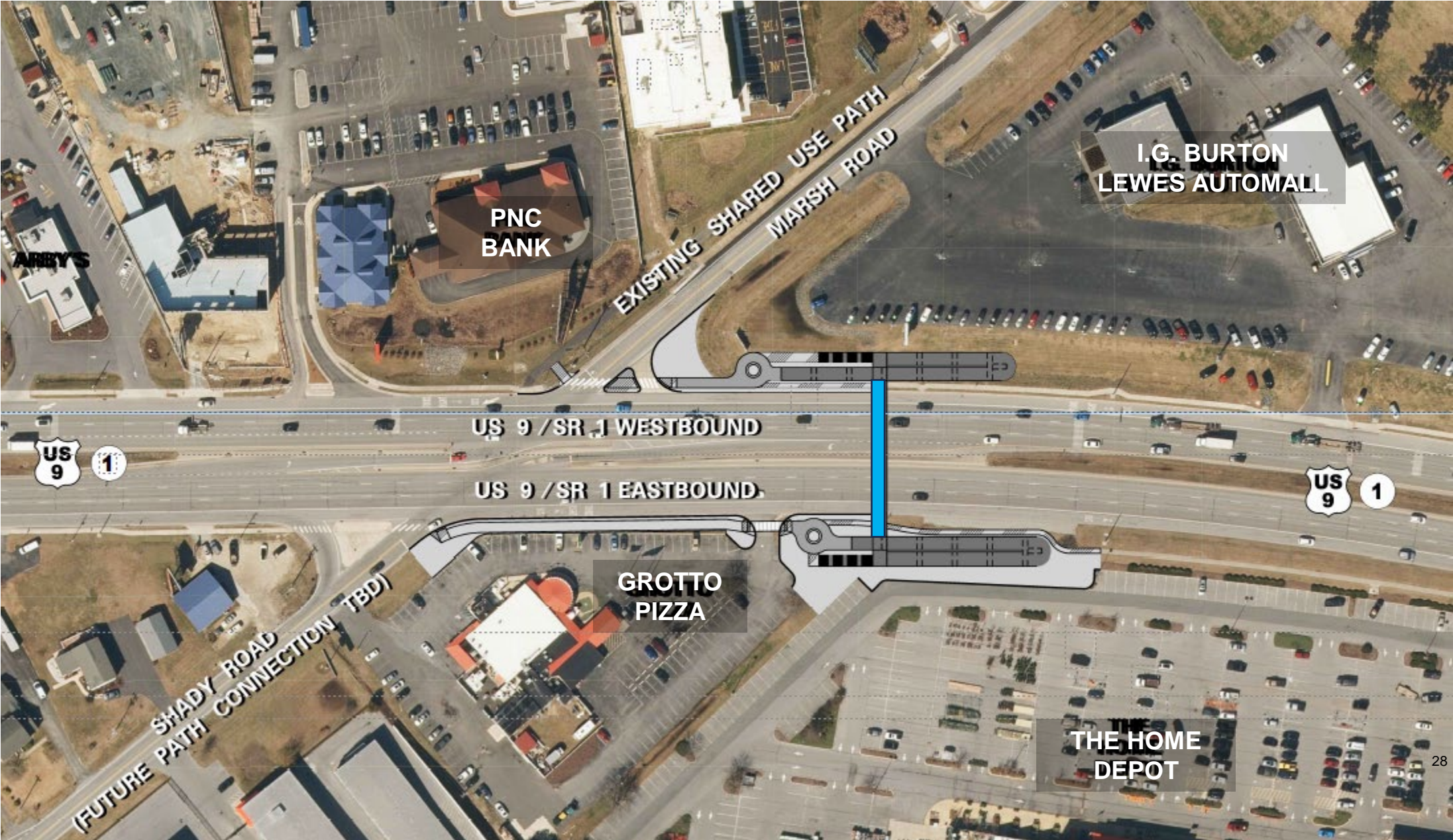
At-Grade Alternatives

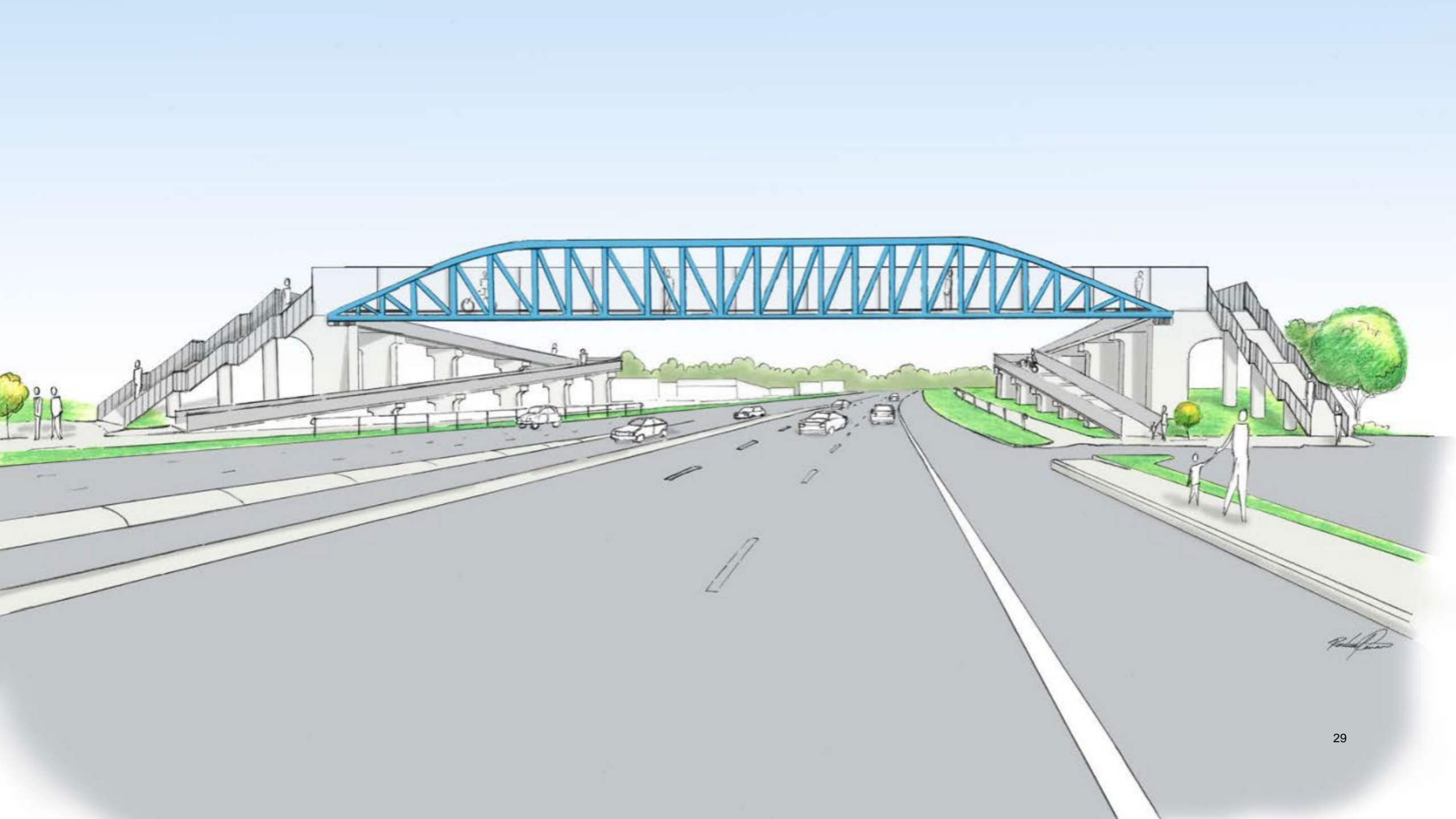
Traffic Analysis Summary

- Signalization creates significant increases in delay on SR 1 at Shady Road/Marsh Road, in line with most signalized intersections on the corridor
- Signalization at Shady Road/Marsh Road does not have a significant impact on the Wescoats Road intersection
- Removal of Wescoats signal adds significant, but non-failing delay to Marsh Road and Shady Road
- Except for the SR 1 southbound left turn, 95th percentile queue lengths are not expected to exceed storage lengths
 - SB left-turn 95th percentile queues at Wescoats Rd currently exceed storage length



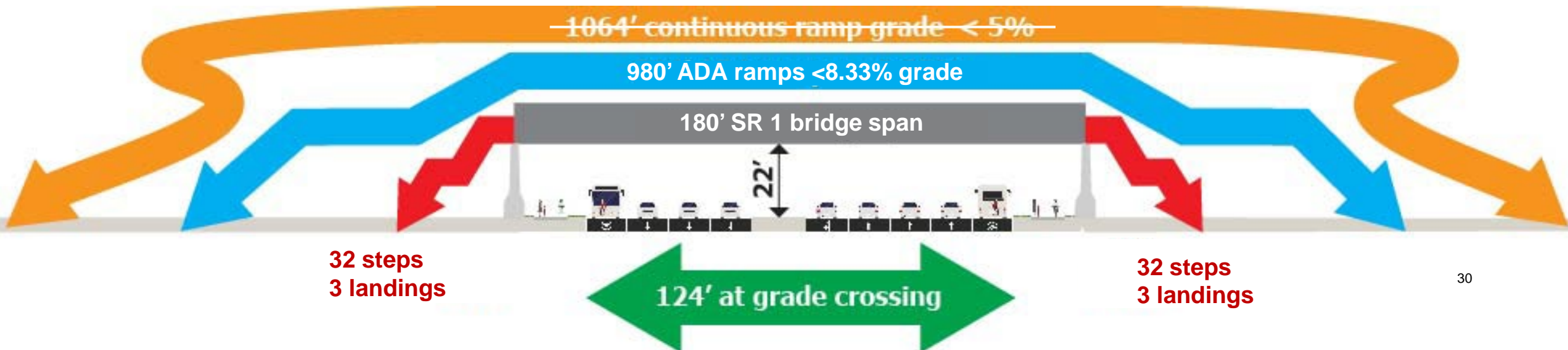
Pedestrian Bridge Alternative





Ease of Access/Connectivity

- **Crossing distance matters**
 - At grade crossing: 124' total crossing distance
 - ADA ramp with landings (350' each side): 980' total crossing distance
 - Fully accessible (continuous) ramp (450' each side): 1,064 total crossing distance; **not an option at this location**
- **Distance perception**



Bridge vs. At-Grade Crossings

	Signalized Crosswalk At-Grade	Pedestrian Bridge
Safety	Vulnerable users exposed to 9 lanes of traffic including 2 free right turns	Vulnerable users separated from SR 1 traffic
Crossing distance	124'	8x longer using ramp 2.5x longer using stairs (plus climb)
Directness	More direct	Less direct
Cost to build	<\$1M	\$8M-\$12M
Cost to maintain	Low	Moderate
Traffic impacts	Yes	No
Utility	Pedestrians may cross outside of the crosswalk.	Some studies show up to 95% of pedestrians will still cross at grade



SR 1 Pedestrian Bridge Study

- **Primary Cost Considerations**

- Construction Access
- Maintenance of Traffic impacts
- Bridge Construction Type
- Utility impacts
- Right-of-Way impacts

- **Funding Considerations**

- No dedicated funding at this time
- Grant funding would be necessary
- Potential for public-private partnerships

- **Recommendation will be documented in the SR 1 Low-Stress Bikeway Study**



Phase 2 Implementation Plan Update

**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

January 31, 2022 (red text indicates changes since October 25, 2021 Working Group meeting)

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
<p>\$ = \$200K * = 0-3 years 0 = Low \$\$ \$200K - \$2M ** = 3-10 years 0.0 = Medium \$\$\$ \$2M - \$20M *** = >10 years 0.0 0 = High \$\$\$\$\$ \$20M - \$200M \$\$\$\$\$\$ > \$200M</p>													
B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful													
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	Y	86	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	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	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. DeIDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DeIDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2. Revise DeIDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments).
B	3	Y	4	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.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	0	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 DeIDOT app.
B	4	Y	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now prescriptive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	0	IN PROGRESS	DeIDOT 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	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Hanigpen TID agreement. The Hanigpen 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.



78 recommendations

Recommendations to be implemented under current DeIDOT projects or initiatives (7 recommendations)

Implement policies and procedures to make the area more efficient, sustainable and beautiful (8 priorities out of 27 recommendations)

Make the most of existing roadway infrastructure (8 priorities out of 20 recommendations)

Make walking, bicycling, and transit more viable as alternatives to driving (5 priorities out of 15 recommendations)

Invest in new infrastructure to support anticipated growth (3 priorities out of 9 recommendations)



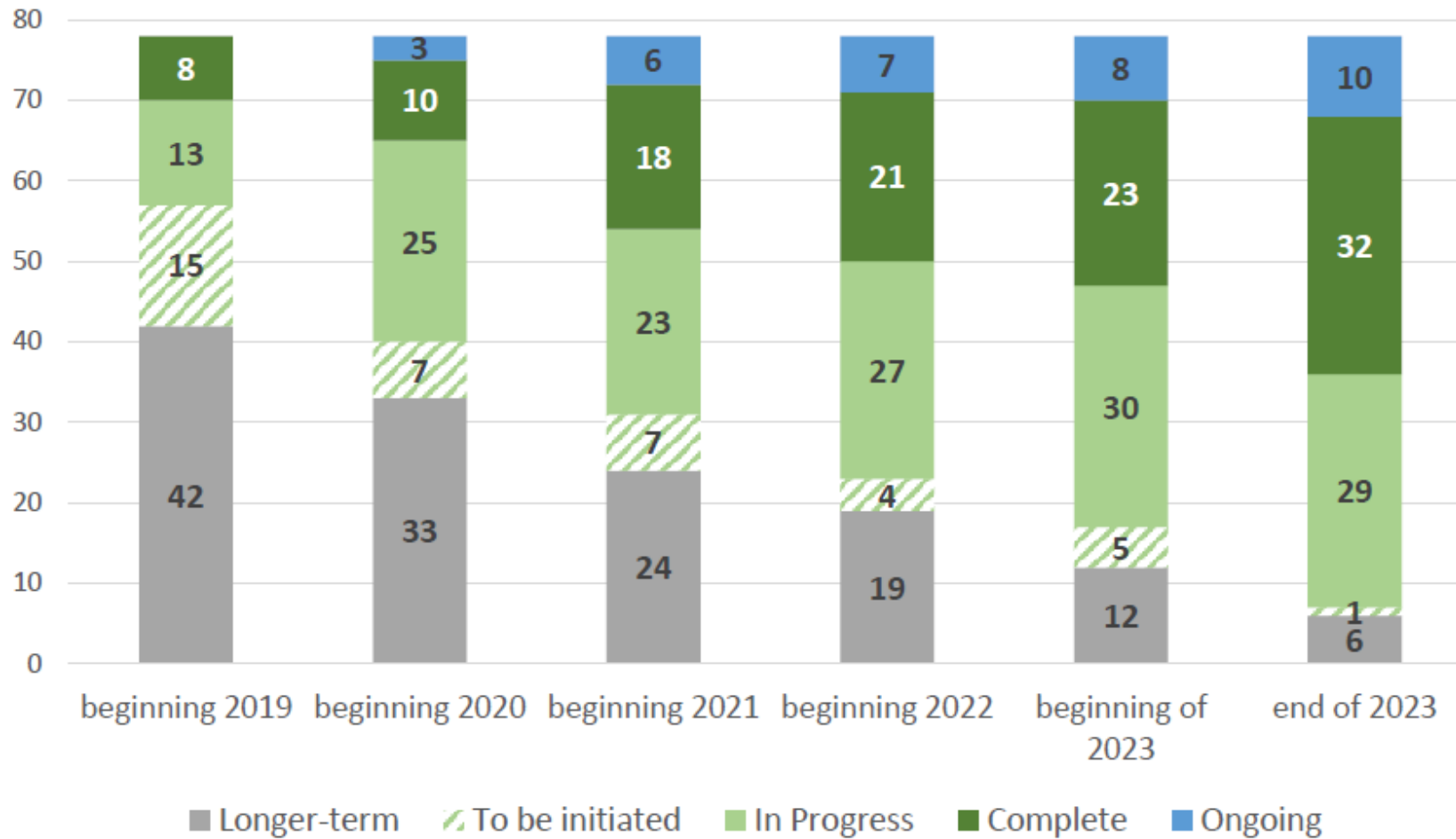
2023 Annual Report

- Describes implementation progress in 2023
- Describes status of all 78 recommendations as of the end of 2023
- Two opportunities will be held to review the report
 - Tuesday, June 11 at 4:00 pm-6:00 pm *in person* at Cape Henlopen High School Library
 - Online video of workshop presentation and materials will be provided with a comment form



2023 Annual Report

Implementation Progress by Year



2023 Annual Report

Status of recommendations at the end of 2023

COMPLETE OR ONGOING



IN PROGRESS



NOT YET STARTED



2023 Annual Report

Notable Achievements

- Removal of Bridge 3-928R, Lewes Railroad Swing Bridge
- US 9 at Minos Conaway Intersection Improvements
- \$21M RAISE Grant for Georgetown to Lewes Trail received
- Conversion of 2-way to all-way stops



Current status (as of April 2024)

71 of 78 recommendations in progress, ongoing, or completed

- Same as last meeting (February 2024)
- Today we are going to focus on a review of outstanding Longer-Term Recommendations



Current status (as of April 2024)

Number of recommendations by status

Status	A	B	C	D	E	Total per status
Complete	6	8	12	4	2	32
Ongoing	0	6	2	0	0	8
In Progress	1	10	5	11	4	31
Initiate in 2024	0	1	0	0	0	1
<i>Longer-term</i>	0	2	1	0	3	6
Total per category	7	27	20	15	9	



Category B

Longer-Term Recommendations

- **B-11 – Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area**
 - Almost all projects end up costing more money to design/build (including Right of Way) than what is included in the CTP estimate and there are no cost savings
 - Funds that are invested in the Henlopen Transportation Improvement District (TID) stay within the TID



Category B

Longer-Term Recommendations

- **B-19 – Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1**
 - Concept was envisioned as a way to support visitors navigating the SR 1 corridor and better manage the flow of traffic
 - Is this still of interest?



Category C

Longer-Term Recommendations

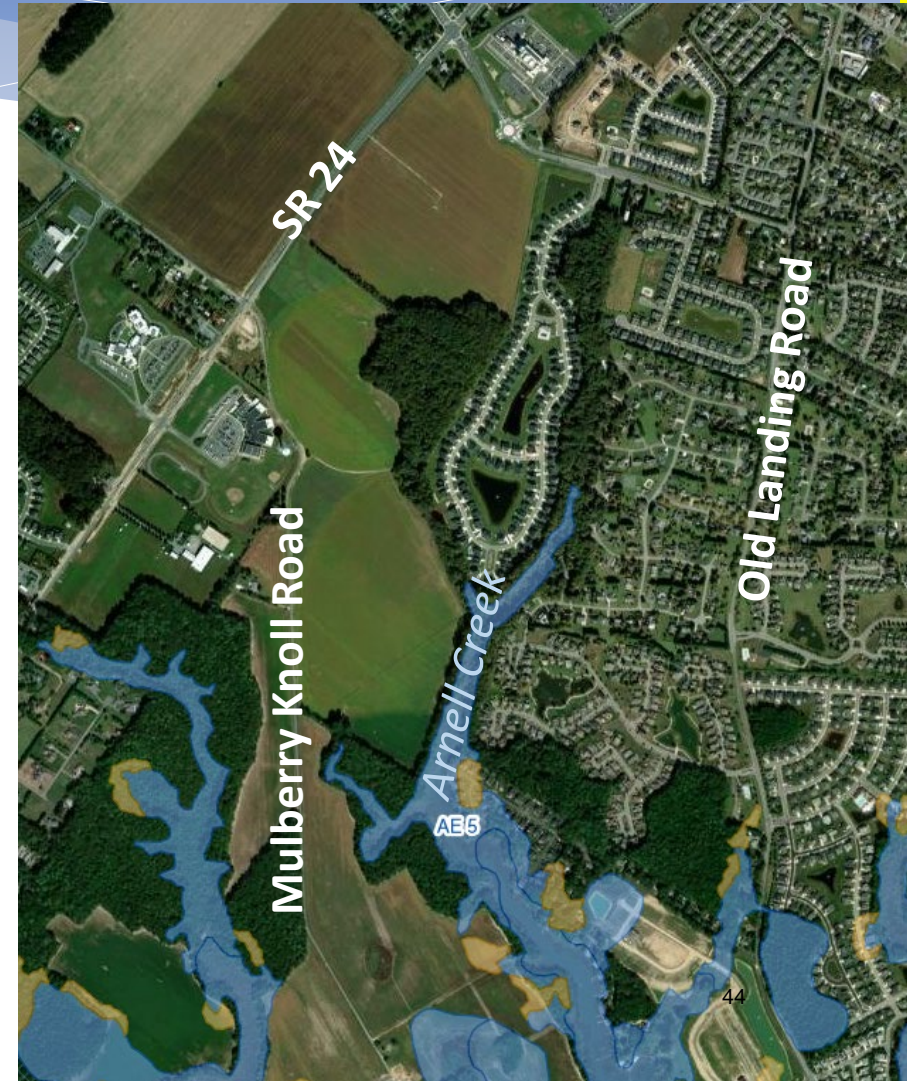
- **C-13 – Study the feasibility of eliminating unsignalized crossovers on Route 1**
 - This recommendation refers to crossovers between Five Points and Route 24 and is intended to improve safety
 - NB crossover at USPS/Lewes Transit Center
 - NB/SB crossover at Shady Road/Marsh Road
 - NB crossover at Home Depot
 - NB/SB crossover at Bay Crossing Boulevard (north of Bethany Blues)
 - SB crossover at Driveway to Midway Center
 - NB crossover at Arenas Pub



Category E

Longer-Term Recommendations

- **E-4 – 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**
 - Old Landing Road has been developed
 - Remaining open land is forested or environmentally sensitive land within the flood plain without sufficient space for a future public right of way
 - Not feasible without major private property impacts



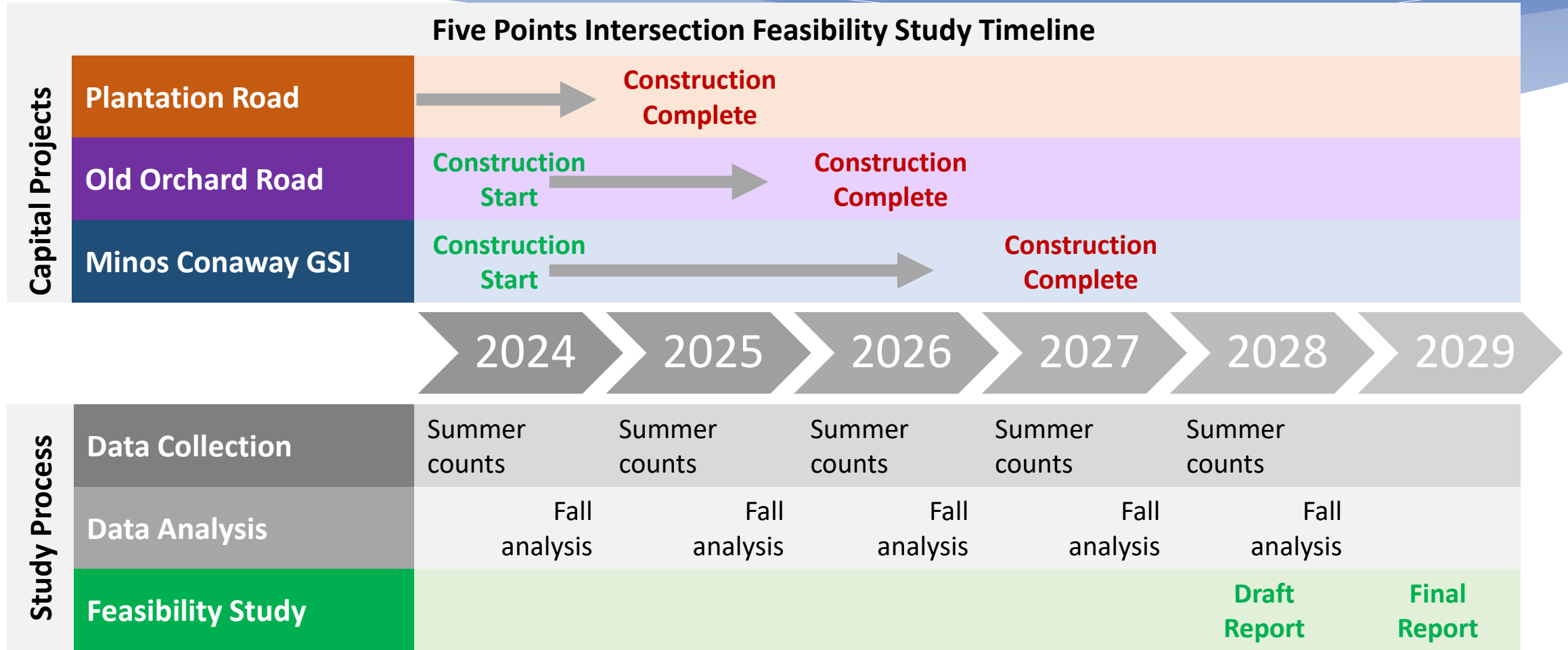
Category E

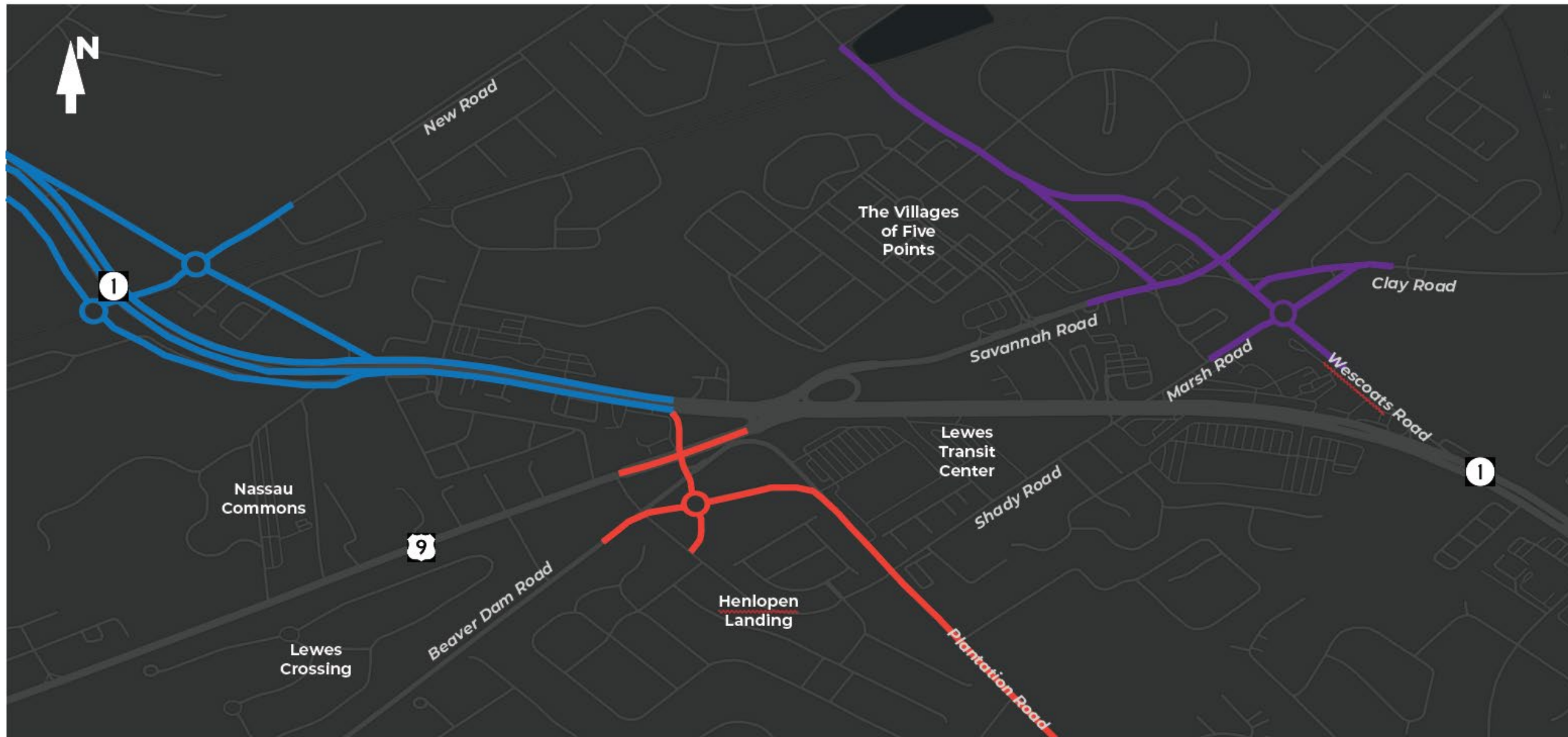
Longer-Term Recommendations

- **E-1 – Study the feasibility of a grade separation at Five Points**
 - This was first assessed in 2007
 - Existing conditions have changed substantially
- **E-5 – Look at east/west traffic as a system: Minos Conway (starting at Route 9), New, Old Orchard, and Clay Roads**
 - Multiple CTP projects are anticipated to have an impact on east/west traffic patterns and on traffic passing through the Five Points Intersection
 - Plantation Road Phase I
 - Realignment of Old Orchard Road at Wescoats Corner
 - Minos Conway Grade Separated Intersection



Category E Longer-Term Recommendations





Priorities for 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**



Phase 2 Implementation Plan

- **Next steps**

- Continue work on recommendations
- Finalize 2023 Annual Report
- **Save the date for the June 11 Public Workshop!**
 - 4pm-6pm at the Cape Henlopen High School Cafeteria
- **Convene the Working Group in October**



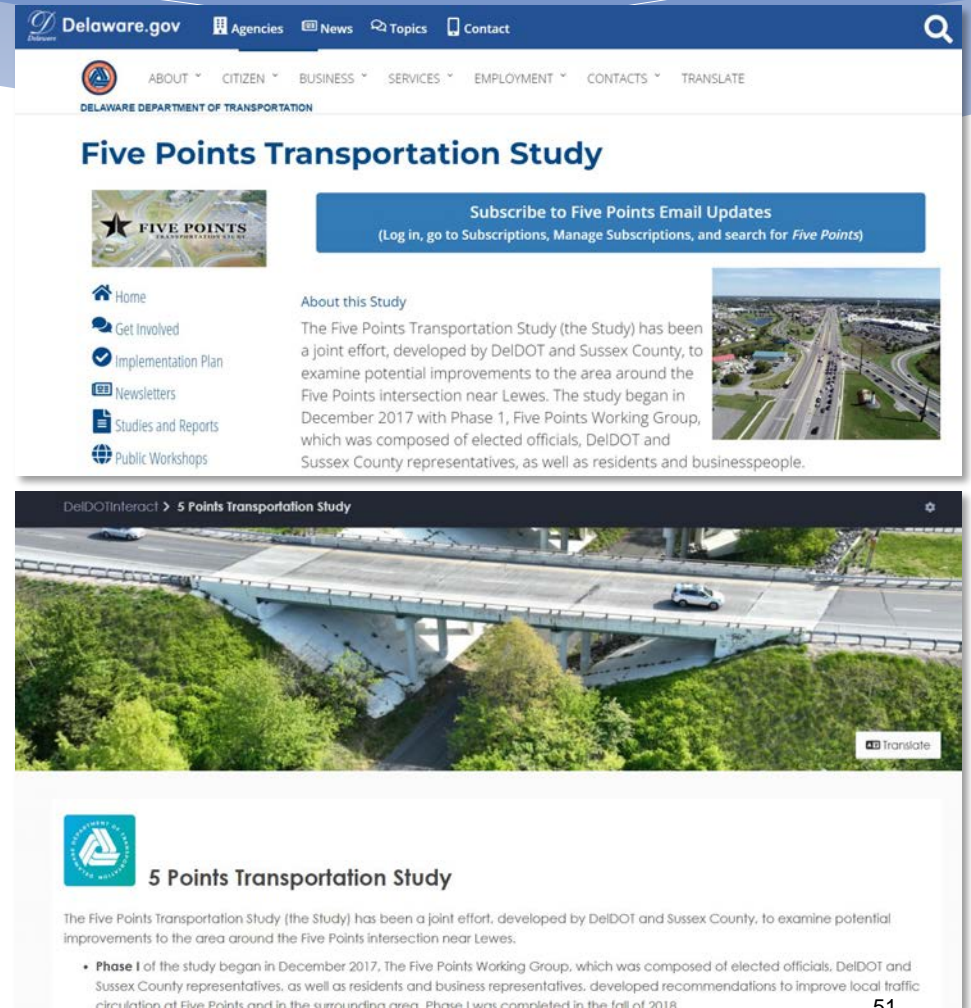
Public comment



Website Information

5Points.DeIDOT.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 DeIDOT Interact will be used for all current (2024) study materials, meeting announcements, and updates. Please use this website to stay up to date on all new/current project information.



Thank you for your participation!

Next meeting
October 28, 2024
6:00pm
Location TBD

Humaira Nabeela

Planner II

Delaware Department of Transportation

Humaira.Nabeela@delaware.gov

302.760.2174



Meeting Minutes

Phase 2 Working Group Meeting #17

DRAFT

February 26, 2024, 6:00 pm

Hybrid meeting held at Cape Henlopen High School Library and via Zoom Webinar

Recording available at: https://www.youtube.com/watch?v=lr2S_UoJRIY

Members present

Kathi Colman
Pete Mattson (sitting in for David Chernuta)
Bill Davis
Robert Fischer
DJ Hughes
Senator Russ Huxtable
Todd Lawson
Glenn Marshall
Ellen Lorraine McCabe
Councilman John Rieley
Mary Roth
Councilman Mark Schaeffer
Lloyd Schmitz
Pam Steinebach
Scott Thomas

Jeanmarie Dolan
Michael Duncan
John & Carol Dunworth
Sue Early
John Eckenrode
Peggy Fischer
Brian Gillilard
Fern & Tom Goodhart
Cindy Hall
James Harmon
Ray Hellman
Brenda Jones
Corey M.
Rich Massella
Martin McDonnell
Charles Mitchell
Tom Panetta
Ann Quinn
Joan Quinn
George & Sue Rowlyk
Johannes Sayre
Gerry Smith
Eileen Spangler
Kim Hoey Stevenson
Susan Towers
Rick Urban
Amanda & Carl Wagner
Alison White

Members attending virtually

Scott Collins
Scott Green
Ryan Bond (sitting in for Rep. Stell Selby-Parker)
Michael Tyler

Members absent

David Chernuta
Rep. Peter Schwartzkopf
Rep. Stell Selby-Parker

Public attendees in person

Rich B.
Michael Curto
Kathy Davison

Public attendees on Zoom

Ryan Bond
Cindi Brooks



Frank Ciotola
Christine Davis
Rich Dempsey
Adrienne Eiss
Ian Friedland
Jacqueline Lawson
E Lee
Bruce Marks
Judi McKearney
CR McLeod, DelDOT
Dorothy Morris
Tom Plaza
Francine Poel Stone
Jana Puffenberger
Joyce Romans
Mrs. Schwinn
Mary Sherlock
Matt Stone
Bill Weller
Karen Z.
Al and Bill (additional information not provided)
Diana (additional information not provided)
Kup (additional information not provided)
LS (additional information not provided)

Mk_ (additional information not provided)
Quennections Management (additional information not provided)
Scott (additional information not provided)
Steve and Margie (additional information not provided)
30225876610 (additional information not provided)

Support to the Working Group

Kristen Ahlfeld, FHI (virtual)
Stephen Bayer, DelDOT (in person)
Andrew Bing, Kramer & Assoc. (in person)
Termica Cherry-Wall, DTC/DART (virtual)
Sarah Coakley, DelDOT (virtual)
Nabeela Humaira, DelDOT (in person)
Shanté Hastings, DelDOT (in person)
Bryan Behrens, DelDOT (in person)
George Pierce, DelDOT (in person)
Gene Donaldson, DelDOT (in person)
Leah Kacanda, WRA (in person)
Tim Snow, WRA (in person)
Molly Nur, WRA (virtual)

This was a hybrid meeting with some working groups members, staff, and members of the public in person, and others attending virtually. A quorum of 17 Working Group members attended (14 in person and 3 virtually).

Welcome

Andrew Bing welcomed everyone, encouraged working group members to attend in person, and provided an overview of the hybrid set up and use of the Owl technology. Andrew shared that the meeting will be recorded. The recording of the meeting can be found here:

<https://youtu.be/749rbCqVs3g>.

Humaira Nabeela, the DelDOT Project Manager reviewed the DelDOT mission statement of *Every Trip. Every Dollar. Every Mode. Everyone*, and reviewed the DelDOT safety slide and recent crash trends. There have been 14 fatalities to date in 2024. Nabeela noted that although her name is written as Humaira Nabeela, she goes by Nabeela. Andrew reminded the working group and members of the public that Nabeela has been serving as the Project Manager for Five Points since Jenn Cinelli has left DelDOT to take another position. She welcomes feedback and discussion with the working group and looks forward to moving the transportation study forward together.



Working Group Notebook Materials

Andrew reviewed the contents of the notebook materials provided to working group members, including meeting agenda, presentation, draft minutes from the previous meeting, a list of upcoming meetings, and an updated version of the implementation plan.

Working Group Meetings

Andrew reminded the audience that the meetings are for the working group members. Members of the working group are encouraged to attend in person whenever possible. Members of the public can attend in-person or virtually and can make public comments in-person or virtually at the designated time at the end of the meeting.

Member Introductions

Members of the working group introduced themselves.

Working Group Meeting Minutes from October 23, 2023

The meeting minutes from October 23, 2023, were reviewed. Mary Roth noted that she would provide some editorial comments via email. Senator Russ Huxtable motioned to approve the minutes with editorial corrections. Mary Roth seconded the motion. The minutes passed unanimously with no one declining, objecting, or abstaining.

Presentations

In addition to the overview, comments, and questions detailed below, content is provided on the slides attached to these minutes.

Plantation Road Project Updates – George Pierce, DeIDOT

(see slides attached to minutes for images and more information)

[Phase 1 of the Plantation Road Improvements](#) project is adding a roundabout at the intersection of Plantation Road and Belltown Road, just south of US 9, to improve vehicular circulation in the through Five Points Intersection. The project has been underway for about a year now and as construction progresses the detours are changing. Plantation Road, Beaver Dam Road, and Route 9 connector have been closed since November.

As soon as the hot mix plants open and the weather starts to break, DeIDOT will begin paving and reopen the Plantation Road to Beaver Dam Road movement. The connector between SR 1 and Route 9 will still be closed, but the roundabout will be open, allowing access from US 9 to Plantation Road and Beaver Dam Road.

By May of 2024, everything should be open and operational, including the connection from southbound SR 1, and there will be another 9 months of construction on Plantation Road with minimal disruptions. One of the detours added a four-way stop at Beaver Dam Road and Dairy Farm Road and at Robinsonville Road and Cedar Grove Road. Data is being collected for these four-way stops to determine if they will remain in place once the detours are no longer needed.



Questions/comments:

- Bob Fischer – Can you please add a stop light icon to the Phase 3 construction graphics? It's confusing without it
 - George – No problem, we'll add that
- Mike Tyler – Can bicycles access the roundabout when it's open, even the temporary configuration?
 - George – The bicycle detour will stay in place because the shared use path along Plantation Road is not yet in place.
- Mary Roth – For clarification, the shared-use paths will open closer to the end of the project which is that 9 months after the roundabout is open in May?
 - George – Yes, that's correct.

Update on Capital Transportation Program (CTP) Projects in the Five Points Area – Shanté Hastings, DeIDOT Deputy Secretary/Chief Engineer

(see slides attached to minutes for images and more information)

The [DeIDOT Project Portal](#) is available to everyone online and includes projects that are in planning, design, and construction on an interactive map. Updates on CTP Projects were given at an overview level and by the current stage:

- Construction projects:
 - [Coastal Highway Intersection Improvements](#)
 - Small intersection improvement project at SR 1 and Old Landing Road – lengthening the left turn lane in the southbound direction. The project is substantially complete.
 - [SR 24, Love Creek to Mulberry Knoll](#)
 - Currently in the second phase of widening. The first phase of widening was from SR 1 to Mulberry Knoll Road. A signal has been installed at SR 24 and Mulberry Knoll Road. Construction is underway for the rest of the widening project and will be complete later this year.
 - Question - Councilman Mark Schaeffer – The signal at SR 24 and Mulberry Knoll Road is temporary?
 - Shanté – No, it will remain after the project is complete.
- Design & Planning projects:
 - [Georgetown to Lewes Trail, Fisher Road to Airport Road](#)
 - This is the last segment to complete for the 16-mile bike trail from Lewes to Georgetown. DeIDOT received a \$21M RAISE grant and is currently wrapping up design. Construction should begin later this year or early 2025 and hopefully wrap up in Spring 2026.
 - [BR 3-714 on S266 New Road over Canary Creek](#)
 - Design is underway. DeIDOT plans to begin the advance utility work in the fall of 2025. Construction for the bridge project is anticipated for the following year. This bridge will help address the daily flooding that occurs on this road. The



delay in construction start is due to wetland mitigation and Old Orchard Road already being in progress and don't want construction to overlap.

- [SR 1 at S264 & S258 Intersection Improvements](#)
 - This project is located at two intersections with SR 1, Hudson Road and Steamboat Landing Road. DeIDOT will be channelizing turn movements coming off SR 1 and side streets. The project will be coordinated with the SR 1 and SR 16 grade separation project as well as events happening at Hudson Fields. DeIDOT is still analyzing what needs to be done, so there is no projected construction start date. Currently, analysis is being conducted at Oyster Rocks Road and Eagle Crest Road intersection to allow left out movements. More to come once there is a better path forward.
- [Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement](#)
 - The project is being coordinated with Sussex County, using advanced funds from the County so DeIDOT can begin design right away. DeIDOT will then pay back the County later. A five-way roundabout is being planned at this intersection. DeIDOT is currently acquiring Right-of-Way and utility work is scheduled to begin 2025.
- [SR 1 and Cave Neck Road Grade Separated Intersection](#)
 - This project includes a bridge to carry Cave Neck Road traffic from one side of SR 1 to the other, along with service roads to be able to facilitate access for the properties along SR 1 towards the east and west sides. DeIDOT is acquiring Right-of-Way currently and design is progressing. DeIDOT anticipates construction beginning in the spring of 2026.
- [SR 1, Minos Conaway Road Grade Separated Intersection](#)
 - This project utilizes the existing SR 1 Nassau Road bridge overpass and building service roads on either side of SR 1 to make a new east-west connection under the bridge to allow motor vehicle traffic to access New Road. Design and Right-of-Way acquisition are wrapping up and DeIDOT hopes to begin construction later this year.
- [Realignment of Old Orchard Road at Wescoats Corner](#)
 - Design is nearly complete, right-of-way acquisition is nearly complete, and advance utility work is underway, which will take about a year to complete. DeIDOT anticipates roadway construction will begin next spring.
 - Question – Bob Fischer – It appears that this graphic also doesn't have the signal icons. Are these graphics showing what will be done and not how it'll look once it's complete?
 - Shanté – We can add the signal symbol to the concept graphics. It wasn't included because we typically don't show existing elements, but I can see where that would be confusing. We will make sure to update it.
 - Question – Kathi Colman – Some clarification on project overlap, are you saying there will be some overlap with the New Road and Canary Creek project?
 - Shanté – No, there will be no overlap with these two projects in terms of traffic impact. DeIDOT may still be finishing up



construction on Old Orchard Road, but as long as all the lanes are open, we can start New Road construction without issue.

- [US 9, Kings Highway, Dartmouth Drive to Freeman Highway](#)
 - This project is under design. There was a public workshop last week (February 20, 2024). DeIDOT is still finalizing the overall design and will be taking comments through March 22. All those comments will then be analyzed to determine the best path forward. Once that is complete we'll begin to have a better understanding of when construction will begin.
- [Airport Road Extension, Old Landing Road to SR 24](#)
 - This project is creating a new connection between Old Landing Road and SR 24. Currently in the very early stages of design. There has been one workshop that presented various alternatives. DeIDOT is still analyzing and evaluating everything, and once the final concept for the design is put out, DeIDOT can provide a better schedule for construction start.
- New Road, Nassau Road to Old Orchard Road
 - Design will begin in the next fiscal year, July 2024. The public involvement process will help develop alternatives through public workshops at that time.
- [US 9 Widening \(Old Vine Road to SR 1\)](#)
 - This project is very early on in the design process. Funded for design and looks to widen SR 9 from Old Vine Road to SR 1 to two lanes in each direction. DeIDOT is currently evaluating how the widening should be done, the impacts, and costs. There will be public workshop scheduled for this project.
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
 - The project will widen Beaver Dam Road to two lanes in each direction, adjacent to the Plantation Road project that is underway now. Design is funded to begin in the fiscal year 2026, so in July 2025. This project will follow the same public outreach process as the US 9 Widening project (Old Vine Road to SR 1).
- Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road
 - This project contemplates a new road that would connect from Cedar Grove Road to SR 9. This is a recommendation from the Five Points Working Group, and it's funded to begin design in the fiscal year of 2028 or July 2027.
- Postal Lane from Linden Lane to SR 1 Improvements
 - This project will include shoulder, sidewalk, and bike lanes on Postal Lane from Linden Lane to SR 1. Design is funded and scheduled to begin in the fiscal year 2028, or July 2027.
- Shady Road from Plantation Road to SR 1 Improvements
 - This project is looking at turn lanes, sidewalks, and shoulders to provide safe movement of all types of travel. This project also comes out of the Five Points Study and Henlopen TID. Design is funded and scheduled to begin in the fiscal year 2028, or July 2027.



Questions/comments

1. Mary Roth – On the Old Orchard Road realignment there was a lot of utility work when Delmarva and the City of Lewes were working in the area. The new utility poles are very large, and there are still lots of old utility poles out there with wires connected to them in and around Savannah Road, Wescoats Road, and Old Orchard Road section. I’m trying to get a sense of how many of those poles are going away once the project is underway.
 - a. Bryan – The reason is that the transmission poles, the real large ones, can really only go in twice a year – during the spring or fall when the weather is pleasant, and we don’t have to cut power when customers are relying on air conditioning or heating. A lot of coordination goes into it, and whether or not DeIDOT has the right-of-way factors in as well. The next phase of the Old Orchard Road project includes clearing trees, including the large one there at the intersection. The utility companies that are responsible for those poles will have to remove the old ones and put in the remaining new ones. The rest of the utility work is about to begin and will last about a year to a little over a year.
 - b. Shanté – We often get asked why everything takes so long. We work with utility companies to determine a window where they can work and not impact their customers. Having to maintain traffic circulation throughout construction and right-of-way acquisition contributes to added time in the process.
 - i. Mary – It’s really helpful, because when you hear the term, “utility relocation”, you’re not sure what to expect and how it’ll impact you, so thank you for explaining.
2. Bob Fischer – It’s such a pleasure to have a traffic engineering graduate of the University of Delaware with tremendous experience as the Deputy Secretary of Transportation, to help us understand these projects.
 - a. Andrew Bing – Shanté was also just named the Engineer of the Year for the State of Delaware.
3. Andrew Bing – When the Five Points Transportation Study Working Group started back in 2017, it led to 78 recommendations, a lot of discussions, and a lot of work, but at the core it was everyone coming together in agreement to say, we need more transportation investment in Sussex County, specifically in the Five Points area. Everyone here should be very proud for bringing attention to this area and coming together to create the partnership between the County and the State to deliver on that.

DeIDOT’s Artificial Intelligence Enhanced Transportation Management System (AI-ITMS) – Gene Donaldson, TMC Operations Manager

(see slides attached to minutes for images and more information)

Gene Donaldson shared that the TMC has continually been building a computerized traffic signal system that connects every traffic signal in the state – a total of 1,200 traffic signals that are monitored in real time. All traffic cameras in the state fall under the TMC’s monitoring program.

AI-ITMS includes artificial intelligence, machine learning, data fusion, short and longer-term traffic flow prediction – the system will look at all real time data, see how vehicles are responding to current conditions, and adjust accordingly. Prediction capabilities will allow signals to be timed before any problems arise. Connected Automated Vehicles and eventually fully autonomous vehicles are something



the TMC is working on as part of AI-ITMS. The TMC has installed flood prediction sensors in partnership with USGS throughout the state which will be integrated into AI-ITMS eventually. AI-ITMS started with a \$10M grant that the TMC competed for.

AI Transportation Operations and Management Software (AI-TOMS) is a web-based AI/ML (machine learning) system for comprehensive transportation management and operations. The TMC works with DelDOT on how to respond to any problem. The TMC receives third-party data from Wejo and other companies that are supplying connected vehicle data that gets integrated into AI-TOMS. Timing Plan Management and Reporting and Automated Traffic Signal Performance Measures are where the system will monitor how things are operating. Vehicle classification technology is being tested with AI-TOMS right now and can detect and differentiate between a truck, car, bicycle, or pedestrian.

AI-TOMS has a new dashboard for the technicians and engineers at the TMC with lots of information on the statewide system. Traffic data coming into the TMC is robust and allows for an understanding of travel time. Traffic flow prediction is a key part of this new system. So far, the system has been detecting issues before the TMC receives a message from Waze – lots of potential with that response time. The accuracy of incident detection is 100% for major incidents and 88.88% for minor ones. Response plan recommendation and implementation is being built into the system for rerouting when needed. The system will be adaptive and predictive with signal timing, looking at performance and making adjustments as needed.

Live Signal Phase and Timing (SPaT) Broadcasting will be able to predict accidents for CAVs and help make intersections safer. Sensor technology is being installed to monitor intersections to help time signals better and be able to identify turn movements and vehicle types. Machine Vision tracks vehicles through intersections to help improve safety and timing. The more vehicles connected to the system, the better the data and better the system can operate.

An ATTAIN Grant was awarded to the TMC to help monitor flooding and how to move traffic related to an evacuation. The TMC works closely with Police, Fire, and other agencies to create a cohesive team and create better data that helps everyone. The SMART Grant uses cloud-based technologies – allowing the TMC to transmit to multiple vehicles and understand what multiple vehicles are doing. Currently, the TMC can receive data from connected vehicles within 58 milliseconds – must be that fast for the TMC to be able to do what they do.

Statewide deployment of AI-ITMS is getting more advanced, but is essentially still made up of three components:

- Control: running traffic signals
- Monitoring: monitor vehicle movements and data
- Information: providing real-time information (DelDOT app)



Questions/comments

1. Lloyd Schmitz – As you’re installing new traffic signals are you also putting in the wiring to accommodate the accessible pedestrian signals with push buttons?
 - a. Gene – Yes
2. Bob Fischer – Is anyone working with automobile manufacturers to develop a way that every automobile can interact with the traffic monitoring systems? Some effort across the country to make this happen?
 - a. Gene – Yes, multiple meetings and multiple tests are going on. The automobile industry has to understand what we are going to do. For the industry to put this technology into their vehicles, we need to be exchanging information with them.
3. Bob Fischer – Where you have monitoring control and information – we hear a lot of problems about enforcement. Would you be able to add enforcement for speeding and anything else into the system?
 - a. Shanté – During the last legislative session, DelDOT received approval to be able to use the traffic monitoring system for speed enforcement in work zones. Also, within New Castle County and municipalities within residential zones, enforcement is allowed to be used. DelDOT has regulations that are out for review and hopefully will get approved in April so we can start our process in terms of work zones. This will also allow New Castle County Police as well as Local authorities and municipalities to be able to start using it as well. DelDOT does not have the full authority to start using it on all roads at all points in time. We did a pilot test on I-95 when we did our work zone up there and had great success. We reduced travel speeds by 11 or 12%, and reduced crashes by almost half. It works, and that’s why we’ve gotten the authority to use it in our work zones. However, the enforcement doesn’t pay for itself, so when we looked to get the legislation to get it throughout the state, there were some budgetary issues with being able to do it everywhere. So for now, we will deploy what we can, we’ll see the results, and I would guess that over time it would potentially expand, but again, it does not pay for itself. It did not pay for itself on I-95 in terms of the number of violations that were issued and paid, but it did pay for itself in terms of the safety benefits.
4. Scott Thomas – For tourism, we use a series of algorithms based upon traffic counts to determine visitation on any given day, weekend, or segment of the day. Is there a way to do this while you’re working on this where the overall traffic counts and the visitation counts as well?
 - a. Gene – Yes, let’s do that. We have a lot of data right now that you might not be aware of, so we can get together to work on that.
5. Senator Russ Huxtable – With the big shift towards roundabouts, are roundabouts monitored in the same fashion that signalized intersections are?
 - a. Gene – Yes, we can monitor traffic movements anywhere.



Phase 2 Implementation Plan Update – Leah Kacanda, AICP, Whitman, Requardt & Associates
(see slides attached to minutes for images and more information)

This process started back in 2017, and this group formulated 78 recommendations over a year of meetings. We had extensive public workshops over that period. Subsequent to that, this group has moved into a tracking and implementation phase, whereby the group meets three times a year now to discuss the status of each of those 78 recommendations. It's been a valuable process for both the community and members of the working group to see this change happen.

Recommendations are categorized in five broad categories:

- Gray – recommendations that DelDOT could tackle under current projects or initiatives. Most of these are already completed.
- Blue – recommendations that are policies and procedures to make the area more efficient, sustainable, and beautiful.
- Green – recommendations that make the most of existing roadway infrastructure – as volumes increase, need to improve upon infrastructure.
- Red – recommendations about multimodal improvements: walking, bicycling, and transit as more viable alternatives to driving
- Yellow – big picture recommendations – big projects that are long-term vision. This category is where we have the most remaining work to do.

All 78 recommendations, are available for review on the project website:

<https://deldot.gov/projects/Studies/fivepoints/>

Category A has no changes from last year to now. Six of these recommendations are already done and only one remains in progress.

- A-4 – Study options for signage to direct appropriate traffic, i.e., local, boat, UD, and walking/biking areas, under the Nassau Bridge. (Still classified as “In Progress”)
 - This will be addressed by the Minos Conaway project. Bryan and his team will make sure wayfinding signage is available there to direct folks where to go, whether using the trail system or driving.

Category B has some slight changes with recommendations moving from “longer-term” to “in-progress” and from “in-progress” to “complete.”

- B-8 – Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full. (Still classified as “In Progress”)
 - People traveling downstate to destinations like Cape Henlopen State Park have no way of knowing that the parking lot is full before driving all the way through Lewes to Cape Henlopen Drive. We have been working with Gene and his group to see if there is a way to better communicate the status of parking at the park and other critical destinations.
 - It is difficult to determine how many cars are actually in Cape Henlopen since there are many places to park including in the campground and on the beach. DelDOT did a pilot program at Fenwick Island State Park where they have one parking lot and that was



successful. Still trying to troubleshoot with DNREC the problem of monitoring at Cape Henlopen.

- Gene – It’s tough at Cape Henlopen with so many ways cars can park there. We’ll have to keep working with the park, but we don’t have a solution just yet.
- We will continue to talk some more about this one, but as of now there are no easy solutions.
- B-12 – Study relaxed height limits as part of the comprehensive plan to increase density. (Changed from “Longer-Term” to “Complete”)
 - Addressing this recommendation required changing the County’s code to allow for the construction of taller buildings. Sussex County Ordinance 2889 was passed in October to allow an increase in the maximum height for multi-family development, in conjunction with the County’s Rental Program and also in proximity to certain routes in the County.
 - This recommendation is now considered complete – the County spent quite a bit of time analyzing the implications of that and how it could support affordable housing in the vicinity of beach communities where there are lots of service workers who need to be able to live close to where they work.
- 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. (Changed from “Longer-Term” to “To Be Initiated in 2024”)
 - DeIDOT continues to work on drainage issues, but the decision was made to tackle this issue more formally this coming year. DeIDOT will be working with the maintenance division and Sussex Conservation District to get a sense of what was tracked and addressed since 2017.
- B-18 – Study potential location and designs for aesthetically pleasing gateways to coastal Sussex County (Still classified as “In Progress”)
 - The Savannah Road Master Plan is underway, and that effort is looking into the beautification component coming into Lewes, especially on Savannah Road.
 - There will be a public workshop this spring for the Savannah Road Master Plan.
- B-21 – Study frequency and causes of emergency vehicle preemption and make a recommendation to balance emergency vehicle access with traveler mobility (Still classified as “Ongoing”)
 - The hospital in town is difficult to access from SR 1, and getting emergency vehicles there is a priority which can have an impact on the synchronization of signals on SR 1.
 - Currently working with Gene and the TMC to test new technology for this issue – work in progress.

Category C had some slight changes from last year to now. Two more recommendations were completed, previously listed as “In progress” and “Longer-term”.

- C-10 – Continue to improve traffic signal phasing, timing, and coordination using real-time monitoring and control technologies (Still classified as “Ongoing”)
 - This is a core function of what DeIDOT does – always working to optimize how vehicles and all users move through the transportation network such that they are safe and getting to their destinations on time.



- Recently processed some new findings from SR 1 and will be coming back soon with more feedback.
- C-17 – Conduct capacity analyses at study area intersections to identify the need for turn lanes (Changed from “Longer-term” to “Complete”)
 - Extensive survey was done to identify all left turn lanes in the Five Points study area for improvements.
 - They’ve been inventoried, lengthened where appropriate, and or added to existing projects.
- C-18 – Improve lane marking and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road (Changed from “In progress” to “Complete”)
 - Extensive surveys with Maintenance Division – making upgrades and repairs to signage and lane markings where appropriate.
 - Some roads are under the control of the Delaware River and Bay Authority (DRBA) so those recommendations were provided to DRBA to address.

Category D had no change in status from last year to now.

- D-10 – Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossing at inappropriate locations (Still classified as “In Progress”)
 - This is a problem statewide where we have high crash rates for people walking or biking and crossing on the road where they should not be.
 - The traffic team is working on a project nomination to receive grant funding to incorporate a median barrier in areas along SR 1 where there are higher crash risks.
- D-13 – Identify locations in the study area where bike parking can be provided (Still classified as “In Progress”)
 - This is being handled already by the DelDOT Project Team.
 - DelDOT installs bike parking as part of capital projects where appropriate.
 - Through 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 in spring 2024.

Category E had some slight changes from last year to now. One recommendation changed from “Initiate in 2024” to “Complete”.

- E-4 – Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards (Changed from “In Progress” to “Complete”)
 - Evaluation has happened, and the Vineyards has signed a new TID Agreement with DelDOT for future improvements.
 - There are no regulations forcing the developers to build that new road, so DelDOT has done everything it could



Next steps:

- Continue work on recommendations
- Finalize 2023 Annual Report
- Convene the Working group in April

Questions/comments

1. Todd Lawson – On slide 89, you said a “barrier-type treatment along the entire length of SR 1 in Sussex County”. Does that mean the entire length of SR 1 in Sussex County?
 - a. Leah – It means we’re looking at the entire length, but we really want to target those improvements in areas where we have a crash problem.
 - b. Shanté – This recommendation was specifically for deterring pedestrians from crossing at unmarked locations. DeIDOT worked with the town of Dewey to install decorative barrier to keep people from crossing and it’s been successful so far. On Route 13, DeIDOT is installing our first median fencing in the New Castle area near the airport, where there are a lot of pedestrian crashes. Although countermeasures have already been installed, DeIDOT is now installing a barrier with a fence on top of it to prevent pedestrians from crossing anywhere except at a signal. This is the first time DeIDOT will be doing this kind of pedestrian safety effort, so we will be seeing how well this works and then possibly applying it to portions along SR 1.
 - c. Shanté – There is also a vehicular median barrier that DeIDOT has been doing starting along SR 1 and through the Dover Air Force Base area. The next phase will continue the barrier down to the Milford split. DeIDOT plans to continue that barrier through the Lewes area. It will be implemented with the projects we’re already working on (Minos Conaway, Cave Neck Road, SR 16), and then continue closing along other sections of SR 1. We’re doing this because we’ve had some tragic median crossover crashes – this is not required on any of the roads we’ve done it on so far, but we know that it works. Recently there was some snow, there were two significant crashes into the median barrier. These crashes may have resulted in head on collisions if the barrier wasn’t there.
2. Lloyd Schmitz – Can we talk about sidewalks on Savannah Road from Clay Road to SR 1? Will they align with the existing sidewalks on Savannah Road?
 - a. Shanté – DeIDOT constructed some sidewalks a few years ago, and the overall plan is to have connected pedestrian facilities along that full stretch. I don’t know the timing, but we can get back to you with an update.
3. Lloyd – Any update on the pedestrian bridges along SR 1?
 - a. Leah – We’ve been continuing our work on that issue in coordination with the low-stress bikeway study and plan to provide an update at the April Working Group meeting. One of the original 78 Working Group recommendations was to explore the feasibility of pedestrian bridges on SR 1. Last year we had a presentation on some preliminary locations that were considered and what a bridge would look like. We’ve been conducting a traffic analysis to better assess the pros and cons between a pedestrian overpass and an at-grade crossing pedestrian crossing outside of the obvious price difference. We’ll be bringing the results of that analysis back to you all in April.



4. Mike Tyler – Has anything been done about interconnectivity? Very difficult to get around SR 1, even if you don't cross from one side to the other. Why aren't we doing anything to encourage or enforce interconnectivity? Feels unsafe.
 - a. Leah – a lot of the projects we've heard about tonight do have plans to incorporate a side path on one or both sides of the road in addition to roadway improvements. Both the Plantation Road project and Minos Conaway GSI include a side path which will enable folks to come from north of Five Points, near Surf Bagel area, and connect down through Plantation Road and further to points south. All the projects that are in project development are incorporating these connections – it just takes some time to get them on the ground. The SR 1 Low-Stress Bikeway Study is also look at the gaps that remain after all the project improvements are made. We'd be happy to sit down with you and give a more detailed overview of those projects mentioned if you'd like.
 - b. Pam Steinebach – As part of our development coordination manual, we also encourage private development projects to include interconnections. It is sometimes a challenge because it requires cooperation from the developer.
 - c. Shanté – It's not perfect, but if a development is coming in they are typically willing to provide connectivity. The challenge is when they are trying to connect to a development that is always in place. In hindsight, we would have designed how everything developed along SR 1 a lot differently. We're doing what we can, and we're trying to facilitate these connections, but it's a harder thing to do on the back end than on the front end. That's why some of our projects have service roads proposed to take those access points off SR 1 and facilitate those local movements. We will strive to have interconnectivity, but it's an uphill battle.
5. DJ Hughes – I think the pedestrian barrier in the median is a good thing. With the Cape Henlopen High School, a barrier should be added to the Kings Highway project since it's a 4-lane highway. For the traffic data that we're collecting with loop detectors and cameras, it's great that we're going to analyze the traffic data. Are we just analyzing service volumes that are crossing the stop line in the area of an intersection, or are we collecting traffic demand data that includes all the cars that are trying to get to that intersection? Because when you have to sit through two or three cycles, you're not getting the actual data you need if you're just collecting service volumes.
 - a. Gene – We have detectors along open sections of roadways, and as the technology gets more advanced, we will get better data. We have thousands of data collection devices we have access to from the last 20 years we've been building this system. We agree with what you're saying, and we are collecting data in between intersections.
6. Bob Fischer – Is it true that there won't be any crossovers from SR 16 south on SR 1 when everything is done?
 - a. Shanté – There are a few different projects to handle certain stretches of SR 1 including Minos Conaway GSI and Cave Neck Road GSI. We don't have a full plan to address all those crossovers. We do have the corridor capacity preservation program plan in draft form, and the ultimate plan would be no at-grade crossings, but that is a long-term plan. We are looking to channelize some of those crossovers to restrict some movements to address some of the conflict points. We will continue to do public outreach and figure out what's best.



7. DJ Hughes – What’s the timeline from when the signal comes out to when the GSI’s are open at Minos Conaway and Cave Neck Road?
 - a. Shanté – SR 1 and SR 16 is done in 2025 and Cave Neck Road will be complete by 2028.

Public comment

1. Sue Rowlyk (in-person)

Question for Gene - Data on accidents - several accidents happening at the same crossovers in a limited amount of time, how do you respond to that? Speaking specifically about the crossovers that go to Nassau Road. Doesn't feel necessary when you can go further south on SR 1 to use a traffic light instead of the crossovers. Was unaware of crossovers until involved in an accident there, which was followed by three more high-speed accidents within eight days.

- a. Gene- The Department is regularly studying these kinds of things, but what's also helpful is for everyone to contact us when they witness or are involved in an accident to make sure we're aware. This can be done on DelDOT's website, under "Report a road condition".
- b. Shanté - Along the SR 1 corridor, The Department has reviewed the crash data from Five Points to north of SR 16 several times, comparing all of the intersections to see which one has the highest crash rate and traffic volumes, and then making proposed improvements. One of the biggest struggles with closing crossovers has been residents not wanting them closed because it's oftentimes their easiest way to get to their destinations. When the Minos Conaway project begins, all of those crossovers will be closed, directing local traffic to service roads.

2. Mike Duncan (in-person)

With the opening of a roundabout near Five Points sometime in May, it's been stated that it'll be an additional 9 months of improvement projects on Plantation Road. Any idea what those 9 months will look like?

- a. George Pierce - The Department has done sidewalk utilities on the west side of the road and with traffic going through there, it'll take a lot longer to finish the east side. We're piecemealing all of the sidewalks on the remaining side from Shady Road to just north of Robinsonville Road

3. Johannes Sayre of Sweetbriar Road (in-person)

Data collection question for Gene: Data collection you were describing earlier potentially has some privacy issues - is there a privacy policy we can review?

- a. Gene- We are reviewing that now, and yes, we will have some conversations from the top down and will be able to have a policy in place. Regularly in the season, during mid-morning/mid-day, there is lots of gridlock. Does The Department has models where you're modeling the arrival rate of new residents and lead time of developments being built. Can you respond in time and solve that problem.
- b. Shanté - It's a complex problem. Some developments started 10 years ago that aren't done yet. Our Planning department does a ton of modeling that factors these things in. It's not perfect, but we have a lot of good data about population growth that The Department is trying to factor in. The Department recognizes that you can't build out of



all of it, so that's why we promote public transit and put in bike trails. We're working towards fixing gridlock, but we don't have all the answers just yet.

4. Gerry Smith, of Sandy Bright (in-person)
DeIDOT is making great improvements to Five Points and Plantation Road, and I anticipate an increase in traffic on Plantation Road. Wondering if you'll be doing any kind of noise analysis for this area along Plantation Road?
 - a. Bryan- Plantation Road used to be one long project from Five Points throughout SR 24. Five years ago, it decided to split it so we could deliver the project faster. There was one noise analysis done. The challenge with a noise analysis on a corridor like Plantation Road is that it has so many access points that any mitigation like a wall, makes it not feasible for the sound's acoustics. Since it's a federal requirement to perform noise analyses and with the project being split into two phases, a second traffic analysis will need to be done with more current numbers, so we will look at noise again at that time.
 - b. Gerry follow-up - would Plantation Road ever just be cars and no trucks?
 - Bryan- I don't know
5. Ray Hellman - Lewes - Somerset Green (in-person)
Got a call from the CLA board president in December stating that the next day DeIDOT would be putting in a temporary sidewalk for the enlargement of Shady Road opposite the new medical center and residents apparently only had 12 hours to find a landscaper to remove and replant trees or they would be thrown away by the developer. Mr. Hellman tried to contact someone from DeIDOT regarding the issue with no luck. Somerset Green community paid a landscaper to move the trees. The temporary sidewalk has now been removed. Feels upset that the community was not contacted and wants to know what DeIDOT is going to do about it.
 - a. Shanté - This is not actually a DeIDOT project. The work on Shady Road is related to the medical center. It did go through DeIDOT in terms of approval, but it is not a DeIDOT project. I apologize that we didn't communicate to anyone that the developer didn't communicate until the last minute. Since it's not part of the Plantation Road project, that's why there was no information about it online. I apologize that this happened, but there is no way to provide recourse to you. We will highlight this incident in future meetings with developers and their engineers. Trees were likely in the right-of-way which allowed the developer to remove them. DeIDOT does not have the authority to force the developer or medical center to compensate for the trees.
 - b. Andrew - Residents themselves can reach out to the developer or medical center to ask about compensation for the trees
6. Kim Hoey-Stevenson (in-person)
Thank you for the stop signs at Dairy Farm Road, Cedar Road, and Beaver Dam Road. They feel much safer now.
7. Mike Curto- Coastal Club Community on Beaver Dam Road (in-person)
There's a proposal adjacent to our community to build another large housing development, and I was interested in knowing what the recommended cycling path from Beaver Dam Road through Five Points to Savannah Road (and vice versa) will be?
 - a. Bryan - Until the next phase of the project comes through, we don't know what that will look like yet. Once current projects like Plantation Road Phase One roundabout, Minos Conaway, and Old Orchard Road are complete, you'll be able to bike to Savannah Road without going into the roadway. It will be a longer ride, but a safe ride.



8. Rich Barasso - Red Fox Run Community (in-person)
Last summer Sen. Russ Huxtable reached out to Shanté, and they both met with the Painters Mill Community as well as other communities in the area to discuss the problems that existed there and possible solutions. We knew we had to wait three years for a grade-separated interchange to be done, but is there anything that can be done? We discussed a number of solutions, they said they would go work on it, which they did. Four weeks ago, received an email from Peter Haag stating the signs were going in, and three days later, the signs were installed. Thank you Shanté and Russ, and Peter, and the rest of the team for your efforts.
9. Jeanmarie Dolan - Plantations, Plantations at Silos (in-person)
Our community has some grave concerns about preliminary plans. Want to thank Bryan for meeting with us and sharing information and trying to work with us. We feel as if some of the studies are outdated. Lots more traffic in the area along Plantation Road.
10. Carol Dunworth (in-person)
Suggesting that a stop sign at the intersection of Kendale Road and Beaver Dam Road be installed. Between 3:00PM and 7:00PM, making a turn onto Beaver Dam Road takes a very long time.
11. Tom Panetta (in-person)
Clarification for the 2025 for New Road construction. Originally heard that construction was scheduled for 2026, when does the utility work begin?
 - a. Shanté – 2025

Online comments

1. Karen Z
Still considering a bridge over SR 1?
 - a. Leah - Yes, it's underway, and if you tune back in at our April meeting there will be more details
2. Karen Z
Could a crossover bridge be done at Holland Glade Road and SR 1?
 - a. Leah - We are not evaluating that location for a bridge; however a full four-way stop with crosswalks at grade signalized intersection will be done there
3. E. Lee
Gene, is your data satellite or communication driven? Asking out of concern for the resiliency of the system, security risks, and if there's any redundancy built in to handle a cyber-attack or data outage, will there still be functionality?
 - a. Gene- We're doing Airway Communications, but over the years we've built over 500 miles of fiber connections, north to south, east to west. We also have high-speed wireless technology we're installing now. Yes, the system is made redundant and we will continue to do so.
4. Bruce Marks - Redmill Pond South resident
Have you evaluated a light coming out of Redmill Pond South?
 - a. Shanté - will have to get back to you about an evaluation of a signal at Redmill Pond South entrance. With other developments coming, what gets looked at from the point of if we go to a 4-lane road on Route 9, what will be done for a sound barrier for Redmill Pond South?



- b. Shanté - a noise analysis will be done, capturing existing noise and looking at projected traffic. If mitigation is feasible and reasonable, we will look into it. All of that information will become available once the report is complete.
- 5. Andrienne Eiss
 - Regarding parking at Cape Henlopen State Park, is there any way to use a drone to monitor parking and use machine learning and communicate with the TMC and back to the public?
 - a. Gene- We use drones already for lots of things. We can make a note to look into that.

Leah Kacanda reviewed the two websites for The Five Points Transportation Study – 5Points.DelDOT.gov is used for everything from 2017 to 2023. All of the archival information will live there. The [Public Input](#) page is more dynamic, and our team has the ability to jump in and update it at any time. We will be using that site to house all of our working group materials. We will share the link when we send out the recording from tonight’s meeting. For the public, if you’d like to be on these email lists, please leave us your email address on the sign-in sheet.

The next working group meeting is April 22, 2024. Location is likely to be here, but we have to confirm it. Feel free to reach out via email if you have questions in the interim.

Adjourn – Andrew Bing





List of upcoming meetings

Phase 2 Working Group

Public Open House

Tuesday, June 11, 2024, 6:00 pm
Cape Henlopen High School Cafeteria

Meeting #19

Monday, October 28, 2024, 6:00 pm
Location to be determined

Meeting dates, times, locations, and agendas are subject to change.

See the Delaware Public Meeting Calendar
at publicmeetings.delaware.gov
for official meeting notices.



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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
A. Recommendations to be implemented under current DeIDOT projects or initiatives												
A	1	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT - Traffic		\$	*	N/A	N/A	N/A	COMPLETE	Studies have been completed, with results presented to the Working Group in October 2019. DeIDOT is proceeding with a program of grade separations and crossover improvements.
A	2	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊ ◊	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT - PD South		\$\$	**	\$\$\$\$	**	◊ ◊ ◊	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	Southern Delaware Tourism has developed the 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 QA/QC process. Coordinate with recommendation B-24.
A	5	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊ ◊	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	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◊ ◊ ◊	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	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◊ ◊ ◊	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.

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B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful												
B	1	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	86	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	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	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. DeIDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DeIDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DeIDOT'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 is participating in the Coastal Corridors Study meetings where this topic was discussed extensively. The County and DeIDOT continue to work together on this issue as part of the Coastal Corridors Study process.
B	3	4	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.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	◊	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 DeIDOT app.
B	4	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	5	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	◊	IN PROGRESS	DeIDOT 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 redevelopment. Coordinate with B-1, C-12.
B	6	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County DeIDOT/University of Delaware		\$	*	N/A	N/A	N/A	ONGOING	DeIDOT is working with the University of Delaware to enhance support and coordination to municipalities updating their comprehensive plans.
B	7	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	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.

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B	8	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◊	IN PROGRESS	DeIDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. DNREC is getting ready to update the entrance to Cape Henlopen State Park, and would like to explore adding automated counters for use in tracking parking occupancy. 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 count. Individual parking lots with marked spaces would require designated automated counters. For test purposes, DeIDOT installed trailer mounted technology at the entrance to Fenwick Island State Park and provided real time parking availability. This was possible because the parking lot has one access/exit point with dedicated parking. Coordinate with recommendation B-3.
B	9	69	Study enhancing New Road per Byway Master Plan	DeIDOT	City of Lewes, Sussex County, Delaware Greenways, Byway Committee	N/A	N/A	\$\$\$	**	◊◊◊	COMPLETE	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. DeIDOT 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	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DeIDOT	\$	**	\$\$	*	◊	COMPLETE	House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DeIDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DeIDOT is developing selection criteria and a candidate list of locations.
B	11	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		\$	*	N/A	N/A	N/A	Longer-term	
B	12	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		\$	*	N/A	N/A	N/A	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	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT		\$	*	TBD	TBD	TBD	COMPLETE	DeIDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.
B	14	36	Identify locations where trees can safely be planted within the right of way	DeIDOT		\$	*	\$\$	**	◊	ONGOING	DeIDOT considers adding trees during development of capital projects. At the January, 2022 meeting DeIDOT provided the Working Group with guidelines that govern how trees could potentially be planted within the right of way. DeIDOT will continue to solicit feedback from the community for future capital projects.
B	15	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT	Sussex County	\$	*	\$\$\$	***	◊◊	To be initiated in 2024	

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B	16	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DeIDOT		\$	*	N/A	N/A	N/A	ONGOING	
B	17	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DeIDOT		\$	*	\$\$	**	◊	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	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DeIDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◊	IN PROGRESS	The Savannah Road Master Plan process 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 at a public workshop to be held in spring 2024.
B	19	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT	Sussex County Tourism	\$	*	\$\$	*	◊	Longer-term	
B	20	80	Consider whether CTP funding should be allocated based on population growth	DeIDOT	Council on Transportation	\$	**	N/A	N/A	N/A	ONGOING	There are nine new Sussex County projects in the FY23-FY28 CTP, 3 of those are in the Five Points area.
B	21	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT	Emergency service providers	\$	*	\$\$	*	◊	ONGOING	Minimizing the impact of pre-emption is an ongoing effort. Signal controllers from SR 1 and SR 16 to Collins Street were upgraded on November 28, 2023. Unfortunately, the preemption recovery programming did not work as planned. DeIDOT is working with the vendor and is hopeful to have a solution in 2024. Once the solution is provided to DeIDOT 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 <u>coordinated cycle length</u> .
B	22	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	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	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT		\$	*	N/A	N/A	N/A	COMPLETE	DeIDOT app is in place and continually being updated.
B	24	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DeIDOT	\$	*	\$	*	◊	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	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT Planning	Sussex County, property owner	\$	*	\$\$	**	◊◊	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. DeIDOT is investigating right of way issues, including maintenance, for the remaining portion to Janice Road.
B	26	21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DeIDOT	Sussex County	\$	*	N/A	N/A	N/A	ONGOING	A national expert conducted a peer review of the Kings Highway Project. DeIDOT 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	9	Develop a better process for constituents to request transportation improvements	DeIDOT	General Assembly, Sussex County, Council on Transportation	\$	*	N/A	N/A	N/A	IN PROGRESS	DeIDOT continues to develop the Project Pipeline Process, a new portal for the public to identify transportation issues and request improvements.

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C. Make the most of existing roadway infrastructure												
C	1	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	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-Fall 2029. A public workshop will be scheduled for Spring 2024. The Coastal Corridors Study will began a preliminary evaluation of Route 9 from Old Vine Boulevard through 113, and further study will focus on the area between SR 5 and Old Vine Boulevard.
C	2	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◊	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	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◊◊	COMPLETE	A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.
C	4	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◊◊◊	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021, and a public workshop was held in March 2022. Final right of way approval has been received. Construction is anticipated to begin in late 2026.
C	5	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South		\$	*	\$\$\$	**	◊◊	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DeIDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022. All-way stop control was implemented recently as a interim safety upgrade. DeIDOT 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	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◊◊◊	COMPLETE	DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects. DeIDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.
C	7	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◊◊◊	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded. A paving project added a right turn lane at US 9. Further action on hold pending completion of Minos Conaway GSI.
C	8	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◊	COMPLETE	DeIDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
C	9	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DeIDOT Traffic/PD South		\$	*	\$	*	◊	COMPLETE	Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Direct access to Lowe's from Route 1 may reduce traffic at this location. The design of the access point is complete and now needs to be implemented.
C	10	32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DeIDOT - Traffic		\$	*	\$	*	◊	ONGOING	This is a core function of DeIDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21. 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 DeIDOT late winter/early spring 2024.
C	11	68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	COMPLETE	In 2020 the Working Group clarified that C-11 applies to state roads. The Henlopen TID study addressed state-maintained roads west of SR 1 and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.
C	12	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	Sussex County	\$	*	\$\$\$	**	◊◊◊	ONGOING	An agreement between Lowe's and DeIDOT has been executed to provide access to Lowe's from Route 1 through the Lewes Transit Center property. Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1.
C	13	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT		\$	*	\$\$	**	◊	Longer-term	This recommendation refers to crossovers between Five Points and Route 24.
C	14	51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	General Assembly	DeIDOT	\$	*	\$	*	◊	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	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT		\$	*	\$\$	*	◊	COMPLETE	Construction was completed in spring 2020.
C	16	84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeIDOT	Sussex County, Cape Henlopen School District	\$	*	\$\$\$	**	◊◊	IN PROGRESS	The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal. Currently, Beacon Middle uses 13 buses at departure and Love Creek uses 10 buses at departure; however, only 2 buses turn left on Mulberry Knoll Road. The project team is in discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road.
C	17	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DeIDOT		\$\$	*	\$\$\$\$\$	**	◊◊	COMPLETE	Study area intersections have been assessed by DeIDOT Traffic as part of Recommendation C-6 and necessary improvements have been incorporated into CTP projects as appropriate.
C	18	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DeIDOT		\$	*	\$	*	◊	COMPLETE	All identified intersections have been assessed by DeIDOT Traffic and addressed by DeIDOT maintenance, DRBA Maintenance, or incorporated into CTP projects.
C	19	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT		\$	*	\$	*	◊	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT - Development Coordination		\$	*	\$\$	*	◊	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.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
D. Make walking, bicycling, and transit more viable as alternatives to driving												
D	1	79	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.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◊	COMPLETE	DTC provided the City of Lewes with small cutaway (paratransit sized) buses that they could operate as jitneys. Lewes started "Lewes Line" service as a pilot in May 2022 that included stops at the Cape-May Lewes Ferry, Johnny Walker Beach, Savannah Beach, the Otis Smith Lot, Second and Market Streets, George H.P. Smith Park, Lloyd's Market and the Lewes Public Library. Service expanded in summer 2023 to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments.
D	2	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◊◊	IN PROGRESS	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	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT	Sussex County	\$	*	TBD	TBD	TBD	IN PROGRESS	DeIDOT 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 in 2023.
D	4	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT - Planning		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and SR 1/Minos Conaway Road, 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. DeIDOT inventoried remaining gaps in FY 23.
D	5	71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DeIDOT - Planning		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	The Savannah Road Sidewalk project started construction November 1, 2021 and has been completed. It places sidewalk on the south side of Savannah Road from Quaker Road to the G&L Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. DeIDOT will inventory remaining gaps in FY 23 and report to the Byway Committee. The Byway Committee has begun the Savannah Road Master Plan process. To be coordinated with C-8.
D	6	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT		\$	*	\$\$\$	***	◊◊	IN PROGRESS	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 as part of the SR 1 Low-Stress Bikeway Study. Coordinate with D-2 and D-10.
D	7	59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC		\$	*	\$\$	*	◊	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.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
D	8	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	DTC supports implementing a Park and Ride along Route 24. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor, however none are interested. No local landowners are interested in partnering on this initiative. DTC is trying to find another location that would be feasible.
D	9	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◊	IN PROGRESS	Being examined as part of the SR 1 Low Stress Bikeway study. FY 2023-28 CTP has a project on Shady Road including pedestrian/bicycle improvements.
D	10	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◊	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	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		\$	*	\$\$	*	◊	COMPLETE	DTC has upgraded and improved transit shelters in the Five Points study area with its new statewide standard shelter. 13 shelters were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations in 2020 and 7 more bus shelters were installed in 2021. DTC will continue to evaluate bus stops for shelters.
D	12	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT		\$	*	\$\$\$\$	***	◊◊	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	1	Identify locations in the study area where bike parking can be provided	DeIDOT	Sussex County	\$	*	\$	*	◊	IN PROGRESS	This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study. DeIDOT 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 recommendations will be included as part of the Lewes Bike Plan, which will be completed the spring of 2024.
D	14	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DeIDOT - Traffic		\$	*	\$	*	◊	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	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT, DRBA		\$	*	\$\$	**	◊	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 DeIDOT, a new signal has been installed at Freeman Highway and Monroe Avenue which includes a crosswalk across Freeman Highway. A 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. Additional pedestrian facilities will 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 has been reviewed by a "national expert" and a public workshop will be scheduled to review the project (date TBD).

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
E. Invest in new infrastructure to support anticipated growth												
E	1	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study. DeIDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.
E	2	70	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	DeIDOT - Planning	Sussex County	\$\$	**	\$\$\$\$	***	◊◊◊	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	8	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	DeIDOT - Planning	Sussex County, property owners and developers	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along that corridor. Coordinate with A-7 and E-2.
E	4	29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	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	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT - Planning, PD South		\$\$	*	TBD	TBD	TBD	To be initiated in 2024	
E	6	57	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	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	IN PROGRESS	There is insufficient median remaining along Route 1 to facilitate the provision of service roads. Achieving better interconnectivity between parcels was also a recommendation of the Coastal Corridors Study.
E	7	77	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	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	IN PROGRESS	Airport Road extension (Old Landing Road to SR 24) is funded for preliminary engineering in FY 23. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project.
E	8	85	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	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E	9	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT		\$\$	*	\$\$\$\$\$	***	◊◊◊	IN PROGRESS	



FIVE POINTS TRANSPORTATION STUDY



Phase 1 Plantation Road Project, photo by Driscoll Drones



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, DeDOT 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, DeDOT 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. 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 – 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.

Bryan Behrens, DeIDOT group engineer with Project Development South, and George Pierce, DeIDOT 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 DeIDOT 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 DeIDOT 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 DeIDOT 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 DeIDOT Project Manager, Humaira Nabeela, who is taking over for Jenn Cinelli-Miller who left DeIDOT.

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, DeIDOT 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 – DeIDOT
- Sussex County Information – Sussex County Staff
- PLUS Process – Office of State Planning Coordination Staff
- Henlopen Transportation Improvement District (TID) – DeIDOT Staff
- Project Development – DeIDOT Staff
- Plantation Road Construction – DeIDOT Staff
- Active Transportation – DeIDOT Staff
- Coastal Corridors Study – DeIDOT Staff

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

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

Five Points Transportation Study Website

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

In March 2020 a redesigned Five Points website went live. The website is regularly updated to include Working Group meeting and workshop announcements, as well as Working Group meeting materials. The Implementation Plan showing 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 DeIDOT website project pages for projects in the Five Points area. DeIDOT 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.

Delaware.gov Agencies News Topics Contact

DELAWARE DEPARTMENT OF TRANSPORTATION

Five Points Transportation Study

FIVE POINTS
TRANSPORTATION STUDY

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

Next Working Group Meeting
No Upcoming Meetings

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

ABOUT THIS STUDY

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

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

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

STUDY AREA MAP

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

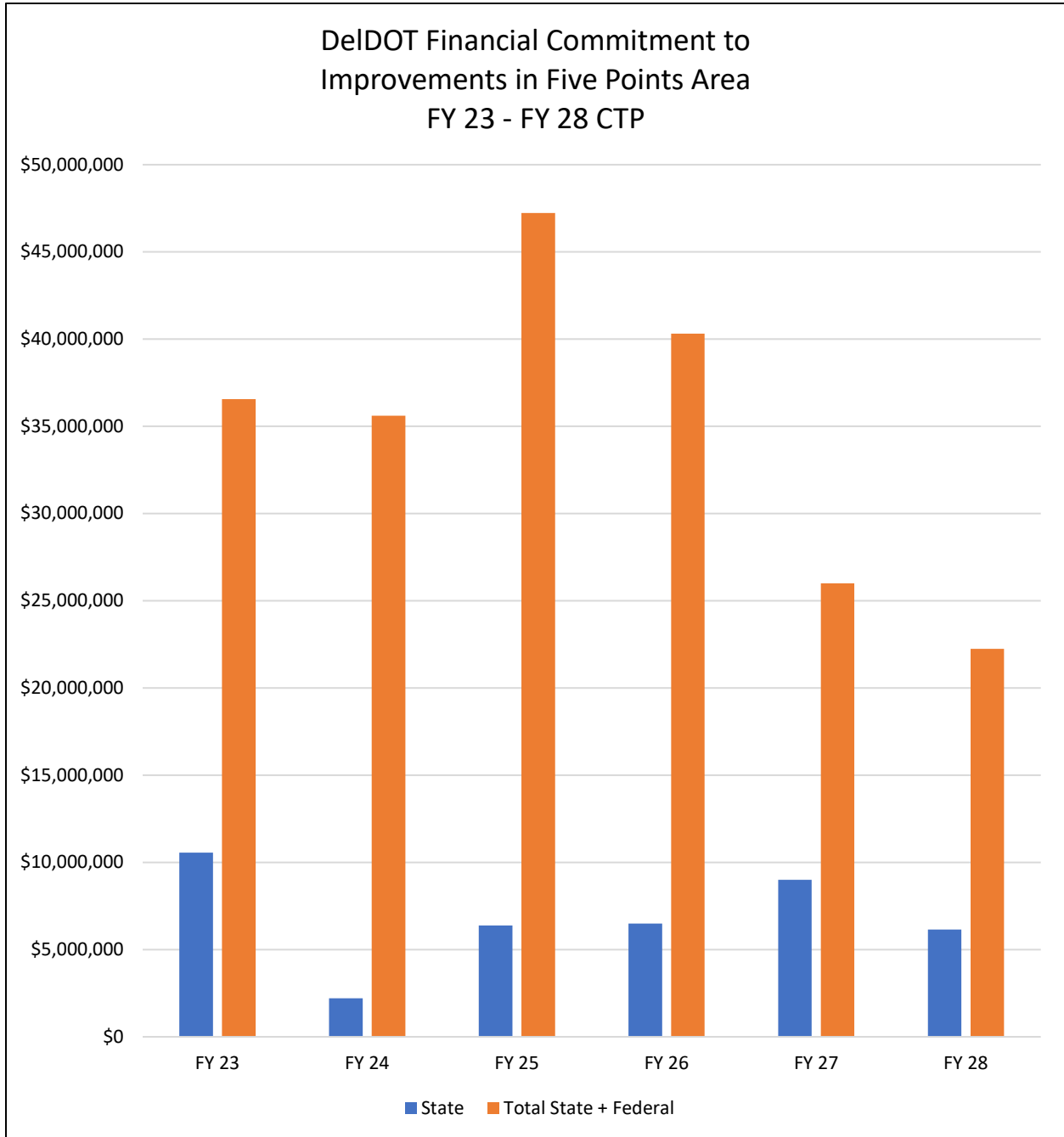
Preliminary engineering for all three projects is planned to begin in FY 28.

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 DeIDOT for capital projects in the Five Points area over the next six fiscal years totals over \$37,000,000. In addition, DeIDOT 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:

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

The Council on Transportation approved the FY25 - FY30 CTP on February 22, 2024. DeIDOT 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 DeIDOT 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:

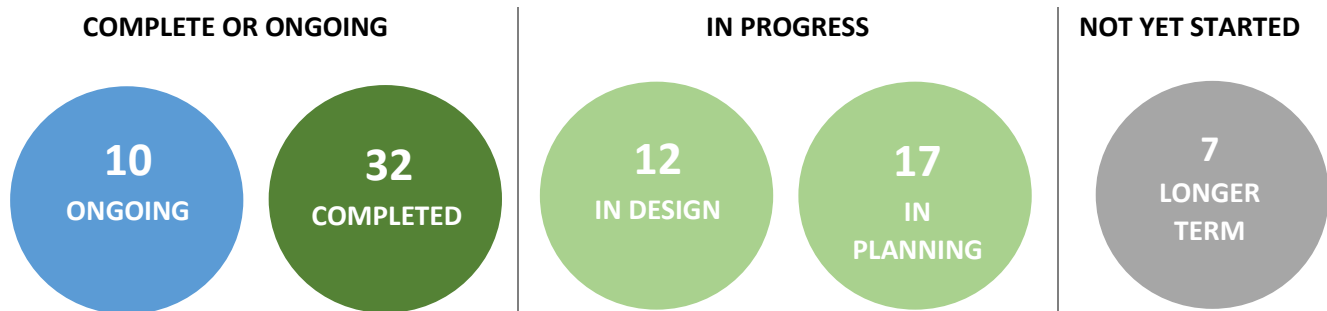
- Mulberry Knoll Road (Cedar Grove Road to US 9 at Old Vine Road) Extension
- Postal Lane (Linden Lane to SR 1) Improvements
- Shady Road (Plantation Road to SR 1) Improvements
- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Grade Separated Intersection
- US 9 Widening (Old 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 DeIDOT for capital projects in the Five Points area over the next six fiscal years totals over \$47,000,000. In addition, DeIDOT 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 DeIDOT's or the County's core responsibilities and is performed on a regular basis.

Status of recommendations at the end of 2023



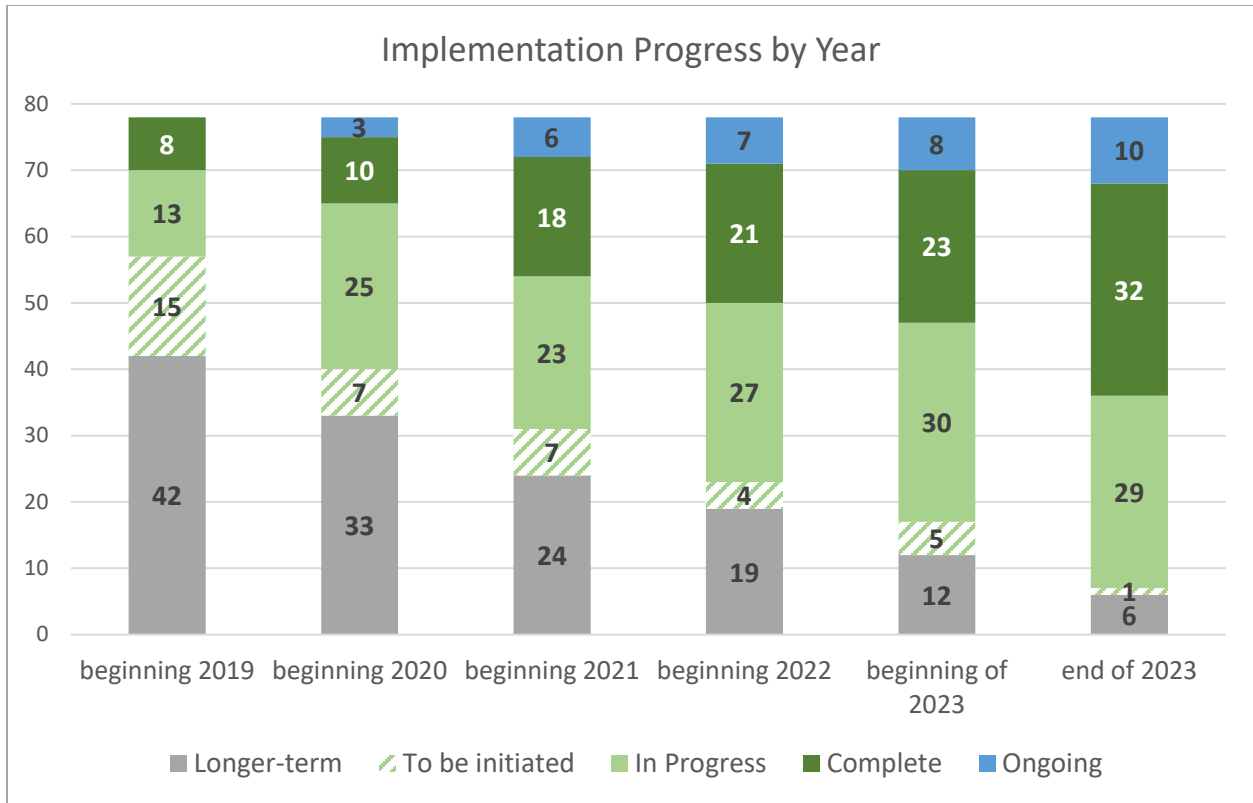
Progress Made During 2023

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 DeIDOT 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 DeIDOT 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	-
TOTAL	7	7	-

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
TOTAL	28	28	-

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
TOTAL	20	20	-

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
TOTAL	15	15	-

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	-
TOTAL	9	9	-

NOTABLE ACHIEVEMENTS

Construction

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

Project	Estimated Construction Calendar Year								
	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)									

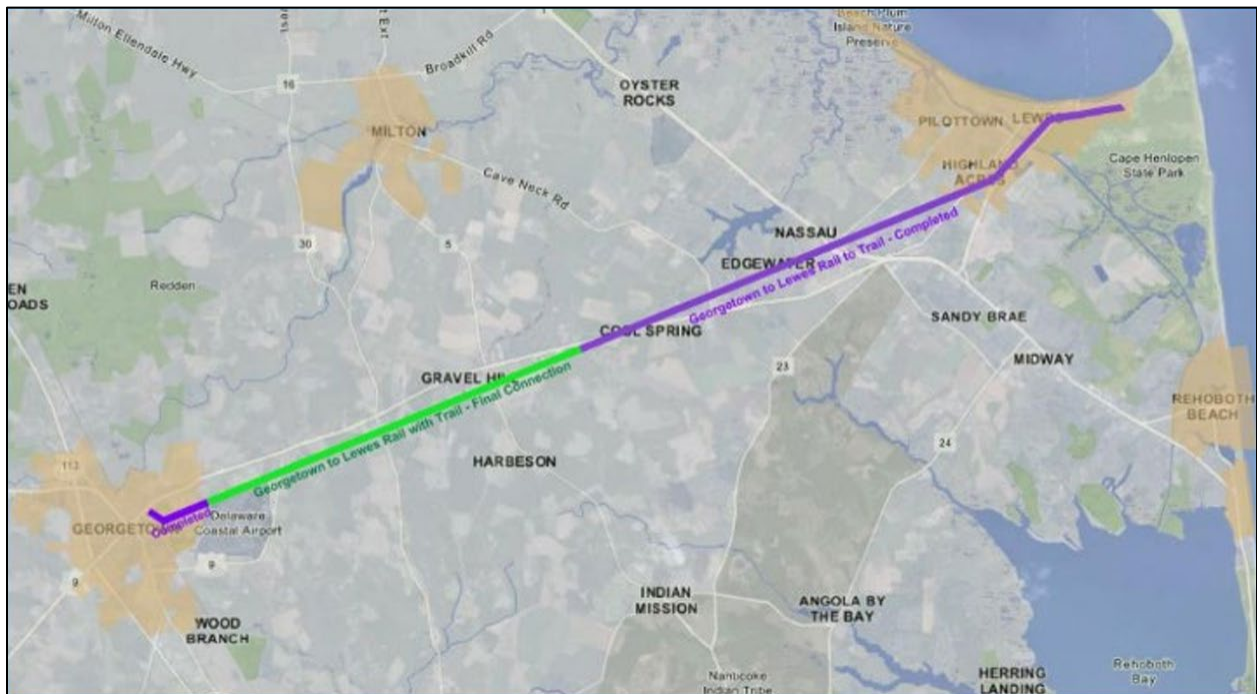
*The SR 1 Intersection Improvements project no longer includes improvements at SR 1/US 9, which will now be included in the overall SR 1 & Minos Conaway Grade Separated Intersection (GSI) project, or at SR 1 & Kings Highway, which will be advertised under a separate contract.

**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**

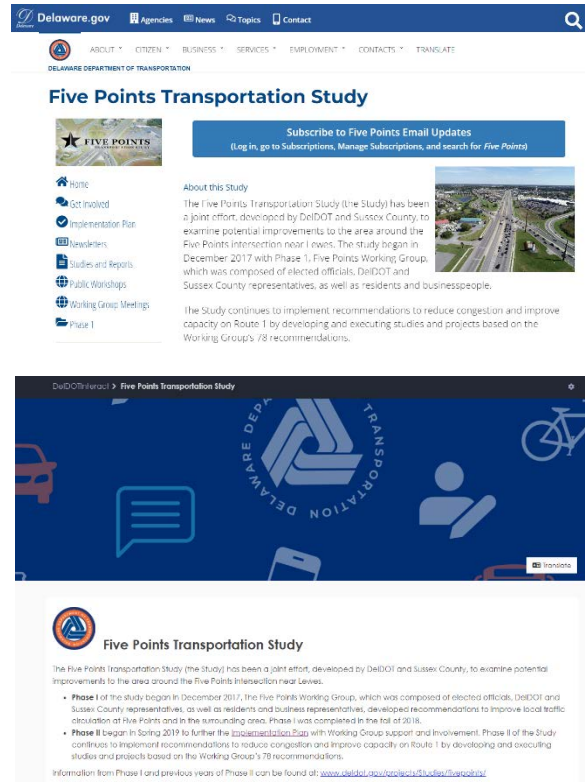
In addition, work will continue on recommendations that are already in progress.

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.

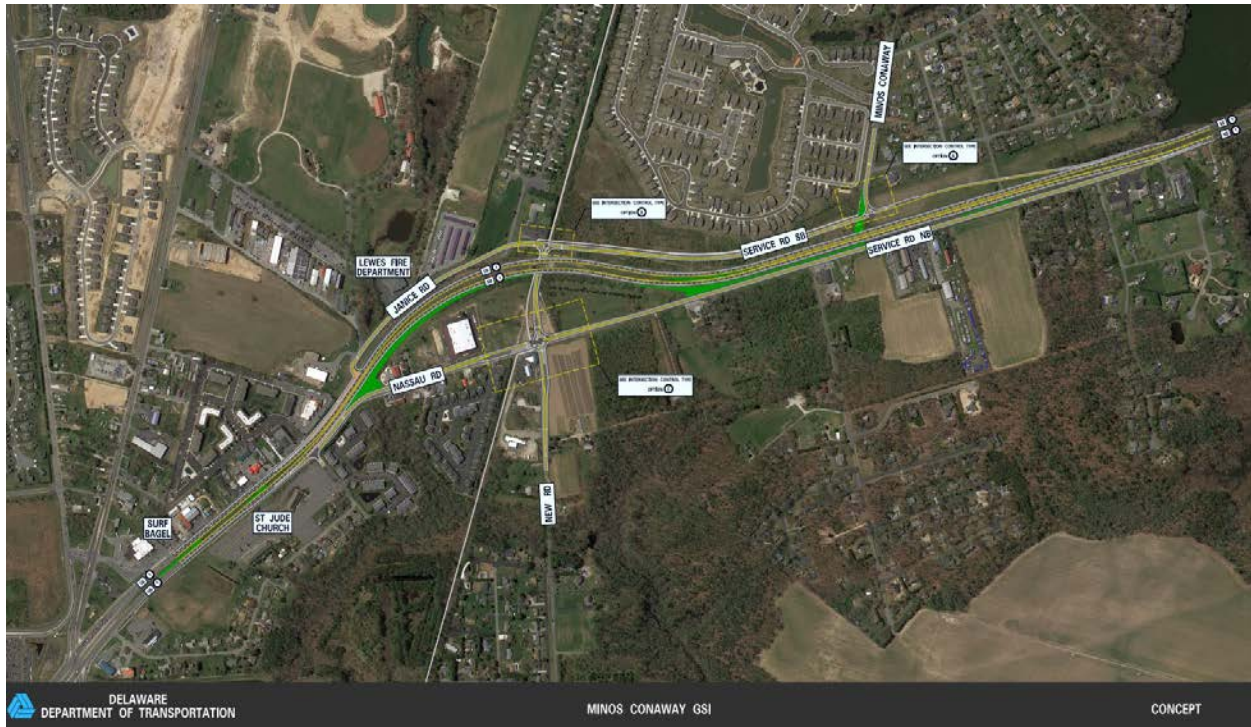
DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that 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 85th percentile speed (from 63 mph to 58 mph).



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

Status at beginning of 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

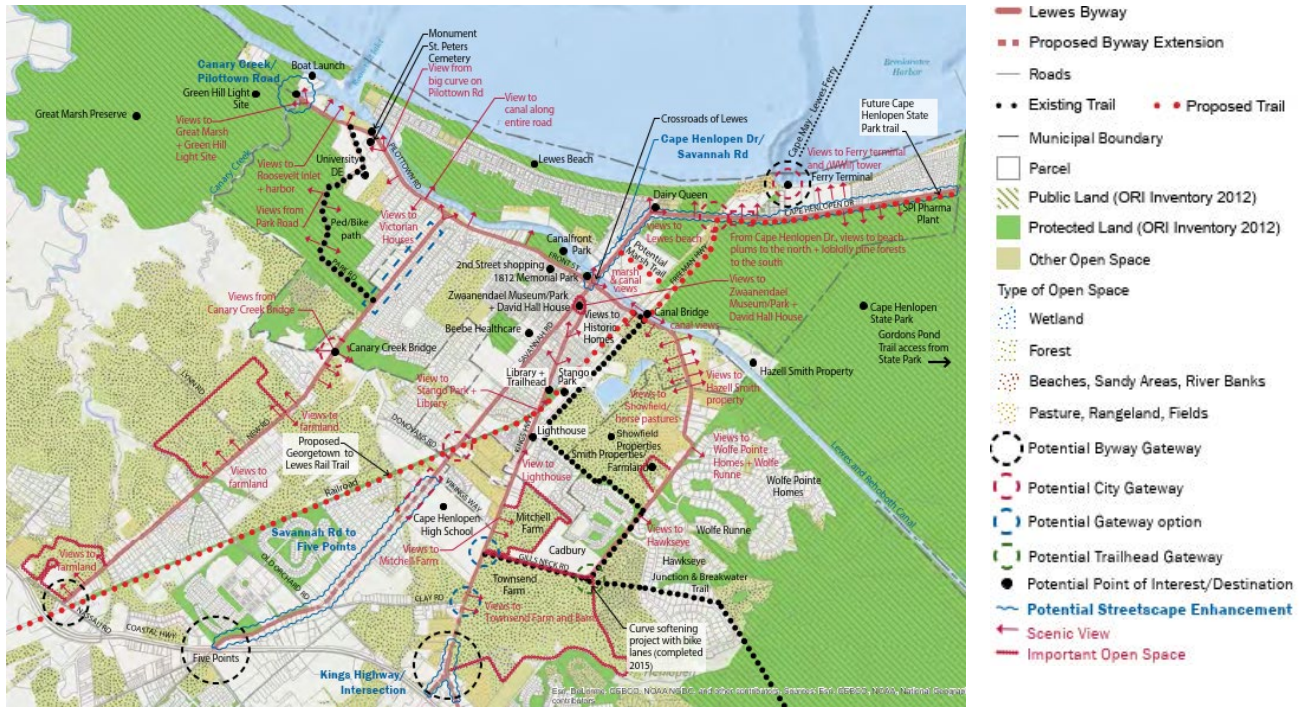
Status at end of 2023

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. DeIDOT working with the vendor and is hopeful to have a solution in 2024. Once the solution is provided to DeIDOT 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

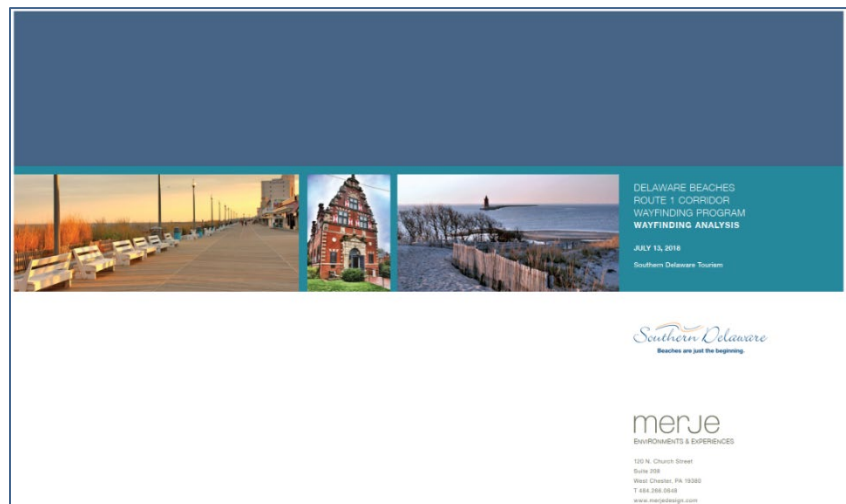
The free DeIDOT mobile app has been in place and is continually being updated. Through an established partnership, DeIDOT and Waze exchange traffic data. The DeIDOT app provides travel time information and real-time traffic advisories, as well as many other features.

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. DeIDOT 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. DeIDOT 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

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

DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects. DeIDOT 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 DeIDOT 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.

DeIDOT 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 DeIDOT 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 DeIDOT late winter/early spring 2024.

C-11: Develop concepts and estimates for bringing roads in the study area to DeIDOT 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 DeIDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.

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

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

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

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

Status at beginning of 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 DeIDOT 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 DeIDOT Traffic and addressed by DeIDOT 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

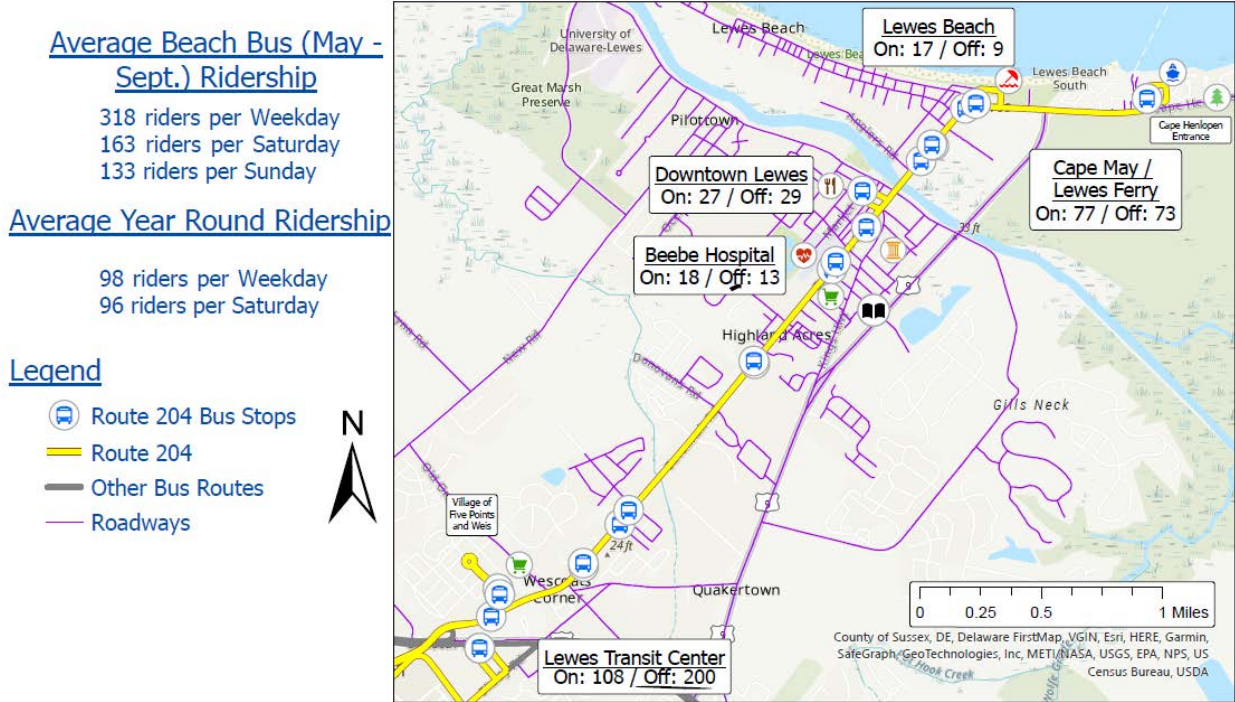
D-1: Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)

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



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 operated. 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 2nd 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 4th Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering sidewalk along the south side of New Road at their development.

Connecting the Tower Hill development shared-use path with the Lewes Preserve development requires that the shared-use path traverse across two frontage lots that are not part of either development. DeIDOT 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 DeIDOT, 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.

DeIDOT 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 DeIDOT'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. DeIDOT 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

DeIDOT 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 DeIDOT 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

Status at end of 2023
COMPLETE



Example of DART's current standard bus shelter

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

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

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

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

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

Status at beginning of 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. DeIDOT 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 DeIDOT, 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 DeIDOT Traffic or the Delaware River and Bay Authority (DRBA) as part of their ongoing work. For example, DeIDOT 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 DeIDOT project, or recommended by the Five Points Working Group (A-6, B-1, B-3, C-3, C-10, and C-12).

