List of meeting materials
Phase 2 Working Group Meeting #10

Monday, October 25, 2021, 6:00 pm
Online

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Agenda
Phase 2 Working Group Meeting #10

Monday, October 25, 2021, 6:00 pm
Online

1. Introduction
   - Welcome and introductions
   - Summary of notebook materials
   - Approval of July 26, 2021 meeting minutes

2. Five Points Intersection discussion

3. Phase 2 implementation status

4. Public comment

5. Adjourn
Phase 2
Working Group Meeting #10

October 25, 2021
Agenda

- Introduction
- Five Points intersection discussion
- Phase 2 implementation status
- Public comment
How to raise your hand

• For Working Group members:
  • If you are on Zoom on your computer or tablet, click on “Raise Hand” at the bottom of your screen as shown below.
  • If you are on your phone, raise your hand by pressing *9.
Introduction

• Introductions

• Summary of notebook materials
  • Agenda
  • Presentation
  • Draft minutes of July 26, 2021 Working Group meeting
  • List of upcoming meetings
  • Updated implementation plan

• Approval of July 26, 2021 meeting minutes
Five Points Intersection Briefing

October 25, 2021
Five Points Intersection

• WG recommendation E-1
• Previous Five Points GSI study
• What has changed since the previous study?
• What has DelDOT been doing to address the Five Points area?
• What is involved with a new Five Points GSI study?
• How long would it take to get to construction?
Five Points Phase 1 Working Group

Recommendation E-1:

Study the feasibility of a grade separated intersection (GSI) at Five Points.
Previous study in 2008

• A potential grade separation of the Five Points intersection was studied in 2008

• Multiple options were considered, all of which relocated US 9 to the current alignment of SR 23 to avoid widening through Belltown Historic District
Previous study in 2008

• Six grade separated intersection options evaluated
  • In some options SR 1 passed over US 9, in others US 9 passed over SR 1
  • Different ramp connections and configurations
• Public support could not be obtained for any of the alternatives
• DelDOT suspended the study
Existing Conditions

• New development affects feasibility of previous grade separated intersection concepts
• Known changes in constraints since 2008
  ▪ Developments built
  ▪ Lewes Transit Center
  ▪ Properties purchased by the State:
    ➢ Bests’ ACE Hardware
    ➢ Henlopen Landing parcel
Existing Conditions

• Traffic signal operates with traffic demand
  ▪ DelDOT monitors traffic and operations
  ▪ Typical “cycle” length is 150 seconds
  ▪ Signal phasing can be adjusted periodically
    ➢ Special events/seasonal fluctuations
    ➢ Crashes
    ➢ Construction/detours
Existing Conditions

• Most recent count data from March 2021
  ▪ Evaluated closing existing crossovers
  ▪ Average intersection delay/per vehicle
    ➢ Mon-Thur AM/PM peak = 56 sec/55 sec (LOS E)
    ➢ Friday peak = 64 sec (LOS E)
    ➢ Saturday peak = 58 sec (LOS E)
  ▪ Primary issues
    ➢ EB through/right turn
    ➢ NB left turn/queues from US 9 WB
    ➢ SB left turn
Existing Conditions
Existing Conditions

• Seasonal Impacts
  ▪ Summer traffic can be up to 50% higher for some movements
  ▪ Average intersection delay/per vehicle (summer)
    ➢ Mon-Thur AM/PM peak = 103 sec/121 sec (LOS F)
    ➢ Friday peak = 182 sec (LOS F)
    ➢ Saturday peak = 166 sec (LOS F)
  ▪ Primary issues
    ➢ EB through/right turn
    ➢ NB left turn/queues from US 9 WB
    ➢ SB left turn
Existing Conditions

Five Points
- 95 total reported crashes
- 12 injuries
- 75 rear end crashes (78%)

US 9 at SR 23/Plantation Rd
- 44 total reported crashes
- 7 injuries
- 26 rear end crashes (59%)
Existing Conditions

• Safety
  ▪ Last studied as part of DeIDOT Hazard Elimination Program (HEP) in 2010
  ▪ Red Light Photo Enforcement installed in 2017
    ➢ Angle crashes reduced by 36%
Transportation Improvements in the Five Points Area
Five Points Area Improvements

- Signing/striping improvements
Five Points Area Improvements

• Plantation Road Phase 1, Robinsonville Road to US 9 (Spring 2022 construction)
• Old Orchard Road realignment (Fall 2022 construction)
• SR 1 at Minos Conaway Road GSI (Fall 2023 construction)
Five Points Area Improvements

• Mulberry Knoll Road study
  • Potential new N-S road connection west of and parallel to SR 1
  • Will also determine potential widening of Plantation Road from Robinsonville Road to SR 24

• US 9 widening – Old Vine Blvd. to SR 1
  • Design beginning FY 2022
Five Points Area Improvements
Five Points Area Improvements

Forecast Summer Traffic in 2040
With Proposed Roundabout
Five Points Area Improvements

• Henlopen TID
  • Mechanism for implementing road improvements with fair-share developer contributions in lieu of traffic impact study process
Reasons for waiting to study E-1

- Addressing other WG recommendations will improve traffic operations
- Current proposed improvements can be completed sooner
- Need to see how these other improvements may alter traffic patterns at the Five Points intersection
  - Want to make smart improvements
Reasons for waiting to study E-1

• Improvements to other roads need to be completed before construction starts on Five Points intersection
  • The community will need alternative routes to get around during construction closures
What would be involved with a new Five Points Grade Separated Intersection study?
Steps to complete a study

• Program study funding
• Environmental documentation
  • Evaluate impacts to cultural and natural resources
  • Environmental Assessment anticipated
Steps to complete a study

• Traffic analysis
  • Need to demonstrate a benefit to traffic safety and operations
  • What is the effect of planned surrounding road improvements?

• Develop preliminary concepts
  • Integration with bicycle and pedestrian network
  • Analysis of impacts to traffic, safety, properties, businesses

• Public involvement
Steps to complete a study

- Identify recommended concept
- Develop preliminary cost estimate to program the project into the CTP
Project Development Process

- NEPA approval
- Preliminary and Final Engineering
- Public involvement
- Right-of-Way Acquisition
- Utility relocations
Conclusion

• DeIDOT plans to allow some time for the other projects in the area to move forward

• At some point a decision will be made as to when to move forward with a Five Points GSI study
Discussion and Questions
Phase 2 Implementation Plan Update
78 recommendations

Recommendations to be implemented under current DelDOT 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)
54 of 78 recommendations in progress, ongoing, or completed

- 7 of 7 in Category A – to be addressed by current DelDOT projects or initiatives
- 16 of 27 in Category B – policies and procedures
- 16 of 20 in Category C – make the most of existing infrastructure
- 12 of 15 in Category D – bicycle, pedestrian, transit
- 3 of 9 in Category E – major infrastructure improvements
Current status (as of October 2021)

54 of 78 recommendations in progress, ongoing, or completed

• Work continues on recommendations that were in progress when we last met in July

• Anticipate the one remaining recommendation “To be initiated in 2021” will be initiated before the end of the year
Category B progress

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

  • At the next meeting, DelDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way

  • At the April 2022 meeting, members will have the opportunity to provide input on desired locations for trees.
• C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road
  • A project is programmed in the FY 21 - 26 CTP.
  • Design of this project has begun.
  • DelDOT will be presenting alternatives to Sussex County Council in November.
  • A public workshop will be held in November.
Category C progress

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

- The radar speed sign was installed August 18, 2021 in the median approximately 415 ft south of Nassau Rd. (northern access point)
• D-4 – Develop concepts and estimates for filling sidewalk gaps along New Road and Old Orchard Road
  • Portions will be built by current CTP projects:
    ➢ New Road Canary Creek Bridge – construction start Fall 2023, complete Spring 2024
    ➢ Old Orchard Road relocation project – construction start Fall 2022, complete 2025
    ➢ SR1/Minos Conaway Road – construction start 2023, complete 2025
    ➢ New Road from Nassau Road to Old Orchard Road – preliminary engineering start 2025
  • Portions will be built by developer projects.
  • The Byway Committee will identify remaining gaps on New Road.
D-4: Sidewalk/path added by upcoming projects
• **D-5** – Develop concepts for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.

  • The Savannah Road Sidewalk project will be starting construction November 1, 2021. 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 on Savannah Road in project limits.

  • The Byway Committee is investigating moving forward with a master plan for Savannah Road.
D-5: Sidewalk added by upcoming projects
• **D-11 – Study the feasibility of providing shelters at bus stops – Context sensitive i.e. beach style**

  - Six bus shelters were installed in early 2021.
  - An additional shelter was installed at the Rehoboth park and ride this summer (replacing older shelter)
  - DTC is still coordinating with the City of Lewes for a shelter and all necessary amenities at Stop ID 2918, Savannah Road at Third Street
• **E-1 – Study the feasibility of a grade separated intersection (GSI) at Five Points**
  
  • DeIDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.
Category E progress

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

  - This project is a candidate for the FY 23-28 Capital Transportation Program; CTP hearings were held in September.

  - It is still intended that developers will build this road to the greatest extent possible or will contribute to its construction through the Henlopen TID.

  - A public workshop is scheduled for tomorrow, October 26, at 4:00 pm.
Phase 2 implementation plan

• **Next steps**
  - Continue work on recommendations
  - Provide email progress updates in November and December
  - Convene the Working Group on January 31, 2022
  - Prepare the 2021 Annual Report summarizing activities and progress in 2021
Public comment
Thank you for your participation!

Next meeting
Monday, January 31, 2022
6:00 pm
Location TBD

Jenn Cinelli-Miller
Project Planner
Delaware Department of Transportation
jennifer.cinelli@delaware.gov
302.760.2549
Meeting Minutes
Phase 2 Working Group Meeting #9

July 26, 2021, 6:00 pm
Online

Members present:  Members absent:
Robert Fischer    Josh Grabski
Doug Hudson      Scott Green
DJ Hughes        Rep. Steve Smyk
Carole Kohr     Josh Thomas
Todd Lawson      Ann Marie Townshend
Sen. Ernesto B. Lopez Gail Van Gilder
Glenn Marshall
Carol Materniak
Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Kim Hoey Stevenson
Michael Tyler

This was an online meeting. A quorum of 13 Working Group members attended.

Andrew Bing welcomed everyone and provided information to the public on how to use the online chat function to make comments or ask questions. He noted that the public would have the opportunity to comment at the end of the meeting.

Marc Cote announced his retirement from DelDOT after 32 years. This is his last Working Group meeting. Pamela Steinebach, Assistant Director for Transportation Solutions, has been named as the new Director of Planning effective September 2. She is listening in on this meeting. Marc thanked everyone for giving their time to this important project and making this Working Group a success.
Andrew went over the agenda and summarized the contents of the meeting packet that was emailed to the members of the Working Group prior to the meeting. The minutes of the April 26, 2021 Working Group meeting were approved unanimously.

Andrew asked Working Group members to respond to two questions they had been provided in advance:

1. What completed effort in the Five Points area do you think has had the most positive impact on the area?
2. What recommendation from the Implementation Plan are you most interested in DelDOT and Sussex County advancing?

Completed efforts that Working Group members cited were:

- Transition of Historic Lewes Byway enhancement of New Road to a citizen-led group
- Speed limit and signing improvements by DelDOT Traffic
- Implementation of DelDOT app to let individuals know about congestion
- Completion of the TID
- Completion of the Memorandum of Understanding between DelDOT and Sussex County
- Clay Road intersection improvements

Efforts that Working Group members are most interested in advancing include the

- SR 1 Low Stress Bikeway Study
- C-11 - Develop concepts and estimates for bringing roads up to DelDOT standards.
- Make land use and rezoning decisions based on whether roads can be maintained at an acceptable service standard. More coordination between development and roadway improvements; making sidewalks, intersection improvements, etc. a condition of the development and then making sure those improvements are actually getting done.
- Minos Conaway project with service roads and New Road grade separation
- Old Orchard Road realignment project
- D-9 - Short term safety improvements to keep current traffic moving safely at Plantation & Beaver Dam Road
- Sidewalks on Savannah Road
- Pedestrian bridge over SR 1

Scott Green could not attend, but he sent DelDOT a news article from 1995 regarding congestion on SR1. He commented that looking back 25-plus years to
the 1995 article, he thinks our group has failed to come to grips with the fundamental issue. He thinks that in the Route 1 corridor being studied, the overall quality of life (volume, safety, environmental, etc.) is worse, not better.

**Update on SR 1 Pedestrian Bridge Study**

Jeff Riegner provided information on the progress of the study for recommendation D-6 - Study the feasibility of pedestrian bridges over Route 1 at specific locations.

The study limits are from Nassau Bridge to SR 24. Study limits were selected based on the general area of the Five Points Transportation Study, and also because of the long distance between signalized crossings in that area. After field views of the corridor, six initial candidate locations were identified: Five Points, Lewes Transit Center, Dartmouth Drive, Postal Lane, the Outlets, and SR 24. After looking at the physical conditions and constraints in more detail, this was refined to three locations: Five Points, Lewes Transit Center, and the Outlets.

The pedestrian bridge study effort will be incorporated into the SR 1 Low Stress Bikeway Study, which is in progress. Concepts for pedestrian bridges will be developed in conjunction with public input. The study will determine whether to advance a bridge location as a capital project and, if so, which location.

The Low Stress Bikeway Study will also identify additional opportunities for at-grade signalized crossings, for example, whether a traffic signal with a crosswalk at Marsh Road/Shady Road could replace the existing signal at Wescoats Road, which has limited demand for pedestrian crossings. The study is also looking at options for how a signalized crosswalk could be provided at Route 24 without creating significant traffic congestion.

Mike Tyler asked whether there is a way to link a SR 1 bridge to the trail network? He also noted the importance of accessibility for elders, wheelchair users and cyclists, and asked how much acreage the bridge ramps would take up? Jeff replied that the pedestrian bridge will be tied in with the SR 1 Low Stress Bikeway Study.

Bob Fischer said it would be better to know what the pedestrian/bicycle network is before deciding where a major bridge crossing is. Jeff said a bridge will have the most benefit if it ties into the pedestrian and bicycle network. The study will also investigate how a bridge could work in conjunction with new or improved at-grade crossings.
Mike Tyler asked what is the cost for a pedestrian bridge, and where would funds come from? Jeff responded that the examples shown in the presentation cost $4 to $8 million.

Speaker Schwartzkopf said DelDOT has done an excellent job extending trails. He said that across Church Street at Rehoboth Avenue, need a post or bollard and signing to prevent cars, scooters, mopeds from entering. He will send Shante pictures of the problem location.

Speaker Schwartzkopf stated that there’s no room in the right of way for ramps to a pedestrian bridge. Obtaining right of way for ramps would add years to a bridge project. Also, people in this area would not like long ramps. He thinks elevators would be needed for a pedestrian bridge.

Andrew noted that public input will be essential in developing pedestrian bridge concepts.

**Implementation Plan Status**

Jeff described the implementation plan status and progress that has been made since the April 26, 2021 working group meeting.

Three recommendations had a change in status, going from “To be initiated in 2021” to “In progress”:

- **B-27 – Develop a better process for constituents to request transportation improvements** - DelDOT has started to develop a new portal for the public to identify transportation issues and request improvements.

- **C-14 – Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road** - Area legislators support the installation of this sign using their Community Transportation Funds.

  Bob Fischer recommended moving the location of the speed limit reduction to 45 mph further north.

- **D-8 – Study the feasibility of a park and ride lot on Route 24 at the edge of the study area** - Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor.

Progress was reported on several other recommendations.
• **B-5 – Study the feasibility of converting the Arby’s driveway between Route 1 and Savannah Road into a publicly-accessible road** - DelDOT has negotiated a concept for connections through the Nicola Pizza property and a formal agreement with the property owner is being drafted.

Carole Kohr asked whether the Arby’s road will be made into a through road? Jeff replied not yet. It is private and DelDOT is still studying the feasibility. Arby’s parking would be affected. Bob Fischer commented that people are currently using it like a public road.

• **C-6 – Study the feasibility of lengthening left- and right-turn lanes throughout the study area** - DelDOT Traffic evaluated six locations suggested by Five Points Working Group members. Further action was described for four locations. Two were not recommended for further action.

Speaker Schwartzkopf mentioned that although the proposed signal change at Holland Glade Road will relieve left turn queues at Ames Road, that signal could take a while. He will pursue Don’t Block the Box legislation with language provided by Shante. He wants to have signs in place on SR 1 at Ames Road by next summer. Another issue is Shuttle Road at the first intersection west of SR 1 where people turn to get to the back of Exxon and the Fresh Market. He has ideas to propose to DelDOT for that location.

• **C-12 – Study access management opportunities along Route 1 in the study area, including potential connections between businesses** - An agreement is being prepared to provide access to Lowe’s from Route 1 through the Lewes Transit Center property.

**Next steps**

Jeff summarized the next steps in the Working Group process:
- Updates on the implementation plan will continue.
- The next meeting will be held October 25, 2021. This meeting is likely to be online.
- Email progress updates will be sent in August and September.

**Public comments**

Andrew read comments and questions written by the public in the online Q&A.
• George Dellinger stated that Five Points used to be the demarcation point to congestion, but that congestion has now moved north to Meineke and the speed is too high for locals to safely enter SR 1.

• Karen Zakarian asked whether crashes, particularly pedestrian crashes, on Route 1 will be accounted for in the pedestrian bridge study. Jeff responded that crashes as well as pedestrian crossing demand at each location will be considered.

• Kevin Cross asked what alignments are being considered for the Mulberry Road extension study. He is specifically inquiring about his properties on Robinsonville Road. Jeff replied that the study is still underway. When alternatives have been developed, they will be presented at a public workshop to obtain comments.

• Karen Zakarian asked what will happen to the HAWK signal at Holland Glade Road? Marc Coté responded that the HAWK will be replaced with a 4-way intersection traffic signal that will include pedestrian crossings.

• Karen Zakarian asked if there is a way to complete the gap in the bike lane on Country Club Road from Shuttle Road to the Park and Ride lot? Bikes need something, the road is too narrow. Shanté replied that DelDOT staff is looking at that location and trying to find ways to complete bike facilities in areas that are lacking.

• Speaker Schwartzkopf followed up with a question asking if the road that runs behind the Wawa is state-owned or maintained, e.g. does the state control it? Something is needed for bikes along that road. Shanté believes the road is private.

• Kathleen Baker said Sterling Crossing Neighbors wish to congratulate Marc Coté on his retirement and appreciate his many accomplishments for DelDOT.

Shanté announced that the Georgetown to Lewes Trail (GLT) and Junction & Breakwater Pathway (JBP) are one of only three rail-trails to be nominated this year for Rails-to-Trails Conservancy’s (RTC) Hall of Fame. Nominated as a pair, if selected, these Delaware treasures would join more than 30 other iconic trails that are nationally recognized in the Rail-Trail Hall of Fame. DelDOT will be issuing a press release with the voting link. Shanté encouraged everyone to vote DelDOT has high hopes for success with this award.
The meeting was adjourned at 7:33 pm.

**Public attendance**

15 members of the public attended, as listed below.

- Anthony Albence
- Kathleen Baker
- Kelly Brennan
- Kevin Cross
- Dan Deboissiere
- George Dellinger
- Patti Drago
- Ken Engan
- Stanley Johnson
- Joan Lamoy
- Eul Lee
- Nick Roth
- Carol Rummel
- Nancy Sickles
- Karen Zakarian
List of upcoming meetings
Phase 2 Working Group

Meeting #11
Monday, January 31, 2022, 6:00 pm
Location to be determined

Meeting #12
Monday, April 25, 2022, 6:00 pm
Location to be determined

Meeting #13
Monday, July 25, 2022, 6:00 pm
Location to be determined

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

See the Delaware Public Meeting Calendar
at publicmeetings.delaware.gov
for official meeting notices.
FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT

October 25, 2021 (red text indicates changes since July 26, 2021 Working Group meeting)

<table>
<thead>
<tr>
<th>Category</th>
<th>ID</th>
<th>Priority</th>
<th>Old idea no.</th>
<th>Working Group recommendation</th>
<th>Assumed lead agency</th>
<th>Other responsible parties (if any)</th>
<th>Study cost</th>
<th>Study timeframe</th>
<th>Imp. cost</th>
<th>Imp. timeframe</th>
<th>Imp. impacts</th>
<th>Status</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>N/A</td>
<td>25</td>
<td>Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area</td>
<td>DelDOT - Traffic</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>COMPLETE</td>
<td>Studies have been completed, with results presented to the Working Group in October 2019. DelDOT is proceeding with a program of grade separations and crossover improvements.</td>
<td></td>
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<tr>
<td>A</td>
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<td>42</td>
<td>Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project</td>
<td>DelDOT - PD South</td>
<td>$</td>
<td>*</td>
<td>** $</td>
<td>** 0</td>
<td>0</td>
<td>COMPLETE</td>
<td>Tulip Drive connection is now part of the Minos Conaway project.</td>
<td></td>
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<tr>
<td>A</td>
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<td>N/A</td>
<td>53</td>
<td>Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction</td>
<td>DelDOT - PD South</td>
<td>$$$</td>
<td>** $</td>
<td>$$$</td>
<td>** 0</td>
<td>0</td>
<td>COMPLETE</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>A</td>
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<td>N/A</td>
<td>54</td>
<td>Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge</td>
<td>DelDOT - PD South</td>
<td>$</td>
<td>*</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>IN PROGRESS</td>
<td>Sussex County Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.</td>
<td></td>
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<tr>
<td>A</td>
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<td>N/A</td>
<td>55</td>
<td>Evaluate one-way service roads as part of the Minos Conaway Road grade separation project</td>
<td>DelDOT - PD South</td>
<td>$</td>
<td>*</td>
<td>S$</td>
<td>** 0</td>
<td>0</td>
<td>COMPLETE</td>
<td>Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.</td>
<td></td>
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<tr>
<td>A</td>
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<td>N/A</td>
<td>82</td>
<td>Study the feasibility of extending the eastbound widening of Route 24 to Love Creek</td>
<td>DelDOT - PD South</td>
<td>$</td>
<td>*</td>
<td>S$$</td>
<td>** 0</td>
<td>0</td>
<td>COMPLETE</td>
<td>The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>7</td>
<td>N/A</td>
<td>83</td>
<td>Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane</td>
<td>DelDOT - PD South/Planning</td>
<td>$</td>
<td>*</td>
<td>S$$</td>
<td>** 0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>The Mulberry Knoll Road Extension study is studying widening of Plantation Road and/or an extension of Mulberry Knoll Road. See recommendations E-2 and E-3.</td>
<td></td>
</tr>
</tbody>
</table>

B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful

<table>
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</thead>
<tbody>
<tr>
<td>B</td>
<td>1</td>
<td>Y</td>
<td>34</td>
<td>Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation</td>
<td>Sussex County</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>ONGOING</td>
<td>All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.</td>
</tr>
<tr>
<td>B</td>
<td>2</td>
<td>Y</td>
<td>86</td>
<td>Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion</td>
<td>Sussex County</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>IN PROGRESS</td>
<td>In 2020, the Sussex County Planning &amp; 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. In addition, DelDOT has updated the Development Coordination Manual to require greater width along principal arterials, which are the routes most likely to require future widening.</td>
</tr>
</tbody>
</table>
### FIVE POINTS TRANSPORTATION STUDY
### IMPLEMENTATION PLAN STATUS REPORT

**October 25, 2021 (red text indicates changes since July 26, 2021 Working Group meeting)**

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</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>3</td>
<td>Y</td>
<td>4</td>
<td>Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (no points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.</td>
<td>DelDOT - Traffic</td>
<td>Private partner(s) such as Waze</td>
<td>S</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DelDOT app.</td>
</tr>
<tr>
<td>B</td>
<td>4</td>
<td>Y</td>
<td>91</td>
<td>Improve advance acquisition process to allow DelDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)</td>
<td>General Assembly</td>
<td>DelDOT</td>
<td>$</td>
<td>**</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>COMPLETE</td>
<td>New advance acquisition regulations were approved in 2018. New prospective purchases will be feasible.</td>
</tr>
<tr>
<td>B</td>
<td>5</td>
<td>Y</td>
<td>50</td>
<td>Study the feasibility of converting the Arby’s driveway between Route 1 and Savannah Road into a publicly-accessible road</td>
<td>DelDOT - Planning</td>
<td>DelDOT - Real Estate and PD South; property owners</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>DelDOT is reviewing potential options as part of development reviews. DelDOT negotiated a concept for connections through the Nicola Pizza property. A formal agreement with the property owner is being drafted. Coordinate with B-1, C-12.</td>
</tr>
<tr>
<td>B</td>
<td>6</td>
<td>Y</td>
<td>14</td>
<td>Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan</td>
<td>Sussex County</td>
<td></td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>7</td>
<td>Y</td>
<td>89</td>
<td>Continue TID studies both east and west of Route 1</td>
<td>DelDOT - Planning</td>
<td>Sussex County, City of Lewes</td>
<td>$5</td>
<td>*</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>COMPLETE</td>
<td>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-5, C-7, C-19, F-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.</td>
</tr>
<tr>
<td>B</td>
<td>8</td>
<td>Y</td>
<td>62</td>
<td>Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full</td>
<td>DelDOT - Planning</td>
<td>DelDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)</td>
<td>$5</td>
<td>*</td>
<td>$5S</td>
<td>**</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>DelDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. Coordinate with recommendation B-3.</td>
</tr>
<tr>
<td>B</td>
<td>9</td>
<td>N</td>
<td>69</td>
<td>Study enhancing New Road per Byway Master Plan</td>
<td>DelDOT</td>
<td>City of Lewes, Sussex County, Delaware Greenways, Byway Committee</td>
<td>N/A</td>
<td>N/A</td>
<td>$5S</td>
<td>**</td>
<td>0</td>
<td>ONGOING</td>
<td>The New Road Master Plan was endorsed by the Lewes Mayor &amp; 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.</td>
</tr>
<tr>
<td>B</td>
<td>10</td>
<td>N</td>
<td>94</td>
<td>Endorse “don’t block the box” legislation with camera enforcement</td>
<td>General Assembly</td>
<td>Delaware State Police, DelDOT</td>
<td>S</td>
<td>**</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>Longer-term</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>11</td>
<td>N</td>
<td>87</td>
<td>Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area</td>
<td>General Assembly</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>12</td>
<td>N</td>
<td>15</td>
<td>Study relaxed height limits as part of the comprehensive plan to increase density</td>
<td>Sussex County</td>
<td></td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>13</td>
<td>N</td>
<td>95</td>
<td>Study alternatives to both meter and slow southbound traffic approaching Five Points</td>
<td>DelDOT</td>
<td></td>
<td>$</td>
<td>*</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>COMPLETE</td>
<td>DelDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.</td>
</tr>
</tbody>
</table>
**FIVE POINTS TRANSPORTATION STUDY**

**IMPLEMENTATION PLAN STATUS REPORT**

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<tr>
<td>B 14</td>
<td>N</td>
<td>36</td>
<td>Identify locations where trees can safely be planted within the right of way</td>
<td>DelDOT</td>
<td>$&lt;200K</td>
<td>&lt;3 years</td>
<td>Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>17</td>
<td>Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements</td>
<td>DelDOT</td>
<td>$200K - $2M</td>
<td>3-10 years</td>
<td>Medium</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>16</td>
<td>Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations</td>
<td>DelDOT</td>
<td>$2M - $20M</td>
<td>&gt;10 years</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>56</td>
<td>Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks</td>
<td>DelDOT</td>
<td>$20M - $200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>26</td>
<td>Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County</td>
<td>Sussex County</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>75</td>
<td>Study the feasibility of mounting clear, consistent, day/night address/black numbering signage along Route 1</td>
<td>Sussex County, DelDOT, City of Lewes, Byway Committee</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>80</td>
<td>Consider whether CTP funding should be allocated based on population growth</td>
<td>Council on Transportation</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>N</td>
<td>7</td>
<td>Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility</td>
<td>DelDOT</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>2</td>
<td>Require bike parking as a condition of certain new developments</td>
<td>Sussex County</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>35</td>
<td>Use an app to warn people of congestion on Route 1 and recommend alternative routes</td>
<td>DelDOT</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>49</td>
<td>Improve tourism-oriented destination signage along Route 1</td>
<td>Sussex County Tourism</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>28</td>
<td>Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use</td>
<td>DelDOT Planning</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>N</td>
<td>21</td>
<td>Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country</td>
<td>DelDOT</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>9</td>
<td>Develop a better process for constituents to request transportation improvements</td>
<td>DelDOT, General Assembly, Sussex County, Council on Transportation</td>
<td>&gt;$200M</td>
<td>&gt;$200M</td>
<td></td>
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</tbody>
</table>

DelDOT already considers adding trees during development of capital projects. At the January, 2022 meeting DelDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way. At the following Working Group meeting, members will have the opportunity to provide input on desired locations for trees.
## C. Make the most of existing roadway infrastructure

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<tr>
<td>C 1</td>
<td>Y</td>
<td>20</td>
<td></td>
<td>Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes</td>
<td>DelDOT - Planning</td>
<td>$5 ** $555 ** ** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Widening is recommended by the Henlopen TID study, with limits from Ward and Avenue to just west of Old Vine Boulevard. A DelDOT planning study is underway for this effort. A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2022.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C 2</td>
<td>Y</td>
<td>72</td>
<td></td>
<td>Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted</td>
<td>DelDOT - Traffic</td>
<td>$5 ** $5 ** 0</td>
<td>COMPLETE</td>
<td>Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project is programmed in the FY 21 - 26 CTP.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C 3</td>
<td>Y</td>
<td>64</td>
<td></td>
<td>Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)</td>
<td>DelDOT - PD South</td>
<td>N/A N/A $555 ** 0 0</td>
<td>COMPLETE</td>
<td>A project has been initiated under DelDOT's Bridges/State of Good Repair budget. Construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, in order to maintain adequate traffic circulation.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C 4</td>
<td>Y</td>
<td>11</td>
<td></td>
<td>Improve the Canary Creek bridge on New Road to reduce flooding</td>
<td>DelDOT - Bridge</td>
<td>N/A N/A $55 ** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Design on this CTP project was scheduled to start in FY 2025. Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation) amd design has begun. DelDOT will present alternatives to Council in November. A public workshop is also planned in November.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 5</td>
<td>Y</td>
<td>92</td>
<td></td>
<td>Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road</td>
<td>DelDOT - PD South</td>
<td>$5 ** $55 ** ** 0 0</td>
<td>IN PROGRESS</td>
<td>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.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C 6</td>
<td>Y</td>
<td>102</td>
<td></td>
<td>Study the feasibility of lengthening left- and right-turn lanes throughout the study area</td>
<td>DelDOT - Traffic</td>
<td>$5 ** $555 ** ** 0 0 0</td>
<td>IN PROGRESS</td>
<td>DeDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeDOT projects. Southbound Route 1 at Dartmouth Drive requires further study. Design will begin soon on southbound Route 1 at Old Landing Road.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C 7</td>
<td>Y</td>
<td>104</td>
<td></td>
<td>Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.</td>
<td>DeDOT - Planning/Traffic</td>
<td>$5 ** $55 ** ** 0 0 0</td>
<td>IN PROGRESS</td>
<td>DeDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DeDOT projects. Southbound Route 1 at Dartmouth Drive requires further study. Design will begin soon on southbound Route 1 at Old Landing Road.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C 8</td>
<td>Y</td>
<td>103</td>
<td></td>
<td>Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane</td>
<td>DelDOT - Traffic</td>
<td>$5 ** $5 ** ** 0</td>
<td>COMPLETE</td>
<td>DeDOT’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.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 9</td>
<td>Y*</td>
<td>73</td>
<td></td>
<td>Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development</td>
<td>DelDOT Traffic/PD South</td>
<td>$5 ** 5 0</td>
<td>COMPLETE</td>
<td>Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Potential direct access to Lowe’s from Route 1 may reduce traffic at this location.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 10</td>
<td>Y*</td>
<td>32</td>
<td></td>
<td>Continue to improve traffic signal phasing, timing and coordination using real-time monitoring and control technologies</td>
<td>DelDOT - Traffic</td>
<td>$5 ** 5 0</td>
<td>ONGOING</td>
<td>This is a core function of DelDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.</td>
<td></td>
<td></td>
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<tr>
<td>C</td>
<td>11</td>
<td>N</td>
<td>68</td>
<td>Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders</td>
<td>DelDOT</td>
<td>$5</td>
<td>**</td>
<td>$5</td>
<td>**</td>
<td>**</td>
<td>IN PROGRESS</td>
<td>The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification.</td>
</tr>
<tr>
<td>C</td>
<td>12</td>
<td>N</td>
<td>98</td>
<td>Study access management opportunities along Route 1 in the study area, including potential connections between businesses</td>
<td>DelDOT</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0 0 0</td>
<td>IN PROGRESS</td>
</tr>
<tr>
<td>C</td>
<td>13</td>
<td>N</td>
<td>22</td>
<td>Study the feasibility of eliminating unsignalized crossovers on Route 1</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>Longer-term</td>
<td>This recommendation refers to crossovers between Five Points and Route 24.</td>
</tr>
<tr>
<td>C</td>
<td>14</td>
<td>N</td>
<td>51</td>
<td>Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road</td>
<td>General Assembly</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>IN PROGRESS</td>
</tr>
<tr>
<td>C</td>
<td>15</td>
<td>N</td>
<td>38</td>
<td>Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>Construction was completed in spring 2020.</td>
</tr>
<tr>
<td>C</td>
<td>16</td>
<td>N</td>
<td>84</td>
<td>Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road</td>
<td>DelDOT</td>
<td>Sussex County, Cape Henlopen School District</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0 0</td>
<td>Longer-term</td>
</tr>
<tr>
<td>C</td>
<td>17</td>
<td>N</td>
<td>27</td>
<td>Conduct capacity analyses at study area intersections to identify the need for turn lanes</td>
<td>DelDOT</td>
<td>$5</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0 0</td>
<td>Longer-term</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>18</td>
<td>N</td>
<td>60</td>
<td>Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>Longer-term</td>
<td>Immediate maintenance concerns are being addressed now.</td>
</tr>
<tr>
<td>C</td>
<td>19</td>
<td>N</td>
<td>78</td>
<td>Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.</td>
</tr>
<tr>
<td>C</td>
<td>20</td>
<td>N</td>
<td>48</td>
<td>Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets</td>
<td>DelDOT - Development Coordination</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>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.</td>
</tr>
</tbody>
</table>
October 25, 2021 (red text indicates changes since July 26, 2021 Working Group meeting)

<table>
<thead>
<tr>
<th>Category</th>
<th>ID</th>
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<th>Old idea no.</th>
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<th>Other responsible parties (if any)</th>
<th>Study cost</th>
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<th>Imp. timeframe</th>
<th>Imp. impacts</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>D. Make walking, bicycling, and transit more viable as alternatives to driving</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>D</td>
<td>1 Y 79</td>
<td>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.)</td>
<td>City of Lewes, DRBA</td>
<td>DTC, DNREC</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>Primary lead would be the municipality. DTC’s role would be advisory to determine feasibility, and to serve as a partner to any study effort. DTC held preliminary conversations with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as shuttles. DTC also received a federal grant to pilot on-demand microtransit (DART Connect) services in the Georgetown and Millsboro areas. Based the success of the pilot, this type of service could be used in the Lewes area.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>2 Y 5</td>
<td>Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails</td>
<td>Sussex County (as part of comprehensive plan)</td>
<td>DelDOT - Planning</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>3 Y 96</td>
<td>Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments</td>
<td></td>
<td>DelDOT</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Longer-term</td>
<td>Portions will be built by current CTP projects on Old Orchard Road and SR L/Minos Conway Road, as well as by developer projects. The New Road Master Plan will identify remaining gaps on New Road.</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>4 Y 90</td>
<td>Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road</td>
<td></td>
<td>DelDOT - Planning</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>$</td>
<td>**</td>
<td>0 0 0</td>
<td>IN PROGRESS</td>
<td>The Savannah Road Sidewalk project will be starting construction November 1, 2021. It places sidewalk on the south side of Savannah Road from Quaker Road to the G&amp;L Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. To be coordinated with C-B. The Byway Committee is investigating moving forward with a master plan for Savannah Road.</td>
</tr>
<tr>
<td>D</td>
<td>5 Y 71</td>
<td>Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points</td>
<td></td>
<td>DelDOT - Planning</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>$</td>
<td>**</td>
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<td>IN PROGRESS</td>
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<tr>
<td>D</td>
<td>6 Y** 52</td>
<td>Study the feasibility of pedestrian bridges over Route 1 at specific locations</td>
<td></td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>$</td>
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<td>IN PROGRESS</td>
<td>Initial candidate locations have been identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside). Further evaluation, including public input, will be conducted as part of the SR 1 Low-Stress Bikeway Study. Coordinate with D-2 and D-10.</td>
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<td>Study timeframe</td>
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<tr>
<td>D</td>
<td>7</td>
<td>N</td>
<td>59</td>
<td>Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network</td>
<td>DTC</td>
<td></td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.</td>
</tr>
<tr>
<td>D</td>
<td>8</td>
<td>N</td>
<td>81</td>
<td>Study the feasibility of a park and ride lot on Route 24 at the edge of the study area</td>
<td>DTC</td>
<td>DWDOT</td>
<td>$</td>
<td>*</td>
<td>$5</td>
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<tr>
<td>D</td>
<td>9</td>
<td>N</td>
<td>23</td>
<td>Identify potential connections to and from the Lewes Transit Center</td>
<td>DWDOT</td>
<td></td>
<td>$</td>
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<td>D</td>
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<td>6</td>
<td>Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations</td>
<td>DWDOT</td>
<td></td>
<td>$</td>
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<td>$5</td>
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<td>D</td>
<td>11</td>
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<td>67</td>
<td>Study the feasibility of providing shelters at bus stops - Context sensitive i.e. cottage beach style shelters</td>
<td>DTC</td>
<td></td>
<td>$</td>
<td>*</td>
<td>$5</td>
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<tr>
<td>D</td>
<td>12</td>
<td>N</td>
<td>41</td>
<td>Identify publicly- and privately-owned land in the study area that may be used for trails</td>
<td>DWDOT</td>
<td></td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>**</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>D</td>
<td>13</td>
<td>N</td>
<td>1</td>
<td>Identify locations in the study area where bike parking can be provided</td>
<td>DWDOT</td>
<td></td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
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<tr>
<td>D</td>
<td>14</td>
<td>N</td>
<td>43</td>
<td>Study the feasibility of aging and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1</td>
<td>DWDOT - Traffic</td>
<td></td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>Signs were installed in May 2018. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/GRILs Neck Road Byway Master Plan. Rectangular Rapid Flashing Beacons (RRFB) are installed at the trail crossing of Freeman Highway near Cape Henlopen Drive, but not operating. DRBA intends to turn them on.</td>
</tr>
<tr>
<td>D</td>
<td>15</td>
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<td>47</td>
<td>Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway</td>
<td>DWDOT, DRBA</td>
<td></td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>IN PROGRESS</td>
<td></td>
</tr>
</tbody>
</table>

October 25, 2021 (red text indicates changes since July 26, 2021 Working Group meeting)
### IMPLEMENTATION PLAN STATUS REPORT

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<table>
<thead>
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<th>Imp. impacts</th>
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</tr>
</thead>
<tbody>
<tr>
<td>E</td>
<td>1</td>
<td>Y</td>
<td>66</td>
<td>Study the feasibility of a grade separation at Five Points</td>
<td>DelDOT - Planning</td>
<td>$5 * $55 $*** 0 0 0</td>
<td>Longer-term</td>
<td>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 is developing a strategy for initiating a new study.</td>
<td></td>
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<tr>
<td>E</td>
<td>2</td>
<td>Y</td>
<td>70</td>
<td>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</td>
<td>DelDOT - Planning</td>
<td>$5 * $55 $*** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Idea is recommended by the Henlopen TID study. DelDOT has initiated a planning study for this effort. Inventory and mapping of wetlands and historic resources is underway. Opportunities for public involvement will be provided during the study process. This project is a candidate for the FY 23-28 Capital Transportation Program; CTP hearings were held in September, 2021. A public workshop is scheduled for October 26, 2021. Coordinate with A-7 and E-3.</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>3</td>
<td>Y</td>
<td>8</td>
<td>Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road</td>
<td>DelDOT - Planning</td>
<td>$5 * $55 $*** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Idea is recommended by the Henlopen TID study. Coordinate with A-7 and E-2.</td>
<td></td>
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</tr>
<tr>
<td>E</td>
<td>4</td>
<td>N</td>
<td>29</td>
<td>Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards</td>
<td>DelDOT</td>
<td>$5 * $55 $*** 0 0 0</td>
<td>Longer-term</td>
<td></td>
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<tr>
<td>E</td>
<td>5</td>
<td>N</td>
<td>44</td>
<td>Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads</td>
<td>DelDOT - Planning, PD South</td>
<td>$5 * TBD TBD TBD</td>
<td>Longer-term</td>
<td></td>
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<tr>
<td>E</td>
<td>6</td>
<td>N</td>
<td>57</td>
<td>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</td>
<td>DelDOT</td>
<td>$5 * $555 $*** 0 0 0</td>
<td>Longer-term</td>
<td></td>
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<tr>
<td>E</td>
<td>7</td>
<td>N</td>
<td>77</td>
<td>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</td>
<td>DelDOT</td>
<td>$5 * $55 $*** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Airport Road extension to SR 24 is in progress. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but that section will be more difficult due to existing developments.</td>
<td></td>
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<tr>
<td>E</td>
<td>8</td>
<td>N</td>
<td>85</td>
<td>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</td>
<td>DelDOT</td>
<td>$5 * $55 $*** 0 0 0</td>
<td>Longer-term</td>
<td></td>
<td></td>
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<tr>
<td>E</td>
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<td>N</td>
<td>30</td>
<td>Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study</td>
<td>DelDOT</td>
<td>$5 * $555 $*** 0 0 0</td>
<td>Longer-term</td>
<td></td>
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</table>

E. Invest in new infrastructure to support anticipated growth