



List of meeting materials

Phase 2 Working Group Meeting #20

Monday, January 27, 2025, 6:00 pm
Hybrid

List of meeting materials	page 1
Agenda	2
Presentation.....	4
Draft minutes of October 28, 2024 Working Group meeting	103
List of upcoming meetings	116
Updated implementation plan	117

Agenda

Phase 2 Working Group Meeting #20

Monday, January 27, 2025, 6:00 pm

Hybrid Meeting

Cape Henlopen High School Library (Zoom Option below)

1. Introduction
 - Welcome and introductions
 - Summary of notebook materials
 - Approval of October 28, 2024 meeting minutes
2. Update on Capital Transportation Program (CTP) Projects in the Five Points Area
3. Statewide Development Trends and Annual Report
4. Phase 2 Implementation Status
5. Public comment
6. Adjourn

Please note: This agenda is subject to change



You are invited to a Zoom webinar!
When: Jan 27, 2025 06:00 PM Eastern Time (US and Canada)
Topic: Five Points Transportation Study Working Group Meeting

Join from PC, Mac, iPad, or Android:

<https://deldot-gov.zoom.us/j/83994742070?pwd=Fg6rvWcuqfgHnbLNYn6wEH1vg7aBaZ.1>

Passcode:075223

Phone one-tap:

+16468769923,,83994742070#,,,,*075223# US (New York)

+16469313860,,83994742070#,,,,*075223# US

Join via audio:

+1 646 876 9923 US (New York)

+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)

+1 689 278 1000 US

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 360 209 5623 US

+1 386 347 5053 US

+1 408 638 0968 US (San Jose)

+1 507 473 4847 US

+1 564 217 2000 US

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

Webinar ID: 839 9474 2070

Passcode: 075223

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



Phase 2

Working Group Meeting #20

January 27, 2025





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

BECOME A HERO TOWARD ZERO



LEARN MORE
TAKE THE PLEDGE!



2024 Delaware Traffic Fatalities

Year end 2024 numbers as of 1/17/2025

	2024	2023		2022	
		Year-to-Date	Totals	Year-to-Date	Totals
Fatalities	130	137 ↓ -5%	137	164 ↓ -21%	164
Delaware Residents	110	110 0%	110	119 ↓ -8%	119
Person Types					
Vehicle Occupant	65	89 ↓ -27%	89	103 ↓ -37%	103
Pedestrian	34	28 ↑ 21%	28	32 ↑ 6%	32
Bicyclist	5	5 0%	5	7 ↓ -29%	7
Motorcyclist	21	14 ↑ 50%	14	21 0%	21
Other Person Type	5	1 ↑ 400%	1	1 ↑ 400%	1
Crash Types					
Curve Related	23	28 ↓ -18%	28	19 ↑ 21%	19
Roadway Departure	42	69 ↓ -39%	69	55 ↓ -24%	55
Intersection Related	48	37 ↑ 30%	37	50 ↓ -4%	50
Median Crossover	0	8 ↓ -100%	8	8 ↓ -100%	8
Wrong Way	4	1 ↑ 300%	1	7 ↓ -43%	7
Work Zone	5	9 ↓ -44%	9	4 ↑ 25%	4



Safety

**BE DELAWARE.
TOWARD ZERO DEATHS**

BEDELAWARE.DECDOT.GOV

BECOME A HERO TOWARD ZERO

**LEARN MORE
TAKE THE PLEDGE!**



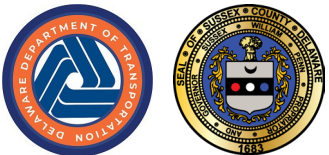
2025 Delaware Traffic Fatalities as of 1/20/2025

	2025	2024		2023			
		Year-to-Date	Totals	Year-to-Date	Totals		
Fatalities	3	4	↓ -25%	130	7	↓ -57%	137
Delaware Residents	2	3	↓ -33%	110	6	↓ -67%	110
Person Types							
Vehicle Occupant	2	1	↑ 100%	65	5	↓ -60%	89
Pedestrian	1	3	↓ -67%	34	1	0%	28
Bicyclist	0	0	N/A	5	1	↓ -100%	5
Motorcyclist	0	0	N/A	21	0	N/A	14
Other Person Type	0	0	N/A	5	0	N/A	1
Crash Types							
Curve Related	0	0	N/A	23	1	↓ -100%	28
Roadway Departure	0	1	↓ -100%	42	3	↓ -100%	69
Intersection Related	0	0	N/A	48	1	↓ -100%	37
Median Crossover	0	0	N/A	0	0	N/A	8
Wrong Way	0	0	N/A	4	0	N/A	1
Work Zone	0	0	N/A	5	2	↓ -100%	9



Agenda

- **Introduction**
- **Update on Capital Transportation Program (CTP) Projects in the Five Points Area**
- **Statewide Development Trends and Annual Report**
- **Phase 2 Implementation Status**
- **Public Comment**



How to raise your hand

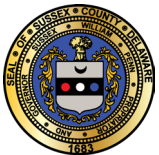
- **For Working Group members:**

- 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 October 28, 2024 Working Group meeting
 - List of upcoming meetings
 - Updated implementation plan
- **Approval of October 28, 2024 meeting minutes**



Update on Capital Transportation Program (CTP) Projects in the Five Points Area



Update on CTP Projects

FY25-FY30 CTP

- On August 15, 2023 the Council on Transportation released the draft FY25-FY30 Capital Transportation Program (CTP) to seek public comments
- The Council on Transportation approved the FY25-FY30 CTP on February 22, 2024
- The FY25-30 CTP has been submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval
- The FY27-FY32 CTP process is beginning this spring
- Visit www.deldot.gov/publications/reports/CTP to learn more



Update on CTP Projects Overview

DeIDOT Projects Portal

Search to filter by Project Name, Project Number

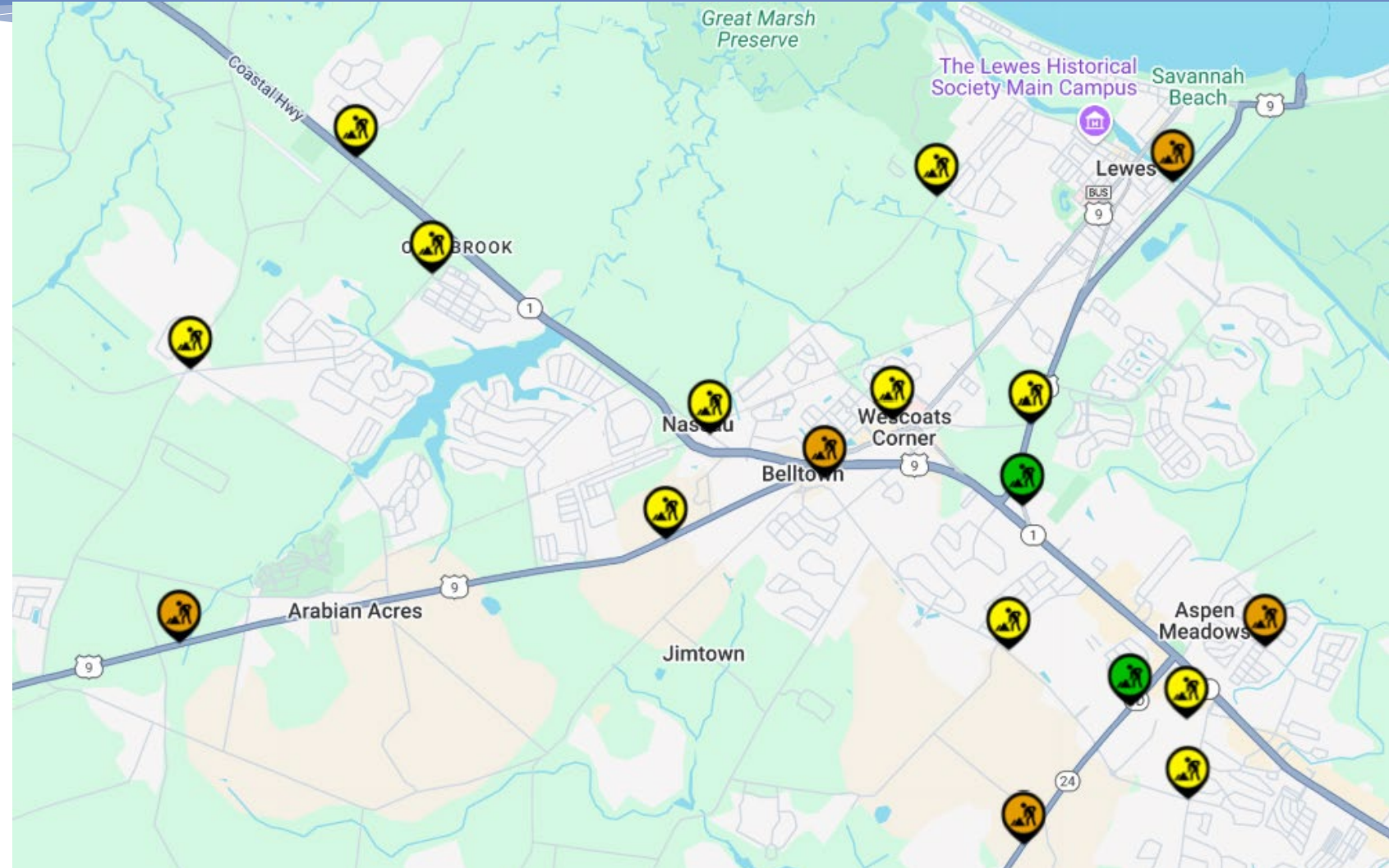
Studies

Planning & Design

Advertising / Bid / Award

Under Construction

Completed



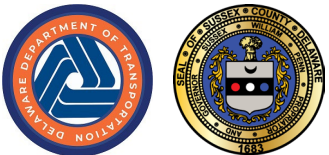
Visit www.deldot.gov/projects



Update on CTP Projects

Recently Completed

1. Coastal Highway Intersection Improvements
2. SR 24, Love Creek to Mulberry Knoll



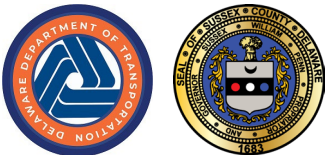
Update on CTP Projects

Recently Completed

1

Coastal Highway Intersection Improvements

- **Project Description:** This project included improvements at the intersection of SR 1 and Old Landing Road. This project extended the Southbound SR 1 U-Turn at Old Landing Road by converting the existing double left-turn lanes at Rehoboth Mall Blvd into one left turn lane.
- **Project Update:** Construction is complete.



Update on CTP Projects

Recently Completed

1

Coastal Highway Intersection Improvements



Update on CTP Projects

Recently Completed

2

SR 24, Love Creek to Mulberry Knoll

- **Project Description:** Project involved safety, operational, and capacity improvements on SR 24 from Love Creek to Mulberry Knoll. Dualization of SR 24 extended to the west of the school entrances.
- **Project Update:** Construction is substantially complete and contractor is working on punchlist items.
- **Projected Construction Completion:** 2024



Update on CTP Projects

Recently Completed

2

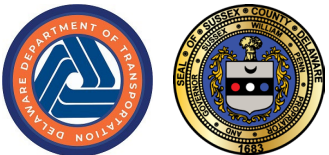
SR 24, Love Creek to Mulberry Knoll



Update on CTP Projects

Construction

1. Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1)
2. Realignment of Old Orchard Road at Wescoats Corner
3. Georgetown to Lewes Trail, Fischer Road to Airport Road



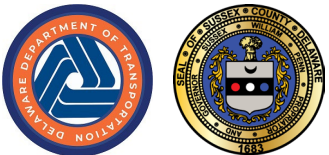
Update on CTP Projects

Construction

1

Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1)

- **Project Description:** Provide intersection safety improvements, pedestrian/bicycle improvements and realignment of the Plantation/Beaver Dam/US 9 intersection.
- **Project Update:** Added widening of US 9 eastbound from roundabout connector to SR 1 work is currently being completed. Final paving occurring under lane closures and is anticipated to be completed spring 2025.
- **Projected Construction Completion:** 2025

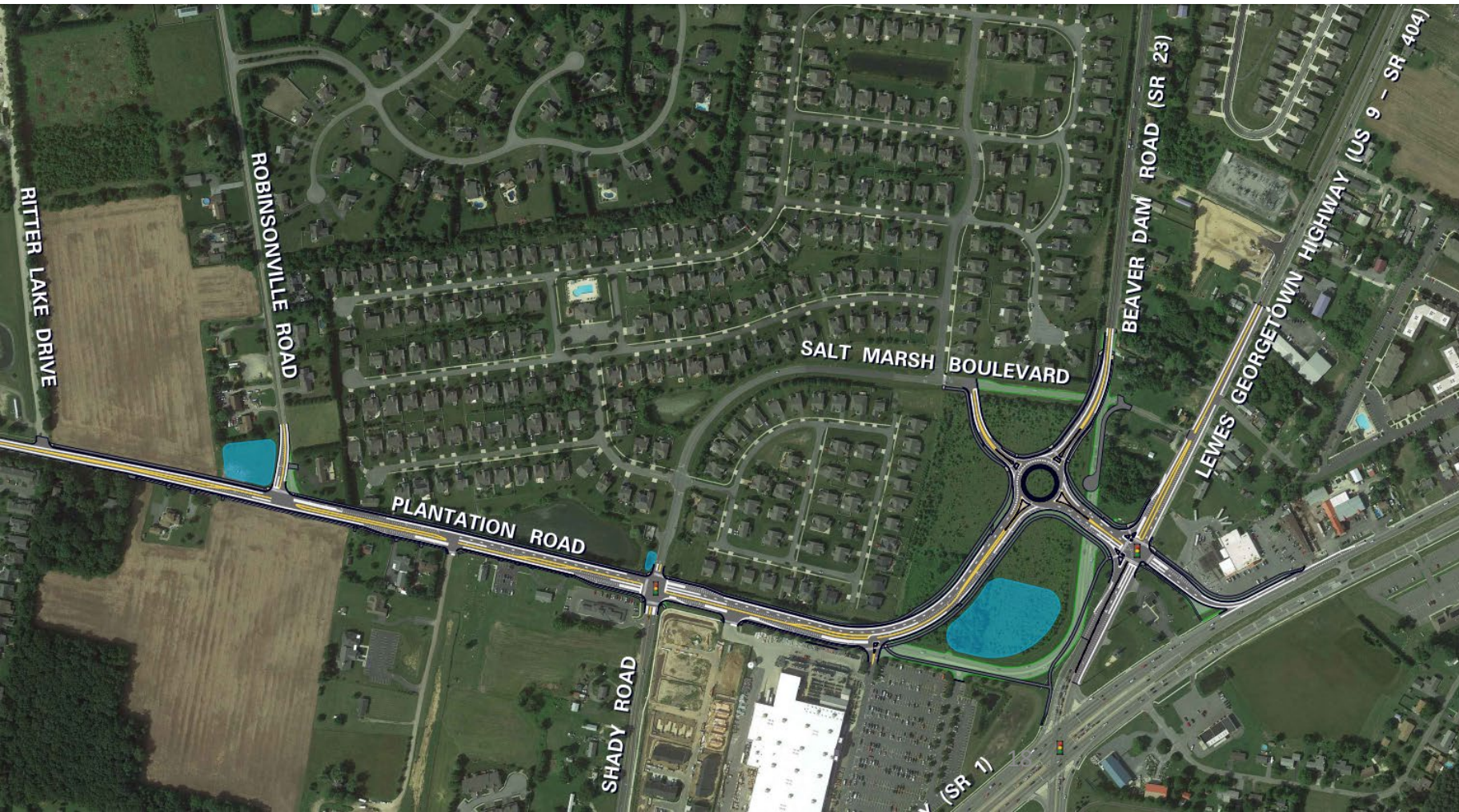


Update on CTP Projects

Construction

1

Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1)



Update on CTP Projects

Construction

2

Realignment of Old Orchard Road at Wescoats Corner

- **Project Description:** Realign Old Orchard Road to intersect Savannah Road at its intersection with Wescoats Road. The intersection of Wescoats Road and Clay Road will also be improved. Pedestrian and bicycle facilities will be incorporated throughout the project.
- **Project Update:** Design is complete. Advance utility work has begun and should last approximately through Fall 2025.
- **Projected Construction Completion:** 2028



Update on CTP Projects

Construction

2

Realignment of Old Orchard Road at Wescoats Corner



Update on CTP Projects

Construction

3

Georgetown to Lewes Trail Fisher Road to Airport Road

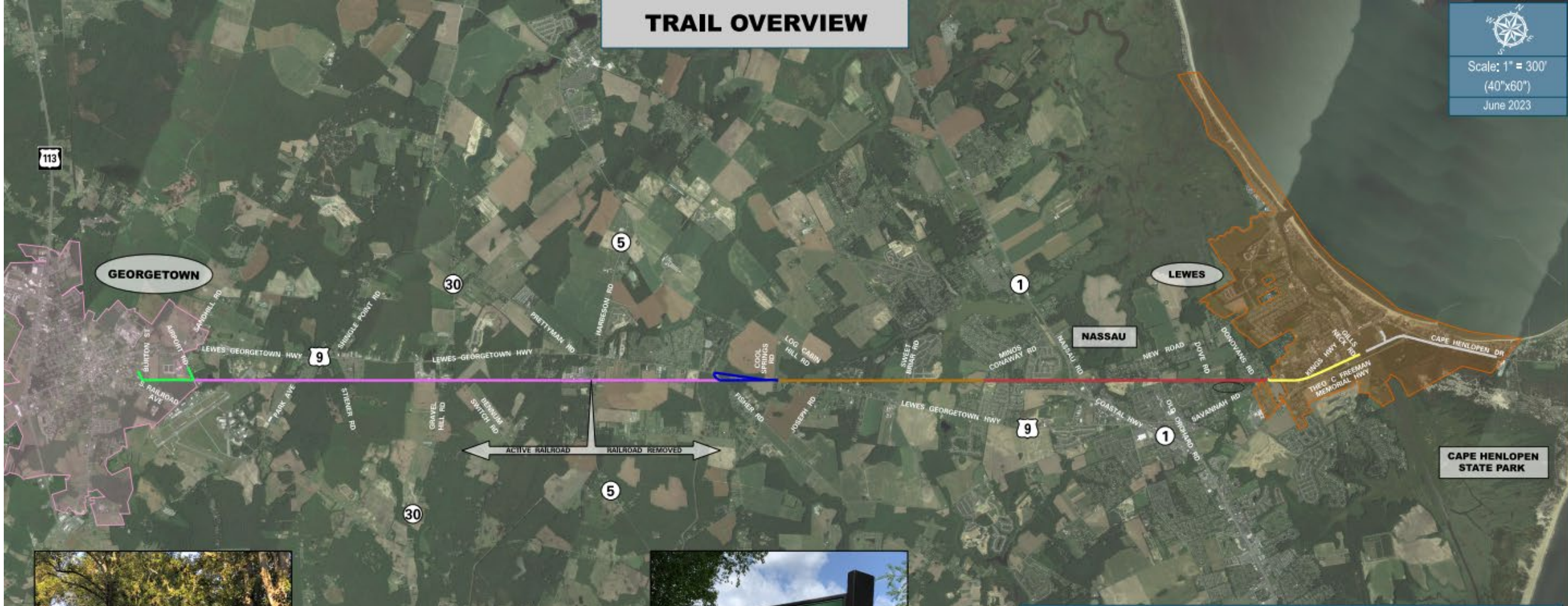
- **Project Description:** This project is an extension of the Georgetown to Lewes Trail from Fisher Road to Airport Road. The trail will be constructed along the railroad corridor as a Rail to Trail and rail with trail project, and will include a 10-foot wide pathway, road crossing improvements with splitter islands, elevated boardwalk features, and informational panels/signage.
- **Project Update:** DelDOT received a \$21M Rebuilding American Infrastructure with Sustainability and Equity grant to fund construction. A groundbreaking ceremony occurred on December 18, 2024. Construction will begin in summer 2025.
- **Projected Construction Completion:** Summer 2026



TRAIL OVERVIEW



Scale: 1" = 300'
(40"x60")
June 2023



← ACTIVE RAILROAD RAILROAD REMOVED →



LEGEND		
OVERALL TRAIL LENGTH: 16.9 MILES*		
	CANAL TO STATE PARK (9,000')	COMPLETE
	SAVANNAH ROAD TO GILLS NECK ROAD (6,000') - PHASE 1	COMPLETE
	MINOS CONAWAY ROAD TO SAVANNAH ROAD (17,250') - PHASE 2	COMPLETE
	COOL SPRING ROAD TO MINOS CONAWAY ROAD (12,650') - PHASE 3	COMPLETE
	FISHER ROAD TO COOL SPRING ROAD (7,300')* - PHASE 4	COMPLETE
	AIRPORT ROAD TO FISHER ROAD (32,000')	UNDER DESIGN
	GEORGETOWN TO AIRPORT ROAD (4,800') - PHASE 8	COMPLETE
	CITY OF LEWES LIMITS	
	GEORGETOWN LIMITS	

Update on CTP Projects

Construction

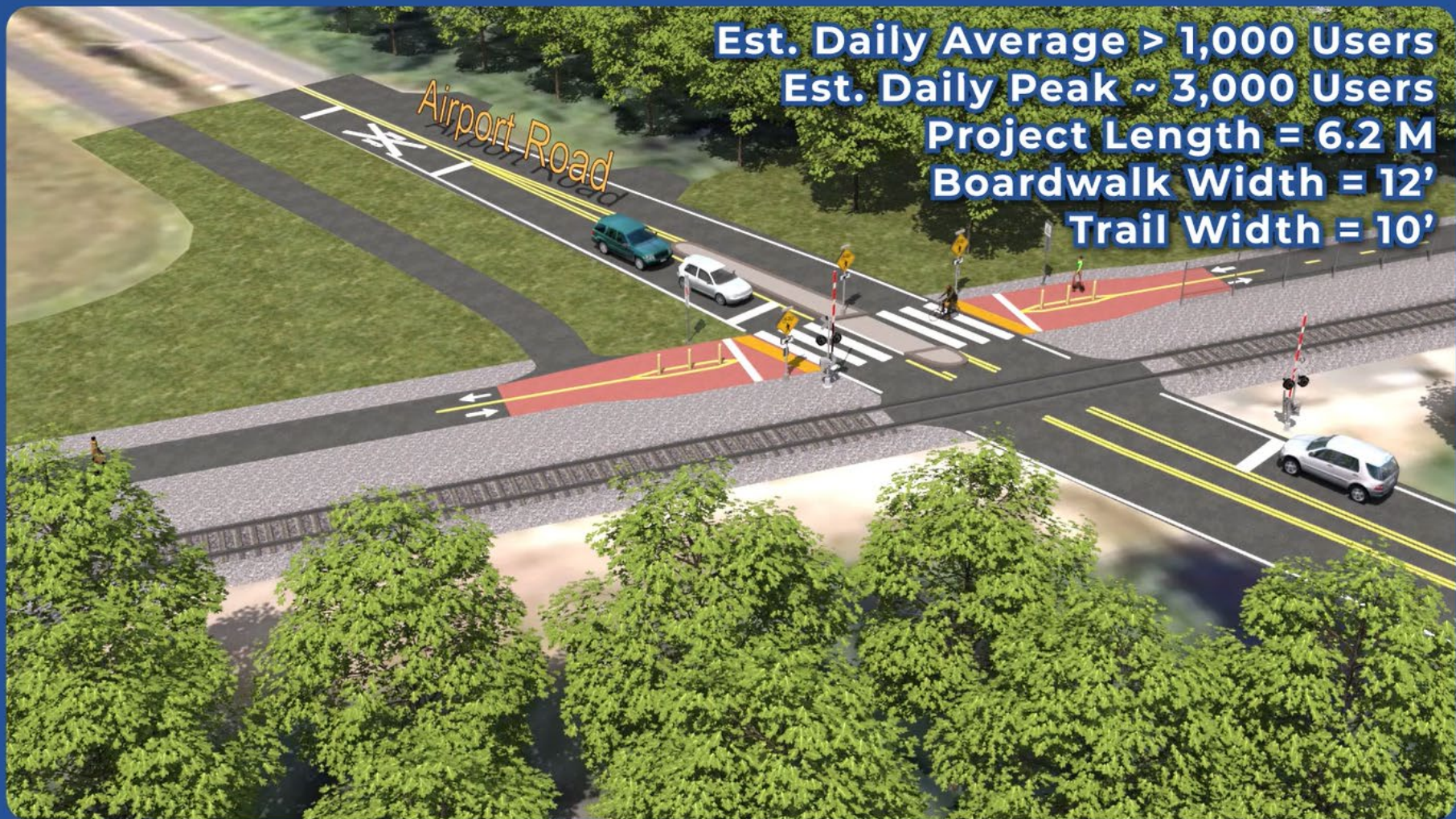
3

Georgetown to Lewes Trail Fisher Road to Airport Road



GEORGETOWN
TO LEWES
TRAIL

Fisher Road to
Airport Road



Est. Daily Average > 1,000 Users
Est. Daily Peak ~ 3,000 Users
Project Length = 6.2 M
Boardwalk Width = 12'
Trail Width = 10'

Update on CTP Projects In Design

1. SR 1 and Cave Neck Road Grade Separated Intersection
2. SR 1, Minos Conaway Road Grade-Separated Intersection
3. SR 1 at S264 & S258 Intersection Improvements
4. Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement
5. BR 3-714 on S266 New Road over Canary Creek
6. Plantation Road, SR 24 to Robinsonville Road (Phase 2)
7. US 9 Widening (Old Vine Road to SR 1)
8. US 9, Kings Highway, Dartmouth Drive to Freeman Highway
9. Airport Rd Extension, Old Landing Rd to SR 24



Update on CTP Projects

Design & Planning

1

SR 1 and Cave Neck Road Grade Separated Intersection

- **Project Description:** This project includes the construction of a grade-separated intersection at SR 1 and Cave Neck Road.
- **Project Update:** Design is progressing. Right-of-way acquisitions are underway. Construction is anticipated to start in summer 2026.
- **Projected Construction Completion:** Summer (July-September) 2028

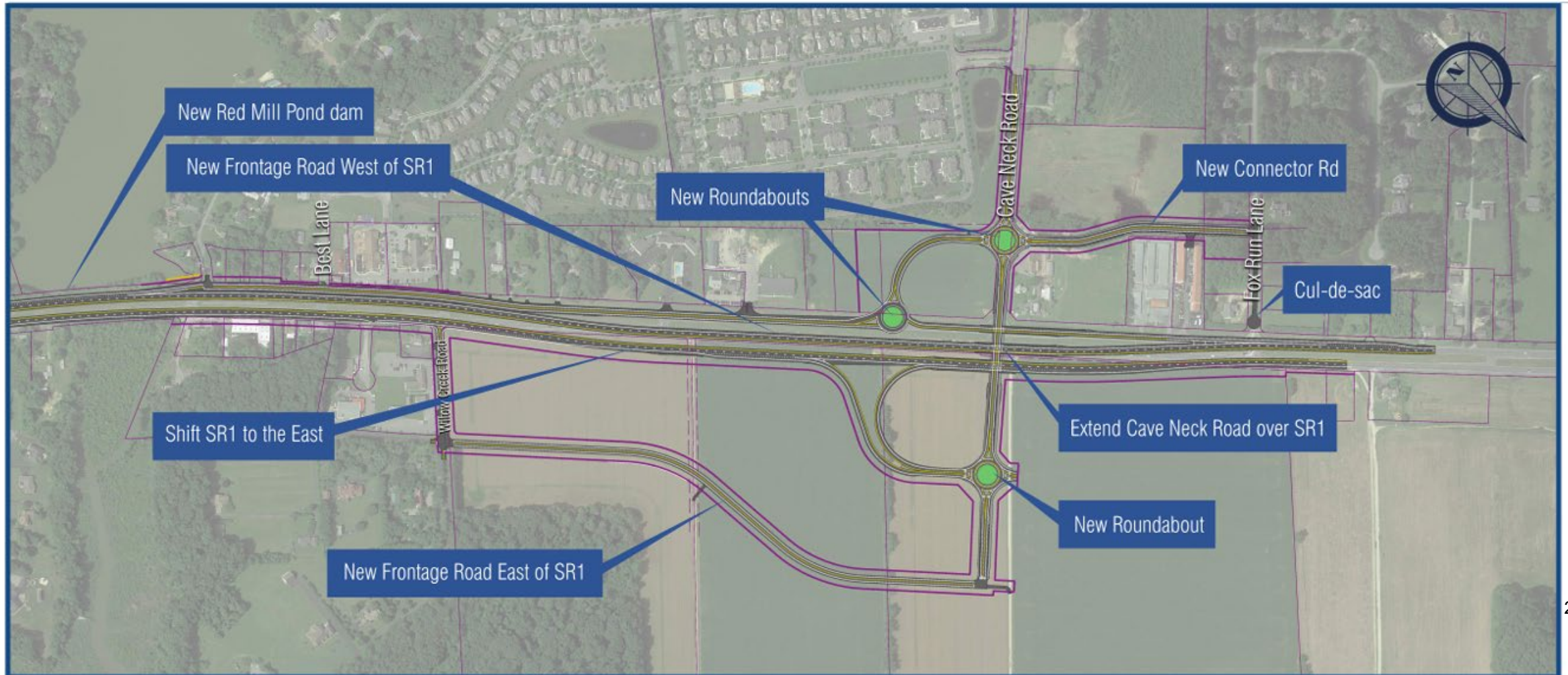


Update on CTP Projects

Design & Planning

1

SR 1 and Cave Neck Road Grade-Separated Intersection



Update on CTP Projects

Design & Planning

2

SR 1, Minos Conaway Road Grade-Separated Intersection

- **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 Update:** Design is complete and the project is being prepared for advertisement. Construction is anticipated to begin in 2025.
- **Projected Construction Completion:** Summer (July-September) 2028



Update on CTP Projects

Design & Planning

2

SR 1, Minos Conaway Road Grade-Separated Intersection



Update on CTP Projects

Design & Planning

2

SR 1, Minos Conaway Road Grade-Separated Intersection



Update on CTP Projects

Design & Planning

3

SR 1 at S264 & S258 Intersection Improvements

- **Note:** S264 is Eagle Crest Road and Oyster Rocks Road
S258 is Hudson Road/Steamboat Landing Road
- **Project Description:** This project will provide median and side road channelization to allow certain movements and remove some movements at these two intersections. The project also includes the closure of some median crossovers and improvement of auxiliary lanes.
- **Project Update:** The construction schedule is not yet known and is dependent on coordination with the SR 1 and SR 16 grade separation project as well as local special events.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

3

SR 1 at S264 & S258 Intersection Improvements



Update on CTP Projects

Design & Planning

SR 1 at S264 & S258 Intersection Improvements



Update on CTP Projects

Design & Planning

4

Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement

- **Project Description:** The project includes geometric changes to the Cave Neck Road Intersections at Sweetbriar Rd and Hudson Rd to help alleviate safety concerns. A 5-legged roundabout will be implemented.
- **Project Update:** Design is progressing on the 5-legged roundabout alternative. Right of way acquisitions are underway.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

4

Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement



Update on CTP Projects

Design & Planning

5

BR 3-714 on S266 New Road over Canary Creek

- **Project Description:** Replace Bridge 3-714 and raise approach roadway to reduce flood frequency.
- **Project Update:** Design is complete, right of way acquisitions are nearly complete. Due to environmental requirements, wetland mitigation has not been finalized due to lack of viable sites. Efforts are on-going and construction scheduling is based on finding a viable site and therefore cannot be determined. The bridge continues to be monitored for safety. Bridge construction start date will be updated once the mitigation issue is resolved.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

5

BR 3-714 on S266 New Road over Canary Creek



Update on CTP Projects

Design & Planning

6

Plantation Road, SR 24 to Robinsonville Road (Phase 2)

- **Project Description:** The project consists of operational improvements including turn lanes and other intersection modifications, median turn lanes for residential entrances, and bicycle and pedestrian facilities throughout the corridor. Phase 2 of this project begins near the intersection of Plantation Road and Shady Road/Salt Marsh Blvd and ends north of the intersection of Plantation Road and SR 24. An estimated 41 parcels will be impacted by this project.
- **Project Update:** Phase II Plantation Road Improvements will continue as a two-lane concept.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

7

US 9 Widening (Old Vine Road to SR 1)

- **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:** Purpose of the project is to provide additional capacity to accommodate the design year traffic volumes and improve the safety of the US9 corridor from Old Vine Road to SR 1. Henlopen TID technical analysis and study recommendations; Five Points Working Group recommendation.
- **Project Update:** Design is progressing.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

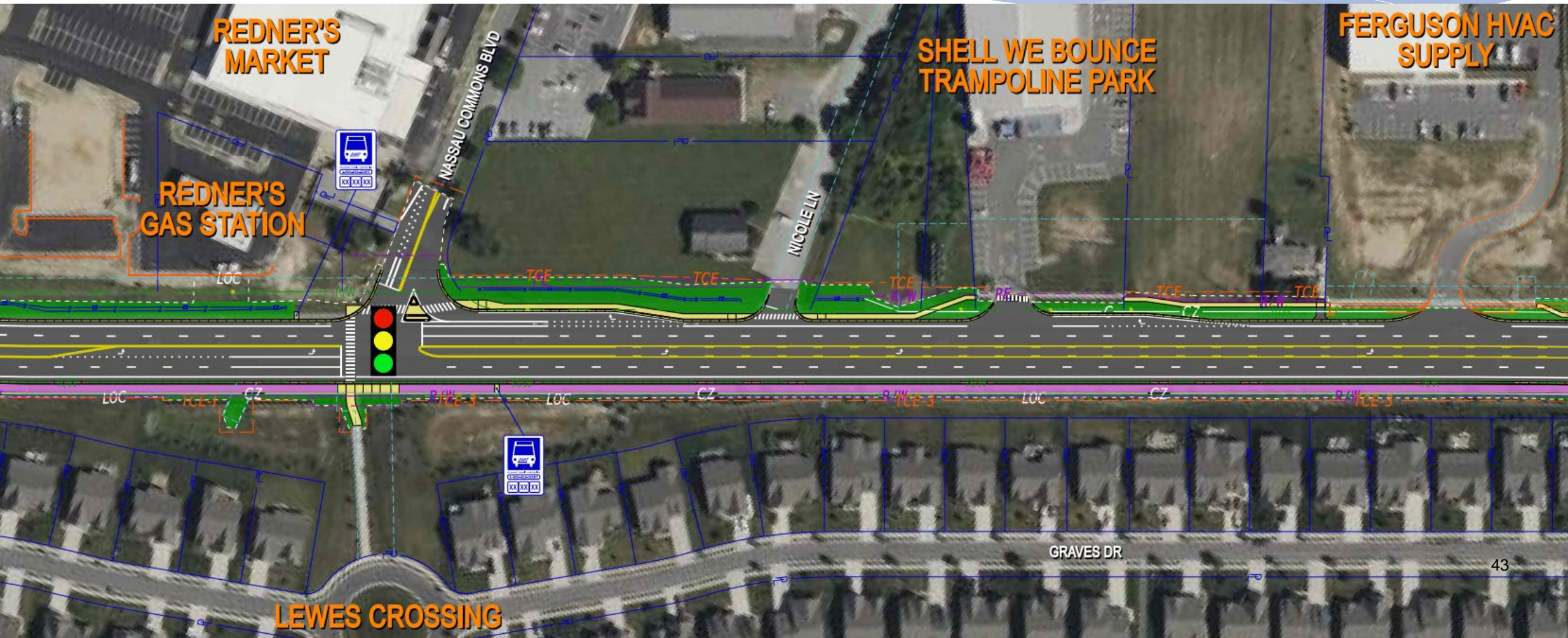
US 9 Widening (Old Vine Road to SR 1)



Update on CTP Projects

Design & Planning

US 9 Widening (Old Vine Road to SR 1)



Update on CTP Projects

Design & Planning

8

US 9, Kings Highway, Dartmouth Drive to Freeman Highway

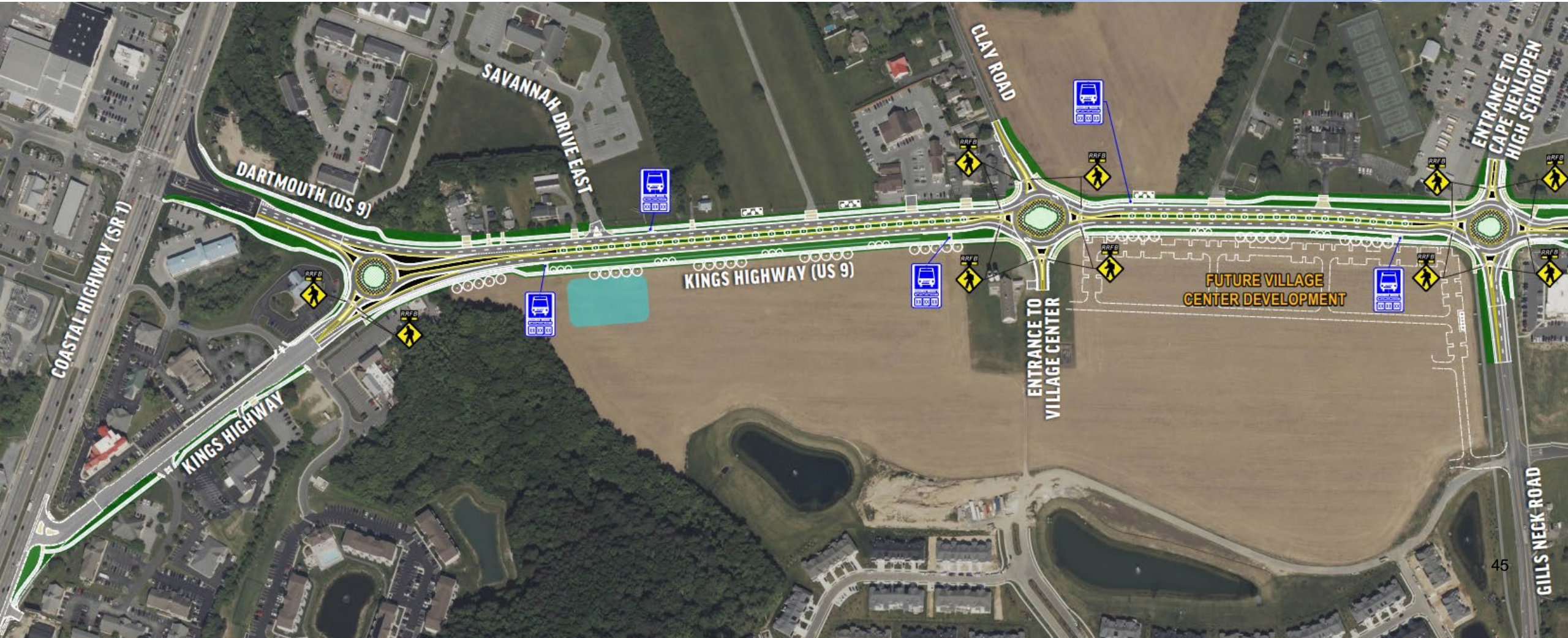
- **Project Description:** This project consists of widening Kings Highway from Dartmouth Drive to the split with Freeman Highway. The project includes intersection reconstruction, multimodal upgrades (shared use path and sidewalks) throughout the project limits, and integration of the Kings Highway and Gills Neck Road Master Plan.
- **Project Update:** Design is progressing.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

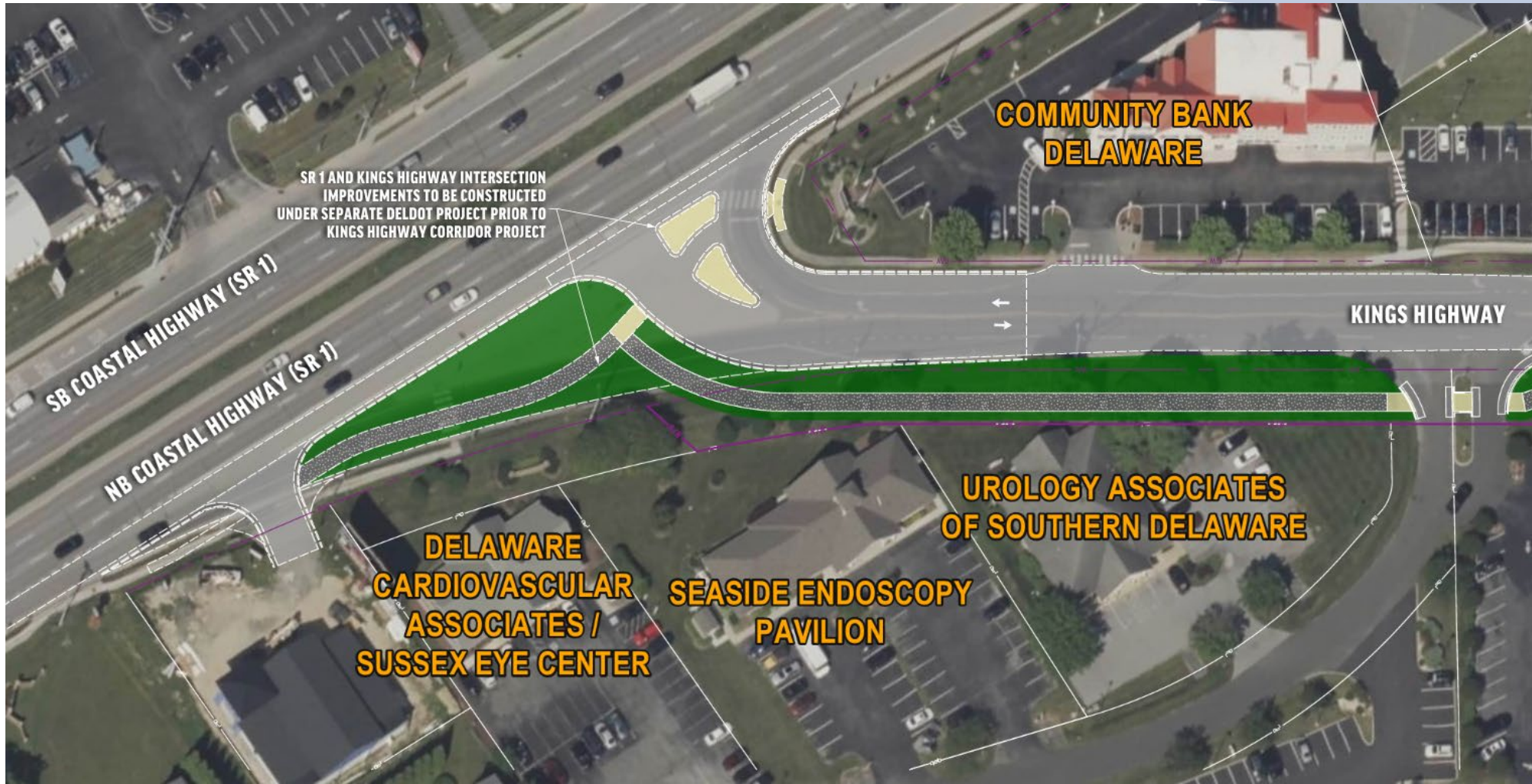
US 9, Kings Highway, Dartmouth Drive to Freeman Highway



Update on CTP Projects

Design & Planning

US 9, Kings Highway, Dartmouth Drive to Freeman Highway



Update on CTP Projects

Design & Planning

US 9, Kings Highway, Dartmouth Drive to Freeman Highway



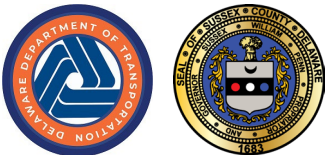
Update on CTP Projects

Design & Planning

9

Airport Rd Extension, Old Landing Rd to SR 24

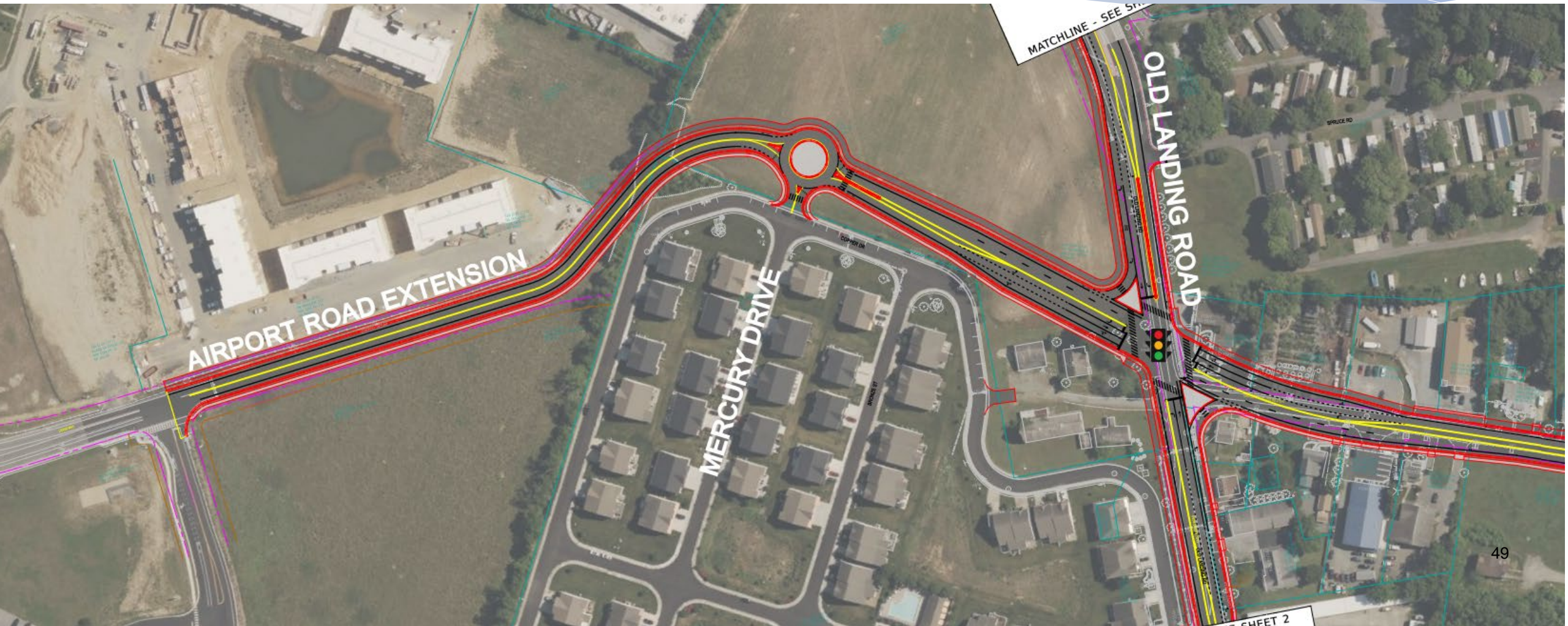
- **Project Description:** Intersection improvements and extension of Airport Road to Route 24. Provides additional connectivity through a crowded segment.
- **Project Update:** Design is underway.
- **Projected Construction Completion:** TBD



Update on CTP Projects

Design & Planning

Airport Rd Extension, Old Landing Rd to SR 24

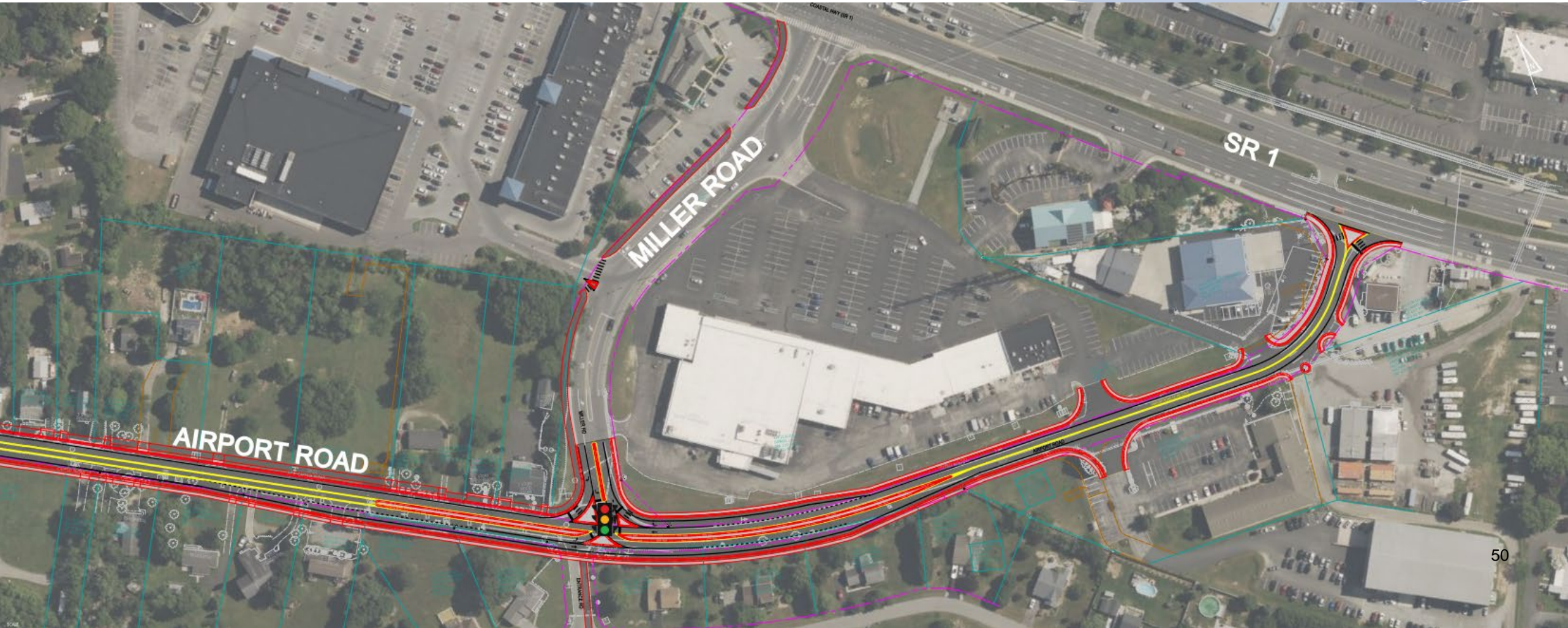


Update on CTP Projects

Design & Planning

9

Airport Rd Extension, Old Landing Rd to SR 24



Update on CTP Projects

In CTP, not yet in design

1. Old Landing Road and Warrington Road Intersection Improvement
2. Shady Road from Plantation Road to SR 1 Improvements
3. Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
4. Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road
5. Postal Lane from Linden Lane to SR 1 Improvements
6. New Road, Nassau Road to Old Orchard Road



Update on CTP Projects

In CTP, not yet in design

1

Old Landing Road and Warrington Road Intersection Improvement

- **Project Description:** This project proposes a roundabout be installed at the intersection of Old Landing Road and Warrington Road.
- **Project Justification:** Previous studies called for a signal. No concept has been developed and the study should be brought up to date.
- **Project Update:** This project will be on hold until Airport Road extension is operational.
- **Projected Construction Completion:** TBD



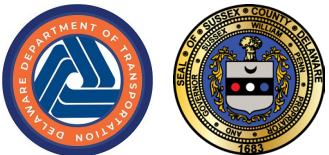
Update on CTP Projects

In CTP, not yet in design

2

Shady Road from Plantation Road to SR 1 Improvements

- **Project Description:** Roadway improvements include turn lanes, sidewalk, and shoulders to provide for safe movement of all types of travel.
- **Project Justification:** Five Point Study and Henlopen TID
- **Project Update:** Design is funded and scheduled to begin in FY 2028.
- **Projected Construction Completion:** TBD



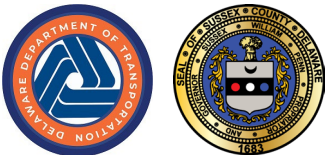
Update on CTP Projects

In CTP, not yet in design

3

Beaver Dam Road Widening (SR 1 to Dairy Farm Road)

- **Project Description:** Widen the roadway to provide two travel lanes in each direction and complete associated intersection improvements.
- **Project Justification:** This is the future growth area as identified in the Henlopen Transportation Improvement District technical analysis.
- **Project Update:** Design is funded and scheduled to begin in FY 2026.
- **Projected Construction Completion:** TBD



Update on CTP Projects

In CTP, not yet in design

4

Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road

- **Project Description:** New two-lane roadway to connect communities and alleviate congestion on parallel routes. Provides improved mobility for local traffic.
- **Project Justification:** This new road segment was recommended by the Five Points Working Group and was studied as an alternative to widening Plantation Road from Robinsonville to Cedar Grove because of the high cost of the widening project. Based on the findings of the Henlopen Transportation Improvement District (TID), if Mulberry Knoll Road was extended to US 9, the Plantation widening would not be necessary prior to 2050.
- **Project Update:** Design is funded and scheduled to begin in FY 2028.
- **Projected Construction Completion:** TBD



Update on CTP Projects

In CTP, not yet in design

5

Postal Lane from Linden Lane to SR 1 Improvements

- **Project Description:** Roadway improvements to include shoulders, sidewalk, and a bicycle lane.
- **Project Justification:** This project will continue improvements along Postal Lane due to the limited road widths and mailboxes in the State's right-of-way. These improvements were recommendations of the Five Points Working Group and Henlopen Transportation Improvement District due to high growth in the area and the need for multi-modal travel.
- **Project Update:** Design is funded and scheduled to begin in FY 2028.
- **Projected Construction Completion:** TBD



Update on CTP Projects

In CTP, not yet in design

6

New Road, Nassau Road to Old Orchard Road

- **Project Description:** Improving New Road follow a recommendation to the New Road Master Plan for added shoulders and multi-modal facilities.
- **Project Justification:** City of Lewes request due to Minos Conaway Project development and Canary Creek Bridge on New Road.
- **Project Update:** In CTP, not yet started design.
- **Projected Construction Completion:** TBD



Update on CTP Projects

New Projects

1. Hudson Road between Route 9 and Route 1 Improvements
2. US 9 between Old Vine Boulevard and Dairy Farm Road Corridor Improvements



Hudson Road between Route 9 and Route 1 Improvements

- **Project Description:** Upgrade pavement section to two 11' lanes, shoulders, and turn lanes, where analysis supports need. Implement Complete Streets Policy; provide transit, biking, and pedestrian amenities and drainage, where appropriate.
- **Justification:** Provide transportation infrastructure to serve recent and proposed development activity. Upgrade pavement and cross-section to support current and future traffic levels. Provide full or partial shoulders, where appropriate. Provide turn lanes to enhance traffic flow and safety.
- **Source:** Sussex County Request

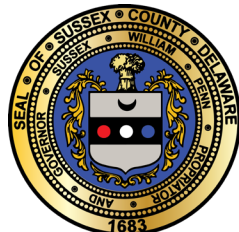


US 9 between Old Vine Boulevard and Dairy Farm Road Corridor Improvements

- **Project Description:** Upgrade pavement section to four 11' lanes, shoulders, and turn lanes. Implement Complete Streets Policy ; provide transit, biking, pedestrian amenities, and drainage, where appropriate. Provide shared use paths.
- **Justification:** Coordinate with and extend US 9 improvements east of this section, from Old Vine Boulevard to SR 1. Provide transportation infrastructure to serve recent and proposed development activity. Upgrade pavement and cross-section to support current and future traffic levels. Provide turn lanes to enhance traffic flow and safety.
- **Source:** Henlopen TID; Five Points Group Recommendation C-1; Coastal Corridor Committee Recommendation



Statewide Development Trends & Annual Report



Office of State Planning Coordination

- **Enabling Legislation:** 29 Delaware Code §9101
- **Administration:** Office of State Planning Coordination
- **Leadership:** Office of Management & Budget (OMB)/Cabinet Committee on State Planning Issues
- **Guiding Document:** Strategies for State Policies and Spending
- **Implementation Process:**
 - Preliminary Land Use Service (PLUS)
 - Review local government comprehensive plans
- **Tracking Document:** Annual Report for State Planning Coordination



Office of State Planning Coordination

- **Background:** established under 29 Delaware Code §9101 (g) in mid 1990s
- **Mission:** continuous improvement of the coordination and effectiveness of land use decisions made by state, county, and municipal governments while building and maintaining a high quality of life in the State of Delaware.
- **Staff:** State Planning Director and 6 staff members, including 1 Circuit Rider Planner for each County
- **Also staffs Cabinet Committee on State Planning Issues**



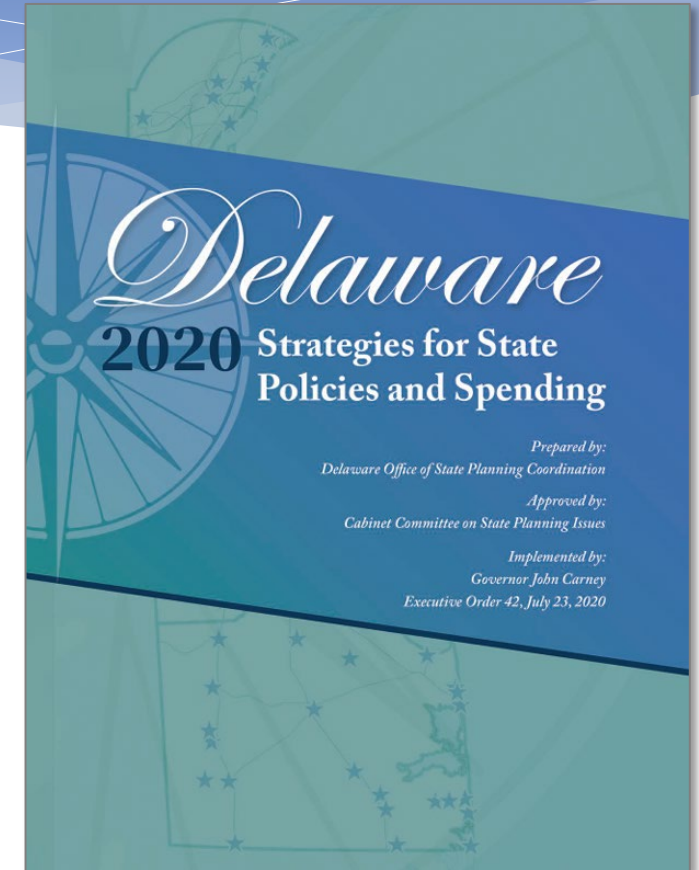
Cabinet Committee on State Planning Issues (CCSPI)

- **Purview:** matters relating to the orderly growth and development of the State, including recommendations on:
 - The most desirable patterns of land use
 - Major circulation patterns for transportation and communication facilities
 - The need and location of major public and private works and facilities (e.g. utilities, flood control works, governmentally owned facilities)
 - Land use planning actions subject to review and comment per State Code
 - Preparing the [Strategies for State Policies and Spending](#) document and maps
 - Performing other responsibilities with respect to **Downtown Development Districts**



Strategies for State Policies and Spending

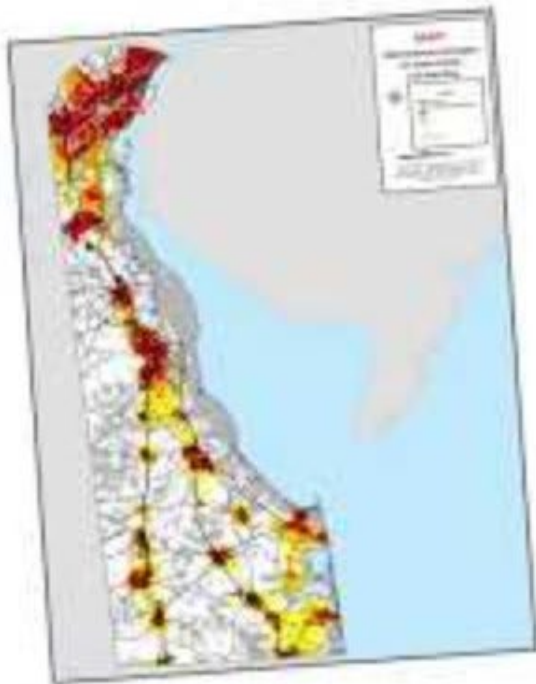
- **Background:** Created in 1999, updated every 5 years (last update 2020)
- **Purpose:**
 - Primary policy guide – summarizes State's land use goals, policies, and strategies
 - Used by all State agencies
 - Direct State spending that support the most efficient use of state resources (physical, fiscal, and natural)
 - Spending allocated based on designated investment levels 1-4



Strategies are being updated in 2025!



Investment Levels



- Level 1
- Level 2
- Level 3
- Level 4

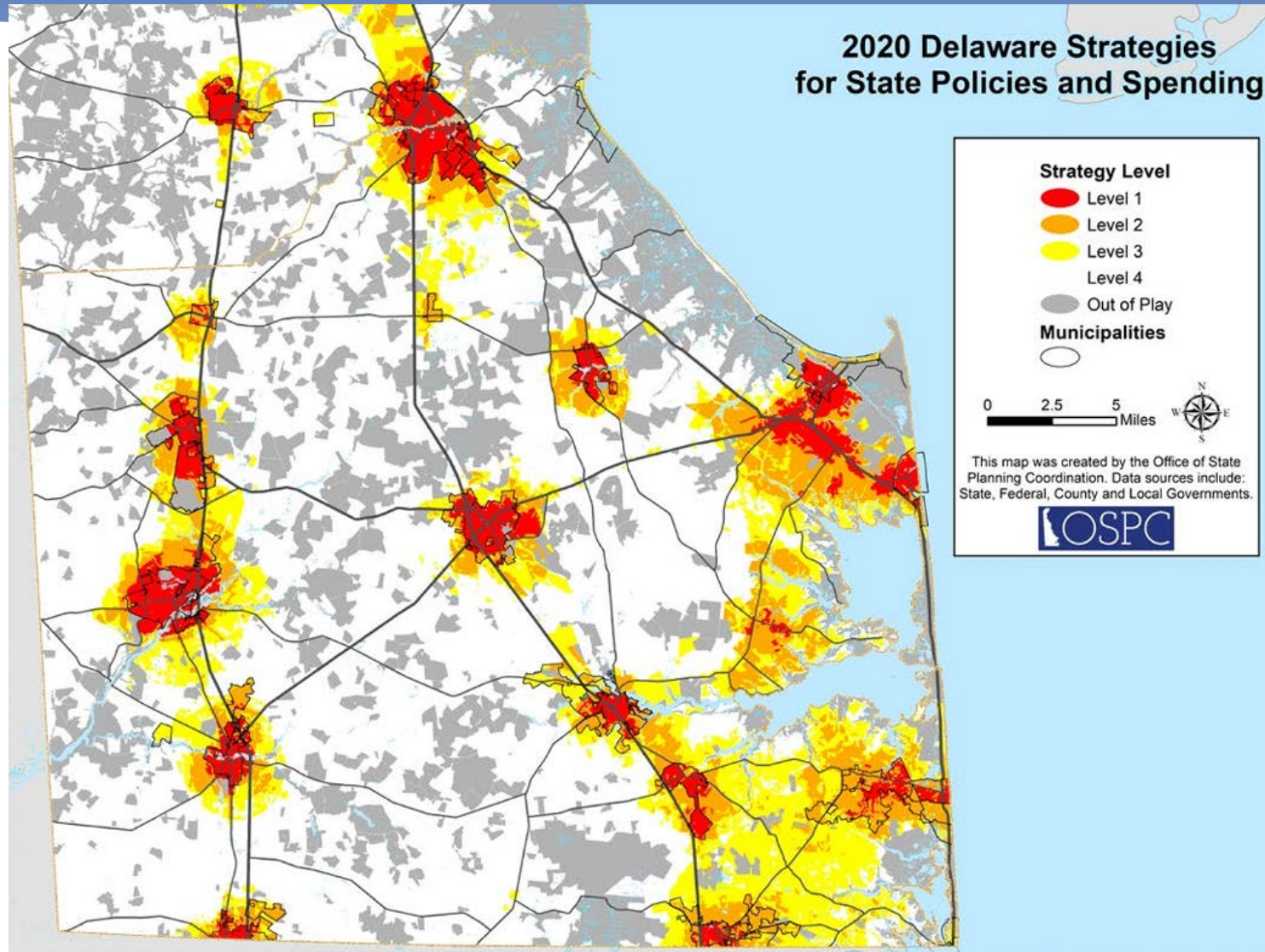


Delaware Strategies for State Policies and Spending

Visit strategies.stateplanning.Delaware.gov for more information



Investment Levels



Preliminary Land Use Service (PLUS)

- **Purpose:** provide state agency review of major land use change proposals prior to submission to local governments
- **Proposals Reviewed are based on the Sussex MOU:**
 - Residential Planned Communities
 - Major residential subdivisions (50+ units)
 - Major non-residential developments with a total floor area greater than 75,000 square feet
 - Applications for rezoning inconsistent with the Sussex County Comprehensive Plan
 - And more... see MOU for details



OSPC Annual Report

- **Required annually**
- **Includes:**
 - **State Strategies Implementation**
 - Development Trends
 - Agency Accomplishments
 - The Cabinet Committee in Action
 - **OSPC Support Activities**
 - **Recommendations**



Development Trends by Strategy Level

Development Trend data 2019-2023 with PLUS data 2019-September 2024

Select by County
Statewide

Residential Building Permits
12,981
Total Units - Level 4

Non-residential Building Permits
2,288,442
Sq. Feet - Level 4

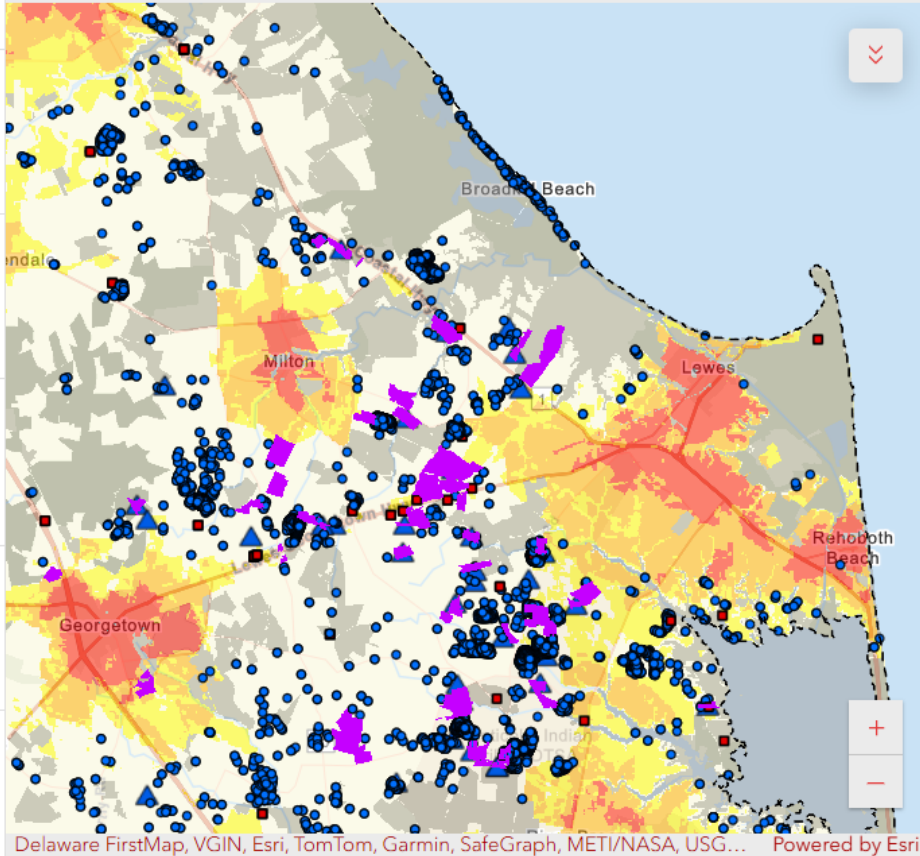
Residential Dev Apps
5,652
Total Units - Level 4

Non-residential Dev Apps
402,286
Sq. Feet - Level 4

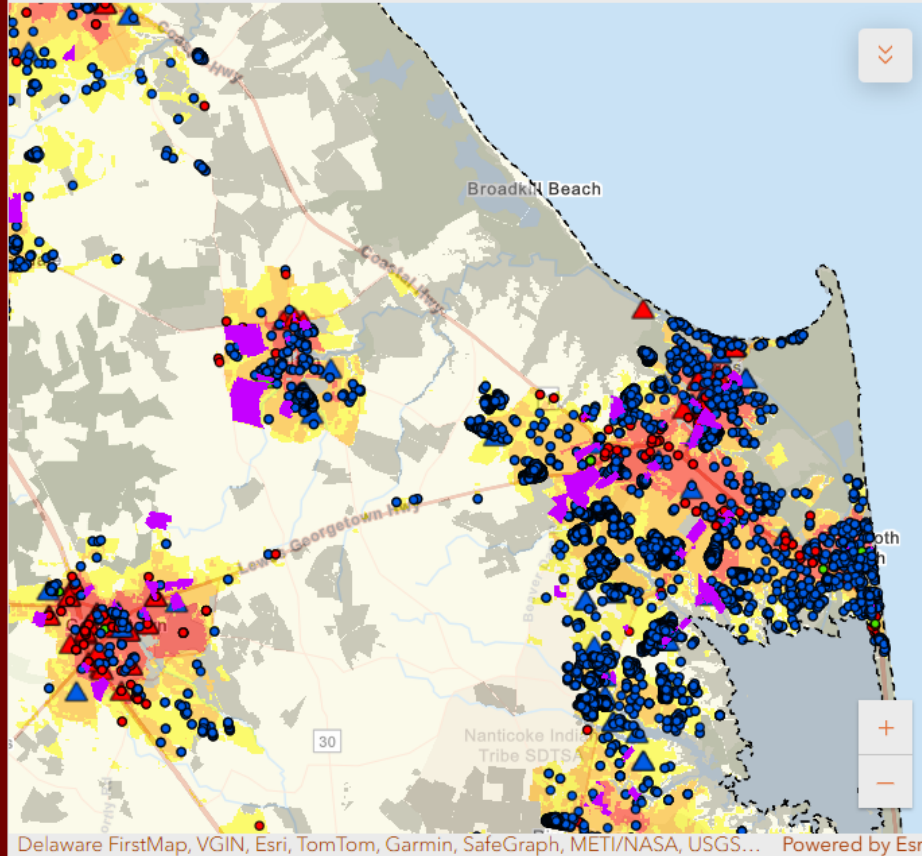
Residential PLUS Projects
16,304
Total Units - Level 4

Non-residential PLUS Projects
1,726,328
Sq. Feet - Level 4

Development Trends in Strategy Level 4



Development Trends in Strategy Levels 1, 2 & 3



Building Permits - Residential
57,615
Total Units - Levels 1, 2, 3

Building Permits - Non-Residential
46,804,140
Sq. Feet - Levels 1, 2, 3

Dev Apps - Residential
37,351
Total Units - Levels 1, 2, 3

Dev Apps - Non-residential
61,403,178
Sq. Feet - Levels 1, 2, 3

Residential PLUS Projects
44,388
Total Units - Levels 1, 2, 3

Non-residential PLUS Projects
32,824,625
Sq. Feet - Levels 1, 2, 3

Development Trends Mapping

Residential Dev Trends Pie Charts

Non-residential Dev Trends Pie Charts

Development Trends Dashboard Available Online



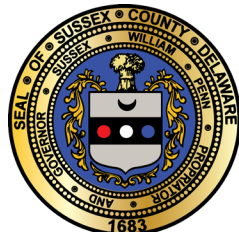
Phase 2 Implementation Plan Update

**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
 \$\$\$\$\$ \$20M - \$200M
 \$\$\$\$\$\$ > \$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. Implement policies and procedures to make the area more efficient, sustainable, and beautiful													
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	IN PROGRESS	In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DeIDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DeIDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DeIDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments).
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	0	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DeIDOT app.
B	4	Y	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now prescriptive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	0	IN PROGRESS	DeIDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1, C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Hanigpen TID agreement. The Hanigpen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.



78 recommendations

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

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

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

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

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



Current status (as of January 2025)

74 of 78 recommendations in progress, ongoing, or completed

Compares to 72 of 78 at last meeting (October 2024)

- 4 Category B recommendations now “Complete”
- 1 Category C recommendation now “Complete”
- 1 Category D recommendation now “Complete”
- 1 Category E recommendation now “Complete”
- 1 Category E recommendation now “Ongoing”
- 1 Category E recommendation now “In Progress”



Current status (as of January 2025)

Number of recommendations by status

Status	A	B	C	D	E	Total per status
Complete	6	12	13	5	3	39
Ongoing	0	5	2	0	1	8
In Progress	1	8	4	10	4	27
<i>Longer-term</i>	0	2	1	0	1	4
Total per category	7	27	20	15	9	



Category A

Being addressed by current DeIDOT projects and initiatives

Number of recommendations by status

Status	Oct 2024	Jan 2025	Change
COMPLETE	6	6	-
ONGOING	0	0	-
IN PROGRESS	1	1	-
Initiate in 2025	0	0	-
Longer-term	0	0	-
Total A	7	7	



Category B

Policies and procedures

Number of recommendations by status

Status	Oct 2024	Jan 2025	Change
COMPLETE	8	12	+4
ONGOING	6	5	-1
IN PROGRESS	11	8	-3
Initiate in 2025	0	0	-
Longer-term	2	2	-
Total B	27	27	



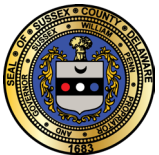
Category B progress

- **B-1 – Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation**
 - Changed from “Ongoing” to “Complete”
 - Ordinance 3061 amending the Code of Sussex County, Chapter 99, Article II, § 99-9 was adopted by County Council on December 10, 2024.
 - Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate" as reflected in the applicant’s preliminary plat.



Category B progress

- **B-2 – Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion**
 - Still classified as “In progress”
 - The Perimeter Buffer Ordinance amending the Code of Sussex County was adopted by County Council on August 27, 2024.
 - The ordinance strengthens requirements for buffering and forest retention along the boundaries of residential development.



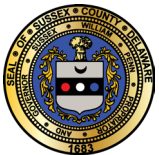
Category B progress

- **B-8 – Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full**
 - Changed from “In Progress” to “Complete”
 - At Cape Henlopen, park access and use types would make it difficult to determine available parking spaces.
 - For test purposes, DeIDOT installed trailer mounted technology at the entrance to Fenwick Island State Park and provided real time parking availability. This was possible because the parking lot has one access/exit point with dedicated parking.
 - After analysis, DeIDOT concluded that parking management at Cape Henlopen State Parks and other public parking lots in Lewes is not feasible.



Category B progress

- **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**
 - Classified as “In Progress”
 - Have you observed any areas with poor drainage since our last meeting?



Category B progress

- **B-18 – Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County**
 - Changed from “In Progress” to “Complete”
 - The Savannah Road Master Plan was completed at the end of 2024.
 - This effort was funded and supported by DeIDOT, but led by Historic Lewes Byway/Delaware Greenway.
 - The plan will first be reviewed by the Historic Lewes Byway’s management organization and they will have an opportunity to recommend a path forward for public outreach and implementation.
 - The Master Plan includes recommendations for a gateway along Savannah Road. Funding to design and construct the gateway elements will need to be determined and secured.



Category B progress

- **B-18 (cont.) – Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County**
 - The Kings Highway project will include extensive beautification in the proposed roundabouts. The DeIDOT Team is coordinating with the City of Lewes and Lewes In Bloom.
 - The MERJE “Delaware Beaches Route 1 Corridor Wayfinding Program” developed by Southern Delaware Tourism with support of Sussex County, the City of Lewes, the City of Rehoboth Beach, DeIDOT, and other stakeholders along the corridor includes recommendations for two welcome/Gateway signs, one at the Nassau Bridge and one facing the Lewes Ferry Terminal exit.



Category B progress

- **B-25 – Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use**
 - Changed from “In Progress” to “Complete”
 - The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded.
 - However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases.
 - After assessing the costs and benefits of this improvement as part of the TID process it was identified as a low priority project.



Category C

Make the most of existing roadway infrastructure

Number of recommendations by status

Status	Oct 2024	Jan 2025	Change
COMPLETE	12	13	+1
ONGOING	2	2	-
IN PROGRESS	5	4	-1
Initiate in 2025	0	0	-
Longer-term	1	1	-
Total C	20	20	



Category C progress

- **C-1 – Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes**
 - Still classified as “In progress”
 - Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard which is programmed in the FY 23-28 CTP. The construction schedule is TBD.
 - The Coastal Corridors Study recommended a Corridor Study on Route 9 focused on the area west of Old Vine Boulevard through 113, with a focus on the area between SR 5 and Old Vine Boulevard. Scenario forecasting for that study is underway as of fall 2024.



Category C progress

- **C-10 – Continue to improve traffic signal phasing, timing and coordination using real time monitoring ad control technologies**
 - Still classified as “Ongoing”
 - In 2024, DeIDOT evaluated the SR 1 beach corridor as part of their annual Traffic Signal Retiming project.
 - The signal timings and coordination were implemented in Fall 2024. DeIDOT continues to monitor the corridor for improvement.
 - Additionally, the corridor changed to automatically change signal timing patterns based on live traffic, rather than running a fixed time-of-day timing schedule.



Category C progress

- **C-16 – Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road**
 - Changed from “In Progress” to “Complete”
 - The Five Points project team met with Cape Henlopen School District (CHSD) 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.



Category C progress

- **C-16 (cont.) – Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road**
 - It is anticipated that delays on SR24 will be improved by DeIDOT's SR24, Love Creek to Mulberry Knoll project which was completed as of the end of 2024.
 - The new signal at the intersection of SR24/Mulberry Knoll Road is operational which should aid in the access to this roadway. DeIDOT also made adjustments at the signal that provides access to the schools on SR24.
 - Troop 7 is not interested in providing the Elementary School access to their driveway/entrance on Mulberry Knoll Road at this time.



Category D

Walking, bicycling, and transit

Number of recommendations by status

Status	Oct 2024	Jan 2025	Change
COMPLETE	4	5	+1
ONGOING	0	0	-
IN PROGRESS	11	10	-1
Initiate in 2025	0	0	-
Longer-term	0	0	-
Total D	15	15	



Category D progress

- **D-2 – Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails**
 - Still classified “In Progress”
 - The SR 1 Low-Stress Bikeway Study is evaluating potential connections
 - Ordinance 3061 amending the Code of Sussex County, Chapter 99, Article II, § 99-9 was adopted by County Council on December 10, 2024.
 - Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate" as reflected in the applicant’s preliminary plat.



Category D progress

- **D-7 – Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network**
 - Changed from “In Progress” to “Complete”
 - 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. DTC will be applying for grants to support these proposals.
 - DTC is now focusing on implementing the DART Reimagined recommendations.



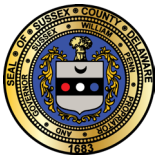
Category D progress

- **D-10 – Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations**
 - Still classified as “In Progress”
 - In March 2024, DeIDOT Traffic submitted a project nomination to Project Development South for the consideration of a median barrier type treatment along the entire length of SR 1 in Sussex County.
 - Traffic engineering will take the lead on design for this project. As of early 2025, there have been no design efforts or feasibility studies for the section of SR 1 south of Five Points.
 - Grade separated intersection locations and widening projects are including median barriers within those project limits.



Category D progress

- **D-13 – Identify locations in the study area where bike parking can be provided**
 - Still classified as “In Progress”
 - Through the Development Coordination, bike parking is recommended for commercial developments.
 - Bike parking recommendations were included as part of the Lewes Bike Plan, which was to be completed in spring 2024.
 - The County supports bike parking in strategic locations, such as in parks and at trail heads where bike parking is desirable. Hudson Park is one potential location.



Category E

New infrastructure

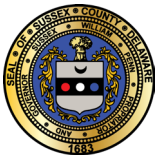
Number of recommendations by status

Status	Oct 2024	Jan 2025	Change
Complete	2	3	+1
Ongoing	0	1	+1
In progress	4	4	-
Initiate in 2025	0	0	-
Longer-term	3	1	-2
Total E	9	9	

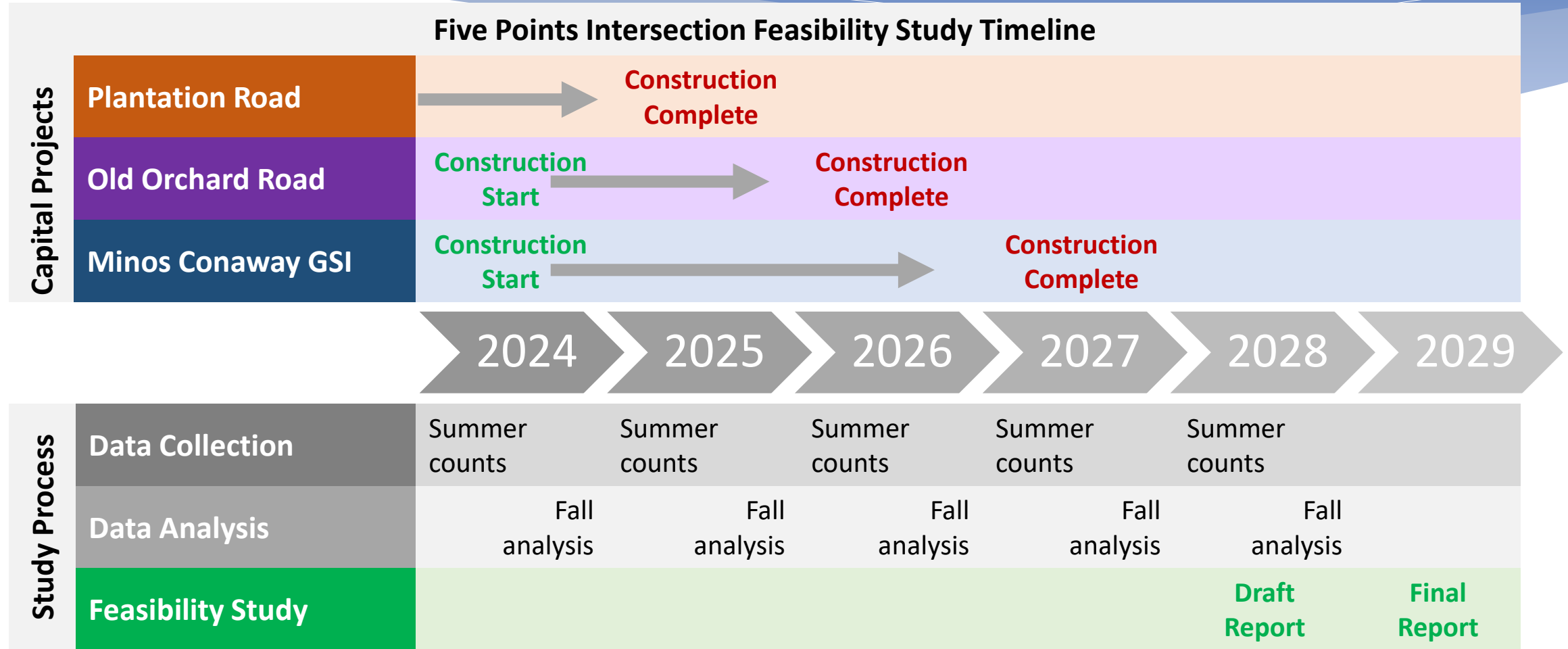


Category E progress

- **E-1 – Study the feasibility of a grade separation at Five Points**
 - Changed from “Longer-term” to “In progress”
 - DeIDOT plans to monitor traffic volumes at the Five Points intersection annually each summer to assess the impact of improvements to the surrounding transportation network.
 - A feasibility study for the Five Points intersection will commence once the Minos Conaway Grade Separated Intersection, Old Orchard Road Realignment, and Plantation Road Improvements are operational.



Category E Longer-Term Recommendations



Category E progress

- **E-6 – Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads**
 - Changed from “Longer-term” to “Ongoing”
 - There is insufficient median remaining along Route 1 to facilitate the provision of service roads along the entire corridor.
 - The Minos Conaway GSI Project is introducing service roads along SR 1 north of US 9.
 - Other opportunities for service roads will be explored as parcels are redeveloped and as part of DeIDOT Capital Projects.



Category E progress

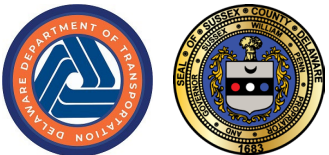
- **E-8 – Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek**
 - Changed from “Longer-term” to “Complete”
 - The project team performed a high-level evaluation of this connection and presented it to the Working Group at their January 2024 Meeting.
 - Old Landing Road has been developed and remaining open space is forested or environmentally sensitive land within the flood plain. It does not appear there is sufficient space for a future public right of way without major private property impacts.
 - The project team and Working Group concurred that a connection no longer appears to be feasible.



Phase 2 Implementation Plan

- **Next steps**

- Continue work on recommendations
- Prepare draft 2024 Annual Report
- Convene the Working Group in April



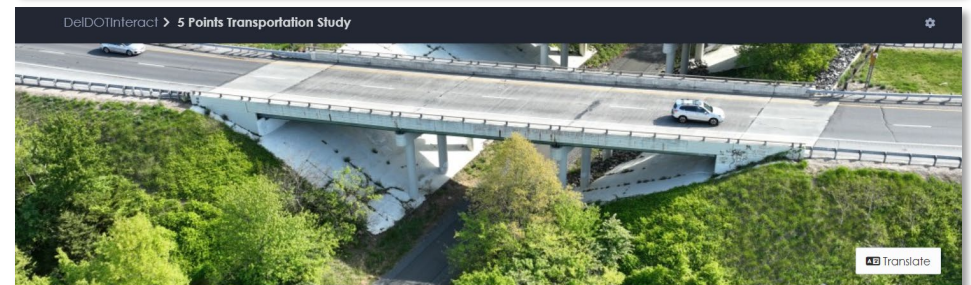
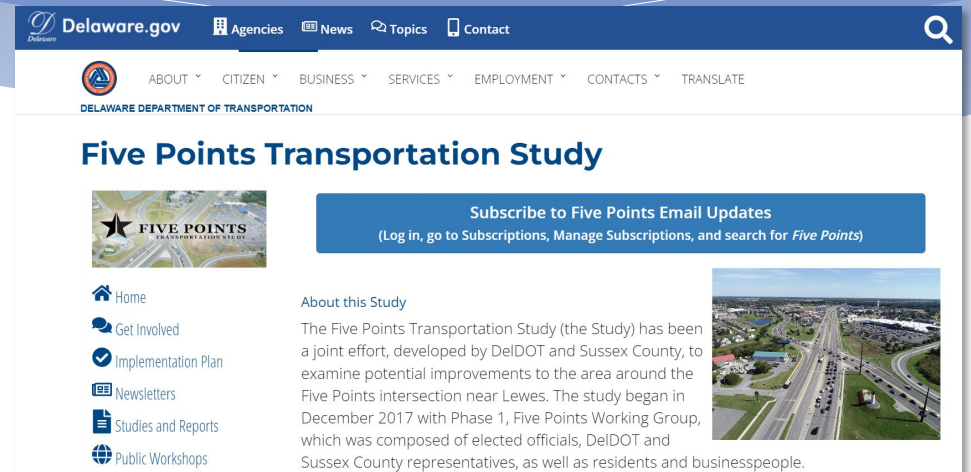
Public comment



Website Information

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

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



Thank you for your participation!

Next meeting

April 28, 2025

6:00pm

Cape Henlopen High
School Library

Austin Gray

Assistant Director, Statewide & Regional Planning

Delaware Department of Transportation

Austin.Gray@delaware.gov

302.760.2174



Meeting Minutes

Phase 2 Working Group Meeting #18

DRAFT

October 28, 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=OhgGcO-jGaM&t=6946s>

Members present

Scott Collins
Kathi Colman
Bill Davis
Robert Fischer
Senator Russ Huxtable
Todd Lawson
Ellen Lorraine McCabe
Council Member John Rieley
Mary Roth
Pam Steinebach
Scott Thomas
Michael Tyler

Members attending virtually

Lloyd Schmitz
Rep. Stell Parker Selby (Ryan Bond in her place -
virtually)

Public attendees in person

Rich Barasso
Jan W. Cort
Peggy Fischer
Kevin Joseph
Joseph Opdenaker
Diane Opdenaker
Bob Steinbeck
Cheryl Strickland
Dan Strickland
Pat Tyler

Public attendees on Zoom

Ryan Bond
Christine Davis
Diana
Diane
Jeannine
Joan
Eul Lee
Theresa McManaman
Mary Ann Mehaffey
CJ Nichols
Jill Partington
Joseph Pika
Kathleen S
Sandy
Jim Stanko
Bill Weller
13027236426 (no additional information
provided)

Support to the Working Group

Austin Gray, DelDOT (in person)
Anthony Aglio, DelDOT (virtual)
Steve Bayer, DelDOT (in person)
Jamie Whitehouse, Sussex County (in person)
Dorothy Morris, Office of State Planning
Coordination (virtual)
Leah Kacanda, WRA (in person)
Tim Snow, WRA (in person)
Andrew Bing, Kramer & Assoc. (in person)

This was a hybrid meeting with some Working Group members, staff, and members of the public in person, and others attending virtually. A quorum of 13 Working Group members attended (12 in person and 1 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=OhgGcO-jGaM>.

Austin Gray, the new 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 111 fatalities to date in 2024. Austin noted that October is Pedestrian Safety Awareness Month. Delaware ranks in the top 10 for pedestrian fatalities every year and is continually striving to make improvements. Council Member John Rieley asked if DeIDOT breaks out the pedestrian fatality data by county, specifically to see where Sussex County falls in the total number of fatalities. Pam Steinebach (DeIDOT Planning Director and Working Group Member) noted that the [Pedestrian Action Plan website](#) has heat maps by county showing clusters of the fatalities and crashes that can be accessed online.

Andrew noted that even though he was not in attendance tonight, the group wanted to thank Representative Peter Schwartzkopf for his participation as a member of the Five Points Working Group. Representative Schwartzkopf has been a member of the Working Group since its inception with Phase 1 and helped launch the Working Group and keep it going.

Working Group Meetings

Andrew noted that these meetings are hybrid and open to the public but designed for the Working Group members. Members of the Working Group are encouraged to attend in person whenever possible. During the meeting, questions are allowed from Working Group members. 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 Notebook Materials

Andrew reviewed the contents of the notebook materials provided to Working Group members, including the meeting agenda, presentation, draft minutes from the previous meeting, a list of upcoming meetings, and an updated version of the implementation plan. Leah Kacanda noted that the printed notebook materials were slightly out of order in the presentation section, and a revised packet would be distributed after the meeting.

Working Group Meeting Minutes from April 22, 2024

Mary Roth noted that some of the members attending virtually and in-person were off. Andrew agreed that those would be reviewed and corrected.

The meeting minutes from April 22, 2024, were reviewed. Mary Roth to approve the minutes. Bill Davis 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.

Area Construction Updates – Bryan Behrens and George Pierce, DeIDOT
(see slides attached to minutes for images and more information)

George Pierce began with updates on [Plantation Road Improvements Phase 1](#). This project is almost finished, and DeIDOT has decided to incorporate a small portion of US 9 Widening Improvements into the project. This was spurred by feedback heard earlier in the summer. Currently, the eastbound section of US 9 between the SR 1 Connector and SR 1 has built-in capacity to provide a continuous right turn lane onto southbound SR 1. DeIDOT has observed that the two lanes going into Lewes are not being utilized and causing traffic to back-up into the roundabout. With the widening project, the through traffic from US 9 eastbound will use the leftmost through lane. This should eliminate the issue with traffic backing up because both through lanes will be utilized. The plan is to get started with widening and curb work in the next two weeks. Paving will be done either later this year or in the spring to be ready for peak summer volumes.

Bill Davis suggested including straight arrows in the through lanes on the pavement to make it easier for drivers to navigate, especially trucks. George agreed and noted he would follow up. It is possible that the arrows are included in the design but are not incorporated on the display. George shared that DeIDOT is also planning to update some of the current signage at the roundabout. Bill noted that some drivers coming southbound using the SR 1 Ramp Connector use the turn lane to cut across. George thanked Bill for the feedback and promised to look into it as well. Bob Fischer commented that there was a similar situation at Dartmouth Drive.

Andrew Bing reminded the Working Group members that they don't need to wait to provide operational feedback until a meeting but can reach out to Austin at any time to share their thoughts, or what they're hearing from other residents. George added that Working Group members and the public can go to <https://deldot.gov/Traffic/ReportRoadCondition/> to report any kind of roadway or project issue and will get directly sent to the appropriate department.

Senator Russ Huxtable noted he has received a lot of questions about the westbound left turns on US 9 at the US 9 Connector which are currently a double red arrow. He has asked if it could be a flashing yellow light to allow turns to proceed as traffic permits. George said that they could talk with DeIDOT Traffic about that, but it might not be a safe option because when traffic backs up, there will most likely be conflicts. George said they would still pass it on to Peter Haag's group at DeIDOT to look into it and provide feedback.

Bill Davis added that a second westbound lane would likely help with that issue as well. Todd Lawson asked if there were any plans for paving to happen now, as opposed to waiting for the US 9 project. George confirmed that final paving has only been done so far for the westbound portion, but the eastbound portion will also be completed to the project limits. George added that drainage needs to be done first, hopefully by the end of the year but repaving can be challenging this time of year due to cold weather, and it may have to wait for the spring. Mary Roth asked if any of the work needed for the widening portion was to be done in the evening, could DeIDOT please widely announce it to residents so it's less of a surprise with noise at night. George agreed DeIDOT would provide notice.

Bryan Behrens began to discuss the [US 9 Widening project](#) – noting that it's not in construction yet, but it ties into Plantation Road Improvements Phase 1 and there was a public workshop last month. This project widens US 9 from SR 1/Coastal Highway to just west of Old Vine Boulevard, providing a five-lane section that includes two lanes in each direction with a center turn lane, drainage, and pedestrian and cyclist improvements. A shared-use path will be located on the south side of US 9, 10 feet wide through most of it, and 8 feet in some spots. This will be throughout the whole section from Old Vine Boulevard to Coastal Highway with sidewalks on the north side. Any existing shared-use path will not be torn out. There will be a new traffic signal at Nassau Commons Boulevard. These improvements will tie into the intersection of US 9 and Belltown Road connector with some slight reworking that was unavoidable. The project team is reviewing the comments received from the comment period that just closed on Friday, October 25. A FAQ will likely be developed that has been done for similar projects. One update is that a 35-mph speed limit will be enforced along this section.

Scott Collins commented that the stormwater management for this project may need to be moved to accommodate the new development along US 9. Bryan replied that since the development is not there yet, DeIDOT will coordinate with those developers. Council Member John Rieley asked if anything has begun with land acquisition or planning and engineering with the Mulberry Knoll Road extension. Bryan replied no, Mulberry Knoll Road will tie into US 9 eventually at the intersection of Old Vine Blvd, and Bryan was not aware of a year in particular when design funding would be available. Council Member John Rieley noted that there is an application pending for a significant amount of development where Mulberry Knoll Road Extension will tie into US 9, and it would be nice to know what DeIDOT's plans are. Bryan replied that the Mulberry Knoll Road Extension project will be managed by his group, but he is unaware of the year when funding will be available for design. Pam Steinebach added that as part of the pending developer application approval, the developer is slated to build their portion of the Mulberry Knoll Road extension, and the DeIDOT portion will connect to the portion Mulberry Knoll Road Extension built by the developer. Pam noted that she believed this was one condition of the approval, however, DeIDOT does not know when the developer is expected to build.

Scott Thomas asked if this should happen, would the widening extend beyond Mulberry Knoll Road to western portions of US 9 as well. Pam replied that widening US 9 through Dairy Farm Road is already in the CTP, so it will be in Bryan's plans for the future, but DeIDOT does not have any other widening plans as of yet.

Bob Fischer commented that there appears to be a lack of public awareness about the extensive coordination between DelDOT, Sussex County, and developers in terms of the approvals DelDOT receives. Bob asked DelDOT to make it clear in their philosophy to wait for demand versus build things before they're needed and respond appropriately, and that the public could be better informed on the coordination that goes into decisions for projects.

Council Member John Rieley added that from his position, it can be difficult to assess the comments from different state agencies included in the Office of State Planning Coordination Preliminary Land Use Service (PLUS) reports. He commented that it seems as though DelDOT takes these comments one at a time, as opposed to collectively. He opined that there will be [increased traffic] related to these projects, and even though the eastern portion of US 9 would qualify to be dualized today, plans are not materializing until 10 years out. Scott Thomas added that the recommendations of the Coastal Corridors Study is intended to address the issues Council Member Rieley raised.

Andrew Bing pointed out that one of the great successes of the Five Points Study effort has been the coordination between the State and Sussex County. Andrew added that no system is going to work perfectly, but balancing different interests is a difficult process. Council Member Rieley replied that the Fire Chief in Georgetown recently provided the County with feedback on a proposed development in Georgetown, sharing that the Fire Company does not have the capacity to handle this proposed development. Council Member Rieley noted that if DelDOT told the County that there is not sufficient roadway capacity to handle additional development he would support that. He requested more candid feedback from DelDOT in the PLUS reports.

Pam Steinebach replied that when a project comes into PLUS and goes into the development coordination process, which does not mean the project will ever be completed. It takes years for a development to come to fruition and sometimes developments never occur. The uncertain nature of private development makes planning adequate transportation infrastructure challenging. Pam continued that according to State Code, it is DelDOT's job to provide development with safe access to the roadway network, and ensure the developer uses DelDOT's road manual to design and build roadway infrastructure. The size and scale of any development is not DelDOT's purview. DelDOT is only responsible for making sure developers build safe entrances. Pam added that the need has to exist before any engineering can start on roadway widening projects and cannot be based off of development plans alone. Pam acknowledged that this does put Council Member Rieley in a tough position during the review process.

Bryan Behrens continued the Area Construction Updates presentation with the Minos Conaway Grade Separated Intersection (GSI) project. This project has been in right-of-way acquisition for some time now, but that phase is complete so construction can begin. The advertisement package is being prepared and will be shared with DelDOT contractors, with construction anticipated to begin in the spring or early summer of 2025. Bob Fischer pointed out that the last bullet on the current slide stated that construction is anticipated to begin in 2025, as opposed to page 69 of the meeting materials stating that it will begin in the last quarter of 2024. Bob wanted to know which was correct, and requested the error be updated to reflect the new construction start date. Bryan responded that these projects are dynamic processes at DelDOT, and at the time of getting things together, it was thought to begin in the last quarter of 2024, but has now shifted to 2025, and the materials would be updated to reflect that.

Bryan went into detail for each phase of construction for the Minos Conaway GSI Project. Phase 1 consists of the realignment of New Road, a Five Points intersection U-turn, and a Tulip Drive detour. Phase 2A consists of off-alignment work, including the construction of a new road roadway and shared use path under Nassau Bridge, a full roundabout at Service Road and Janice Road, and a new roundabout at Lewes Senior Center. Phase 2B includes a detour of Minos Conaway Road out to US 9 to build the roundabout that will connect the off-ramp to the service road. Phase 2C will be the conclusion of the off-alignment work with the completion of the off-ramp to the new service road. Phase 3 will be when the rest of the roundabout is built in front of Old World Breads Bakery. During Phase 3, drivers will be able to use the service road to access southbound SR 1. The intersection of Nassau Road and New Road will be closed during Phase 3 in order to complete the roundabout construction. Phase 4 will consist of the closure of SR 1 median crossovers so the Minos Conaway GSI can function as intended. Phase 5 will consist of the SR 1 median widening, south of the Nassau bridges. Phase 6 will include a detour on both sides of Tulip Drive while the SR 1 northbound off-ramp to Nassau Road is being built, with access to businesses and homes along Nassau Road still available. Phase 7 will complete the Janice Road tie-in to SR 1 southbound. Phase 8 is a large phase, with the widening of the median on SR 1, north of Nassau bridges, while allowing for two lanes in each direction. Phase 9 will complete the shared-use path along the new Nassau Road connecting to Greystone Drive, complete the SR 1 northbound slip ramp, and complete the SR 1 northbound and Nassau Road tie-in. Phase 10 is the final phase and will consist of entire project paving and striping.

Once Bryan concluded the presentation, Bob Fischer asked how the Minos Conaway GSI was being funded. Pam Steinebach replied that only a percentage of federal funding received could be used on certain roadways and this qualifies for it.

Mary Roth asked if the shared use path would stay open during Phase 2A. Bryan replied, it would, since when DelDOT has a project with an existing trail or pathway, they are required to keep it open during construction.

Scott Thomas asked if the project would alter the trail. Bryan replied that yes, it will be altered slightly in order to make space for the new roadway under the bridge, but the trail will still connect into the existing trail upon completion.

Bob Fischer asked if the construction would take place during the day or night, to which Bryan replied that a night-work survey had been done, and overall, the public supported night-work which will be written into the contract.

Bill Davis asked about the traffic circle on the southbound side of Tulip Drive and whether it will provide access to SR 1. Bryan replied that Tulip Drive would connect to SR 1 at the intersection closest to Five Points, and the crossovers would close at around Phase 4. Bill Davis commented on the study process for DelDOT projects as it relates to large communities and noting that it feels as if DelDOT has the final say on where access to the project is allowed. Pam responded that DelDOT is required to analyze traffic for access and is not as simple as saying yes or no to a given access point. Developers are required to go through a process to determine the traffic impacts which DelDOT uses in their analysis. Bill thanked Pam and added that his question comes out of concern for the safety of those communities as it relates to new roadways.

Scott Collins added that it would be helpful from a planning and zoning standpoint, to receive some type of scorecard from DeIDOT for projects that give a quantitative measure for project phasing. Pam replied that assessing phasing is difficult because phasing is worked out when developers are submitting their final plans. Scott added that US 9 could already be dualized, and Pam replied that DeIDOT is currently exploring further dualization of US 9.

Pam noted that the last phase of the Georgetown-Lewes Trail is being advertised soon. Andrew Bing added that the processes necessary to plan for adequate transportation infrastructure are challenging.

Mary Roth asked if instead of saying these processes are challenges, could we work towards solving them. Andrew responded that the project team always listens to what members have to say and actively works on solving challenges with the input and assistance of Working Group members.

SR 1 Congestion Management & Traffic Operations – Gene Donaldson, DeIDOT
(see slides attached to minutes for images and more information)

Gene Donaldson, DeIDOT's Transportation Management Center (TMC) Operations Manager provided an overview of how DeIDOT handles operations from the TMC. Gene gave a demonstration of the TMC Data Visualization tool that is available for public use. The TMC Data Visualization tool allows users to view real-time information that is happening throughout the state. This includes Waze alerts, traffic advisories, long-term project updates, traffic flow, travel times, traffic cameras, transit, variable message signs, Google traffic data, variable speed limit signs and signal patterns. The TMC is a 24/7 operation, and people can call in notify the TMC of an issue or update by dialing #77 or 302-659-4600. TMC staff relies on information from drivers and residents in Delaware.

Andrew Bing asked how the TMC responds when something that's not good happens, like an accident that causes travel delays. Gene responded that the TMC is in constant communication with Police, Fire and EMS, and they will let the TMC know about the situation. The TMC can control traffic signals to help create detours when something unexpected happens.

Bob Fischer asked if the TMC receives police reports from traffic stops, to which Gene replied, no, the TMC does not receive that level of information. Gene added that the system they've created is being enhanced with AI learning which will make it even better and more useful.

Gene demonstrated how many traffic cameras are across the state. All of these cameras are in real-time. Pam added that people can download the DeIDOT App to view any of the traffic cameras.

Gene showed that traffic signals all connected and that the TMC has full control. Bill Davis asked if Gene was sharing the public-facing website. Gene replied that it is public facing.

Council Member Rieley asked if the TMC times all the traffic signals. Gene replied that the traffic signals are timed, however it is difficult to coordinate traffic signals in two directions due to the spacing of the signals and demand. Council Member Rieley noted that he has heard that Fire and EMS vehicles can trip the traffic signals and asked if AI would be able to improve signal timing around emergency responders.

Gene responded that signals have sensors and detect Fire and EMS vehicles. The issue getting a pre-empted signal back in sync with the other signals. The TMC is currently working on using AI to improve this issue, but it's still a work in progress. AI will be able to help with prediction for when these situations occur and get it running as smoothly as possible.

SR 1 Low-Stress Bikeway Updates – Leah Kacanda, WRA

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

Leah Kacanda from WRA began her presentation with the study goals for SR 1 Low-Stress Bikeway. The main goal is to make things safer for people biking around the vicinity of SR 1 between Lewes and Rehoboth Beach. Incremental improvements are being made, but it doesn't always feel safe. One goal is to get riders from communities to destinations along SR 1. If more people felt safe making shorter trips by bike, it would improve mobility for those households, especially during times when motor vehicle traffic is an issue. If enough people start riding bikes, it could even reduce the number of local motor vehicle trips and lessen traffic.

The term "low stress" refers to a bike facility that is separate from high speed and high-volume traffic, and often refers to shared use pathways and quiet neighborhood streets. SR 1 feels is a very high-stress environment for biking. Leah explained the Federal Highway Administration (FHWA) Bikeway Selection Guide and how bicycle level of traffic stress is evaluated. Leah shared the preferred bikeway type chart from FHWA that has the y-axis as volume cars and the x-axis as speed. As both metrics increase, the need for a separate facility like a shared use path also increases. This chart is included in the draft DelDOT Complete Streets Design Guide.

Leah shared a map showing a level of traffic stress for the study area of SR 1. The team then wanted to identify locations where more riders can cross SR 1 since the current crossing locations are relatively far apart.

Leah then shared a draft map with study recommendations as well as current DelDOT funded and planned projects that include bike and pedestrian facilities. The overall goal of these different projects is to provide a network of low-stress facilities. She highlighted some specific recommendations.

Recommendation A is proposing the sidewalk along SR 1 from Shady Road south to Dartmouth Drive be widened to shared use path standards. This portion of SR 1 is mostly wooded, and a large parcel is owned by the State, so there are few driveway crossings. This shared use path would connect people walking and biking from the Lewes Transit Center with the existing crosswalk at Dartmouth Drive and the proposed shared use path improvements along Kings Highway.

Recommendation B1 is looking at a similar connection, continuing a shared use path from Dartmouth Drive to the next crosswalk to the south at Postal Lane. Recommendation B2 is an alternative route that is set back from the roadway.

Recommendation C is a long-term idea and would include a 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.

Recommendation aa is for a pedestrian bridge at Marsh and Shady Road which was discussed at the last Five Points Working Group Meeting. This location was chosen because it connects the shared use path at Marsh Road with the CTP project on Shady Road which will also include bike and pedestrian facilities. A bridge with full ADA accessible ramps on either side could be accommodated in this location. This bridge would connect the Lewes Transit Center and residential developments on the west side of SR 1 with the existing pathway network on the east side of the road. Documentation is now being prepared for the bridge apply for federal grant funding if it becomes available.

The next steps for this project include targeted property owner outreach, recommendation prioritization, identification of funding sources, another public workshop this winter or early spring, before the recommendations and study are finalized.

Mike Tyler was asked why a bridge wasn't being proposed over US 9 connecting the Lewes-Georgetown Trail. Leah replied that this study focused on the SR 1 corridor between Rehoboth and Lewes. Leah added that the comment in support of a pedestrian bridge over US 9 will be reviewed with the project team. This location was previously mentioned by Council Member Rieley. Kathi Colman added that the existing trail crossing opportunity by Dollar General is a safe option that is not too far out of the way, and the expense of doing a bridge on SR 1 for so few users wouldn't be worth it. Council Member Rieley agreed that a bridge wouldn't be worth the expense, but a signal at-grade might be a safer option to consider.

Leah noted that the Coastal Corridors study was mentioned is looking at US 9 traffic volumes and all modes of travel, including bicyclists and pedestrians. Bob Fischer asked why there isn't already a plan to connect to the trail at Cool Springs Road. George Pierce responded that the confusion is because the trail head was built set back from US 9 but when construction is complete it will tie into Cool Springs Road. Anthony Aglio added that there is a trail crossing at Fisher Road, west of the Cool Springs Road crossing, and there will likely be a signal at Cool Springs Road that will allow trail users to safely access Hudson Park. Anthony added that the last 7 miles of the trail will start construction by the end of the year.

Mike Tyler asked how the Kings Highway and SR 1 reconfiguration was being handled, because of its relevance to this group and that someone was killed there recently while biking there. Bryan Behrens responded that there is currently a DeIDOT project that looks at the U-turn with the Minos Conaway project and the Old Landing Road project last year which switched the turn lanes, making one longer for U-turn movement. The Kings Highway and SR 1 improvement was originally going to be included with those projects; however, it instead will be included in the Kings Highway dualization project.

Mike Tyler asked Gene Donaldson about how many traffic signals can detect bikes, similar to bike traffic signals in Amsterdam. Gene said since the bikes don't have metal on them, it's hard for them to detect bikes, but the TMC is looking into Machine Vision, which is basically a camera that will allow the TMC to watch bikes and identify them at intersections and make it safer.

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

As of October 2024, 72 of the 78 recommendations are in progress, ongoing, or completed. At the previous Working Group meeting, that number was 71 recommendations.

Recommendation B-15 has moved into “in progress”. This recommendation is to identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements. This effort has started by Operations and Maintenance looking into historic complaints about drainage in the area. Leah asked the members if they have observed any drainage issues recently and let the project team know.

Long-Term recommendations E-1 (Study the feasibility of a grade separation at Five Points) and E-5 (Look at east/west traffic as a system) will be looked at every year once other projects that will have an impact on these recommendations are completed. These projects include Plantation Road – construction completed in 2025, Old Orchard Road – construction completed in 2026, and Minos Conaway GSI – construction completed in 2027. Traffic counts will be completed every summer and then analysis will be done in the fall of each year. Critical times will be analyzed, AM and PM peaks, and Saturday peak hours. Several key things that will be observed are how many cars are passing through the intersection on average, looking at just SR 1 north/south travel to see if there are changes in volume, and looking at intersection delay and level of service (LOS).

LOS is determined by calculating a weighted average of the delay in seconds for all four legs of an intersection and graded on a scale. Level A is free flowing, and Level F is at a standstill traffic jam. Since it’s an average, the delay for each leg of the intersection can vary. So, if an intersection has LOS E and F, it doesn’t necessary reflect failing movements in all directions.

Leah reviewed the results of the preliminary traffic counts at the Five Points intersection. There has been an increase in intersection volumes in the AM peak, and decreased volumes in the afternoon and Saturdays. Additional data will be needed to establish whether this is a trend. Volumes along SR 1 are generally consistent from 2021, 2023 and 2024. Some increased delay was seen during the week, but delay decreased during the weekends. This could be the result of signals being adjusted from year to year. The project team will continue to collect annual summer traffic counts (weekday to Saturday) to assess changes as nearby projects are completed.

The next steps are to continue work on recommendations, convene the Working Group in January 2025, and begin preparations for the 2024 Annual Report.

Public Comment

1. Sandy (online): Plantation Road is currently 35 mph, and it is really important to maintain 35 mph beyond periods of construction to maintain bicycle safety, as well as pedestrians try to use the crosswalks from Plantations to Plantations East.
2. Sandy (online): When will the crosswalks of the US 9 roundabout be functioning?

- a. George Pierce responded that the crosswalks will function before the end of the year. Some of the sidewalks and curbs need to be readjusted.
3. Sandy (online): Mulberry Knoll Road might be extended to Old Vine Road – the County just gave preliminary approval to the North Star development – I don't see this in the plan, what's the plan for this?
 - a. Andrew Bing responded that we did touch on that a little during the presentations earlier.
4. Sandy (online): My spouse just got a flat tire on Plantation Road in the construction zone from a huge screw, why can't the construction workers sweep the road knowing cyclists are constantly riding on this road on the left side of cones set up?
 - a. George Pierce responded that he could share a number to pass along to call the construction crew. George pointed out that screws aren't typically used in roadway construction projects. George added that the contractors on any DeIDOT project are responsible for maintaining the roads and suggested submitting a complaint on the DeIDOT website, and it will be negotiated with the contractor.
5. Sandy (online): Please remember that walkers and cyclists continue to need access to SR 1 during those 10 phases of Minos Conaway GSI. Please don't send us on 4-mile detours as we commute on the trail and road shoulders for work, errands, medical appointments.
6. Mary Ann (online): When is the work schedule to start on Old Orchard Road realignment?
 - a. Bryan Behrens replied that this project completed design and right-of-way acquisition this summer, and there is a lengthy utility phase that is currently ongoing. This is a bit of a dynamic process and tough to pin down when it will start, but we think likely next year when the roadwork starts, but still have a year left of utilities.
7. Eul Lee (online): Traffic cameras often do not work at intersections, there were several references to monitoring the cameras.
8. Bill Weller (online): The Delaware Bicycle Council formally support for the request by Mike Tyler to add the tracking of the project to reconfigure the SR 1 / King Highway intersection. Sussex Cyclists supports the Delaware Bicycle Council recommendations plea to add this project to the Five Points tracking.
 - a. Andrew Bing thanked all online attendees for their questions and comments.
9. Bob Steinbeck (in-person): St. Jude's Parish would like to know the timeline of work on SR 1, because St. Jude's is expanding the church and with the construction going on, we'd like to know the timeframe of that roughly when the signal near the church will be taken down.
 - a. George Pierce replied that he would get Bob's contact and would be happy to talk with Bob and St. Jude's about the timeline they have currently.
 - b. Andrew Bing added that Pete Mattson from St. Jude's is on the Working Group but was unable to be here today.
10. Kevin Joseph (in-person): I'm from the Village of Five Points, and I'm concerned about the Old Orchard Road project timeline. He asked whether night work has been approved for Old Orchard Road.
 - a. Bryan Behrens replied, that yes, night work has been approved for this project.
 - b. Kevin Joseph asked how DeIDOT determines how many people to survey about night work. He shared it seems that if people who aren't directly impacted by construction lights shining in the back of their house support night work, then, night work can continue.

- c. Kevin Joseph shared an anecdote about a friend of his that lived off Cave Neck Road. His friend had an issue with vehicles driving through his backyard and hit structures on his property. The friend reported the issue to DeIDOT. DeIDOT told the property owner that they would fix the speeding issue by putting in a stop sign or installing a traffic circle. A few months ago, Kevin was driving on Cave Neck Road and saw that the friend's property was still in bad shape, and a vehicle had visibly damaged their fence. There are also utility poles along this section of Cave Neck Road that regularly get hit by vehicles. Kevin wanted to know when DeIDOT would decide to install barriers or guard rails. Kevin asked if it would take something more serious like someone to be hit and killed in their backyard, or a utility worker getting killed on this section of Cave Neck Road. There have been years of documented evidence that this corner of Cave Neck Road is dangerous, and it feels like nothing is being done.
 - d. George Pierce replied that in the case of guard rails, there are strict warrants and guidelines regulating their installation, because guard rails are also introducing a hazard to the road. The area would need to meet these warrant requirements to be eligible for a guardrail treatment.
 - e. Andrew Bing noted that the concern has been documented, and the project team will look into it. Andrew noted that the team will get Mr. Joseph's contact information and keep him up to date on the status of his inquiry.
 - f. Bryan Behrens responded to Kevin's question about night work, stating that anytime DeIDOT has a project, they send out night work surveys. The timing of the survey is closer to when construction will begin because if they're distributed at the beginning of design, it could be 3-8 years until construction starts, and there may be different residents by then. When DeIDOT thinks about projects, and who to survey, it's a decision by the project team. The project team looks at the project area and tries to determine who would actually be impacted by night work. The the surveys are mailed out, and if the majority of responses say no to nightwork, then night work will not happen on that project. Non-responses are taken as a yes vote. Projects are never designed such that they do not require night work.
 - g. Kevin mentioned that he had received a survey about night work and immediately replied but noted that on the survey it said without nightwork, this construction could take up to two years. Kevin wanted to know if this was valid, which Bryan replied yes, without nightwork, projects generally take longer. George Pierce added that there are valid reasons for night work. It is already difficult to navigate the beach areas during the summer due to traffic. The decision to do night work is made from a logistics standpoint. Night work allows construction to happen when the roads are less busy.
11. Rich Barasso (in-person): In June of this year, the SR 16 / US 9 corridor study [Coastal Corridors Study] was completed, but there was an ongoing recommendation in regard to future study of the US 9 corridor. Will future meetings have updates in terms of progress of that work? Rich also asked about planned developments on US 9, stating that these developments will generate anywhere from 40,000 to 60,000 additional vehicle trips in that area. Is there any doubt that that traffic will impact the Five Points intersection? Rich wanted to know when the planned developments on US 9 will become a topic of this Five Points Working Group.

- a. Andrew Bing replied that Leah touched on this topic earlier tonight, and yes, there's no doubt that this development on US 9 will have an impact on the Five Points intersection. However, we need to understand how some of the other improvements will improve area circulation and issues before we take on the Five Points Intersection as a whole. People can disagree with it, but that is the approach for Five Points intersection going forward.
 - b. Leah Kacanda added that the US 9 Corridor Study is advancing but is currently in data crunching mode. The project team is working on ensuring the travel demand model is as accurate as possible for the study area, and adequately considers future growth and development. The Corridor Study will use a public process and will keep the Five Points Working Group apprised of any public meetings. The Five Points Working Group will not be used as a steering committee for the US 9 Corridor Study because the issue is so big, it might benefit from a separate committee. She reiterated the Five Points Working Group will certainly be kept in the loop and regularly updated.
 - c. Pam Steinebach added that this will be a multifaceted, multiyear monitoring of US 9 to track when the developments come on board. Widening is already programmed through CTP projects out to Dairy Farm Road. This effort also has to track projects on other roads and potential network improvements that could keep traffic off of US 9. DelDOT knew they would have an ongoing monitoring effort on US 9.
 - d. Rich stated that unfortunately, the land use process doesn't stop. There are people like Council Member Rieley who need to make decisions, and it can't be a matter of "it's complex and takes time." End of the day, it's the public that bears the burden of those decisions.
 - e. Pam noted that DelDOT has been having conversations with Sussex County to determine what those developments along US 9 are going to be. DelDOT is working to determine what the setback should be so there are not new homes, stormwater management facilities, or other obstructions that would preclude future widening.
 - f. Council Member Rieley added that just a few weeks ago, Sussex County Planning and Zoning turned down an application near Cool Springs Road because it encroached on the right-of-way. We are trying to keep that in mind going forward, and we are introducing updates to ordinances that will give Planning and Zoning a little more discretion if they have concerns about delaying or denying applications.
12. Mike Tyler (in-person): Commented on how the Working Group is not talking about cumulative impact. Development can't be looked at just in a vacuum, it needs to be looked at all over the area to see how it affects everything. Rural Sussex County is gone.

Adjourn – Andrew Bing thanked the Working Group members for attending, engaging and keeping these recommendations moving forward. Andrew reminded everyone that everything for the Five Points Transportation Study from 2023 on can be found at 5Points.DelDOT.gov, and everything from 2024 and on will be on [DelDOT Interact](#).

Andrew reminded everyone the next Working Group meeting is on January 27, 2025. The location will be Cape Henlopen High School Library. Feel free to email if you have questions in the interim.



List of upcoming meetings

Phase 2 Working Group

Meeting #21

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

Meeting #22

Monday, October 27, 2025, 6:00 pm
TBD

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

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

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

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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
A. Recommendations to be implemented under current DeIDOT projects or initiatives												
A	1	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT - Traffic		\$	*	N/A	N/A	N/A	COMPLETE	Studies have been completed, with results presented to the Working Group in October 2019. DeIDOT is proceeding with a program of grade separations and crossover improvements.
A	2	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊ ◊	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT - PD South		\$\$	**	\$\$\$\$	**	◊ ◊ ◊	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	Southern Delaware Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signage is included as part of the Final Construction Plans and will be reviewed as part of the final QA/QC process. Coordinate with recommendation B-24.
A	5	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊ ◊	COMPLETE	Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.
A	6	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◊ ◊ ◊	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◊ ◊ ◊	COMPLETE	The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

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

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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. Implement policies and procedures to make the area more efficient, sustainable, and beautiful												
B	1	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	COMPLETE	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. Ordinance 3061 amending the Code of Sussex County, Chapter 99, Article II, § 99-9 was adopted by County Council on December 10, 2024. Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate" as reflected in the applicant's preliminary plat.
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. The Perimeter Buffer Ordinance amending the Code of Sussex County was adopted by County Council on August 27, 2024. The ordinance strengthens requirements for buffering and forest retention along the boundaries of residential development.
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. The next Sussex County Comprehensive Plan update is not expected until mid-2026 or early 2027.
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**

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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)	\$\$	*	\$\$\$	**	◊	COMPLETE	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. After analysis, DeIDOT concluded that parking management at Cape Henlopen State Parks and other public parking lots in Lewes is not feasible. Coordinate with recommendation B-3.
B	9	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. In October 2024, Working Group members were asked to note areas with poor drainage.
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	On federally funded projects, DeIDOT performs a Noise Analysis as part of the National Environmental Policy Act (NEPA) process. Lighting is installed when warranted.
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.

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

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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	18	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DeIDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◊	COMPLETE	The Savannah Road Master Plan was completed at the end of 2024. This effort was funded and supported by DeIDOT, but led by Historic Lewes Byway/Delaware Greenway. The plan will first be reviewed by the Historic Lewes Byway's management organization and they will have an opportunity to recommend a path forward for public outreach and implementation. The Master Plan includes recommendations for a gateway along Savannah Road. Funding to design and construct the gateway elements will need to be determined and secured. The Kings Highway project will include extensive beautification in the proposed roundabouts. The DeIDOT Team is coordinating with the City of Lewes and Lewes In Bloom. The MERJE Wayfinding Program (see recommendation B-24) includes recommendations for two welcome/Gateway signs, one at the Nassau Bridge and one facing the Lewes Ferry Terminal exit.
B	19	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT	Southern Delaware 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. A preliminary solution was tested at the TMC in 2024 was not successful. DeIDOT is hopeful to resolve the issue in 2025. Once a new solution is provided to DeIDOT it will be tested and if successful will be implemented as soon as possible. The preempt programming has been modified to help reduce the recovery time to the coordinated cycle length.
B	22	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	Southern Delaware Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. Scott Thomas, Executive Director of Sussex County Tourism joined the Five Points Working Group in 2023 to aid in coordination. Southern Delaware Tourism led the development of the "Delaware Beaches Route 1 Corridor Wayfinding Program" by MERJE with the support of Sussex County Government, the City of Lewes, City of Rehoboth Beach, DeIDOT, Delaware Tourism Office, and other stakeholders along the Route 1 Resort Corridor. This study includes a Route 1 wayfinding signage system design and recommended vehicular right of way signage placements.
B	25	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT Planning	Sussex County, property owner	\$	*	\$\$	**	◊ ◊	COMPLETE	The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded. However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases. After assessing the costs and benefits of this improvement as part of the TID process it was identified as a low priority project.
B	26	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**

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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. Make the most of existing roadway infrastructure												
C	1	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊ ◊ ◊	IN PROGRESS	The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard which is programmed in the FY 23-28 CTP. The project development process began in October 2021. A public workshop was held in Fall 2024. The construction schedule is TBD. The Coastal Corridors Study recommended a Corridor Study on Route 9 focused on the area west of Old Vine Boulevard through 113, with a focus on the area between SR 5 and Old Vine Boulevard. Scenario forecasting for that study is underway as of fall 2024.
C	2	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◊	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. The right turn lane was added to a paving rehabilitation project and construction is complete.
C	3	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◊ ◊	COMPLETE	A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.
C	4	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021, and a public workshop was held in March 2022. Final right of way approval has been received. The construction schedule is TBD.
C	5	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South		\$	*	\$\$\$	**	◊ ◊	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DeIDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022. All-way stop control was implemented recently as an interim safety upgrade. DeIDOT is currently in the Right-of-Way acquisition phase of this project. PS&E is scheduled for Fall 2025 with construction beginning in 2026.
C	6	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◊ ◊ ◊	COMPLETE	DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects. DeIDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.
C	7	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◊ ◊ ◊	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded. A paving project added a right turn lane at US 9. Further action on hold pending completion of Minos Conaway GSI.
C	8	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◊	COMPLETE	DeIDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.
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.

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

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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	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, and findings were reviewed by DeIDOT late winter/early spring 2024. In 2024, DeIDOT evaluated the SR 1 beach corridor as part of their annual Traffic Signal Retiming project. The signal timings and coordination were implemented in Fall 2024. DeIDOT continues to monitor the corridor for improvement. Additionally, the corridor changed to automatically change signal timing patterns based on live traffic, rather than running a fixed time-of-day timing schedule.
C	11	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	\$	*	\$\$\$	**	◊ ◊	COMPLETE	The Five Points project team met with Cape Henlopen School District (CHSD) 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. In conversation with CHSD it was determined that relatively few buses turn from SR 24 onto Mulberry Knoll Road. The project team had discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road. It is anticipated that delays on SR24 will be improved by DeIDOT's SR24, Love Creek to Mulberry Knoll project which was completed as of the end of 2024. The new signal at the intersection of SR24/Mulberry Knoll Road is operational which should aid in the access to this roadway. DeIDOT also made adjustments at the signal that provides access to the schools on SR24. Troop 7 is not interested in providing the Elementary School access to their driveway/entrance on Mulberry Knoll Road at this time.
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**

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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. Make walking, bicycling, and transit more viable as alternatives to driving												
D	1	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◊	COMPLETE	DTC provided the City of Lewes with small cutaway (paratransit sized) buses that they could operate as jitneys. Lewes started "Lewes Line" service as a pilot in May 2022 that included stops at the Cape-May Lewes Ferry, Johnny Walker Beach, Savannah Beach, the Otis Smith Lot, Second and Market Streets, George H.P. Smith Park, Lloyd's Market and the Lewes Public Library. Service expanded in summer 2023 to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments.
D	2	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◊◊	IN PROGRESS	The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10. Ordinance 3061 amending the Code of Sussex County, Chapter 99, Article II, § 99-9 was adopted by County Council on December 10, 2024. Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate" as reflected in the applicants preliminary plat.
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. An ADA accessible draft of the plan will be circulated to the Bicycle, Pedestrian, and Disabilities councils in early 2025 for general concurrence.
D	4	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT		\$	*	\$\$\$	**	◊◊◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road, SR 1/Minos Conaway Road, and New Road, as well as by developer projects. A gap remains on Old Orchard Road between the Trail and New Road. Strategies to ensure all gaps are filled are under discussion.
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 inventoried remaining gaps in FY 23. Strategies to fill the remaining gaps will be coordinated with the implementation of the Savannah Road Master Plan and/or other projects in the vicinity.
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		\$	*	\$\$	*	◊	COMPLETE	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. Additionally, DTC will be applying for grants to support these proposals. DTC now focusing on implementing the DART Reimagined recommendations.

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

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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 still working 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. In March 2024, DeIDOT Traffic submitted a project nomination to Project Development South for the consideration of a median barrier type treatment along the entire length of SR 1 in Sussex County. Traffic engineering will take the lead on design for this project. As of early 2025, there have been no design efforts or feasibility studies for the section of SR 1 south of Five Points. Grade separated intersection locations and widening projects are including median barriers within those project limits.
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, completed in spring 2024, suggests connections 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 is recommended for commercial developments. Bike parking recommendations were included as part of the Lewes Bike Plan, which was adopted in the spring of 2024. The County supports bike parking in strategic locations, such as in parks and at trail heads where bike parking is desirable. Hudson Park is one potential location.
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**

January 27, 2025 (red text indicates changes since October 28, 2024 Working Group 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
E. Invest in new infrastructure to support anticipated growth												
E	1	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊ ◊ ◊	IN PROGRESS	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study. DeIDOT has reviewed prior GSI studies and plans to monitor traffic volumes at the Five Points intersection annually each summer to assess the impact of improvements to the surrounding transportation network. A the analysis portion of the feasibility study for the Five Points intersection will commence once the Minos Conaway Grade Separated Intersection, Old Orchard Road Realignment, and Plantation Road Improvements are operational (approximately 2029).
E	2	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	The Five Points Project Team plans to monitor traffic volumes at the Five Points intersection annually each summer to assess the impact of improvements to the surrounding transportation network including the Minos Conaway Grade Separated Intersection and Old Orchard Road Realignment.
E	6	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		\$\$	**	\$\$\$\$\$	***	◊ ◊ ◊	ONGOING	There is insufficient median remaining along Route 1 to facilitate the provision of service roads along the entire corridor. Achieving better interconnectivity between parcels was also a recommendation of the Coastal Corridors Study. The Minos Conaway GSI Project is introducing service roads along SR 1 north of US 9. Other opportunities for service roads will be explored as parcels are redeveloped and as part of DeIDOT Capital Projects.
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	Preliminary plans for Airport Road Extension (Old Landing Road to SR 24) were distributed in spring 2024. DeIDOT is working towards semi-final plans which are scheduled for summer 2025. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project.
E	8	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		\$\$	**	\$\$\$	***	◊ ◊ ◊	COMPLETE	The project team performed a high-level evaluation of this connection and presented it to the Working Group at their January 2024 Meeting. Old Landing Road has been developed and remaining open space is forested or environmentally sensitive land within the flood plain. It does not appear there is sufficient space for a future public right of way without major private property impacts. The project team and Working Group concurred that a connection no longer appears to be feasible.
E	9	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT		\$\$	*	\$\$\$\$\$	***	◊ ◊ ◊	IN PROGRESS	