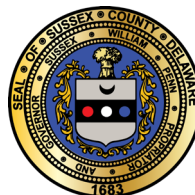


## List of meeting materials

### Phase 2 Working Group Meeting #21

Monday, April 28, 2025, 6:00 pm  
Hybrid

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Annual Report.....	106





## Agenda

### Phase 2 Working Group Meeting #21

Monday, April 28, 2025, 6:00 pm

Hybrid Meeting

Cape Henlopen High School Library

Hybrid option available via Microsoft Teams: click [here](#) or visit <https://bit.ly/4iFRS40>

1. Introductions
  - Welcome and introductions
  - Summary of notebook materials
  - Approval of January 27, 2025 meeting minutes
2. Demographics and Aging in the State of Delaware
3. Transportation Demand Modeling and Corridor Studies
4. Henlopen Transportation Improvement District (TID) Updates
5. Phase 2 Implementation Status & Annual Report
6. Public comment
7. Adjourn

Please note: This agenda is subject to change



# Phase 2 Working Group Meeting #21

April 28, 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](http://BEDELAWARE.DECDOT.GOV)  
BECOME A HERO TOWARD ZERO  
LEARN MORE  
TAKE THE PLEDGE!




2025 Delaware Total Fatalities as of 04/24/25									
	2025	2024			2023				
	Year-to-date	Year-to-Date		Total	Year-to-Date		Total		
Fatalities	23	36	↓ -36%	130	51	↓ -55%	137		
Delaware Residents	17	32	↓ -47%	110	40	↓ -57%	110		
<b>Person Types</b>									
Vehicle Occupant	13	22	↓ -41%	65	35	↓ -63%	89		
Pedestrian	8	9	↓ -11%	34	9	↓ -11%	28		
Bicyclist	1	2	↓ -50%	5	2	↓ -50%	5		
Motorcyclist	0	2	↓ -100%	21	5	↓ -100%	14		
Other Person Type	1	1	0%	5	0	↑ +100%	1		
<b>Crash Types</b>									
Curve Related	2	4	↓ -50%	23	10	↓ -80%	28		
Roadway Departure	9	13	↓ -31%	42	25	↓ -64%	69		
Intersection Related	5	11	↓ -55%	48	15	↓ -67%	37		
Median Crossover	0	0	N/A	0	3	↓ -100%	8		
Wrong Way	2	1	↑ +100%	4	0	↑ +100%	1		
Work Zone	1	2	↓ -50%	5	3	↓ -67%	9		



# Safety



# Agenda

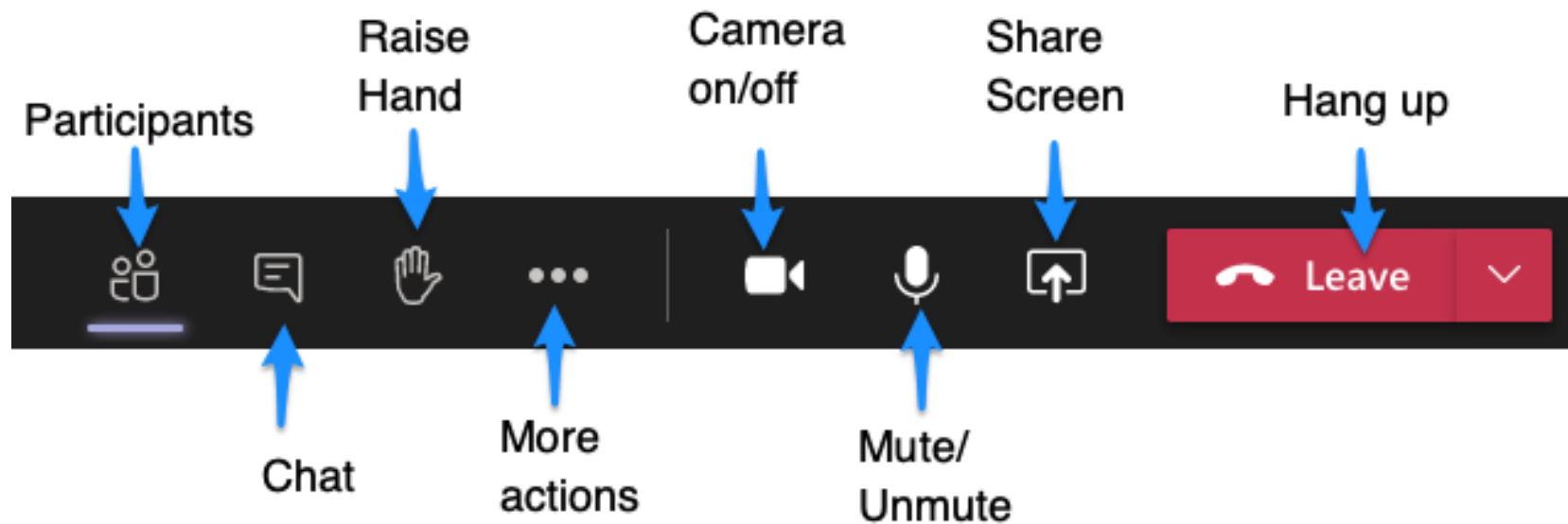
- **Introductions**
- **Demographics and Aging in the State of Delaware**
- **Transportation Demand Modeling and Corridor Studies**
- **Henlopen Transportation Improvement District (TID) Updates**
- **Phase 2 Implementation Status**
  - 2024 Annual Report
- **Public Comment**



# How to raise your hand

- **For Working Group members:**

- If you are on Teams on your computer or tablet, click on “Raise Hand” at the bottom of your screen as shown below.



# Introduction

- **Introductions**
- **Summary of notebook materials**
  - Agenda
  - Presentation
  - Draft minutes of January 27, 2025 Working Group meeting
  - List of upcoming meetings
  - Updated implementation plan
- **Approval of January 27, 2025 meeting minutes**

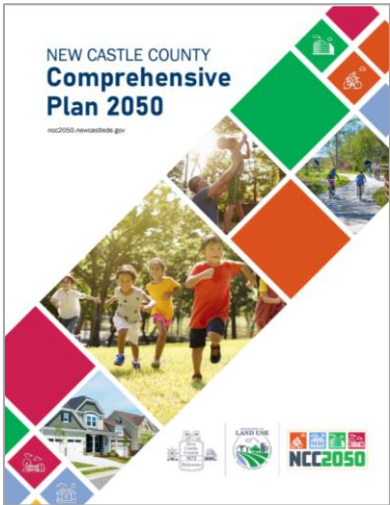


# Demographics and Aging in the State of Delaware



# Challenges and Considerations for Future Transportation Needs

## Policy



DELAWARE POPULATION CONSORTIUM

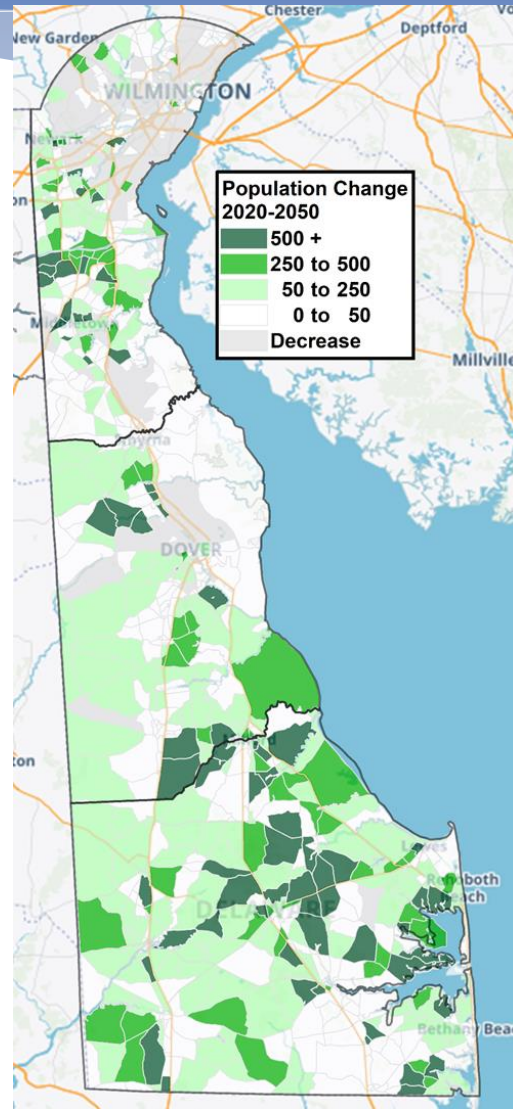
ANNUAL POPULATION PROJECTIONS

October 31, 2022  
Version 2022.0  
Dover, Delaware

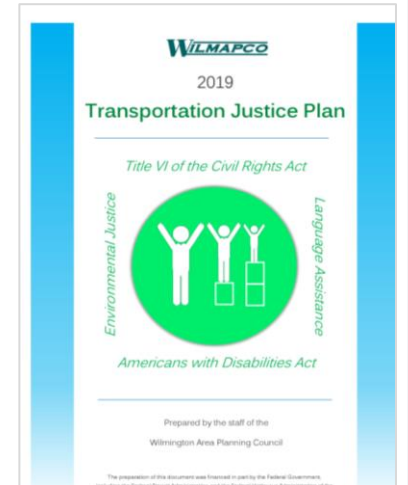


**Reshaping Transit Services to Meet the Needs of Today and Beyond**

Final Report - 03.12.2024



## Infrastructure Planning



# Challenges and Considerations for Future Transportation Needs

**How old are we getting?  
Where are we getting old?**

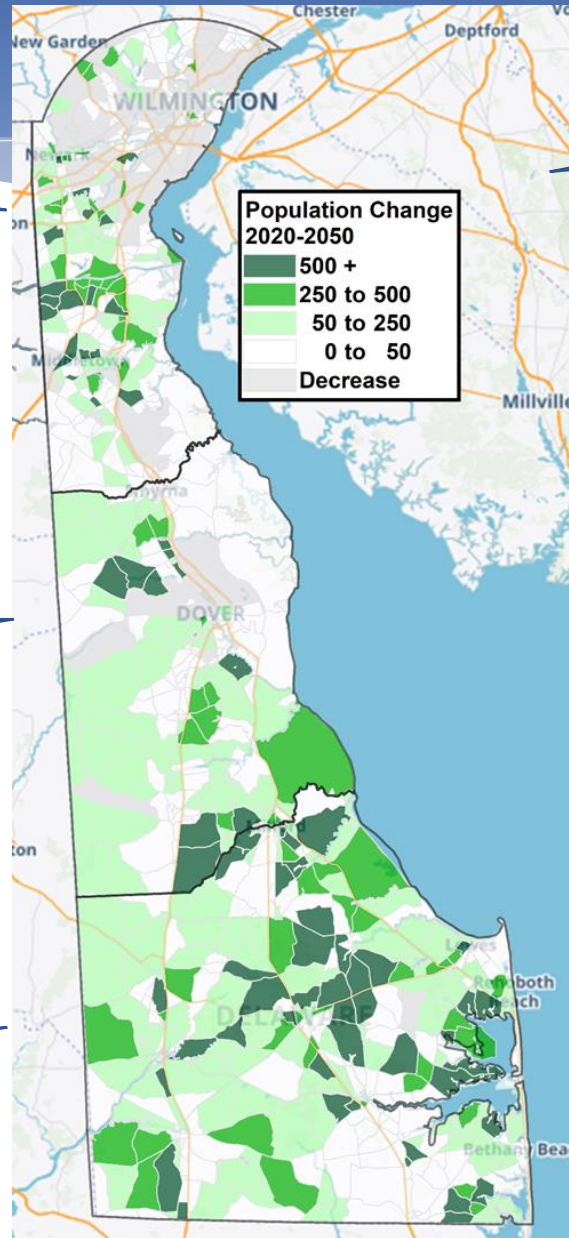
**How many people are owners/ renters of their homes?**

**How much will our seasonal population grow?**

**How many school-age children do we have?**

**How many people are in the labor force?**

**What modes of transportation will we use?**



**How many single-person households?**

**Will migration stay at its current level?**

**How are household sizes changing?**

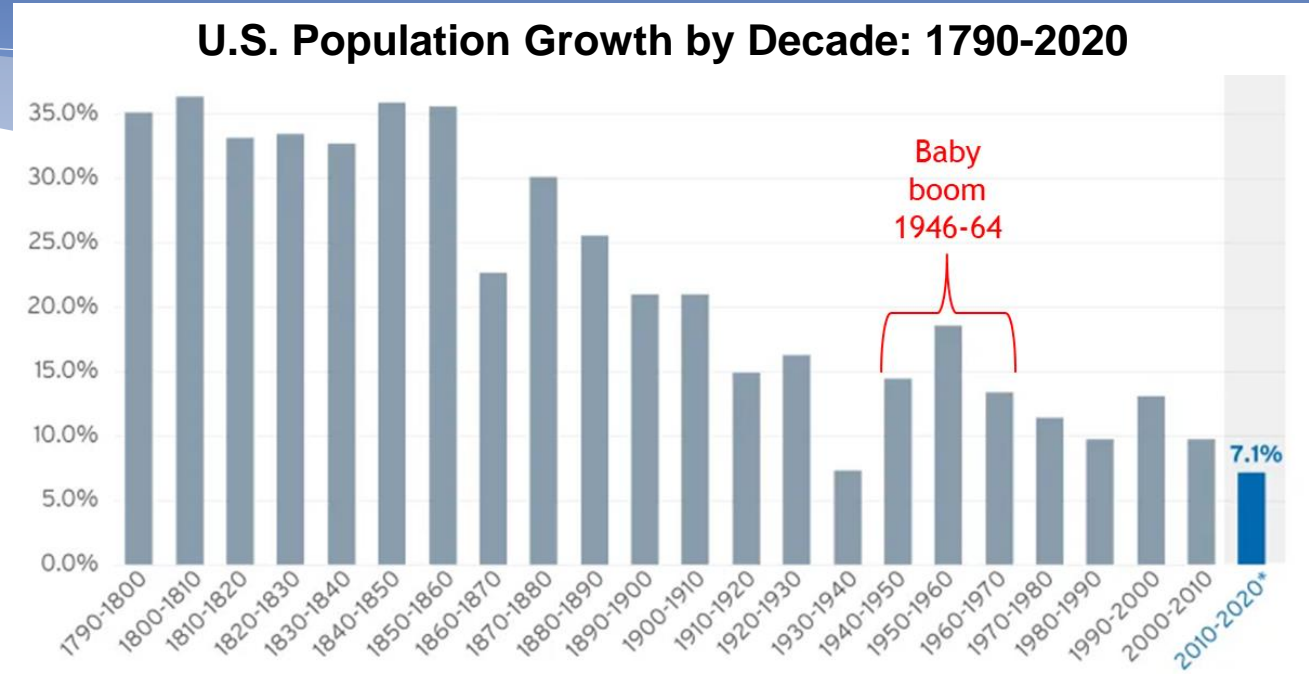
**How many will be living in group quarters / nursing homes?**

**How long do seniors stay in the workforce?**

**How will future tax revenues be impacted?**

# National Snapshot

- U.S. is GROWING, but SLOWING
- Population continues to “gray”
- Deaths ~~catching~~ caught up to Births
- Immigration becoming larger part of growth, but uneven
- More states having more births than deaths



From 2018 to 2019: 4 States had more deaths than births

West Virginia	Maine	New Hampshire	Vermont
-4,928	-2,302	-539	-394

From 2020 to 2024, 18 States had more deaths than births\*

.Pennsylvania	.West Virginia	.Florida	.Maine	.Oregon	.Michigan	.New Hampshire	.Mississippi
-9,311	-7,844	-7,321	-5,157	-3,731	-2,855	-2,363	-1,984

.Alabama	.Vermont	.New Mexico	.Kentucky	.Arkansas	.South Carolina	.Ohio	.Rhode Island	.Delaware
-1,732	-1,723	-1,437	-892	-727	-517	-425	-362	-21

Source: Census, DPC Annual Change, July 1, 2020 to July 1, 2024



# Delaware Population Consortium

## Annual DPC Tasks:

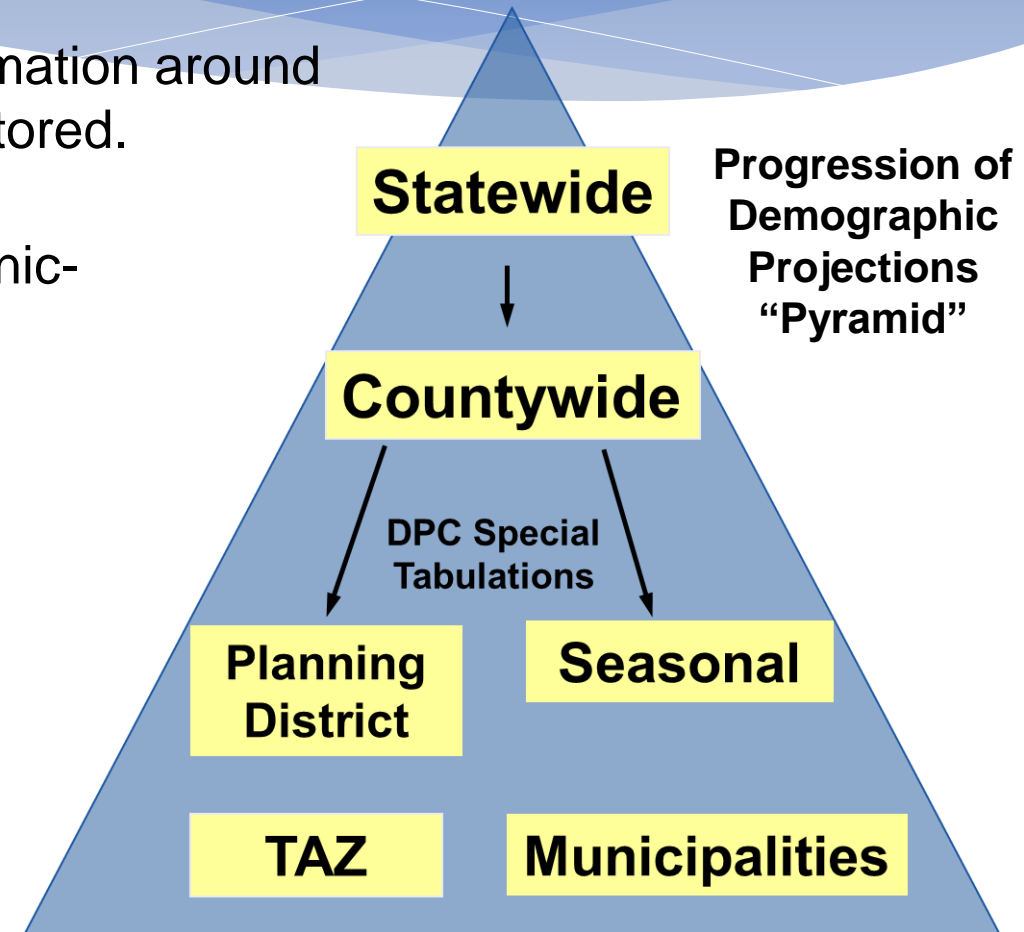
- Produce a single set of projections, in the public domain and widely disseminated to all users of demographic data.
- A regular annual release for a predictable flow of information around which policy and decision-making can be built or monitored.

## Key Methodologies:

- Single year fertility and mortality rates by age-race/ethnic-gender cohort for ages 0 to 100
- Migration (domestic and international)
- Labor Force and employment by place of work

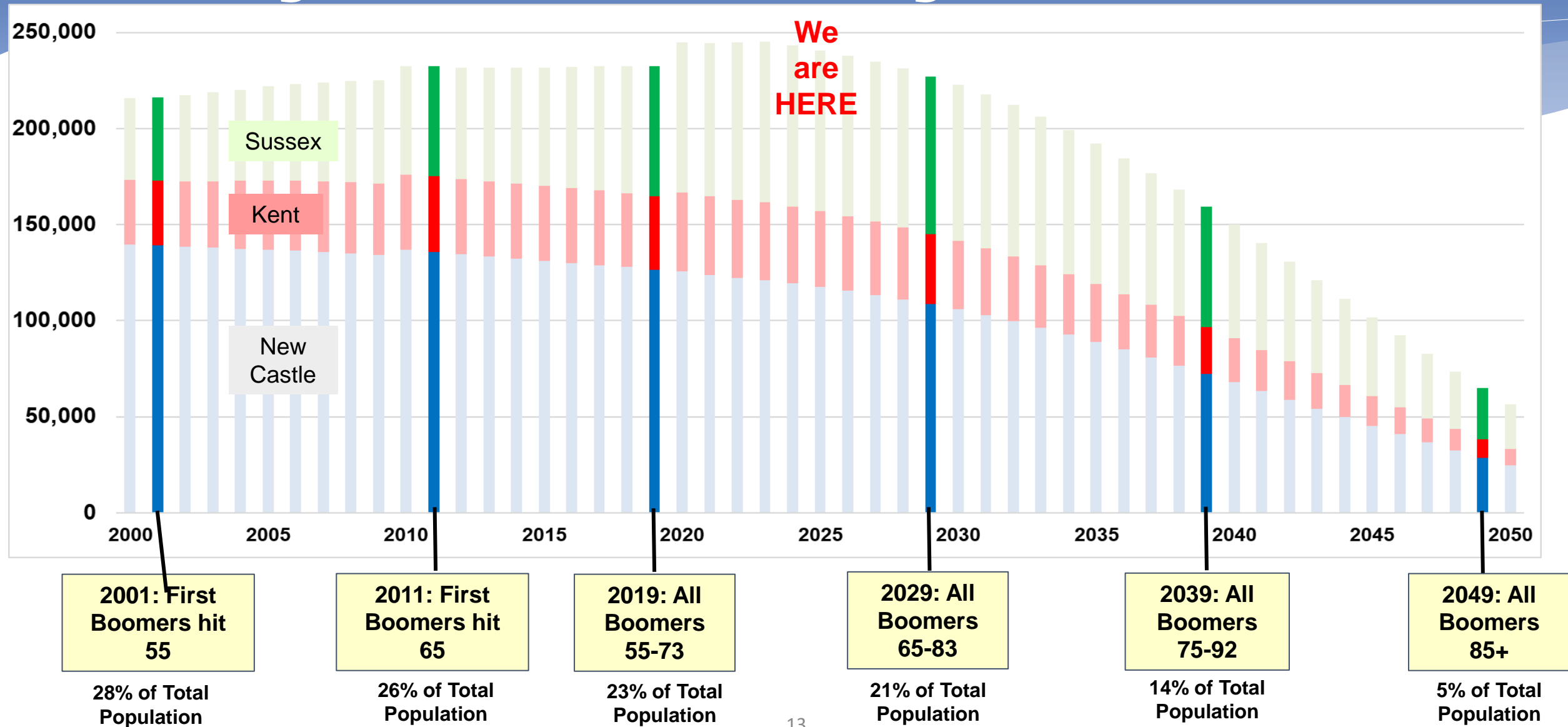
### 2024 DPC Projections by County

Population	2020	2030	2040	2050	Change
NCC	570,719	593,944	600,240	589,023	18,304
Kent	181,851	197,729	206,999	213,228	31,377
Sussex	237,378	291,491	327,931	369,545	132,167
Employment	2020	2030	2040	2050	Change
NCC	293,932	295,620	288,489	282,773	-11,159
Kent	69,352	74,361	77,975	81,236	11,884
Sussex	87,848	98,506	112,668	130,213	42,365

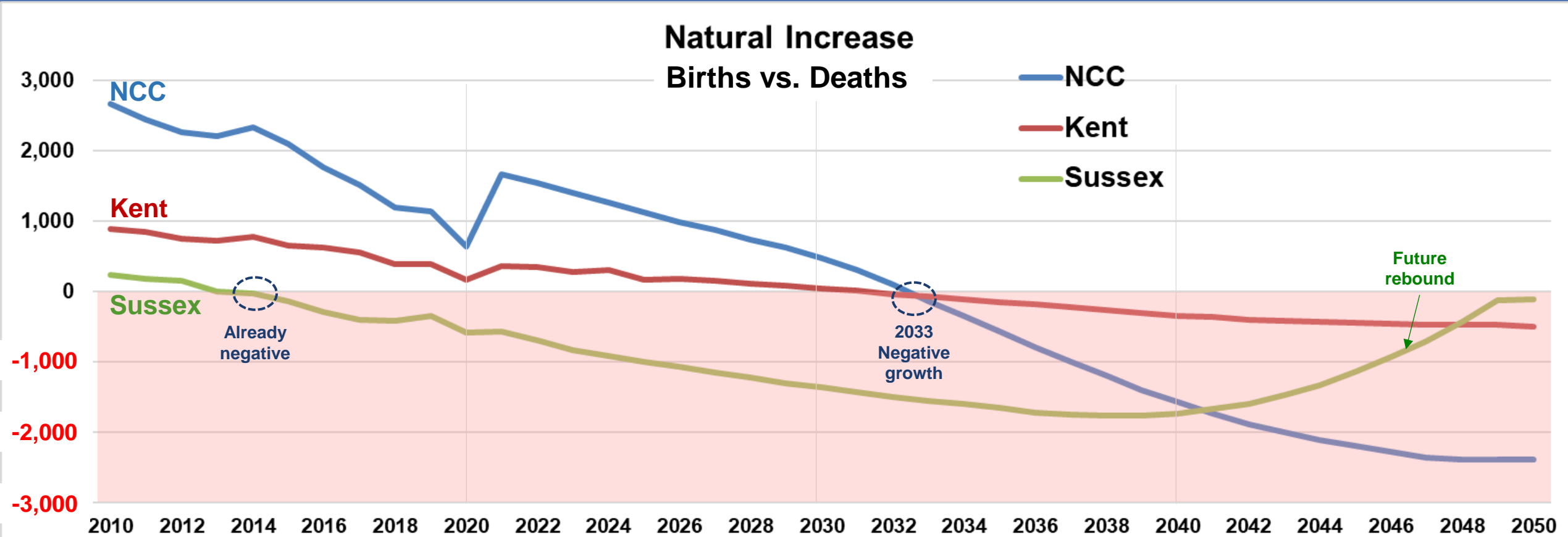


Delaware Code 29

# Baby Boomer Life Cycle in DE



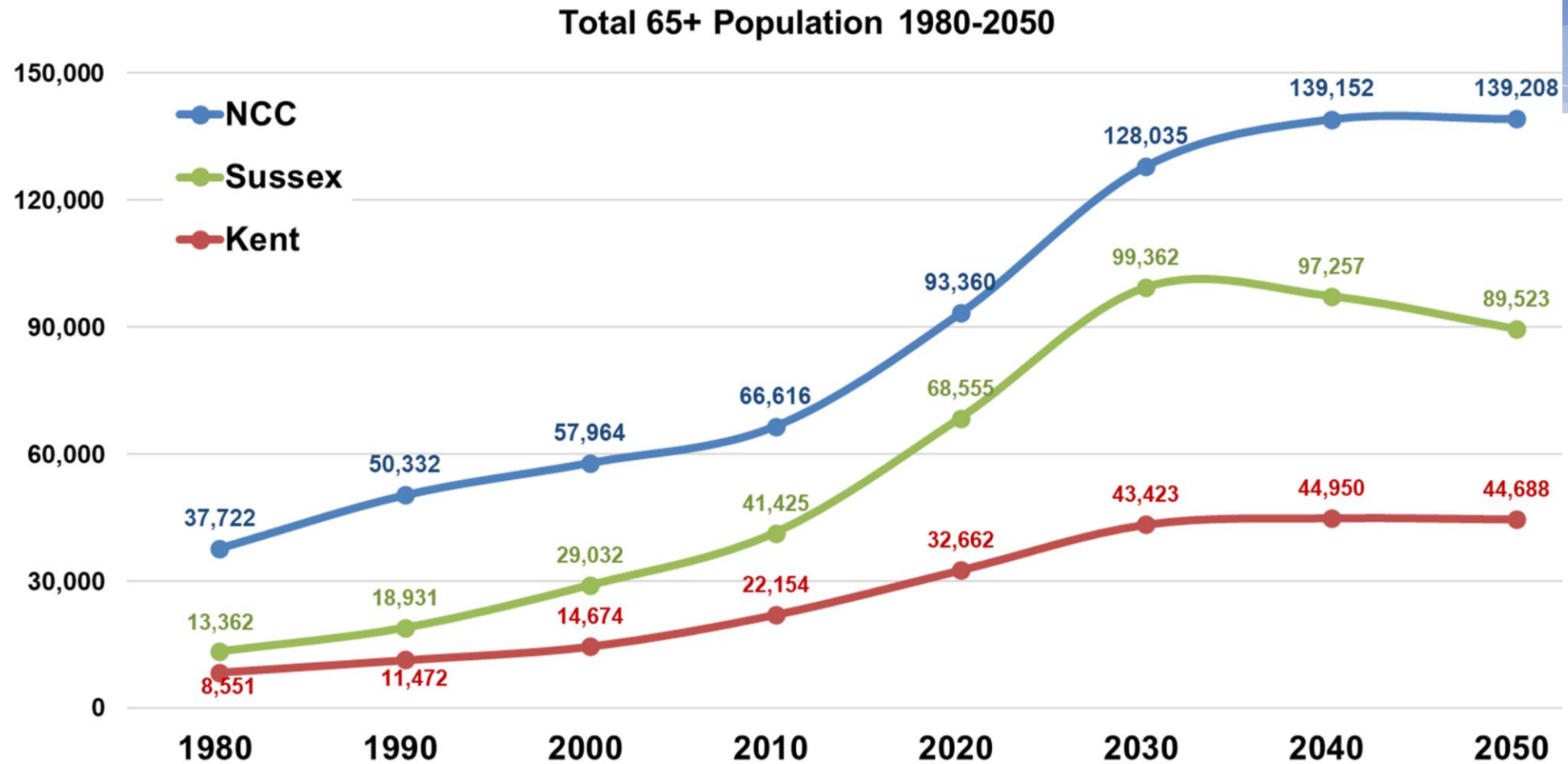
# 2024 DPC Projections Components of Growth



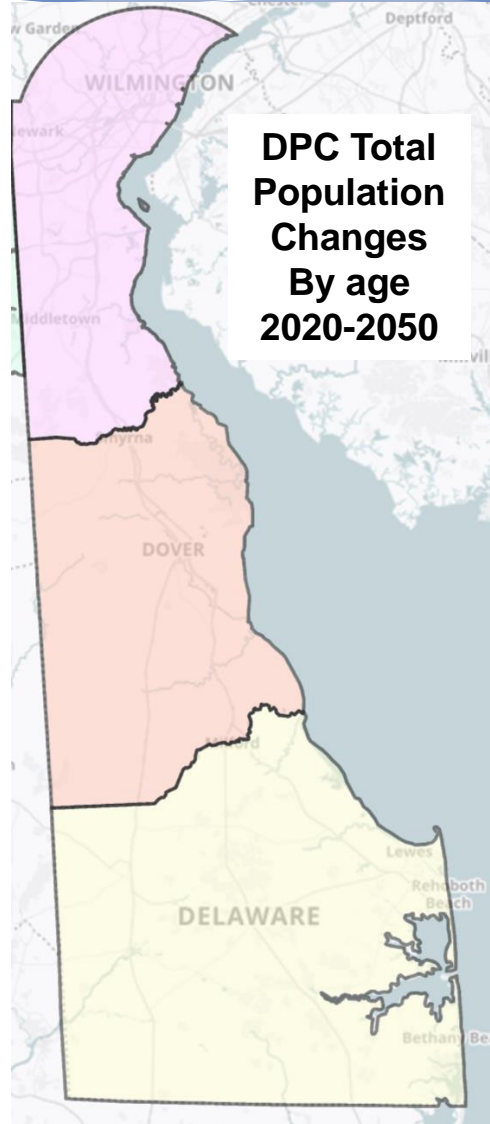
## Sussex observations:

- Solely relies on net migration for growth (since 2013)
- Migration includes some younger populations, but outweighed by older populations
- Modest rebound in birth/death rate beyond 2040

# Challenges and Considerations for Future Transportation Needs



# County Population Growth by Age: 2020-2050



NCC	2020	2030	2040	2050	Change	
0 to 4	29,685	33,600	31,532	28,599	-1,086	
5 to 17	91,158	82,081	87,794	82,467	-8,691	
18 to 29	95,879	89,132	77,759	81,530	-14,349	
30 to 64	260,637	261,096	264,003	257,219	-3,418	
65 to 84	82,732	113,687	116,579	110,273	27,541	150%
85 +	10,628	14,348	22,573	28,935	18,307	100%
	<b>570,719</b>	<b>593,944</b>	<b>600,240</b>	<b>589,023</b>	<b>18,304</b>	

Kent	2020	2030	2040	2050	Change	
0 to 4	10,762	11,391	11,852	11,491	729	
5 to 17	31,284	30,458	31,325	32,135	851	
18 to 29	29,517	31,886	30,257	30,314	797	
30 to 64	77,626	80,882	88,635	94,454	16,828	
65 to 84	29,569	37,717	36,713	34,987	5,418	17%
85 +	3,093	5,395	8,217	9,847	6,754	22%
	<b>181,851</b>	<b>197,729</b>	<b>206,999</b>	<b>213,228</b>	<b>31,377</b>	

Sussex	2020	2030	2040	2050	Change	
0 to 4	10,783	14,555	19,053	23,350	12,567	
5 to 17	32,733	37,165	47,364	60,844	28,111	
18 to 29	26,238	39,015	42,464	51,778	25,540	
30 to 64	99,069	102,013	122,718	145,011	45,942	
65 to 84	62,844	84,754	70,062	63,073	229	0%
85 +	5,711	13,989	26,270	25,489	19,778	15%
	<b>237,378</b>	<b>291,491</b>	<b>327,931</b>	<b>369,545</b>	<b>132,167</b>	

# **Factors influencing population changes: A local view**



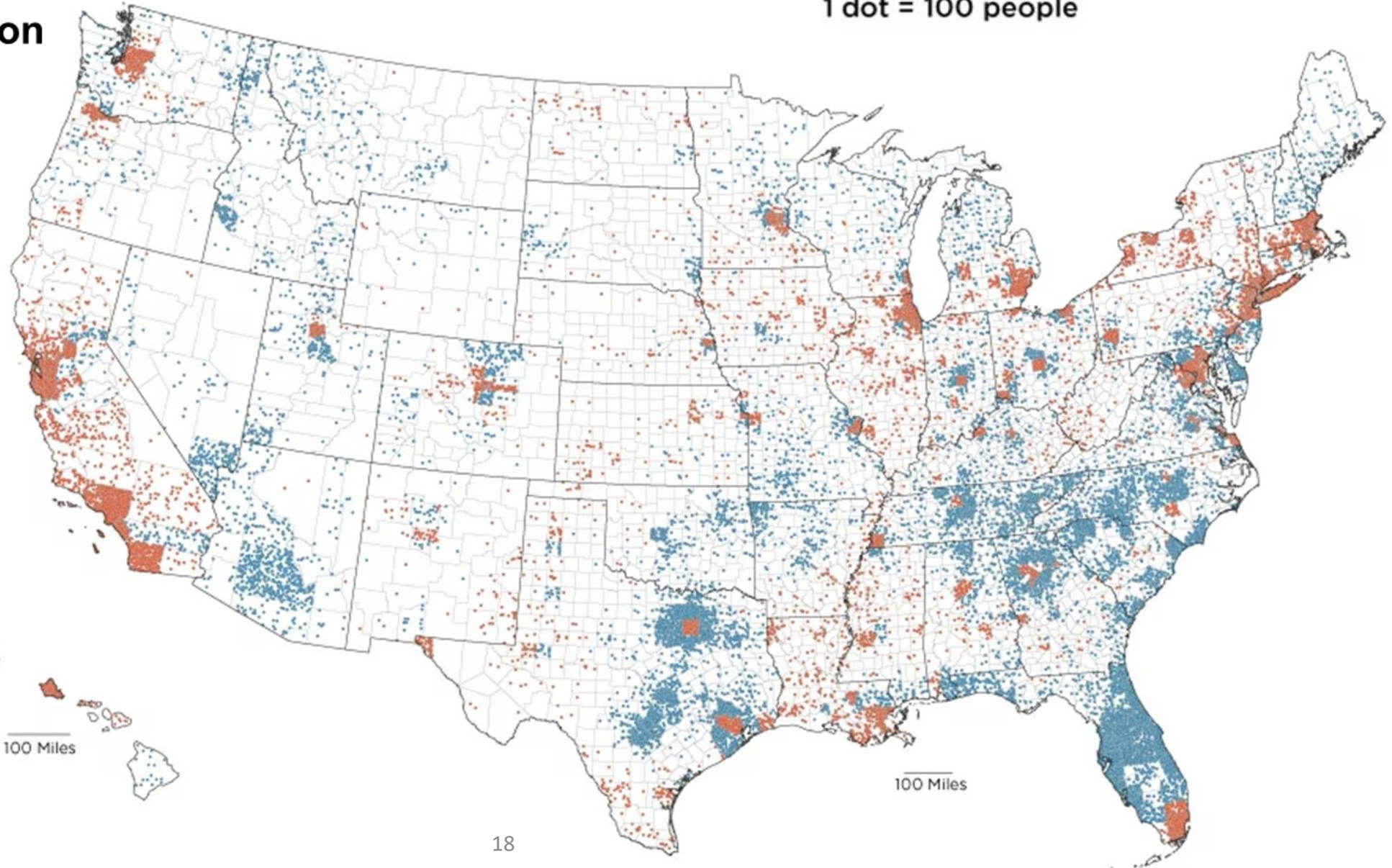
# Who's Moving Where?

● Positive net domestic migration  
● Negative net domestic migration

1 dot = 100 people

## Domestic Net Migration United States

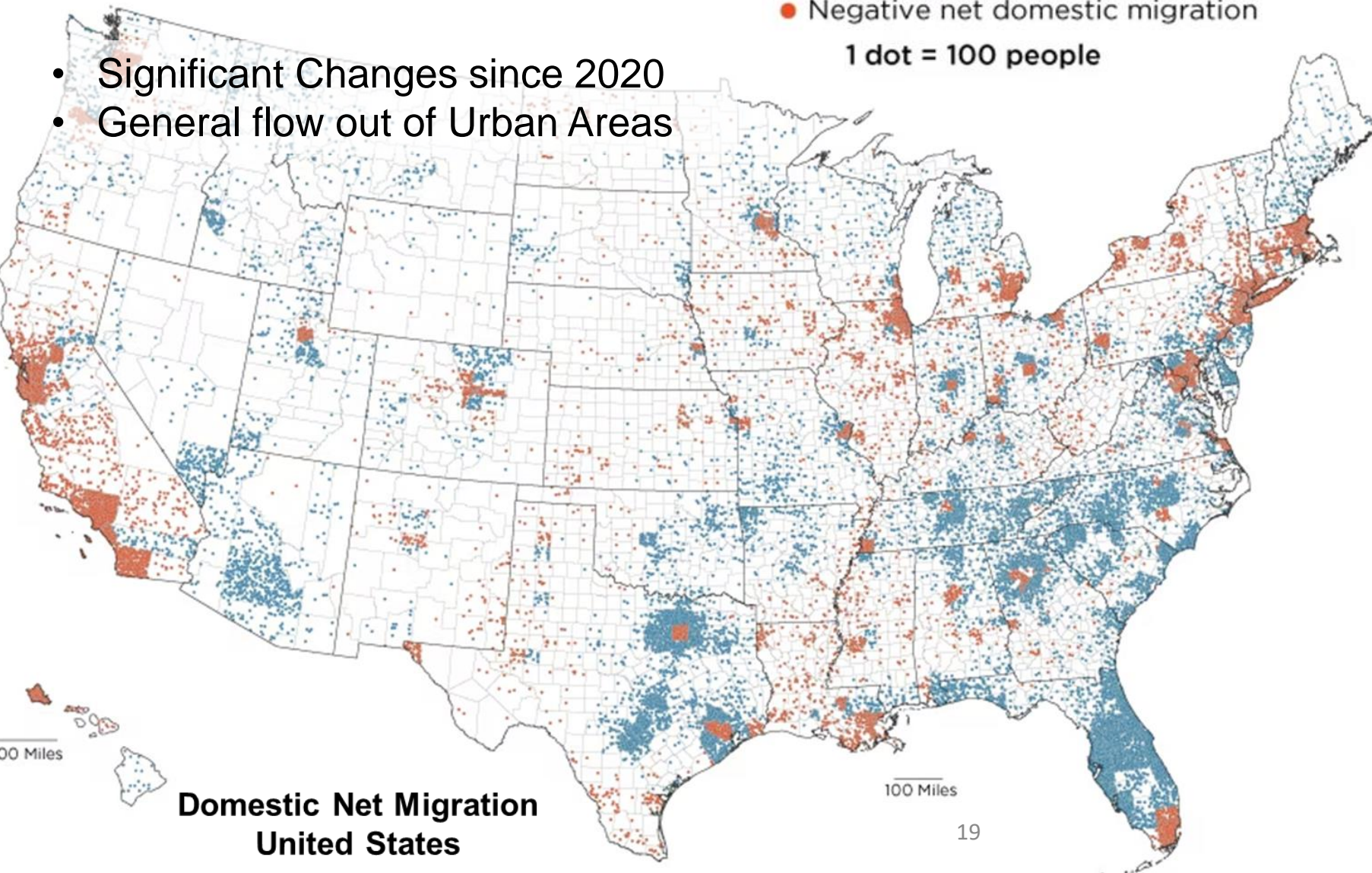
- Significant Changes since 2020
- General flow out of Urban Areas



# Who's Moving Where?

- Significant Changes since 2020
- General flow out of Urban Areas

● Positive net domestic migration  
● Negative net domestic migration  
 1 dot = 100 people



Domestic Net Migration  
United States

## Top Domestic Migration Gains 2000-2023:

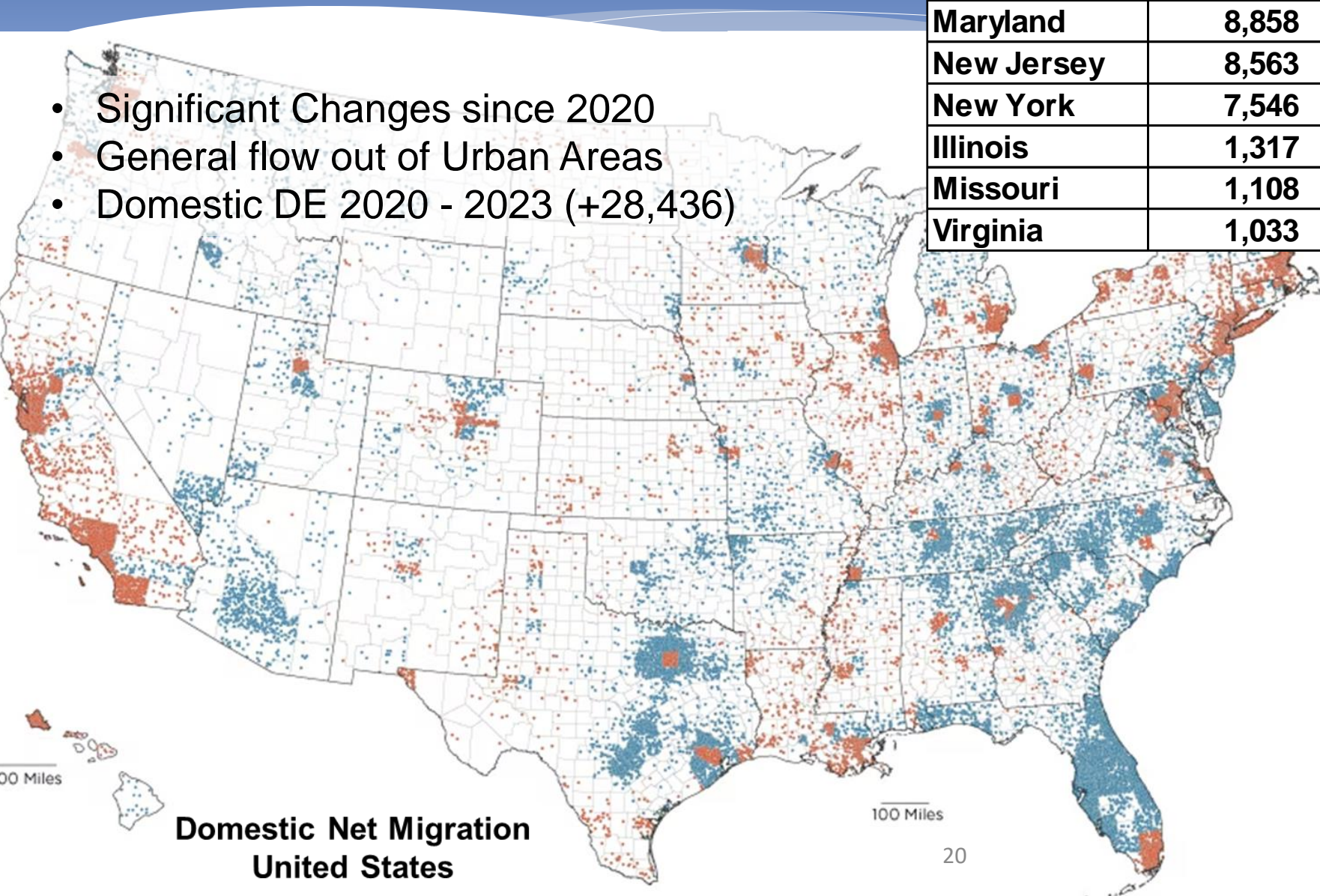
Rank	State	Total
1	Florida	622,476
2	Texas	475,252
3	North Carolina	211,867
4	Arizona	182,362
5	South Carolina	165,948
6	Tennessee	146,403
7	Georgia	128,089
8	Idaho	88,647
9	Alabama	65,355
10	Oklahoma	56,807

## Top Domestic Migration Declines 2000-2023:

Rank	State	Total
41	Minnesota	-37,377
42	Ohio	-39,915
43	Michigan	-43,188
44	Maryland	-68,287
45	Louisiana	-80,278
46	New Jersey	-107,749
47	Massachusetts	-110,866
48	Illinois	-282,048
49	New York	-664,921
50	California	-871,127

# Who's Moving Where?

- Significant Changes since 2020
- General flow out of Urban Areas
- Domestic DE 2020 - 2023 (+28,436)



## Top Origins to Delaware 2020-2023

State	Net Migration
Pennsylvania	15,622
Maryland	8,858
New Jersey	8,563
New York	7,546
Illinois	1,317
Missouri	1,108
Virginia	1,033

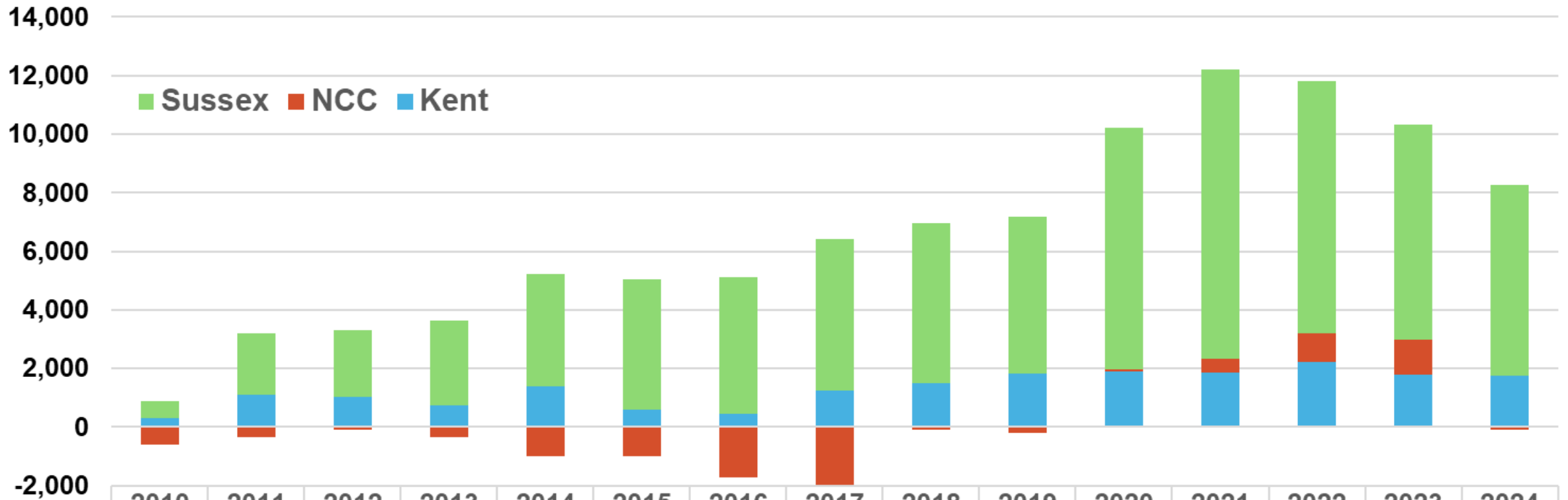
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# Net Domestic Migration by County: 2010-2024

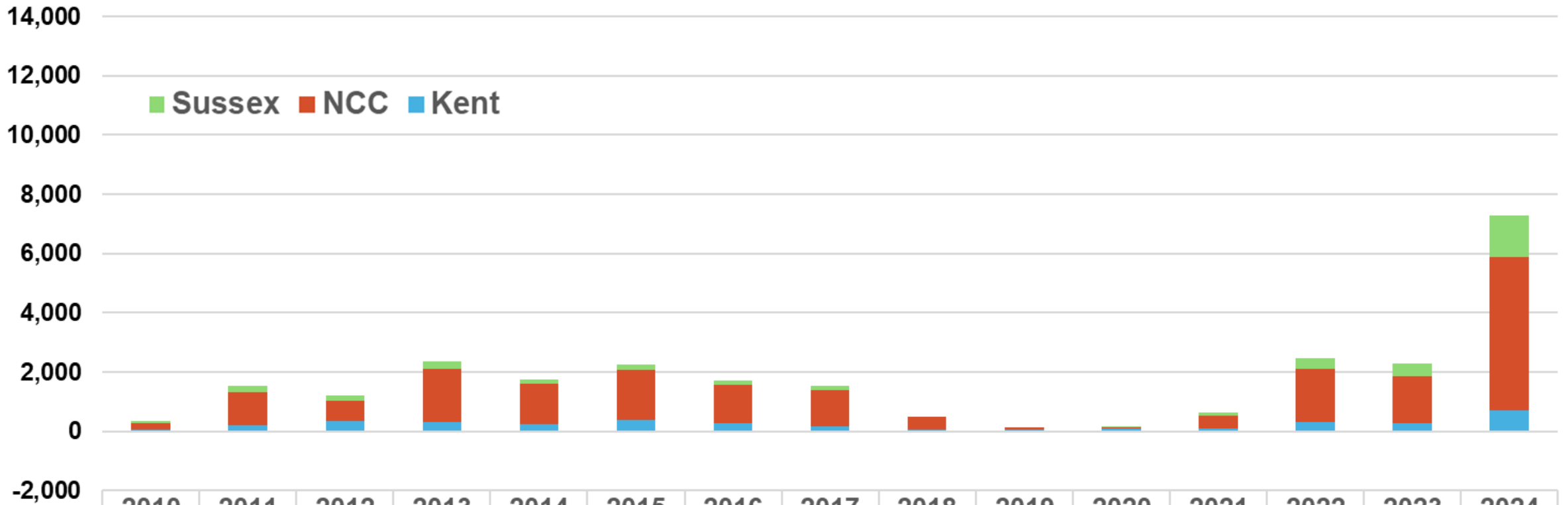


	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
■ Sussex	583	2,103	2,276	2,901	3,862	4,444	4,659	5,178	5,448	5,350	8,224	9,883	8,643	7,329	6,507
■ NCC	-590	-347	-114	-350	-1,003	-986	-1,724	-1,985	-99	-201	79	466	966	1,203	-90
■ Kent	288	1,098	1,040	747	1,371	594	444	1,237	1,502	1,812	1,899	1,858	2,217	1,788	1,738

Source: U.S. Census Bureau, Population Division



# Net International Migration by County: 2010-2024

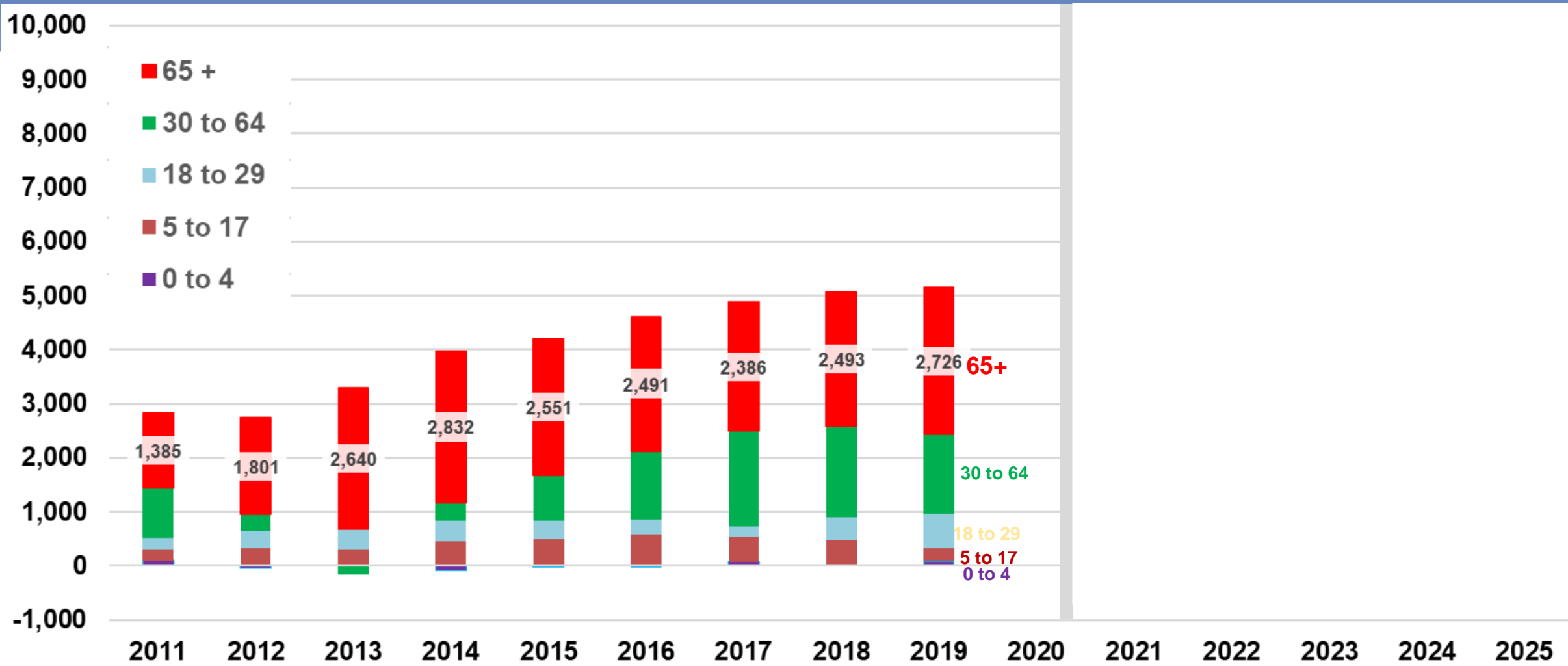


	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
■ Sussex	65	221	166	257	124	168	123	136	-24	-58	12	98	358	432	1,386
■ NCC	225	1,090	714	1,791	1,367	1,675	1,304	1,233	454	69	42	426	1,789	1,582	5,209
■ Kent	67	216	332	309	252	395	281	159	54	62	88	95	304	263	688

Source: U.S. Census Bureau, Population Division



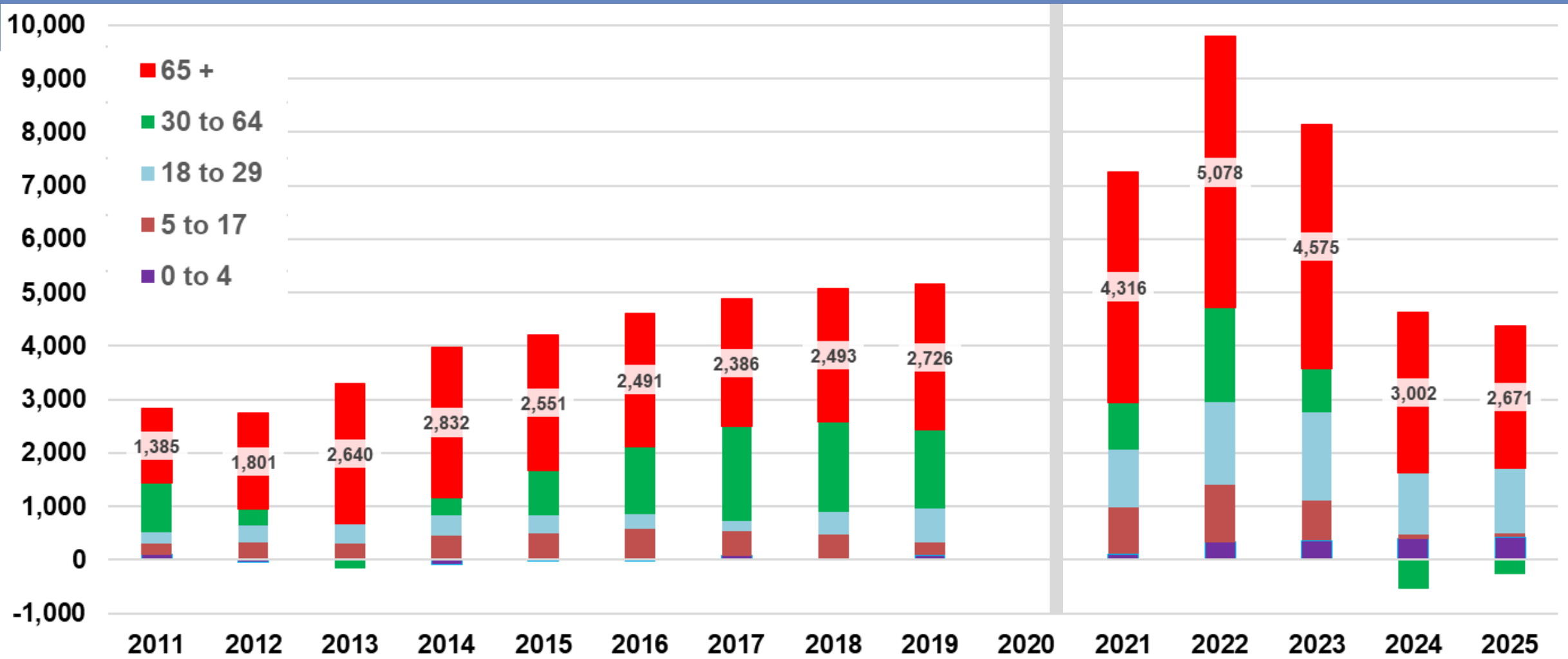
# Annual Net Growth by Age Group Sussex County



Source: 2023 DPC Single Year age projections



# Annual Net Growth by Age Group Sussex County



Source: 2023 DPC Single Year age projections



# Changes in Household Ownership by age group

## Sussex County Planning Districts

- Heavy senior growth in coastal areas
- Modest younger household growth further inland

### Net Changes in Householders by Age 2009-2022

Age of Householder	Bridgeville-Greenwood	Georgetown	Laurel-Delmar	Lewes	Milford South	Millsboro	Milton	Seaford	Selbyville-Frankford
15 to 24 yrs	-70	-48	-59	-53	52	-284	-67	14	-129
25 to 34 yrs	-59	27	350	185	226	525	221	-84	-95
35 to 44 yrs	287	267	11	-6	15	242	434	488	-507
45 to 54 yrs	220	-108	-102	-142	-277	-418	-43	191	-273
55 to 59 yrs	96	152	334	429	196	588	264	75	25
60 to 64 yrs	141	201	269	1,454	520	117	452	275	344
65 to 74 yrs	529	266	316	3,020	930	2,036	1,845	671	3,799
75 to 84 yrs	288	87	20	2,184	285	904	925	359	1,264
85 years +	215	-11	57	334	-22	40	13	154	556
<b>Total</b>	<b>1,647</b>	<b>833</b>	<b>1,196</b>	<b>7,405</b>	<b>1,925</b>	<b>3,750</b>	<b>4,044</b>	<b>2,143</b>	<b>4,984</b>

Source: U.S. Census, \*ACS 5-year Estimates series

# Changes in Household Ownership by age group

## Sussex County Planning Districts

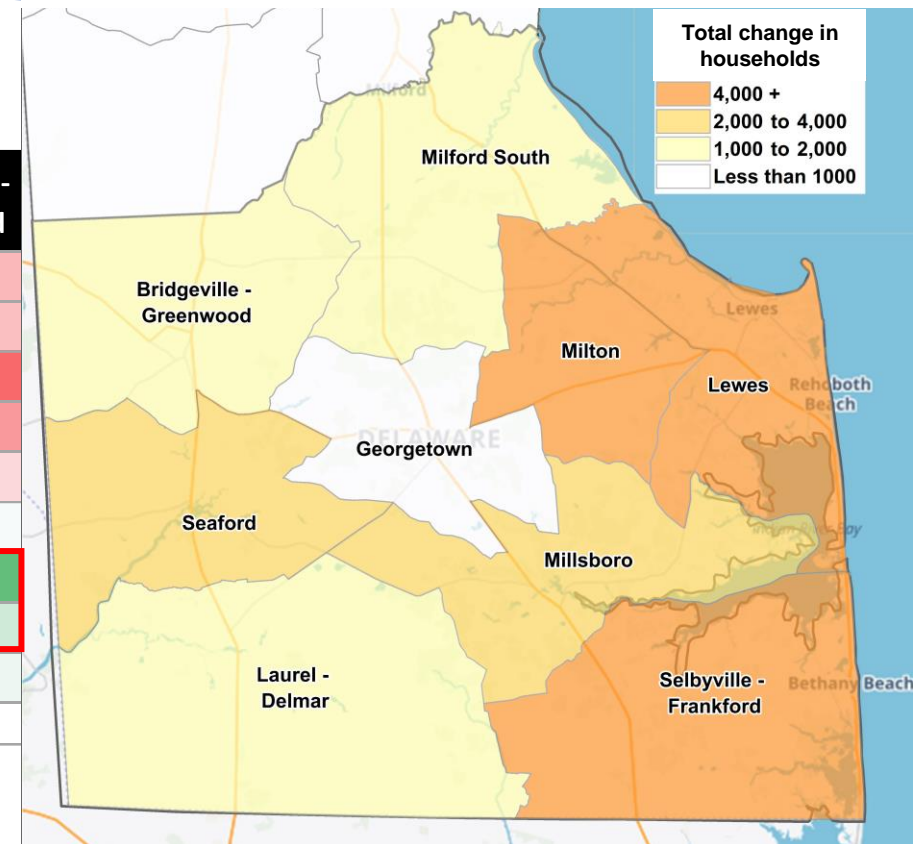
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Source: U.S. Census, \*ACS 5-year Estimates series

**Sussex County Planning Districts**



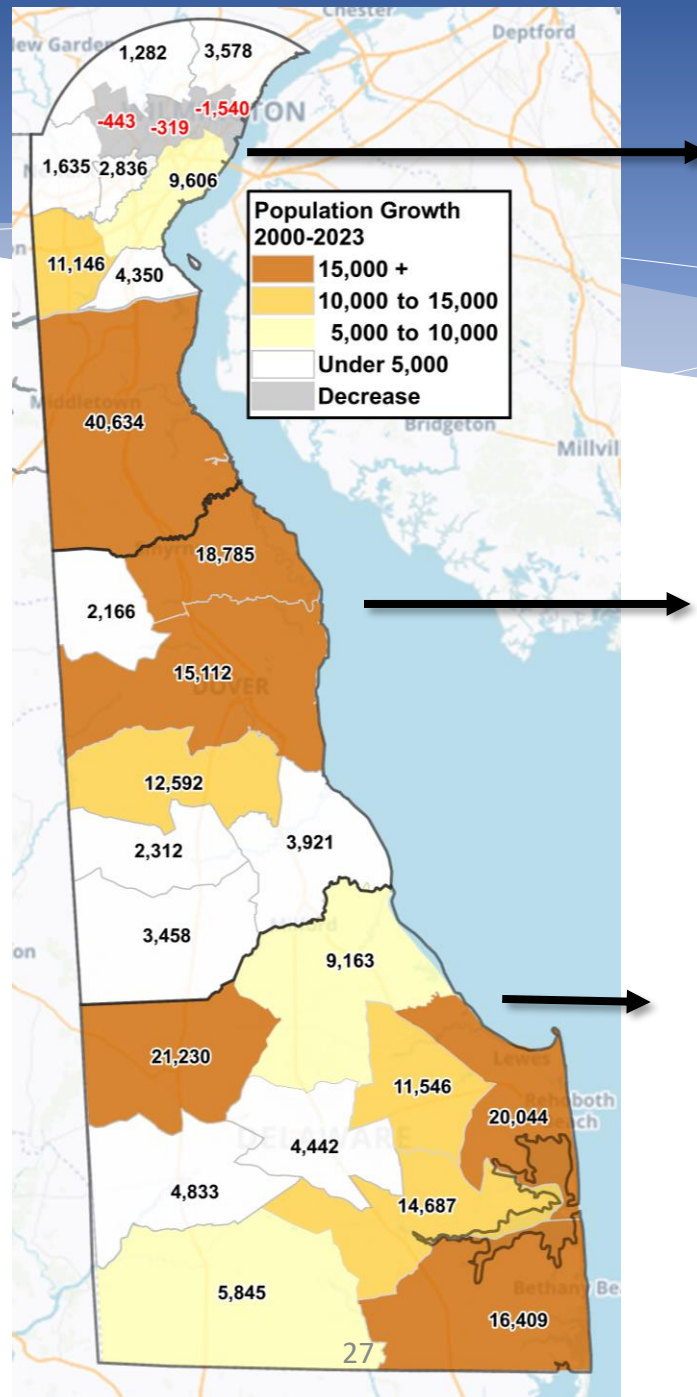
# Total Population Changes 2000-2023

- Over half (55%) of NCC growth in SNCC, with low or declining growth in NNCC
- 88% of NCC population still live North of C&D canal
- 56% of Sussex growth in resort area (Lewes, Millsboro, Selbyville)

## Notables:

District	2000	ACS 2023*	Change	% Growth
MOT	29,682	70,316	40,634	137%
Wilmington	72,664	71,124	-1,540	-2%
Smyrna	11,907	30,692	18,785	158%
Lewes	21,517	41,561	20,044	93%
Millsboro	19,558	34,245	14,687	75%
Selbyville - Frankford	24,246	40,655	16,409	68%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle Population	
2000	500,265
ACS 2023	573,030
Change	72,765
% Change	15%

Kent Population	
2000	126,697
ACS 2023	185,043
Change	58,346
% Change	46%

Sussex Population	
2000	156,638
ACS 2023	247,799
Change	91,161
% Change	58%

DE Statewide: +222,272

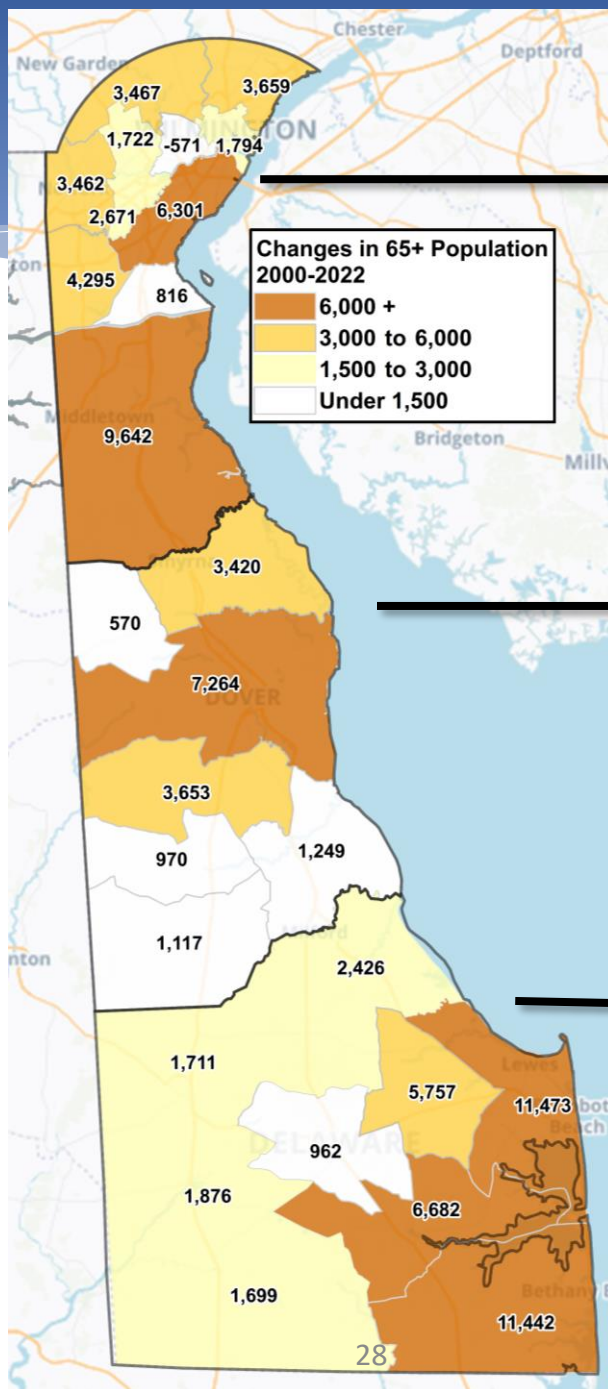
# Total Population Changes Ages 65+ 2000-2023

- Nearly half of total population growth Statewide

## Notables:

District	2000	ACS 2023*	Change	% Growth
Glasgow	1,352	5,647	4,295	318%
MOT	2,103	11,745	9,642	458%
New Castle	7,214	13,515	6,301	87%
Dover	7,770	15,034	7,264	93%
Lewes	5,784	17,257	11,473	198%
Milton	1,907	7,664	5,757	302%
Millsboro	4,437	11,119	6,682	151%
Selbyville	5,750	17,192	11,442	199%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle	65+ Population	% of Pop
2000	57,903	12%
ACS 2023	95,161	17%
Change	37,258	
% Change	64%	

Kent	65+ Population	% of Pop
2000	14,801	12%
ACS 2023	33,044	18%
Change	18,243	
% Change	123%	

Sussex	65+ Population	% of Pop
2000	29,022	19%
ACS 2023	73,050	28%
Change	44,028	
% Change	152%	

DE Statewide: +99,500



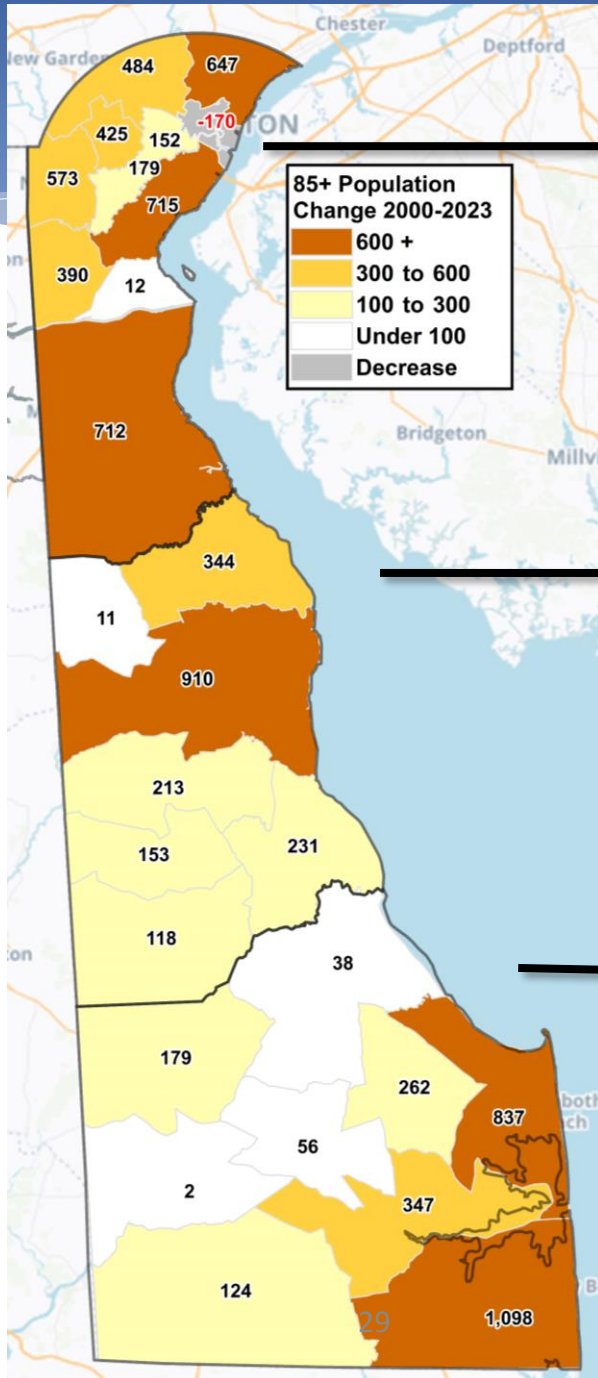
# Total Population Changes Ages 85+ 2000-2023

- Aging in place?
- Partially dictated by assisted living facilities

## Notables:

District	2000	ACS 2023*	Change	% Growth
Brandywine	1,684	2,331	647	38%
MOT	186	898	712	383%
New Castle	519	1,234	715	138%
Newark	655	1,228	573	87%
Dover	896	1,806	910	102%
Lewes	512	1,349	837	163%
Selbyville - Frankford	296	1,394	1,098	371%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle	85+ Population	% of Pop
2000	6,443	1.3%
ACS 2023	10,562	1.8%
Change	4,119	
% Change	64%	

Kent	85+ Population	% of Pop
2000	1,537	1.2%
ACS 2023	3,517	1.9%
Change	1,980	
% Change	129%	

Sussex	85+ Population	% of Pop
2000	2,569	1.6%
ACS 2023	5,512	2.1%
Change	2,943	
% Change	115%	

DE Statewide: +9,042



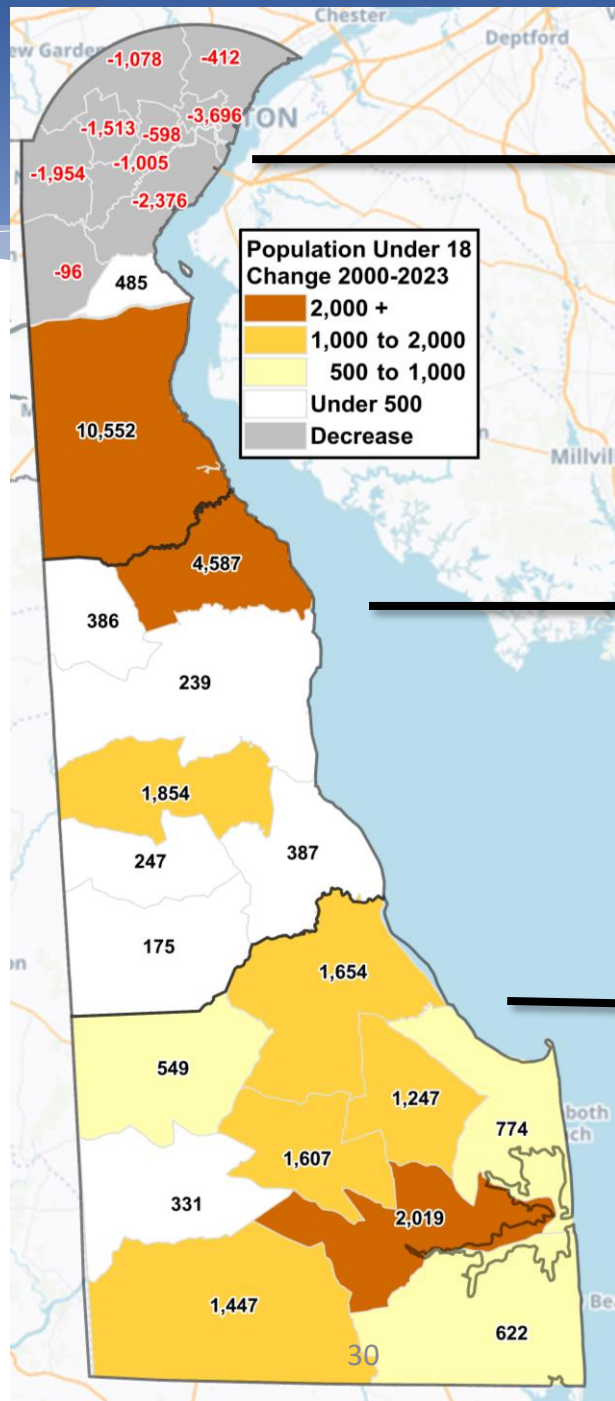
# Total Population Changes Ages Under 18 2000-2023

- Net loss of 12,000 North of C&D Canal
- MOT doubled in totals
- Most of Smyrna growth occurred between 2000-2010

## Notables:

District	2000	ACS 2023*	Change	% Growth
New Castle	22,618	20,242	-2,376	-11%
Newark	13,152	11,198	-1,954	-15%
MOT	8,366	18,918	10,552	126%
Wilmington	18,666	14,970	-3,696	-20%
Central Kent	5,540	7,394	1,854	33%
Smyrna	3,143	7,730	4,587	146%
Georgetown	2,665	4,272	1,607	60%
Milton	2,401	3,648	1,247	52%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle	Under 18 Population	% of Pop
2000	124,244	25%
ACS 2023	122,553	21%
Change	-1,691	
% Change	-1%	

Kent	Under 18 Population	% of Pop
2000	34,499	27%
ACS 2023	42,374	23%
Change	7,875	
% Change	23%	

Sussex	Under 18 Population	% of Pop
2000	35,219	22%
ACS 2023	45,469	18%
Change	10,250	
% Change	29%	

DE Statewide: + 16,634

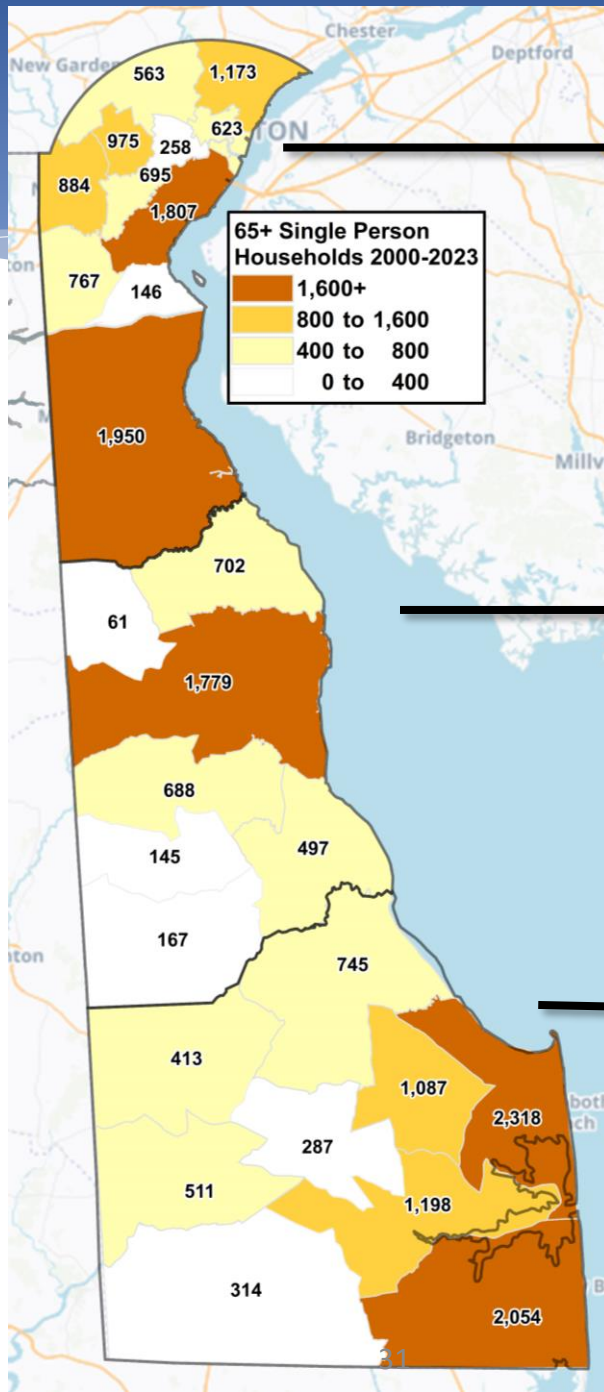


# Single Person Households Age 65 & Over 2000-2023

## Notables:

District	2000	ACS 2023*	Change	% Growth
Brandywine	3,516	4,689	1,173	33%
MOT	457	2,407	1,950	427%
New Castle	1,942	3,749	1,807	93%
Dover	2,062	3,841	1,779	86%
Lewes	1,385	3,703	2,318	167%
Millsboro	1,004	2,202	1,198	119%
Selbyville - Frankford	1,263	3,317	2,054	163%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle	65+ Single Person HHs	% of all HHs
2000	16,138	9%
2023 ACS	25,979	12%
Change	9,841	

Kent	65+ Single Person HHs	% of all HHs
2000	3,962	8%
2023 ACS	8,001	11%
Change	4,039	

Sussex	65+ Single Person HHs	% of all HHs
2000	6,971	11%
2023 ACS	15,898	15%
Change	8,927	

DE Statewide: + 22,800

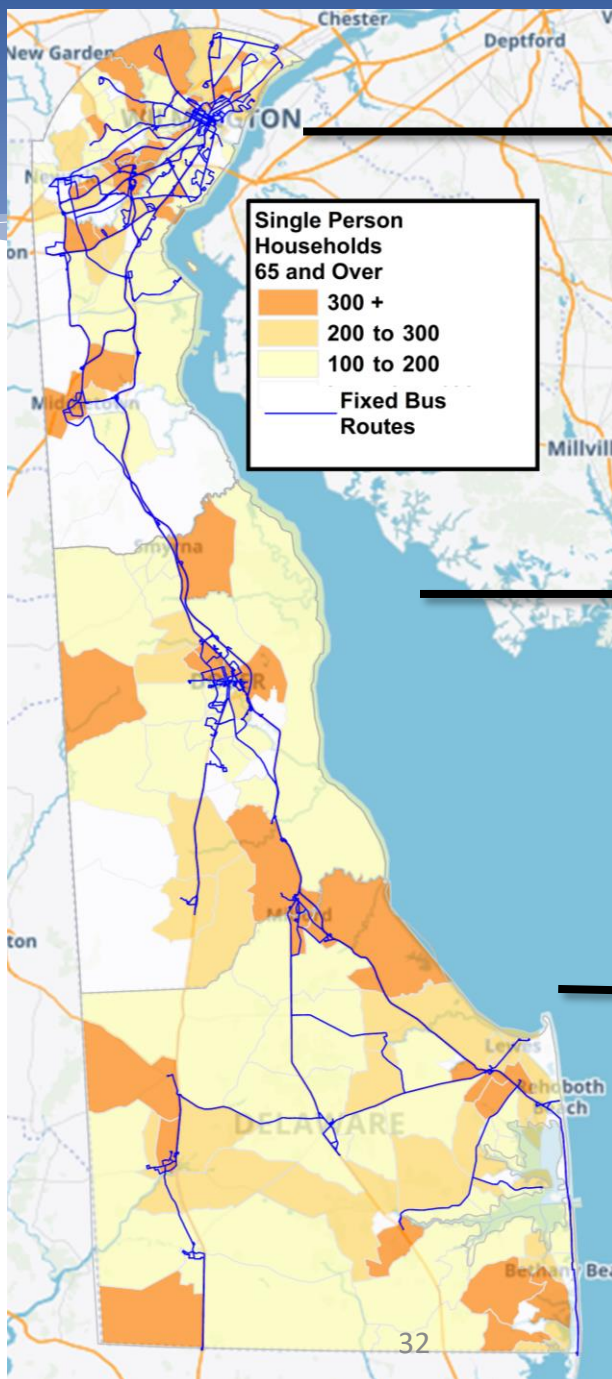


# Single Person Households Age 65 & Over 2000-2023

- Mobility Impacts: Decline in zero-car households**

	Zero Car Households		Households with 3+ Vehicles	
	2000	2023*	2000	2023*
NCC	8.8%	7.1%	15.4%	19.2%
Kent	7.8%	7.0%	18.2%	23.5%
Sussex	5.8%	3.8%	17.9%	23.9%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle	65+ Single Person HHs	% of all HHs
2000	16,138	9%
2023 ACS	25,979	12%
Change	9,841	

Kent	65+ Single Person HHs	% of all HHs
2000	3,962	8%
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Change	8,927	

DE Statewide: + 22,800

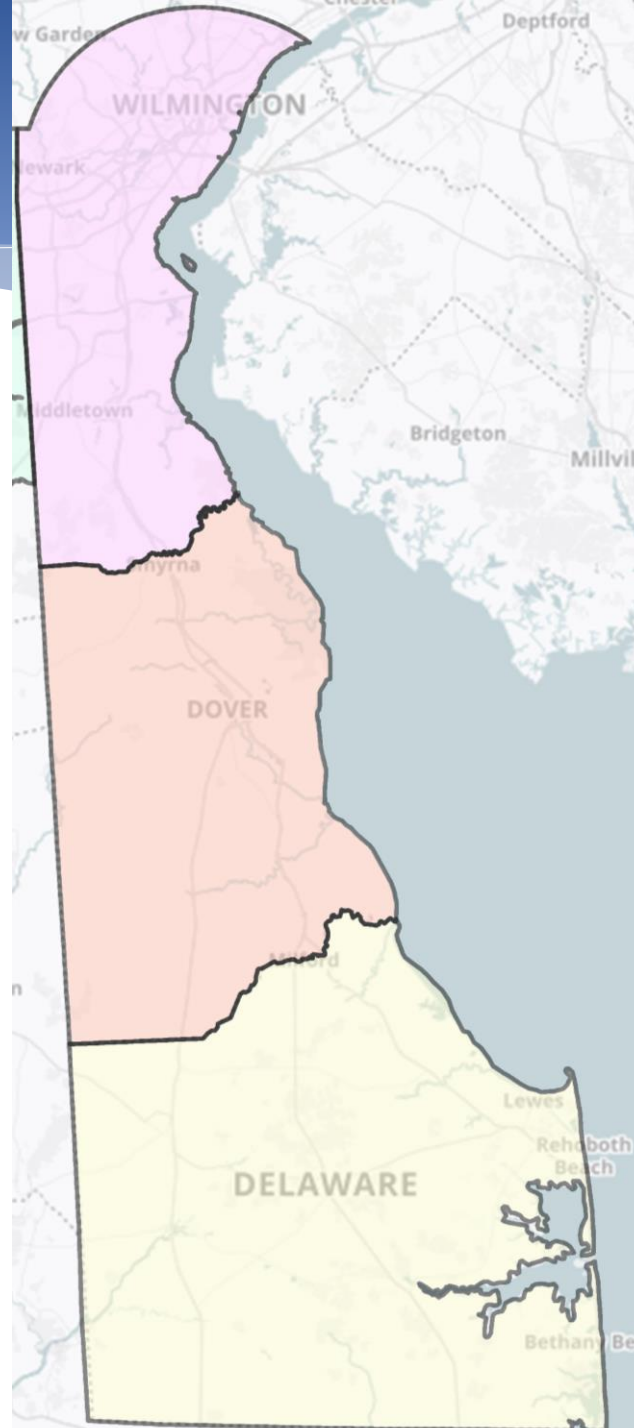


# Family / Non-Family Households 2000-2023

## Census definitions:

A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

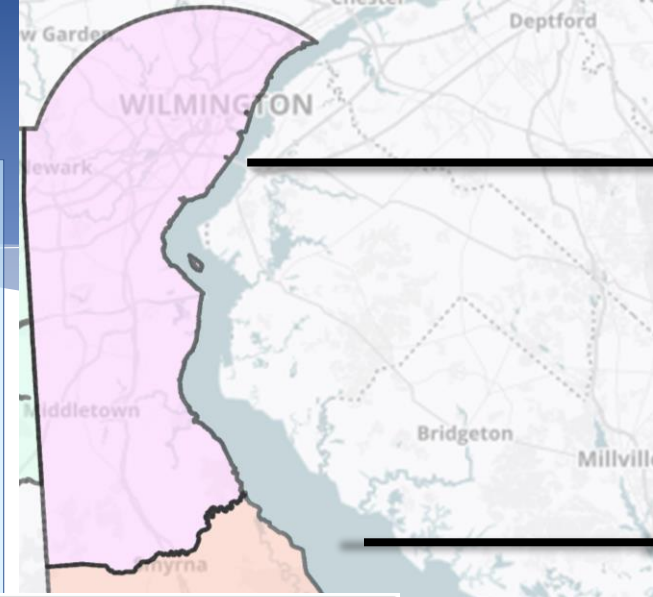
A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together.



# Family / Non-Family Households 2000-2023

## Avg. Household Sizes:

	Family		Non-Family	
	2000	2023*	2000	2023*
NCC	3.52	3.22	1.29	1.26
Kent	3.61	3.21	1.26	1.26
Sussex	4.06	2.94	1.24	1.20

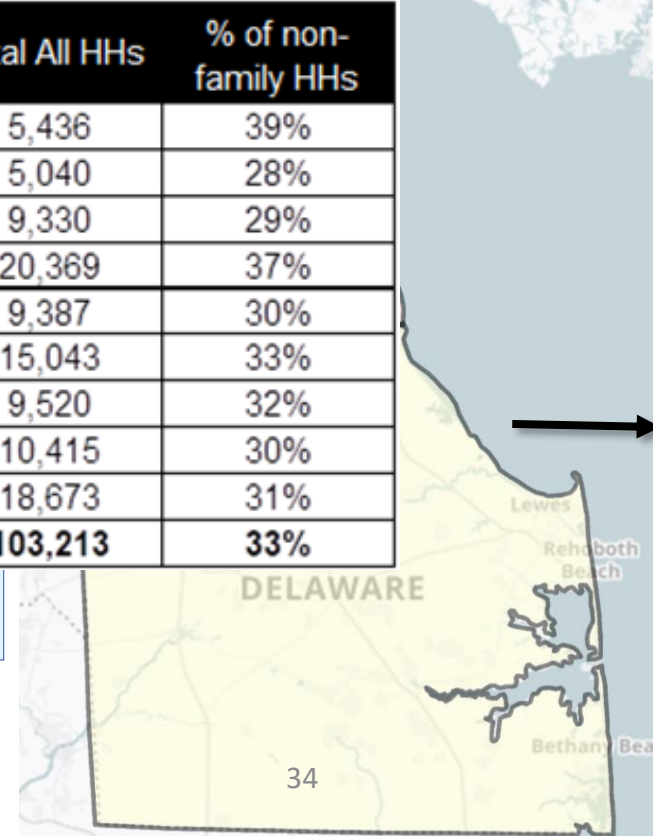


New Castle	Family	Non-Family	% of non family HHs
2000	127,106	61,829	33%
2023 ACS	140,474	82,469	37%
Change	13,368	20,640	
% Change	11%	33%	

Kent	Family	Non-Family	% of non family HHs
2000	33,615	13,609	29%
2023 ACS	47,415	22,638	32%
Change	13,800	9,029	
% Change	41%	66%	

Sussex County	2023 Family HHs	2023 Non-Family HHs	Total All HHs	% of non-family HHs
Bridgeville - Greenwood	3,327	2,109	5,436	39%
Georgetown	3,641	1,399	5,040	28%
Laurel - Delmar	6,596	2,734	9,330	29%
Lewes	12,778	7,591	20,369	37%
Milford South	6,555	2,832	9,387	30%
Millsboro	10,006	5,037	15,043	33%
Milton	6,518	3,002	9,520	32%
Seaford	7,271	3,144	10,415	30%
Selbyville - Frankford	12,974	5,699	18,673	31%
<b>Sussex Total</b>	<b>69,666</b>	<b>33,547</b>	<b>103,213</b>	<b>33%</b>

Sussex	Family	Non-Family	% of non family HHs
2000	43,869	18,708	30%
2023 ACS	69,666	33,547	33%
Change	25,797	14,839	
% Change	59%	79%	

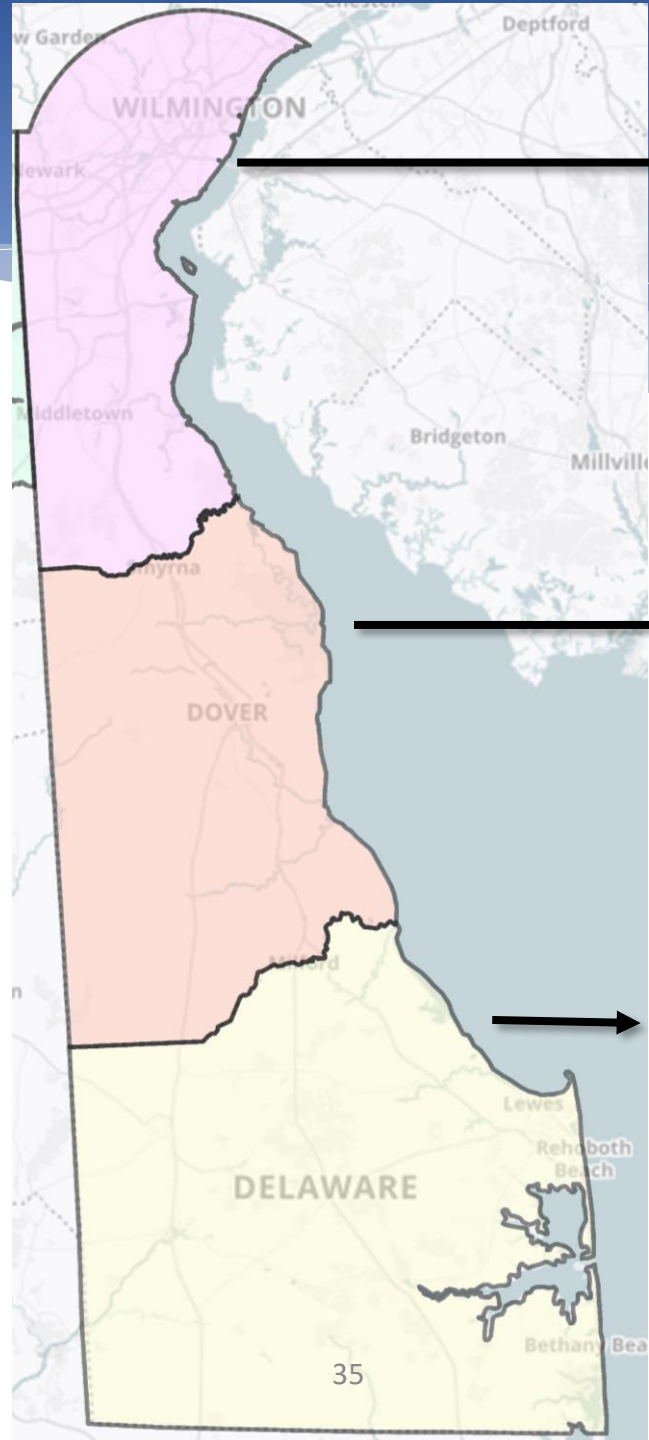


Statewide:	+52,900	+44,508
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Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



# Sources of Income by Household 2000-2023

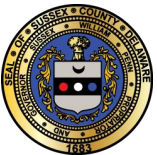


New Castle	2006	2023
With earnings	83%	79%
With Social Security	26%	31%
With retirement income	20%	27%
With Food Stamp benefits	6%	11%

Kent	2006	2023
With earnings	79%	76%
With Social Security	31%	39%
With retirement income	27%	34%
With Food Stamp benefits	11%	15%

Sussex	2006	2023
With earnings	73%	67%
With Social Security	37%	48%
With retirement income	28%	40%
With Food Stamp benefits	7%	11%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023

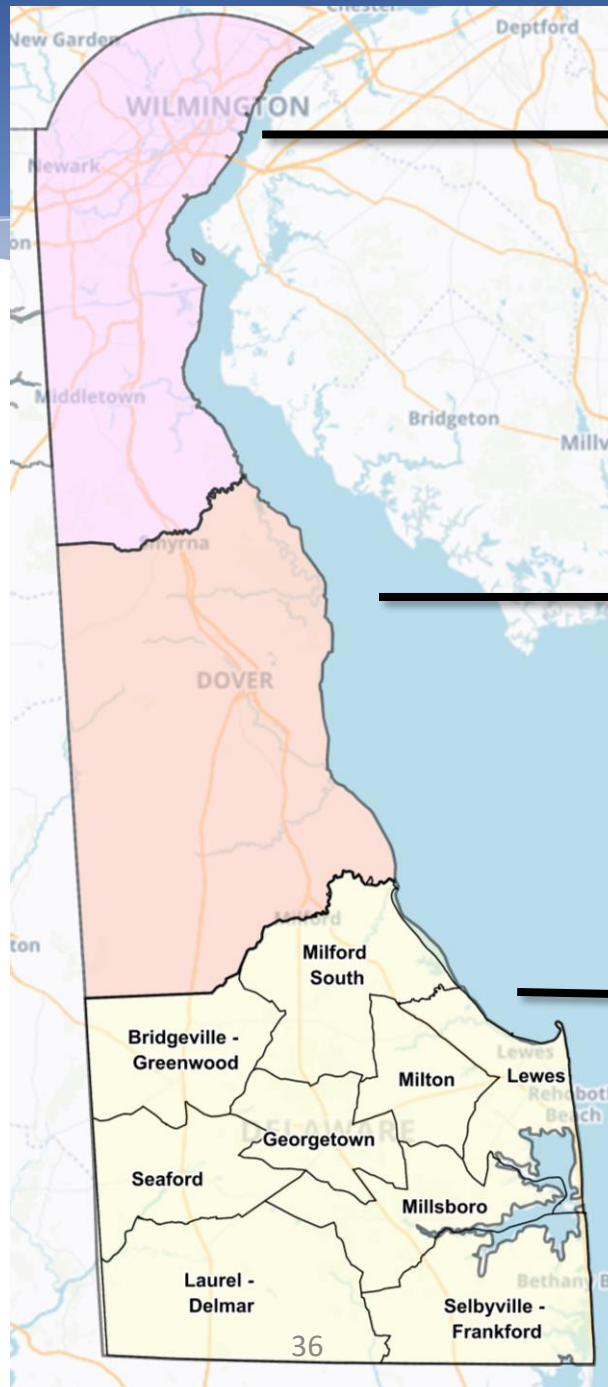


# Sources of Income by Household 2000-2023

## 2023 Sussex CCD Estimates

CCD	With earnings	With social security	With retirement income	Food Stamps
Bridgeville-Greenwood	72%	36%	32%	16%
Georgetown	75%	28%	27%	17%
Laurel-Delmar	77%	36%	27%	21%
Lewes	58%	55%	51%	7%
Milford South	75%	35%	31%	15%
Millsboro	67%	50%	40%	8%
Milton	60%	50%	44%	8%
Seaford	75%	36%	30%	17%
Selbyville	58%	57%	50%	5%

Source: U.S. Census,  
\*ACS 5-year Estimates 2019-2023



New Castle	2006	2023
With earnings	83%	79%
With Social Security	26%	31%
With retirement income	20%	27%
With Food Stamp benefits	6%	11%

Kent	2006	2023
With earnings	79%	76%
With Social Security	31%	39%
With retirement income	27%	34%
With Food Stamp benefits	11%	15%

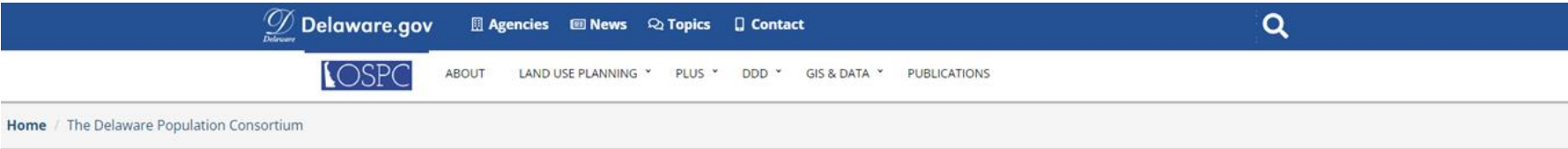
Sussex	2006	2023
With earnings	73%	67%
With Social Security	37%	48%
With retirement income	28%	40%
With Food Stamp benefits	7%	11%



# Thank You!

Dan Blevins  
Principal Planner

[dblevins@wilmapco.org](mailto:dblevins@wilmapco.org)  
[www.wilmapco.org](http://www.wilmapco.org)



## The Delaware Population Consortium

A blue banner featuring a 3D graphic of stylized human figures in various colors (yellow, red, blue, green) standing on a circular base. To the right of the graphic, the text reads 'DRAFT Population Projections Ready for Review' in white. A yellow button with the text 'Learn More' is positioned at the bottom right of the banner.

**Projections Information**  
Methodology/Notes/History

**Tabular Data**  
Download spreadsheets of Projection Data

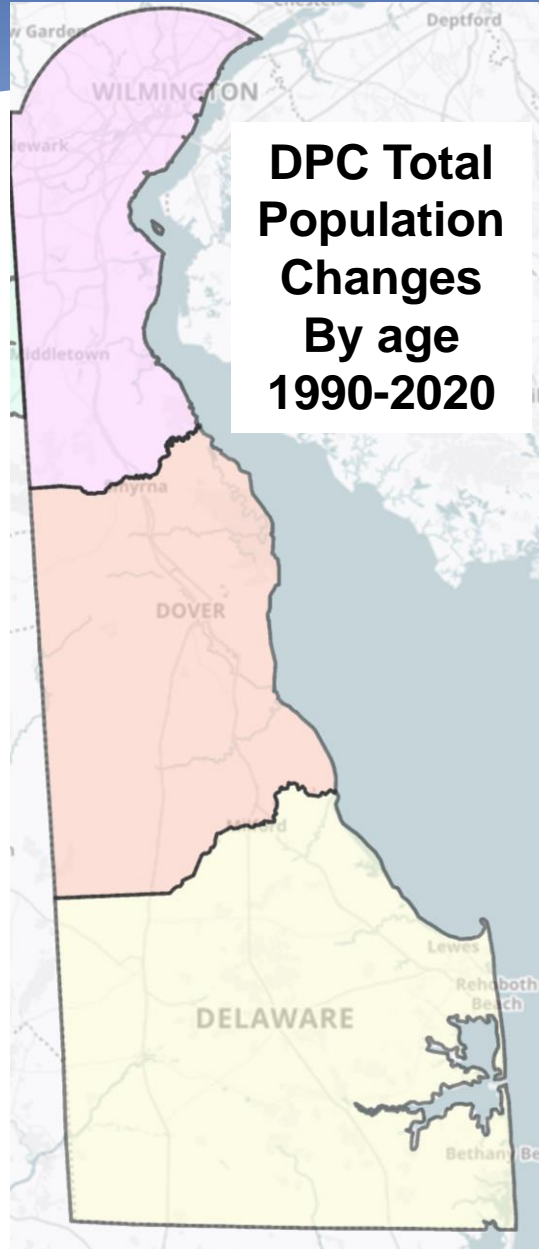
**DPC Meetings**  
Meeting Minutes



<https://stateplanning.delaware.gov/demography/dpc.shtml>



# Challenges and Considerations for Future Transportation Needs



New Castle	1990	2000	2010	2020	1990-2020 Change	
0 to 4	32,518	33,135	33,235	29,685	-2,833	1990-2020
5 to 17	74,190	91,267	91,704	91,158	16,968	% of County Growth
18 to 29	94,206	85,906	95,176	95,879	1,673	
30 to 64	190,822	232,462	252,788	260,637	69,815	29%
65 to 84	45,889	52,495	57,339	82,732	36,843	
85+	4,321	6,591	9,277	10,628	6,307	5%
<b>Total</b>	<b>441,946</b>	<b>501,856</b>	<b>539,519</b>	<b>570,719</b>	<b>128,773</b>	
Kent	1990	2000	2010	2020	1990-2020 Change	
0 to 4	9,105	9,129	11,135	10,762	1,657	1990-2020
5 to 17	20,942	25,457	29,183	31,284	10,342	% of County Growth
18 to 29	23,520	20,909	28,353	29,517	5,997	
30 to 64	45,931	56,651	71,938	77,626	31,695	27%
65 to 84	10,406	13,400	19,724	29,569	19,163	
85+	1,089	1,557	2,430	3,093	2,004	3%
<b>Total</b>	<b>110,993</b>	<b>127,103</b>	<b>162,763</b>	<b>181,851</b>	<b>70,858</b>	
Sussex	1990	2000	2010	2020	1990-2020 Change	
0 to 4	7,693	8,882	11,471	10,783	3,090	1990-2020
5 to 17	19,427	26,231	28,785	32,733	13,306	% of County Growth
18 to 29	18,031	18,821	25,244	26,238	8,207	
30 to 64	49,061	73,844	91,021	99,069	50,008	37%
65 to 84	17,416	27,054	37,232	62,844	45,428	
85+	1,601	2,627	4,193	5,711	4,110	3%
<b>Total</b>	<b>113,229</b>	<b>157,459</b>	<b>197,946</b>	<b>237,378</b>	<b>124,149</b>	

# Transportation Demand Modeling for Corridor Studies

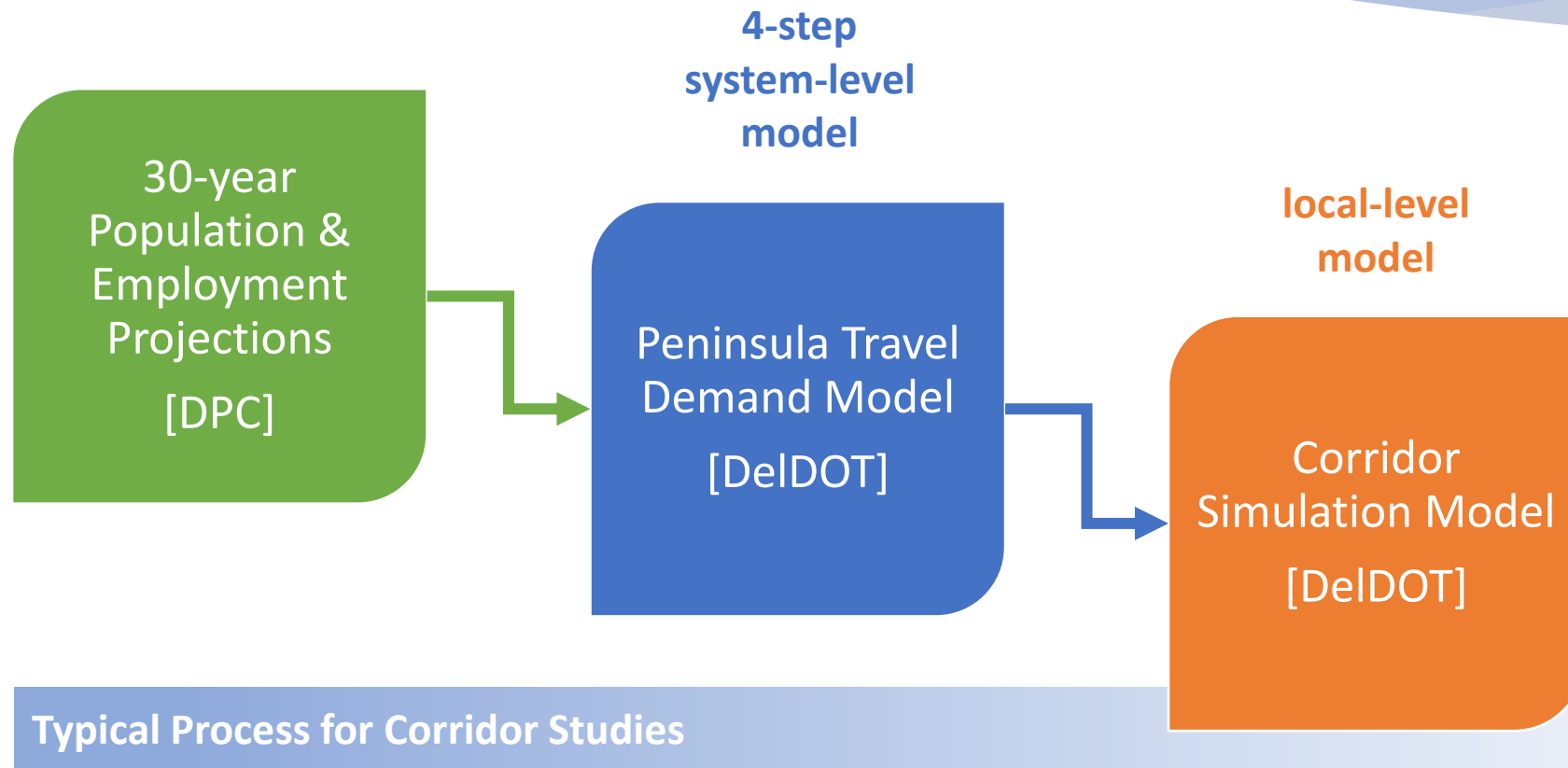


# Travel Impacts of Socioeconomic & Land Use Changes

- **Development is...**
  - under County and municipalities' jurisdiction—not DeIDOT's
  - a key factor for future travel conditions and investment considerations
- **DeIDOT recognizes this and...**
  - coordinates with local governments on **nearer-term** development tracking and impacts
  - informs **longer-term** planning with forecasts from travel demand models, based on DPC's socioeconomic projections, in corridor studies to recommended improvements



# Socioeconomic/Land Use Projections & Travel Demand Modeling



**Sidenote:**  
Why do we use models?



# Travel Demand Model - Step 1: Trip Generation

DPC projections by travel model “zones” supply the **demand** for trips in the Travel Demand Model

Residential/  
Households  
Trip Productions

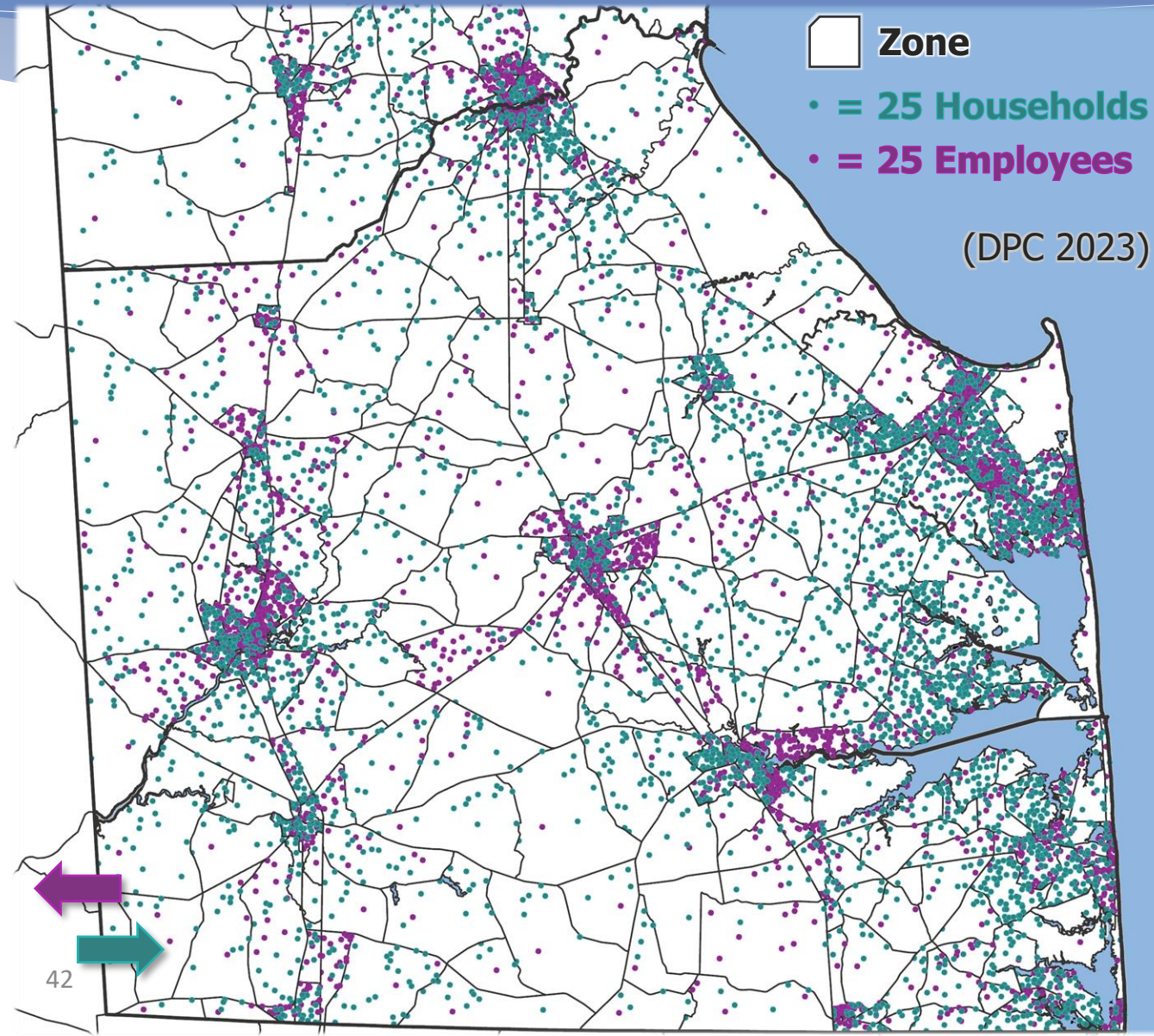


Commercial/  
Employment  
Trip Attractions



The **number of trips by type of trip** (work, school, shopping, etc.) is determined by

- **[productions]** household count by demographics (size, vehicle availability, workers, etc.)
- **[attractions]** employee count by sector (retail, education & healthcare, etc.)



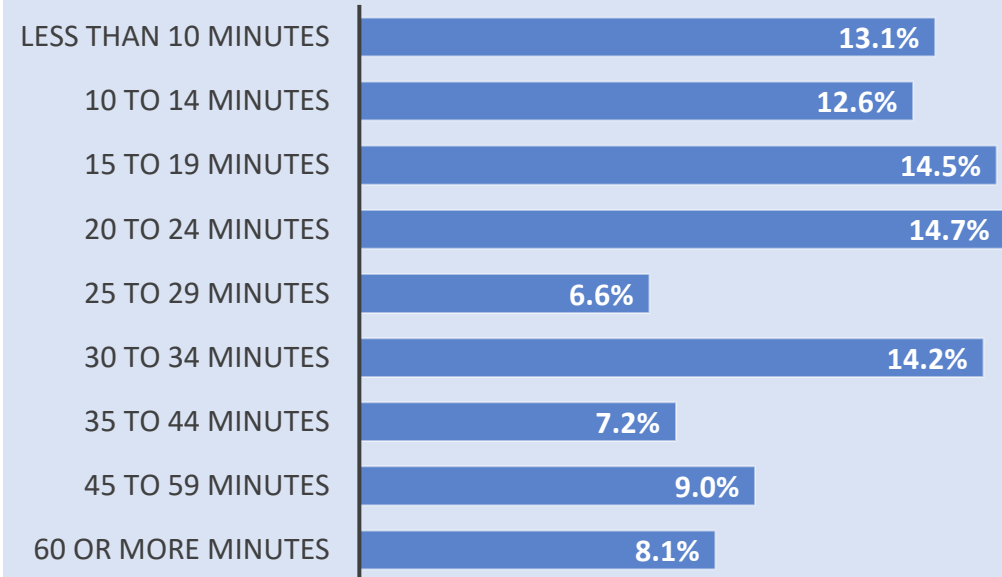
# Travel Demand Model - Step 2: Trip Distribution

For each trip type, trips are then distributed so that **origin zones are paired with destination zones** with travel times conforming to observed behavior.

Example from Census Bureau survey



## Travel Time for Commute Trips in Sussex County



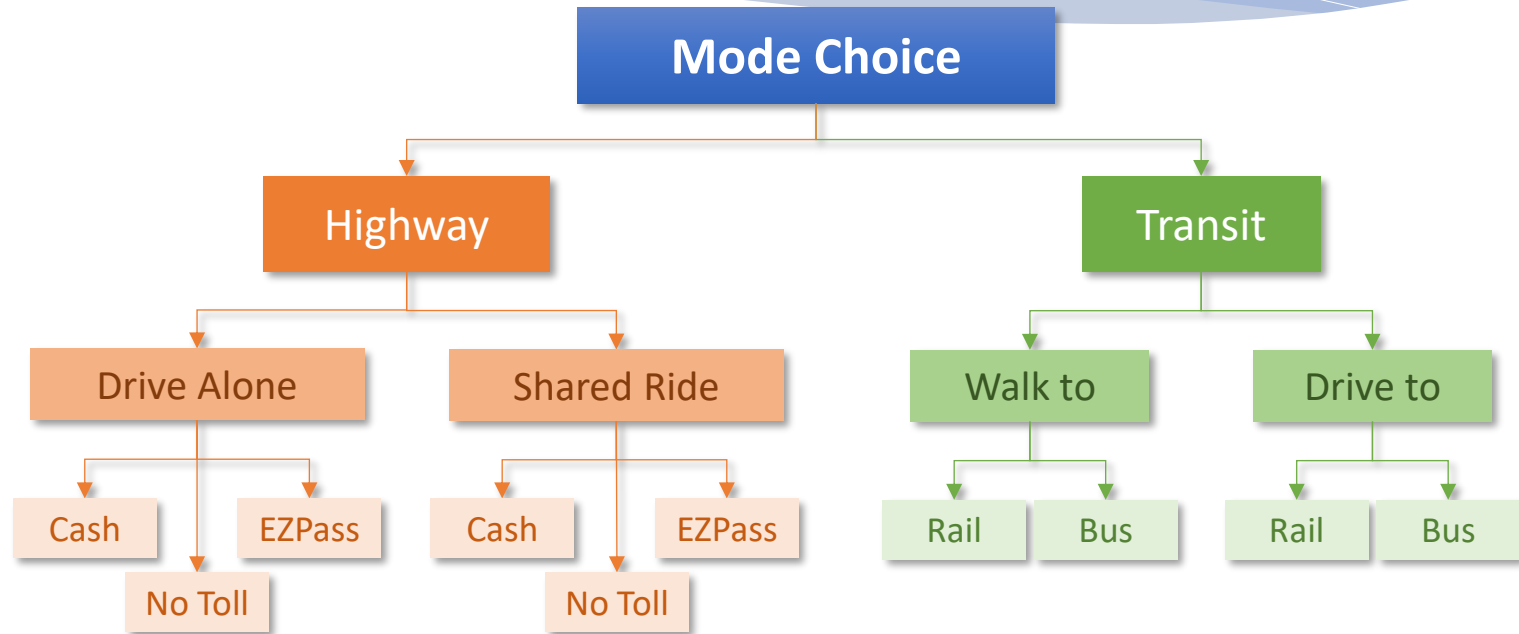
Source: Census Bureau's American Community Survey 2019-2023



# Travel Demand Model - Step 3: Mode Choice

The mode for each trip is chosen using probabilities from observed behavior based on...

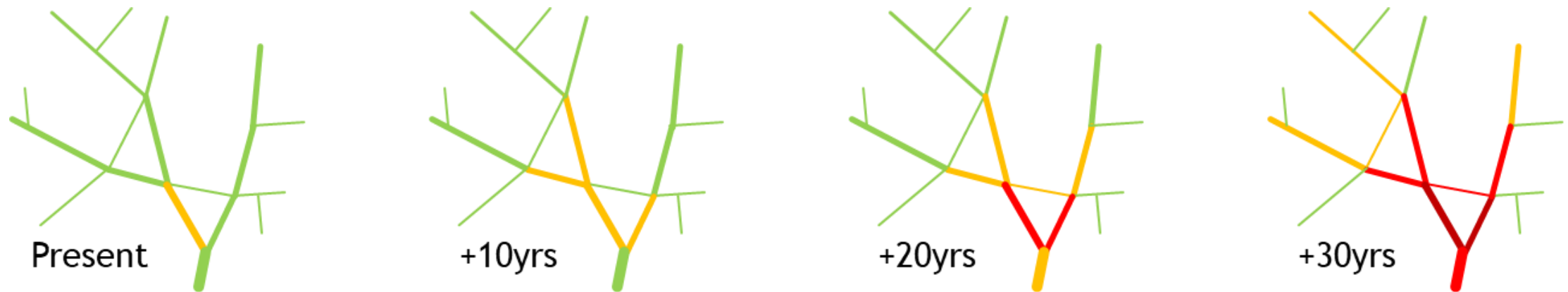
- household demographics like **vehicle availability**
- available **travel options** between zones



# Travel Demand Model - Step 4: Network Assignment

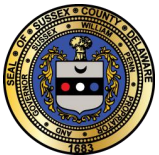
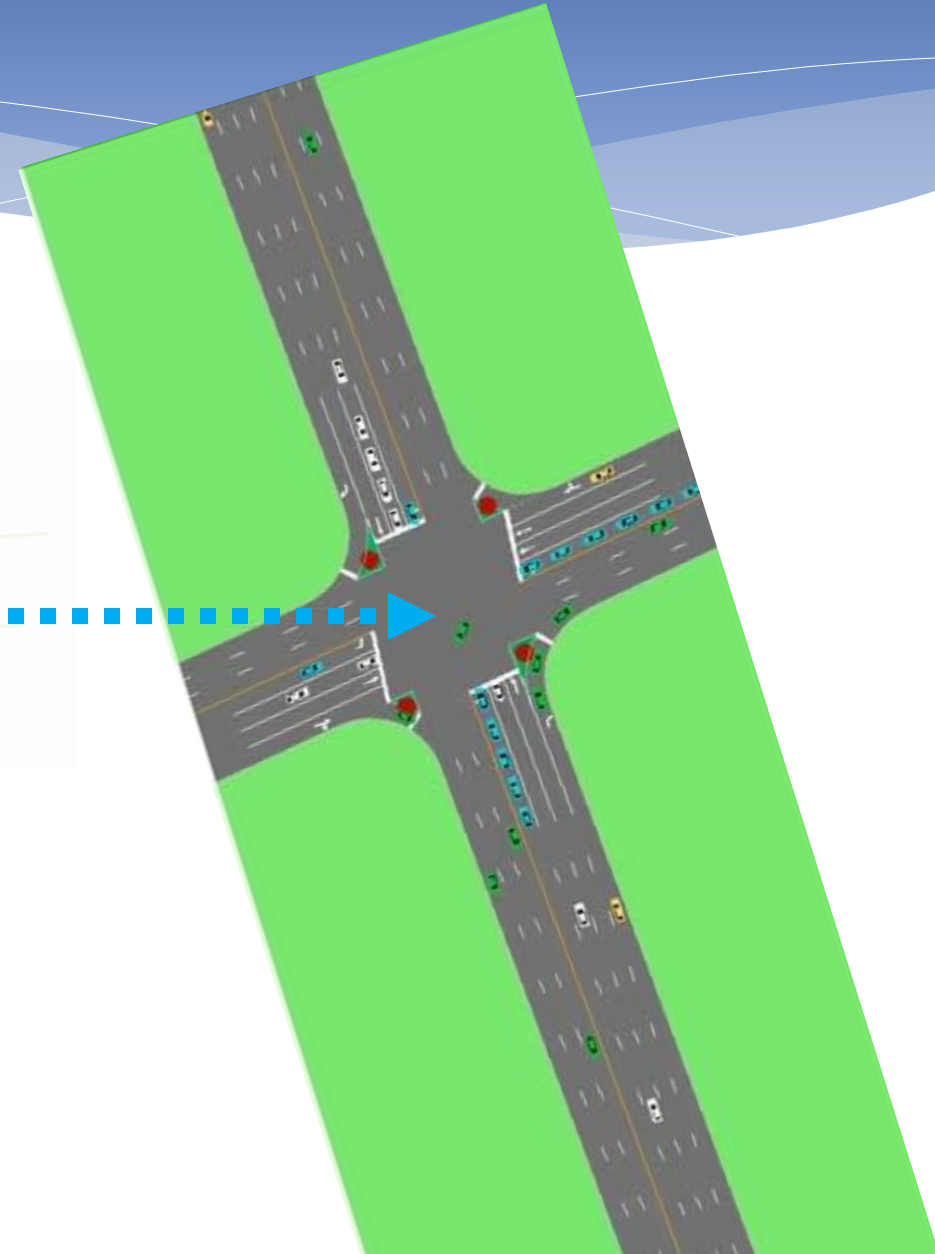
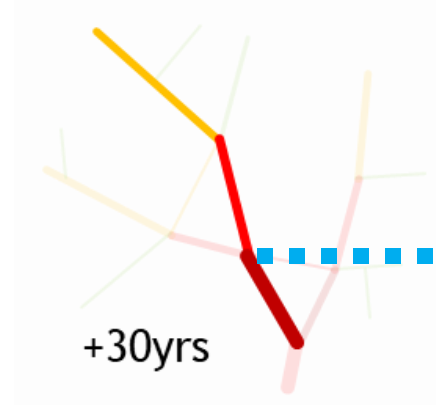
Highway trips are assigned to the highway network giving a **system-level view by forecast year** for metrics like

- volume
- free-flow and delay

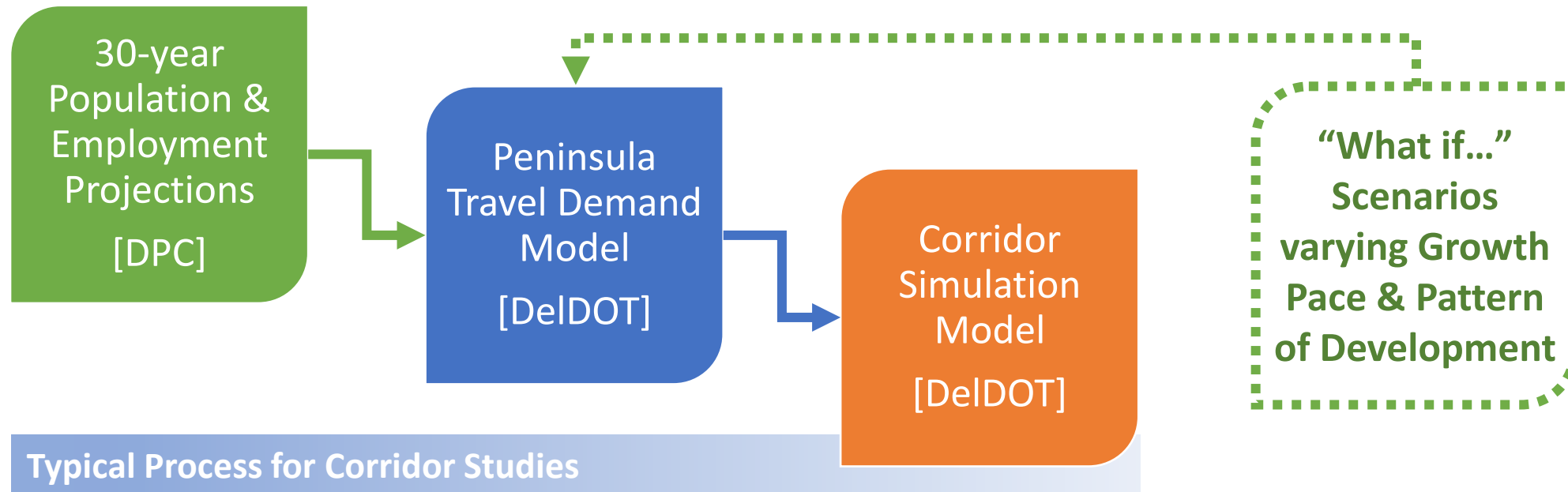


# Corridor Simulation Model

- Travel Demand Model volume data for each intersection approach is **transferred to the Corridor Simulation Model** along the specific corridor being studied
- With this model's **detailed look** at roadway geometry, signal timing, vehicle movement, etc., potential alternatives can be tested to **see what improves traffic flow and other desired metrics**



# Something New for Upcoming Corridor Studies



# Broadening Information for Recommendations & Decisions

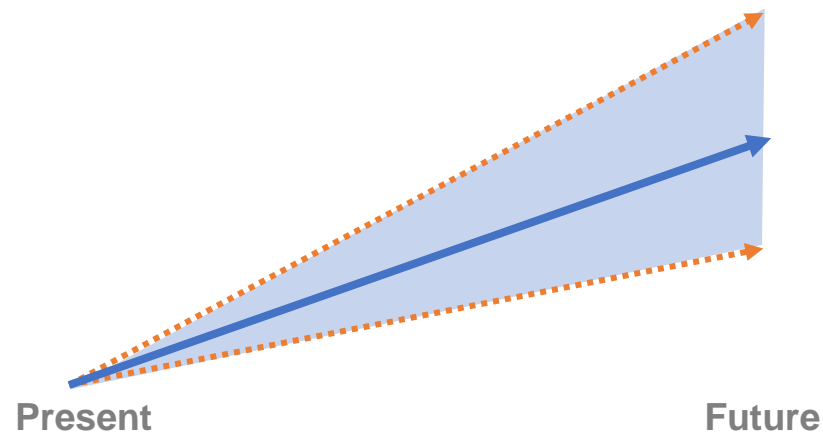
- **DPC forecasts are reasonable and well-informed, but**
  - just one potential outcome
  - not a crystal ball
- **DeIDOT has no jurisdiction over land use, but the pace and pattern of growth has a big impact on system performance**
  - What if there's more growth → Is the improvement adequate?
  - What if there's less growth → Is the improvement needed?
  - What if the growth comes, but in different locations → Is there more or less demand on the roadway?



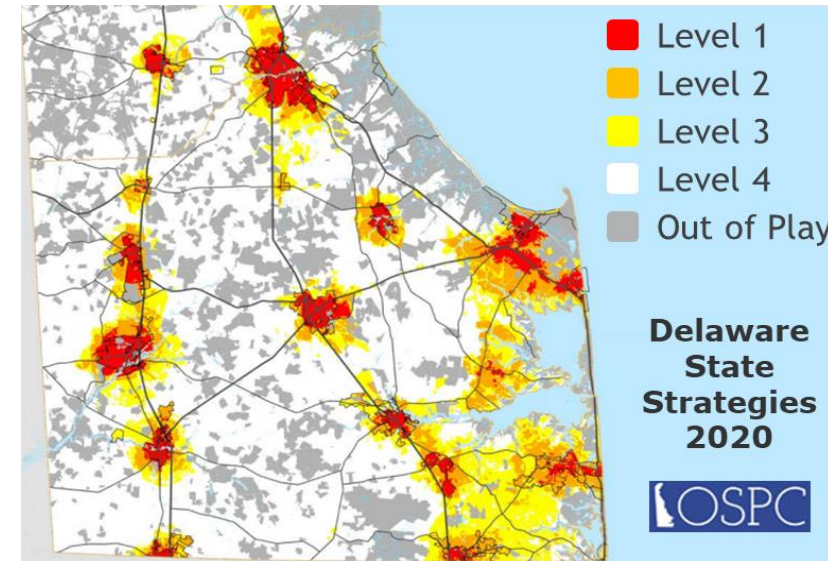
# Pace & Pattern Scenarios

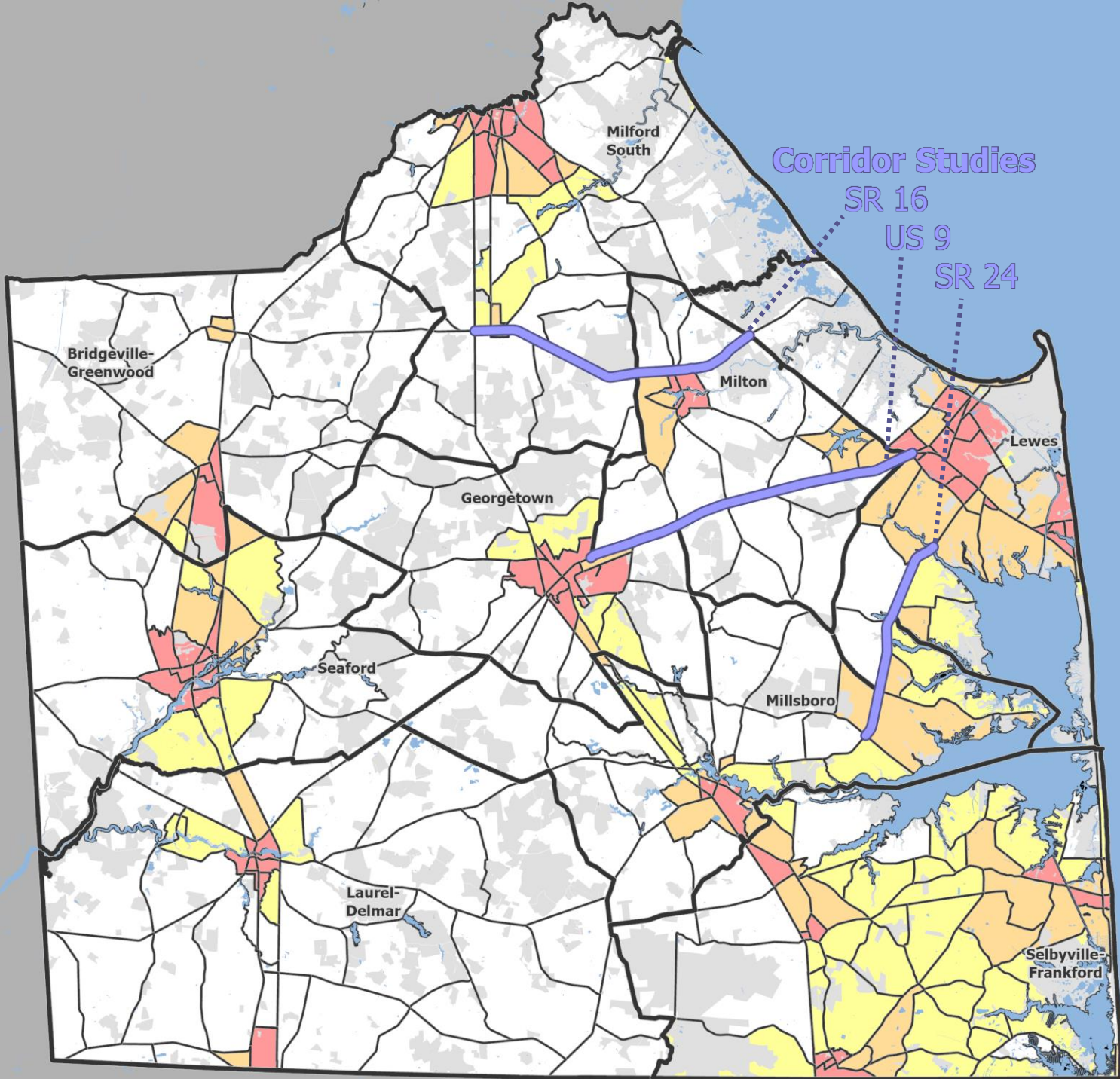
Alternative land use scenarios are being modeled, seeking insights into the impacts from a potential range of development outcomes

**Pace** What if Sussex County Growth is more or less than the official forecast?








**Pattern** What if local development approvals diverge from or stick to state goals?



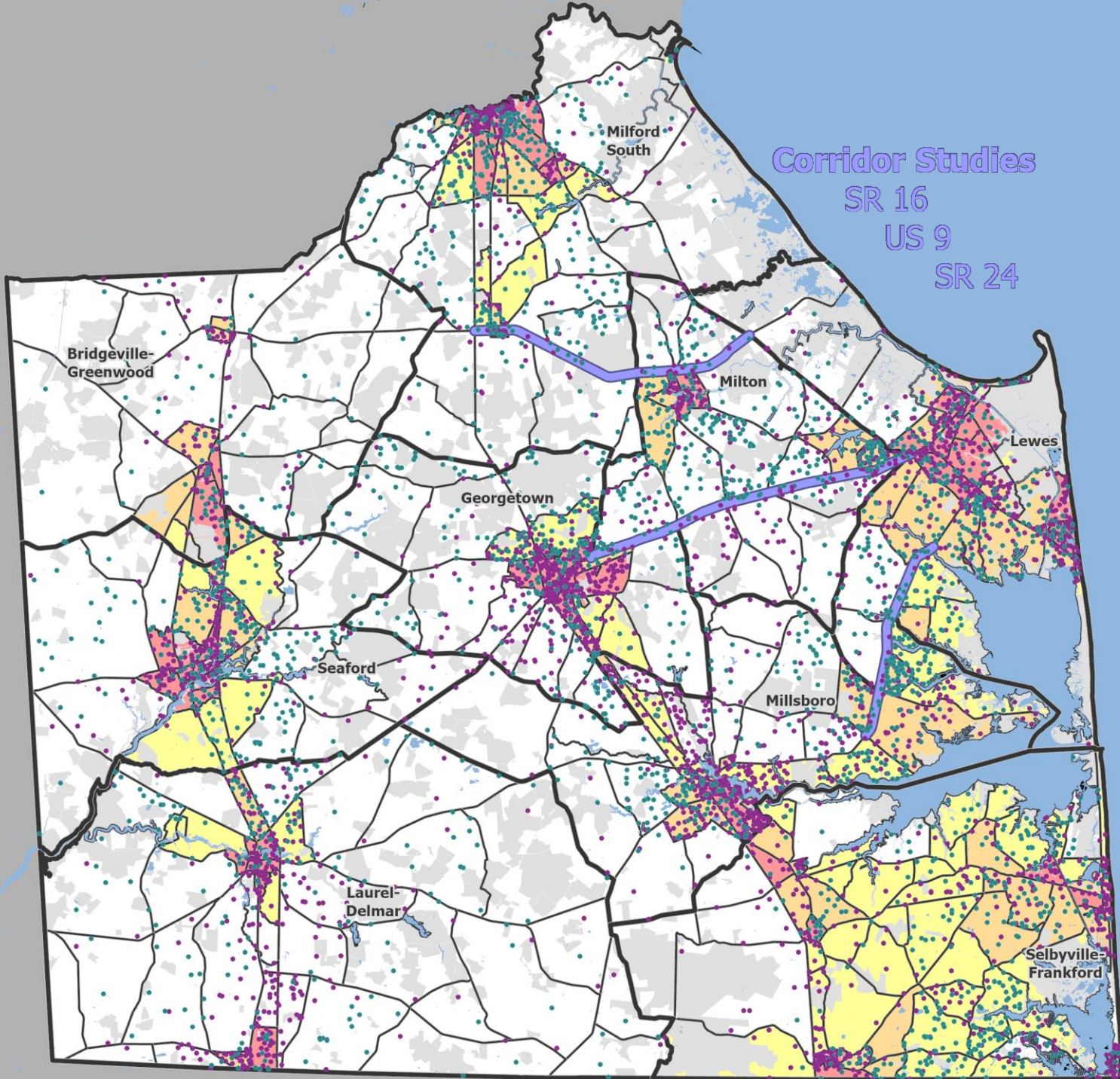


 **Planning Districts**

**Travel Model Zones**  
as Proxies for State Investment Levels







				 Off Limits Areas (removed from Zone)
<b>Urban</b>		<b>Urbanizing</b>	<b>Rural</b>	

←



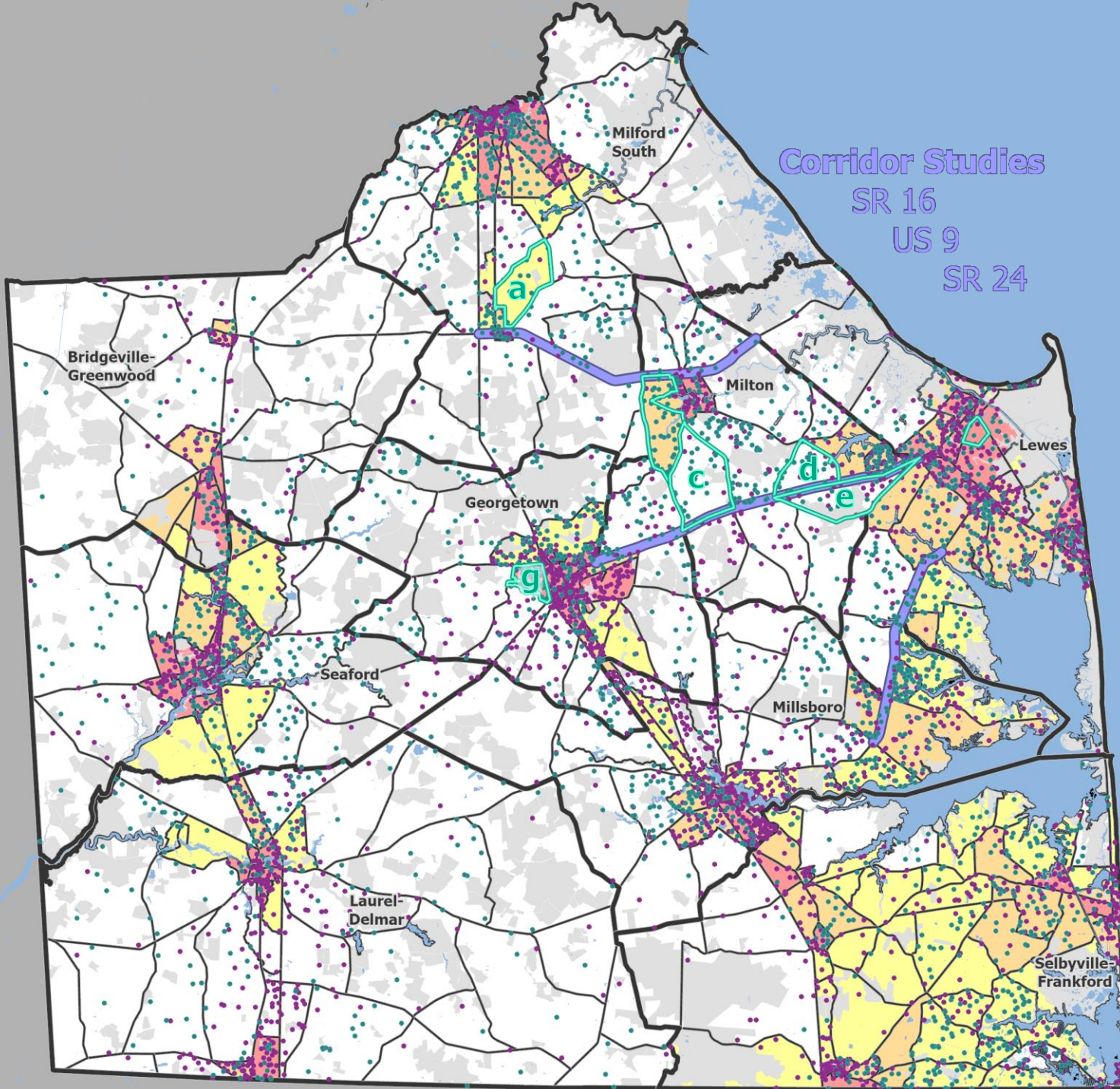
 **Planning Districts**

**Travel Model Zones**  
as Proxies for State Investment Levels

				 Off Limits Areas (removed from Zone)
<b>Urban</b>		<b>Urbanizing</b>	<b>Rural</b>	

2023-2050 Growth  
**Standard DPC Projections**

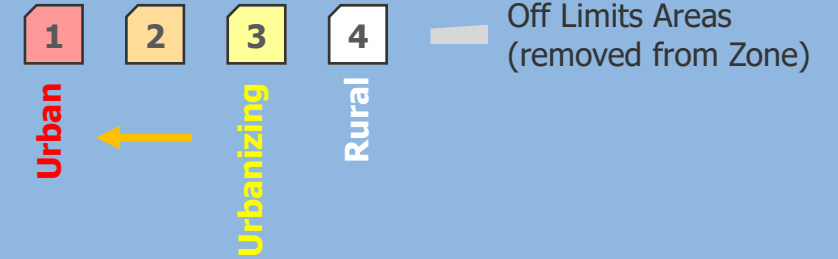
-  = 15 Households
-  = 15 Employees



 **Planning Districts**

**Travel Model Zones**

as Proxies for State Investment Levels

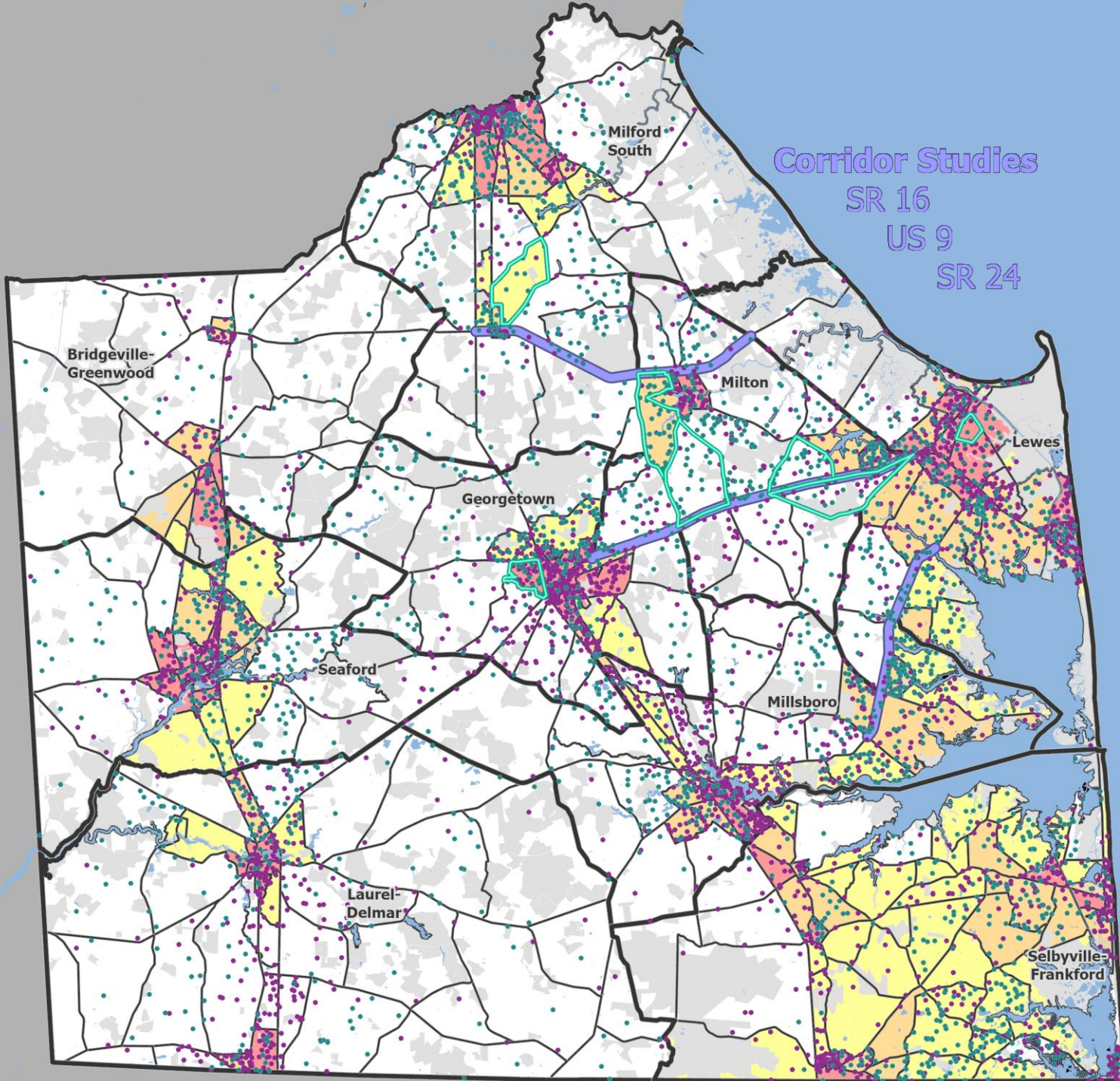


 **Key Growth Zones**  
(recent development potential)

- a. Forrest Landing – 293 units
- b. The Granary at Draper Farm – 1,350 units
- c. Four Winds Farm – 336 units
- d. Cool Spring – 1,260 units
- e. North Star – 854 units
- f. Mitchell Farm – 267 units
- g. Admiral Landing – 159 units

2023-2050 Growth  
**Standard DPC Projections**

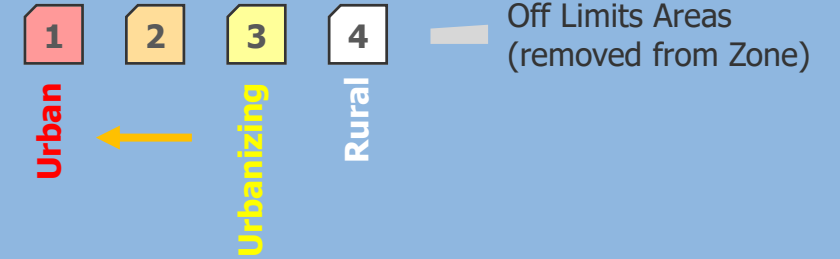
- = 15 Households
- = 15 Employees



 **Planning Districts**

**Travel Model Zones**

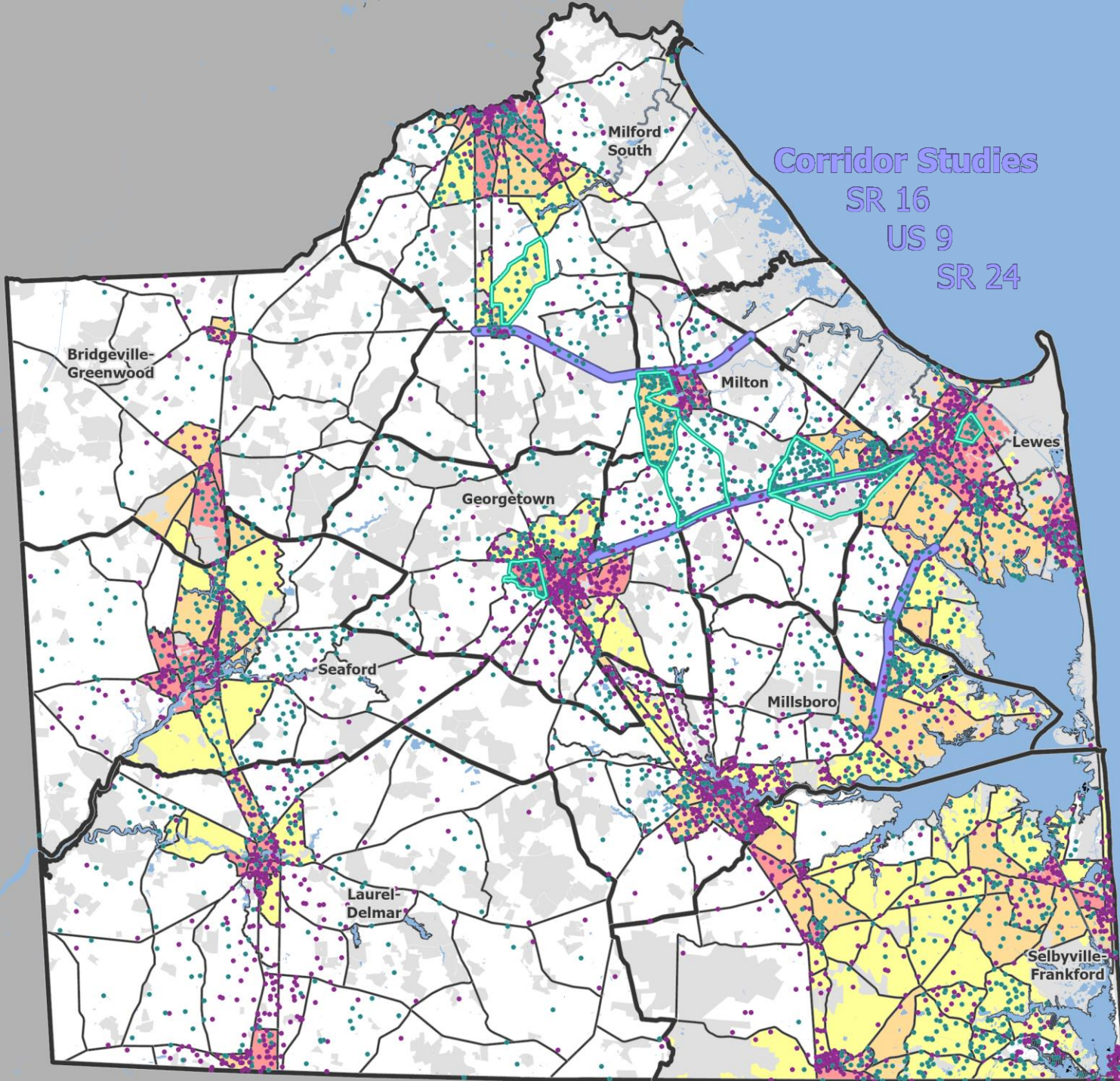
as Proxies for State Investment Levels



 **Key Growth Zones**  
(recent development potential)

2023-2050 Growth  
**Standard DPC Projections**

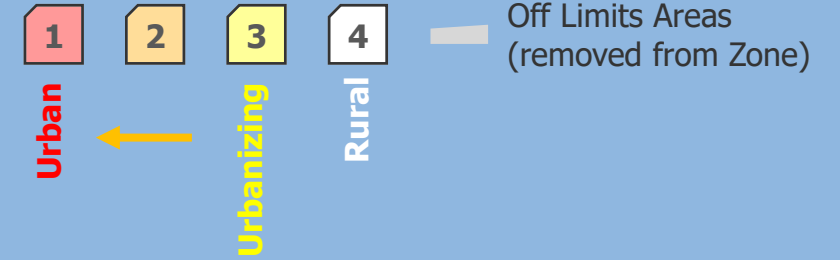
- = 15 Households
- = 15 Employees



 **Planning Districts**

**Travel Model Zones**

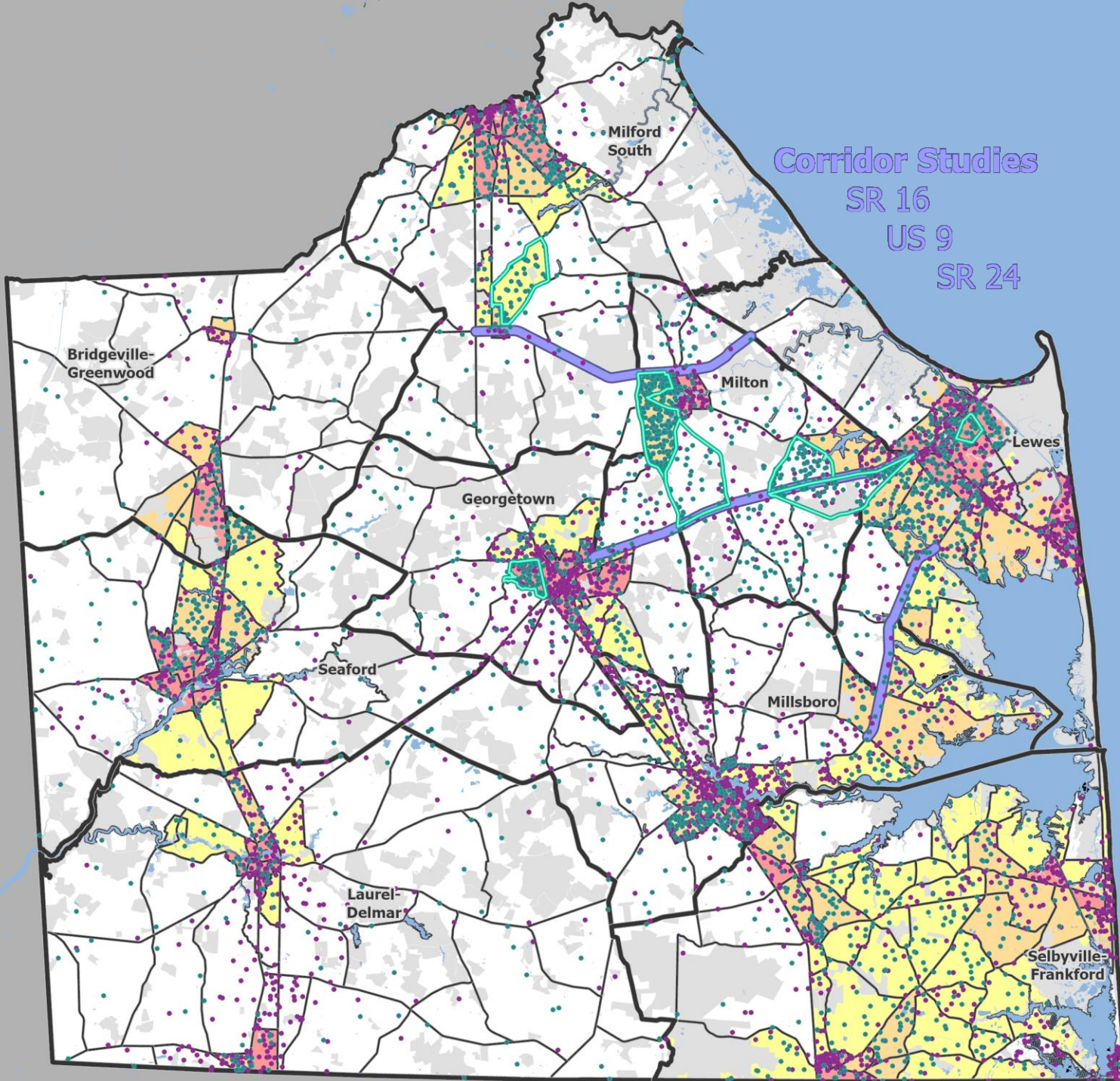
as Proxies for State Investment Levels



 **Key Growth Zones**  
(recent development potential)

2023-2050 Growth  
**Adjusted Projections**

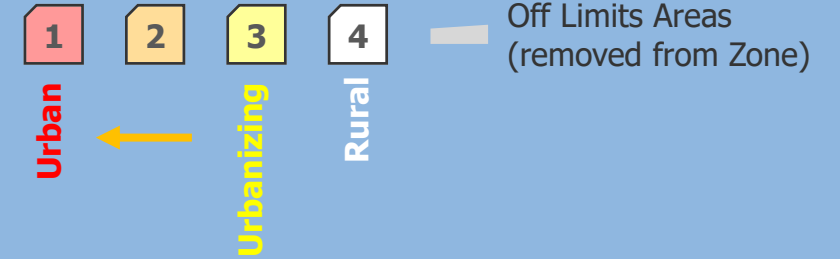
-  = 15 Households
-  = 15 Employees



 **Planning Districts**

**Travel Model Zones**

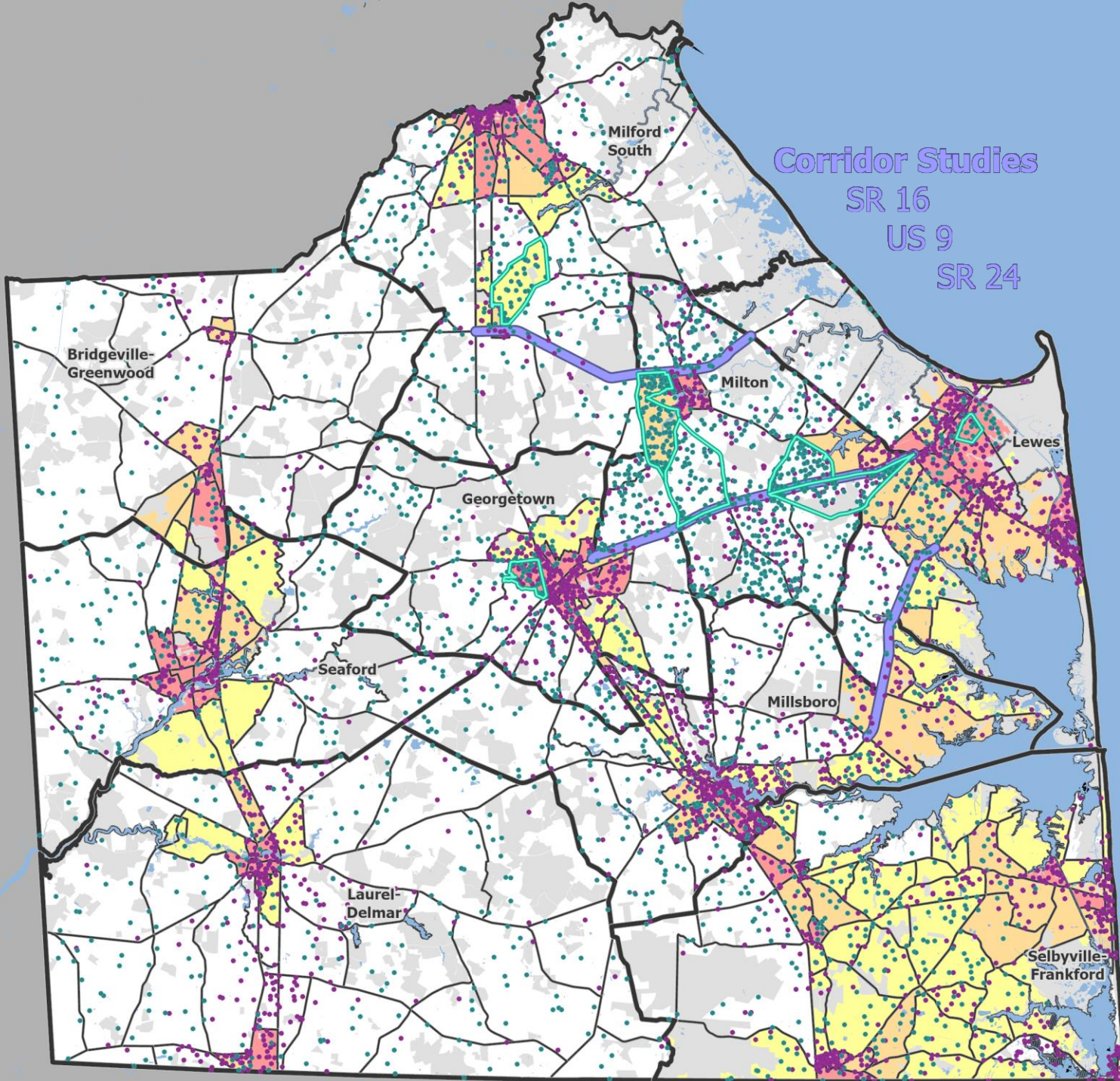
as Proxies for State Investment Levels



 **Key Growth Zones**  
(recent development potential)






2023-2050 Growth  
**Compact Scenario**

- = 15 Households
- = 15 Employees



 **Planning Districts**

**Travel Model Zones**  
as Proxies for State Investment Levels

				 Off Limits Areas (removed from Zone)
<b>Urban</b>	<b>Urbanizing</b>		<b>Rural</b>	

←

 **Key Growth Zones**  
(recent development potential)

2023-2050 Growth  
**Sprawl Scenario**

-  = 15 Households
-  = 15 Employees

# Coordinating Desired Future on Corridors

## Why we're seeking a multi-scenario approach:

- Explores a range of potential risks and implications in an uncertain future
- Recognizes the levers available to create solutions:
  - land use policy options via local governments
  - a menu of transportation improvements via DeIDOT
- Aligns with relevant processes and initiatives of agencies/governments, empowering public to advocate for their desired outcomes
- Enhances decision-making for priority projects within current budgets while guiding long-term funding strategies to achieve a shared vision



# Henlopen Transportation Improvement District (TID) Updates



# What is a Transportation Improvement District (TID) ?

- A geographic area defined for the purpose of securing required improvements to transportation facilities in that area.
- A place where land use and transportation is planned in detail in advance, such that development consistent with that planning can pay a readily determined fee and forego the Traffic Impact Study process.
- Purpose is to better provide the transportation improvements needed to support land development consistent with local Comprehensive Plans.



# Why Create a Transportation Improvement District (TID) ?

- Comprehensive Infrastructure Planning
- TID Projects Advance in DeIDOT's CTP
- TID Fees Stay Local
- Equitable Treatment of Competing Developers
- Known Costs for Developers
- Expedited Development Reviews



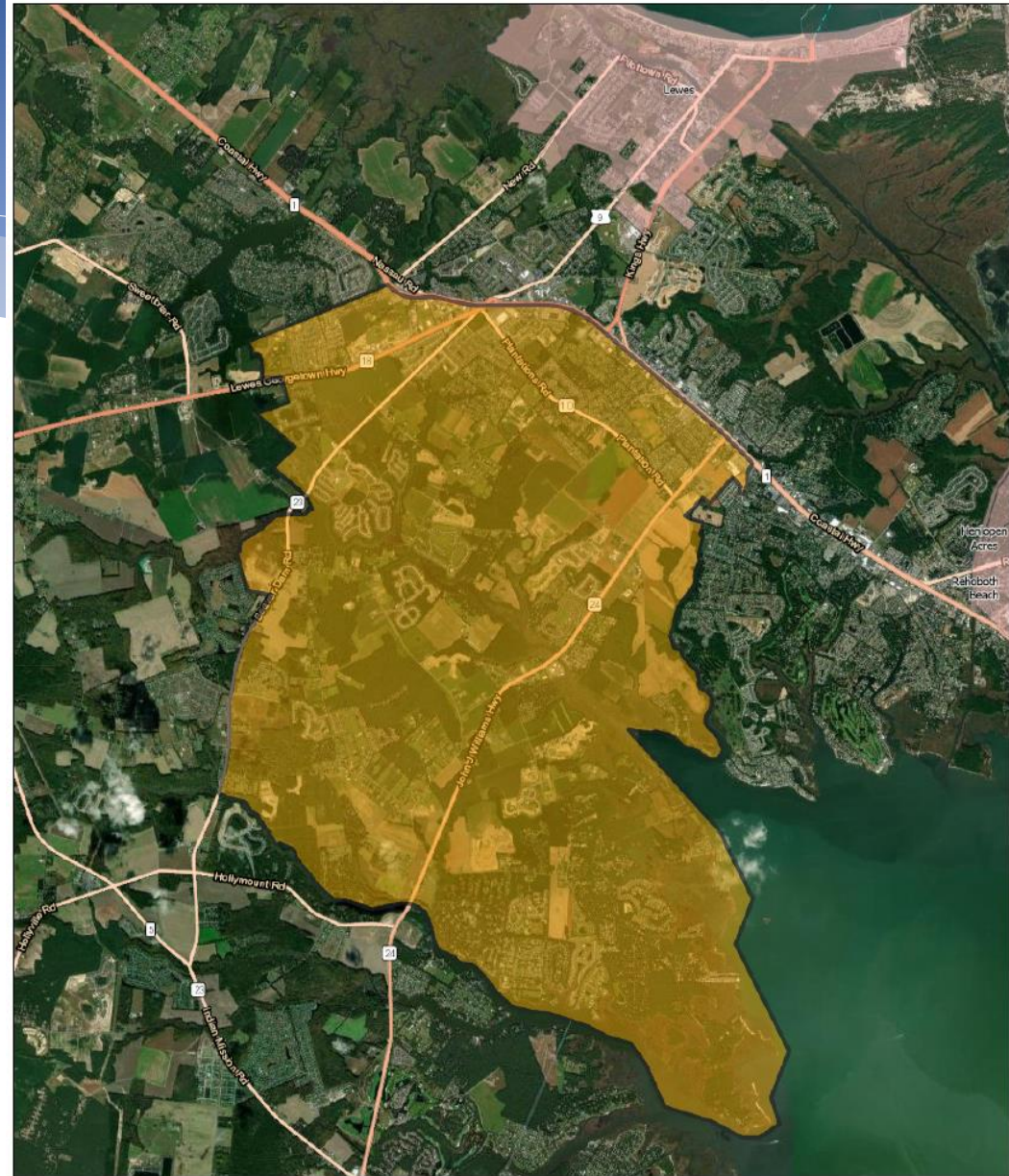
# TIDs in Delaware

## Where Are There TIDs Now?



# Henlopen TID Basics

- Established in 2020, after more than 3 years of planning and coordination with Sussex County
- Approximately 24 square miles; largest in operation/second largest after Magnolia
- Over 50 intersections and approximately 47 road miles
- Approximately \$321.6 million in projects, with developers contributing about 24%



# Henlopen TID Overall Status

- **30 agreements signed and recorded with property owner/developers** (up from 21 last year)
- **Another 5 developer agreements in process**
- **About \$2.5 million in developer contributions collected** (up from \$960,000 last year)
- **Another \$1 million in developer right-of-way dedication or construction commitments**
  - Cambria Hotel right-of-way dedication for Airport Rd. Extended
  - Cardinal Grove frontage improvements along Beaver Dam Rd. near Kendale Rd.
  - Southern DE Medical Center frontage sidewalk
  - Scenic Harbor and Chapel Branch frontage improvements



# Henlopen TID Improvement Status

- **Airport Rd. Extension, Old Landing Rd. to SR24:** PE underway
- **US9 Widening, Old Vine Rd. to US1:** PE underway
- **Plantations Rd.:** Phase 1 substantially complete, final paving to be completed before this summer; Phase 2 in design
- **Old Landing Rd. and Warrington Rd. intersection:** on hold until Airport Rd. Extension is operational



# Henlopen TID Improvement Status

- **Beaver Dam Rd. Widening, SR1 to Dairy Farm Rd.:** In FY25-FY30 CTP (Preliminary Engineering to begin in FY2026)
- **Shady Road and Postal Lane improvements:** In FY25-FY30 CTP (Preliminary Engineering to begin in FY2028)
- **Mulberry Knoll Rd. Extension, from Cedar Grove Rd. to US9:** In FY25-FY30 CTP (Preliminary Engineering to begin in FY2028)
- **US9 Widening, Old Vine Rd. to Dairy Farm Rd.:** In FY25-FY30 CTP, PD in FY27 and FY28
- **SR24 between Love Creek Bridge and Indian Mission Rd.:** In FY25-FY30 CTP, PD in FY28 and FY29



# TID Dashboard



## Delaware Transportation Improvement Districts

Transportation Improvement Districts (TIDs) provide the transportation improvements needed to support land development in locations identified as appropriate for development in local Comprehensive Plans. Coordinating land use and transportation can lower infrastructure costs and foster planning for market-ready development/redevelopment opportunities. As a transportation-based impact fee, TIDs provide a way to equitably distribute the cost of transportation improvements triggered by development-related growth to the private sector benefiting from the facilities.

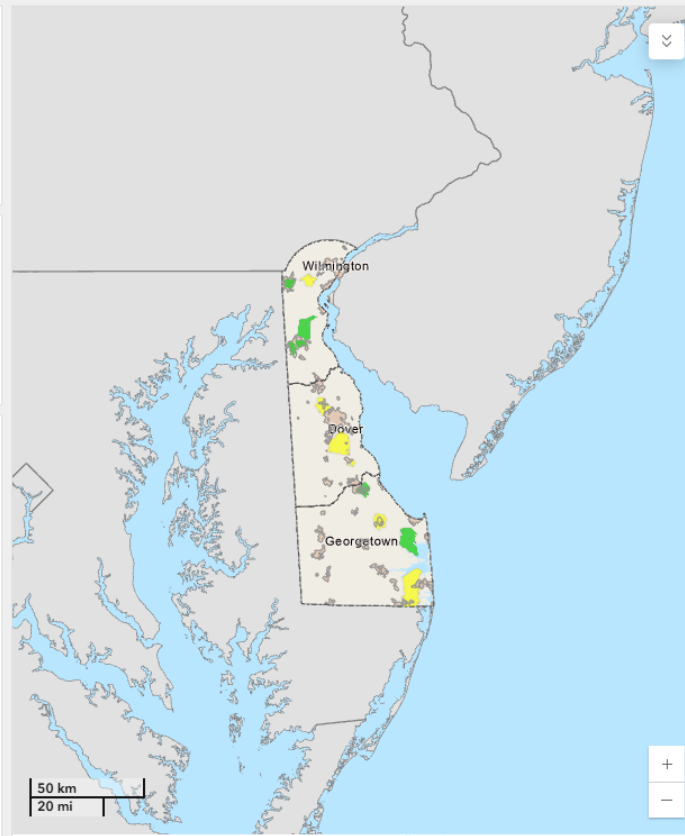
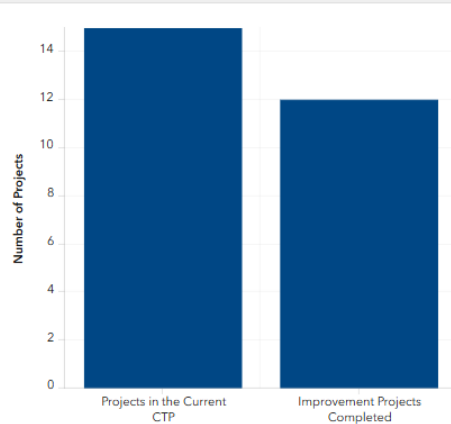
Choose a Transportation Improvement District (TID) from the list below or type in the search box. To reset, click on the TID name again.

- 
- Cheswold Area
  - Churchman's Crossing
  - Eastown
  - Henlopen
  - Hyetts Corner
  - Little Heaven
  - Magnolia
  - Milton
  - Newark
  - Roxanna
  - South Frederica
  - Southeast Milford
  - Southern New Castle County
  - Westown

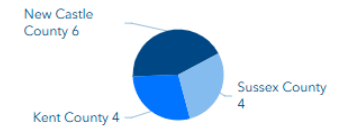
### Cost of Planned TID Improvements



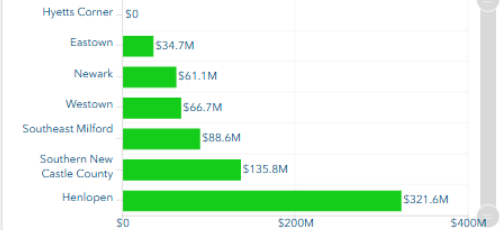
### Total Number of TIDs



### Number of TIDs by County

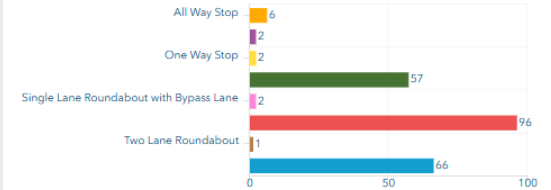


### Cost of Planned TID Improvements Under Development / In Operation



Toggle to switch between graphs

### TID Intersection Improvements

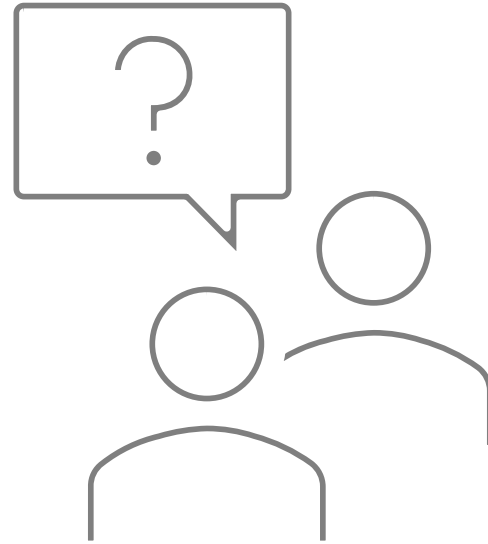


<https://tinyurl.com/DelDOTTID>



# Questions?

[Sarah.Coakley@delaware.gov](mailto:Sarah.Coakley@delaware.gov)



# 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)

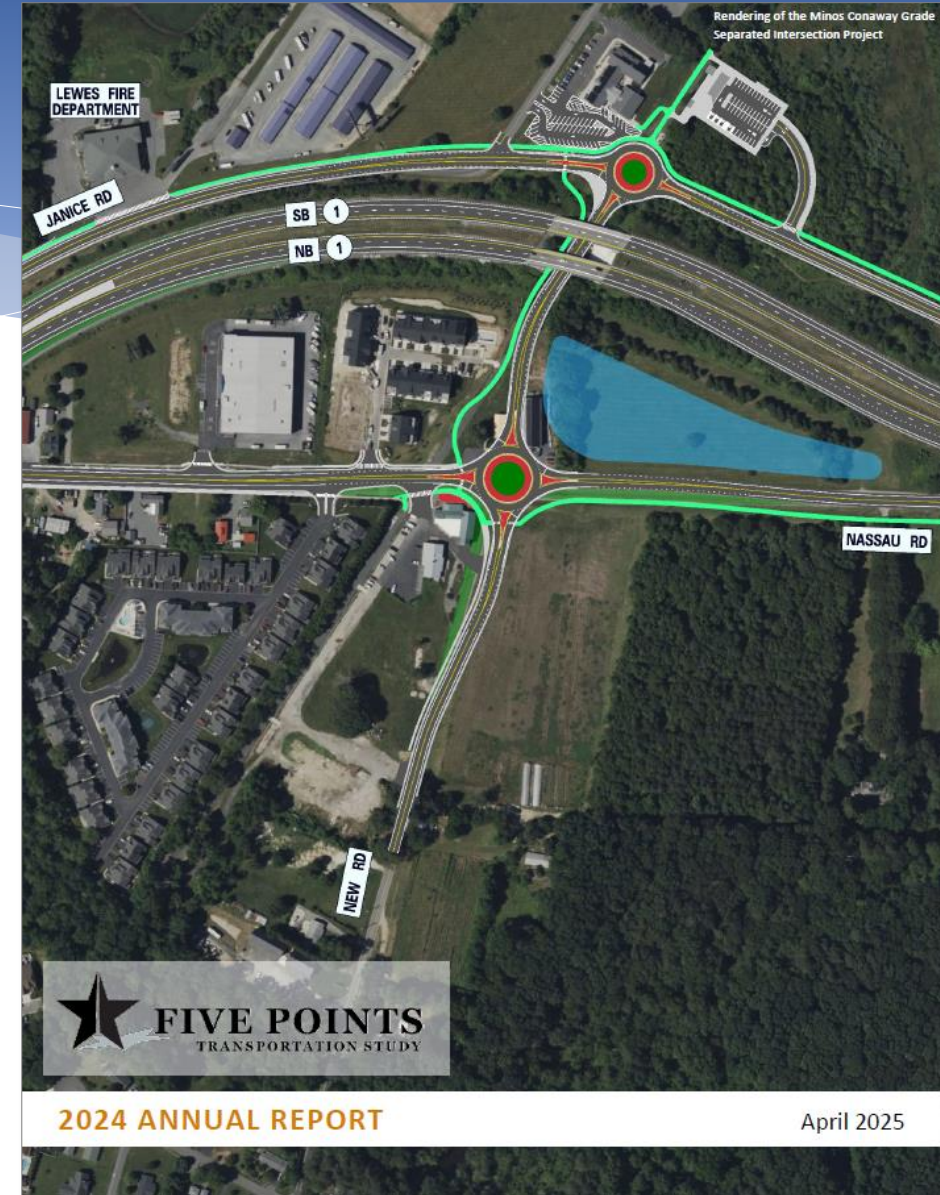
\$ - \$200K      \* -3 years      0 Low  
 \$\$ \$200K - \$2M      \*\* 3-10 years      0.0 Medium  
 \$\$\$ \$2M - \$20M      \*\*\* >10 years      0.0 0 High  
 \$\$\$\$ \$20M - \$200M  
 \$\$\$\$\$ - \$200M

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>B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful</b>													
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	IN PROGRESS	In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DeIDOT updated the Development Coordination Manual to require greater width along principal arterials. <b>Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DeIDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DeIDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments).</b>
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	0	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompoville 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. <b>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>
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.

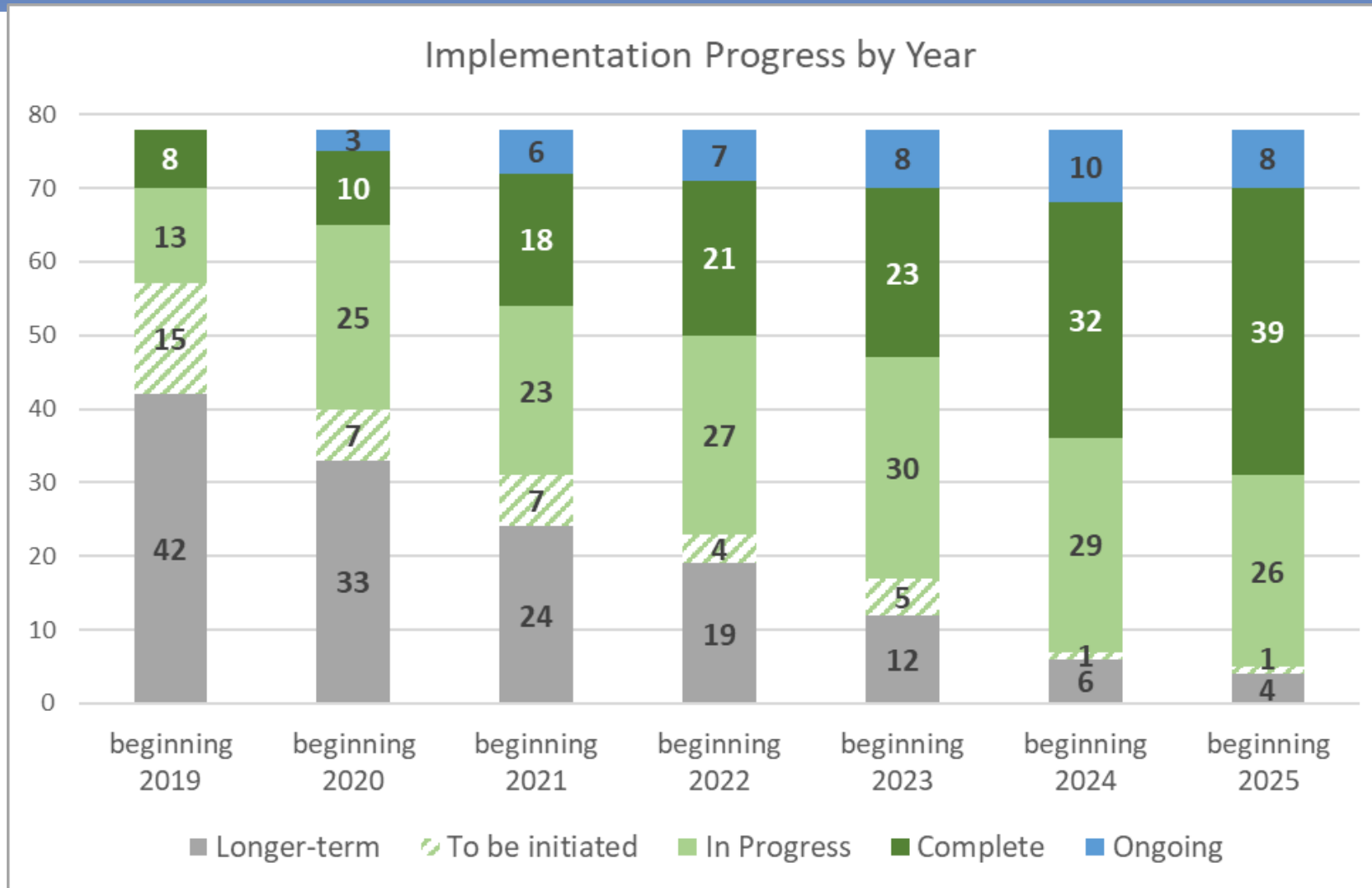


# 2024 Annual Report

- Describes implementation progress in 2024
- Describes status of all 78 recommendations as of the end of 2024
- Two opportunities will be available to learn more about the report
  - Wednesday, May 21 at 4:30 pm-6:30 pm *in person* at Cape Henlopen High School Library
  - Online video of workshop presentation and materials will be provided with a comment form



# 2024 Annual Report



# 2024 Annual Report

## Status of recommendations at the end of 2024

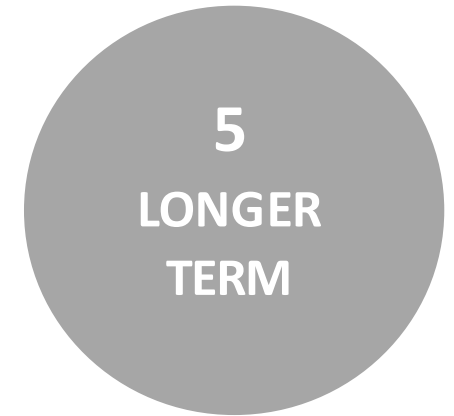
### COMPLETE OR ONGOING



### IN PROGRESS



### NOT YET STARTED



# 2024 Annual Report

## Notable Achievements

- Coastal Highway Intersection Improvements (SR 1 / Old Landing Road) - construction completed
- SR 24, Love Creek to Mulberry Knoll Road - construction completed
- Launch of the new Five Points Transportation Study Website
- Sussex County Ordinance 3061
- Updated / Responsive Signal Timing on SR 1
- Data Collection / Monitoring Plan for the Five Points Intersection



# 2024 Annual Report

## Priorities for 2025

- C-13: Study the feasibility of eliminating unsignalized crossovers on Route 1 (carryover from 2024)



# 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 April 2025)

74 of 78 recommendations in progress, ongoing, or completed

Same as last meeting (January 2025)

## 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
<b>Total per category</b>	<b>7</b>	<b>27</b>	<b>20</b>	<b>15</b>	<b>9</b>	

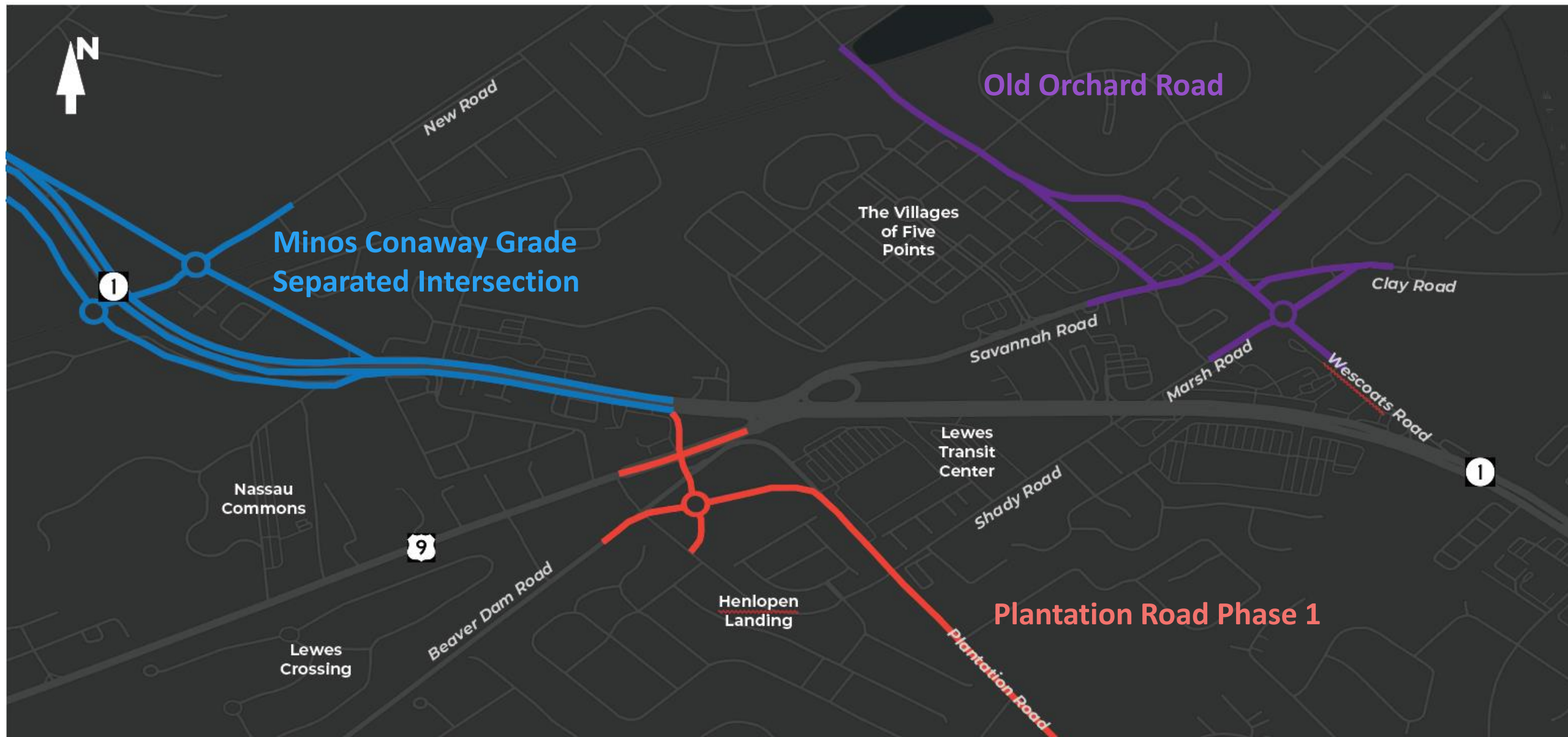


# Category E

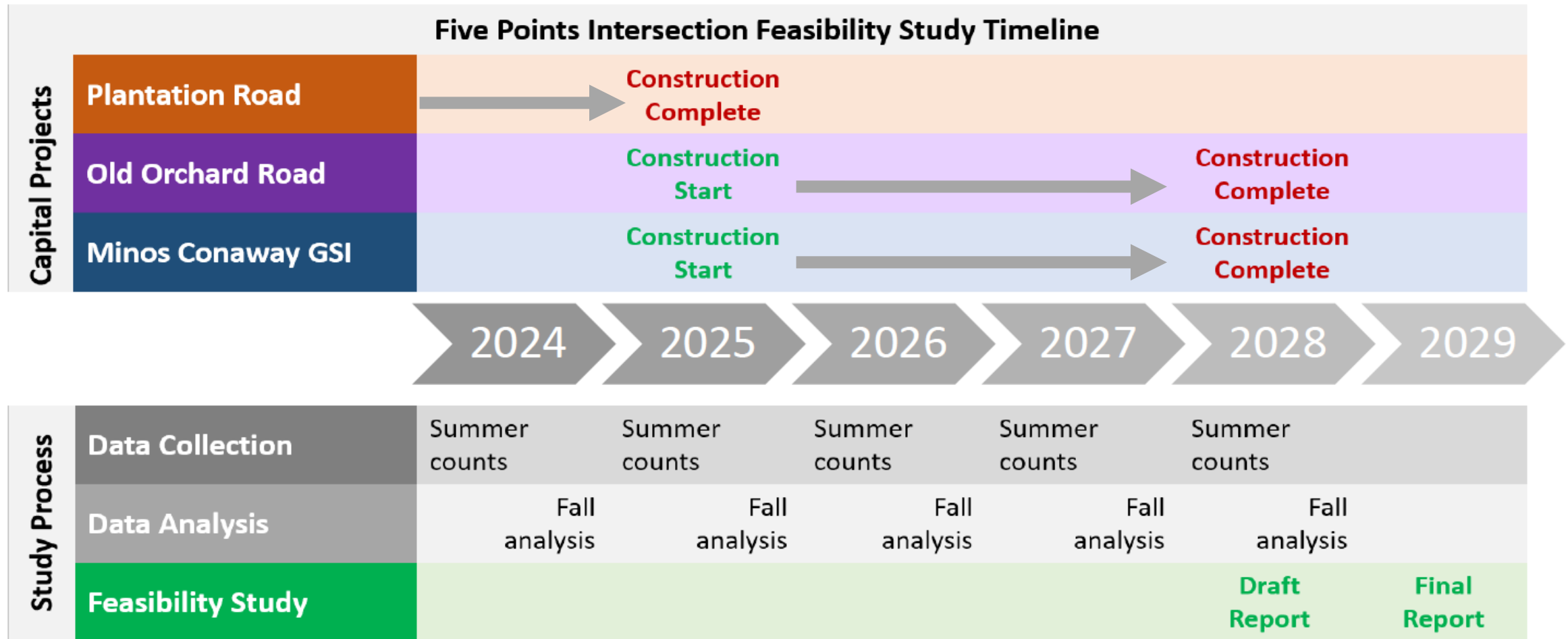
## Longer-Term Recommendations

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





# Category E Longer-Term Recommendations



# Phase 2 Implementation Plan

## • Next steps

- Continue work on recommendations
- Finalize 2024 Annual Report
- Collect Five Points intersection traffic counts this summer
- Save the date for the May 21 Public Workshop!
  - 4:30pm-6:30pm at the Cape Henlopen High School Cafeteria
  - Visit [www.publicinput.com/5points](http://www.publicinput.com/5points) or scan for more information > > >
- Convene the Working Group in October



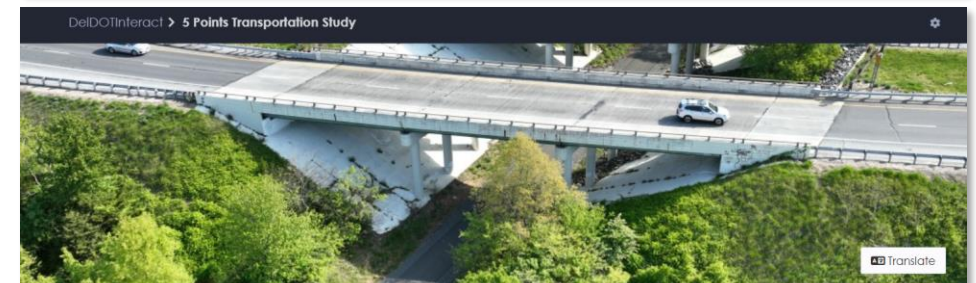
# Public comment



# Website Information

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

The [Five Points Transportation Study](#) on DeIDOT Interact will be used for all current (2025) study materials, meeting announcements, and updates. Please use this website to stay up to date on all new/current project information.



# Thank you for your participation!

**Next meeting**  
**October 27, 2025**  
**6:00pm**  
**TBD**

**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 #20

**DRAFT**

January 27, 2025, 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=u61VAHwFk-E>

#### Members present

Kathi Colman  
Bill Davis  
Robert Fischer  
DJ Hughes  
Senator Russ Huxtable  
Todd Lawson  
Glenn Marshall  
Pete Mattson  
Ellen Lorraine McCabe  
Council Member John Rieley  
Mary Roth  
Rep. Claire Snyder-Hall  
Pam Steinebach  
Scott Thomas  
Michael Tyler

#### Members attending virtually

Scott Collins  
Council Member Jane Gruenebaum  
Rep. Stell Parker Selby (Ryan Bond in her place)

#### Public attendees in person

Terry August  
Rich Borrasso  
Brendan Conroy  
Kevin C.  
John Eckenrode

Peggy Fischer  
Matt Hipsman  
Alan Roth

#### Public attendees on Zoom

Bill Carson  
Diana  
Christine Davis  
Fern  
Eul Lee  
Rodney L. Calahan  
Stanley Johnson

#### Support to the Working Group

Austin Gray, DeIDOT (in person)  
Steve Bayer, DeIDOT (virtual)  
Mark Luszcz, DeIDOT (in person)  
Gene Donaldson, DeIDOT (in person)  
Jamie Whitehouse, Sussex County (in person)  
Dorothy Morris, Office of State Planning  
Coordination (in person)  
Tremica Cherry-Wall, DTC/DART (virtual)  
Leah Kacanda, WRA (in person)  
Tim Snow, WRA (in person)  
Andrew Bing, Kramer & Assoc. (in person)  
Kristen Ahlfeld, FHI/IMEG (virtual)

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 18 Working Group members attended (15 in person and 3 virtually).



## Welcome

Andrew Bing welcomed everyone, encouraged Working Group members to attend in person, and provided an overview of the hybrid setup 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=u61VAHwFk-E>

Austin Gray, the DeIDOT Project Manager, reviewed the DeIDOT mission statement of *Every Trip. Every Dollar. Every Mode. Everyone*, and reviewed the DeIDOT safety slide and recent crash trends. There have been 4 fatalities to date in 2025, compared to 6 at this time last year. Austin noted that 2024 ended with 130 fatalities, a 5% decline from the previous year, although pedestrian and motorcyclist fatalities increased.

Andrew welcomed two new Working Group members: Representative Claire Snyder-Hall from District 14 and Council Member Jane Gruenebaum.

## 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 and discussion 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.

Council Member Jane Gruenebaum, Scott Collins, and Ryan Bond (on behalf of Representative Stell Parker Selby) joined virtually.

## 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 October 28, 2024 meeting, a list of upcoming meetings, and an updated version of the implementation plan.

## Working Group Meeting Minutes from October 28, 2024

The meeting minutes from October 28, 2024, were reviewed. Senator Russ Huxtable motioned to approve the minutes. Mary Roth seconded the motion. The minutes passed unanimously with no one declining, objecting, or abstaining.



## Presentations

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

### Update on Capital Transportation Program (CTP) Projects in the Five Points Area -- Mark Luszcz, DeIDOT

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

Mark Luszcz provided a comprehensive update on DeIDOT's Capital Transportation Program (CTP) projects in the Five Points area. He began with an overview of the CTP process, noting that the FY25-FY30 CTP is currently pending approval and planning for the FY27-FY32 CTP will begin this spring. Mark emphasized the importance of public involvement in this CTP process. Members of the working group and the public can visit <https://deldot.gov/Publications/reports/CTP/> for more information.

He highlighted the DeIDOT Project Portal (<https://deldot.gov/projects>), which offers an interactive map for tracking projects in the planning, design, and construction phases. The presentation covered numerous projects in various stages, including:

#### **Recently Completed Projects:**

- Coastal Highway Intersection Improvements at SR 1 and Old Landing Road
- SR 24 widening from Love Creek to Mulberry Knoll, including a new traffic signal at Mulberry Knoll Road

#### **Projects in Construction:**

- Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1) – Most of the work is complete with final paving scheduled for spring due to weather constraints
- Realignment of Old Orchard Road at Wescoats Corner – Utility work is ongoing, expected to continue through the end of 2025, with main road construction starting in early 2026
- Georgetown to Lewes Trail, Fisher Road to Airport Road – Construction to begin this summer with completion expected by summer 2026

#### **Projects in Design:**

- SR 1 and Cave Neck Road Grade Separated Intersection – Right-of-way acquisition to be completed this year with construction starting next summer, expected completion in 2028
- SR 1, Minos Conaway Grade Separated Intersection – Design complete, currently out to bid with construction starting this spring and completion expected in summer 2028
- SR 1 at S264 & S258 Intersection Improvements – Project currently on hold pending the completion of the Route 16 bridge to monitor traffic patterns
- Cave Neck Road, Hudson, and Sweetbriar Roads Intersection Improvements – Right-of-way acquisition underway with no confirmed construction date yet
- BR 3-714 on S266 New Road over Canary Creek – Design complete but on hold due to wetland mitigation issues



- Plantation Road, SR24 to Robinsonville Road (Phase 2) – In design but no construction schedule set
- US 9 Widening (Old Vine Road to SR 1) – Design progressing with right-of-way acquisition expected to start this year
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway – Design advancing with plans to start right-of-way acquisition this year
- Airport Road Extension, Old Landing Rd to SR 24 – In the early design phase

**In CTP (Design Not Yet Started):**

- Old Landing Road and Warrington Road Intersection Improvement – On hold until Airport Road extension is operational
- Shady Road from Plantation Road to SR 1 Improvements – Design is funded and scheduled to begin in FY 2028
- Beaver Dam Road Widening (SR1 to Dairy Farm Road) - Design is funded and scheduled to begin in FY 2026
- Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road - Design is funded and scheduled to begin in FY 2028
- Postal Lane from Linden Lane to SR 1 Improvements - Design is funded and scheduled to begin in FY 2028
- New Road, Nassau Road to Old Orchard Road – In CTP, not yet started design

**New Projects:**

- Hudson Road between Route 9 and Route 1 Improvements – Recommended into the FY25-30 CTP
- US 9 between Old Vine Boulevard and Dairy Farm Road Corridor Improvements – Recommended into the FY25-30 CTP

**Questions/comments:**

1. Mike Tyler -- Are we going to save the silos on Plantation Road?
  - Mark -- (Unclear about which silos were referenced)
  - Senator Huxtable -- There are plans to modify the project to save those silos.
2. Bill Davis -- Is the Old Orchard Road project going to be completed as planned by 2028?
  - Mark -- Yes, assuming utility relocations stay on schedule. Delays in utilities would delay the road project.
3. Todd Lawson -- Regarding Old Orchard Road, it looks like there is a right-in/right-out to the pharmacy and car wash. How would westbound traffic from Lewes access these businesses?
  - Mark -- They would likely need to go around through the roundabout and approach from the east.
4. Mike Tyler -- Regarding the Georgetown-Lewes Trail crossing at Route 9, why isn't a bridge being considered since crossing at the traffic signal isn't as safe?
  - Mark -- A bridge would cost several million dollars and wasn't in the scope of the project. The current plan directs trail users to the traffic signal.



- Pam Steinebach -- DelDOT would support a grant application for a bridge but doesn't have immediate plans to build one.
- 5. Bill Davis -- With both Cave Neck and Minos Conaway GSI projects being constructed simultaneously in 2026, has the impact on traffic been considered?
  - Mark -- DelDOT is actively discussing how to manage traffic flow during the construction of multiple projects in the area.
- 6. DJ Hughes -- Regarding the Minos Conaway GSI project, has construction phasing been determined, particularly for the service road between Minos Conaway and the bridge?
  - Mark -- The phasing is in the plans, which can be reviewed if details are needed.
- 7. Todd Lawson -- Expressed concern about delaying the Hudson Road and Eagles Crest improvements pending the Route 16 overpass completion, noting these were high safety priorities identified years ago and they seem like low-dollar projects.
  - Mark -- These improvements would cost several million dollars, though they could be scaled back if needed to expedite implementation.
- 8. Glenn Marshall -- Regarding the New Road Bridge over Canary Creek, will it meet the 100-year flood plan requirements to serve as an evacuation route?
  - Mark -- The road is being raised to reduce flooding but he would need to check what design year flood is being used.
- 9. Mary Roth -- Is the funding for the New Road Bridge secure despite the delays?
  - Mark -- The funding is part of a larger bridge reconstruction budget and has flexibility. Other projects are advancing while this one is delayed.
- 10. DJ Hughes -- For the Kings Highway project near Freeman Highway, why not have double lanes coming out of Lewes?
  - Mark -- The project underwent a thorough review process including traffic projections, and the current design was determined to be adequate for predicted traffic volumes.
- 11. Councilman John Rieley -- Will the Airport Road Extension include a stoplight at Old Landing Road?
  - Mark -- Yes, that's what's proposed.
- 12. Councilman John Rieley -- Asked about the timeline for the Mulberry Knoll Road Extension, noting its importance due to development pressure and as an alternative route to Route 1.
  - Mark Luszcz -- Design funding is scheduled for 2028, with preliminary design taking 2-3 years, followed by right-of-way acquisition and construction.
- 13. DJ Hughes -- Suggested extending the US 9 widening project beyond Old Vine Boulevard to Minos Conaway Road.
  - Mark Luszcz -- That would likely be too significant a change at this point in the design process but he would look into it.



14. Councilman John Rieley -- Emphasized the development pressure in the area bounded by Cave Neck Road and Route 9, noting the potential for 5,000-10,000 units that existing roads cannot support.
  - o Mark Luszcz -- Noted that DeIDOT had attempted to plan a new east-west corridor in the 1990s, but elected officials at that time opted to not advance the effort. The Coastal Corridors Study is currently exploring ways to address east-west travel given the recent growth in the County.
15. Bob Fischer -- Commented that citizens need to be better informed about the legal constraints on what the County can do to control development, noting that people often blame council members for not doing things that would be illegal if they did.

Statewide Development Trends and Annual Report -- Dorothy Morris, Office of State Planning Coordination

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

Dorothy Morris presented an overview of the Office of State Planning Coordination (OSPC) and its role in land use decisions across Delaware. She explained that the OSPC was established in the 1990s to improve the coordination and effectiveness of land use decisions made by state, county, and municipal governments while maintaining a high quality of life for Delaware residents.

Dorothy discussed the Cabinet Committee on State Planning Issues, which currently has six members from different state departments, including DeIDOT, DNREC, the Department of Agriculture, Delaware State Housing Authority, and the small business community. This committee determines desirable patterns for land use, tracks major circulation patterns for transportation, and prepares the Strategies for State Policies and Spending document.

The Strategies for State Policies and Spending document, last updated in 2020 and required to be updated every five years, serves as a policy guide that summarizes state land use goals, policies, and strategies. Dorothy noted that an update to this document is underway this year, and public input will be solicited through meetings with counties, towns, and the public.

Dorothy explained the four investment levels used in the document:

- Level 1: Primarily downtown and built areas
- Level 2: Similar to Level 1, areas for infrastructure and redevelopment
- Level 3: Areas outside towns, suburban areas, or areas with environmental or historic features
- Level 4: Rural areas where the state prioritizes protection of environmental resources, historic preservation, and farmland preservation



Dorothy also discussed the Preliminary Land Use Service (PLUS), which reviews various development applications, including residential communities with 50+ units, non-residential developments over 75,000 square feet, and rezoning applications inconsistent with the Sussex County Comprehensive Plan. PLUS meetings are held on the fourth Wednesday of each month.

She presented development trend data collected through September 2024, showing applications reviewed by PLUS, developments approved by the county and towns, and building permits issued. The data was separated by investment levels, showing significantly more development in Levels 1-3 compared to Level 4 areas.

Questions/comments:

1. Todd Lawson -- Asked for clarification about the development data, confirming that there were about 13,000 units in Level 4 areas and 60,000 units in Levels 1-3 areas.
  - o Dorothy Morris -- Confirmed these numbers, noting that this represents four times more growth in Levels 1-3 than in Level 4.
2. Todd Lawson -- Asked if this distribution aligned with state planning goals.
  - o Dorothy Morris -- Indicated that ideally there would be very little development in Level 4 areas, as the state's goal is to focus on preservation in those areas and only provide infrastructure for health, safety, and welfare.
3. Todd Lawson -- Asked if the majority of Sussex County is designated as Level 4.
  - o Dorothy Morris -- Confirmed that a very large part of Sussex County is Level 4.
4. Councilman John Rieley -- Asked about the purple areas on the development map.
  - o Dorothy Morris -- Explained these were likely PLUS projects, and that detailed information on specific parcels is available on their website.
5. Councilman John Rieley -- Questioned why the investment level map appears "blotchy" with Level 4 areas close to developed areas like Lewes.
  - o Dorothy Morris -- Explained that the levels are determined by overlaying preservation layers and growth layers, with the ratio determining the level. Areas with more preservation factors (such as wetlands or streams) than growth factors may be designated Level 3 or 4 even if near developed areas.
6. Senator Russ Huxtable -- Asked if the investment levels might change with the upcoming review of State Strategies.
  - o Dorothy Morris -- Indicated that changes are possible.
7. Bob Fischer -- Asked if the state strategy is to focus development in urban areas and restrict suburban sprawl.
  - o Dorothy Morris -- Clarified that the document is a spending strategy, not a land use plan, which is the responsibility of counties and towns. Each state agency has different priorities for each level, with infrastructure focus in Levels 1-2 and preservation focus in Level 4.



- Councilman John Rieley -- Noted that while there are discussions about limiting sprawl by increasing density around urban centers, this creates challenges with road capacity, sewer systems, and other infrastructure.

Phase 2 Implementation Status -- Leah Kacanda, Whitman, Requardt & Associates, LLP

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

Leah Kacanda presented an update on Phase 2 of the Five Points Implementation Plan. She explained that the team had reached out to colleagues across DeIDOT to determine the status of the 78 recommendations from the Five Points Transportation Study. These recommendations fall into five categories: recommendations to be implemented under current DeIDOT projects (gray), policies to make the area more sustainable and beautiful (blue), recommendations to capitalize on existing roadway infrastructure (green), multi-modal recommendations to increase travel options (red), and big picture infrastructure projects to support growth (yellow).

Leah reported that currently, 72 of the 78 recommendations are in progress, ongoing, or completed, up from 71 at the previous meeting. She highlighted several recommendations that had changed status:

**Category B (Policies and procedures):**

- B-1: Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation – Changed from "Ongoing" to "Complete" with the adoption of Ordinance 3061 in December, which requires interconnectivity in new developments
- 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 "In Progress". The Perimeter Buffer Ordinance amending the Code of Sussex County was adopted by the County Council on August 27, 2024
- 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" after studying and piloting the concept at Fenwick Island, though implementation at Cape Henlopen and Lewes was determined not feasible due to multiple parking areas
- 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 – Still "In Progress" with the team soliciting input from Working Group members on problem areas
- B-18: Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County – Changed from "In Progress" to "Complete" with the completion of the Savannah Road Master Plan and Southern Delaware Tourism's wayfinding study
- B-25: Identify costs and benefits of dedicating Nassau Commons Boulevard to public use – Changed from "In Progress" to "Complete" with assessment completed as part of the TID study



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

- C-1: Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes – Still "In Progress" with CTP projects extending to Dairy Farm Road and ongoing Route 9 corridor study
- C-10: Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies – Still "Ongoing" with the implementation of signal timing along the Route 1 corridor in fall 2024 and transition to traffic-based timing
- 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" after meetings with the school district and Delaware State Police determined this was not currently desired

**Category D (Walking, bicycling, and transit):**

- D-2: Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails – Still "In Progress" with the new ordinance supporting pedestrian connections
- 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" with DTC's assessment and move toward implementing DART Reimagined recommendations
- D-10: Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations – Still "In Progress" with crash barriers being included in grade separated intersection projects
- D-13: Identify locations in the study area where bike parking can be provided – Still "In Progress" with specific mention of Hudson Park as a location for bike parking

**Category E (New infrastructure):**

- E-1: Study the feasibility of a grade separation at Five Points – Still "Longer-term" with traffic data collection continuing annually to assess the impact of other projects on traffic patterns before studying this intersection
- 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" to reflect the approach of considering service roads as parcels redevelop or as part of capital projects
- 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 "In Progress" to "Complete" after desktop analysis determined it would not be feasible due to wetlands and existing development

Leah concluded by noting that work on the 2024 Annual Report has begun, which will include these recommendation updates and a fiscal analysis of investments in the Five Points area.



### Questions/comments:

1. Councilman John Rieley -- Noted that the interconnectivity requirement (B-1) has been unpopular with residents, particularly when HOAs own the roads and must bear additional maintenance costs due to increased traffic.
  - o Scott Collins -- Suggested requiring interconnectivity roads that would be turned over to DeIDOT rather than maintained by HOAs.
2. Mike Tyler -- Asked whether commercial properties could be required to provide interconnectivity, citing examples like Grotto's and Home Depot where connections would be beneficial.
  - o Jamie Whitehouse (Sussex County Planning and Zoning) -- Confirmed that commercial-to-commercial interconnectivity is required in the code for new site plans, with easements provided for future connections.
3. Councilman John Rieley -- Noted complexities when properties are in different jurisdictions (town vs. county).
  - o Jamie Whitehouse -- Explained that projects must comply with the code of their jurisdiction, and when in multiple jurisdictions, must comply with both.
4. Gene Donaldson -- Regarding traffic signal timing (C-10), noted that DeIDOT is implementing AI and machine learning technology to predict traffic patterns and adjust signals proactively, but emphasized that once roadways exceed capacity, there will still be delays.
5. Councilman John Rieley -- Shared that the Sussex County Land Trust is installing a bike fix-it station and parking at Hudson Park, along with restrooms, and expressed interest in extending the trail to Milton.
6. Mary Roth -- Asked if there was a comprehensive map that overlays all the transportation projects in the Five Points area.
  - o The team indicated that the Project Portal includes points for each project, but the map developed for the Low-Stress Bikeways Study effectively shows all the CTP projects.
7. Scott Collins -- Regarding the E-1 recommendation (Five Points intersection), asked whether phasing of development could be required to align with transportation capacity.
  - o Pam Steinebach -- Noted that tracking developer contributions differs depending on whether a project is inside or outside a Transportation Improvement District (TID).

### Public Comment

1. Austin Gray read an online question from Fern: Why aren't new lights being installed to detect bicycles, and could they allow bicycles to enter the intersection before motor vehicle traffic for safety? The specific location mentioned was the intersection outside Lewes on a recently updated road.
  - o The team will follow up with an answer.



2. Rich Borasso (in-person): Expressed concern that while infrastructure capacity projects face delays, development demand continues unabated. He referenced the New Castle County code on-site capacity and concurrency calculations, which set maximum development potential based on transportation capacity, sewers, water, schools, and natural resources. He advocated for implementing similar concurrency requirements in Sussex County to ensure infrastructure capacity is in place before development occurs.
3. Alan Roth (in-person): Expressed frustration with a DeIDOT repaving project on Kings Highway in December that caused significant traffic issues for two and a half weeks. He questioned whether DeIDOT could successfully manage the planned Kings Highway project with five roundabouts without severely impacting traffic in and around Lewes. He also criticized the lack of public notice about the December project, noting it wasn't listed on DeIDOT's website.
  - o None of the DeIDOT representatives were aware of any DeIDOT improvements on Kings Highway over the winter. The project team offered to follow-up regarding the issue.

**Adjourn** -- Andrew Bing thanked the Working Group members for attending, engaging, and keeping these recommendations moving forward. Andrew reminded everyone that historical information about Five Points can be found at [5Points.DeIDOT.gov](https://5Points.DeIDOT.gov), while current information is available on [DeIDOT Interact](#).

The next Working Group meeting is April 28, 2025, at 6:00 PM at Cape Henlopen High School Library.





## List of upcoming meetings

### Phase 2 Working Group

#### Public Workshop

Wednesday, May 21, 2025, 4:30 pm-6:30 pm  
Cape Henlopen High School Cafeteria

#### 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](https://publicmeetings.delaware.gov)  
for official meeting notices.



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

April 28, 2025 (there were no changes since January 27, 2025 Working Group meeting)

\$ < \$200K                    \* <3 years    ◊    Low  
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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
<b>A. Recommendations to be implemented under current DeIDOT projects or initiatives</b>												
A	1	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT - Traffic		\$	*	N/A	N/A	N/A	COMPLETE	Studies have been completed, with results presented to the Working Group in October 2019. DeIDOT is proceeding with a program of grade separations and crossover improvements.
A	2	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊ ◊	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT - PD South		\$\$	**	\$\$\$\$	**	◊ ◊ ◊	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	Southern Delaware Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signage is included as part of the Final Construction Plans and will be reviewed as part of the final QA/QC process. Coordinate with recommendation B-24.
A	5	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◊ ◊	COMPLETE	Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.
A	6	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◊ ◊ ◊	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◊ ◊ ◊	COMPLETE	The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

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<b>B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful</b>												
B	1	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	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.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
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.

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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.

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<b>C. Make the most of existing roadway infrastructure</b>												
C	1	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	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.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
C	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.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
<b>D. Make walking, bicycling, and transit more viable as alternatives to driving</b>												
D	1	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◊	COMPLETE	DTC provided the City of Lewes with small cutaway (paratransit sized) buses that they could operate as jitneys. Lewes started "Lewes Line" service as a pilot in May 2022 that included stops at the Cape-May Lewes Ferry, Johnny Walker Beach, Savannah Beach, the Otis Smith Lot, Second and Market Streets, George H.P. Smith Park, Lloyd's Market and the Lewes Public Library. Service expanded in summer 2023 to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments.
D	2	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◊ ◊	IN PROGRESS	The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10. 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.

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Category	ID	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
D	8	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◊ ◊ ◊	IN PROGRESS	DTC supports implementing a Park and Ride along Route 24. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor, however none are interested. No local landowners are interested in partnering on this initiative. DTC is <i>still</i> 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).

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<b>E. Invest in new infrastructure to support anticipated growth</b>												
E	1	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊ ◊ ◊	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	

LEWES FIRE DEPARTMENT

JANICE RD

SB 1

NB 1

NASSAU RD

NEW RD







April 2025

To: Five Points Transportation Study Phase 2 Working Group Members

Scott Collins	Pete Mattson (new for 2024)
Kathi Colman	Ellen Lorraine McCabe
Bill Davis	Representative Stell Parker Selby
Bob Fischer	Council Member John Rieley
Scott Green	Mary Roth
Council Member Jane Gruenebaum (new for 2025)	Lloyd Schmitz
DJ Hughes	Representative Claire Snyder-Hall (new for 2025)
Senator Russ Huxtable	Stephanie Johnson
Todd Lawson	Scott Thomas
Glenn Marshall	Michael Tyler

Thank you for your participation in – and support of – the Five Points Transportation Study. We are pleased to present the 2024 Annual Report for Phase 2 of the study effort. Welcome to the new members who have joined the Working Group in 2024.

With the help of the Working Group, significant progress was made in 2024 toward implementing many of the 78 recommendations approved by the Phase 1 Working Group. In addition to continuing work on 39 recommendations that were in progress or ongoing at the beginning of 2024, DelDOT and Sussex County began work on one additional recommendation. Seven of the 78 recommendations were completed in 2024, bringing the total completed to 39.

In 2025 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1, with a focus on making improvements that the public can see on the ground. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,

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

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

## INTRODUCTION

This Annual Report documents activities in 2024 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

### Origin of the Five Points Transportation Study

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

### Phase 1

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

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

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

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## **Phase 2**

Phase 2 consists of the implementation of the 78 recommendations. A Phase 2 Working Group was established in 2019, with the primary purpose of providing input to DeIDOT and the County on implementation of the Phase 1 recommendations. In addition, the Phase 2 process focuses on education and engagement. At Working Group meetings, presentations are given on a variety of relevant transportation issues, questions are answered about DeIDOT and County initiatives, and the Phase 2 Working Group is asked to share information with their constituents on the implementation plan and other topics of interest.

Throughout 2024, the Phase 2 Working Group had 21 members, including six members who served in Phase 1 and one new member who joined in 2024. Council Member Mark Schaeffer and Representative Peter Schwartzkopf served through the end of 2024, but starting in 2025 their seats will be filled by Council Member Jane Greunebaum and Representative Claire Snyder-Hall. In 2025, Pamela Steinebach’s seat will be filled by the new DeIDOT Planning Director Stephanie Johnson.

### **2024 WORKING GROUP MEMBERS**

**Mr. David Chernuta (through April)**  
**Mr. Scott Collins**  
**Ms. Kathi Colman**  
**Mr. Bill Davis**  
**Mr. Robert Fischer\***  
**Mr. Scott Green\***  
**Mr. DJ Hughes\***  
**Senator Russ Huxtable**  
**Mr. Todd Lawson\***  
**Mr. Glenn Marshall**  
**Mr. Pete Mattson (beginning April)**  
**Ms. Ellen Lorraine McCabe**  
**Rep. Stell Parker Selby**  
**Councilman John Rieley**  
**Ms. Mary Roth**  
**Council Member Mark Schaeffer (through year end)**  
**Mr. Lloyd Schmitz\***  
**Rep. Peter Schwartzkopf\* (through year end)**  
**Ms. Pamela Steinebach**  
**Mr. Scott Thomas**  
**Mr. Michael Tyler**

\* also served on Phase 1 Working Group

During 2019 and 2020, the first two years of Phase 2, DeIDOT and Sussex County acted upon 40 recommendations in addition to seven recommendations that were incorporated into DeIDOT projects already in progress. By the end of 2020, 47 of the 78 recommendations, or half, were Complete, Ongoing, or In Progress.

In the fall of 2022, DeIDOT and Sussex County evaluated the recommendations they could reasonably begin to implement in 2023. Recommendations that were not already in progress, ongoing, or incorporated into existing projects were classified as either To Be Initiated in 2023 or Longer-Term.

The Phase 2 Working Group met three times in 2024. An open house was held on June 11 to present the 2023 Annual Report and allow the public to comment and ask questions.

Between Working Group meetings, email updates were sent out to Working Group members and the public via the *Following Five Points* newsletter. The newsletter was also made available on the study website.

In 2024, implementation continued for 50 recommendations that were classified as in-progress or ongoing as of the end of 2023, and an additional three recommendations were started. At the end of 2024, 74 of the 78 recommendations – or 95 percent – are Complete, Ongoing, or In Progress.

The following sections provide information on 2024 meetings and activities, details on progress made in 2024, and proposed priorities for 2025. An appendix provides more detail on the status of each recommendation. A public workshop is scheduled for spring 2025 to present this information.

## MEETINGS AND ACTIVITIES IN 2024

### **Five Points Working Group Meetings**

Three hybrid in-person/online Working Group meetings were held in 2024 to maximize access for the public and facilitate participation. Hybrid meetings located at Cape Henlopen High School Library and hosted on DelDOT's Zoom platform were held in February, April, and October. The public was invited to attend these meetings in-person or online and to make comments during the public comment period. Public attendance averaged approximately 16 people per meeting.

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

#### *February 26, 2024*

George Pierce, DelDOT Construction Engineer, provided an update on the Plantation Road Improvements; a roundabout will be added at the intersection of Plantation Road and Belltown Road, just south of US 9. George gave updates on the project related to construction schedules and detours. Data is being collected to assess if the four-way stops are necessary once the detours are no longer needed.

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

- Construction:
  - Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1)
  - Coastal Highway Intersection Improvements (SR 1 / Old Landing Road)
  - Removal of Bridge 3-928R, Lewes RR Swing Bridge
  - SR 24, Love Creek to Mulberry Knoll
- Design & Planning
  - Georgetown to Lewes Trail, Fisher Road to Airport Road
  - BR 3-714 on S266 New Road over Canary Creek
  - SR 1 at S264 & S258 Intersection Improvements
  - Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement
  - SR 1 and Cave Neck Road Grade Separated Intersection
  - SR 1, Minos Conaway Road Grade Separated Intersection
  - Realignment of Old Orchard Road at Wescoats Corner
  - US 9, Kings Highway, Dartmouth Drive to Freeman Highway
  - Airport Rd Extension, Old Landing Rd to SR 24

- New Road (Nassau Road to Old Orchard Road)
- US 9 Widening (Old Vine Road to SR 1)
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road
- Postal Lane from Linden Lane to SR 1 Improvements
- Shady Road from Plantation Road to SR 1 Improvements

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

Gene Donaldson, DeIDOT’s Transportation Management Center Operations Manager gave an overview of DeIDOT’s Artificial Intelligence Enhanced Transportation Management System (AI-ITMS). He shared that the TMC has continually been building a computerized traffic signal system that connects every traffic signal in the state – a total of 1,200 traffic signals that are monitored in real-time. All traffic cameras in the state fall under the TMC’s monitoring program. He went on to explain how this technology is currently being leveraged by DeIDOT to improve traffic operations and safety as well as potential opportunities moving forward.

Leah Kacanda, a project team member from WRA gave an overview of the Five Points process noting that the group has moved into a tracking and implementation phase. Recommendations are categorized in the five broad categories below:

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

April 22, 2024

John Fiori, DeIDOT's Bicycle Coordinator provided an in-depth update on the State’s bicycle safety checkpoint program. John explained that DeIDOT has conducted multiple bicycle safety checkpoints during the summer season at locations along Route 1. These checkpoints are open to everyone and are used as an opportunity for DeIDOT to provide bicycle safety information, trail maps, and general bicycle repairs (changing tires, adjusting brakes). Discussion ensued regarding potential expansion to the safety checkpoint program to include areas of interest like Milton, Georgetown, and Millsboro, as the trail network continues to grow.

Tremica Cherry-Wall from DART provided updates on the changes being made to the beach bus service for the upcoming season. These changes are informed by the observed ridership patterns. Additionally,

Tremica highlighted that Route 204 will be extended beyond the Lewes Transit Center to the Rehoboth Park and Ride therefore providing a one-seat ride option for passengers. Subsequently, the group engaged in discussions concerning the potential impact of these changes on the connectivity and accessibility of the beach bus service.

Leah Kacanda and Michael Campbell from WRA presented an analysis of the potential for a pedestrian bridge over Route 1, focusing on the Shady Road and Marsh Road intersection. Michael Campbell presented the design options for the pedestrian bridge, including the main span of approximately 80 feet over Route 1, the shared-use path on both sides, and the ADA-accessible ramps and stairs. The group continued to debate the merits of the bridge, with some members expressing concerns about the high cost and potential lack of usage, while others saw value in providing a safe crossing option for the community. Overall, the discussion highlighted the need to carefully weigh the safety, cost, and usage factors when evaluating the feasibility of the pedestrian bridge.

Lastly, Leah Kacanda provided an update on the Five Points Transportation Study's implementation plan with a focus on the longer-term recommendations that have not yet been completed in addition to key outstanding recommendations. The group discussed the challenges of tracking developer contributions and ensuring funds are reinvested in the local area. Leah then provided an update on the longer-term recommendations related to the feasibility of grade separation at the Five Points intersection and the study of east-west traffic patterns. She explained that the department will be conducting targeted traffic analyses over the next few years as key CTP projects, such as the Minos Conaway Grade Separation and the Plantation Road improvements, are completed. This data will be crucial in understanding the impacts on traffic flow and informing any future decisions about the Five Points intersection.

#### October 28, 2024

Andrew Bing introduced the new DeIDOT Project Manager, Austin Gray, who is taking over for Humaira Nabeela who left DeIDOT.

Bryan Behrens and George Pierce from DeIDOT provided area construction updates. 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 informed by feedback heard earlier in the summer. Bryan Behrens discussed the US 9 Widening project, noting it's not in construction yet but is related to the Plantation Road Improvements Phase 1 and a public workshop was hosted the month of September. 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. 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. 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. Members present had questions about US 9 and if it would connect to Mulberry Knoll Road which eventually, it will but development is still pending contingent on 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. The

construction timeframe is to be determined. Bryan Behrens continued providing updates on the Minos Conaway Grade Separated Intersection (GSI) project. Construction is anticipated to begin in the spring or early summer of 2025. Bryan Behrens presented detailed accounts of each phase of construction for the Minos Conaway GSI project with the number of phases totaling 10 phases.

Gene Donaldson, DeIDOT's Transportation Management Center (TMC) Operations Manager provided an overview of DeIDOT's approach to Congestion Management and Traffic Operations. Gene demonstrated the TMC Data Visualization tool that is available for public use. This tool allows users to view real-time information taking place throughout the state; namely, the following: 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 to 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 in addition to being in constant communication with Police, Fire, and EMS in case of emergent need.

Leah Kacanda from WRA presented the study goals for SR 1 Low-Stress Bikeway, mainly this was to improve the safety of bicyclists around the vicinity of SR 1 between Lewes and Rehoboth Beach. Incremental improvements are being made yet the stress levels present remain to be improved seeing as SR 1 is identified as a very high-stress environment for biking. 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. Additionally, another aim of this study is to get riders from their communities to destinations along SR 1 due to the benefits of more people making shorter trips meaning it would pave the way for improved mobility for households especially during peak traffic periods. The overall goal of these different projects is to provide a network of low-stress facilities.

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

- Recommendation B-15: identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements. Is now in-progress.
- Long-term recommendations will be looked at every year once other projects that will be impactful on these recommendations are completed. These projects include Plantation Road – construction completed in 2025, Old Orchard Road – construction completed in 2026, and Minos Conaway GSI – construction completed in 2027.
  - E-1: study the feasibility of a grade separation at Five Points.
  - E-5: assess east-west traffic as a system.

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

A drop-in style Open House was held on June 11, 2024, to present the contents of the 2023 Annual Report, describe progress made in 2023 on the implementation of study recommendations, and discuss goals for 2024. In total, 35 people attended.

Members of the Five Points project team provided a brief presentation focused on the Working Group's accomplishments for 2023, after which members of the public were free to visit stations featuring information on the following projects:

- Five Points Annual Report – DeIDOT, K&A
- Sussex County Updates – Sussex County Staff
- PLUS Process – Office of State Planning Coordination Staff
- Henlopen Transportation Improvement District (TID) – DeIDOT Staff
- DeIDOT Interact – DeIDOT Staff, FHI
- SR 1 Pedestrian Bridge - DeIDOT
- SR 1 Low-Stress Bikeway Study – WRA
- Lewes Bike Plan – DeIDOT
- Savannah Road Master Plan – DeIDOT
- Sussex Drive TAP Project – DeIDOT
- DART Service Updates – DTC
- Coastal Corridors Study – DeIDOT Staff

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

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

## Five Points Transportation Study Website

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

In March 2020 a redesigned Five Points website went live. The website is regularly updated to include Working Group meeting and workshop announcements, as well as Working Group meeting materials. The Implementation Plan showing the current status of all the Five Points recommendations is provided on the website. The website includes reports from current and previous studies undertaken in the Five Points area, as well as links to the DeIDOT website project pages for projects in the Five Points area. DeIDOT press releases relating to the Five Points Transportation Study and all the monthly email updates sent to the public are also available there.

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

The DeIDOT Interact website, [www.publicinput.com/5points](http://www.publicinput.com/5points), was visited 45 times throughout 2024, or an average of 4 times per month. Throughout 2024, there were no significant spikes in activity on the website.

The screenshot shows the DeIDOT Interact page for the Five Points Transportation Study. At the top, the breadcrumb navigation reads "DeIDOTInteract > Five Points Transportation Study". Below this is the study's logo and title. A paragraph explains that the study is a joint effort by DeIDOT and Sussex County to improve traffic circulation. Two bullet points describe Phase I (completed in fall 2018) and Phase II (ongoing since spring 2019). A link provides access to Phase I information. A progress bar at the bottom indicates the current stage: "Subscribe for Updates" (active), followed by "Working Group Meeting #21", "Working Group Meeting #20", and "Public". On the right, a "Project Contact" section lists the email [5Points@publicinput.com](mailto:5Points@publicinput.com). Below it, a "Project Timeline" section shows a "Complete" status for "Working Group Meeting #17" on Monday, February 26, 2024, at Cape Henlopen High School Library. A subscription form on the left prompts users to enter their email, phone, name, and zip code.

### **Email Updates – Following Five Points**

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

The distribution list for the *Following Five Points* email began in 2018 and 2019 from in-person Working Group meetings and public workshop sign-in sheets. Over the course of the study, the distribution list has grown; in 2023 changes to Working Group members, local elected officials, and DelDOT and Study Team personnel were made; and members of the public asked to be added to the list via the project website, at hybrid Working Group meetings, and at the public workshop. From 2023 to 2024, the *Following Five Points* distribution list increased by 23. The *Following Five Points* emails continue to be a popular read with subscribers, with, on average, 51 percent of subscribers opening and reading the articles in each issue.

Starting in September 2024, the Study Team began using DelDOT Interact to distribute the Following Five Points e-newsletter. The study's contact database was imported into DelDOT Interact and modified to eliminate duplicates. In FY 2024, a total of six (6) Following Five Points e-newsletters were distributed in September, October, and December 2024, and January and February of 2025. Following Five Points has covered a variety of topics including Working Group meeting highlights, DelDOT Interact, key construction and project updates in the Five Points Area, and workshop announcements for other on-going Five Points Area projects. The "Knowledge Corner" featured educational or awareness-generating topics including seatbelt safety, the importance of Pedestrian Safety Awareness Month, tips on keeping older drivers safe, and a detailed overview of the Office of State Planning and Coordination's (OSPC) Delaware Strategies for State Policies and Spending. The email updates continue to allow for more consistent communication from the Study Team to the Working Group and the public on transportation issues affecting the Five Points area.

	2023	2024	Change from 2023-202
Distribution List	500	523	23
Email Updates Sent	5	6	1
Average Opens	251	269	12
Average Open Rate	65%	51%	-14%

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

Two public workshops related to projects in the Five Points area were conducted in 2024.

- **US 9 Widening (Old Vine Road to SR 1)**

A public workshop was held in person on Tuesday, September 24, 2024, at 4:00 PM at Cape Henlopen High School. This workshop was held to solicit public input on the design for the US 9 (Kings Highway) from SR 1 to Freeman Highway US 9 Widening, from Old Vine Boulevard to SR 1. The purpose of this project is to address operational conditions and provide multi-modal connectivity to improve safety for all modes of travel.

- **US 9, Kings Highway, Dartmouth Drive to Freeman Highway**

A public workshop was held in person on Tuesday, February 20, 2024, at 4:00 PM at Cape Henlopen High School. This workshop was held to solicit feedback from the public on the proposed widening and intersection improvements along Kings Highway in Lewes. The purpose of this workshop is to present the revised concept design and update the public on the upcoming design schedule. The project aims to improve traffic operation and capacity, improve multimodal facilities, and integrate the recommendations of local initiatives.

## **CAPITAL TRANSPORTATION PROGRAM**

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

### **FY25 - FY30 Capital Transportation Program (CTP)**

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

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

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

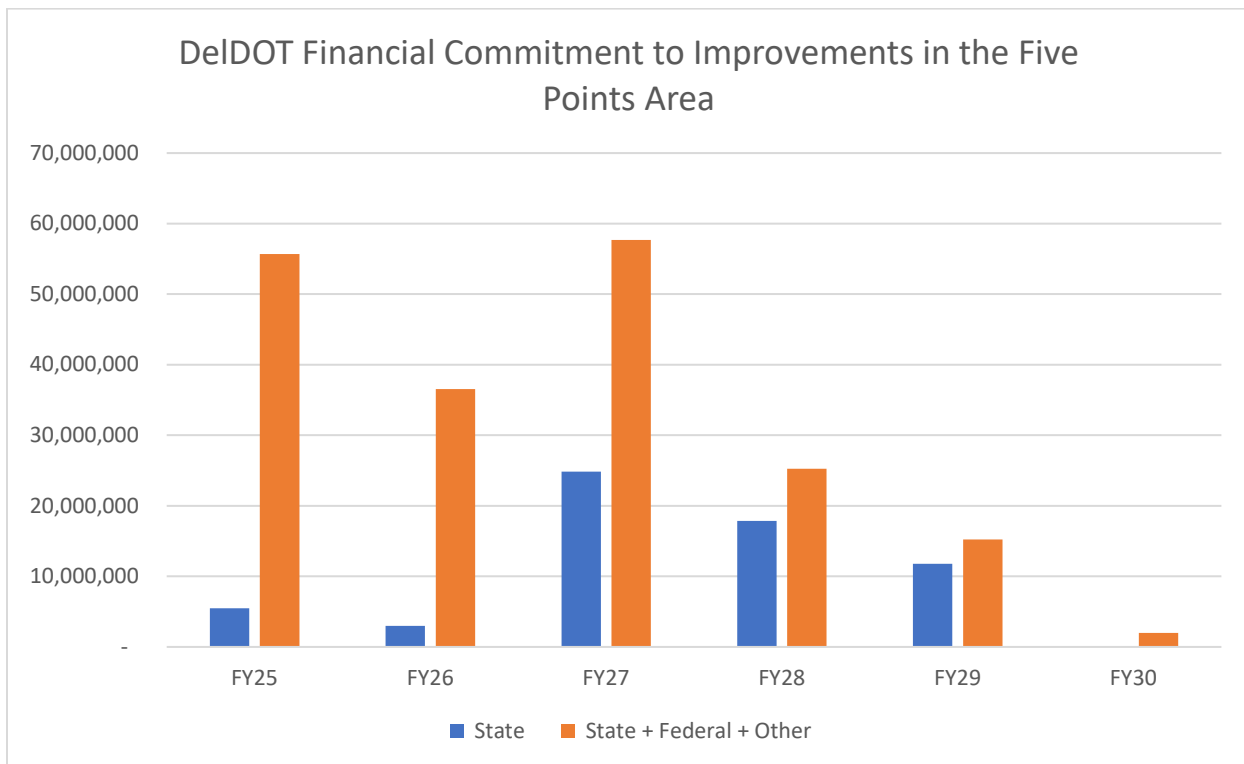
Preliminary engineering for both projects is planned to begin in FY30. For projects that are only funded through project development (PD) or project engineering (PE), it is anticipated that upcoming CTPs will include funding for right of way (RW) and construction (C) following the design process.

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

- In Construction
  - Plantation Road Improvements, Robinsonville Road to US9 (Phase 1)
  - Realignment of Old Orchard Road at Wescoats Corner

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

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



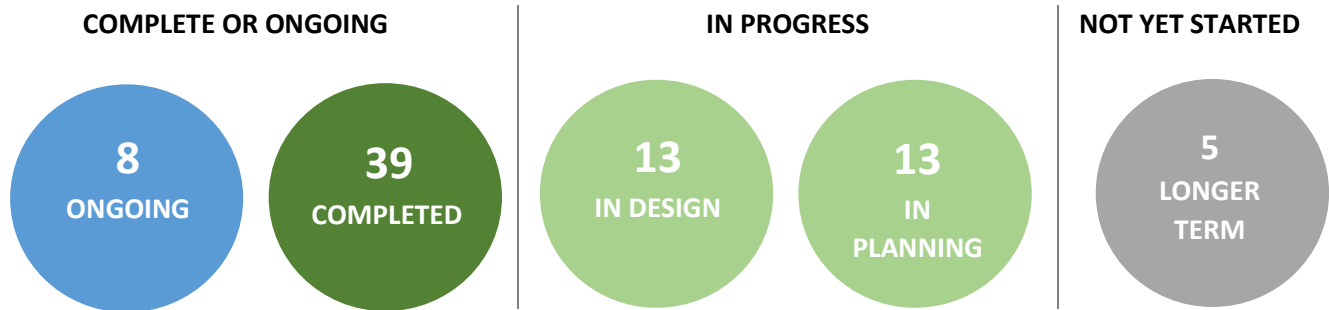
**Proposed FY27 - FY32 Capital Transportation Program (CTP)**

Sussex County invited the public to offer suggestions for DelDOT's upcoming 2027-2032 Capital Transportation Program via a request form on the County website. County staff will review all suggestions and compile a draft report for the County Council's consideration before submitting project recommendations to DelDOT in April 2025.

## IMPLEMENTATION STATUS SUMMARY

By the end of 2024, of the 78 recommendations, 26 were in progress, 39 were completed, and 8 were ongoing. Work for Ongoing recommendations is part of DeIDOT's or the County's core responsibilities and is performed regularly.

### Status of recommendations at the end of 2024

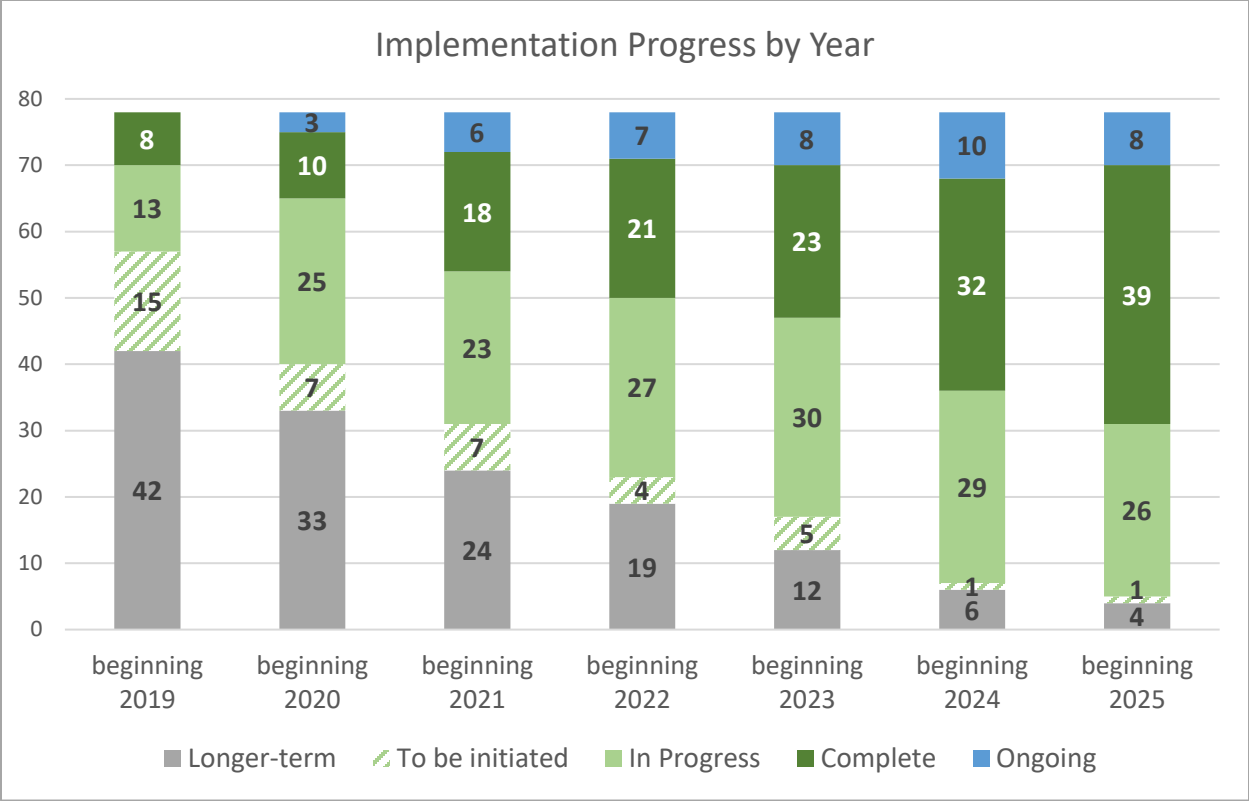


### Progress Made During 2024

At the beginning of 2024, 71 of the 78 recommendations were In progress, Completed, or Ongoing (“Ongoing” meaning that work will continue to be performed regularly, whereas work “In Progress” will be complete at some point).

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

Two recommendations that had been considered Longer-Term in 2023 were initiated in 2024. Out of twenty-nine recommendations that were In Progress at the beginning of 2024, twelve were classified as In Design, and seventeen were classified as In Planning. By the end of 2024, 73 of the 78 recommendations were In Progress, Complete, To Be Initiated in 2025, or Ongoing, as shown in the following chart. Only four of the 78 recommendations had not yet been started. The Implementation Plan called for initiating action in 2025 on one of the longer-term recommendations, while also continuing work on the recommendations already in progress.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes the progress for each recommendation, including any change of status that occurred in 2024.

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

STATUS	Beginning of 2024	End of 2024	Change
Complete	5	6	+1
Ongoing	0	0	-
In Progress	2	1	-1
Initiate in 2023	0	0	-
Longer Term	0	0	-
<b>TOTAL</b>	<b>7</b>	<b>7</b>	<b>-</b>

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

STATUS	Beginning of 2024	End of 2024	Change
Complete	8	12	+4
Ongoing	9	7	-3
In Progress	8	6	-2
Initiate in 2024	1	0	-1
Longer Term	2	2	-
<b>TOTAL</b>	<b>27</b>	<b>27</b>	<b>-</b>

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

STATUS	Beginning of 2024	End of 2024	Change
Complete	12	13	+1
Ongoing	2	2	-
In Progress	5	4	-1
Initiate in 2024	1	1	-
Longer Term	1	1	-
<b>TOTAL</b>	<b>20</b>	<b>20</b>	<b>-</b>

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

STATUS	Beginning of 2024	End of 2024	Change
Complete	4	5	+1
Ongoing	0	0	-
In Progress	11	10	-1
Initiate in 2024	0	0	-
Longer Term	0	0	-
<b>TOTAL</b>	<b>15</b>	<b>15</b>	<b>-</b>

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

STATUS	Beginning of 2024	End of 2024	Change
Complete	2	3	+1
Ongoing	0	1	+1
In Progress	4	4	4
Initiate in 2024	0	1	-
Longer Term	3	1	-2
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>-</b>

## NOTABLE ACHIEVEMENTS

### **Construction**

The Five Points Transportation Study is about more than analyses and reports. Through partnership and collaboration, the many groups within DelDOT and Sussex County government continue to implement Five Points Transportation Study recommendations and advance projects already in progress to make actual changes on the ground.

Improvements that have been constructed during 2024 include:

- Coastal Highway Intersection Improvements (SR 1/Old Landing Road)
- SR 24, Love Creek to Mulberry Knoll Road

Members of the public should visit the DelDOT project portal [www.deldot.gov/projects](http://www.deldot.gov/projects) to get updates on construction schedules.

### **Launch of the new Five Points Transportation Study Website**

In 2024, DelDOT launched the [DelDOT Interact Engagement Hub](#) online, an interactive hub for all active planning projects. Moving forward, [5Points.DelDOT.gov](http://5Points.DelDOT.gov) will be used as a project archive. All study materials including Working Group Meeting materials (meeting packets, recordings summaries), Annual Reports, and *Following Five Points* e-newsletters from preceding years will be posted here.

The [Five Points Transportation Study](#) on DelDOT Interact will be used for all current (2025) study materials, meeting announcements, and updates. Members of the public should use this website to stay up to date on all new/current project information.

### **Sussex County Ordinance 3061**

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

This ordinance directly benefits the County's ability to address the following two Five Points recommendations:

- B-1: Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation
- D-2: Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails.

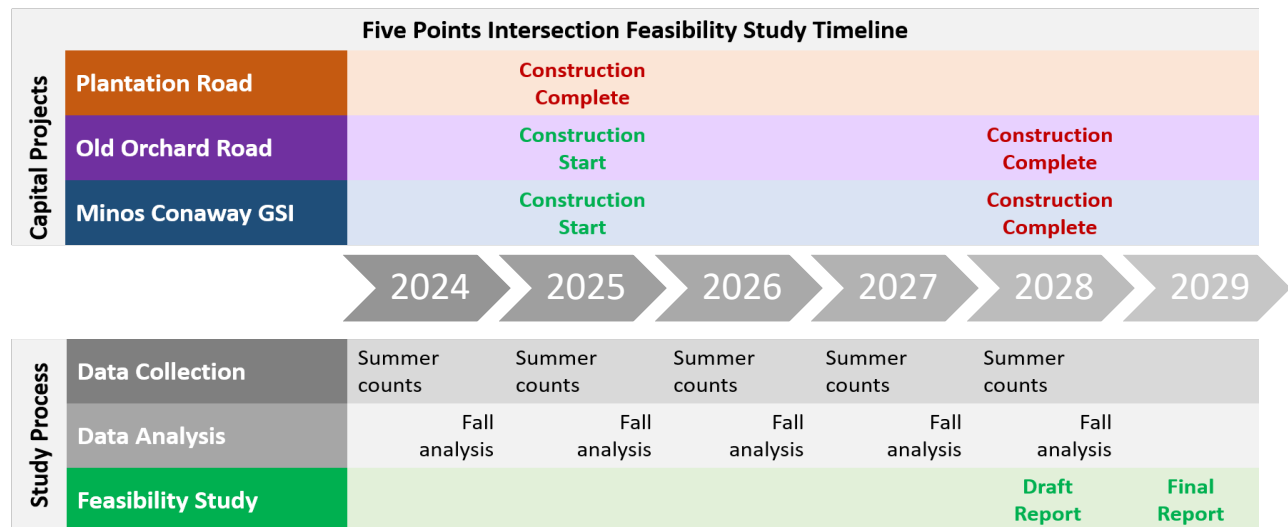
**Updated/Responsive Signal Timing on SR 1**

In 2024, DeIDOT evaluated the SR 1 beach corridor as part of its annual Traffic Signal Retiming project. The signal timings and coordination were implemented in the fall of 2024. DeIDOT continues to monitor the corridor for improvement. Additionally, the SR 1 corridor was updated to automatically change signal timing patterns based on live traffic, rather than running a fixed time-of-day timing schedule. DeIDOT will be monitoring the efficacy of the new system during the peak travel volumes this upcoming summer.

**Data Collection/Monitoring Plan for the Five Points Intersection**

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

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



## **PRIORITIES FOR 2025**

The following recommendations are planned for initiation in 2025.

- **C-13: Study the feasibility of eliminating unsignalized crossovers on Route 1 (carryover from 2024)**

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

Other relevant activities that will continue in 2024 include coordination with developers to take advantage of opportunities to incorporate improvements that further the Five Points Transportation Study recommendations, as well as the operation and management of the Henlopen TID.

## APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing the status as of the end of 2024, and as applicable, activities completed during the past year, next steps, and its anticipated schedule.

### Category A - Recommendations to be implemented under current DelDOT projects or initiatives (as of the end of 2021)

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

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

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

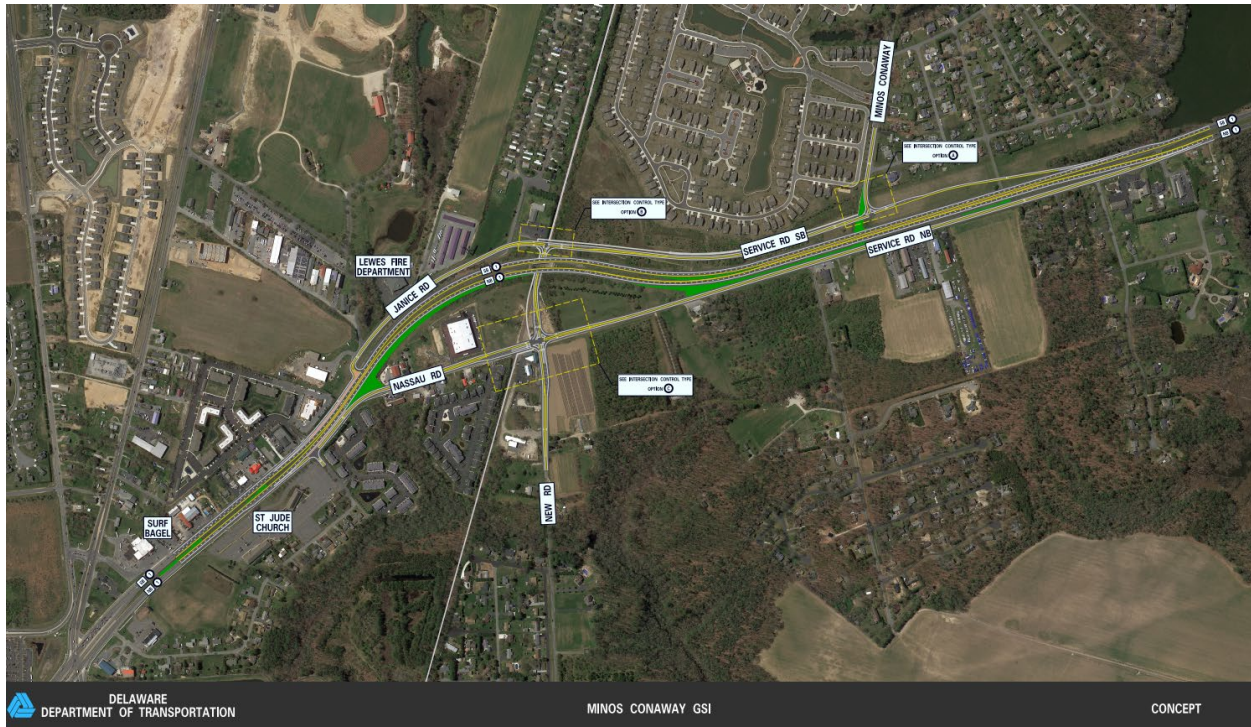
DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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



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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

This effort was completed as part of the US 113 Millsboro-South Area Supplemental Draft Environmental Impact Statement (DEIS). A two-lane bypass was found to be adequate for future demand.

**A-4: Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge**

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

Southern Delaware Tourism has developed a plan for destination signing on SR 1, including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signage is included as part of the Final Construction Plans and will be reviewed as part of the final review process. Coordinate with recommendation B-24.

**A-5: Evaluate one-way service roads as part of the Minos Conaway Road grade separation project**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

Service roads are now part of the project; they are two-way to provide better mobility. Please see the [project page](#) for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.

**A-6: Study the feasibility of extending the eastbound widening of Route 24 to Love Creek**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

The Mulberry Knoll Road Extension Study was finalized in June 2022.

The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

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

**B-1: Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation**

Status at beginning of 2024

ONGOING

Status at end of 2024

ONGOING

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

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

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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DelDOT updated the Development Coordination Manual (DCM) to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except for Route 18/404. Changing right-of-way requirements on other road classifications would require another update to the DCM. DelDOT is currently updating Chapter 2 of the DCM - Traffic Studies. The update to Chapter 3 addresses Right of Way and is not yet underway. Updates to the DCM are included in the Strategic Highway Safety Plan (Strategy 5.2 Revise DelDOT’s Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments). Secretary Majeski and Deputy Secretary Hastings presented to Sussex County Council in March 2023. The County participated in the Coastal Corridors Study meetings where this topic was discussed extensively. The County and DelDOT continue to work together on this issue as part of the Coastal Corridors Study process. The Perimeter Buffer Ordinance amending the Code of Sussex County was adopted by the County Council on August 27, 2024. The ordinance strengthens requirements for buffering and forest retention along the boundaries of residential development.

**B-3: Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE



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



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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

New advance acquisition regulations were approved by the General Assembly in 2018. Now proactive purchases are feasible.

**B-5: Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road**

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

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

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

Status at beginning of 2024  
ONGOING

Status at end of 2024  
ONGOING

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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.

**B-8: Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full**

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

COMPLETE

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

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

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

The final New Road Corridor Master Plan was published in December 2019 and can be viewed at <https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf>

The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along the frontages of new development will be addressed by developer agreements. DeIDOT has allocated additional funding for road improvements along the southern portion of New Road in the FY23-FY28 CTP. The Lewes Bike Plan, completed in 2024, includes a recommendation to connect a sidepath to downtown via W. 4th Street.

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

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

House Bill 490 passed in the Delaware House of Representatives on June 21, 2022, and in the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DeIDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DeIDOT is developing selection criteria and a candidate list of locations.

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

Status at beginning of 2024  
Longer-term

Status at end of 2024  
Longer-term

This requires approval by the General Assembly.

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

DelDOT implemented speed reduction pavement markings in July 2019 along SR 1 southbound approaching the Nassau Bridge. Speed measurements taken in August 2019 show a 4-mph reduction in average speed (from 57 mph to 53 mph) and a 5-mph reduction in 85<sup>th</sup> percentile speed (from 63 mph to 58 mph).



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

Status at beginning of 2024  
ONGOING

Status at end of 2024  
ONGOING

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

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

Status at beginning of 2024

Longer-term

Status at end of 2024

IN PROGRESS

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

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

Status at beginning of 2024

ONGOING

Status at end of 2024

ONGOING

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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

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

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

Status at beginning of 2024

IN PROGRESS

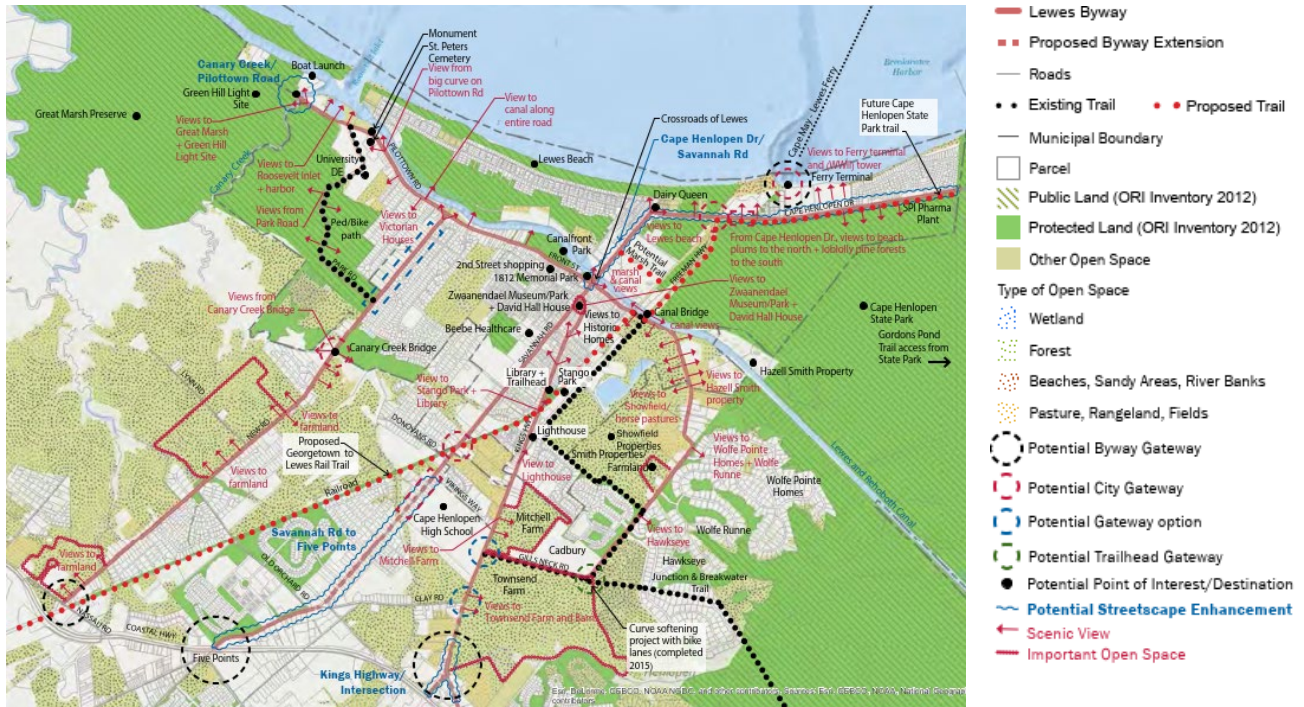
Status at end of 2024

COMPLETE

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

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

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



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

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

The Kings Highway project will include extensive beautification in the proposed roundabouts. The DeIDOT Team 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: Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1**

Status at beginning of 2024

Longer-term

Status at end of 2024

Longer-term

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

Status at beginning of 2024

ONGOING

Status at end of 2024

ONGOING

There are six new Sussex County projects in the FY25-FY30 CTP, 2 of those are in the Five Points area.

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

Status at beginning of 2024

ONGOING

Status at end of 2024

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 that 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: Require bike parking as a condition of certain new developments**

Status at beginning of 2024

ONGOING

Status at end of 2024

ONGOING

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

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

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

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

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

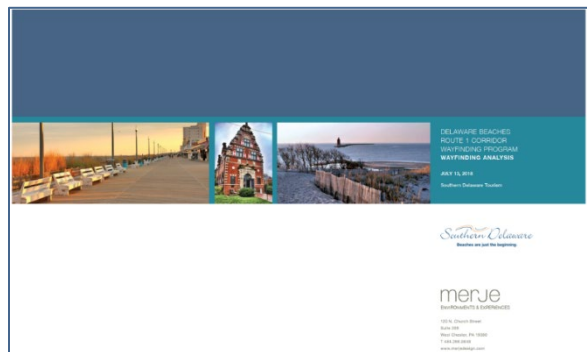
Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

Southern Delaware Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. Scott Thomas, Executive Director of Sussex County Tourism joined the Five Points Working Group in 2023 to aid in coordination. Southern Delaware Tourism led the development of the "Delaware Beaches Route 1 Corridor Wayfinding Program" by MERJE with the support of Sussex County Government, the City of Lewes, the City of Rehoboth Beach, DeIDOT, the Delaware Tourism Office, and other stakeholders along the Route 1 Resort Corridor.



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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

COMPLETE

The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded. However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases. After assessing the costs and benefits of this improvement as part of the TID process it was identified as a low priority project.

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

Status at beginning of 2024

ONGOING

Status at end of 2024

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: Develop a better process for constituents to request transportation improvements**

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

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

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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A project is programmed in the FY 23 - 28 CTP. The project development process began in October 2021. Construction is tentatively scheduled for Fall 2027 to Fall 2029. A public workshop was held in Fall 2024. The construction schedule is TBD. The Coastal Corridors Study recommended a Corridor Study on Route 9 focused on the area west of Old Vine Boulevard through 113, with a focus on the area between SR 5 and Old Vine Boulevard. Scenario forecasting for that study is underway as of fall 2024.

### **C-2: Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted**

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

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

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

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.

### **C-4: Improve the Canary Creek bridge on New Road to reduce flooding**

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021. Final right-of-way approval has been received. The construction schedule is TBD.

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

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

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

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

A curve compliance study was completed in February 2019 and signage improvements were implemented in March 2019. A project to upgrade Minos Conaway Road with five-foot shoulders, eleven-foot travel lanes, and turn lanes at SR 9 and Kings Crossing is included in the recommended transportation improvements to be implemented through the proposed Henlopen TID. This project is also proposed to include realignment of the curve and a ten-foot-wide shared-use path along the eastern side of the roadway. This project is not yet funded. A paving project is adding a right-turn lane at US 9. Further action is on hold pending the completion of the Minos Conaway Grade Separated Intersection.

**C-8: Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

DelDOT’s assessment was completed with the report dated October 25, 2019. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would involve more than striping. Input was solicited from the Working Group at the January 27, 2020 meeting.

The Five Points Working Group recommended that a two-way left-turn lane, if feasible, be extended north at least as far as Sussex Drive, because left turns to the school cause a bottleneck. Also, Savannah Road is a Historic Lewes Byway, and any plan must be coordinated with the Historic Lewes Byway Committee.

DelDOT met with Byway Committee representatives. The Byway Committee intends to move forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided. They are seeking funding for the master plan. This recommendation needs to be coordinated with Recommendation D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.

**C-9: Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

DelDOT evaluated modifying the median to allow for an extension of the second westbound US 9 through lane west of the Plantation Road connector. This design would require extensive modifications to the Plantation Road Phase 1 project plans, causing delays to that project and potentially increasing property impacts. Rather than delay Plantation Road Phase 1, construction of which is scheduled to start in 2022, other short-term safety and operational improvements were completed in the spring of 2020.

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



US 9 after turning left from SR 1



US 9 approaching signal at Plantation Road Connector



Northbound SR 1 left turn lane signing

Direct access to Lowe's from southbound SR 1 may reduce traffic at US 9, Plantation Road, and Beaver Dam Road. Construction of this direct access is being pursued by DeIDOT as part of the Plantation Road Phase 1 project maintenance of traffic. This new access will maintain traffic to Lowe's while a portion of Plantation Road is under construction.

DeIDOT will be working with Lowe's to complete the direct access from southbound SR 1. See recommendation C-12.

**C-10: Continue to improve traffic signal phasing, timing and coordination using real-time monitoring and control technologies**

Status at beginning of 2024  
ONGOING

Status at end of 2024  
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 on July 15, 2023. Volume and turning movement data that was collected during the summer months of 2023 has been analyzed, findings will be reviewed by DeIDOT in late winter/early spring 2024. In 2024, DeIDOT evaluated the SR 1 beach corridor as part of its annual Traffic Signal Retiming project. The signal timings and coordination were implemented in the fall of 2024. 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: Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

At the January 2020 Working Group meeting, the Project Team asked Working Group members to clarify which roads this recommendation applies to: state system roads, subdivision streets, or both. Feedback received indicated the recommendation applied to state roads.

The Henlopen TID study addressed state-maintained roads in the TID area west of SR 1 and developed estimates for bringing them up to DeIDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.

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

Status at beginning of 2024  
ONGOING

Status at end of 2024  
ONGOING

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

In 2020, DeIDOT pursued the implementation of direct access to Lowe’s from SR 1. Construction of this direct connection has been incorporated into the maintenance of the traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe’s when portions of Plantation Road are under construction. The connection will continue to provide direct access to Lowe’s after the project is complete. Plantation Road Phase 1 is scheduled to start construction in 2022. An agreement between Lowe’s and DeIDOT was executed in 2021 to provide access to Lowe’s to Route 1 through the Lewes Transit Center property.

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

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

Status at beginning of 2024  
Longer-term

Status at end of 2024  
Longer-term

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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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



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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
COMPLETE

The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal.

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 DelDOT's SR24, Love Creek to Mulberry Knoll project which was completed as

of the end of 2024. The new signal at the intersection of SR24/Mulberry Knoll Road is operational which should aid in the access to this roadway. DeIDOT also made adjustments to 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: Conduct capacity analyses at study area intersections to identify the need for turn lanes**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

**C-18: Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

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

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

Eight reportable crashes occurred at the intersection over the three years from March 2015 to March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and the potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.

**C-20: Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets**

Status at beginning of 2024  
COMPLETE

Status at end of 2024  
COMPLETE

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

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

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
COMPLETE

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

## Route 204 Ridership for 2022





Average Beach Bus (May - Sept.) Ridership

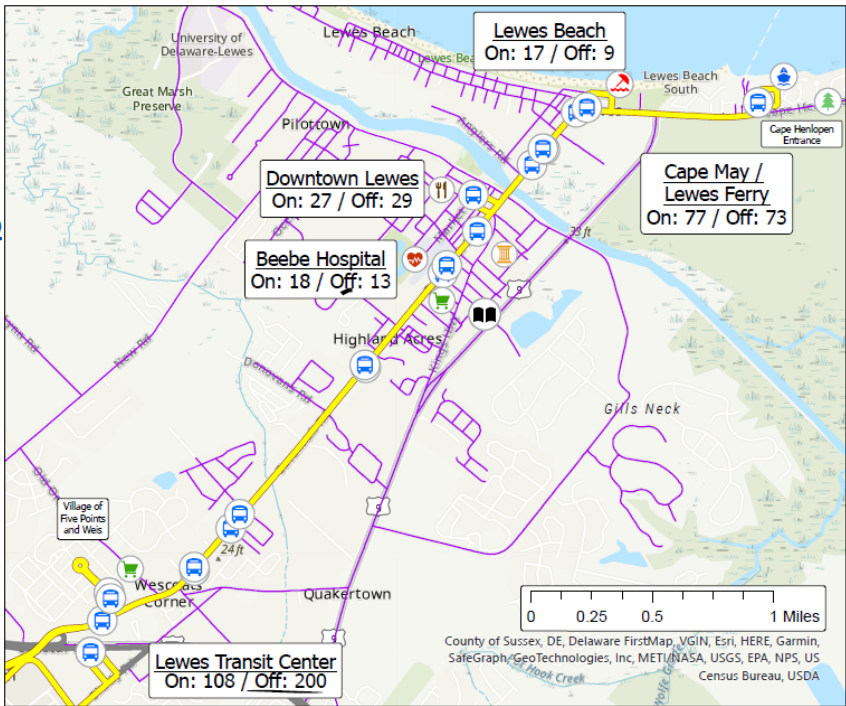
318 riders per Weekday  
163 riders per Saturday  
133 riders per Sunday

Average Year Round Ridership

98 riders per Weekday  
96 riders per Saturday

Legend

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



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

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



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

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

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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

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

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

The 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 the County Council on December 10, 2024. Among other requirements, applicants shall ensure "That there will be safe and efficient vehicular and pedestrian movement within the site and to and from adjacent developed properties with interconnectivity where appropriate" as reflected in the applicants' preliminary plat.

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

DelDOT Planning is drafting a Complete Streets Design Guide that will offer design guidance for roadways including bike and pedestrian facilities. The plan is currently in draft form and was posted for public comment 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: Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road**

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

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

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

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

The New Road Master Plan recommended sidewalks only east of Park Road. West of Park Road, the recommended concept for pedestrian mobility is a shared-use path on one side of New Road rather than sidewalks. The path is on the south (eastbound) side of New Road in the area of the SR 1/Minos Conaway Road project, and on the north (westbound) side of New Road along the Tower Hill development buffered from the road by developer landscaping. East of Schaffer Lane/Canary Creek Drive, the shared-use path again shifts to the south side of New Road, including a crossing of the Canary Creek bridge. At Park Road, the shared-use path would change to a combination of bicycle lanes and sidewalks on one side, extending to Pilottown Road. In the section between Park Road and 4<sup>th</sup> Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering a sidewalk along the south side of New Road at their development.

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

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

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

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

The Savannah Road Sidewalk project started construction on November 1, 2021. It places sidewalks on the south side of Savannah Road from Quaker Road to the Georgetown and Lewes Trail. The Old Orchard Road relocation project will add a sidewalk to the project limits. Strategies to fill the remaining gaps will be coordinated with the implementation of the Savannah Road Master Plan and/or other projects in the vicinity. This item will be coordinated with C-8, a feasibility study of a two-way center left turn lane on Savannah Road.

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

Status at beginning of 2024  
To be initiated

Status at end of 2024  
IN PROGRESS

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

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
COMPLETE

DTC studied the feasibility of providing traditional fixed route transit service to the Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry, and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future. DTC now focusing on implementing the DART Reimagined recommendations.

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor. No local landowners are interested in partnering on this initiative. DTC is working to find another location that would be feasible.

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

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

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

This recommendation is currently being examined as part of the SR 1 Low Stress Bikeway study. The FY 2025-30 CTP has a project on Shady Road including pedestrian/bicycle improvements.

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

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

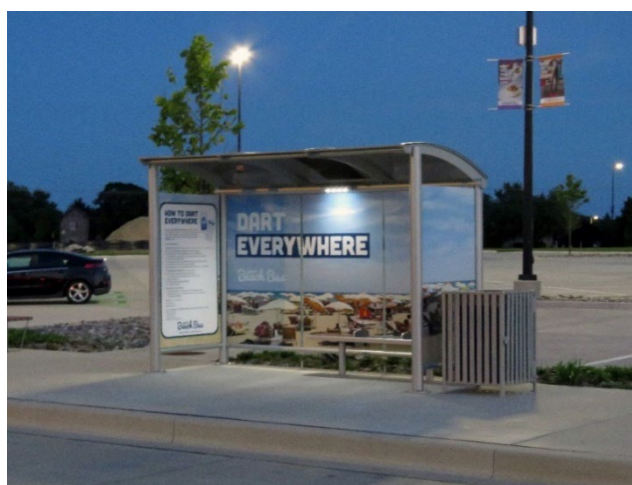
**D-11: Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters**

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE



Example of DART's current standard bus shelter

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

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

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

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

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

Status at beginning of 2024

Longer-term

Status at end of 2024

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 the spring of 2024, suggests connections within City limits.

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

Status at beginning of 2024

To be initiated in 2023

Status at end of 2024

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: Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1**

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.

**D-15: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway**

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

COMPLETE

Signs were installed in May 2018. Pedestrian crossings of Kings Highway were provided at the signal at Clay Road. Improved pedestrian crossings were installed at the signal at Kings Highway and Gills Neck Road in 2022. By agreement between a developer, the City of Lewes, and DeIDOT, a new signal will be installed at Freeman Highway and Monroe Avenue which will have at least one crosswalk across Freeman Highway.

Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. The Kings Highway CTP project has started and a public meeting was held in February 2022.

The project is currently under peer review by a national expert. Rectangular Rapid Flashing Beacons (RRFB) were confirmed to be operational on 12/30/2021 at the trail crossing of Freeman Highway near Cape Henlopen Drive.

Pedestrian crossings may also be studied by DeIDOT Traffic or the Delaware River and Bay Authority (DRBA) as part of their ongoing work. For example, DeIDOT received a request in 2019 from a resident for an improved pedestrian crossing of Freeman Highway at Monroe Avenue at the Library. This portion of Freeman Highway, between Kings Highway and Cape Henlopen Drive, is maintained by DRBA.

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

**E-1: Study the feasibility of a grade separation at Five Points**

Status at beginning of 2024

Longer-term

Status at end of 2024

Longer-term

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

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

Status at beginning of 2024

COMPLETE

Status at end of 2024

COMPLETE

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

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

Status at beginning of 2024

IN PROGRESS

Status at end of 2024

IN PROGRESS

This idea is recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along that corridor. Coordinate with A-7 and E-2.

**E-4: Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards**

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
COMPLETE

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

**E-5: Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads**

Status at beginning of 2024  
Longer-term

Status at end of 2024  
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: Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads**

Status at beginning of 2024  
To be initiated in 2023

Status at end of 2024  
ONGOING

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

**E-7: Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road**

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS

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

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

Status at beginning of 2024  
Longer-term

Status at end of 2024  
COMPLETE

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

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

Status at beginning of 2024  
IN PROGRESS

Status at end of 2024  
IN PROGRESS



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

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