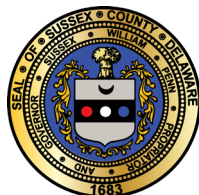


## List of meeting materials

### Phase 2 Working Group Meeting #19

Monday, October 28, 2024, 6:00 pm  
Hybrid

List of meeting materials .....	page 1
Agenda .....	2
Presentation.....	4
Draft minutes of April 22, 2024 Working Group meeting.....	80
List of upcoming meetings .....	87
Updated implementation plan .....	88





## Agenda

### Phase 2 Working Group Meeting #19

Monday, October 28, 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 April 22, 2024 meeting minutes
2. Area Construction Updates
3. SR 1 Congestion Management and Traffic Operations
4. SR 1 Low-Stress Bikeway Study Update
5. Phase 2 Implementation Status
6. Public comment
7. Adjourn



You are invited to a Zoom webinar.  
When: Oct 28, 2024 06:00 PM Eastern Time (US and Canada)  
Topic: Five Points Working Group Meeting

Please click the link below to join the webinar:

<https://deldot->

[gov.zoom.us/j/82549413451?pwd=zy7acwbF6XUYab867QWcbPZKEvb4bK.1](https://deldot-gov.zoom.us/j/82549413451?pwd=zy7acwbF6XUYab867QWcbPZKEvb4bK.1)

Passcode: 242938

Or One tap mobile :

+16469313860,,82549413451#,,,,\*242938# US

+13017158592,,82549413451#,,,,\*242938# US (Washington DC)

Or Telephone:

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

+1 646 931 3860 US

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 408 638 0968 US (San Jose)

+1 507 473 4847 US

+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

Webinar ID: 825 4941 3451

Passcode: 242938

International numbers available: <https://deldot-gov.zoom.us/j/82549413451>



# Phase 2 Working Group Meeting #19

October 28, 2024





## *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

**BE DELAWARE.**  
TOWARD **ZERO** DEATHS

[BEDELAWARE.DECDOT.GOV](http://BEDELAWARE.DECDOT.GOV)

BECOME A HERO TOWARD ZERO

LEARN MORE  
TAKE THE PLEDGE!



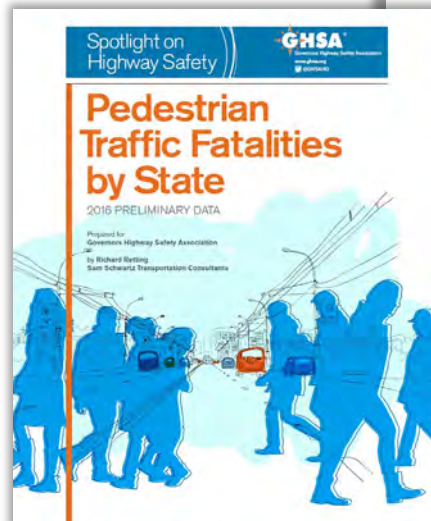
### 2024 Delaware Traffic Fatalities as of 10/22/2024

	2024	2023		2022	
		Year-to-Date	Totals	Year-to-Date	Totals
<b>Fatalities</b>	<b>111</b>	114 ↓ -3%	137	125 ↓ -11%	164
Delaware Residents	93	90 ↑ 3%	110	92 ↑ 1%	119
<b>Person Types</b>					
Vehicle Occupant	59	75 ↓ -21%	89	74 ↓ -20%	103
Pedestrian	24	19 ↑ 26%	28	26 ↓ -8%	32
Bicyclist	4	5 ↓ -20%	5	6 ↓ -33%	7
Motorcyclist	19	14 ↑ 36%	14	18 ↑ 6%	21
Other Person Type	5	1 ↑ 400%	1	1 ↑ 400%	1
<b>Crash Types</b>					
Curve Related	20	26 ↓ -23%	28	15 ↑ 33%	19
Roadway Departure	40	60 ↓ -33%	69	43 ↓ -7%	55
Intersection Related	43	29 ↑ 48%	37	41 ↑ 5%	50
Median Crossover	0	8 ↓ -100%	8	6 ↓ -100%	8
Wrong Way	4	1 ↑ 300%	1	3 ↑ 33%	7
Work Zone	5	9 ↓ -44%	9	2 ↑ 150%	4



# Pedestrian Safety Awareness Month

- First celebrated in Delaware in 2017 upon the recommendation of the Delaware Pedestrian Council.
- Earlier that year, in March 2017, the Governors Highway Safety Association published a report naming Delaware as **deadliest** state for pedestrians per capita.



## Pedestrian Traffic Fatalities by State

2016 PRELIMINARY DATA

**Table 6**

**Pedestrian Fatalities by State per 100,000 Population, Jan. - June 2016**

Source: State Highway Safety Offices and U.S. Census Bureau

Table 6 shows the rate of pedestrian fatalities per 100,000 population by state for the first six months of 2016.

Delaware had the highest rate (1.89), while Wyoming had the lowest (0.17).

Sorted by State

Sorted by Fatality Rate

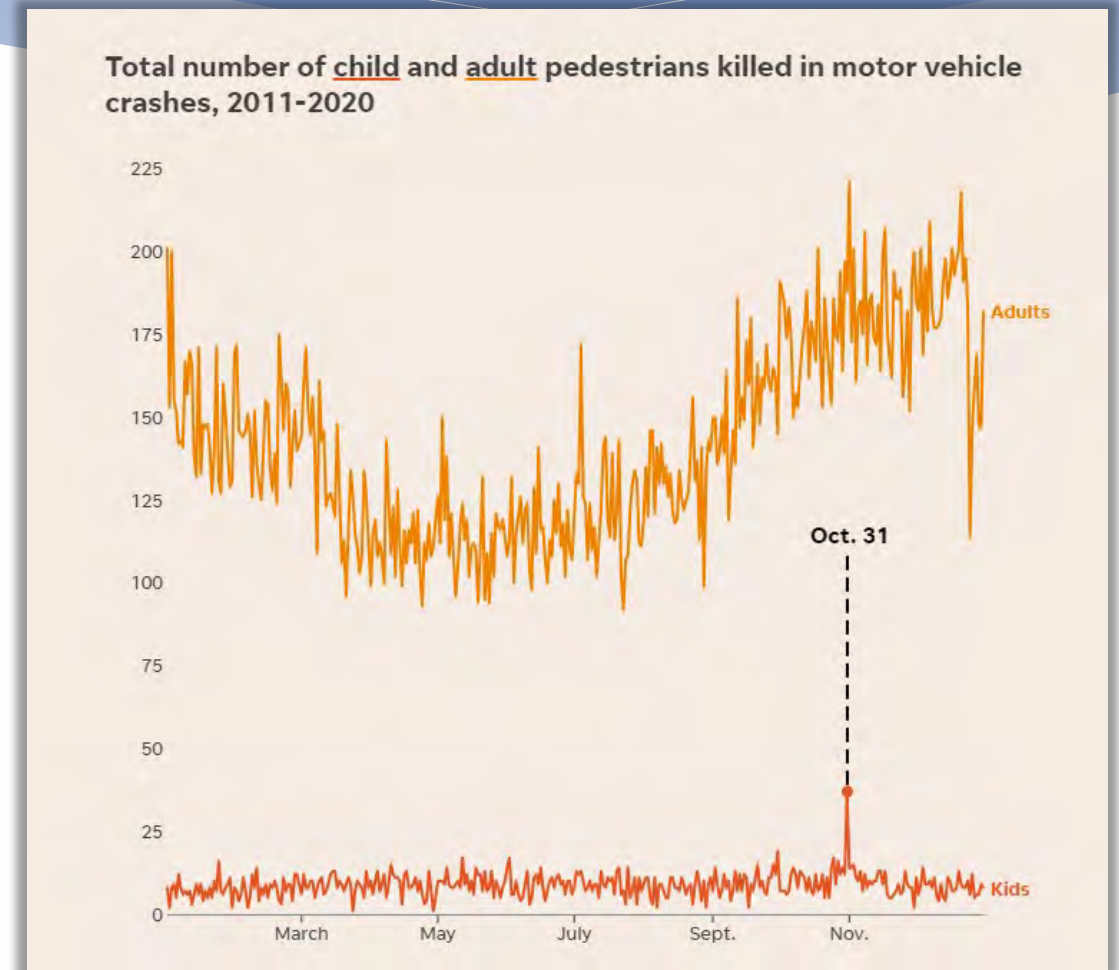
State	Pedestrian Fatalities per 100K Pop. - Jan-Jun 2016	State	Pedestrian Fatalities per 100K Pop. - Jan-Jun 2016
Alabama	1.15	Delaware	1.89
Alaska	0.81	Florida	1.46
Arizona	1.40	Arizona	1.40
Arkansas	0.70	South Carolina	1.33
California	0.91	New Mexico	1.25
Colorado	0.58	Texas	1.16
Connecticut	0.78	Alabama	1.15
Delaware	1.89	Louisiana	1.13
DC	0.44	Georgia	1.06
Florida	1.46	Hawaii	1.05
Georgia	1.08	Nevada	1.05
Hawaii	1.05	North Carolina	0.95
Idaho	0.42	California	0.91
Illinois	0.55	Oklahoma	0.89
Indiana	0.62	Kentucky	0.83
Iowa	0.35	Alaska	0.81
Kansas	0.58	New Jersey	0.79
Kentucky	0.83	Connecticut	0.78
Louisiana	1.13	Montana	0.77
Maine	0.38	Mississippi	0.74
Maryland	0.65	Oregon	0.71



# Pedestrian Safety Awareness Month

## Why October?

- **Spike** in pedestrian fatalities as the days get shorter.
- Halloween is the single **deadliest day** of the year for **child pedestrians** and **one of the deadliest** for **all pedestrians**. Children are three times more likely to get struck by vehicles on Halloween Night.
- **International Walk to School Day** - first Wednesdays of October.
- **White Cane Safety Day** for the visually impaired is October 15<sup>th</sup>.



Source: NHTSA



# Pedestrian Safety Awareness Month

## What you can do to stay safe as a pedestrian:

- **Be visible!** When walking at night, wear bright colored clothing. Use a flashlight or reflective items.
- **Never dart out!** Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- **Walk on sidewalks** whenever they are available.
- **Walk on the shoulder facing traffic** if no sidewalk is available.
- **Use pedestrian push buttons** and wait for the walk signal to cross.
- **Take your time to cross.** If a crosswalk or intersection is not available, locate a well-lit area and wait for a gap in traffic that allows you enough time to cross safely. Continue to watch traffic as you cross.



# Agenda

- **Introduction**
- **Area Construction Updates**
- **SR 1 Congestion Management & Traffic Operations**
- **SR 1 Low-Stress Bikeway Study Update**
- **Phase 2 Implementation Status**
- **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 April 22, 2024 Working Group meeting
  - List of upcoming meetings
  - Updated implementation plan
- **Approval of April 22, 2024 meeting minutes**



# Area Construction Updates



# Area Construction Updates

- **Plantation Road Improvements Phase 1**
- **US 9 Widening**
- **Minos Conaway Grade Separated Intersection**



# Plantation Road Improvements

- **Project Description:** Provide intersection safety improvements, pedestrian/bicycle improvements and realignment of the Plantation/Beaver Dam/US 9 intersection.
- **Project Justification:**
  - Identified as a high priority by Sussex County Council due to high development growth in the corridor over the last several years
  - Preserve mobility for local residents and businesses
  - Reduce congestion, improve safety, and accommodate anticipated growth in local and seasonal traffic



# Plantation Road Improvements

- **Project Update:**

- Construction is currently working in Phase 2 of 3
- The full roundabout is open to traffic
- SR 1 southbound connection is open to traffic
- Additional improvements will be made to US 9 between the new SR 1 southbound connection and SR 1







# US 9 Widening

- **Project Description:** This project consists of widening US 9, from SR 1 to Old Vine Road, to provide two travel lanes in each direction and complete associated intersection improvements.
- **Project Justification:**
  - Provide additional capacity to accommodate the design year traffic volumes
  - Improve the safety of the US9 corridor from Old Vine Road to SR1
  - Note: Improvements along this road are a Henlopen TID technical analysis and study recommendations as well as a Five Points Working Group recommendation



# US 9 Widening

- **Project Update:**

- Design is progressing
- A public workshop was held on September 24, 2024, at Cape Henlopen High School
- The comment period closed on October 25, 2024



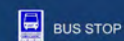


LEGEND

- STORMWATER MANAGEMENT FACILITY
- ASPHALT ROADWAY PAVEMENT
- CONCRETE SIDEWALK
- ASPHALT SHARED USE PATH

- CONCRETE CURB AND GUTTER
- GRASS
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT

- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT





MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 3

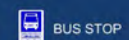


LEGEND

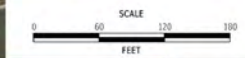
- STORMWATER MANAGEMENT FACILITY
- ASPHALT ROADWAY PAVEMENT
- CONCRETE SIDEWALK
- ASPHALT SHARED USE PATH

- CONCRETE CURB AND GUTTER
- GRASS
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT

- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT



BUS STOP





MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 4

LEGEND

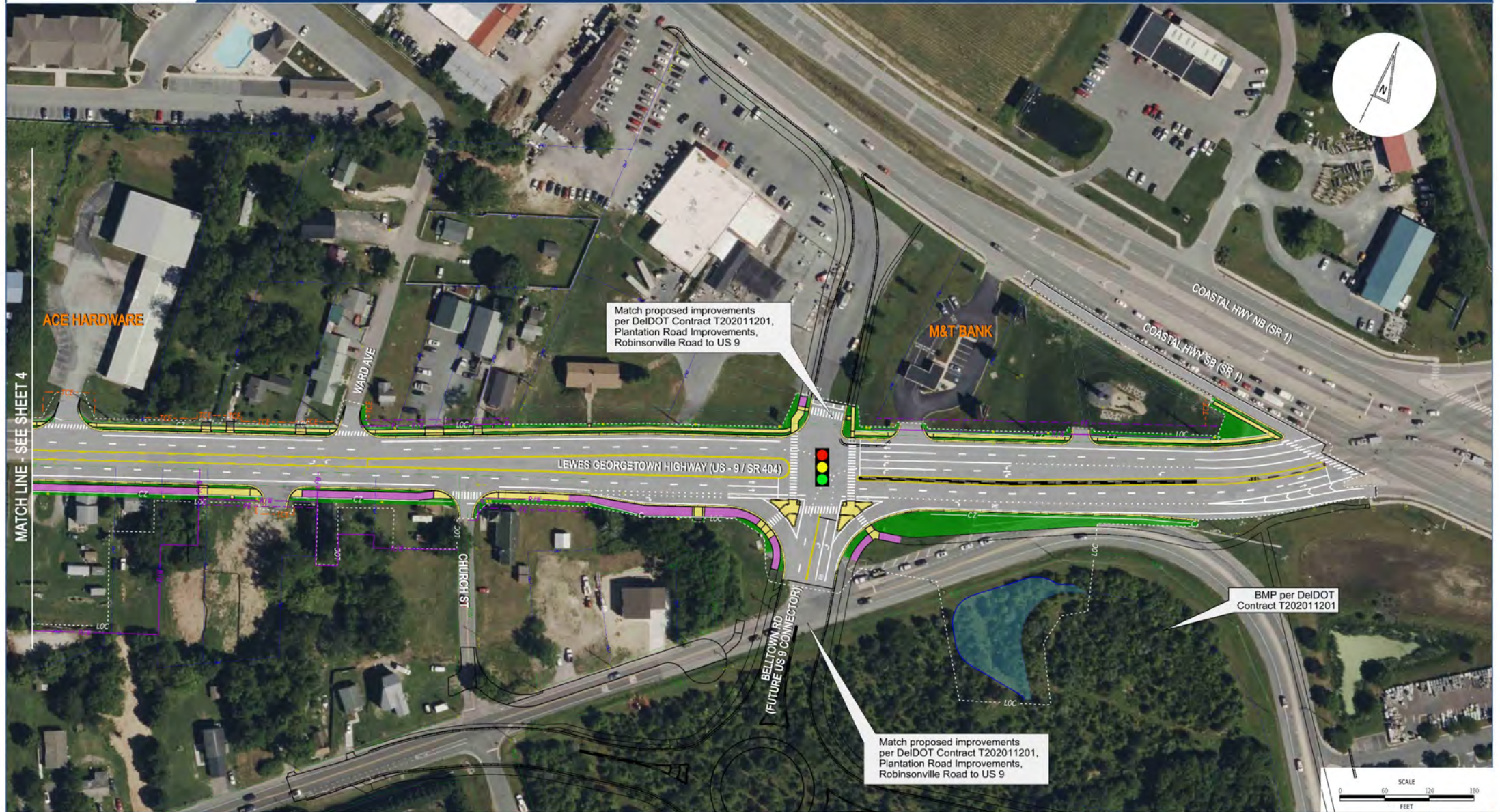
- STORMWATER MANAGEMENT FACILITY
- ASPHALT ROADWAY PAVEMENT
- CONCRETE SIDEWALK
- ASPHALT SHARED USE PATH

- CONCRETE CURB AND GUTTER
- GRASS
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT

- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT

BUS STOP



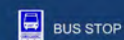


LEGEND

- STORMWATER MANAGEMENT FACILITY
- ASPHALT ROADWAY PAVEMENT
- CONCRETE SIDEWALK
- ASPHALT SHARED USE PATH

- CONCRETE CURB AND GUTTER
- GRASS
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT

- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT



BUS STOP



# Minos Conaway GSI

- **Project Description:** This project provides a grade separated intersection to separate through movements along SR 1 and turning movements to and from Minos Conaway Road, Nassau Road and Old Mill Road. A shared use path would also be constructed to accommodate pedestrians and bicyclists.
- **Project Justification:**
  - Maintain capacity of the SR 1 corridor
  - Improve safety at the unsignalized intersection of SR 1 and Minos Conaway
  - Improve mobility and access for local traffic



# Minos Conaway GSI

- **Project Update:**

- Design is complete
- The project is being prepared for advertisement
- Construction is anticipated to begin in 2025







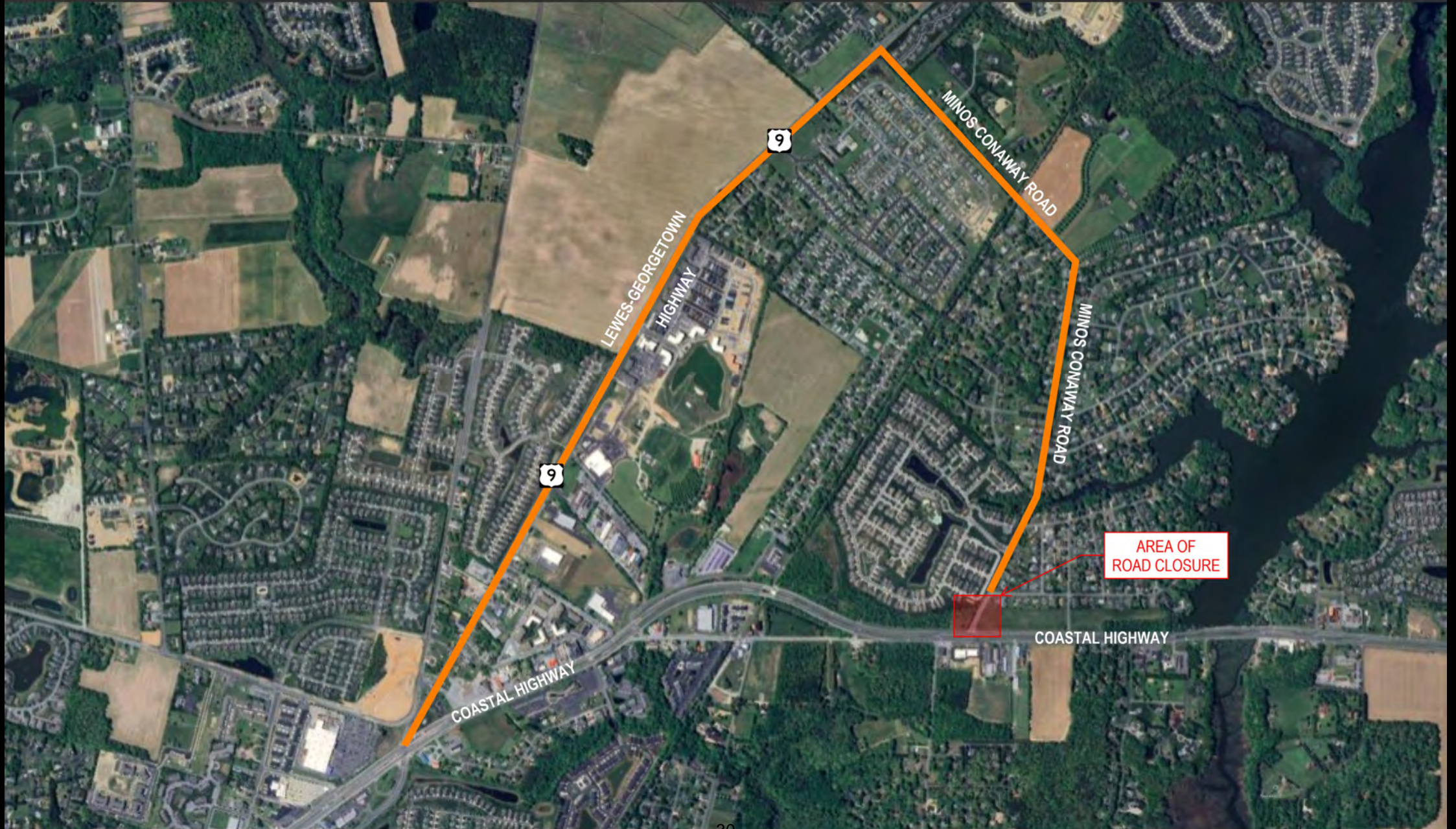


PROJECT WEBSITE  
SCAN WITH PHONE  
CAMERA

**PHASE 2B**

- ROUNDABOUT AT MINOS CONAWAY ROAD & RAMP A
- FULL CLOSURE & DETOUR

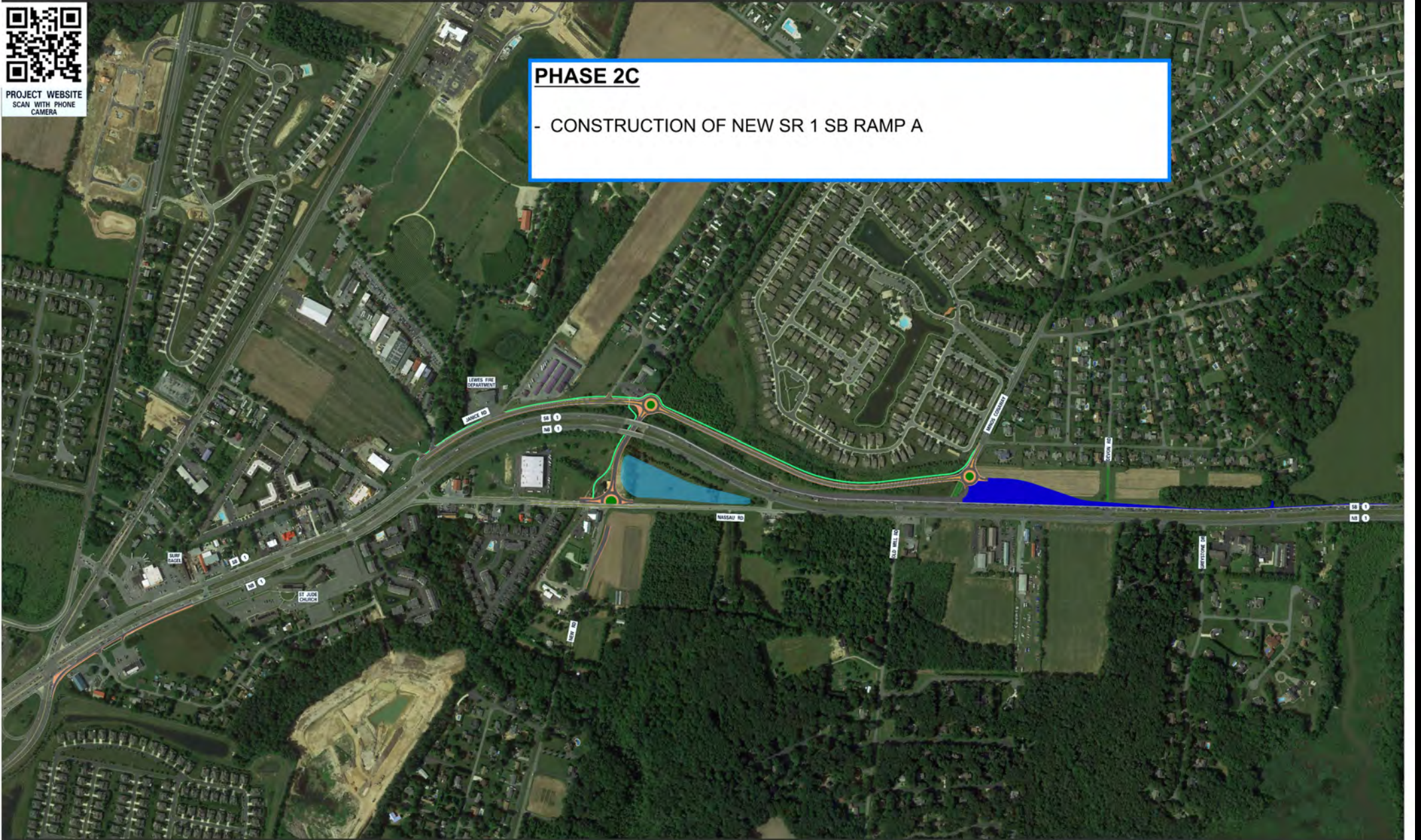






PROJECT WEBSITE  
SCAN WITH PHONE  
CAMERA

**PHASE 2C**  
- CONSTRUCTION OF NEW SR 1 SB RAMP A

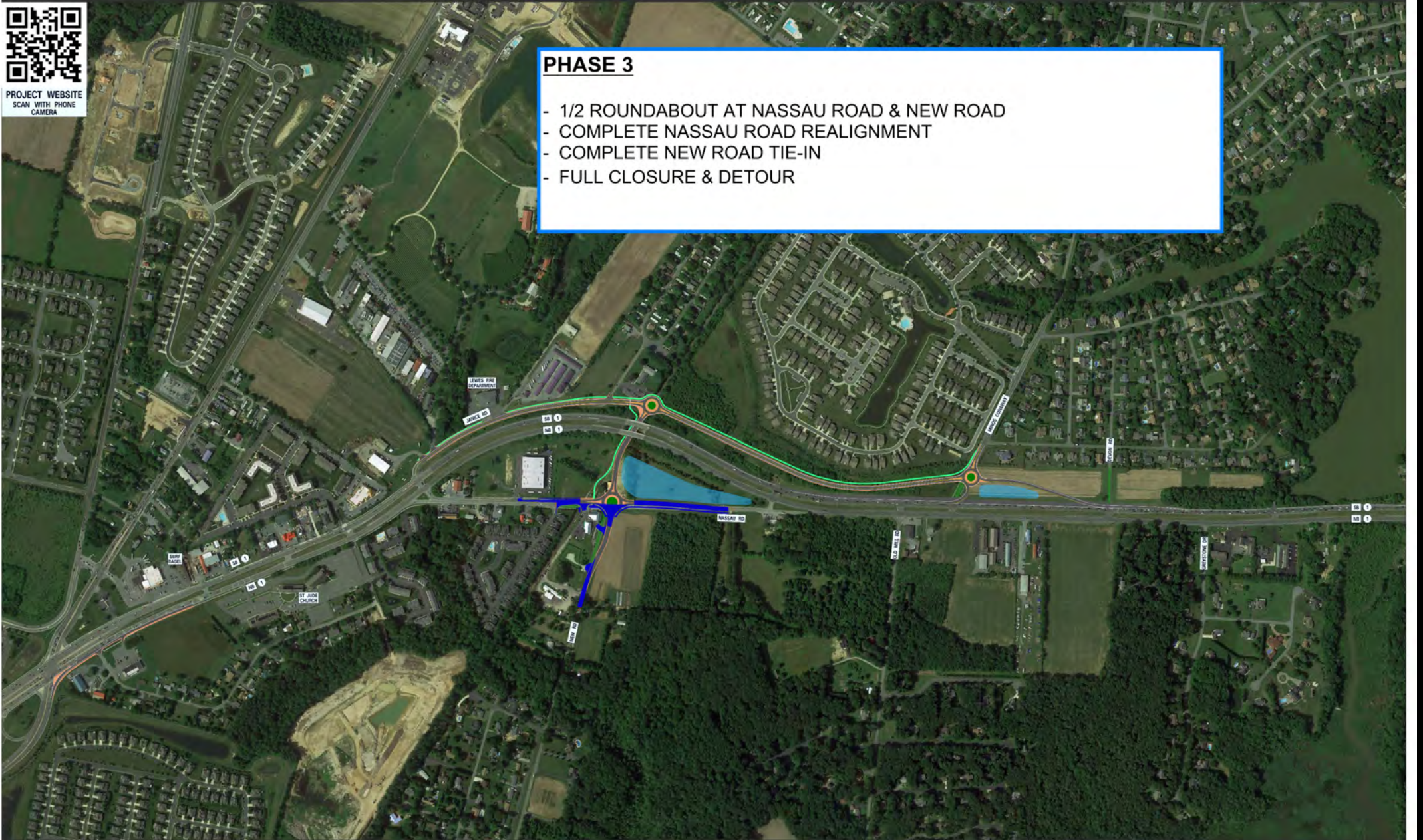


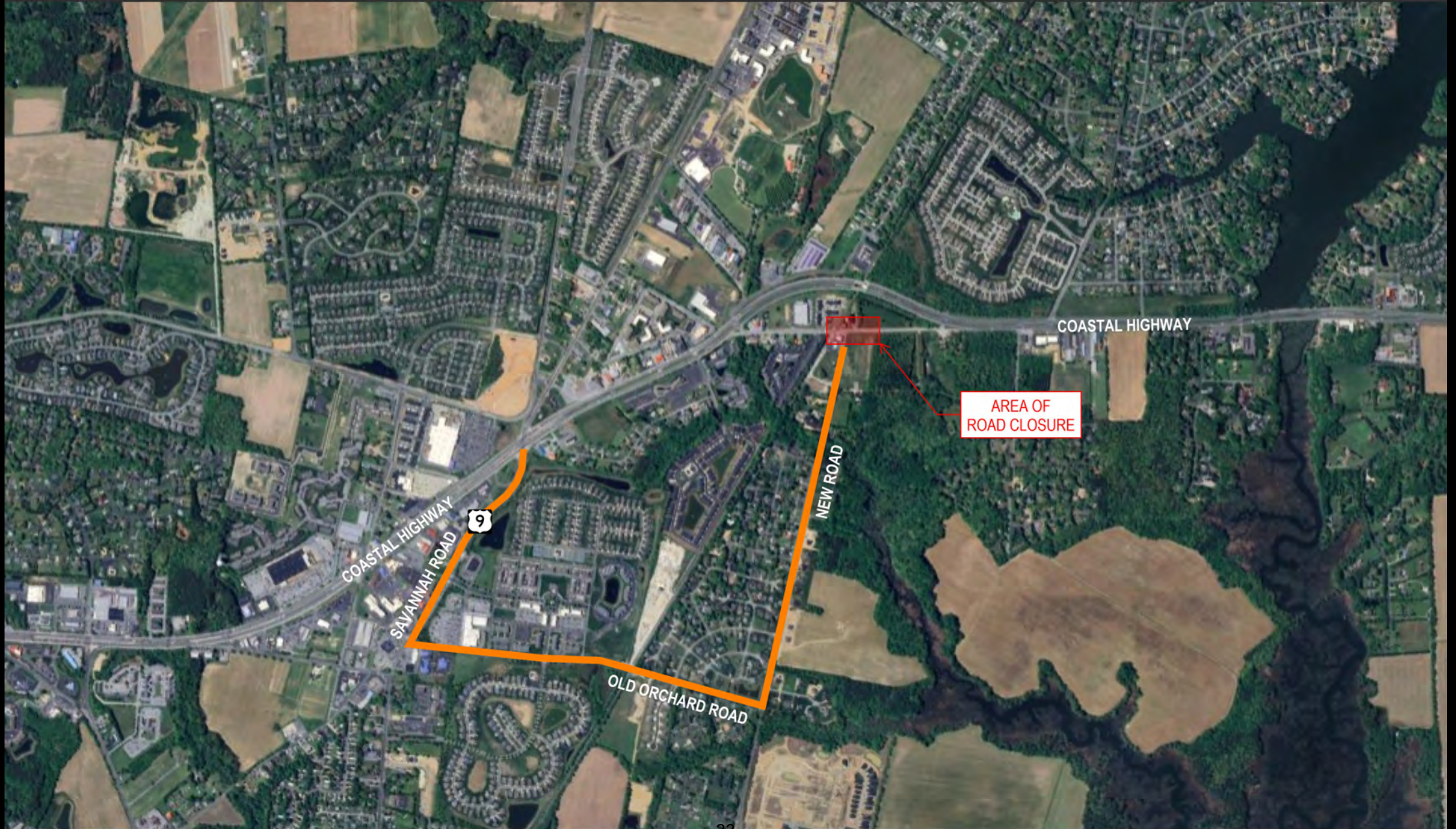


PROJECT WEBSITE  
SCAN WITH PHONE  
CAMERA

### PHASE 3

- 1/2 ROUNDABOUT AT NASSAU ROAD & NEW ROAD
- COMPLETE NASSAU ROAD REALIGNMENT
- COMPLETE NEW ROAD TIE-IN
- FULL CLOSURE & DETOUR





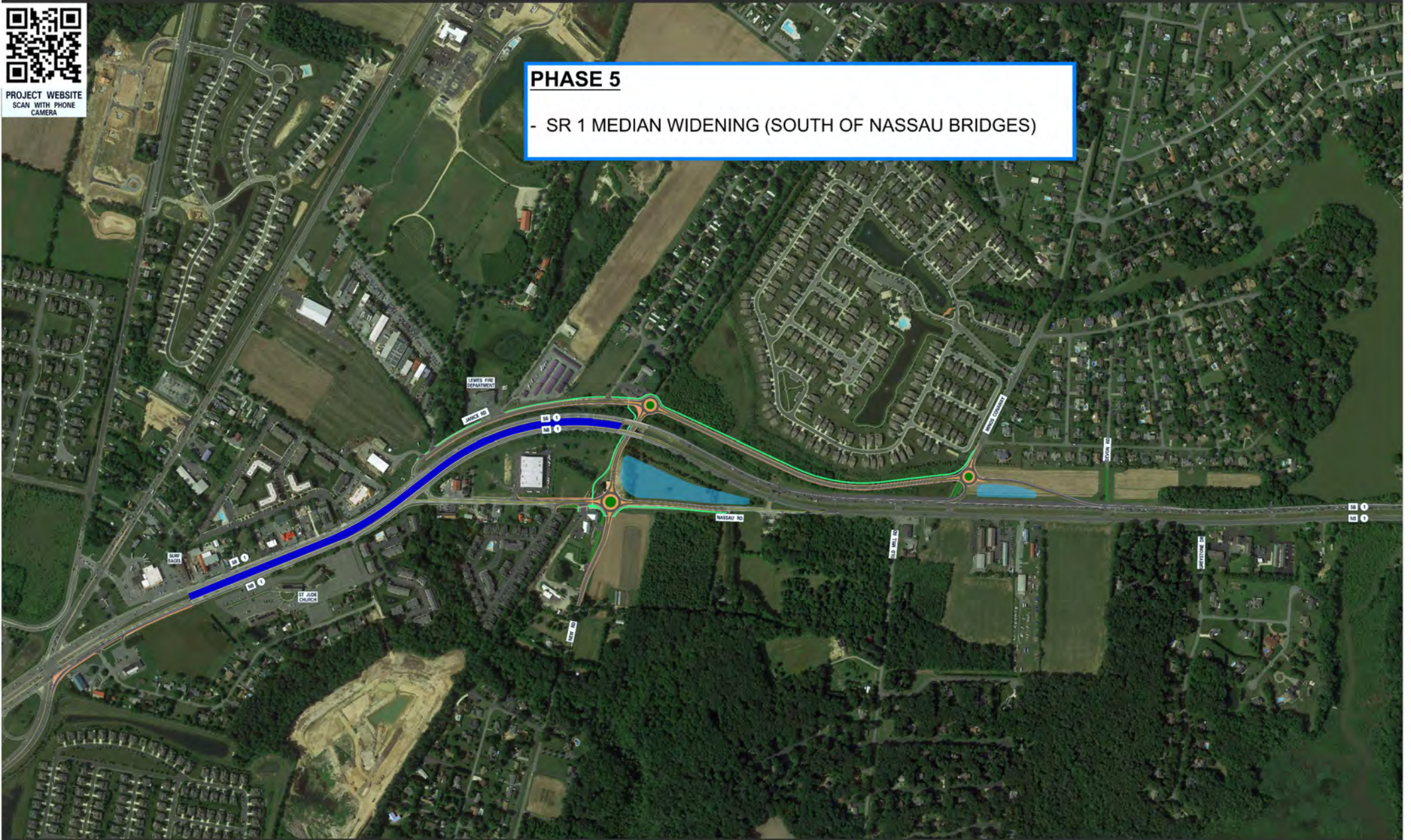




PROJECT WEBSITE  
SCAN WITH PHONE  
CAMERA

# PHASE 5

- SR 1 MEDIAN WIDENING (SOUTH OF NASSAU BRIDGES)

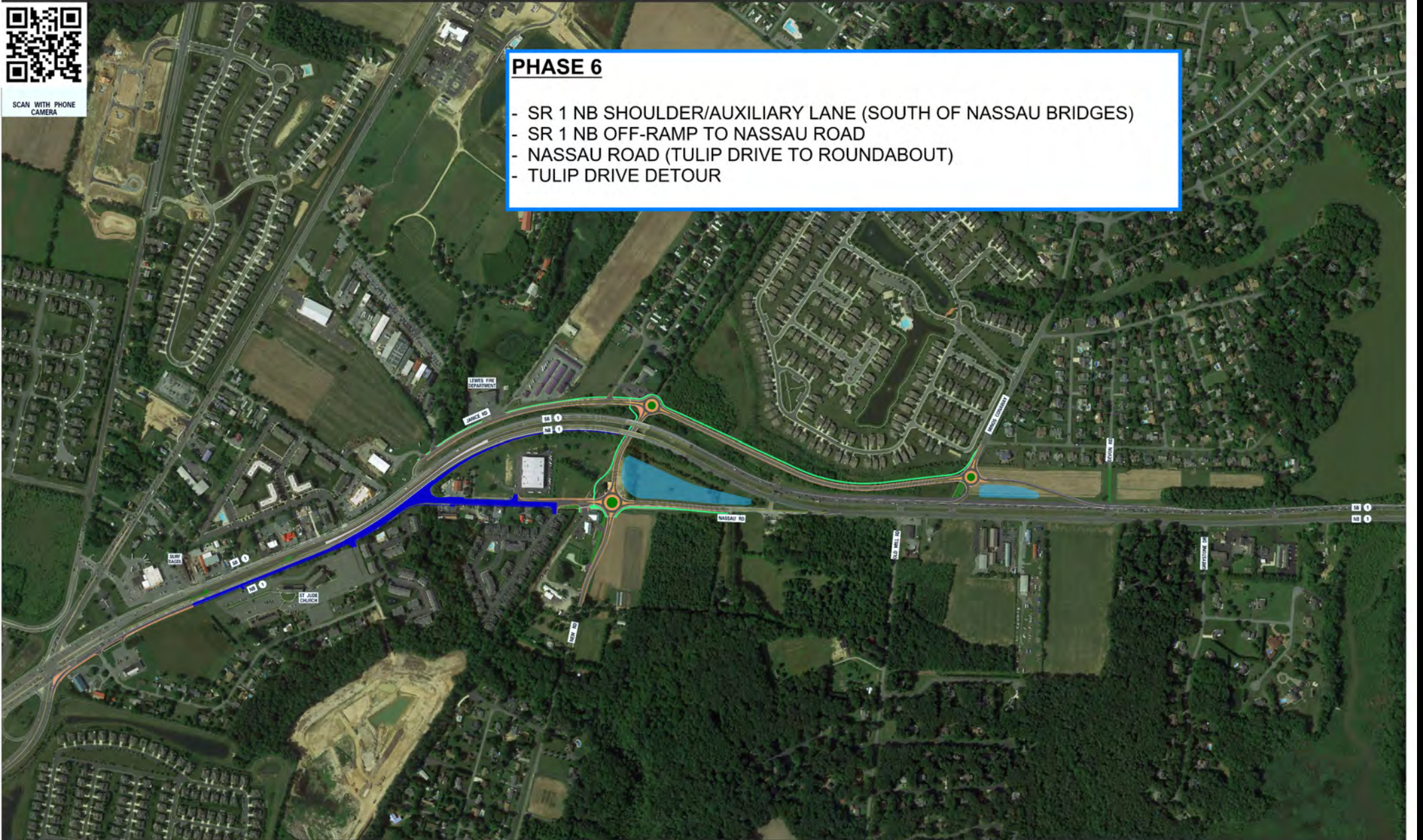




SCAN WITH PHONE  
CAMERA

### PHASE 6

- SR 1 NB SHOULDER/AUXILIARY LANE (SOUTH OF NASSAU BRIDGES)
- SR 1 NB OFF-RAMP TO NASSAU ROAD
- NASSAU ROAD (TULIP DRIVE TO ROUNDABOUT)
- TULIP DRIVE DETOUR



PHASES 1 & 6 - TULIP DRIVE DETOUR

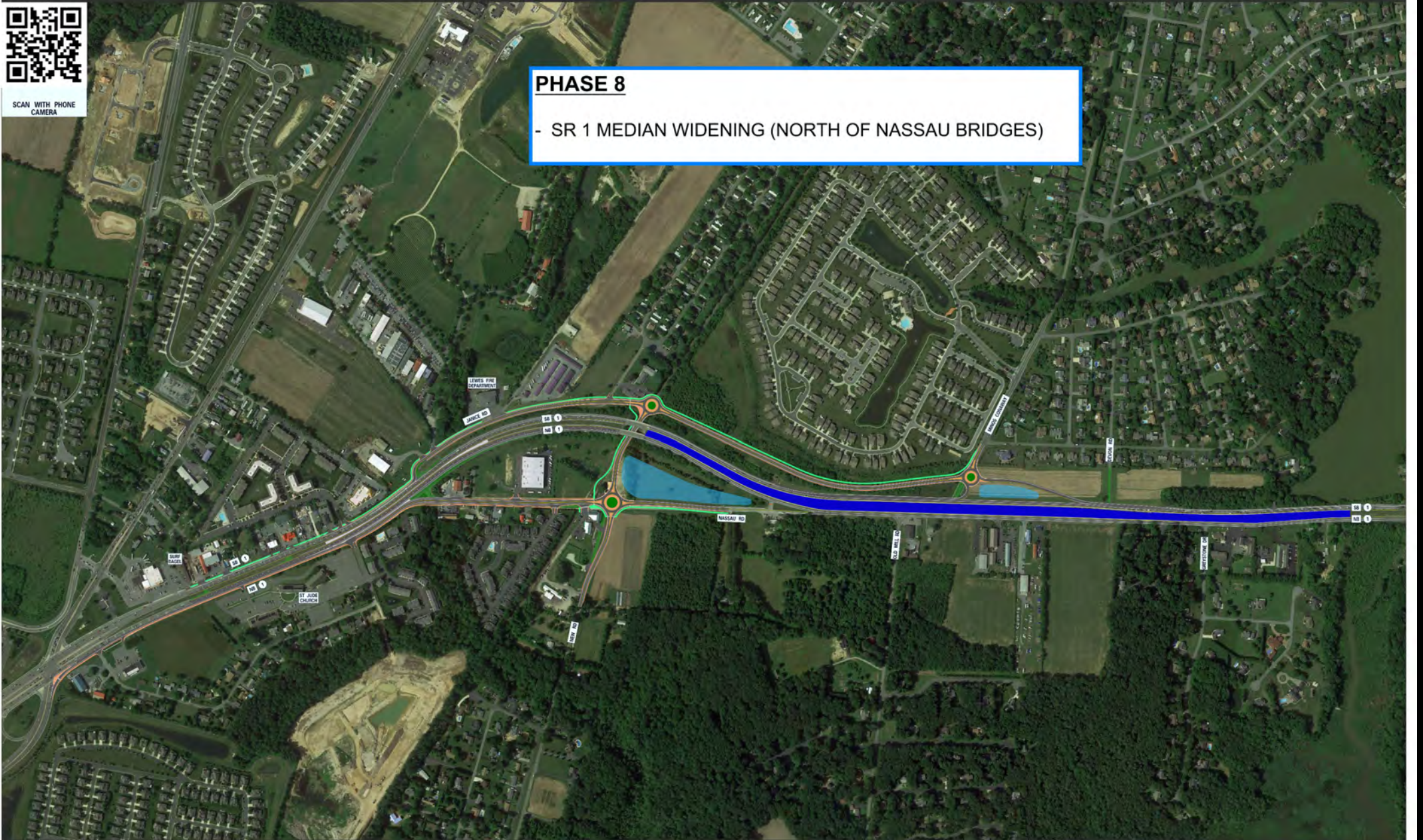






SCAN WITH PHONE  
CAMERA

**PHASE 8**  
- SR 1 MEDIAN WIDENING (NORTH OF NASSAU BRIDGES)





SCAN WITH PHONE  
CAMERA

### PHASE 9

- NASSAU ROAD (NORTH OF NASSAU BRIDGES)
- COMPLETE SR 1 NB SLIP RAMP
- COMPLETE SR 1 NB & NASSAU ROAD TIE-IN





# SR 1 Congestion Management & Traffic Operations



# SR 1 Congestion Management

- **Integrated Transportation Management System (ITMS)**
  - Technology that helps the Department keep traffic moving smoothly
  - Includes tools like:
    - Traffic signal timing
    - Incident management
    - Multi-Agency Coordination
    - Advisories
- **Transportation Management Center (TMC)**
  - Open 24/7/365 to coordinate and manage DeIDOT's response to any incident or event that impacts the transportation system
  - Uses technology and ITMS to perform three critical functions:
    - Monitor the transportation system
    - Control the transportation system
    - Inform the public through a variety of media





# SR 1 Low-Stress Bikeway Updates



# Study Goals

- **Improve actual and perceived safety for people who bike in the vicinity of SR 1 between Lewes and Rehoboth Beach**
- **Provide better access to businesses for people who walk and bike**
  - Right now, someone who lives in a neighborhood directly adjacent to the businesses along SR 1 must travel by car to safely access those businesses
- **Reduce traffic by providing viable alternates to vehicular travel to access destinations along and across SR 1**
- **Our focus today will be the northern end of the SR 1 Corridor, proximate to the Five Points Intersection**



# Bicyclist Design User Profiles

## Interested but Concerned

**51%-56%** of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

## Somewhat Confident

**5-9%** of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

## Highly Confident

**4-7%** of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS TOLERANCE**

**HIGH STRESS TOLERANCE**

Note: the percentages above reflect only adults who have stated an interest in bicycling.

Source: FHWA Bikeway Selection Guide



# Transportation Network

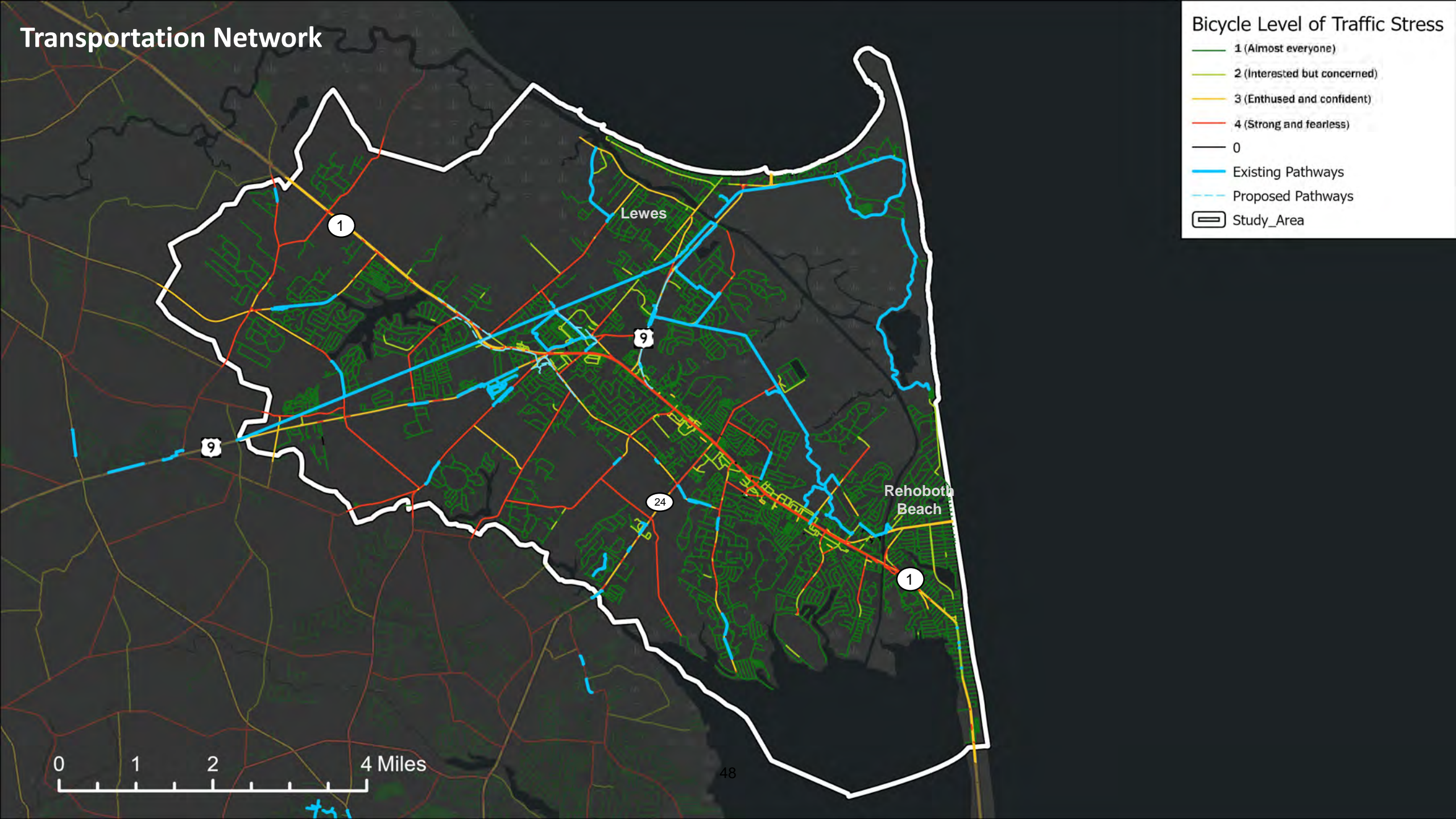
**Bicycle Level of Traffic Stress**

- 1 (Almost everyone)
- 2 (Interested but concerned)
- 3 (Enthusied and confident)
- 4 (Strong and fearless)
- 0

Existing Pathways

Proposed Pathways

Study\_Area



0 1 2 4 Miles

48

# Study Area

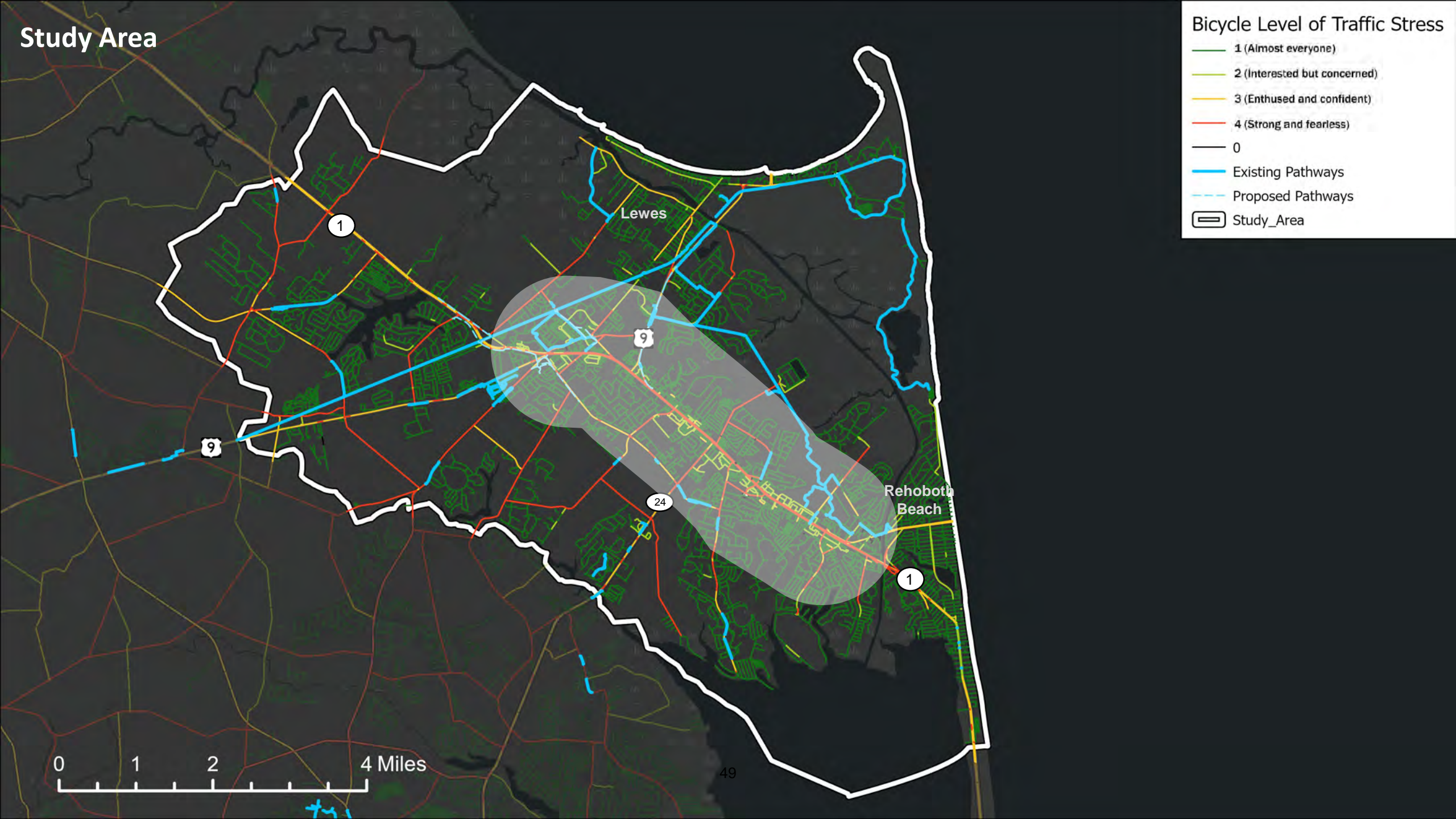
**Bicycle Level of Traffic Stress**

- 1 (Almost everyone)
- 2 (Interested but concerned)
- 3 (Enthusied and confident)
- 4 (Strong and fearless)
- 0

Existing Pathways

Proposed Pathways

Study\_Area

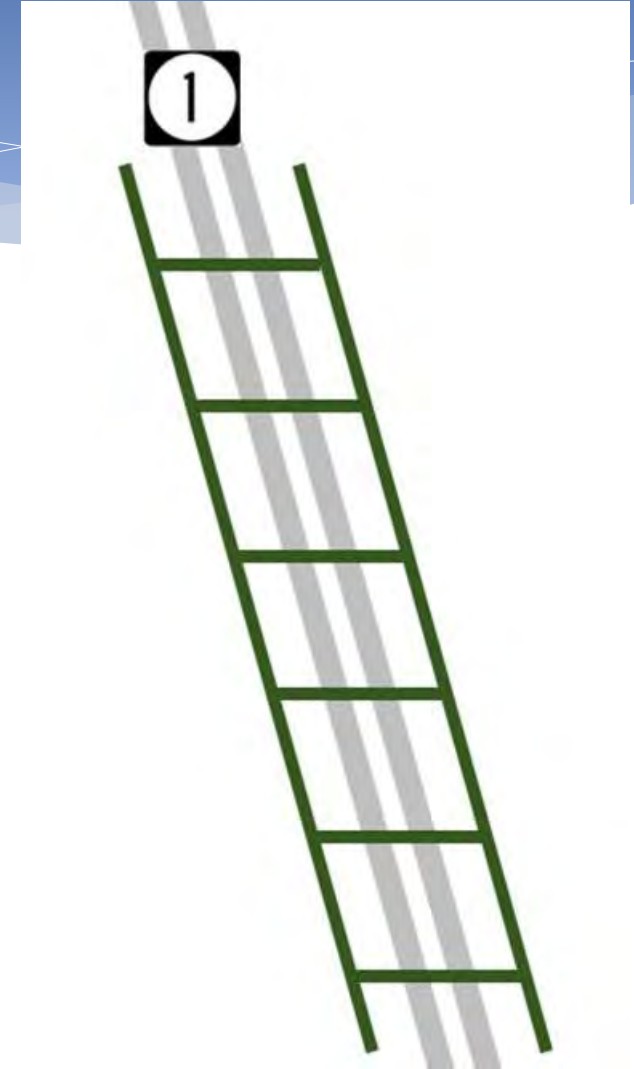


0 1 2 4 Miles

49

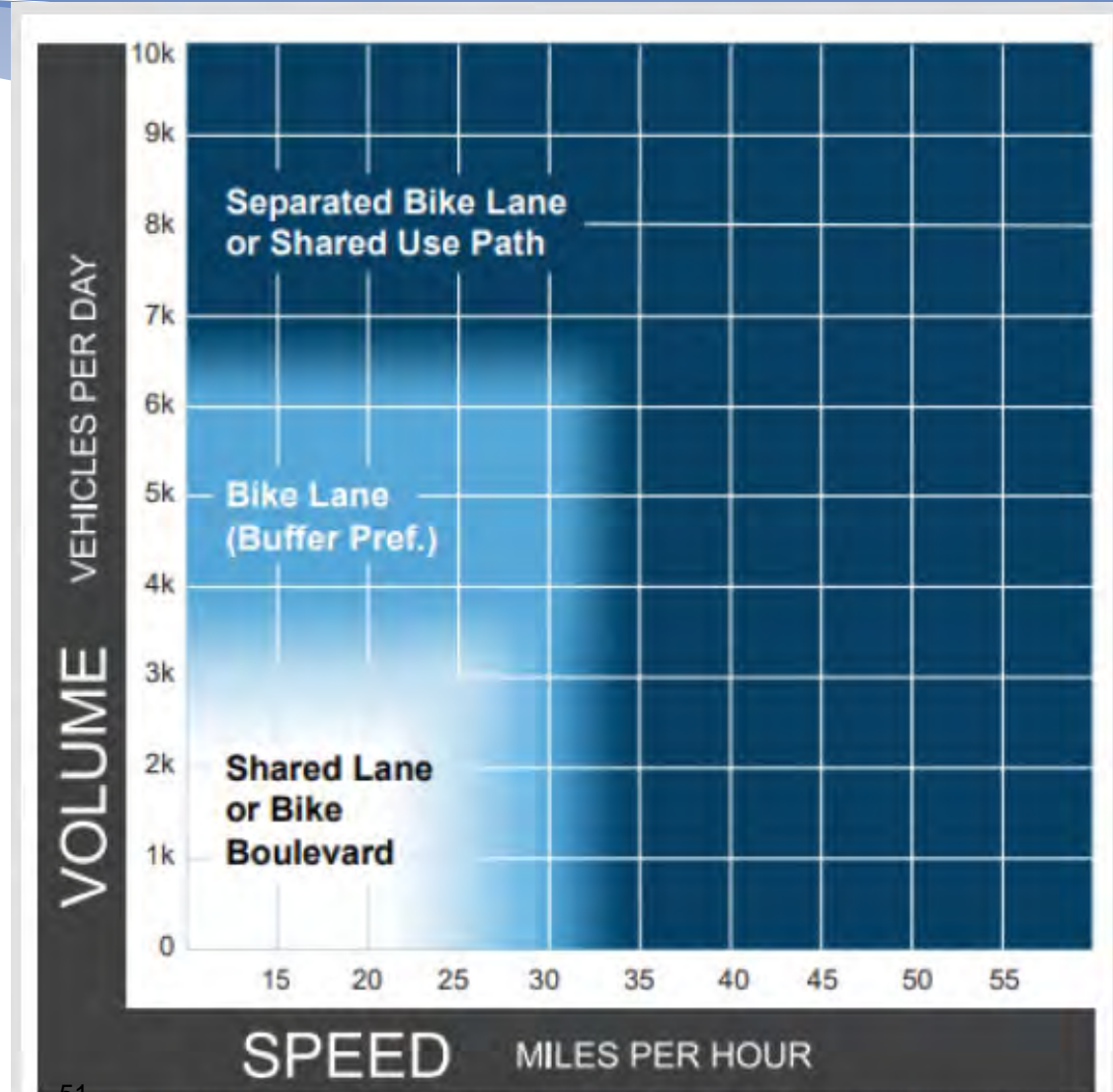
# Project Objectives

- **Identify locations for low-stress crossings of SR 1**
- **Identify locations for continuous low-stress bikeway routes on either side of SR 1 that would connect to the low-stress crossings**
- **Develop recommendations for which segments should be prioritized for design and construction**



# Preferred Bikeway Type

- **Included in draft**  
**DeIDOT Complete Streets Design Guide**



## RECOMMENDATIONS

### Routes

- A** SR 1 SB SUP  
Shady Road to Dartmouth Drive
- B1** SR 1 NB SUP  
Dartmouth Drive to Melson Road
- B2** West Side Off-Alignment SUP  
Dartmouth Drive to Beech Drive
- C** Cedar Grove Road EB SUP  
Mulberry Knoll Road Ext. to Plantation Road

### Crossing Improvements

- aa** SR 1 Pedestrian/Bike Bridge  
at Marsh Road/Shady Road

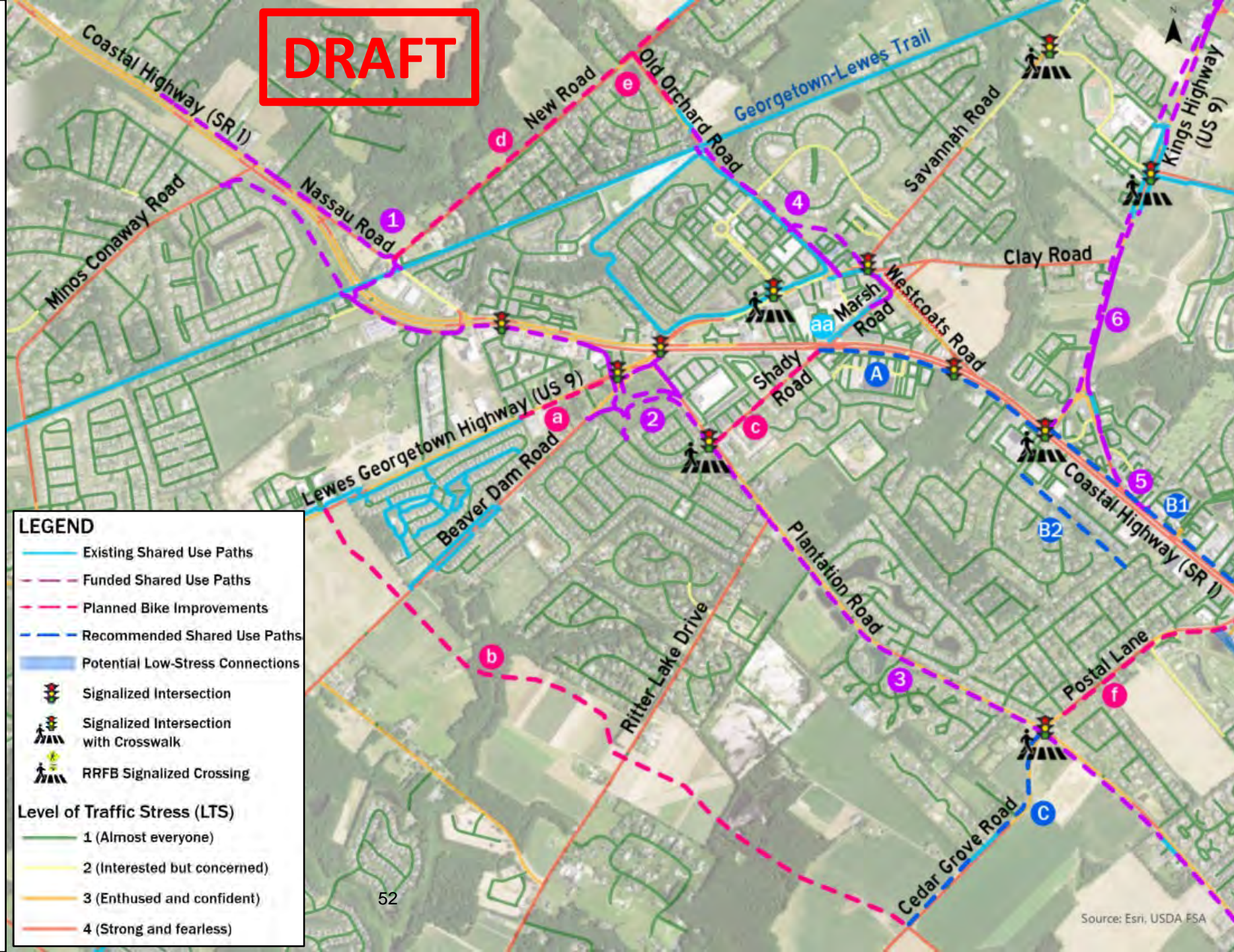
## FUNDED PROJECTS

- 1** SR 1, Minos Conaway Road  
Grade Separated Intersection
- 2** Plantation Road  
Phase 1 Improvements
- 3** Plantation Road  
Phase 2 Improvements
- 4** Realignment of Old Orchard Road  
at Westcoats Corner
- 5** SR 1 and US 9  
Intersection Improvements
- 6** US 9 (Kings Highway)  
from SR 1 to Freeman Highway

## PLANNED PROJECTS

- a** US 9 Widening,  
Old Vine Road to SR 1
- b** Mulberry Knoll Road  
Extension
- c** Shady Road,  
Plantation Road to SR 1
- d** New Road,  
Nassau Road to Old Orchard Road
- e** Old Orchard Road,  
New Road to Georgetown-Lewes Trail
- f** Postal Lane,  
Linden Lane to SR 1

**DRAFT**



# Map Overview

- **Funded Projects**

- In the Capital Transportation Program (CTP) with construction funds programmed and a project schedule in place.
- These projects were assumed as complete as part of the existing conditions analysis.

- **Planned Project**

- In the CTP with design funds programmed. Construction funds are NOT programmed, and the construction schedule is unknown.
- In some instances, this Study will be recommending that projects described as having sidewalk and bike lanes be changed to shared use paths.

- **Recommendations**

- New project ideas developed as part of this Study.



# Recommendation A

- Name: **SR 1 Southbound Shared Use Path**
- Limits: **Shady Road to Dartmouth Drive**
- Description:
  - Shared use path along the southbound SR 1 frontage between Shady Road in the North and Dartmouth Drive in the south.
  - There are limited driveway crossings/side streets along this stretch, and a large parcel opposite Wescoats Road is owned by the State of Delaware.
- Purpose:
  - Connects Planned Projects on Shady Road with Funded Projects on Plantation Road and the existing at-grade crossing at Dartmouth Drive/upcoming Kings Highway improvements.
  - This at-grade crossing is one of two ways to cross SR 1 in the vicinity of Five Points until a Pedestrian/Bike Bridge at Marsh/Shady Road is implemented.



# Recommendation B1

- Name: **SR 1 Northbound Shared Use Path**
- Limits: **Dartmouth Drive to Melson Road**
- Description:
  - Shared use path along the northbound SR 1 frontage between Dartmouth Drive in the North and Melson Road (opposite Postal Lane) in the south.
- Purpose:
  - Connects planned CTP improvements on Dartmouth Drive and Kings Highway with the existing at-grade crossing at Melson Road/Postal Lane and Planned Improvements on Postal Lane.



# Recommendation B2

- Name: **West Side Off-Alignment Shared Use Path**
- Limits: **Dartmouth Drive to Beech Drive**
- Description:
  - Shared use path along the west side of SR 1 behind Wawa/Matt's Fish Camp between Dartmouth Drive in the north and Beech Drive in the south in the south.
- Purpose:
  - Leverages existing low-stress streets and a new, off alignment shared use path to connect Dartmouth Drive and existing at-grade crossing to Postal Lane.



# Recommendation C

- **Name: Cedar Grove Road Eastbound Shared Use Path**
- **Limits: Mulberry Knoll Road Extension to Plantation Road**
- **Description:**
  - Shared use path along eastbound Cedar Grove Road frontage between the future Mulberry Knoll Road extension in the west and Plantation Road in the east.
- **Purpose:**
  - Connects neighborhoods on Cedar Grove Road with Mulberry Knoll Road Extension, funded CTP improvements on Plantation Road, and Postal Lane, tying into the existing at-grade crossing at Postal Lane/Melson Road.
  - Incorporates existing developer constructed shared use path.

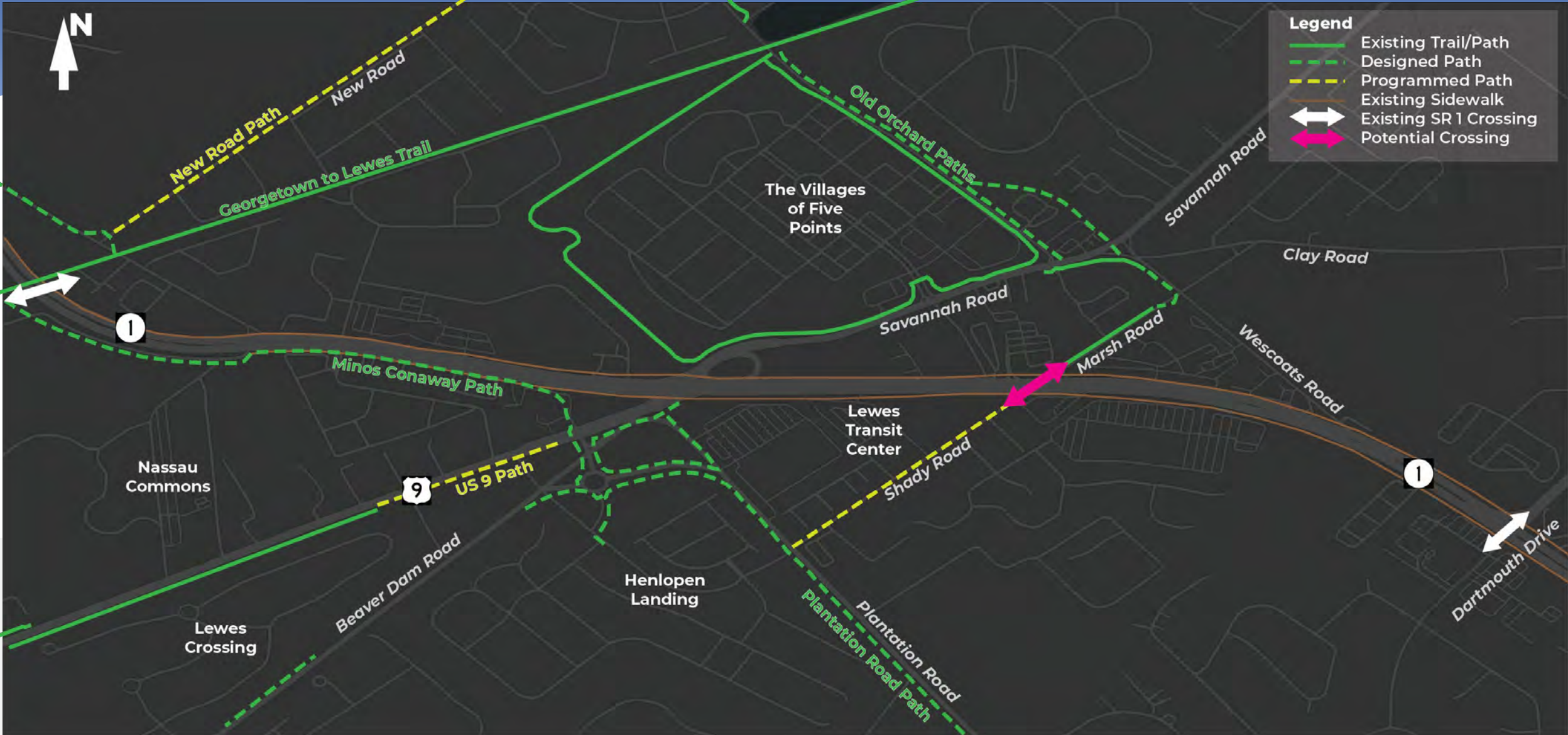


# Recommendation aa

- **Name: Pedestrian/Bike Bridge**
- **Location: Marsh Road/Shady Road**
- **Description:**
  - Single span bridge for people walking and biking with stairs and ADA ramps.
- **Purpose:**
  - Provides a way for people walking and biking to cross SR 1 between the Georgetown-Lewes Trail crossing under SR 1 at Nassau Road (1.3 mile north) and the existing at-grade crossing at Dartmouth Drive (0.7 mile south).
  - Connects Lewes Transit Center with concentration of hotel and commercial development.



# Why this location?

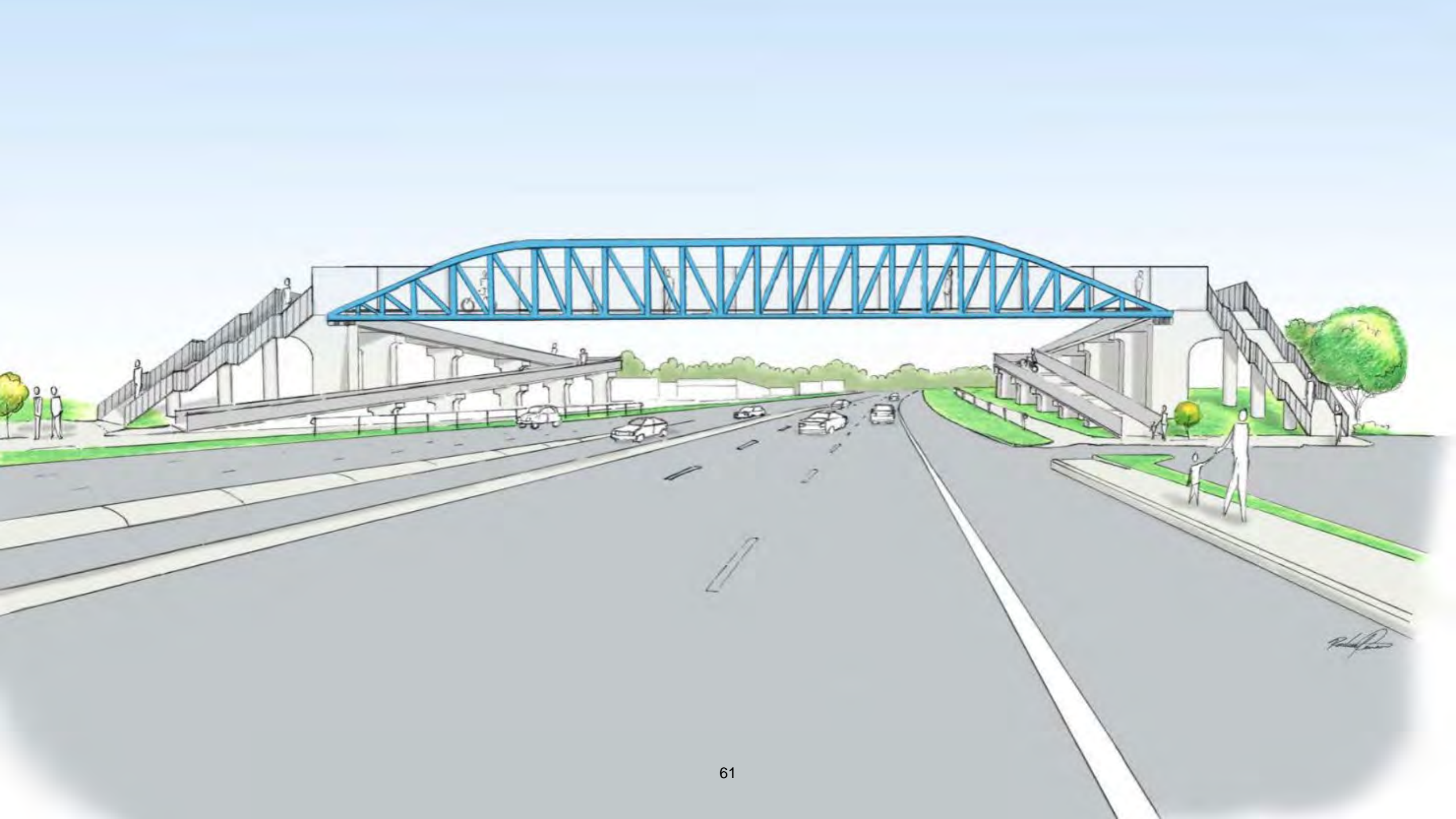


Map of the Five Points Area SR 1 Pedestrian Crossings  
Showing Existing and Proposed Path and Trail Network



# Pedestrian Bridge Alternative





# Recommendation aa

- **Name: Pedestrian/Bike Bridge**
- **Location: Marsh Road/Shady Road**
- **Next Steps:**
  - Preparing supporting documentation to allow DeIDOT to pursue federal funds
  - Potential funding opportunities include the Reconnecting Communities and Neighborhoods (RCN) Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Active Transportation Infrastructure Investment Program (ATIIP)



# SR 1 Low-Stress Bikeways Study

## Next Steps

- **Targeted property owner outreach**
- **Recommendation Prioritization**
- **Identification of funding sources**
- **Public workshop**
- **Finalize recommendations and 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)

\$ - \$200k      \* -3 years      0 Low  
 \$\$ 200k - \$2M    \*\* 3-10 years    0.0 Medium  
 \$\$\$ 2M - \$20M    \*\*\* >10 years   0.0.0 High  
 \$\$\$\$\$ - \$200M

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
<b>B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful</b>													
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. <b>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 development).</b>
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 prospective 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 PO South; property owners	\$	*	\$\$	**	0	IN PROGRESS	DeIDOT negotiated a concept for connections through the Nicola Plaza property. <b>Sussex County approved the Nicola Plaza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1, C-12.</b>
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 Hanigton TID agreement. The Hanigton TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-10, 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)



# Current status (as of October 2024)

**72 of 78 recommendations in progress, ongoing, or completed**

- 71 as of last meeting in April 2024



# Current status (as of October 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	11	5	11	4	32
Initiate in 2024	0	0	0	0	0	0
<i>Longer-term</i>	0	2	1	0	3	6
<b>Total per category</b>	<b>7</b>	<b>27</b>	<b>20</b>	<b>15</b>	<b>9</b>	



# Category B

## Longer-Term Recommendations

- **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**
  - Identified as priority for initiation in 2024
  - Maintenance is currently reviewing historic complaints
  - *Have you observed any drainage issues recently?*



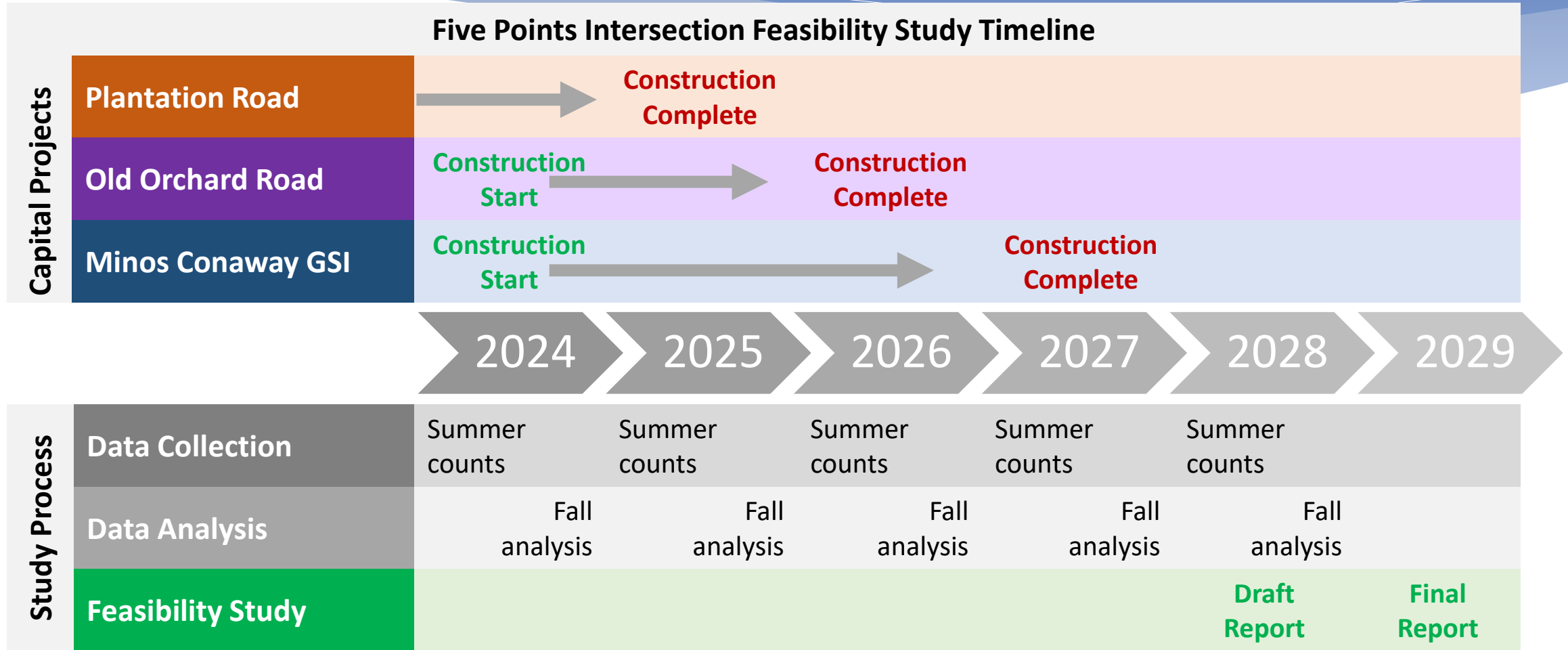
# Category E

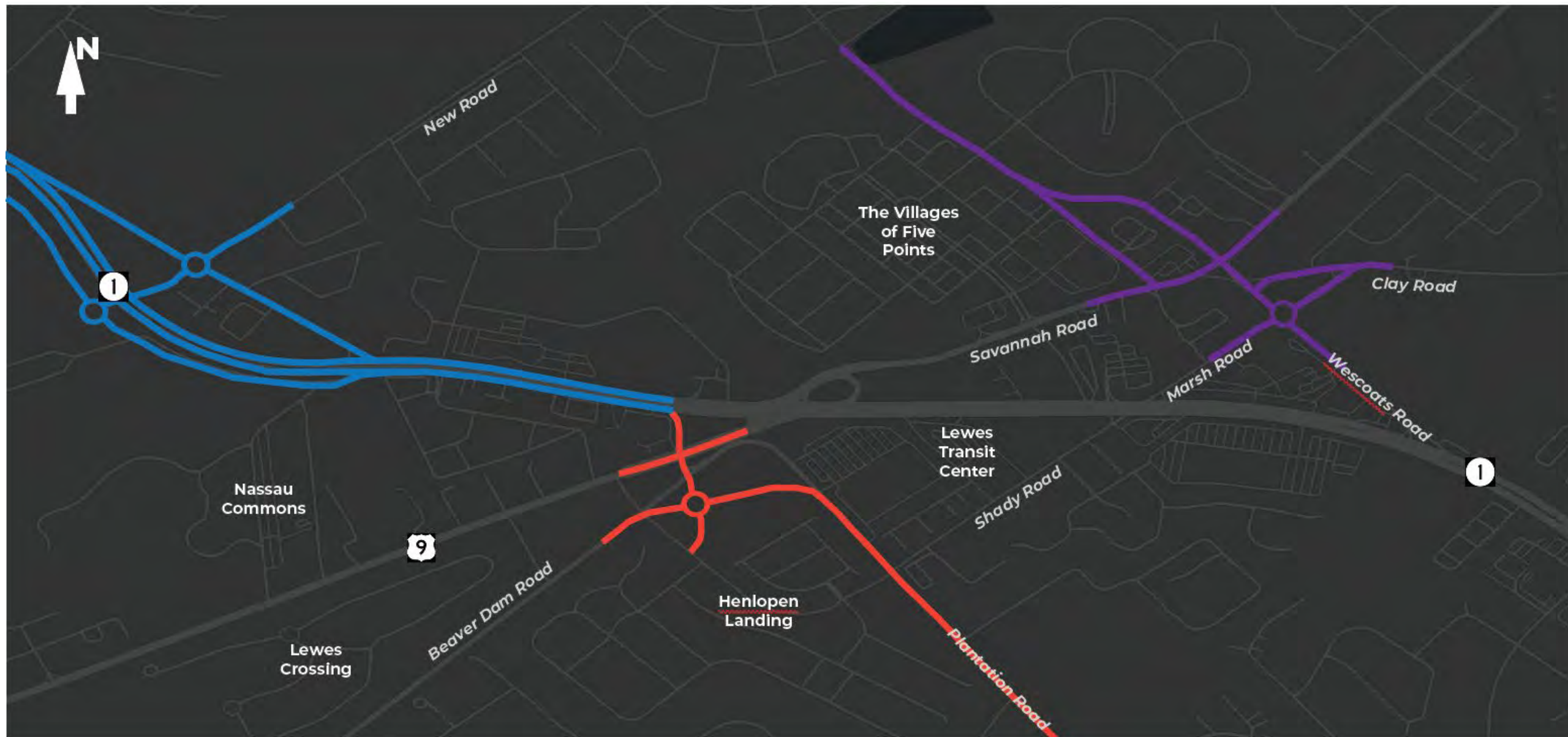
## Longer-Term Recommendations

- **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





# 5 Points Intersection Analysis

## Analysis Methodology

- Annual traffic counts to assess changes as surrounding projects are completed
- All percent changes relative to 2021/2023
- Metrics (AM, PM, and summer Saturday peak hours):
  - **Total intersection volume** – Are vehicles diverting from this intersection?
  - **August SR 1 through volume** – What is the change in volume on SR 1 averaged over an entire month?
  - **Intersection delay and level of service** – How have nearby projects impacted operations at this signal?



# 5 Points Intersection Analysis

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



# 5 Points Intersection Analysis

		2021/ 2023	2024	2025	2026	2027	2028
<b>Intersection Volume<sup>1</sup></b> (peak hour, all 4 legs)	<i>Count Dates</i>	11/4/21 7/29/23	8/17/24 8/20/24				
	AM	4,264	4,511	+6%			
	PM	5,291	5,255	-1%			
	Saturday	5,866	5,708	-3%			
<b>August Median SR 1 Through Volume<sup>2</sup></b> (peak hour, NB/SB)	AM	2,689	2,699	0%			
	PM	3,051	3,114	+2%			
	Saturday	3,719	3,718	0%			
<b>Intersection Delay (LOS)<sup>1</sup></b>	AM	48 sec (D)	55 sec (E)	+15%			
	PM	36 sec (D)	44 sec (D)	+22%			
	Saturday	54 sec (D)	45 sec (D)	-17%			

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



# 5 Points Intersection Analysis

## Conclusions/Next Steps

- **Total intersection volume** – Are vehicles diverting from this intersection?
  - Intersection volumes increased in the AM peak, decreased during other times
- **August SR 1 through volume** – What is the change in volume on SR 1 averaged over an entire month?
  - August SR 1 volumes were generally consistent
- **Intersection delay and level of service** – How have nearby projects impacted operations at this signal?
  - Delay increased during the week, decreased on weekends
  - Signals retimed in July 2024, including longer cycles for the AM peak period
- **Continue to collect annual summer traffic counts (weekday and Saturday) to assess changes as nearby projects are completed**



# Phase 2 Implementation Plan

- **Next steps**

- Continue work on recommendations
- Convene the Working Group in January
- Begin preparations of the 2024 Annual Report



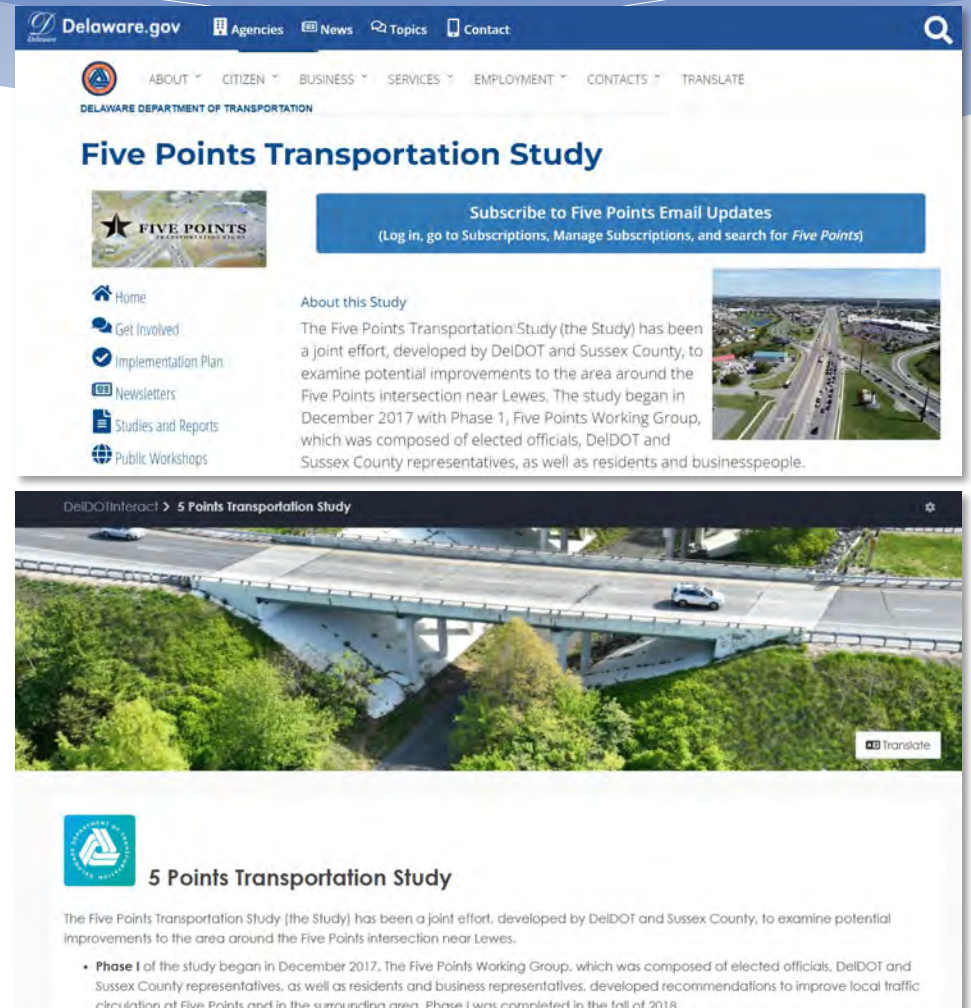
# Public comment



# Website Information

[5Points.DeIDOT.gov](https://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  
**January 27, 2025**  
**6:00pm**  
**Cape Henlopen**  
**HS Library**

**Austin Gray**

**Planner III**

**Delaware Department of Transportation**

**Austin.Gray@delaware.gov**

**302.760.2145**



## Meeting Minutes

### Phase 2 Working Group Meeting #18

**DRAFT**

April 22, 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=kmmWrHuPoNk&t=51s>

#### Members present

Scott Collins  
Kathi Colman  
Pete Mattson (sitting in for David Chernuta)  
Bill Davis  
Robert Fischer  
Scott Green  
DJ Hughes  
Todd Lawson  
Glenn Marshall  
Ellen Lorraine McCabe  
Council Member John Rieley  
Mary Roth  
Council Member Mark Schaeffer  
Lloyd Schmitz  
Rep. Peter Schwartzkopf  
Pam Steinebach  
Scott Thomas

John & Carol Dunworth  
Sue Early  
John Eckenrode  
Peggy Fischer  
Brian Gilliland  
Fern Goodhart  
Tom Goodhart  
Cindy Hall  
James Harmon  
Ray Hellman  
Brenda Jones  
Greg 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

Ryan Bond (sitting in for Rep. Stell Selby-Parker)  
Michael Tyler  
Brandon Williams (On behalf of Senator Russ Huxtable)

#### Public attendees in person

Rich B.  
Michael Curto  
Kathy Davison  
Jeanmarie Dolan  
Michael Duncan



### Public attendees on Zoom

Vera Acker  
Christine Davis  
Jared Kauffman  
Susan Lee  
Dorothy Morris  
Diana O'Hagan  
Joyce Romans  
Maggie – Beacon (additional information not provided)  
13022361046 (additional information not provided)

### Support to the Working Group

Kristen Ahlfeld, FHI (virtual)  
Andrew Bing, Kramer & Assoc. (in person)  
Tremica Cherry-Wall, DTC/DART (in person)  
Jamie Whitehouse, Sussex County (in person)  
John Fiori, DeIDOT (in person)  
Sarah Coakley, DeIDOT (virtual)  
Nabeela Humaira, DeIDOT (in person)  
Mike Campbell, WRA (in person)  
Leah Kacanda, WRA (in person)  
Molly Nur, WRA (virtual)  
Tim Snow, WRA (in person)

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://www.youtube.com/watch?v=kmmWrHuPoNk&t=51s>.

Humaira Nabeela, the DeIDOT Project Manager reviewed the DeIDOT mission statement of *Every Trip. Every Dollar. Every Mode. Everyone*, and reviewed the DeIDOT safety slide and recent crash trends. There have been 32 fatalities to date in 2024.

Andrew noted that these meetings are hybrid and open to the public but designed for the working group members. During the meeting, questions are allowed from working group members. There will be a time at the end for public comment.

### 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 February 26, 2024**

The meeting minutes from February 26, 2024, were reviewed. Mary Roth noted that she would provide some editorial comments via email. Lloyd Schmitz 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.

#### Biking at the Beach – John Fiori, DeIDOT

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

John Fiori, DeIDOT's Bicycle Coordinator provided an in-depth update on the State's bicycle safety checkpoint program. John explained that DeIDOT has conducted multiple bicycle safety checkpoints during the summer season at locations along Route 1, including at the Nike outlet, Royal Farms, and the Georgetown-Lewes Trail at the Lewes library.

At these checkpoints, DeIDOT provides bicycle safety information, trail maps, and performs general bicycle repairs such as changing tires or adjusting brakes. They also install bicycle lights for those who do not have them and provide free helmets to cyclists who need them, with the understanding that the recipients will wear the helmets every time they ride.

John noted that these checkpoints are open to everyone, including tourists, J-1 students, and local residents. Last year, DeIDOT conducted 16 checkpoints, reaching a total of 450 individuals. John emphasized that these checkpoints would not be possible without the help of volunteers from Sussex Cyclists and representatives from the Delaware State Police.

Looking ahead, John outlined the 14 proposed checkpoint locations for this year, which include the new sites at the Georgetown-Lewes Trail and Church Street, in addition to the existing locations. He explained that the Church Street location was added to target J-1 students who often have dinner at nearby churches, making it convenient for them to drop off their bikes for repairs.

The group engaged in a discussion about the potential to expand the safety checkpoint program to other areas, such as inland communities like Milton, Georgetown, and Millsboro, as the trail network continues to grow. Council Member John Rieley suggested that as the trails in those areas see increased usage, there may be a need to consider additional safety checkpoints. John acknowledged that this is something DeIDOT will consider, especially as the trails in those areas see increased usage and the need for safety education and support.

DJ Hughes asked if the scope of the group could be expanded to include more bike racks on the buses, as he had heard concerns about the limited capacity for bikes. John responded that the checkpoints are focused on providing safety information and repairs, but he would pass along the suggestion to the appropriate team at DeIDOT to explore options for increasing bike capacity on the buses.



Andrew Bing emphasized the importance of the safety checkpoint program, noting that while the group is often focused on congestion and traffic, the core of our work is improving safety for all road users. He encouraged the working group members to help promote the checkpoint program and share the information with their constituents.

DART's Beach Bus - Tremica Cherry-Wall, DART

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

Service change in effect May 19, 2024

Tremica Cherry-Wall from DART provided an update on the changes to the beach bus service for the upcoming season. Tremica explained that the Route 201, which serves the beach area, will see a reduction in frequency on weeknights and weekends.

Specifically, on weeknights, the frequency will be reduced from every 15 minutes to every 20 minutes. On weekends, the early morning service from 6 to 9 AM will also be reduced from every 15 minutes to every 20 minutes. Additionally, the late-night service from 10 PM to 12:30 AM will operate every 30 minutes instead of every 20 minutes.

Tremica noted that these changes are in response to the ridership patterns they have observed, as the expected large influx of riders in the early morning hours has not materialized. She also mentioned that Route 203, the orange line, will be discontinued due to duplicate service being provided on Route 201 and Route 208.

Tremica highlighted that Route 204 will be extended beyond the Lewes Transit Center to the Rehoboth Park and Ride, providing a one-seat ride option for passengers. Additionally, the frequency of the Route 208, the blue line, will be increased from every two hours to every hour and 15 minutes.

The group engaged in a discussion about the potential impact of these changes on the connectivity and accessibility of the beach bus service. DJ Hughes asked if the increased frequency on the Route 208 would allow for more bike capacity, as he had heard concerns about the limited number of bike racks on the buses. Tremica responded that the motor coach buses used on the Route 305 have the ability to accommodate more bikes underneath the bus, which could help address this issue.

Council Member John Rieley inquired about the possibility of extending the Route 305 service beyond the current Friday through Sunday schedule during the summer months, as he felt there may be a demand for more frequent trips to the southern areas. Tremica acknowledged the suggestion and said she would look into the feasibility of expanding the service.

Tremica emphasized that DART continuously evaluates the beach bus service and makes adjustments to better meet the needs of the community. She welcomed further feedback and suggestions from the working group members to help improve the transportation options for residents and visitors.



Pedestrian Bridge Update – Leah Kacanda and Mike Campbell, WRA  
(see slides attached to minutes for images and more information)

Leah Kacanda and Mike Campbell from WRA presented an analysis of the potential for a pedestrian bridge over Route 1, focusing on the Shady Road and Marsh Road intersection.

Leah explained that the site was selected due to the lack of utilities overhead and the available right-of-way, making it a feasible location for a bridge crossing. She noted that currently, the nearest legal and safe crossing options for pedestrians and cyclists are 1.3 miles to the north where the Georgetown-Lewes Trail passes under SR 1 or 0.7 miles to the south at the at-grade crosswalk at Dartmouth Drive.

The group engaged in a robust discussion about the feasibility and design options for the bridge. Council Member Mark Schaeffer asked if all the right-of-way had been used up and whether any additional lanes or changes to the roadway were being considered. Leah clarified that the current design would not add any additional lanes, and the focus was on providing a safe crossing option for pedestrians and cyclists.

DJ Hughes expressed concerns about the potential usage of the bridge, noting that people typically prefer the most direct route. He questioned whether the long crossing distance of the bridge would deter usage, especially compared to the at-grade crossing options. Leah acknowledged this concern and stated that the team would need to carefully consider the balance between safety and convenience for users.

The group also discussed the potential for a tunnel crossing, but Leah explained that the high water table and sandy soil in the area made that option infeasible.

Mike Campbell then presented the design options for the pedestrian bridge, including the main span of approximately 80 feet over Route 1, the shared-use paths on both sides, and the ADA-accessible ramps and stairs. He highlighted the safety benefits of the bridge, as it would eliminate conflict points for pedestrians and cyclists, and the potential cost savings of a prefabricated steel truss structure.

The group continued to debate the merits of the bridge, with some members expressing concerns about the high cost and potential lack of usage, while others saw value in providing a safe crossing option for the community. Council Member John Rieley suggested that the bridge should be considered in conjunction with the broader improvements to the trail network and connectivity in the area.

Overall, the discussion highlighted the need to carefully weigh the safety, cost, and usage factors when evaluating the feasibility of the pedestrian bridge. The working group members provided valuable feedback that will inform the next steps in the decision-making process.



Phase 2 Implementation Status – Leah Kacanda, WRA  
(see slides attached to minutes for images and more information)

Leah Kacanda provided an update on the Five Points Transportation Study's implementation plan, focusing on the longer-term recommendations that have not yet been completed.

Leah explained that the 2023 Annual Report, which details the status of all 78 recommendations, is included in the meeting packet and available on the DelDOT website. She noted that the group has made steady progress, with only seven longer-term recommendations still outstanding.

Leah then highlighted the key outstanding recommendations, breaking them down by category. For Category B, which includes multimodal initiatives, there are two longer-term recommendations still in progress. For Category C, there is one recommendation, and for Category E, which covers policy improvements, there are three recommendations still outstanding.

Pam Steinebach from DelDOT commented that some of the longer-term recommendations, such as B11 regarding cost savings reinvestment, may no longer be relevant due to the lack of cost savings on projects. The group discussed the challenges of tracking developer contributions and ensuring that funds are reinvested in the local area.

Council Member John Rieley and Council Member Mark Schaeffer raised concerns about the transparency and accountability of how developer funds are allocated, noting that there have been instances where it was unclear whether funds were used as intended. Pam offered to follow up with Council Members Rieley and Schaeffer with additional information on how developer contributions are tracked and applied. She clarifies that this differs depending on whether a project is inside or outside a Transportation Improvement District (TID). The group acknowledged the need for better mechanisms to track and ensure that developer contributions are directed to the appropriate projects.

Leah then provided an update on the longer-term recommendations related to the feasibility of grade separation at the Five Points intersection and the study of east-west traffic patterns. She explained that the department will be conducting targeted traffic analyses over the next few years as key CTP projects, such as the Minos Conaway Grade Separation and the Plantation Road improvements, are completed. This data will be crucial in understanding the impacts on traffic flow and informing any future decisions about the Five Points intersection.

The meeting concluded with a review of the priorities for 2024, which include the drainage recommendations and the crossover review. Leah also reminded the group about the upcoming public workshop on June 11, 2024, where the community will have the opportunity to provide feedback on the implementation plan and other project updates.



Public Comment

1. Diana (online): as a pedestrian who has walked across Route 1 in Five Points when I was younger, I support a crossover of Shady and Marsh Road. I can and do still walk the distance but only drive across SR 1 now. I've also seen pedestrians walking across from the transit center. Also, another point of information: Eagle Point Henlopen Landing residents as well as other communities are within walking distance of that proposed crossover and also think of students from Cape Henlopen High School and the new middle school who might use it. And regarding recommendation C13, the crossovers noted are used by many of us who know how to use them. If you live here and use Route 1 daily, you know they are needed.

No one in person from the public commented.

**Adjourn** – Andrew Bing thanked the working group members for attending, engaging and keeping these recommendations moving forward. Andrew reminded everyone of the workshop as well on June 11, 2024, and asked members to help spread the word, and looked forward to seeing everyone there.

The next working group meeting is October 28, 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.





## List of upcoming meetings

### Phase 2 Working Group

#### Meeting #20

Monday, January 28, 2025, 6:00 pm  
Cape Henlopen High School Library

#### Meeting #20

Monday, April 28, 2025, 6:00 pm  
Cape Henlopen High School Library

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

See the Delaware Public Meeting Calendar  
at [publicmeetings.delaware.gov](https://publicmeetings.delaware.gov)  
for official meeting notices.



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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
<b>A. Recommendations to be implemented under current DeIDOT projects or initiatives</b>												
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.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
<b>B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful</b>												
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.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
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	\$	*	\$\$\$	***	◊◊	IN PROGRESS	DeIDOT Maintenance is currently reviewing historic complaints.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
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.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊ ◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊ ◊ ◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
<b>C. Make the most of existing roadway infrastructure</b>												
C	1	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DelDOT - 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	DelDOT - 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)	DelDOT - 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	DelDOT - Bridge		N/A	N/A	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	A project has been initiated under DelDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021, 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	DelDOT - PD South		\$	*	\$\$\$	**	◊ ◊	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022. All-way stop control was implemented recently as a interim safety upgrade. DelDOT is currently in the Right-of-Way acquisition phase of this project. PS&E is scheduled for Fall 2025 with construction beginning in 2026.
C	6	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DelDOT - Traffic		\$	*	\$\$\$\$	***	◊ ◊ ◊	COMPLETE	DelDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DelDOT projects. DelDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project. 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.	DelDOT - 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	DelDOT - Traffic		\$	*	\$\$	**	◊	COMPLETE	DelDOT'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.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
<b>D. Make walking, bicycling, and transit more viable as alternatives to driving</b>												
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.

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K      \*      <3 years      ◊      Low  
 \$\$ \$200K - \$2M      \*\*      3-10 years      ◊◊      Medium  
 \$\$\$ \$2M - \$20M      \*\*\*      >10 years      ◊◊◊      High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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).

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

October 28, 2024 (red text indicates changes since April 22, 2024 meeting)

\$ < \$200K                    \*     <3 years     ◊     Low  
 \$\$ \$200K - \$2M            \*\*    3-10 years    ◊◊    Medium  
 \$\$\$ \$2M - \$20M           \*\*\*   >10 years   ◊◊◊   High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ > \$200M

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
<b>E. Invest in new infrastructure to support anticipated growth</b>												
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	Longer-term	
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	