



List of meeting materials

Phase 2 Working Group Meeting #22

Monday, November 10, 2025, 6:00 pm
Hybrid

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Agenda

Phase 2 Working Group Meeting #22

Monday, November 10, 2025, 6:00 pm

Hybrid Meeting

Cape Henlopen High School Library (Teams Option below)

1. Introduction
 - Welcome and introductions
 - Summary of notebook materials
 - Approval of April 28, 2025 meeting minutes
2. DeIDOT Secretary and County Administrator Remarks
3. Sussex County Transportation Operations Management Plan (TOMP)
4. Project Development South Construction Updates
5. Phase 2 Implementation Status
6. Public comment
7. Adjourn

Please note: This agenda is subject to change

Microsoft Teams [Need help?](#)

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Meeting ID: 249 267 314 690 5

Passcode: Cf2ow92i

Dial in by phone

[+1 302-504-8986,,23838554#](#) United States, Wilmington

[Find a local number](#)

Phone conference ID: 238 385 54#

Join on a video conferencing device

Tenant key: teams@sod.onpexip.com

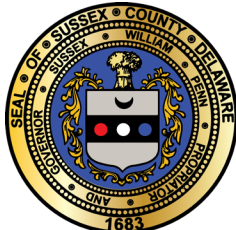
Video ID: 115 841 982 8

[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Phase 2 Working Group Meeting #22

November 10, 2025





Excellence in Transportation

Every Trip.

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

Every Mode.

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

Every Dollar.

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

Everyone.

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

Safety

BE DELAWARE.
TOWARD **ZERO** DEATHS
BEDELAWARE.DECDOT.GOV
BECOME A HERO TOWARD ZERO
LEARN MORE
TAKE THE PLEDGE!





2025 Delaware Total Fatalities as of 11/05/25

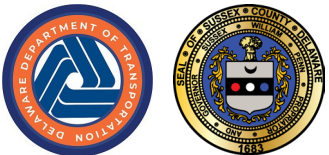
	2025	2024			2023		
	Year-to-date	Year-to-Date		Total	Year-to-Date		Total
Fatalities	96	117	↓ -18%	130	121	↓ -21%	137
Delaware Residents	73	98	↓ -26%	110	95	↓ -23%	110
Person Types							
Vehicle Occupant	53	61	↓ -13%	65	80	↓ -34%	89
Pedestrian	20	26	↓ -23%	34	21	↓ -5%	28
Bicyclist	4	5	↓ -20%	5	5	↓ -20%	5
Motorcyclist	17	20	↓ -15%	21	14	↑ +21%	14
Other Person Type	2	5	↓ -60%	5	1	↑ +100%	1
Crash Types							
Curve Related	12	21	↓ -43%	23	27	↓ -56%	28
Roadway Departure	42	39	↑ +8%	42	64	↓ -34%	69
Intersection Related	31	44	↓ -30%	48	30	↑ +3%	37
Median Crossover	1	0	↑ +100%	0	8	↓ -87%	8
Wrong Way	4	4	0%	4	1	↑ +300%	1
Work Zone	5	5	0%	5	9	↓ -44%	9

Safety



Agenda

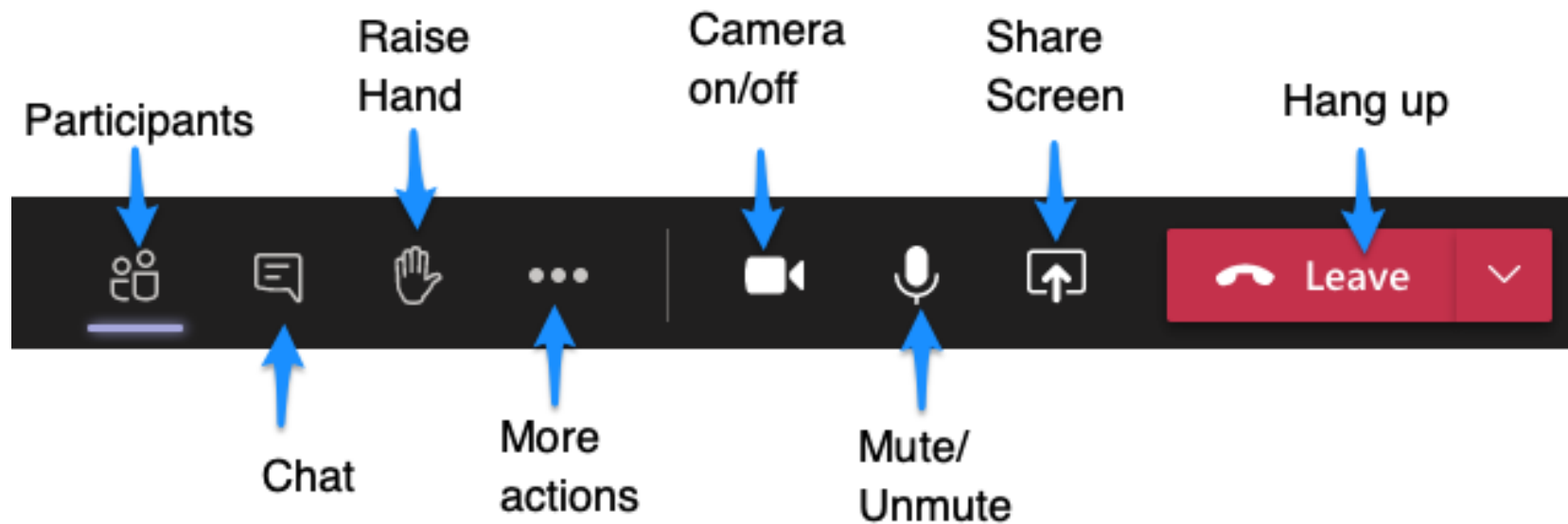
- **Introduction**
- **DeIDOT Secretary and County Administrator Remarks**
- **Sussex County Transportation Operations Management Plan (TOMP)**
- **Project Development South Construction Updates**
- **Phase 2 Implementation Status**
- **Public Comment**



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.

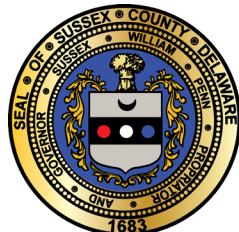


Introduction

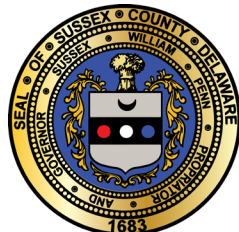
- **Introductions**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of April 28, 2025 Working Group meeting
 - Letter from the Secretary and County Administrator
 - Updated implementation plan
- **Approval of April 28, 2025 meeting minutes**



DeIDOT Secretary & County Administrator Remarks



FY27-FY32 Capital Transportation Program



DeIDOT Stats

• Responsible for

- 89% of public roadways
 - 6,000 centerline miles
 - 4,400 non-subdivision
 - 1,600 subdivision
- 1,803 bridges and one ferry
- Over 1,200 traffic signals
- 5,950+ streetlights
- 400+ miles of guardrail
- 238 miles of sidewalk
- 37 miles of bike paths
- 35 dams
- 439 sign structures
- 130 Buildings
- 772 stormwater management facilities
- 4,077 miles of drainage swales
- 1,693 miles of storm drains
- 83,000 drainage structures



DMV Stats

- **Responsible for**

- 1,150,424 DMV Transactions Annually
 - 800K Licensed Drivers/103K ID Holders
 - 1M+ Registered Vehicles
 - 570+ Licensed Dealers
 - 26 Major Fuel Distributors
- 80M Toll Transactions Annually
- E-ZPass Utilization
 - I-95 - 86%
 - US 301 - 84%
 - SR 1 - 92%



DTC Stats

- **Responsible for**

- 5.3M Fixed Route Trips

- 247 buses
- 2,343 bus stops
- 327 bus shelters
- 26 Park N Rides

- 866,000 Paratransit Trips

- 282 buses

- 654,000 SEPTA Trips

- 3 train stations
- 4 rail cars



DeIDOT Stats

• Staffing

- DeIDOT/DMV

- 1,882 FTE

- 418 C/S

- DTC

- 1,163 FTE

- 37 C/S



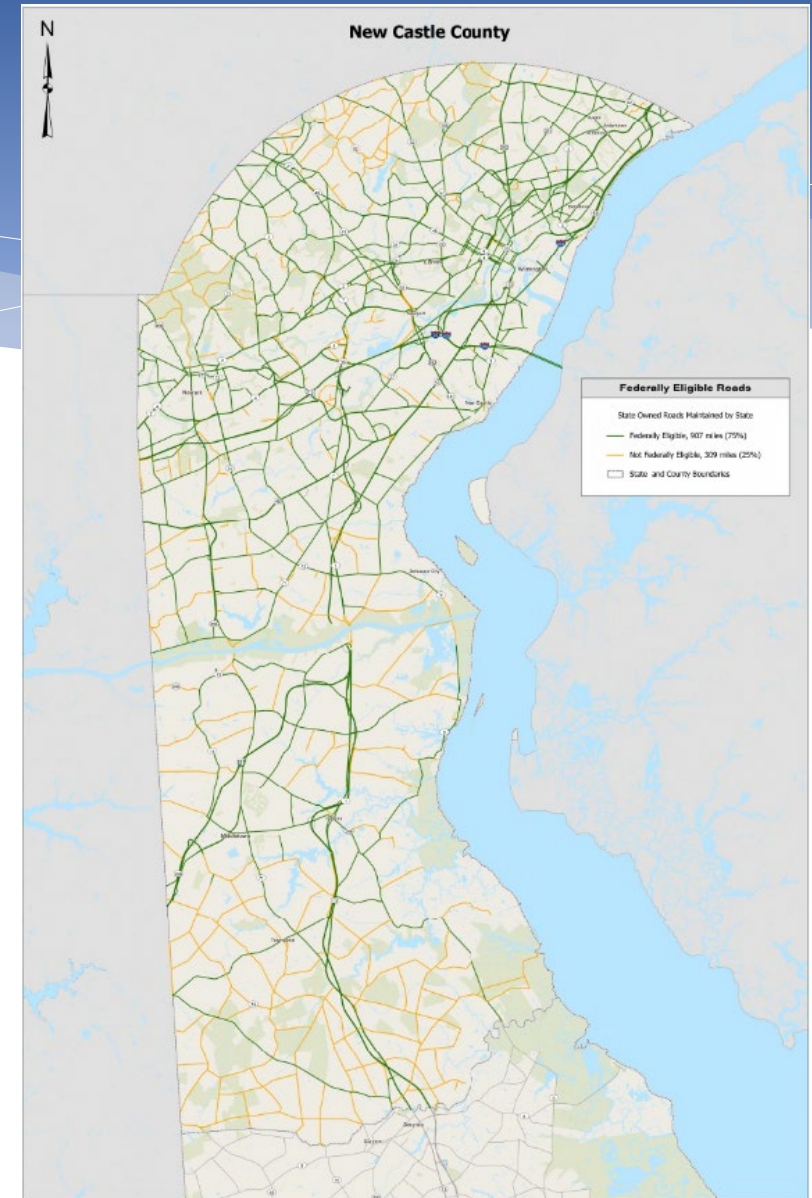
New Castle County

Roads

Federally Eligible = 907 miles (75%)
Non-Federally Eligible = 309 miles (25%)

Bridges

Federally Eligible = 513 bridges (57%)
Non-Federally Eligible = 381 bridges (43%)



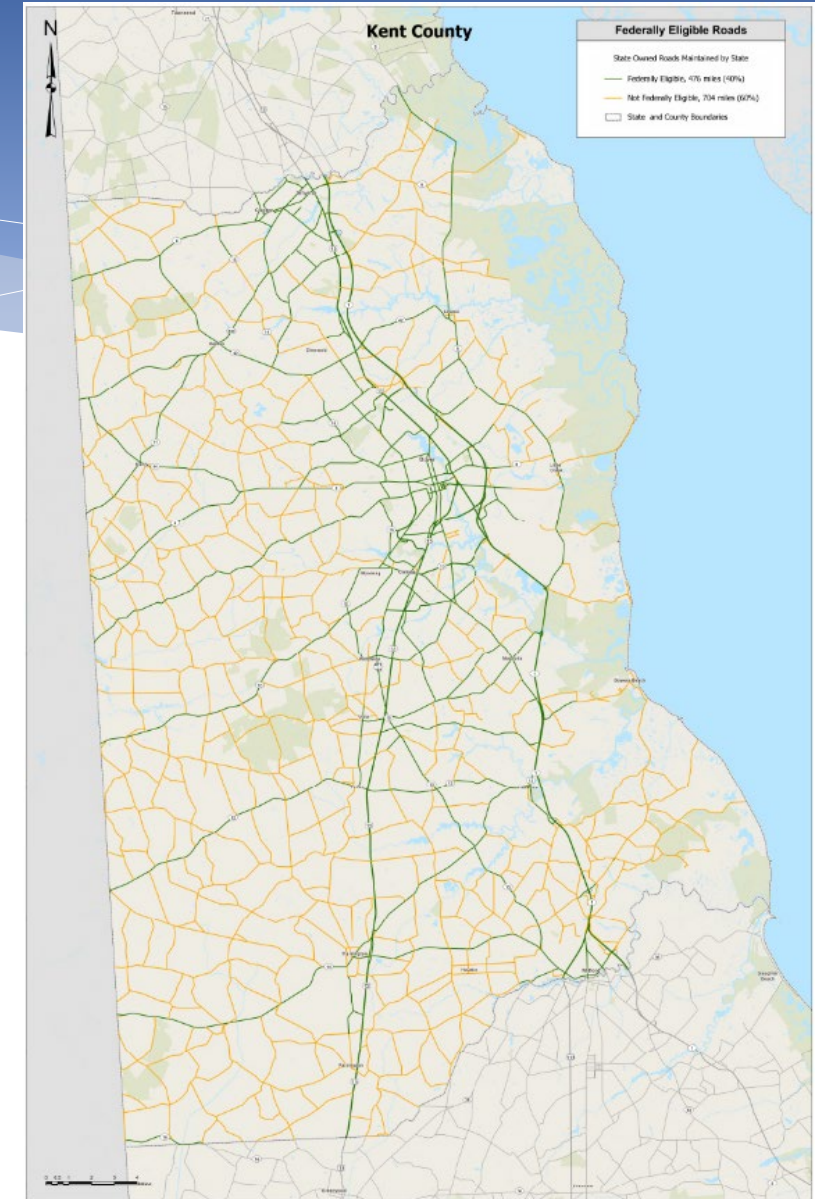
Kent County

Roads

Federally Eligible = 476 miles (40%)
Non-Federally Eligible = 704 miles (60%)

Bridges

Federally Eligible = 186 bridges (47%)
Non-Federally Eligible = 210 bridges (53%)



Sussex County

Roads

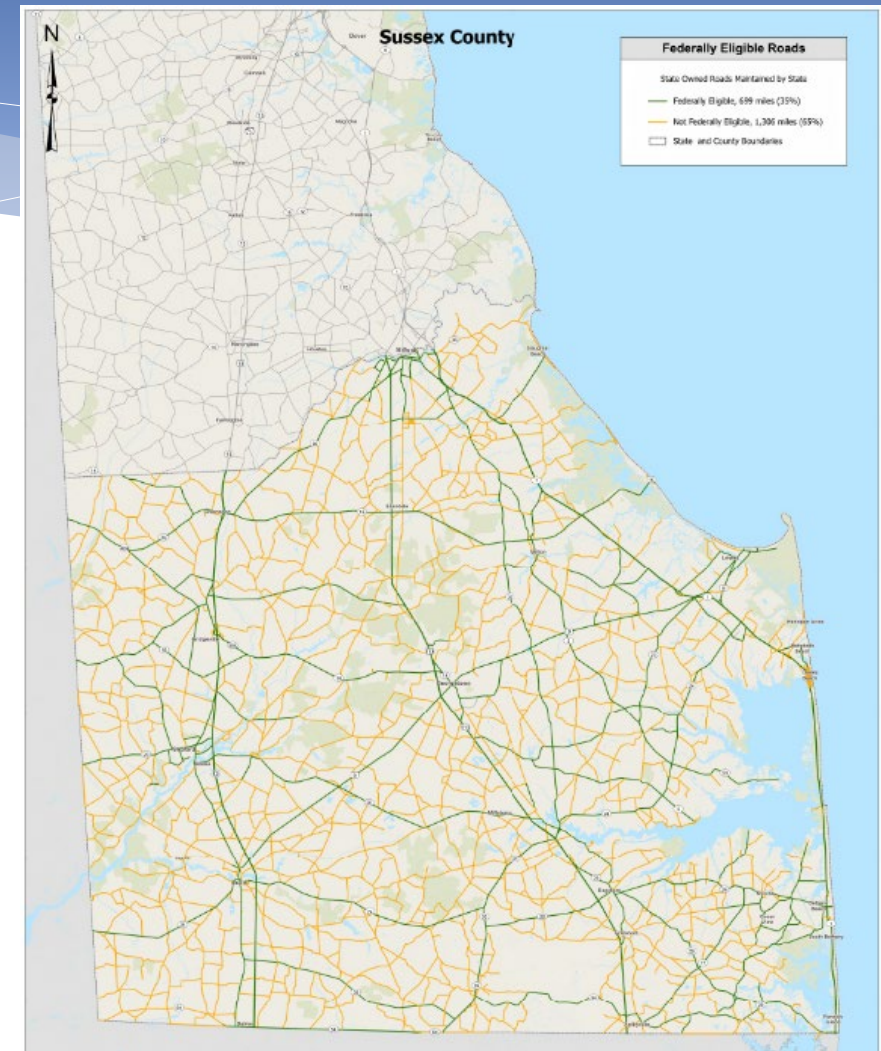
Federally Eligible = 699 miles (35%)

Non-Federally Eligible = 1,306 miles (65%)

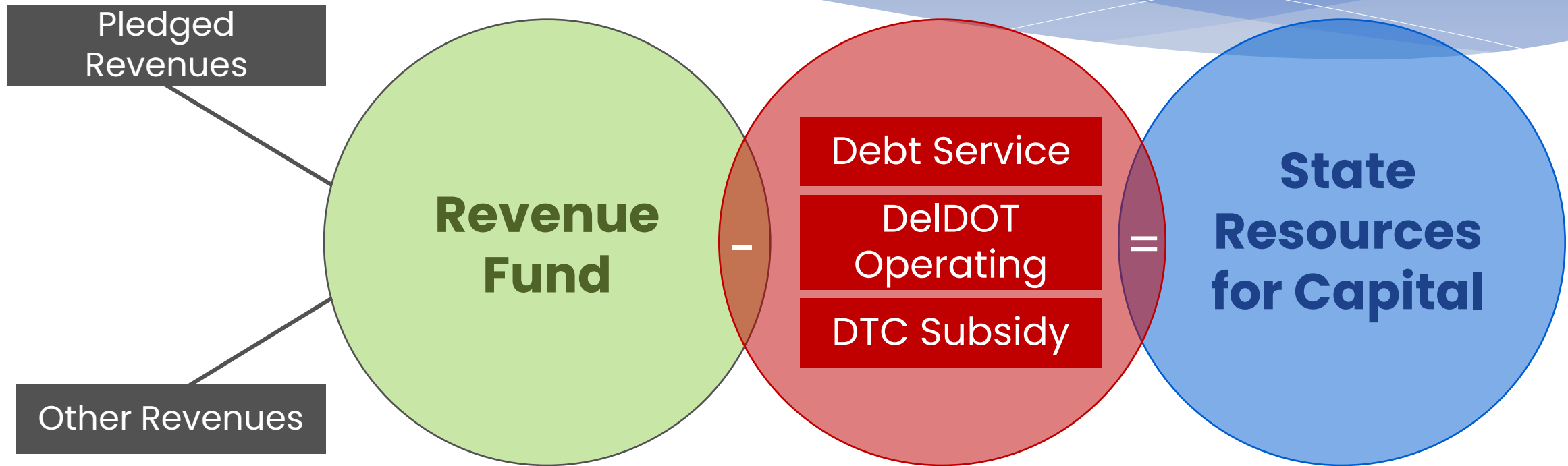
Bridges

Federally Eligible = 155 bridges (30%)

Non-Federally Eligible = 358 bridges (70%)

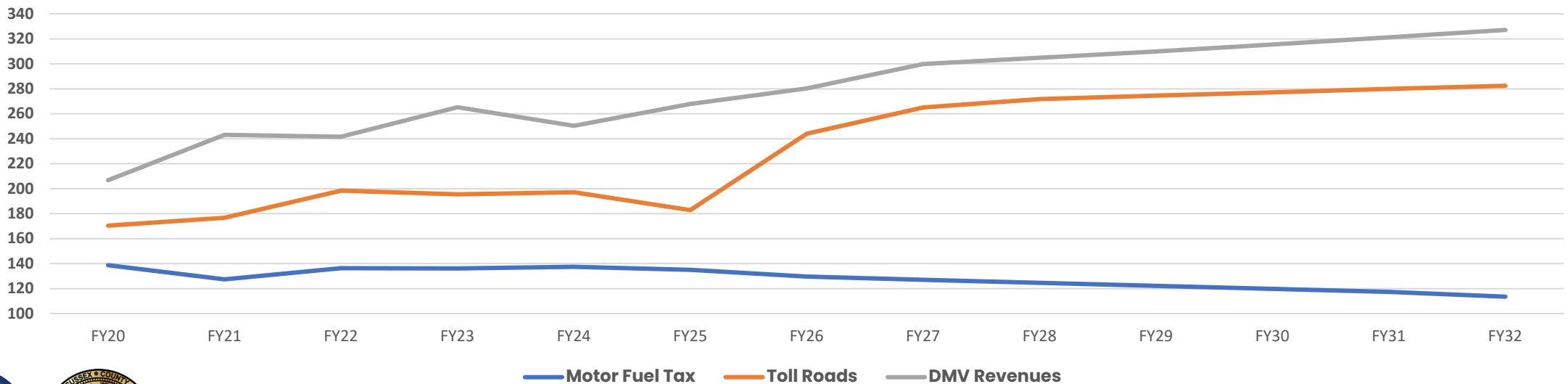


Flow of Funds



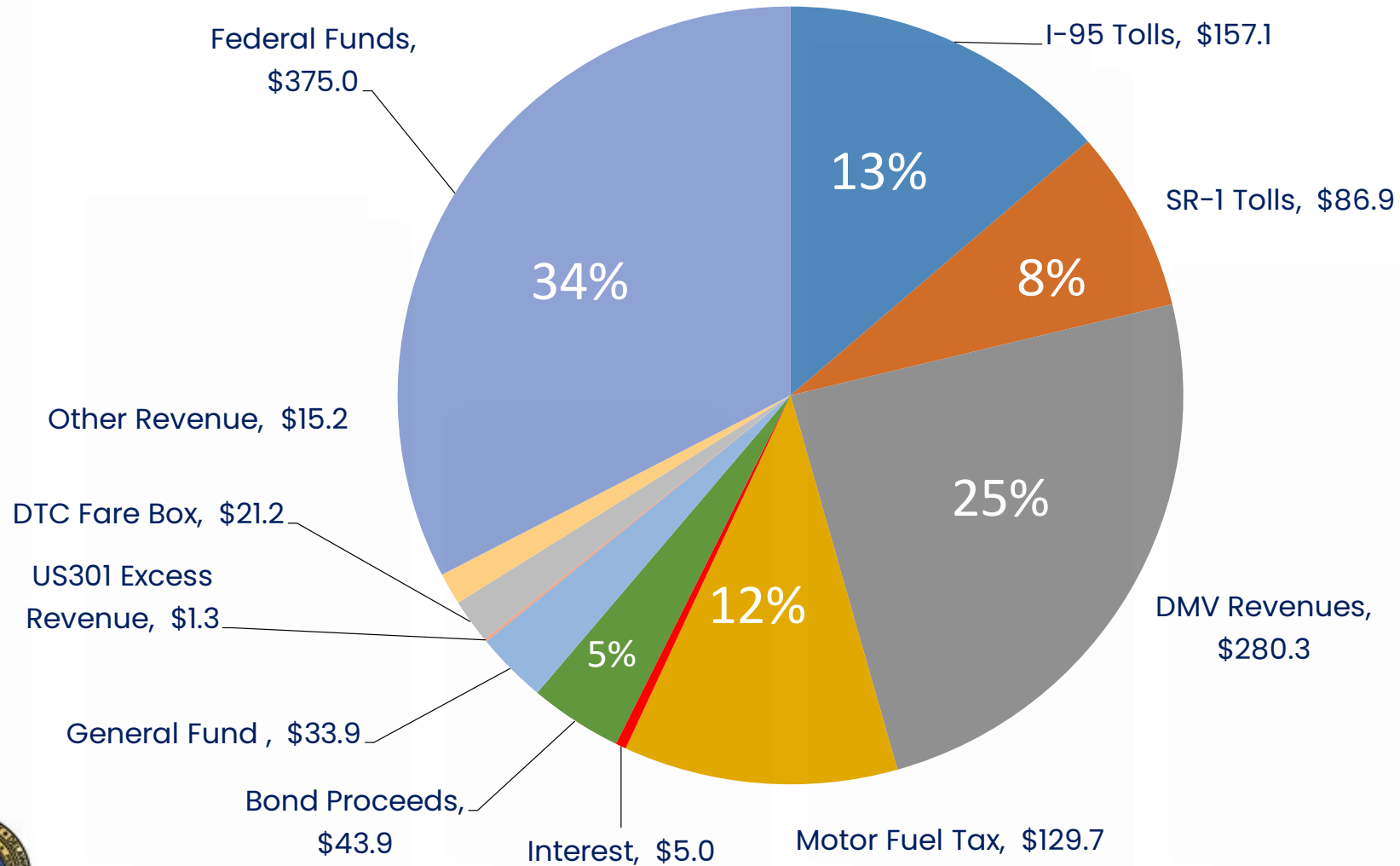
Revenue History/Forecast FY20-FY32

Revenues							FORECASTED - October 2025						
	FY20	FY21	FY22	FY23	FY24	FY25*	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Motor Fuel Tax	138.7	127.4	136.4	136.1	137.4	135.0	129.7	127.1	124.6	122.1	119.7	117.3	113.5
Toll Roads	170.4	176.6	198.4	195.4	197.1	182.9	244.0	265.1	271.7	274.5	277.2	280.0	282.4
DMV Revenues	206.8	243.0	241.6	265.2	250.4	267.9	280.3	299.9	304.8	309.9	315.4	321.2	327.1
	515.9	547.0	576.4	596.7	584.9	585.8	654.0	692.1	701.1	706.5	712.3	718.5	723.0



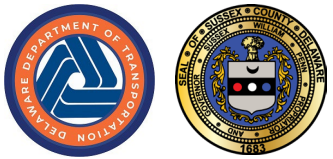
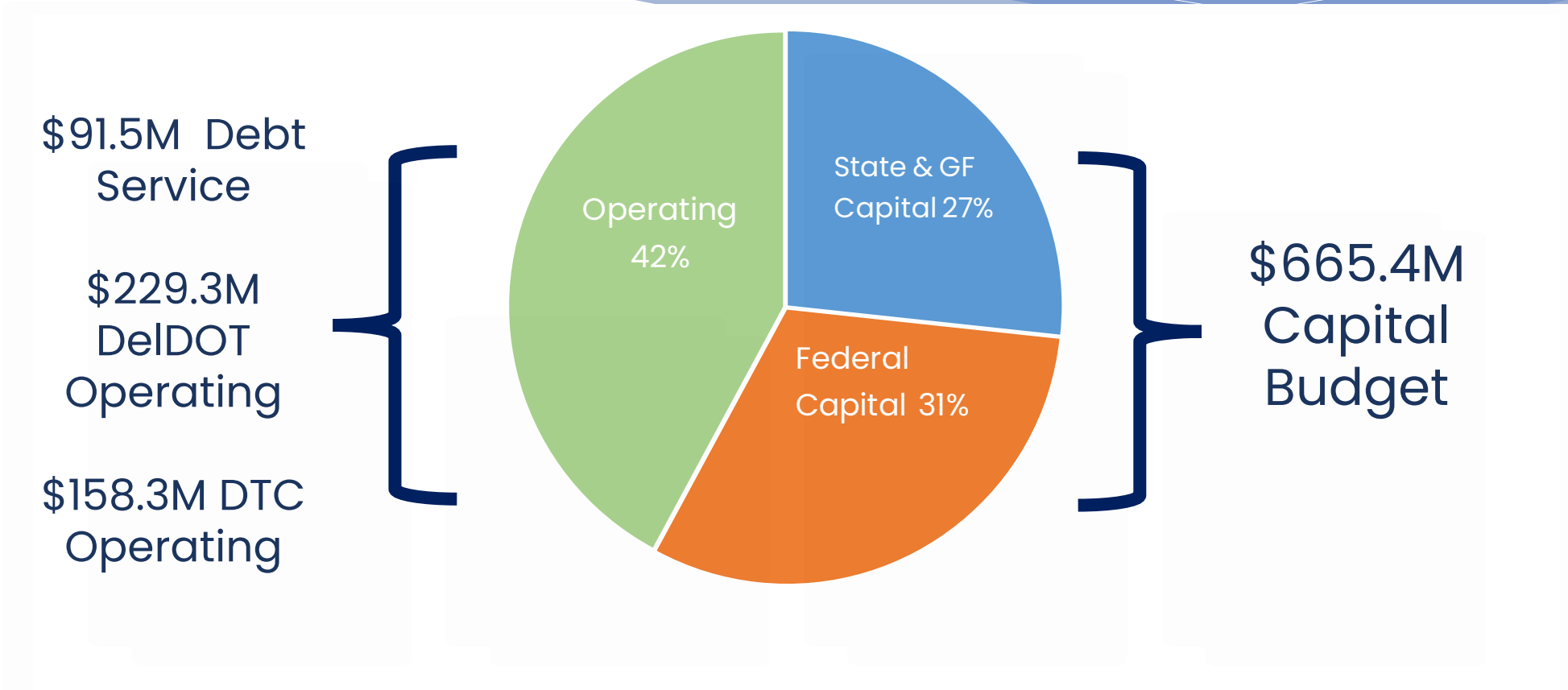
FY26 – Sources of Funds - \$1,149.5

(in millions)

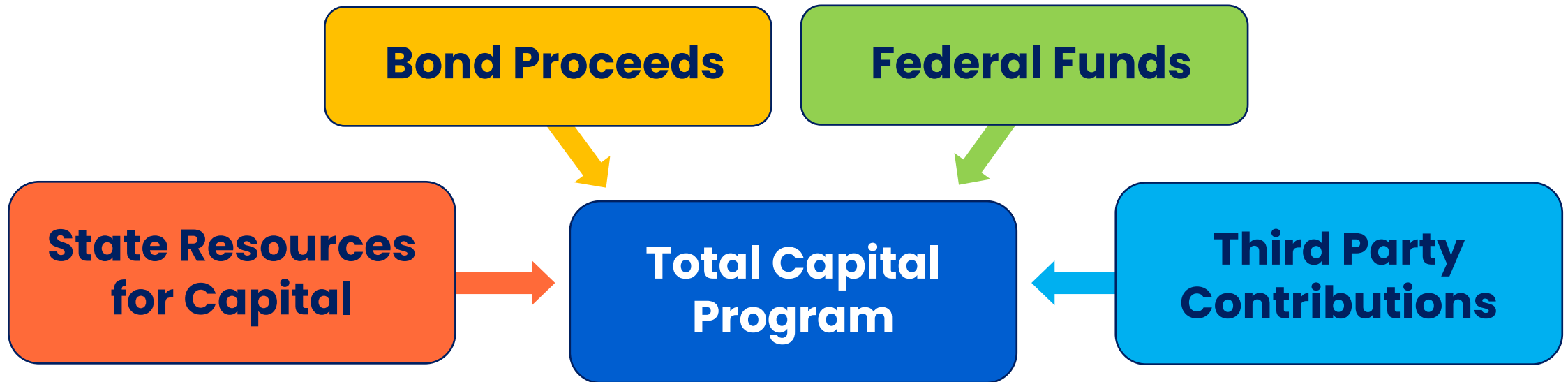


FY26 – DeIDOT Budget - \$1,149.5

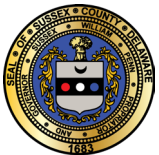
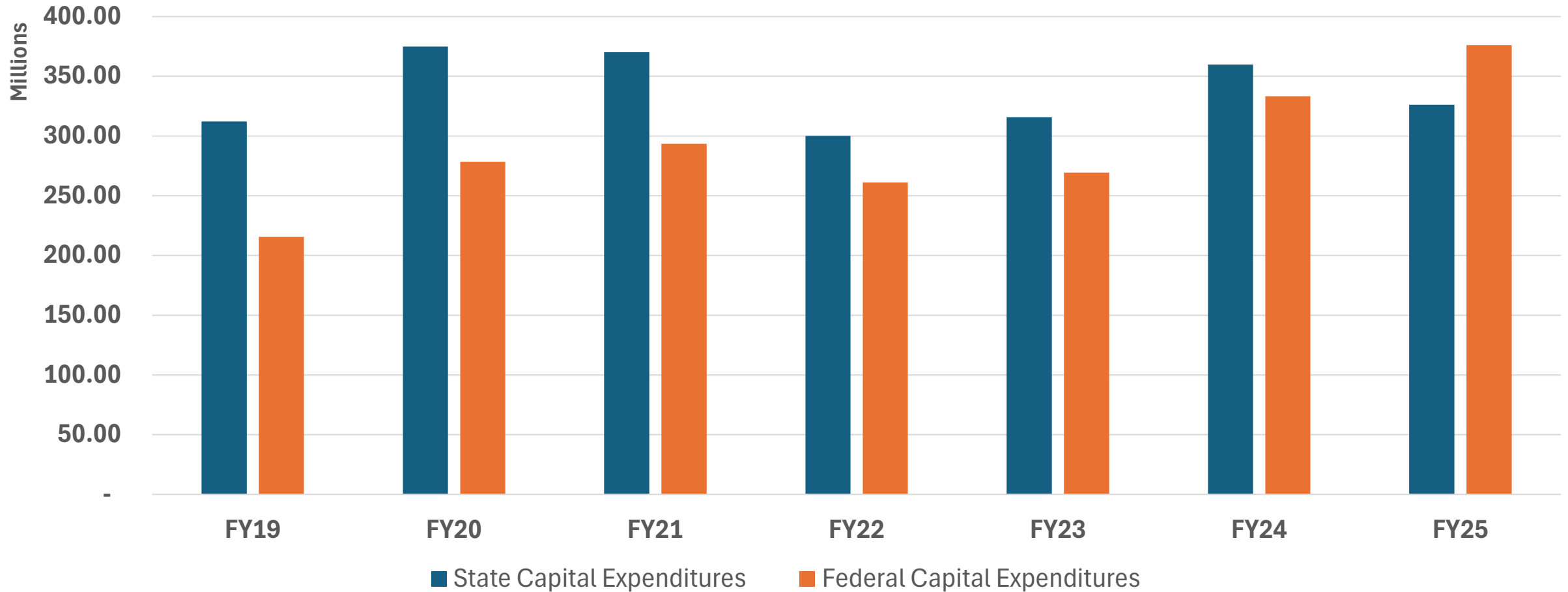
(in millions)



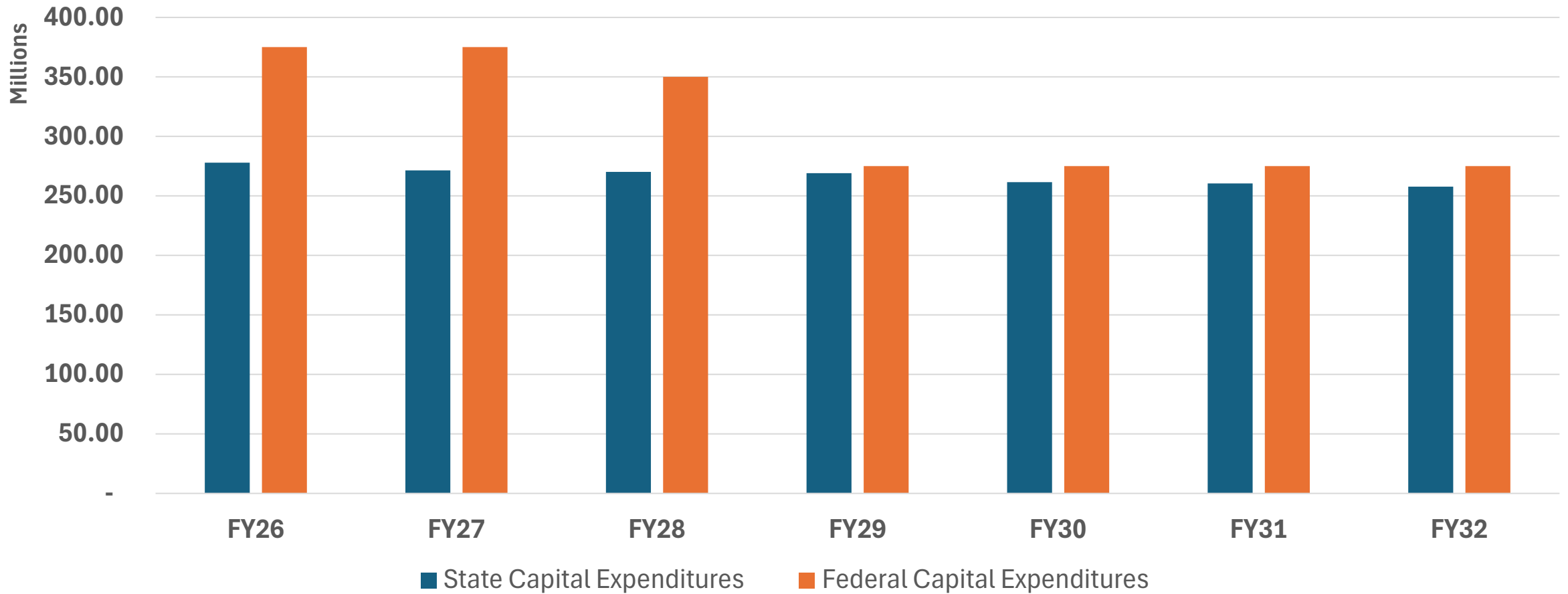
Components of the Capital Program



State and Federal Capital Expenditures by FY



State and Federal Anticipated Expenditures by FY



FY25-FY30 and FY27-FY32 CTP and Implementation Plan

- **Removed RW and C funding for new projects and projects early in design**
 - Solidify anticipated RW and C funding needs once design is further along
 - Provide realistic costs and schedules
- **Created Ranked Project Funding line that can be drawn from as projects are ready for next phase**
 - RW funding will be added for projects between preliminary and semi-final plan submissions
 - C funding will be added for projects after appraisals and final construction plans are complete
 - Will review twice per year (Jan. and Jul.)

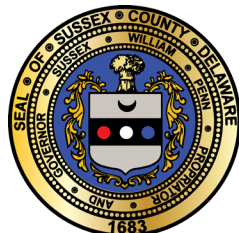


DE Sustainable Transportation Funding Task Force (EO #14)

- Review current and projected financial condition of Transportation Trust Fund (TTF)
- Analyze trends in transportation revenues, expenditures, and capital needs over the next 20 years
- Evaluate innovative, equitable, and sustainable funding mechanisms, including but not limited to user fees, public-private partnerships, and efficiency measures
- Engage stakeholders and the public to gather input on priorities, values, and funding options
- Prepare and submit a written report to the Governor and the General Assembly with findings and recommendations for long-term funding strategies by Dec. 2026



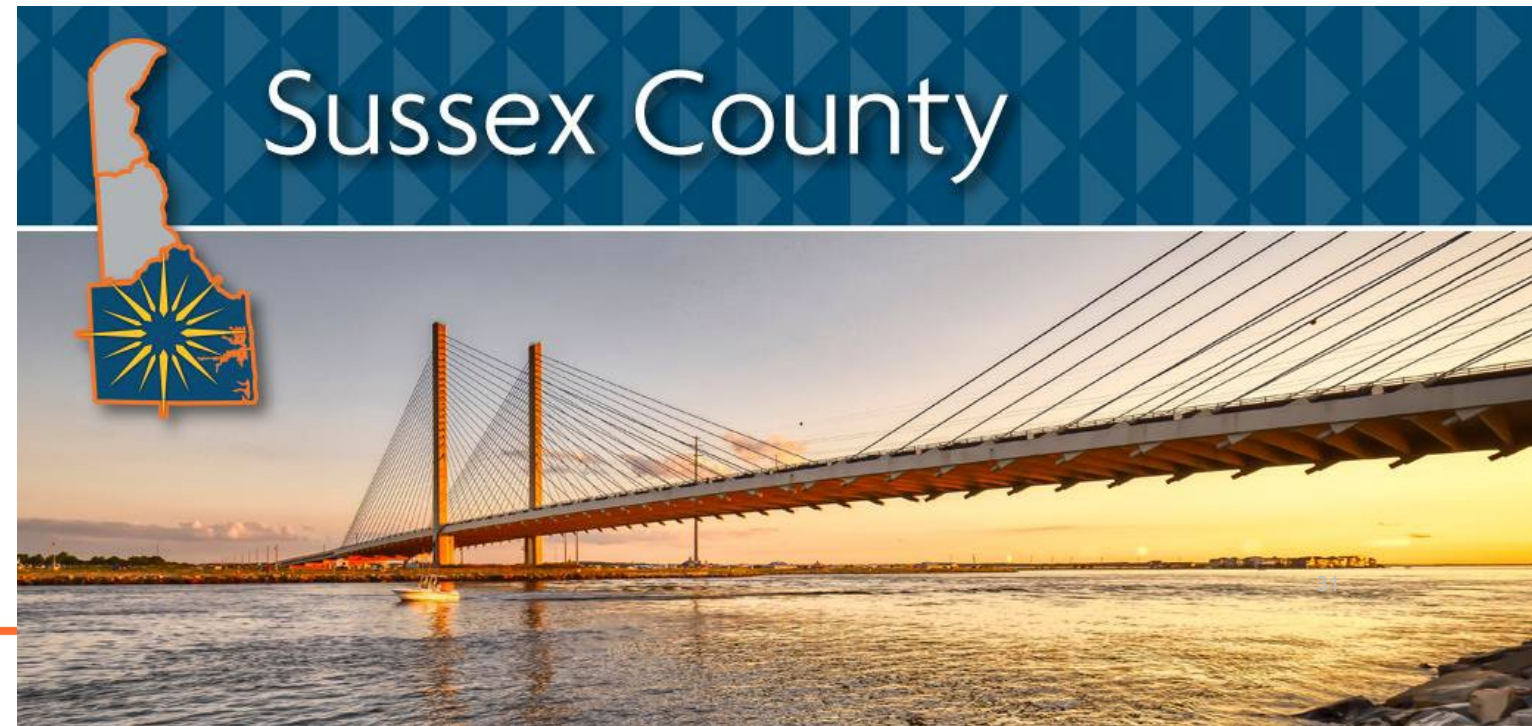
Sussex County Transportation Operations Management Plan (TOMP)





Overview

- 1. Analysis Methods & Results**
- 2. Selecting and Evaluating Focus Areas**
- 3. Recommendations**
- 4. Next Steps**





Analysis Methods

Traffic Volumes

- 2022-2024 volumes from side-fire radar and in-pavement signal system loops
- AADTs, seasonal variation, and hourly patterns

Travel Times

- 2022 Bluetooth travel times
- Reliability measures: planning time index (PTI), travel time index (TTI), congestion frequency (CF)
- Average of hourly travel times

Intersection Level of Service (LOS)

- 2022-2024 turning movement counts on weekdays and weekends as available
- Critical movement summations produced volume-based LOS



Focus Area Analysis and Recommendations

1. Completed
2. In-progress
3. Planned
4. Additional recommendations

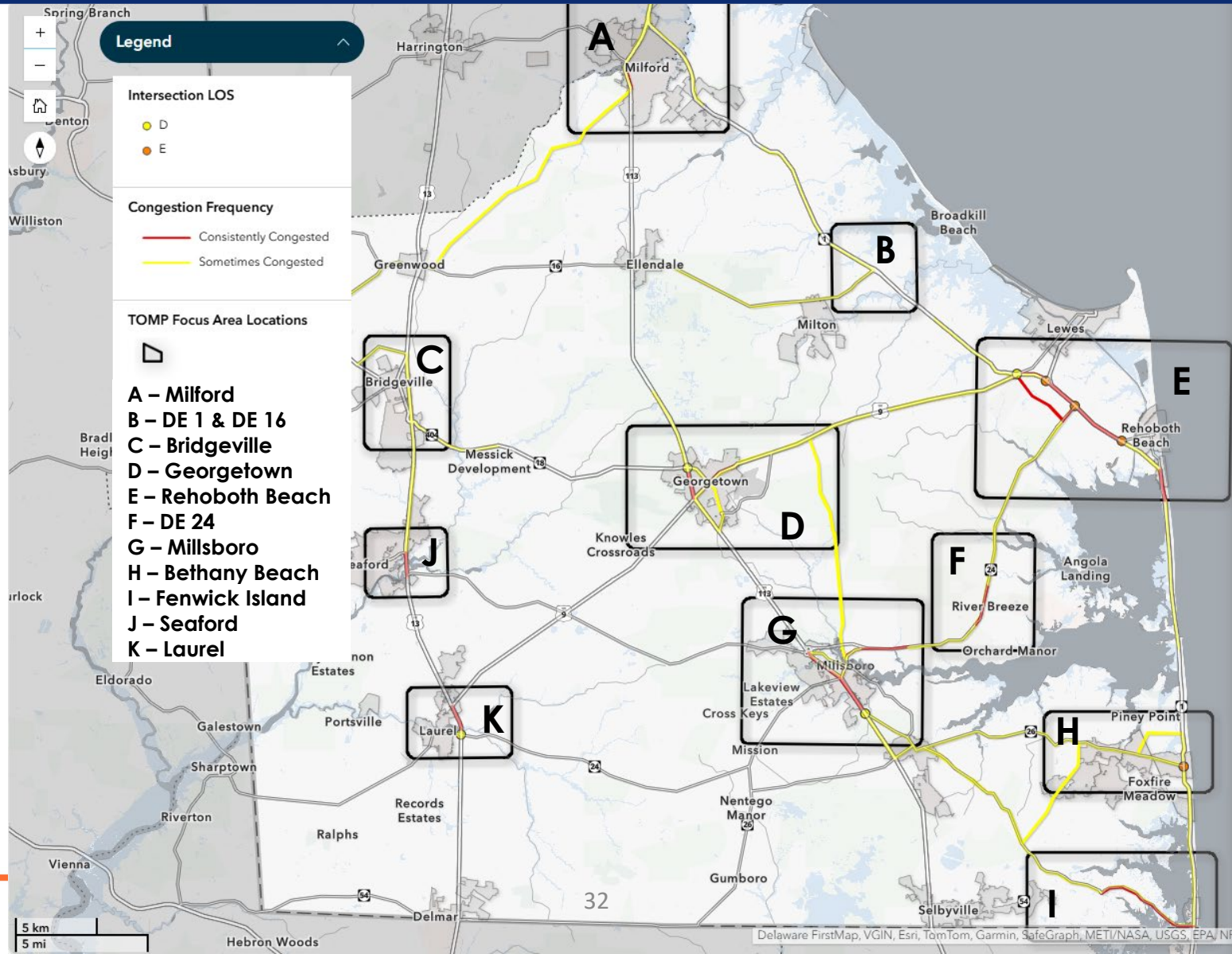


Evaluating Focus Areas

- **The TOMP layers volumes collected from multiple sources:**
 - Side-fire radar devices (Wavetronix) on limited-access roads
 - In-pavement signal system loops on signalized roads
 - Travel time data collected by DeIDOT's network of Bluetooth detectors
 - Intersection turning movement counts
- **Layering this data illustrates:**
 - Where travel demand is approaching, meeting, or exceeding capacity
 - Which road segments travelers experience delays on
 - Which intersections the relationship between demand and capacity may be causing delays
- **DeIDOT selected 9 areas as identified by the 2017 TOMP as congested areas for detailed analysis**



Evaluating Focus Areas





Recommendations

- **Study to investigate impacts of implementing transit signal priority strategies along DE 1**
- **Passive strategies include timing coordinated signals to average bus speed**
- **Active strategies include**
 - Providing priority to late buses
 - Early or held green signals, and other signal priority logic options
 - Queue jumping
- **Implementation would encourage travelers to make a mode shift from personal vehicles to transit, reducing demand.**



Recommendations

- **Install non-intrusive signal detection for improved vehicle and pedestrian detection**
- **Applications and improvements include**
 - More reliable detection
 - Continuous turning movement count data collection
 - Automated traffic signal performance measures data collection for improved and more efficient signal timing
- **Implementation would improve vehicular and pedestrian safety and reduce delays at intersections along this corridor**



Recommendations

- This study aims to improve safety for bicyclists in the vicinity of DE 1.
- To reduce delays along DE 1, projects recommended by this study that prioritize moving pedestrians and bicyclists off of DE 1 and those that reduce pedestrian crossing times should be implemented.



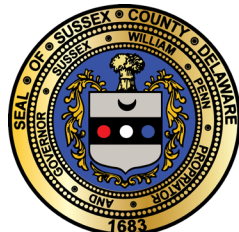
Next Steps

VISIT THE GIS Hub Site by following the below URL or scanning the QR code

<https://tomp-deldot.hub.arcgis.com/pages/sussex-co-tomp>



Project Development South Construction Updates



SR 1 & Minos Conaway Road Updates

- **Construction began in July 2025**
- **Current Work Areas:**
 - Phases 1 & 2 concurrently
 - SR 1 @ Five Points
 - Service Road / Janice Road west of SR-1
 - Nassau Road
 - Lewes – Georgetown Trail Realignment
- **Work Zone Speed Camera installed for SB SR-1**





AREA OF ROAD CLOSURE (PHASE 1)

AREA OF ROAD CLOSURE (PHASE 6)

9

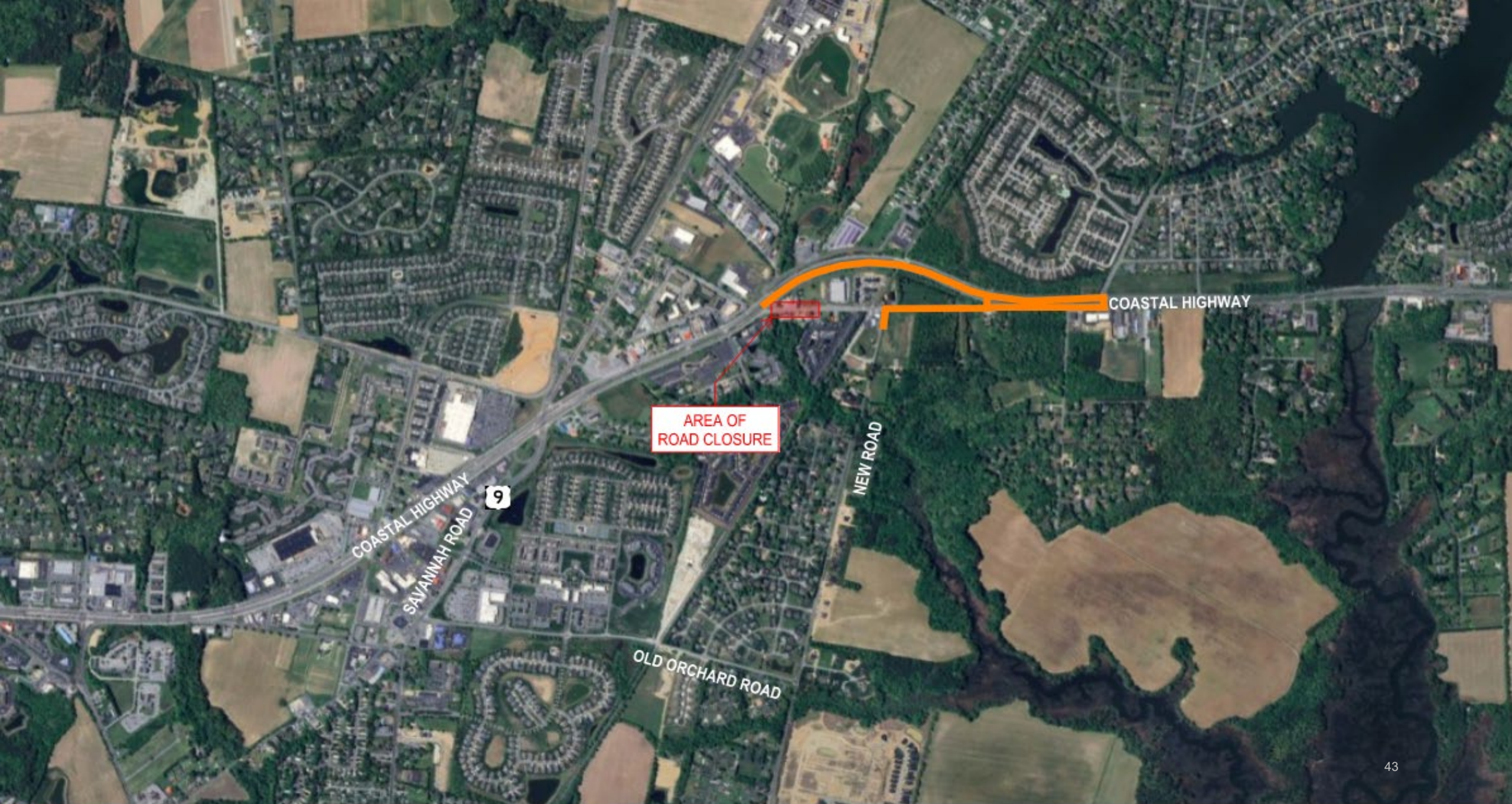
LEWIS-GEORGETOWN HIGHWAY

COASTAL HIGHWAY

TULIP DRIVE

TULIP DRIVE

SAVANNAH ROAD





PROJECT WEBSITE
SCAN WITH PHONE
CAMERA

PHASE 1 + 2A

- NEW SERVICE ROAD A / JANICE ROAD / NEW ROAD UNDER NASSAU BRIDGE
- FULL ROUNDABOUT AT SERVICE ROAD A & JANICE ROAD
- 1/2 ROUNDABOUT AT NASSAU ROAD & NEW ROAD
- STORMWATER POND





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











Realignment of Old Orchard Road at Wescoats Corner Updates

- **Project Updates:**

- Design is complete
- Construction contract awarded to A-Del Construction Co. Inc.
- Advanced Utility Relocations wrapping up
- Construction anticipated to begin in November 2025





REALIGNMENT OF OLD ORCHARD RD

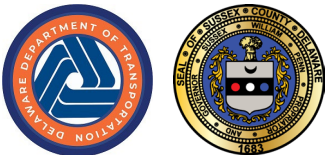


LEGEND:	
	PROPOSED DRAINAGE
	PROPOSED EARTH BERM
	PAVEMENT REMOVAL
	LIMIT OF CONSTRUCTION

US 9 Widening Updates

- **Project Updates**

- Design progressing
- Additional environmental studies needed to complete NEPA
- Right-of-Way acquisition phase beginning in 2026





VINEYARDS

OLD VINE BLVD



LEWES GEORGETOWN HIGHWAY (US-9 / SR 404)



MATCH LINE - SEE SHEET 2





MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 3

VINEYARDS

REDNER'S MARKET

REDNER'S GAS STATION

LEWES GEORGETOWN HIGHWAY (US-9 / SR 404)

ANN BART ST

LEWES CROSSING

GRAVES DR

SALO BLVD





SHELL WE BOUNCE TRAMPOLINE PARK

FERGUSON HVAC SUPPLY

AGE HARDWARE

EMERALD LAWN & LANDSCAPING

HART TO HEART TRANSPORTATION

MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 4

LEWES GEORGETOWN HIGHWAY (US 4 / SR 404)

GRAVES DR

LEWES CROSSING

ELECTRIC SUBSTATION

STOCKLEY MATERIALS





MATCH LINE - SEE SHEET 4

ACE HARDWARE

WARD AVE

Match proposed Improvements per DeDOT Contract T202011201, Plantation Road Improvements, Robinsonville Road to US 9

M&T BANK

COASTAL HWY NB (SR 1)
COASTAL HWY SB (SR 1)

LEWIS GEORGETOWN HIGHWAY (US - 9 / SR 404)



CHURCH ST

BELLTOWN RD
(FUTURE US 9 CONNECTOR)

BMP per DeDOT Contract T202011201

Match proposed Improvements per DeDOT Contract T202011201, Plantation Road Improvements, Robinsonville Road to US 9

56

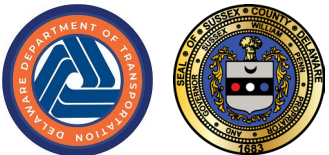
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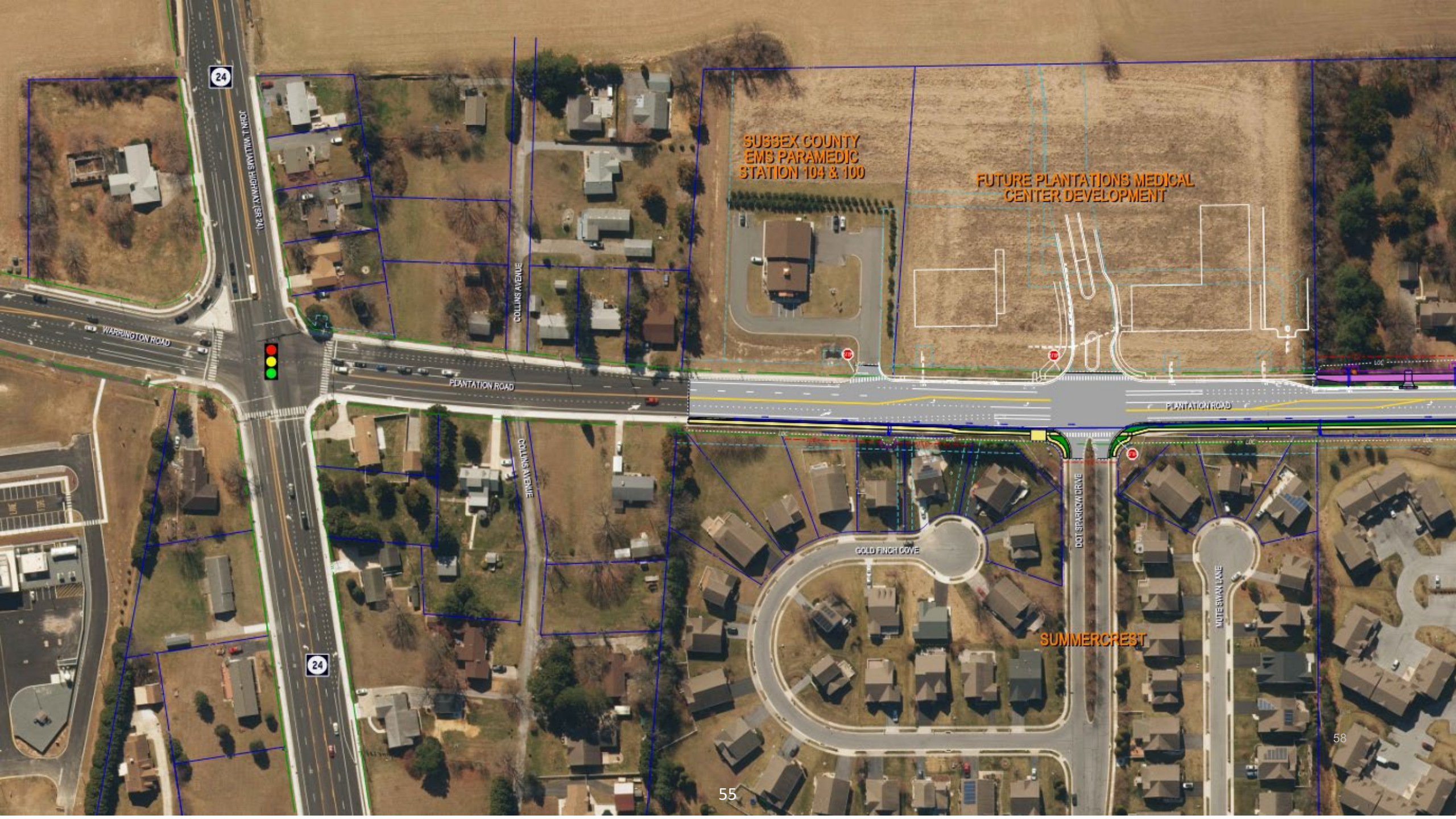


Plantation Road Phase 2 Updates

- **Project Updates**

- Design is progressing
- Public Workshop held in April 2025
- Right-of-Way acquisition phase planned to begin in FY27





24

WARRINGTON ROAD
COLLINS AVENUE

WARRINGTON ROAD

COLLINS AVENUE

PLANTATION ROAD

COLLINS AVENUE

SUBSEX COUNTY
EMS PARAMEDIC
STATION 104 & 100

FUTURE PLANTATIONS MEDICAL
CENTER DEVELOPMENT

PLANTATION ROAD

GOLD FINCH COVE

SUMMERCREST

DOT SPARROW DRIVE

WHITE SWAN LANE

24

55

58

**METROPOLITAN
COMMUNITY
CHURCH**

**PLANTATIONS
PARK**

**PROPOSED
STORMWATER
MANAGEMENT**

PLANTATION ROAD

**WOODS
COVE**

**AYDELOTTE
ESTATES**

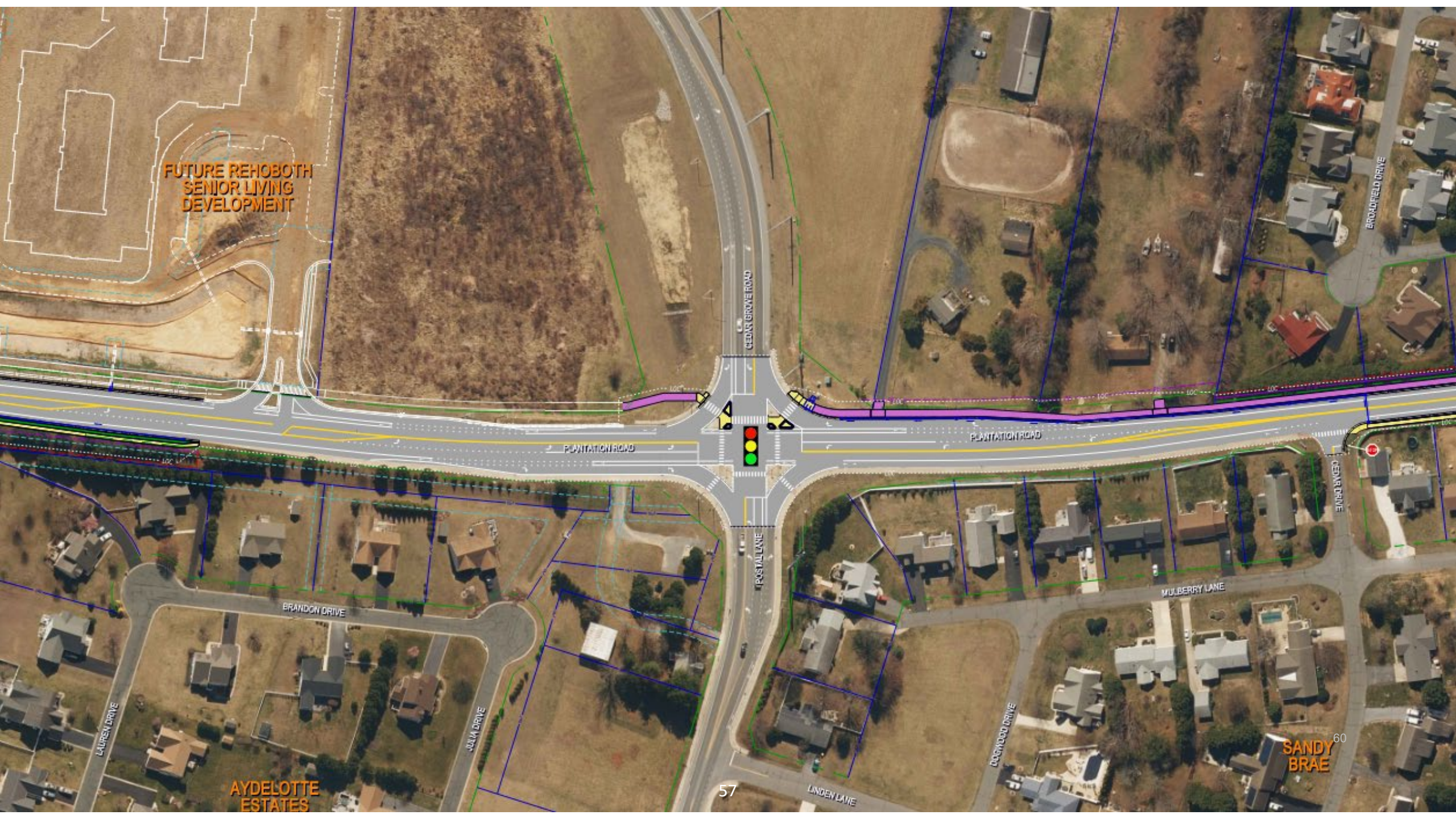
WINDSHIFT LANE

CRAND BOULEVARD

MICHELLE DRIVE

RYAN COURT

FUTURE REHOBOTH
SENIOR LIVING
DEVELOPMENT

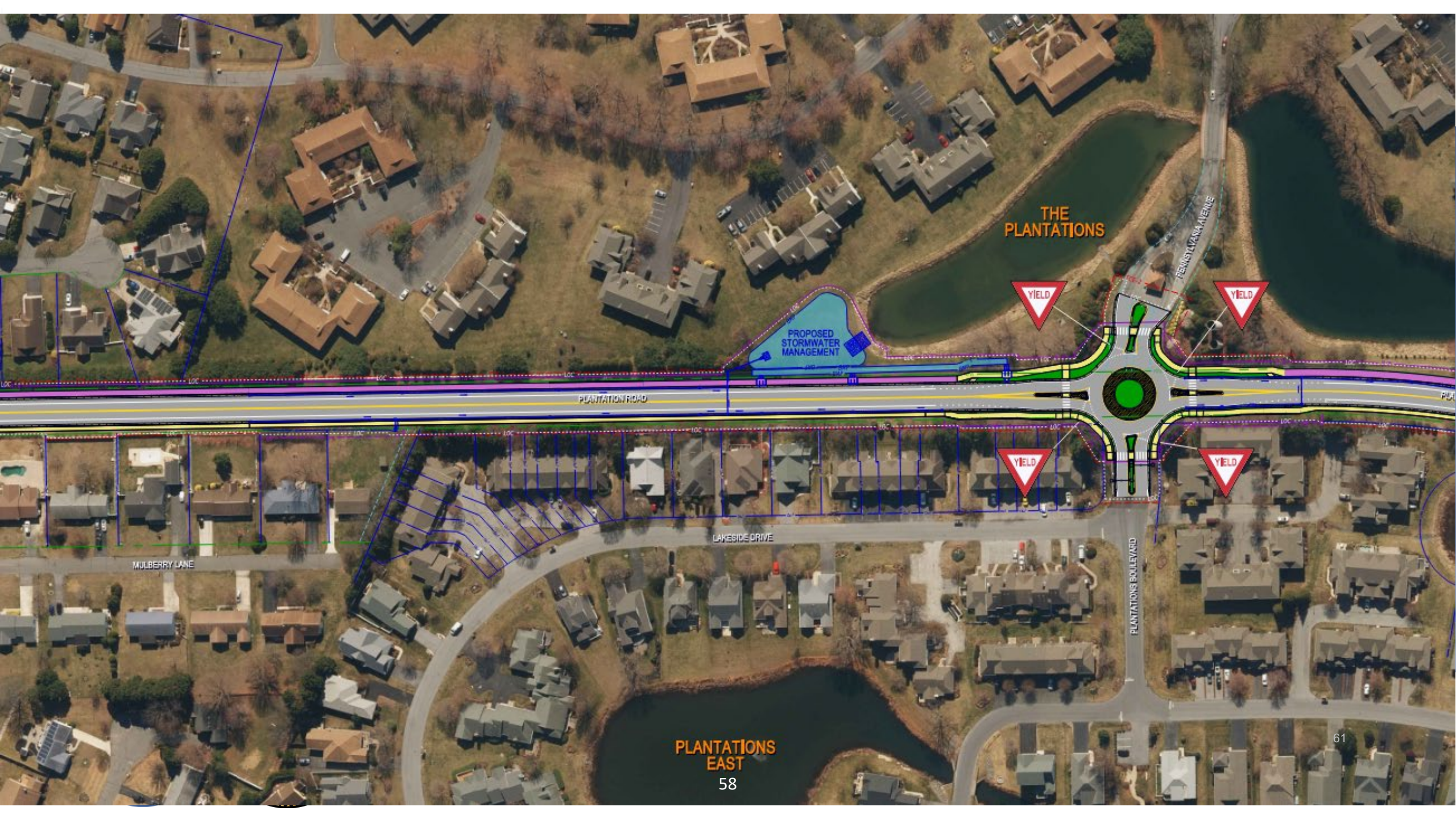


AYDELOTTE
ESTATES

SANDY
BRAE

57

60



THE PLANTATIONS

PROPOSED STORMWATER MANAGEMENT

PLANTATION ROAD

LAKE SIDE DRIVE

FERNSTAYS AVENUE

PLANTATIONS BOULEVARD

MULBERRY LANE

PLANTATIONS EAST

58

61

THE PLANTATIONS



PLANTATION ROAD

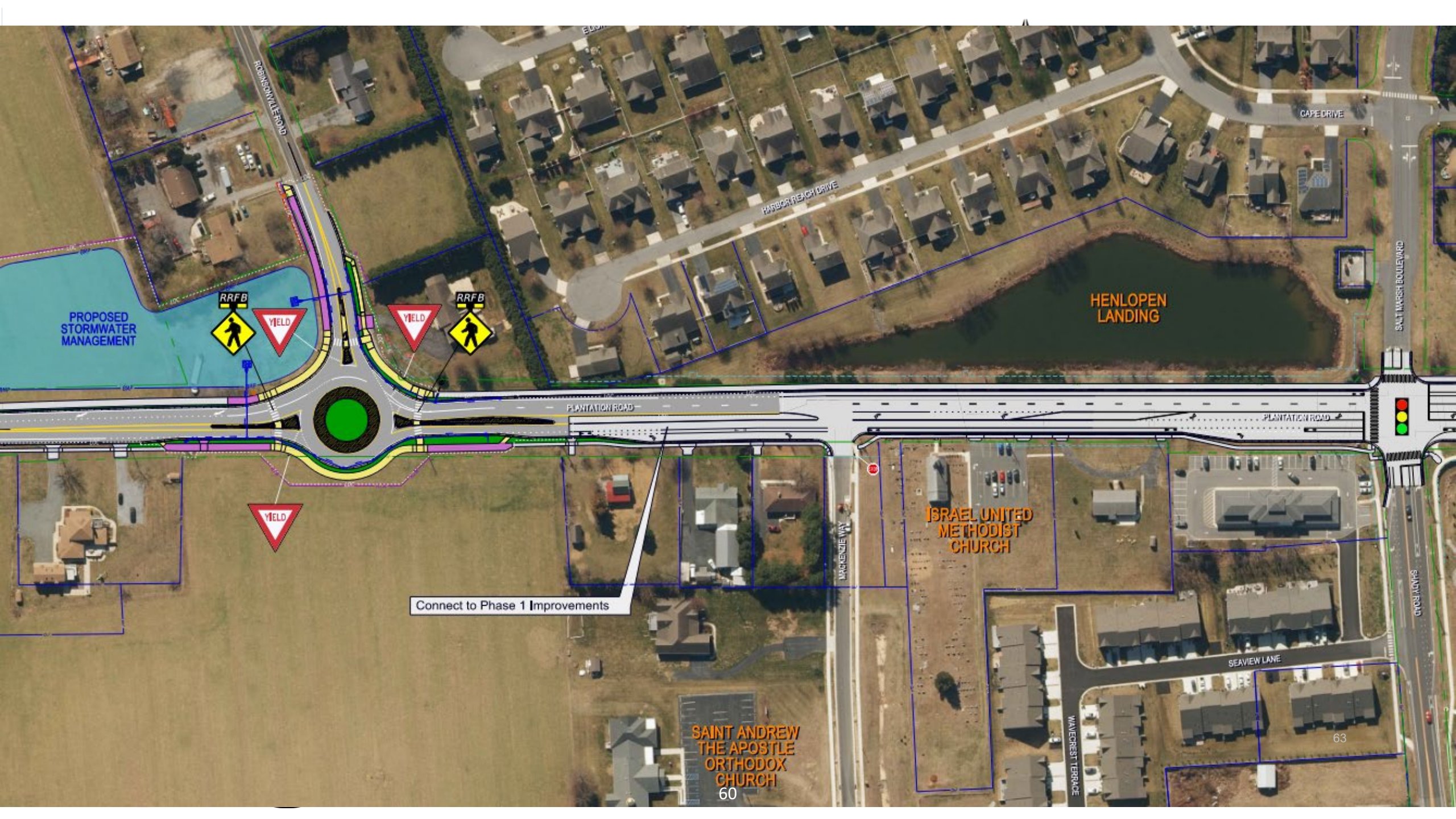
PLANTATION ROAD

LAKESIDE DRIVE

59

PLANTATIONS EAST

62



PROPOSED STORMWATER MANAGEMENT

HENLOPEN LANDING

ISRAEL UNITED METHODIST CHURCH

SAINT ANDREW THE APOSTLE ORTHODOX CHURCH



Connect to Phase 1 Improvements

ROBSONVILLE ROAD

HARBOR REACH DRIVE

CAPE DRIVE

SALT MARSH BOULEVARD

PLANTATION ROAD

PLANTATION ROAD

MACKENZIE WAY

SEAVIEW LANE

WAVECREST TERRACE

SANDY ROAD

63

60

Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY IMPLEMENTATION PLAN STATUS REPORT

November 10, 2025 (changes since the April 28, 2025 Working Group meeting are noted in red)

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
						\$ < \$200k	** <3 years	0	Low			
						\$5 \$200k - \$2M	*** 3-10 years	0 0	Medium			
						\$55 \$2M - \$20M	**** >10 years	0 0 0	High			
						\$555 \$20M - \$200M						
						\$5555 > \$200M						
D. Make walking, bicycling, and transit more viable as alternatives to driving												
D	1	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$5	*	0	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, Loyd'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 transit	Sussex County (as part of comprehensive plan)	DelDOT - Planning	\$5	*	\$55	***	0 0	IN PROGRESS -> ONGOING	The SR 1 Low-Stress Bikeway Study (2025) evaluated the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study described in the status for recommendation D-6 will be incorporated into this effort. Ordinance 3063 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 recommendation will be incorporated in project reviews in an ongoing basis moving forward.
D	3	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DelDOT	Sussex County	\$	*	TBD	TBD	TBD	IN PROGRESS -> ONGOING	DelDOT Planning finalized a Complete Streets Design Guide that offers design guidance for roadways including bike and pedestrian facilities in spring 2025. DelDOT coordinates with local stakeholders on appropriate design features for specific projects including lighting and signage. Beautification measures such as landscaping require a maintenance agreement with a local partner and are handled on a project-by-project basis.
D	4	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DelDOT		\$	*	\$55	**	0 0 0	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	DelDOT - Planning		\$	*	\$55	**	0 0 0	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. DelDOT inventoried remaining gaps in FY 23. Strategies to fill the remaining gaps will be coordinated with the finalization and implementation of the Savannah Road Master Plan and/or other projects in the vicinity.
D	6	32	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DelDOT		\$	*	\$55	***	0 0	IN PROGRESS -> COMPLETE	Initial Candidate locations were identified: the Five Points Intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside) and the results were presented to the Five Points Working Group. Further evaluation, including public input, was conducted as part of the SR 1 Low-Stress Bikeway Study (2025). Two locations were found to be feasible and of substantial benefit to the bike and pedestrian network: proximate to the Lewes Transit Center at Marsh and Shady Road and proximate to the Rehoboth Transit Center near Rehoboth Avenue Extension. 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		\$	*	\$5	*	0	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 that 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.



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)



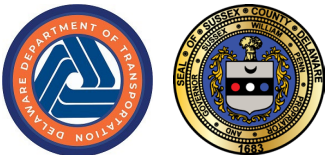
Current status (as of November 2025)

76 of 78 recommendations in progress, ongoing, or completed

As compared to 74 as of April 2025

Recommendations by status

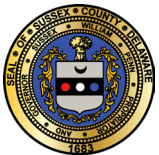
Status	A	B	C	D	E	Total per status
Complete	6	12	13	8	3	42
Ongoing	0	5	2	3	2	12
In Progress	1	8	5	4	4	22
<i>Longer-term</i>	0	2	0	0	0	2
Total per category	7	27	20	15	9	



Category C

In-Progress Recommendations

- **C-13 – Study the feasibility of eliminating unsignalized crossovers on Route 1**
 - Changing status from longer-term to in progress
 - Refers to crossovers between Five Points and Route 24
 - Identified in 2024 Annual report as a priority for 2025
 - DeIDOT Traffic announced upcoming crossover closures and restrictions north of Five Points between Lockerman Road and Fox Run in October 2025.



Category C

In-Progress Recommendations

- **C-13 – Study the feasibility of eliminating unsignalized crossovers on Route 1 (continued)**
 - **Project Need**
 - 60 angle crashes since 2012 at Hudson Road/Steamboat Landing Road
 - 15 angle crashes since 2012 at Eagle Crest Road/Oyster Rocks Road
 - **Project Summary**
 - Reduces conflict points (crossing movements, crossover congestion)
 - Short-term challenges in line with long-term SR 1 planning
 - Anticipated completion Fall 2025



Category C

In-Progress Recommendations

C-13 – Study the feasibility of eliminating unsignalized crossovers on Route 1 (continued)

- **Improvements**

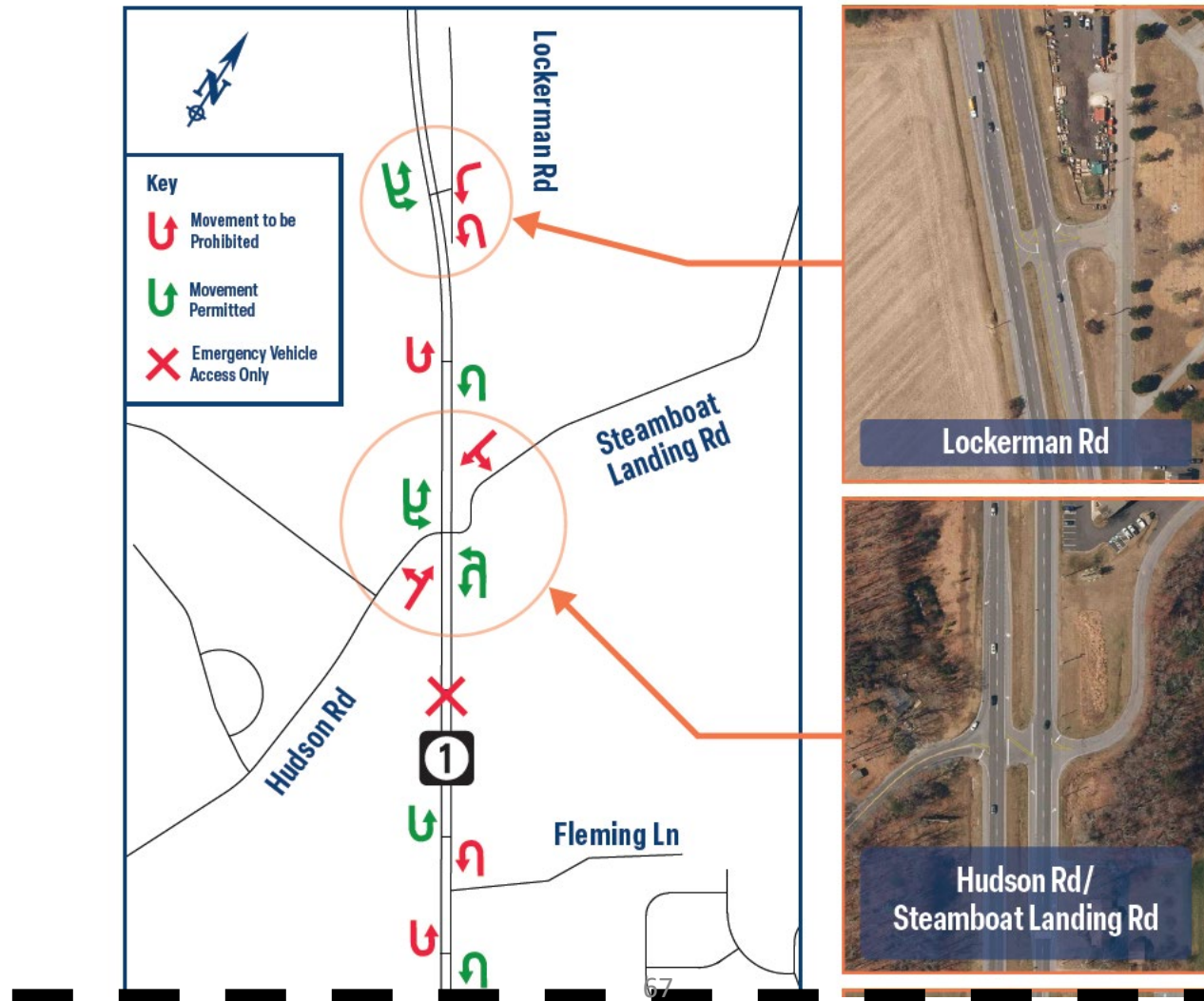
- All traffic required to turn right from Lockerman Road, Hudson Road, Steamboat Landing Road, Eagle Crest Road, and Oyster Rocks Road
- Left turns onto these roads from SR 1 still permitted
- 4 crossovers closed to typical traffic but remain available for use by emergency vehicles only
- 3 crossovers remain open to provide U-turn opportunities (one U-turn movement restricted to provide safe U-turn space for remaining traffic)

- **How to Navigate**

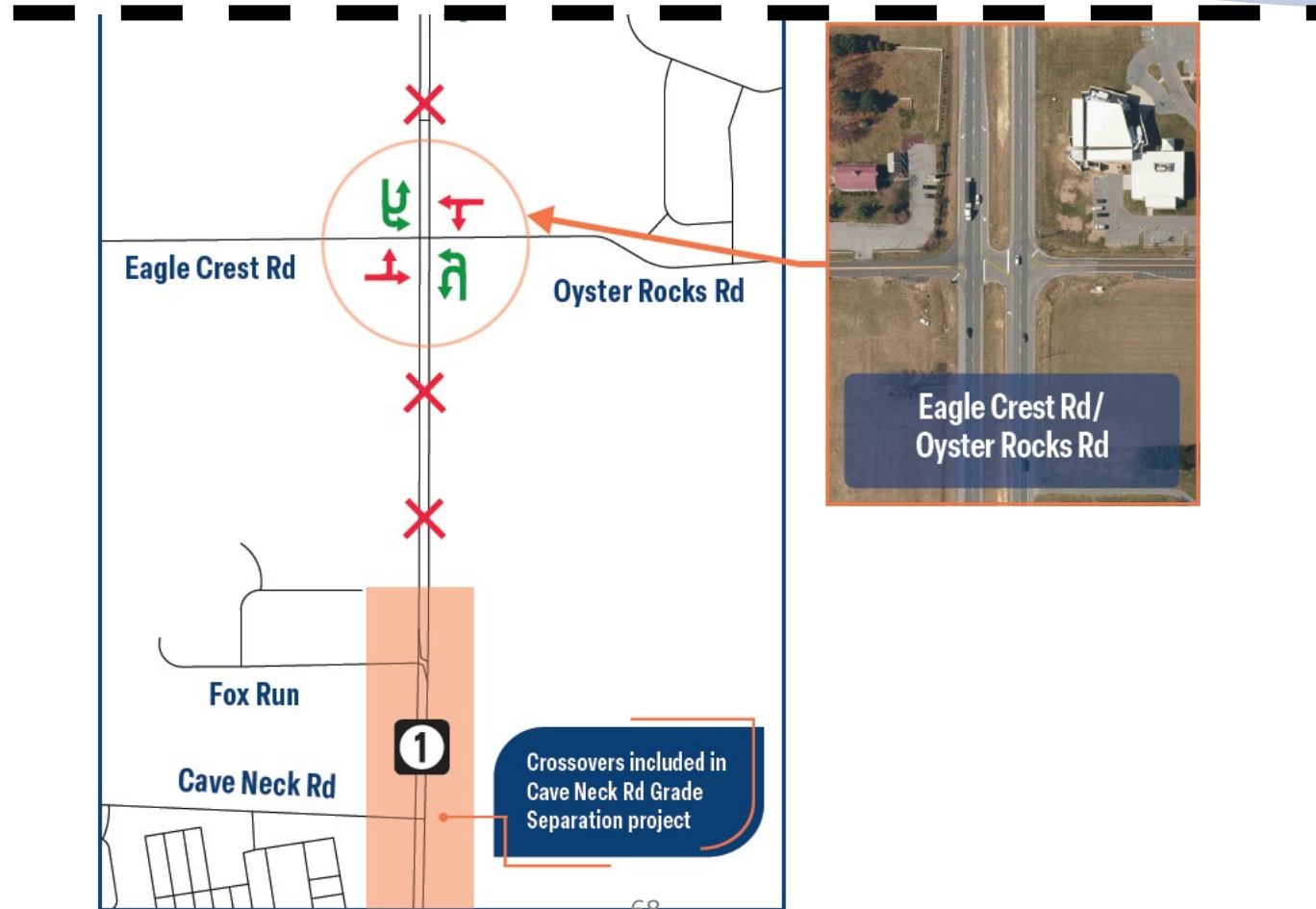
- Use peripheral road network where possible
- Utilize grade separated interchanges for safest U-turn movement)



Category C In-Progress Recommendations



Category C In-Progress Recommendations



Category D

Ongoing Recommendations

- **D-2 – Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails**
 - Changing status from longer-term to ongoing
 - The SR 1 Low-Stress Bikeway Study (2025) evaluated the potential for routes both parallel to and crossing Route 1.
 - The results of the pedestrian bridge study described in the status for recommendation D-6 will be incorporated into this effort.
 - Ordinance 3061 amending the Code of Sussex County notes 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 recommendation will be incorporated in project reviews in an ongoing basis moving forward.



Category D

Ongoing Recommendations (cont.)

- **D-3 – Develop design guidance to separated pedestrians and bicyclists from highway traffic using aesthetic treatments.**
 - Changing status from in progress to ongoing
 - DeIDOT Planning finalized a Complete Streets Design Guide that offers design guidance for roadways including bike and pedestrian facilities in spring 2025.
 - DeIDOT coordinates with local stakeholders on appropriate design features for specific projects including lighting and signage.
 - Beautification measures such as landscaping require a maintenance agreement with a local partner and are handled on a project-by-project basis.



Category D

Ongoing Recommendations (cont.)

- **D-13 - Identify locations in the study area where bike parking can be provided**
 - Can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.
 - Bike parking recommendations were included as part of the Lewes Bike Plan, which was adopted in the spring of 2024
 - Locations will be identified through the DeIDOT and DNREC capital project process and development coordination process moving forward.



Category D

Completed Recommendations

- **D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations**
 - Status changed from in progress to complete
 - Initial candidate locations were identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside)
 - Results were presented to the Five Points Working Group. Further evaluation, including public input, was conducted as part of the SR 1 Low-Stress Bikeway Study (2025)
 - Two locations were found to be feasible and of substantial benefit to the bike and pedestrian network proximate to the Lewes Transit Center at Marsh and Shady Road and proximate to the Rehoboth Transit Center near Rehoboth Avenue Extension
 - Coordinate with recommendations D-2 and D-10



Category D

Completed Recommendations (cont.)

- **D-9 – Identify potential connections to and from the Lewes Transit Center**
 - Status changed from in progress to complete
 - Connections to and from the Lewes Transit Center were documented as part of the SR 1 Low Stress Bikeway Study (2025)
 - Coordinate with recommendation D-6
- **D-12 – Identify publicly- and privately-owned land in the study area that may be used for trails**
 - Status changed from in progress to complete
 - The SR 1 Low-Stress Bikeways Study (2025) recommended 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.
 - Coordinate with recommendation B-17



Category E

In Progress Recommendations

- **E-5 – Look at east/west traffic as a system: Minos Conway (starting at Route 9), New, Old Orchard, and Clay Roads**
 - Status changed from longer-term to in progress
 - 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
 - This study will be part of the analysis for recommendation E-1



Category E

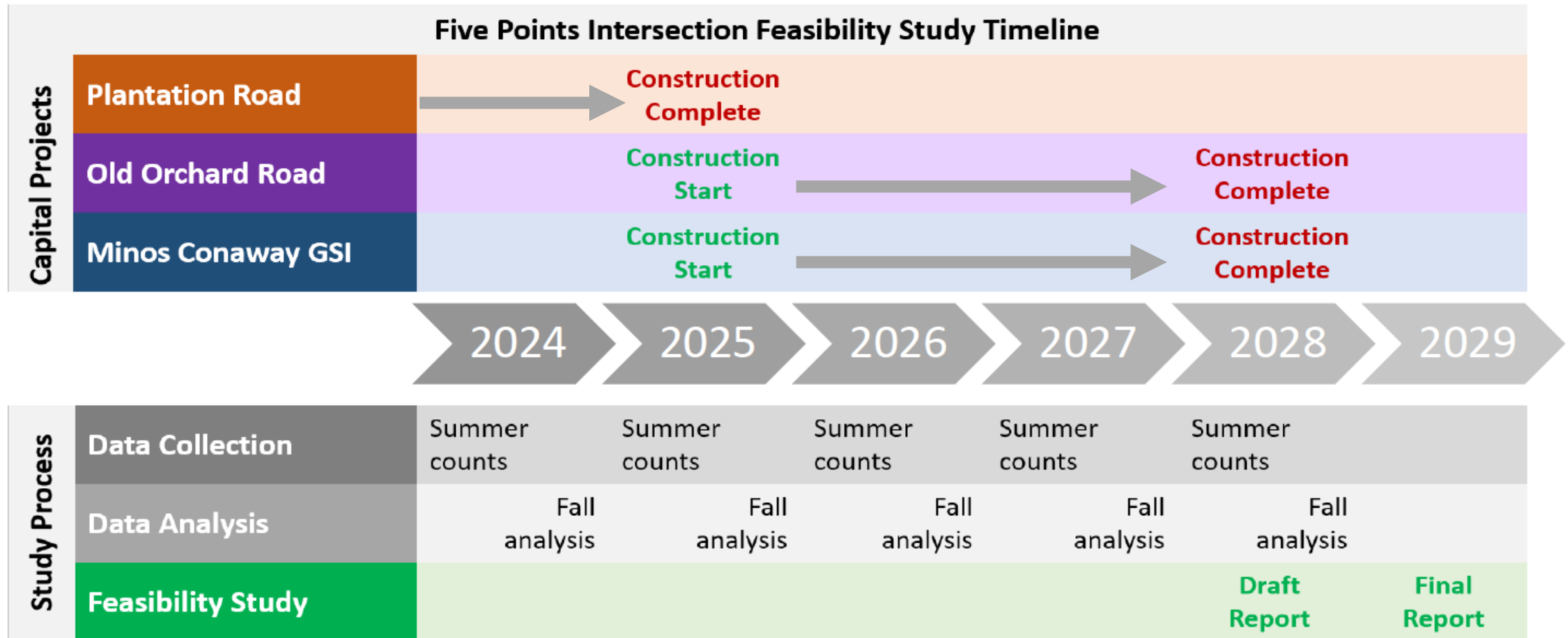
In Progress Recommendations

- **E-1 – Study the feasibility of a grade separation at Five Points**
 - Still classified in progress
 - DeIDOT will continue to monitor traffic volumes at the Five Points intersection annually each summer to assess the impact of improvements to the surrounding transportation network
 - While analysis is ongoing, 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.





Category E Longer-Term Recommendations



5 Points Intersection Analysis

Analysis Methodology

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



5 Points Intersection Analysis

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



5 Points Intersection Analysis

		2021/ 2023	2024		2025		2026	
Intersection Volume¹ (peak hour, all 4 legs)	<i>Count Dates</i>	11/4/21 7/29/23	8/17/24 8/20/24		7/10/25 7/12/25			
	AM	4,264	4,511	+6%	4,337	+2%		
	PM	5,291	5,255	-1%	5,348	+1%		
	Saturday	5,866	5,708	-3%	5,705	-3%		
August Median SR 1 Through Volume² (peak hour, NB/SB)	AM	2,689	2,699	0%	3,206	+19%		
	PM	3,051	3,114	+2%	3,722	+22%		
	Saturday	3,719	3,718	0%	4,044	+9%		
Intersection Delay (LOS)¹	AM	48 sec (D)	55 sec (E)	+15%	36 sec (D)	-25%		
	PM	36 sec (D)	44 sec (D)	+22%	43 sec (D)	+19%		
	Saturday	54 sec (D)	45 sec (D)	-17%	58 sec (E)	+7%		

¹ Source: Turning Movement Counts conducted for the dates specified; ² Median August volume from DeIDOT system loop data.



5 Points Intersection Analysis

Conclusions/Next Steps

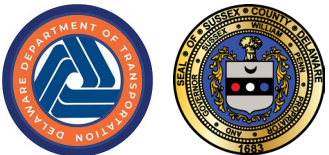
- **Total intersection volume** – Are vehicles diverting from this intersection?
 - Intersection volumes increased during the week, decreased on Saturday
 - Similar total volumes to last year
- **August SR 1 through volume** – What is the change in volume on SR 1 averaged over an entire month?
 - August SR 1 volumes were higher in 2025 than in recent years (observed at multiple locations on SR 1 corridor)
- **Intersection delay and level of service** – How have nearby projects impacted operations at this signal?
 - Delay decreased in AM peak hour, increased on Saturday
 - Signals retimed in June 2025, including lower cycles at most times
- **Continue to collect annual summer traffic counts (weekday and Saturday) to assess changes as nearby projects are completed**



Phase 2 Implementation Plan

- **Next steps**

- Continue work on recommendations
- Continue monitoring and analysis of the Five Points intersection
- Information will continue to be distributed via Following Five Points/Coastal Corridors Connection
- The 2025 Annual Report will be released in April 2026



Phase 2 Implementation Plan

• Next steps

- Get involved with the Coastal Corridors Study
 - A hybrid stakeholder meeting is scheduled for Wednesday, November 12
 - A public workshop is scheduled for Tuesday, December 2
 - For more information and to register to attend visit www.publicinput.com/coastal-corridors or scan



PUBLIC WORKSHOP

Coastal Corridors Study Phase 2

Tuesday, Dec. 2, 2025* 4:30PM-6:30PM

Georgetown Middle School - Cafeteria / Auditorium
301 W Market St, Georgetown, DE 19947

Registration for the workshop is appreciated but not required,
via: <https://publicinput.com/j7877#tab-71154>

Workshop will include:

- presentation starting shortly after 4:30 p.m., followed by an opportunity to speak with project team members, view displays, and give feedback
- materials and survey will be posted the day of the event and recording of the meeting presentation posted shortly after

*In case of bad weather, the meeting will be postponed to Dec. 4, 2025 and announced via the study webpage the morning of the event.



Learn more about:

- New community performance measures and transportation risks assessment
- Re-envisioning SR 16 in Milton
- Improving multimodal connectivity
- Accommodating traffic growth on US 9
- Other transportation-related initiatives

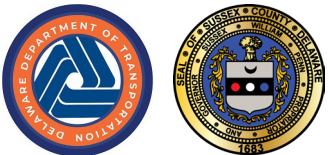
DelDOT is conducting an analysis of several transportation / land use scenarios in and around the Coastal Corridors Study Area to identify areas of need and risk to future mobility, economic development, safety, and other community priorities. The results of the analysis will be shared and discussed with stakeholders and the public to help further inform and prioritize transportation and land use strategies to meet community needs now and into the future. This system-level analysis is an important precursor to more detailed planning for SR 16, US 9, and SR 24 corridors.

Access the study webpage for more information:
www.publicinput.com/coastal-corridors





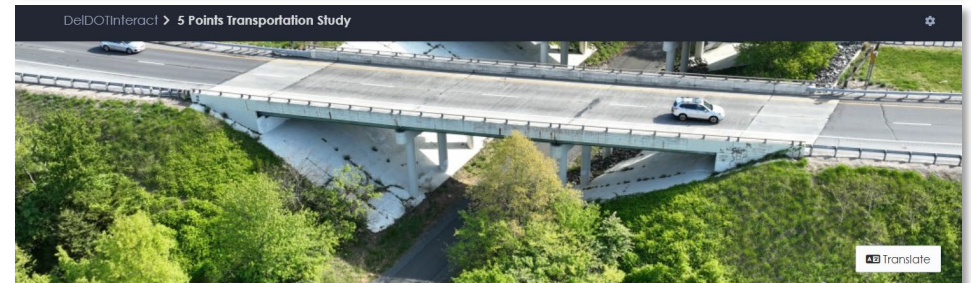
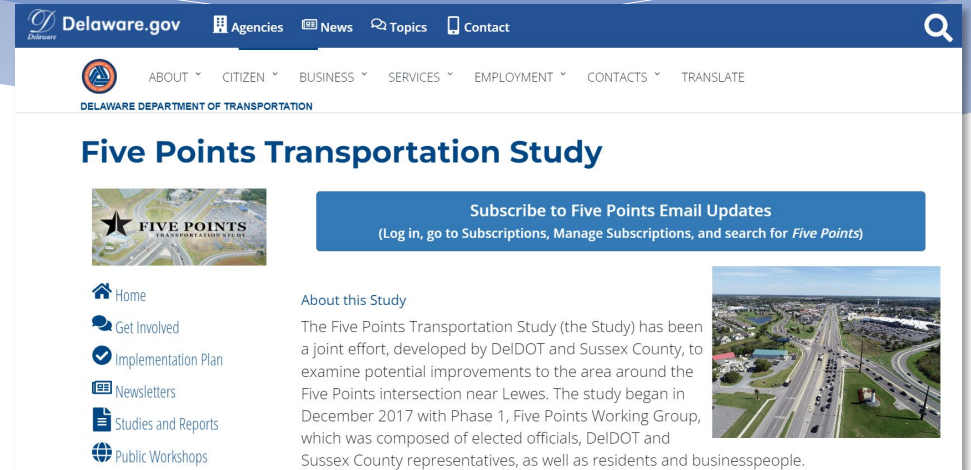
Public comment



Website Information

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

The [Five Points Transportation Study](#) on Let's Plan Delaware 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!

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 #21

DRAFT

April 28, 2025, 6:00 pm

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

Recording available at: <https://youtu.be/Ch2BOU2VGd0?si=yjghCo9R0dXWClGw>

Members present

Scott Collins
Kathi Colman
Bill Davis
Robert Fischer
Council Member Jane Gruenebaum
DJ Hughes
Senator Russ Huxtable
Pete Mattson
Council Member John Rieley
Mary Roth
Scott Thomas
Michael Tyler

Alan Roth

Public attendees on Teams

Sandy
Diana O'Hagan
Christine Davis
Bill Weller
Beth Hermansader

Members attending virtually

Todd Lawson
Stephanie Johnson
Lloyd Schmitz

Support to the Working Group

Austin Gray, DelDOT (in person)
Sarah Coakley, DelDOT (in person)
Jamie Whitehouse, Sussex County (virtual)
Dorothy Morris, Office of State Planning
Coordination (virtual)
Leah Kacanda, WRA (in person)
Tim Snow, WRA (in person)
Ben Gruswitz (in-person)
Andrew Bing, Kramer & Assoc. (in person)
Kristen Ahlfeld, FHI/IMEG (virtual)

Public attendees in person

Peggy Fischer

This was a hybrid meeting with some Working Group members, staff, and members of the public in person, and others attending virtually.

Welcome

Andrew Bing welcomed everyone, encouraged Working Group members to attend in person, and provided an overview of the hybrid set up, noting the transition from Zoom to Teams. Andrew shared that the meeting will be recorded. The recording of the meeting can be found here:

<https://www.youtube.com/watch?v=Ch2BOU2VGd0&t=5640s>

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 24 fatalities to date in 2025, with the goal always being zero. Austin noted that Delaware is one of the highest ranked states for pedestrian fatalities.

Austin introduced DeIDOT's new Safe System Approach policy, which has been formally adopted from the federal level. This proactive approach is guided by principles that death and serious injuries are unacceptable, humans make mistakes and are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. The framework focuses on safer people, vehicles, speeds, roads, and post-crash care through collaboration with partners like State Police and the Office of Highway Safety.

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.

Andrew welcomed new Director of Planning Stephanie Johnson (attending virtually) and noted that Lloyd Schmitz, a member since the beginning of the Working Group process, would be stepping down after this meeting to focus on other responsibilities at home.

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 January 27, 2025 meeting, a list of upcoming meetings, and an updated version of the implementation plan.

Working Group Meeting Minutes from January 27, 2025

The meeting minutes from January 27, 2025, were reviewed. Councilman John Rieley 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.

Demographics and Aging in the State of Delaware -- Dan Blevins, WILMAPCO

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

Dan Blevins from WILMAPCO and representing the Delaware Population Consortium, presented demographics and aging trends in Delaware. He noted that the presentation would focus on inner trends rather than overall population growth, addressing transportation planning needs.

Dan began with a national snapshot, explaining that the United States is growing slowly with a graying population. The last full census showed the slowest growth rate in the nation's history. He noted that deaths are catching up to births, with 18 states (including Delaware) experiencing negative natural increase from 2020-2024, compared to only 4 states in 2018-2019.

The Delaware Population Consortium, consisting of about 18 people from state agencies, MPOs, and certain towns, produces annual projections for planning purposes. They examine demographics by race, ethnicity, age, and location to generate population forecasts including births, mortality, migration, and employment data.

Dan discussed the aging population and baby boomers, noting that Delaware has reached "peak baby boom" with all baby boomers reaching age 65 by 2029. Sussex County has been experiencing net negative births versus deaths since 2013, with New Castle and Kent counties trending in the same direction. By 2033, none of Delaware's counties will have positive birth rates.

He presented data showing that the 65 and over population will peak around 2030 and then begin to decline, with Sussex County seeing a more pronounced downward trend than Kent and New Castle counties by 2040-2050.

Dan explained that migration is the most unpredictable component of population forecasting. For the last four years, Delaware has primarily imported people from Pennsylvania, Maryland, New Jersey, and New York. Sussex County has seen significant domestic migration, particularly during the COVID period from 2020 onward, though this appears to be leveling off by 2024.

He discussed changing household composition, noting that household sizes are shrinking rapidly since 2000. There has been significant growth in single-person households, particularly among the 65 and over population. Sussex County has added 22,000 households of people 65 and over living alone.

Dan presented data on household types, showing that non-family households (including people living alone and unrelated roommates) are growing significantly. In New Castle County, two-thirds of household growth has been non-family households averaging 1.2 people per household, while Sussex County sees about one-third of new households being non-family.

He concluded with income data, noting that in areas like Lewes and Selbyville, more than half of people receive Social Security or retirement income, which affects tax revenues and service provision differently than earned income.

Questions/comments:

1. Bob Fischer -- Asked about methodology, confirming that projections include people who continue living in Delaware, those who move out, and importantly, those who move in from other states, noting that Sussex County sees significant in-migration.
 - Dan Blevins -- Confirmed this is correct, noting that migration is recalculated annually as it's the most unpredictable component of population forecasting.
2. Bob Fischer -- Asked about the spike in international migration to New Castle County in 2024 and whether it would continue.
 - Dan Blevins -- Indicated it would not likely continue, noting that migration patterns are difficult to predict and can bounce back and forth.
3. DJ Hughes -- Asked about seasonal population, noting this wasn't covered in the presentation.
 - Dan Blevins -- Confirmed they do seasonal population analysis but didn't have time to present it due to the 20-minute timeframe.
4. DJ Hughes -- Asked about classifying homes that were second homes but now have remote workers living full-time.
 - Dan Blevins -- Noted they see evidence of this in work-from-home data, with some areas like Bethany going from 14% to 34% work-from-home, though it's starting to decline as businesses require return to office.
5. Scott Thomas -- Asked about seasonal data and AI tools for tracking seasonal visitation patterns.
 - Dan Blevins -- Offered to provide seasonal data methodology to the group, noting they use various data sources including DeIDOT traffic data to understand seasonal patterns and day-tripper impacts.
6. Councilman John Rieley -- Asked if the trend toward smaller household sizes is related to high home prices.
 - Dan Blevins -- Indicated it's not primarily due to home prices but rather lifestyle choices, aging in place, and natural life cycle changes like children moving away and spouses passing away.
7. Bob Fischer -- Asked about property values and revenue implications since the state doesn't tax Social Security.
 - Dan Blevins -- Acknowledged this is a frequent discussion topic about what rapid growth in the 65+ population means for revenue generation and service provision.

Transportation Demand Modeling for Corridor Studies -- Ben Gruswitz, WRA

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

Ben Gruswitz from WRA presented transportation demand modeling and its use in corridor studies. He explained that three corridor studies will have public engagement in the area in the coming year and wanted to provide insight into the modeling process and how socio-economic data from demographic forecasts feeds into transportation planning.

Ben emphasized that DeIDOT does not have jurisdiction over where development occurs, but development is a key factor for future transportation conditions and investment decisions. DeIDOT participates in programs like PLUS (Preliminary Land Use Service) to monitor and provide input on near-term developments, but the focus of this presentation was on long-term planning using travel demand models.

He outlined the typical corridor study process: demographic forecasts from the Delaware Population Consortium feed into a travel demand model covering the whole peninsula, which then connects to a local corridor model that simulates traffic on specific corridors.

Ben explained the four-step travel demand modeling process:

1. Trip Generation: Uses forecast data on households, vehicles, and employment by Travel Analysis Zones (TAZs) to determine how many trips will be produced and attracted to each zone based on observed trip rates.
2. Trip Distribution: Connects origins to destinations in a plausible way using observed data like commute patterns to understand how far people are willing to travel for different trip types.
3. Mode Choice: Determines whether trips will be by car, transit, walking, etc., based on factors like vehicle availability and transit connectivity.
4. Network Assignment: Routes highway trips through the road network, similar to GPS routing, accounting for congestion and alternative routes.

Ben noted that the modeling provides a system-wide view that can be used to transfer volumes to corridor-level simulation models, which provide more detail including signal timing and intersection-specific recommendations.

He explained what's different about the approach for upcoming corridor studies: instead of using just one forecast, they're examining a range of potential future outcomes. This includes scenarios with higher or lower overall growth than projected, as well as different development patterns (more compact vs. more sprawling growth).

Ben showed maps illustrating different development scenarios:

- Standard DTC forecast
- Adjusted forecast accounting for known development proposals
- Compact development focused on State Strategy Levels 1-3 (more urban areas)
- Sprawl development extending more into Level 4 (rural areas)

He concluded by noting that while DeIDOT doesn't set land use policy, it's an important factor that can change, and the public can engage with local governments on these issues. The goal is to provide a menu of transportation options for various scenarios to help inform future advocacy and decision-making.

Questions/comments:

1. Mike Tyler -- Asked where cumulative impact figures into modeling and how development in surrounding areas is accounted for.
 - Ben Gruswitz -- Noted this would be addressed through the modeling steps and system-wide approach.
2. DJ Hughes -- Suggested modeling looks at calculated travel times and forecasts based on population and workplace growth to determine travel patterns during peak and off-peak hours.
 - Ben Gruswitz -- Confirmed this is generally correct.
3. Bob Fischer -- Explained that modeling is necessary because you need mathematical structure to run assessments and represent what's actually happening, similar to how traffic signal timing requires modeling.
 - Ben Gruswitz -- Agreed, noting models are decision support tools for looking 30 years into the future.
4. Councilman John Rieley -- Expressed frustration that despite having 10-30 year modeling capabilities, the pace of growth seems to outstrip infrastructure build-out, questioning why this information isn't being utilized properly.
 - Andrew Bing -- Used the example of a 20-year-old US 113 study that identified future needs but faced challenges with public and political will to implement solutions.
 - Ben Gruswitz -- Noted budget constraints as a major factor, explaining that even when problems and solutions are identified, funding may not be available.
 - Senator Russ Huxtable -- Emphasized the financial reality that despite increased spending in Sussex County, there are still limited funds available.
5. DJ Hughes -- Asked about data limitations, noting that traffic counts used for projects are often antiquated by the time projects are built.
 - Noted that the model doesn't have improvement data for every intersection, only seeing the effects of growth.

6. Leah Kacanda -- Explained that DeIDOT is revising its approach to be more accurate about where trips originate, incorporating known developments to make corridor studies better informed.
7. Councilman John Rieley -- Discussed the challenge of baseline zoning allowing two units per acre throughout the county, limiting tools to slow development while market forces continue to drive growth east of Route 5.
8. Bill Davis -- Asked whether DeIDOT's identification of key growth zones in Level 4 (State Investment Level 4) areas creates a disconnect with state investment priorities.
 - Councilman John Rieley -- Suggested this might be a future working group recommendation.
9. DJ Hughes -- Asked about level of service reporting and whether DeIDOT has data for every intersection 10-30 years out.
 - Ben Gruswitz -- Explained there's no system-wide solution and that specific corridor studies are needed to generate detailed solutions and recommendations.

Henlopen Transportation Improvement District (TID) Updates and TID Overview -- Sarah Coakley, DeIDOT

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

Sarah Coakley, Principal Planner with DeIDOT who manages Transportation Improvement Districts, provided an overview of TIDs for new Working Group members and the public. A TID is a geographic area defined to secure required transportation improvements, where land use and transportation are planned in detail in advance so that development consistent with that planning can pay a predetermined fee and avoid the Traffic Impact Study (TIS) process.

Normally, developments generating at least 50 peak hour trips or 500 daily trips must conduct a traffic impact study, collecting updated traffic counts and analyzing impacts at three intersections from each entrance. With a TID, DeIDOT works with local government to plan ahead, using parcel-specific land use forecasts based on comprehensive plans and zoning to model transportation needs and identify required improvements.

Sarah outlined the benefits of TIDs:

- Comprehensive infrastructure planning beyond just three intersections
- TID projects receive extra points in the Capital Transportation Program prioritization process
- Fees stay local and can only be used for identified TID improvements
- More equitable treatment of developers, preventing situations where late-arriving developments bear disproportionate costs
- Known costs for developers, eliminating the 6-9 month TIS process uncertainty

There are currently seven operational TIDs in Delaware with seven more under development. In Sussex County, there's one in southeast Milford, the Henlopen TID, and two under development in Milton and the Roxana area.

The Henlopen TID was established in 2020 after more than three years of coordination between DeIDOT and Sussex County. It covers about 24 square miles (the largest operational TID), includes more than 50 intersections and approximately 47 road miles. The cost of improvements is estimated at \$321 million (factoring inflation since 2020), with developers expected to contribute about 24% of those costs.

Sarah reported significant progress: 30 developer agreements have been signed (up from 21 last year), collecting \$2.5 million in developer contributions (up from \$960,000 last year), plus another \$1 million in right-of-way dedications or construction commitments.

About one-third of TID improvements were included in the fiscal year 21-25 CTP. Project updates include:

- Airport Road Extension (Old Landing Road to Route 24): Engineering underway
- Route 9 widening (Old Vine Road east to Route 1): Design underway
- Plantation Road Phase 1: Substantially complete except final paving
- Plantation Road Phase 2: In design
- Old Landing Road/Warrington Road intersection: On hold until Airport Road Extension is operational
- Beaver Dam Road widening: Preliminary engineering to begin fiscal year 2026
- Shady Road, Postal Lane, and Mulberry Knoll Road extension: Preliminary engineering to begin fiscal year 2028
- Route 9 widening Phase 2 (Old Vine Road to Dairy Farm Road): Project development fiscal years 27-28
- Route 24 (Love Creek Bridge to Indian Mission Road): Project development fiscal year 2028

Sarah noted that projects are currently funded with state and federal money, but as TID funds grow, DeIDOT will work with Sussex County to determine which projects to accelerate using TID funding.

She highlighted the statewide TID dashboard on DeIDOT's website, which provides running tallies of improvement costs and statuses, allowing users to click on specific intersections or segments for detailed information.

Questions/comments:

1. Councilman John Rieley -- Noted a significant uptick in development just outside the TID boundaries, expressing concern that these developments will benefit from TID improvements without paying fees.
 - Sarah Coakley -- Confirmed this pattern is occurring in both Henlopen and near Westtown TIDs, and DeIDOT is reviewing codes and regulations to incentivize

development within TIDs and potentially create tiered fee approaches for developments just outside TID boundaries.

2. DJ Hughes -- Asked whether TIDs assume highest and best use for each property within the TID boundaries for the 2045 forecast year.
 - Sarah Coakley -- Confirmed they work with Sussex County and use comprehensive plan designations, with the Milton TID also incorporating town land use forecasts where annexation areas match town center growth areas in the county's comp plan.
3. DJ Hughes -- Asked about what happens to state funding when developer TID money covers the state's 15-20% share of project costs.
 - Sarah Coakley -- Explained that TID funding has been used for preliminary engineering, design, and right-of-way acquisition, and that TID money can only be used for specific TID improvements.
 - Discussion continued about whether freed-up state money stays within the TID or gets redistributed statewide, with clarification that this would be followed up on to provide an accurate answer.

2024 Annual Report and Phase 2 Implementation Plan Update -- Leah Kacanda, WRA

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

Leah Kacanda presented the 2024 Annual Report and provided an update on the Phase 2 Implementation Plan. She explained that every April, they publish an annual report for the previous calendar year that breaks down all activities and provides detailed status updates on each of the 78 recommendations in the appendix.

The report includes graphics tracking implementation status by year, showing significant progress with dark green bars representing completed recommendations. However, the group is now working on the remaining challenging recommendations that are either in progress, still to be initiated, or represent ongoing processes.

Leah highlighted notable achievements for 2024:

- Two major capital projects completed: Coastal Highway Intersection Improvements and Route 24 Improvements between Love Creek and Mulberry Knoll Road
- Launch of the new study website designed to be more accessible and easier to navigate
- Sussex County's adoption of Ordinance 3061, which addresses interconnectivity between parcels for both vehicles and other modes of travel
- Launch of a data collection plan for the Five Points Intersection, with annual summer data collection to understand impacts as projects come online

She emphasized that the annual workshop is scheduled for Wednesday, May 21, which will include detailed presentations and stations around the room with county staff, DeIDOT project development staff, and information about the SR 1 Low-Stress Bikeway Study.

Regarding the Five Points Intersection (Recommendation E-1), Leah reviewed the strategy of collecting annual traffic data as surrounding projects are completed to understand their impacts before studying grade separation feasibility. The timeline shows:

- Plantation Road Phase 1: About complete
- Old Orchard Road: Construction completion by 2026
- Minos Conaway Grade Separated Intersection: Construction completion by 2027

The goal remains to complete analysis and produce a report on Five Points Intersection feasibility by 2029, though construction timelines may shift.

For 2025 priorities, the team will focus on looking at eliminating unsignalized crossovers along Route 1, conducting a more structured analysis of these locations to bring systematic conclusions to the Working Group.

Most remaining in-progress recommendations fall under the multi-modal improvements category (red category), with 10 recommendations currently in progress, as well as several in the policies category (blue category) focused on beautification, efficiency, and sustainable systems.

Questions/comments:

1. Senator Russ Huxtable -- Thanked the team for prioritizing unsignalized crossover reduction and suggested looking at eliminating specific conflict points (like northbound or southbound U-turns) even if not eliminating entire crossovers, referencing the Cave Neck Road example where eliminating the southbound U-turn improved safety.
 - Leah Kacanda -- Requested specific locations of interest from Working Group members to help prioritize which intersections to examine first, noting crash data will be a key component.
2. Mike Tyler -- Raised two concerns: First, about northbound Route 1 traffic turning left onto Route 9, where drivers in the backed-up right lane cut into the left lane, creating safety issues.
 - Leah Kacanda -- Noted ongoing improvements to that section and requested clarification on the exact location to ensure proper follow-up.
3. Mike Tyler -- Second concern about cyclist safety when trying to turn left from westbound Route 9 onto Beaver Dam Road, noting the lack of safe positioning for cyclists at that intersection.
 - DJ Hughes -- Suggested a bike box might be the only safe solution for that movement.
 - Leah Kacanda -- Committed to meeting with Mike to identify the exact location and coordinate with DeIDOT on potential solutions.

4. Bob Fischer -- Raised concerns about contradictory data between early demographic projections showing population decline after 2032 and later development scenarios showing increased demand, questioning the accuracy of growth projections used in modeling.
 - Leah Kacanda -- Clarified that the population consortium numbers feed directly into the model and noted only a 1% differential between sprawl and compact scenarios, offering to provide additional clarification.
5. Councilman John Rieley -- Asked about the status of the Millsboro Bypass.
 - Team committed to providing an update on the project's progress.
6. Scott Collins -- Asked about dualization plans for Route 24 near the Love Creek Bridge, noting a significant development proposal in that area.
 - Sarah Coakley -- Noted the TID identified this as needed around 2030 but there are no committed funds for the bridge dualization currently.
 - Leah Kacanda -- Explained that this is why a corridor study has been allocated for Route 24, emphasizing the importance of accurate modeling for such decisions.
7. DJ Hughes -- Asked about data collection methodology for the Five Points area, expressing concern that if only service volumes rather than demand volumes are collected, the data would be "completely worthless."
 - Leah Kacanda -- Committed to taking this offline and connecting with traffic engineers for clarification.
8. DJ Hughes -- Raised concerns about Bluetooth data processing, suggesting that travel time data shouldn't be discarded just because it seems too long, as congestion can indeed cause extended travel times.
 - Leah Kacanda -- Noted it's not in DelDOT's interest to downplay congestion issues and committed to following up on data collection methodology.

Public Comment

1. Austin Gray read an online comment from Sandy: "Migration in can be predicted by planned developments being built, no?"
 - Dan Blevins -- Responded "No" to that question.
2. Alan Roth (in-person): Thanked DelDOT for the recent work on Kings Highway, noting that unlike his previous comments about a project at the January 27 Working Group Meeting, the recent work was done mostly at night with no problems. He expressed appreciation for the improvement in project management, though he still has concerns about the planned five-roundabouts project. He requested that if DelDOT proceeds with the roundabouts project, they should follow the successful example of doing the work at night.

Adjourn -- Andrew Bing thanked the Working Group members for attending, engaging and keeping these recommendations moving forward. He reminded everyone about the upcoming workshop on May 21 and noted that the next Working Group meeting is October 27, 2025. Feel free to reach out via email if you have questions in the interim. Historical information about Five Points can be found at 5Points.DeIDOT.gov, while current information is available on [DeIDOT Interact](#).

The next Working Group meeting is October 27, 2025, at 6:00 PM. The location is to be determined.
Note: following this meeting, the October Working Group meeting was rescheduled for November 10.



October 2025

To: Five Points Transportation Study Phase 2 Working Group Members

Scott Collins
Kathi Colman
Bill Davis
Robert Fischer
Councilwoman Jane Gruenebaum
Scott Green
DJ Hughes
Sen. Russ Huxtable
Stephanie Johnson

Todd Lawson
Glenn Marshall
Pete Mattson
Ellen Lorraine McCabe
Mary Roth
Councilman John Rieley
Rep. Claire Snyder-Hall
Scott Thomas
Michael Tyler

On behalf of the Delaware Department of Transportation and Sussex County, we thank you for serving on the Five Points Transportation Study Working Group. As the efforts of the Working Group begin to wind down, we want to take a moment to reflect on the success of this effort and explain what will happen next.

The Working Group was formed in 2017 to develop a comprehensive approach to improving the transportation system in and around the greater Lewes-Rehoboth Beach community. During this time, the Working Group developed a list of 78 recommendations in several categories that served as the “roadmap” of projects and initiatives for DelDOT and Sussex County to execute during the last eight years. To date, 50 percent of the recommendations have been completed, and another 44 percent of the recommendations are ongoing or in progress. The list of recommendations that have been already completed and the work that is planned to take place represent a monumental accomplishment for DelDOT and Sussex County in this area. Stakeholder feedback during the planning process is crucial to ensuring that community perspectives are included in policies and projects, so your role as a Working Group member in guiding this initiative was essential to the success of the study.

Going forward, DelDOT and Sussex County will continue their efforts to see that the remaining recommendations are achieved. Currently, there are several programmed roadway widening and reconfiguration projects either underway or funded in the six-year Capital Transportation Program. There are also several projects programmed to improve access to walking, biking, or public transportation. Completion of these projects will provide us with the data to determine how traffic patterns in and around the area may change. This data will be crucial to our efforts to study the main Five Points intersection at US 9 and SR 1. We also encourage you to continue to be involved in other planning initiatives, such as the Coastal Corridors Study.

At the next Working Group meeting, we will announce our intentions to conclude the Group’s formation and transition toward annual updates on the remaining recommendations and area projects. Of course, should you have any suggestions or questions along the way, please do not hesitate to contact our offices.

Throughout the years, we were able to accomplish some significant improvements for the Five Points area. We are proud of this joint initiative and could not have done it without your dedicated service – thank you!

Sincerely,

A handwritten signature in black ink, appearing to read "Shanté", with a long horizontal flourish extending to the right.

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

A handwritten signature in blue ink, appearing to read "Todd J. Lawson", with a long horizontal flourish extending to the right.

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

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

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B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful												
B	1	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DelDOT	\$	*	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	DelDOT	\$	*	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. DelDOT 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. DelDOT 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 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 is participating 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 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.	DelDOT - 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 DelDOT app.
B	4	91	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)	General Assembly	DelDOT	\$	**	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	DelDOT - Planning	DelDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	◇	IN PROGRESS	DelDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for redevelopment. Coordinate with B-1, C-12.
B	6	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County DelDOT/University of Delaware		\$	*	N/A	N/A	N/A	ONGOING	DelDOT 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	DelDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.

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B	8	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◇	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 draft was completed at the end of 2024. This effort was funded and supported by DeIDOT, but led by Wallace Montgomery . The plan was reviewed by the Historic Lewes Byway's management organization which decided additional work is necessary before adoption . The Byway's Corridor Management 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 and Gills Neck Road Master Plan include extensive beautification along the corridor . Many of those elements have been included in the US 9 Kings Highway, Dartmouth Drive to Freeman Highway Capital Project . The DeIDOT Team is coordinating with the City of Lewes, the Historic Lewes Byway Committee , 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	DeIDOT	Council on	\$	**	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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C. Make the most of existing roadway infrastructure												
C	1	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◇◇◇	IN PROGRESS	The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard which is programmed in the FY 23-28 CTP. The project development process began in October 2021. A public workshop was held in Fall 2024. The construction schedule is TBD. The Coastal Corridors Study recommended a Corridor Study on Route 9 focused on the area west of Old Vine Boulevard through 113, with a focus on the area between SR 5 and Old Vine Boulevard. Scenario forecasting for that study is underway as of fall 2024.
C	2	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◇	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. The right turn lane was added to a paving rehabilitation project and construction is complete.
C	3	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◇◇	COMPLETE	A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.
C	4	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◇◇◇	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021, and a public workshop was held in March 2022. Final right of way approval has been received. The construction schedule is TBD.
C	5	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South		\$	*	\$\$\$	**	◇◇	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DeIDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022. All-way stop control was implemented recently as an interim safety upgrade. DeIDOT is currently in the Right-of-Way acquisition phase of this project. PS&E is scheduled for Fall 2025 with construction beginning in 2026.
C	6	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◇◇◇	COMPLETE	DeIDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeIDOT projects. DeIDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.
C	7	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◇◇◇	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded. A paving project added a right turn lane at US 9. Further action on hold pending completion of Minos Conaway GSI.
C	8	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◇	COMPLETE	DeIDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.
C	9	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DeIDOT Traffic/PD South		\$	*	\$	*	◇	COMPLETE	Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Direct access to Lowe's from Route 1 may reduce traffic at this location. The design of the access point is complete and now needs to be implemented.

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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> IN PROGRESS	This recommendation refers to crossovers between Five Points and Route 24. DeIDOT Traffic announced upcoming crossover closures and restrictions north of Five Points between Lockerman Road and Fox Run in October 2025. Intersections include SR 1 and Lockerman Road, Hudson Road/Steamboat Landing Road, Fleming Lane, and Eagle Crest Road/Oyster Rocks Road, as well as crossovers that are not located at intersections within those limits.
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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D. Make walking, bicycling, and transit more viable as alternatives to driving												
D	1	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	\$	*	\$\$	*	◇	COMPLETE	DTC provided the City of Lewes with small cutaway (paratransit sized) buses that they could operate as jitneys. Lewes started "Lewes Line" service as a pilot in May 2022 that included stops at the Cape-May Lewes Ferry, Johnny Walker Beach, Savannah Beach, the Otis Smith Lot, Second and Market Streets, George H.P. Smith Park, Lloyd's Market and the Lewes Public Library. Service expanded in summer 2023 to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments.
D	2	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DelDOT - Planning	\$\$	*	\$\$\$	***	◇◇	IN PROGRESS > ONGOING	The SR 1 Low-Stress Bikeway Study (2025) evaluated the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study described in the status for recommendation D-6 will be incorporated into this effort. 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 recommendation will be incorporated in project reviews in an ongoing basis moving forward.
D	3	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DelDOT	Sussex County	\$	*	TBD	TBD	TBD	IN PROGRESS > ONGOING	DelDOT Planning finalized a Complete Streets Design Guide that offers design guidance for roadways including bike and pedestrian facilities in spring 2025. DelDOT coordinates with local stakeholders on appropriate design features for specific projects including lighting and signage. Beautification measures such as landscaping require a maintenance agreement with a local partner and are handled on a project-by-project basis.
D	4	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DelDOT		\$	*	\$\$\$	**	◇◇◇	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	DelDOT - 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. DelDOT inventoried remaining gaps in FY 23. Strategies to fill the remaining gaps will be coordinated with the finalization and 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	DelDOT		\$	*	\$\$\$	***	◇◇	IN PROGRESS > COMPLETE	Initial candidate locations were identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside) and the results were presented to the Five Points Working Group. Further evaluation, including public input, was conducted as part of the SR 1 Low-Stress Bikeway Study (2025). Two locations were found to be feasible and of substantial benefit to the bike and pedestrian network: proximate to the Lewes Transit Center at Marsh and Shady Road and proximate to the Rehoboth Transit Center near Rehoboth Avenue Extension. 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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D	8	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	DTC supports implementing a Park and Ride along Route 24. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor, however none are interested. No local landowners are interested in partnering on this initiative. DTC is still working to find another location that would be feasible.
D	9	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◇	IN PROGRESS >COMPLETE	Connections to and from the Lewes Transit Center were documented as part of the SR 1 Low Stress Bikeway Study (2025). Coordinate with recommendation D-6. 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 >COMPLETE	Coordinate with recommendation B-17. The SR 1 Low-Stress Bikeways Study (2025) recommended 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 >ONGOING	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. Locations will be identified through the DeIDOT and DNREC capital project process and development coordination process moving forward.
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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E. Invest in new infrastructure to support anticipated growth												
E	1	66	Study the feasibility of a grade separation at Five Points	DelDOT - 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. DelDOT 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. While analysis is ongoing, 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	DelDOT - Planning	Sussex County	\$\$	**	\$\$\$\$	***	◇ ◇ ◇	COMPLETE	This idea was recommended by the Henlopen TID study. DelDOT 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	DelDOT - 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	DelDOT		\$\$	**	\$\$\$	***	◇ ◇ ◇	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	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DelDOT - Planning, PD South		\$\$	*	TBD	TBD	TBD	Longer-term > In Progress	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	DelDOT		\$\$	**	\$\$\$\$	***	◇ ◇ ◇	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	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	DelDOT		\$\$	**	\$\$\$	***	◇ ◇ ◇	IN PROGRESS	Preliminary plans for 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	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	DelDOT		\$\$	**	\$\$\$	***	◇ ◇ ◇	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	DelDOT		\$\$	*	\$\$\$\$	***	◇ ◇ ◇	IN PROGRESS	