

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

Updated April 27, 2020 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◇ Low
 \$\$ \$200K - \$2M ** 3-10 years ◇◇ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◇◇◇ High
 \$\$\$\$ \$20M - \$200M
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| A. Recommendations to be implemented under current DeIDOT projects or initiatives | | | | | | | | | | | | | |
| A | 1 | N/A | 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 | N/A | 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 | N/A | 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 | N/A | 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 | This will be addressed as part of the Minos Conaway project. 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. |
| A | 5 | N/A | 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 | 6 | N/A | 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 | N/A | 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 | | \$ | * | \$\$\$ | ** | ◇◇◇ | IN PROGRESS | The Henlopen TID effort is studying widening of Plantation Road and an extension of Mulberry Knoll Road. See recommendations E-2 and E-3. |
| B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful | | | | | | | | | | | | | |
| B | 1 | Y | 34 | Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation | Sussex County | DeIDOT | \$ | * | N/A | N/A | N/A | Priority recommendation for 2019 | Addressed in the County's comprehensive plan and currently required for commercial properties. Implementation for residential developments will be considered. |
| B | 2 | Y | 86 | Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion | Sussex County | DeIDOT | \$ | * | N/A | N/A | N/A | Priority recommendation for 2019 | Addressed in the County's 2018 comprehensive plan update; more work is needed. |
| B | 3 | Y | 4 | Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc. | DeIDOT - Traffic | Private partner(s) such as Waze | \$ | * | \$\$ | * | ◇ | 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. DeIDOT is planning to install variable message signs that show travel time via SR 1 and US 113. |

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| B | 4 | Y | 91 | Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts) | General Assembly | DeIDOT | \$ | ** | N/A | N/A | N/A | COMPLETE | New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible. |
| B | 5 | Y | 50 | Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road | DeIDOT - Planning | DeIDOT - Real Estate and PD South; property owners | \$ | * | \$\$ | ** | ◇ | IN PROGRESS | DeIDOT is reviewing potential options. Coordinate with B-1 and C-12. |
| B | 6 | Y | 14 | Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan | Sussex County | | \$ | * | N/A | N/A | N/A | Longer-term | |
| B | 7 | Y | 89 | Continue TID studies both east and west of Route 1 | DeIDOT - Planning | Sussex County, City of Lewes | \$\$ | * | TBD | TBD | TBD | IN PROGRESS | The Henlopen TID study (west of Route 1) future year traffic analysis and identification of improvements is completed and was reviewed with County staff this fall. Public involvement began with a public workshop on February 5, 2020. That study conducted traffic analysis related to Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area. |
| B | 8 | Y | 62 | Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full | DeIDOT - Planning, Traffic | DeIDOT Traffic, property owners, businesses, DNREC, private partner(s) | \$\$ | * | \$\$\$ | ** | ◇ | To be initiated in 2020 | Coordinate with recommendation B-3. |
| B | 9 | N | 69 | Study enhancing New Road per Byway Master Plan | DeIDOT | City of Lewes, Sussex County, Delaware Greenways | N/A | N/A | \$\$\$ | ** | ◇◇◇ | IN PROGRESS | A Master Plan study is underway and at the final draft stage. See https://www.lardnerklein.com/new-road-corridor-master-plan |
| B | 10 | N | 94 | Endorse "don't block the box" legislation with camera enforcement | General Assembly | Delaware State Police, DeIDOT | \$ | ** | \$\$ | * | ◇ | Longer-term | |
| B | 11 | N | 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 | N | 15 | Study relaxed height limits as part of the comprehensive plan to increase density | Sussex County | | \$ | * | N/A | N/A | N/A | Longer-term | |
| B | 13 | N | 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 | N | 36 | Identify locations where trees can safely be planted within the right of way | DeIDOT | | \$ | * | \$\$ | ** | ◇ | Longer-term | |

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| B | 15 | N | 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 | \$ | * | \$\$\$ | *** | ◇◇ | Longer-term | |
| B | 16 | N | 16 | Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations | DeIDOT | | \$ | * | N/A | N/A | N/A | ONGOING | |
| B | 17 | N | 56 | Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks | DeIDOT | | \$ | * | \$\$ | ** | ◇ | Longer-term | |
| B | 18 | N | 26 | Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County | Sussex County | DeIDOT, City of Lewes, Byway Committee | \$ | * | \$\$ | ** | ◇ | Longer-term | |
| B | 19 | N | 75 | Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1 | DeIDOT | Sussex County Tourism | \$ | * | \$\$ | * | ◇ | Longer-term | |
| B | 20 | N | 80 | Consider whether CTP funding should be allocated based on population growth | DeIDOT | Council on Transportation | \$ | ** | N/A | N/A | N/A | Longer-term | |
| B | 21 | N | 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 | DeIDOT has completed a signal hardware update and installed new equipment that should reduce the disruption of pre-emption. Minimizing the impact of pre-emption is an ongoing effort. |
| B | 22 | N | 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. Bike parking recommendations are made for some site plans. |
| B | 23 | N | 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 | N | 49 | Improve tourism-oriented destination signage along Route 1 | Sussex County Tourism | DeIDOT | \$ | * | \$ | * | ◇ | IN PROGRESS | Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. |
| B | 25 | N | 28 | Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use | DeIDOT | Sussex County, property owner | \$ | * | \$\$ | ** | ◇◇ | To be initiated in 2020 | |
| B | 26 | N | 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 | Longer-term | |
| B | 27 | N | 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 | Longer-term | |
| C. Make the most of existing roadway infrastructure | | | | | | | | | | | | | |
| C | 1 | Y | 20 | Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes | DeIDOT - Planning | | \$\$ | ** | \$\$\$\$ | *** | ◇◇◇ | IN PROGRESS | Being considered by Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. DeIDOT will initiate a planning study for this effort. A project is proposed in the FY 21 - 26 CTP. |

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| C | 2 | Y | 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. A project is proposed in the FY 21 - 26 CTP. It has been approved by the COT, and DeIDOT will be seeking federal approval of the FY 21 – FY 26 CTP in September 2020. |
| C | 3 | Y | 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 | \$\$\$ | ** | ◇◇ | IN PROGRESS | A project is proposed in the FY 21 - 26 CTP. It has been approved by the COT, and DeIDOT will be seeking federal approval of the FY 21 – FY 26 CTP in September 2020. |
| C | 4 | Y | 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. Construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, in order to maintain adequate traffic circulation. |
| C | 5 | Y | 92 | Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road | DeIDOT - PD South | | \$ | * | \$\$\$ | ** | ◇◇ | IN PROGRESS | A project is proposed in the FY 21 - 26 CTP. It has been approved by the COT, and DeIDOT will be seeking federal approval of the FY 21 – FY 26 CTP in September 2020. |
| C | 6 | Y | 102 | Study the feasibility of lengthening left - and right-turn lanes throughout the study area | DeIDOT - Traffic | | \$ | * | \$\$\$\$ | *** | ◇◇◇ | To be initiated in 2020 | Five Points Working Group members proposed locations at the January 27, 2020 meeting. |
| C | 7 | Y | 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. A preliminary concept is being considered as part of the Henlopen TID study. |
| C | 8 | Y | 103 | Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane | DeIDOT - Traffic | | \$ | * | \$\$ | ** | ◇ | IN PROGRESS | An assessment has been prepared. 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. |
| C | 9 | Y* | 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 | | \$ | * | \$ | * | ◇ | IN PROGRESS | Extension of the second westbound Route 9 through lane west of the Plantation Road connector was evaluated but found not to be possible with striping alone. A signing and striping plan has been completed that will better organize and direct westbound Route 9 traffic flow. Construction is anticipated this spring. Potential direct access to Lowe's from Route 1 may reduce traffic at this location. |
| C | 10 | Y* | 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. |
| C | 11 | N | 68 | Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders | DeIDOT | | \$\$ | ** | \$\$\$\$\$ | *** | ◇◇◇ | Longer-term | Sussex County recently introduced an ordinance to upgrade standards for new roads as they are built. |
| C | 12 | N | 98 | Study access management opportunities along Route 1 in the study area, including potential connections between businesses | DeIDOT | Sussex County | \$ | * | \$\$\$ | ** | ◇◇◇ | To be initiated in 2020 | Consideration of direct access to Lowe's from Route 1 may be considered in the short term. |
| C | 13 | N | 22 | Study the feasibility of eliminating unsignalized crossovers on Route 1 | DeIDOT | | \$ | * | \$\$ | ** | ◇ | Longer-term | This recommendation refers to crossovers between Five Points and Route 24. |

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| C | 14 | N | 51 | Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road | General Assembly | DeIDOT | \$ | * | \$ | * | ◇ | Longer-term | |
| C | 15 | N | 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 | N | 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 | \$ | * | \$\$\$ | ** | ◇◇ | Longer-term | |
| C | 17 | N | 27 | Conduct capacity analyses at study area intersections to identify the need for turn lanes | DeIDOT | | \$\$ | * | \$\$\$\$ | ** | ◇◇ | Longer-term | |
| C | 18 | N | 60 | Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road | DeIDOT | | \$ | * | \$ | * | ◇ | Longer-term | Immediate maintenance concerns are being addressed now. |
| C | 19 | N | 78 | Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road | DeIDOT | | \$ | * | \$ | * | ◇ | IN PROGRESS | Being considered by Henlopen TID study. |
| C | 20 | N | 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 | | \$ | * | \$\$ | * | ◇ | IN PROGRESS | In conjunction with proposed development of Coastal Station on the west side of Route 1 at Holland Glade Road, the HAWK signal will be removed, and a driveway to the Rehoboth Outlets will be relocated as a fourth leg to the intersection. Coordination is underway to determine which turning movements will be provided at the intersection. |
| D. Make walking, bicycling, and transit more viable as alternatives to driving | | | | | | | | | | | | | |
| D | 1 | Y | 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.) | DTC | City of Lewes, DRBA | \$ | * | \$\$ | * | ◇ | IN PROGRESS | |
| D | 2 | Y | 5 | Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails | Sussex County (as part of comprehensive plan) | DeIDOT - Planning | \$\$ | * | \$\$\$ | *** | ◇◇ | Longer-term | A new Mobility Committee is proposed under the comprehensive plan. This committee and/or the Working Group could play a role in this effort. |
| D | 3 | Y | 96 | Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments | DeIDOT | Sussex County | \$ | * | TBD | TBD | TBD | Longer-term | |
| D | 4 | Y | 90 | Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road | DeIDOT - Planning | | \$ | * | \$\$\$ | ** | ◇◇◇ | IN PROGRESS | Portions will be built by current CTP projects on Old Orchard Road and SR 1/Minos Conaway Road, as well as by developer projects. The New Road Master Plan will identify remaining gaps on New Road. |

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| D | 5 | Y | 71 | Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points | DeIDOT - Planning | | \$ | * | \$\$\$ | ** | ◇◇◇ | IN PROGRESS | Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road). Assessment of remaining gaps is underway. To be coordinated with C-8. The Byway Committee is investigating moving forward with a master plan for Savannah Road. |
| D | 6 | Y* | 52 | Study the feasibility of pedestrian bridges over Route 1 at specific locations | DeIDOT | | \$ | * | \$\$\$ | *** | ◇◇ | Longer-term | |
| D | 7 | N | 59 | Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network | DTC | | \$ | * | \$\$ | * | ◇ | IN PROGRESS | |
| D | 8 | N | 81 | Study the feasibility of a park and ride lot on Route 24 at the edge of the study area | DTC | DeIDOT | \$ | * | \$\$\$ | ** | ◇◇◇ | Longer-term | |
| D | 9 | N | 23 | Identify potential connections to and from the Lewes Transit Center | DeIDOT | | \$ | * | \$\$ | ** | ◇ | To be initiated in 2020 | |
| D | 10 | N | 6 | Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations | DeIDOT | | \$ | * | \$\$\$ | ** | ◇ | Longer-term | |
| D | 11 | N | 67 | Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters | DTC | | \$ | * | \$\$ | * | ◇ | Longer-term | |
| D | 12 | N | 41 | Identify publicly- and privately-owned land in the study area that may be used for trails | DeIDOT | | \$ | * | \$\$\$\$ | *** | ◇◇ | Longer-term | |
| D | 13 | N | 1 | Identify locations in the study area where bike parking can be provided | DeIDOT | | \$ | * | \$ | * | ◇ | Longer-term | |
| D | 14 | N | 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 | | \$ | * | \$ | * | ◇ | IN PROGRESS | Bike box design is complete, but the bike box concept will be introduced at a less complex location first. In the meantime, bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the CTP project on Kings Highway. DeIDOT plans to install wayfinding signs to show people on bicycles how to navigate the left turn until the longer-term Kings Highway project is able to provide bicycle/pedestrian improvements at the intersection. |
| D | 15 | N | 47 | Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway | DeIDOT, DRBA | | \$ | * | \$\$ | ** | ◇ | IN PROGRESS | Signs were installed in May 2018. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. |
| E. Invest in new infrastructure to support anticipated growth | | | | | | | | | | | | | |
| E | 1 | Y | 66 | Study the feasibility of a grade separation at Five Points | DeIDOT - Planning | | \$\$ | ** | \$\$\$\$ | *** | ◇◇◇ | Longer-term | This effort will depend on the results of studies under A -7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study as well. |

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| E | 2 | Y | 70 | Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time | DeIDOT - Planning | Sussex County | \$\$ | ** | \$\$\$\$ | *** | ◇◇◇ | IN PROGRESS | Idea is being considered as part of the Henlopen TID study. DeIDOT will initiate a planning study for this effort. Coordinate with A -7 and E-3. DeIDOT is working on getting funding programmed for the study of this roadway connections. |
| E | 3 | Y | 8 | Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road | DeIDOT - Planning | Sussex County, property owners and developers | \$\$ | ** | \$\$\$\$ | *** | ◇◇◇ | IN PROGRESS | Idea is being considered as part of the Henlopen TID study. Coordinate with A-7 and E-2. |
| E | 4 | N | 29 | Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards | DeIDOT | | \$\$ | ** | \$\$\$ | *** | ◇◇◇ | Longer-term | |
| E | 5 | N | 44 | Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads | DeIDOT - Planning, PD South | | \$\$ | * | TBD | TBD | TBD | Longer-term | |
| E | 6 | N | 57 | Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads | DeIDOT | | \$\$ | ** | \$\$\$\$ | *** | ◇◇◇ | Longer-term | |
| E | 7 | N | 77 | Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road | DeIDOT | | \$\$ | ** | \$\$\$ | *** | ◇◇◇ | IN PROGRESS | Idea is being considered as part of the Henlopen TID study. |
| E | 8 | N | 85 | Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek | DeIDOT | | \$\$ | ** | \$\$\$ | *** | ◇◇◇ | Longer-term | |
| E | 9 | N | 30 | Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study | DeIDOT | | \$\$ | * | \$\$\$\$ | *** | ◇◇◇ | Longer-term | |