





April 2020

To: Five Points Transportation Study Phase 2 Working Group Members

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Rev. Wendell B. Hall
Christian Hudson
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Kim Hoey Stevenson
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Josh Thomas
Ann Marie Townshend
Helen Truitt
Gail Van Gilder

Thank you so much for your participation in – and support of – Five Points Transportation Study. We are pleased to present the 2019 Annual Report for Phase 2 of the study effort.

With your help, we made significant progress in 2019 toward implementing many of the recommendations approved by the Phase 1 Working Group. Ten of the 78 recommendations were completed. In addition to continuing work on recommendations that had already been in progress as part of existing projects and initiatives, DelDOT and Sussex County began work on 15 recommendations.

In 2020 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,

Ms. Jennifer Cohan
Secretary
Delaware Department of Transportation
800 South Bay Road
Dover, Delaware 19901

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

INTRODUCTION

This annual report documents activities in 2019 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

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Origin of the Five Points Transportation Study

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

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

Phase 1 was conducted from December 2017 to October 2018. During that period the Phase 1 working group met ten times and conducted two public workshops. The working group developed 78 recommendations, which are documented in the Phase 1 Final Report published in October 2018. The recommendations were organized into five categories:

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

In the fall of 2018 and early 2019, DelDOT and Sussex County evaluated the recommendations they could reasonably begin to implement in 2019. Recommendations that were not already in progress or incorporated into existing projects were classified as either Priority for 2019 or Longer Term.

Phase 2 begins in 2019

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

The Phase 2 Working Group consists of 14 returning members who served in Phase 1 and six new members. The Phase 2 Working Group met in April, July, and October of 2019. At each meeting the Project Team presented an update on activities conducted, progress made, and the status of recommendations. In each month where there was no Working Group meeting, an email update was sent to Working Group members and the public and placed on the study website.

2019 WORKING GROUP MEMBERS

Councilman I.G. Burton*
Mr. Greg Christmas
Mr. Robert Fischer*
Mr. Dennis Forney*
Mr. Scott Green*
Rev. Wendell B. Hall
Councilman Doug Hudson
Mr. Christian Hudson*
Mr. DJ Hughes*
Ms. Carole Kohr
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Ms. Kim Hoey Stevenson
Mr. Josh Thomas*
Ms. Ann Marie Townshend*
Ms. Helen Truitt
Ms. Gail Van Gilder*

* also served on Phase 1 Working Group

In 2019, implementation began for 13 of 15 recommendations that were classified as priorities for the year. At the beginning of Phase 2, 21 of the total 78 recommendations were either Complete or In Progress. During 2019, 17 additional recommendations were acted upon. At year's end, 38 of the 78 recommendations – nearly half – are Complete, Ongoing, or In Progress. This is remarkable progress for the first year of this initiative.

The following sections provide information on Phase 2 meetings and activities, details on the progress made in 2019, and proposed priorities for 2020. An appendix provides more detail on the status of each individual recommendation. A public workshop is scheduled for May 2020 to present this information.

MEETINGS AND ACTIVITIES IN 2019

Five Points Working Group Meetings

At the Phase 2 kickoff meeting on April 29, 2019, the project team stated the expectation was to meet two to three times per year. It was clear from the ensuing discussion that the Working Group wanted greater participation and involvement. As a result, a commitment was made to hold Working Group meetings quarterly. At each meeting the Project Team presented the status of all recommendations and provided details on the progress made on specific recommendations since the previous meeting. Working Group members provided comments on the material presented. At the end of each meeting, the public was invited to make comments. Public attendance averaged 40 people per meeting. Meeting materials and the minutes of each meeting were placed on the project website.

In addition to status reports, speakers presented information on topics relevant to the Five Points area. Presentation information is available on the Five Points website – 5points.deldot.gov – in meeting packets posted for each meeting.

April 29, 2019 at Beacon Middle School

DeIDOT Secretary Jennifer Cohan thanked returning Working Group members for the great job they did coming up with 78 recommendations in Phase 1 and welcomed the new members. Sussex County Administrator Todd Lawson welcomed everyone and thanked the Secretary and the DeIDOT team for the new level of collaboration.

Matt Buckley of the Project Team provided a summary of activities for traffic operations and safety on SR 1. In response to concerns expressed by members of the Working Group in Phase 1, DeIDOT conducted a study of crashes at unsignalized intersections and median crossovers on SR 1 between Primehook Road/Sylvan Acres and Tulip Drive/Slipper Shell Way. The study led to recommendations for short-term improvements at nine locations. The year-end status of the short-term improvements is provided in the Appendix under Recommendation A-1.

July 29, 2019 at Cape Henlopen High School

Shanté Hastings was introduced as DeIDOT's new Chief Engineer. Shanté described the project development process for how projects are initiated and how they ultimately move forward to construction. She noted that some recommendations that came from the Five Points Phase 1 Working Group have gone through this process. Some ideas must be studied before they can become capital projects.

October 28, 2019 at Beacon Middle School

Drew Boyce, DeIDOT's Director of Planning, provided an update on DeIDOT's Project Development Process and the Fiscal Year (FY) 2021-2026 Capital Transportation Program (CTP). The update included the CTP development timeline and the new projects that were introduced in the FY 2021-2026 CTP (described in the following section of this report).

Mark Luszcz, DeIDOT's Deputy Director for Design, presented information from the draft technical memorandum prepared for the Savannah Road two-way left turn study. He also presented the results of DeIDOT's studies of summer 2019 traffic conditions on SR 1, focusing on safety conditions between Milford and Five Points after removal of the traffic signal at SR 16.

CTP Hearings for FY 21 – FY 26

Eleven new projects in Sussex County were added to the FY 21 – FY 26 Capital Transportation Program (CTP), a draft of which was reviewed by the public at hearings in September 2019. Seven are in the area of Five Points:

- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Ward Avenue to Old Vine Road)
- Cave Neck Road, Hudson Road, and Sweetbriar Road intersection
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Old Landing Road and Airport Road Intersection Improvement and Airport Road Extension
- Old Landing Road and Warrington Road Intersection Improvement
- New Road (Nassau Road to Old Orchard Road)

Preliminary engineering for the US 9 widening project is planned to begin in FY 22. The other new projects will begin in the last three years of the program.

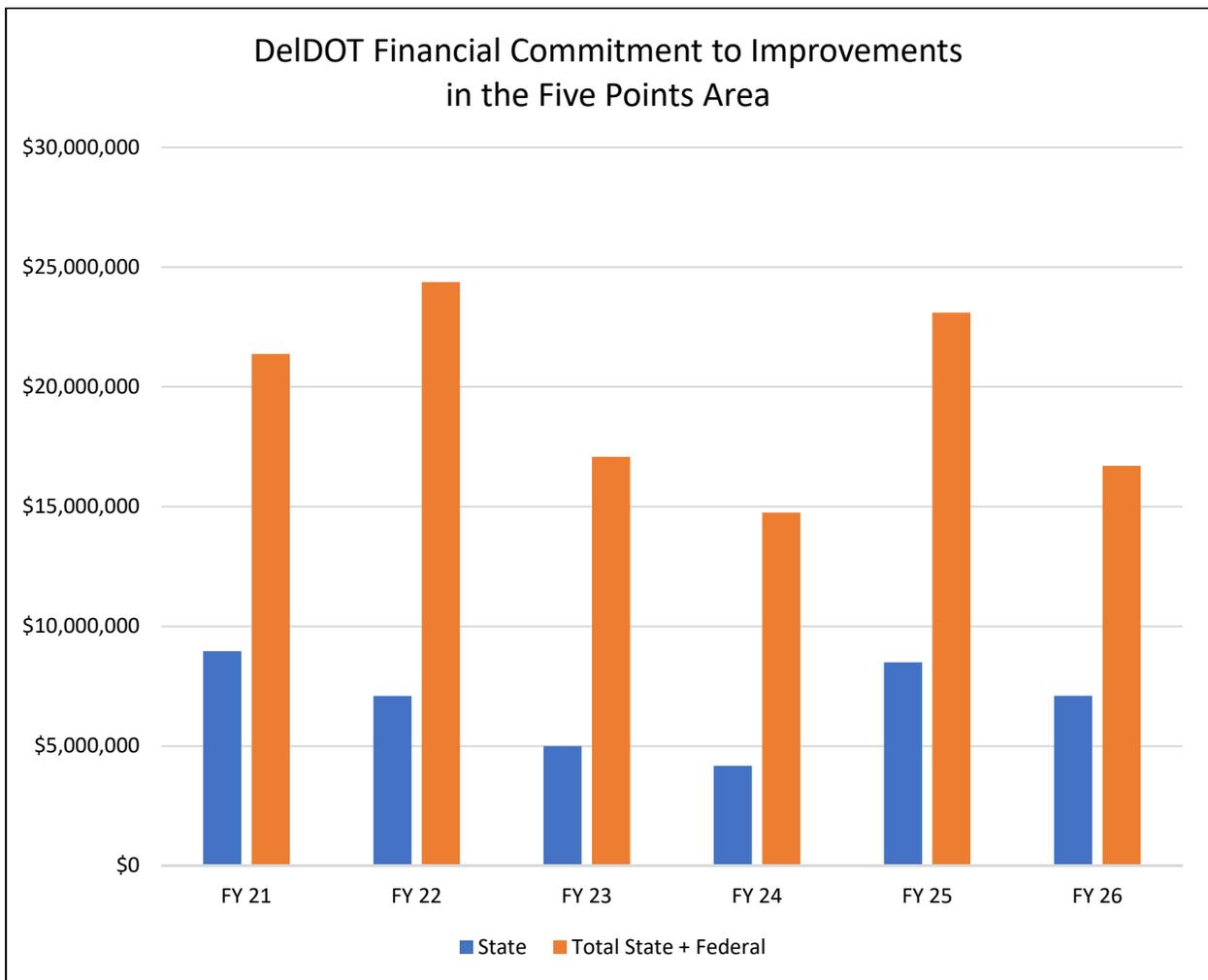
Seven Five Points area projects are carried forward from the previous CTP:

- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Grade Separated Intersection
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Plantation Road Improvements SR 24 to US 9
- SR 24, Mulberry Knoll Road to SR 1
- Realignment of Old Orchard Road at Wescoats Corner
- Lewes Park and Ride and Maintenance Facility Phase 2



On February 24, 2020, the Council on Transportation approved the FY 21 – FY 26 CTP. DeIDOT will be seeking federal approval of the FY 21 – FY 26 CTP in September 2020.

The financial commitment of state funds made by DeIDOT for capital projects in the Five Points area over the next six fiscal years totals over \$40,000,000. In addition, DeIDOT plans to allocate over \$76,000,000 of its federal transportation funds to these projects. **This will result in a total six-year investment of more than \$116 MILLION in the Five Points area.**



Other transportation projects in the next six fiscal years include a safety improvement project at the intersection of Dairy Farm Road and Beaver Dam Road/Fisher Road, as well as improvements to the New Road bridge over Canary Creek, with work beginning in FY 21 – FY 26. Costs of these projects are within county-wide or state-wide budget numbers rather than individual CTP line items.

Five Points Transportation Study Website

During Phase 1, DeIDOT established a website, 5points.deldot.gov, to serve as an information portal for stakeholders and the public, where all project-related materials and activities could be viewed and/or downloaded. The website was regularly updated to include Working Group meeting and workshop announcements, meeting materials used at Working Group meetings as well as meeting summaries, information regarding current and previous studies undertaken in the Five Points area, DeIDOT press releases relating to the Five Points Transportation Study, and traffic/traveler information in the Five Points area.

For Phase 2, the website was expanded to include meeting materials from Phase 2 Working Group meetings and the 78-recommendation Implementation Plan. The website averaged 1,600 hits per month in 2019.

As of the end of 2019, the website was being redesigned to make it easier to navigate and more user-friendly. The redesigned web site went live in late March 2020.

The screenshot displays the website for the Five Points Transportation Study, Phase 2. At the top, there is a navigation bar for Delaware.gov with links to Agencies, News, Topics, and Contact. Below this is a secondary navigation bar for the Delaware Department of Transportation (DeIDOT) with links to ABOUT, CITIZEN, BUSINESS, SERVICES, CONTACTS, and TRANSLATE. The main heading is "Five Points Study: Phase 2" above a large aerial photograph of the study area with a star icon and the text "FIVE POINTS TRANSPORTATION STUDY". A "Subscribe - 5 Points Updates" button is positioned below the image. A horizontal menu contains tabs for OVERVIEW, PROJECTS, TRAFFIC & TRAVEL, PUBLIC INVOLVEMENT, and Phase | Website (which is currently selected). The "Project Overview" section includes the following text: "Project Overview: The Five Points Transportation Study is examining and implementing improvements to the area around the intersection located at Routes 1 and 9 in Lewes. The study began with Phase 1 - Five Points Working Group and has moved into Phase 2 - Implementation." "Project Need: Based on transportation issues in this area, the Five Points Transportation Study will seek to reduce congestion and improve capacity on Route 1." "Project Phase 2 Goal: Implement the Phase 1 Working Group recommendations in a process led by DeIDOT and Sussex County, informed by the Phase 2 Working Group and the public." "Current Phase: Phase 2" "Phase 1 was completed in the fall of 2018." "Project Timeline: Phase 1: Working Group Study December 18, 2017 - Fall 2018; Phase 2: Implementation Plan with Working Group support and involvement began early 2019." A "Back to Project List" button is located at the bottom left of the main content area. The footer contains the DeIDOT logo and three columns of links: DELDOT (About DeIDOT, Secretary Message, Press Releases), INFORMATION (Biking Programs, Doing Business), and SERVICES (Online Services, Live Traffic Camera, Oversize Permits).

Email Updates – “Following Five Points”

At the April 29, 2019 meeting, one of the common themes expressed by the Working Group was how communication would take place between Working Group meetings. As a way of providing Working Group members and the public with regular project information and updates, email updates were distributed at the end of months when the Working Group did not meet, i.e. June, August, September, November and December. Regular emails included a recap of the most recent Working Group meeting, announcements of upcoming Working Group meetings, and announcements of public workshops for DelDOT projects within the Five Points area. The emails also included information related to issues raised at Working Group meetings, as well as educational information on transportation topics related to Five Points and links to the websites for area DelDOT projects. Special emails were distributed when necessary to provide timely notifications. Overall, the emails have allowed for more consistent communication from the Project Team to the Working Group and the public.

The distribution list for the email updates was developed from meeting and workshop sign-in sheets; any member of the public who attended a Working Group meeting or workshop during Phase 1 or a Working Group meeting for Phase 2 was added to the email distribution list. Members of the public also contacted the project team to request that their name be added to the distribution list. The August 2019 email was distributed to 249 recipients. The number of recipients for the December email increased to 276 as a result of new members of the public attending the October Working Group meeting and direct requests from members of the public to be added to the distribution list. On average, the emails were read by 162 recipients (more than 61%) per month. Feedback on “Following Five Points” from the public and the Working Group has been very positive, so this activity will be continued in 2020.

Public Workshops for Current Projects Related to Five Points Transportation Study

Public workshops were conducted in 2019 for four existing efforts related to the Five Points area. They were:

- A workshop to review recommended New Road Corridor Master Plan concepts was held on June 20, 2019. Subsequently, the final draft plan was issued in August 2019.
- A workshop to present the proposed alternative for Plantation Road Phase 1 was held on August 6, 2019. The project was in the design and planning phase.
- A workshop to present the proposed alternative for the SR 1/Minos Conaway Grade Separated Intersection was held on October 3, 2019. The project was in the preliminary design phase.
- A workshop to present alternatives for the Cave Neck Road Grade Separated Intersection was held on October 15, 2019. The project was in the design and planning phase.

IMPLEMENTATION STATUS SUMMARY

By the end of 2019, of the 78 Phase 1 recommendations, 10 were completed and 25 were in progress, including 13 that were listed as agency priorities for initiating work in 2019. Three of the recommendations were changed to a new category: Ongoing. Work related to those three recommendations is part of DeIDOT's or the County's core responsibilities and is performed on a regular basis.

Implementation of two recommendations that were listed as priorities for 2019 is expected to begin in 2020 instead.

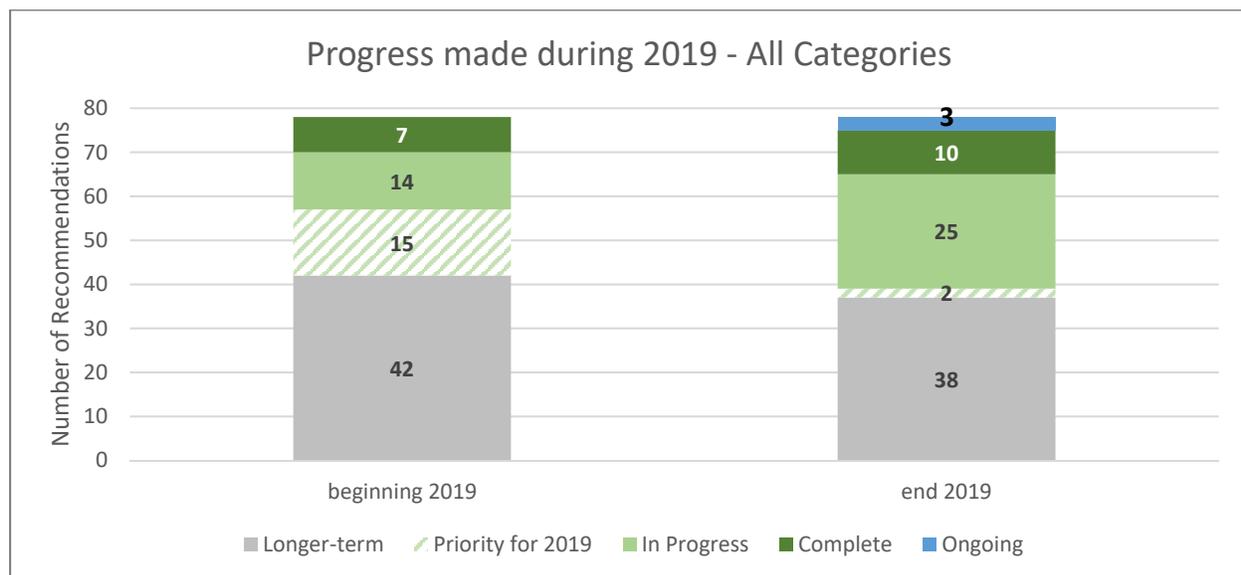
Status of recommendations at the end of 2019



Progress Made During 2019

At the beginning of 2019, 21 of the 78 recommendations were in progress or complete. 57 of the recommendations had not yet been started. The Implementation Plan called for initiating action on 15 of those recommendations, while also continuing work already in progress.

Four recommendations that had been considered "Longer-Term" at the beginning of 2019 changed to "In Progress" or "Complete". By the end of 2019, 38 of the recommendations were in progress, complete, or ongoing, while 40 had not yet been started, as shown in the following chart.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes progress for each individual recommendation including any change of status that occurred in 2019.

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

STATUS	Beginning of Phase 2	End of Year 2019	Change
Complete	4	5	+1
In Progress	3	2	-1
TOTAL	7	7	

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

STATUS	Beginning of Phase 2	End of Year 2019	Change
Complete	2	4	+2
Ongoing	0	2	+2
In Progress	5	5	
Priority for 2019	4	2	-2
Longer Term	16	14	-2
TOTAL	27	27	

Two projects that were “In Progress” were changed to “Ongoing.”

Category C: Make the most of existing roadway infrastructure

STATUS	Beginning of Phase 2	End of Year 2019	Change
Complete	1	1	
Ongoing	0	1	+1
In Progress	5	10	+5
Priority for 2019	4	0	-4
Longer Term	10	8	-2
TOTAL	20	20	

One project that was “In Progress” was changed to “Ongoing.”

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

STATUS	Beginning of Phase 2	End of Year 2019	Change
Complete	0	0	
In Progress	1	6	+5
Priority for 2019	5	0	-5
Longer Term	9	9	
TOTAL	15	15	

Category E: Invest in new infrastructure to support anticipated growth

STATUS	Beginning of Phase 2	End of Year 2019	Change
Complete	0	0	
In Progress	0	3	+3
Priority for 2019	2	0	-2
Longer Term	7	6	-1
TOTAL	9	9	

PRIORITIES FOR 2020

The following five recommendations are planned for initiation in 2020.

- **B-8: Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full**
- **B-25: Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use**
- **C-6: Study the feasibility of lengthening left- and right-turn lanes throughout the study area**
- **C-12: Study access management opportunities along Route 1 in the study area, including potential connections between businesses**
- **D-9: Identify potential connections to and from the Lewes Transit Center**

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

Other relevant activities that will continue in 2020 include coordination with developers and the Henlopen Transportation Improvement District (TID).

Development Coordination

When developers submit an application for development, DeIDOT looks for opportunities to incorporate improvements that further the Five Points Transportation Study recommendations. Some examples of coordination include the following.

- DeIDOT and DNREC began discussions with incoming developments in the vicinity of Holland Glade Road for alternative ways to extend the Junction & Breakwater Trail and look at other opportunities for moving traffic around the corridor.



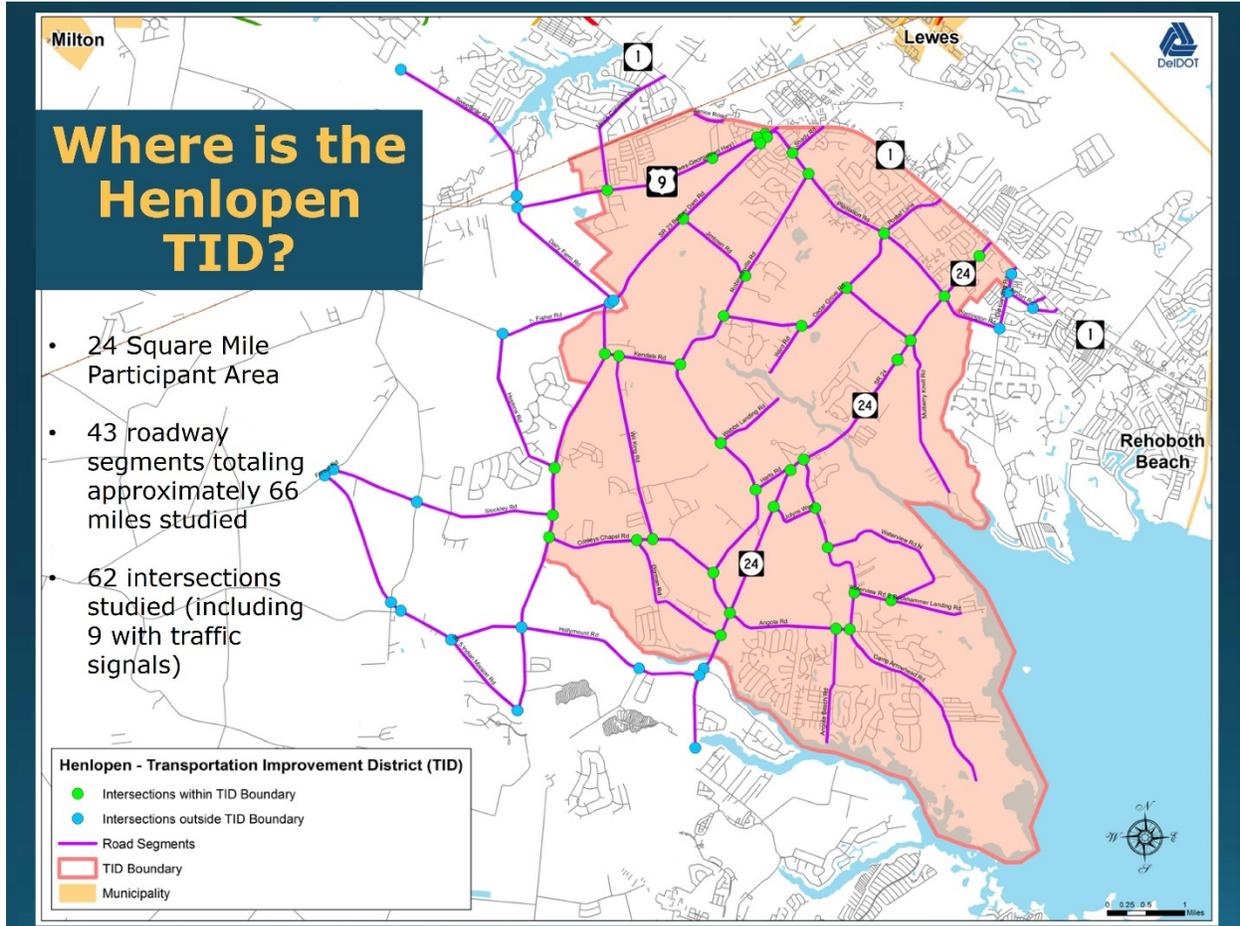
In conjunction with proposed development of Coastal Station on the west side of Route 1 at Holland Glade Road, the HAWK signal will be removed, and a driveway to the Rehoboth Outlets will be relocated as a fourth leg to the intersection. This is consistent with Five Points recommendation C-20, “Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets.” Coordination is underway to determine which turning movements will be provided at the intersection.

- In conjunction with proposed developments along New Road, DeDOT is working with developers to make necessary improvements, construct pedestrian connections, and retain context-sensitive design elements, using the Five Points Transportation Study recommendations as well as the New Road Corridor Master Plan.
- In conjunction with developments coming online in the Five Points area, DeDOT will work to develop concepts for interconnection between commercial properties. This is consistent with Five Points recommendations B-1 (“Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation”) and B-5 (“Study the feasibility of converting the Arby’s driveway between Route 1 and Savannah Road into a publicly-accessible road”) as well as Sussex County’s Comprehensive Plan. Any new service roads would consolidate the number of direct access points on Route 1 while improving traffic circulation between commercial developments. The alignments may run adjacent to Route 1 or behind existing commercial properties while minimizing impacts to structures and parking.



Henlopen Transportation Improvement District (TID)

The Henlopen TID study (west of Route 1) is a separate initiative from Five Points but the TID area overlaps the Five Points area. The map shows the location of the proposed Henlopen TID in relation to the Five Points Study Area. The TID study conducted analysis related to several of the Five Points recommendations.



Future year traffic analysis of TID area intersections and identification of improvements was completed and was reviewed with County staff in fall 2019. DeIDOT Secretary Jennifer Cohan presented the results of the Henlopen TID study to the Sussex County Council on November 19, 2019. A public workshop was held on February 5, 2020. Workshop materials are available on DeIDOT's website page for TIDs Under Development.

After the workshop, other planned activities in 2020 include establishing an infrastructure fee program, negotiating a TID agreement between DeIDOT and Sussex County, and adoption of the TID by Sussex County Council.

APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing status as of end of 2019, activities completed during the past year, next steps, and anticipated schedule.

Category A - Recommendations to be implemented under current DeIDOT projects or initiatives (as of the end of 2019)

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
COMPLETE

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

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

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

DeIDOT has a path forward to address safety and congestion concerns in this portion of Sussex County as quickly as possible. Improvements are listed in chronological order based on expected implementation. They are all funded and moving forward as quickly as possible through the mandated project development process. It is important to understand that delaying any one of these projects would not accelerate the others, but instead would only delay the safety benefits afforded by that project to the traveling public.

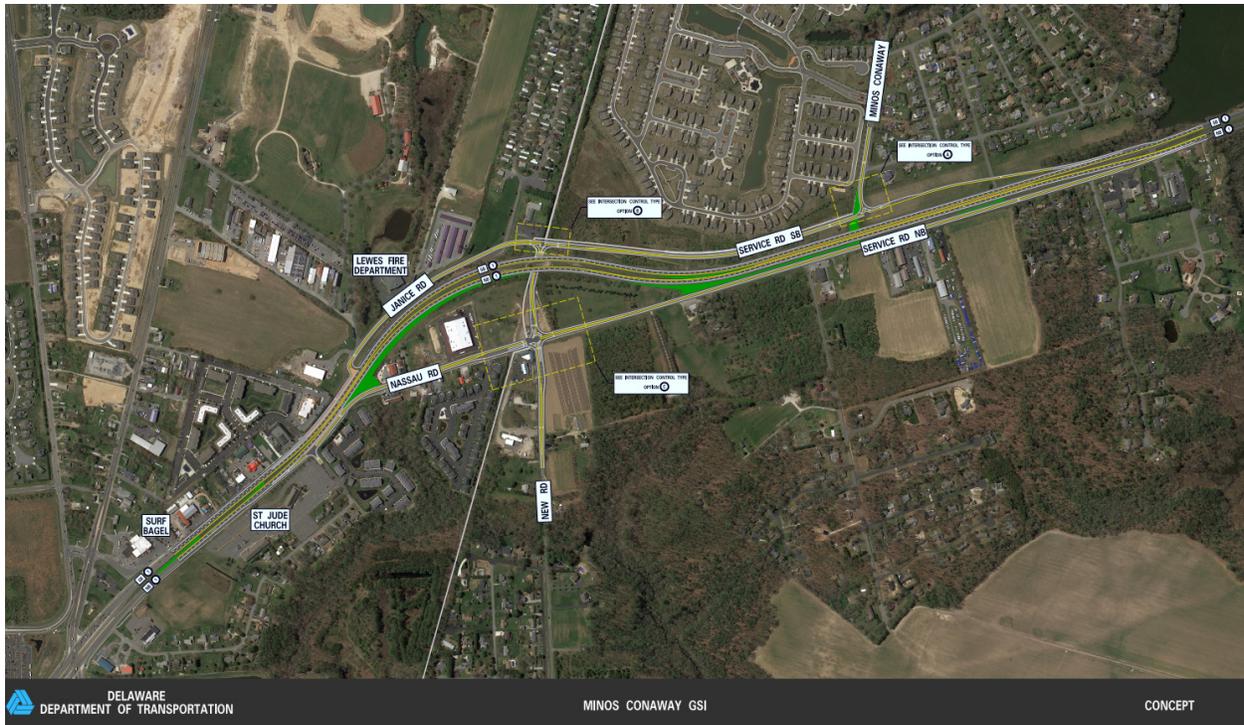
- Short-term improvements at the SR 1/Cave Neck Road crossover were completed in August 2019. Drivers turning left from eastbound Cave Neck Road onto northbound SR 1 must instead make a right turn followed by a U-turn. This is a safer movement, particularly during peak hours.
- Design is complete for crossover modification at SR 5, with construction planned for 2020.
- Design is complete for lengthening of Minos Conaway Road right turn acceleration lane to southbound SR 1, with construction planned for 2020.
- Signing and striping upgrades at Minos Conaway Road, Nassau Road, and Tulip Drive are in design, with an implementation goal of summer 2020.
- The crossovers at Hudson Road/Steamboat Landing Road and Oyster Rocks Road/Eagle Crest Road are currently under evaluation to determine what improvements, if any, are appropriate.
- Design of crossover improvements at Reynolds Road and Deep Branch Road is set to begin in 2020.
- Final design and right-of-way acquisition are underway for a grade separated intersection at SR 1 and SR 16. Construction is expected to take place in 2021-2024.
- Final design of a grade separated intersection at SR 1 and Minos Conaway Road is underway. This project will address not only the crossover at Minos Conaway Road, but those at Devon Road, Old Mill Road, Nassau Road (north and south), and Tulip Drive. Construction is expected to take place in 2023-2025.
- Conceptual design of a grade separated intersection at SR 1 and Cave Neck Road is underway. Construction is expected to take place in 2024-2025.

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
COMPLETE

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



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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
COMPLETE

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

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
IN PROGRESS

This will be addressed as part of the SR 1/Minos Conaway Road grade separation project. Documentation of signing will be available when semi-final plans are completed, and the public will have the opportunity to comment. The boat ramp is also identified as a major destination eligible for signing on Route 1 in the “Delaware Beaches Route 1 Corridor Wayfinding Program,” prepared for Sussex County Tourism. Coordinate with recommendation B-24.

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
COMPLETE

Service roads on both sides of SR 1 are now part of the project; they are two-way to provide better mobility and access to properties on both sides of SR 1.

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
COMPLETE

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

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
IN PROGRESS

The Henlopen TID effort analyzed widening of Plantation Road as well as an extension of Mulberry Knoll Road. See recommendations E-2 and E-3.

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

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Priority recommendation for 2019	Priority recommendation for 2019

This is currently in the County’s zoning code for commercial uses, and the Sussex County Planning & Zoning Commission are enforcing this on a regular basis. In their decisions, they have been clear that the Final Site Plan must show commercial interconnectivity.

Interconnection for residential developments is considered on a case-by-case basis by the Planning & Zoning Commission. The County’s zoning code does not require it, and there is no provision even for pedestrian- and bicycle-only interconnection. The County typically seeks interconnection for emergency access, but often encounters resistance.

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Priority recommendation for 2019	Priority recommendation for 2019

In 2020, the County is currently exploring additional guidance to help facilitate future road expansion, such as requiring parking spaces for new development to be located outside of the front yard setbacks, and requiring inter-connectivity for all new commercial development.

The Sussex County 2019 Comprehensive Plan Strategies included #59 Strategy 13.2.1.7 for DelDOT roads: Implement methods to increase capacity and reduce development encroachment along key east-west corridors as identified in the “Corridor Visions,” such as increasing setback requirements, purchasing easements, access management, and promoting interconnectivity. While US 9 is the only Five Points study area roadway in the identified east-west corridors, the strategy is consistent with the goals of Five Points recommendation B-2.

Sussex County is hopeful this recommendation will be addressed in 2020. Roads in the Five Points area that are a priority for the consideration of potential additional buffers and setbacks could be identified to assist future discussions on potential ordinances.

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

Status at beginning of 2019
Priority recommendation for 2019

Status at end of 2019
COMPLETE



An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances via SR 1 and via US 113. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Also, SR 1 is designed for longer trips, higher speed, better shoulders and sight lines, and generally a higher standard of design than SR 5, SR 23, SR 30, etc. These roads have two lanes with no shoulders in some areas and no turn lanes at many intersections, so it's not desirable to direct large volumes of traffic along them.

DeIDOT has installed variable message signs between Dover and Milford. In 2020, DeIDOT will work on utilizing these signs to show travel times via SR 1 and US 113.



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

Status at beginning of 2019
COMPLETE

Status at end of 2019
COMPLETE

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

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

Status at beginning of 2019
Priority recommendation for 2019

Status at end of 2019
IN PROGRESS

DelDOT is reviewing potential options. Coordinate with B-1 and C-12.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
IN PROGRESS

The Henlopen TID study (west of SR 1) completed the future year traffic analysis and identification of improvements, and the study was reviewed with County staff in fall 2019. DelDOT Secretary Jennifer Cohan presented the results of the TID study to Sussex County Council on November 19, 2019. The TID study conducted traffic analysis related to Five Points recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3.

In 2020, public involvement began with a public workshop on February 5, 2020. After the public workshop, other planned activities in 2020 include establishing an infrastructure fee program, negotiating a TID agreement between DelDOT and Sussex County, and adoption of the TID by Sussex County Council.

Discussions took place in 2019 regarding a Lewes TID on the east side of SR 1. Because most available land on the east side of SR 1 has already been developed or approved for development, there is limited value to a TID in this area.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

This effort will be initiated in 2020. The work will be coordinated with recommendation B-3, signage on SR 1 starting in Milford.

The major destination to be addressed is Cape Henlopen State Park. It is frustrating for visitors to travel from SR 1 to the Park only to find that the lots have been closed and they must return to SR 1. This also contributes to congestion on Savannah Road and Kings Highway.

DNREC manually counts the parking lots in the Park and closes the lots when full. As an initial measure, DNREC could notify DeIDOT by phone and DeIDOT could activate changeable message signs on SR 1 with the message that Cape Henlopen State Park lots are full. There are a number of potential ways to automate the process with technology, which DeIDOT will explore.

The next step would be to identify alternative parking locations and direct visitors there. The Lewes Park and Ride parking only fills to capacity a couple times per year for major events. The Park and Ride could be used for Cape Henlopen State Park overflow parking if a means can be found to transport people between the Park and Ride and the State Park. Currently, DTC bus service from the Park and Ride only goes as far as the Cape May-Lewes Ferry.

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

Status at beginning of 2019

IN PROGRESS

Status at end of 2019

IN PROGRESS

The Final Draft New Road Corridor Master Plan was published in August 2019 and can be viewed at <https://www.lardnerklein.com/new-road-corridor-master-plan>.

Adoption of final New Road Corridor Master Plan is anticipated in 2020. Design of upcoming DeIDOT projects, including the SR 1/Minos Conaway Road grade separated intersection and the reconstruction of the New Road bridge over Canary Creek, will consider how to incorporate the New Road Corridor Master Plan recommendations within their project limits.

Assuming safety, engineering, or other hardship factors will not discourage their recommendation and conceptual implementation, DeIDOT Development Coordination will require appropriate treatments from the Corridor Master Plan in their reviews of new development applications for roadway access and traffic impacts to ensure Complete Streets.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This requires approval by the General Assembly. Representative Schwartzkopf anticipates introducing legislation for “don’t block the box” with camera enforcement in 2020.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This requires approval by the General Assembly.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This remains a longer-term initiative and is under consideration by Sussex County.

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
COMPLETE

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



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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
ONGOING

Lighting is installed based on DelDOT's *Lighting Design Guidelines*. Noise impacts of transportation projects are evaluated based on Federal requirements (23 CFR 772) and DelDOT's *Transportation Noise Policy*.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

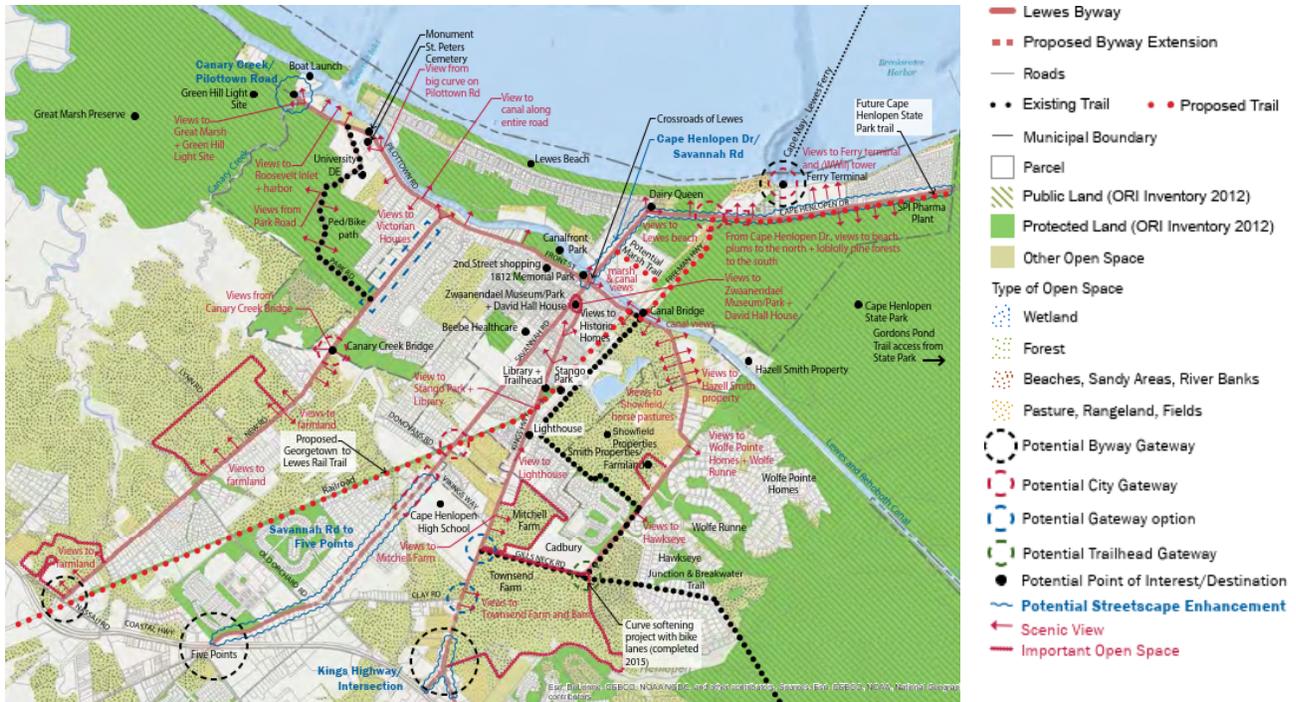
Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

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

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



Byway enhancement map from Lewes Scenic and Historic Byway Corridor Management Plan

B-19: Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

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

Status at beginning of 2019

IN PROGRESS

Status at end of 2019

ONGOING

DelDOT 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: Require bike parking as a condition of certain new developments

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
IN PROGRESS

Discussions with developers occur as plans are submitted. Sussex County makes bike parking recommendations for some site plans. Sussex County staff and the Commission encourage bike parking in appropriate locations, but it is decided on a case-by-case basis and is largely dependent on location.

In 2020 the status of this recommendation will be changed to ONGOING.

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

Status at beginning of 2019
COMPLETE

Status at end of 2019
COMPLETE

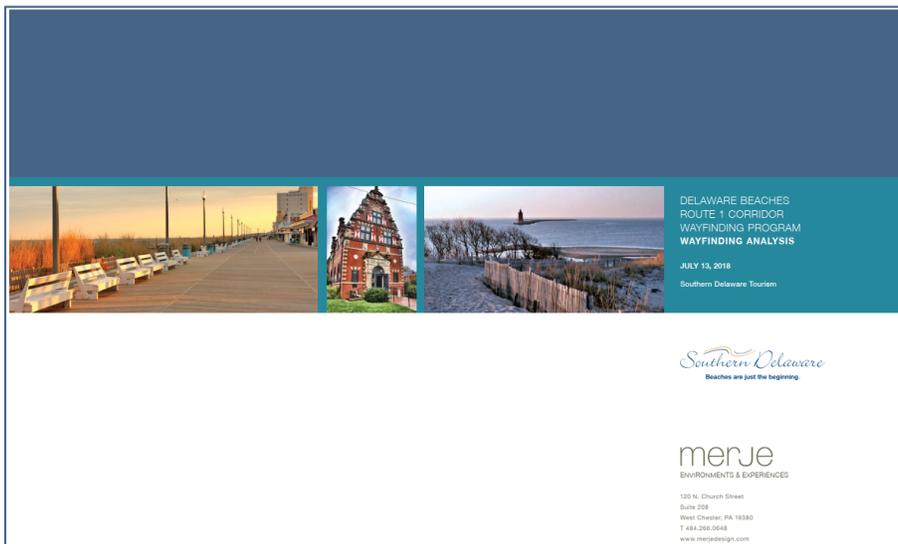
The free DelDOT mobile app has been in place and is continually being updated. Through an established partnership, DelDOT and Waze exchange traffic data. The DelDOT app provides travel time information and real-time traffic advisories, as well as many other features.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
IN PROGRESS

Sussex County Tourism is taking the lead in this effort in conjunction with municipalities. A wayfinding consultant, MERJE, was engaged by Sussex County Tourism to develop a system for tourism-oriented destination signing. The report “Delaware Beaches Route 1 Corridor Wayfinding Program, Wayfinding Analysis” includes sign graphic design and eligibility requirements for destinations to be included on signs. Specific wayfinding sign locations and messages have not yet been designed. Sussex County Tourism is seeking additional funding to continue this effort.



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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This effort will be initiated in 2020. The Henlopen TID study recommended an upgrade of Nassau Commons Boulevard to provide a new connection between US 9 and Janice Road. Janice Road will be converted to a two-way service road under the SR 1/Minos Conaway Road grade separated Intersection project. The estimated cost of upgrading Nassau Commons Boulevard is approximately \$5.7 million.

In 2020, DeIDOT will explore the feasibility of this project and prepare a technical memorandum.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

B-27: Develop a better process for constituents to request transportation improvements

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

The current process for identifying and programming transportation improvements was presented to the Five Points Working Group at the April 29, 2019 meeting; a status update on the CTP process was presented to the Working Group at the October 28 meeting. Information on the process is available at <https://deldot.gov/Publications/reports/CTP/index.shtml>.

Category C – Make the most of existing roadway infrastructure

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Priority recommendation for 2019	IN PROGRESS

This improvement is being considered by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. DeIDOT will initiate a stand-alone planning study for this effort, which was included in the FY 21 - 26 CTP that was approved by the Council on Transportation on February 24, 2020.

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
COMPLETE	COMPLETE

The 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.

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
IN PROGRESS	IN PROGRESS

A project was included in the FY 21 - 26 CTP that was approved by the Council on Transportation on February 24, 2020.

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
IN PROGRESS	IN PROGRESS

A project has been initiated under DeIDOT's Bridges/State of Good Repair budget, and design is underway. In order to maintain adequate traffic circulation, bridge construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, which is anticipated to be in 2025.

During 2020, DeIDOT will continue design of the bridge, coordinating with the New Road Corridor Master Plan.

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

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
IN PROGRESS

A project was included in the FY 21 - 26 CTP that was approved by the Council on Transportation on February 24, 2020.

A Working Group member expressed the desire to expedite the project schedule. This can be reviewed in the next round of CTP preparation in 2021.

There are several proposed developments in the area of this intersection. In 2020, DelDOT's Development Coordination Section will evaluate possible developer contributions for improvements to this intersection.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This effort will be initiated in 2020. Locations at which longer turn lanes are needed will be identified by DelDOT with participation of the Working Group and input received at the May 2020 public workshop. Some construction funding is available under a DelDOT open end contract that expires in 2021.

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

Status at beginning of 2019
Priority recommendation for 2019

Status at end of 2019
IN PROGRESS

A curve compliance study was completed in February 2019 and signage improvements were implemented in March 2019. A project to upgrade Minos Conaway Road with five-foot shoulders, eleven-foot travel lanes, and turn lanes at SR 9 and Kings Crossing is included in the recommended transportation improvements to be implemented through the proposed Henlopen TID. This project is also proposed to include realignment of the curve and a ten-foot-wide shared-use path along the eastern side of the roadway.

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

<u>Status at beginning of 2019</u> Priority recommendation for 2019	<u>Status at end of 2019</u> IN PROGRESS
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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 involve more than striping. This recommendation needs to be coordinated with Recommendation D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.

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

In 2020, the Project Team will obtain Working Group comments on the study report and determine the way forward. A meeting with the Byway Committee is anticipated to discuss consistency with the Byway Corridor Management Plan.

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

<u>Status at beginning of 2019</u> IN PROGRESS	<u>Status at end of 2019</u> IN PROGRESS
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DeIDOT evaluated modifying the median to allow extension of the second westbound US 9 through lane west of the Plantation Road connector. This design would require extensive modifications to the Plantation Road Phase 1 project plans, causing delays to that project and potentially increasing property impacts. Rather than delay Plantation Road Phase 1, construction of which is scheduled to start in 2022, other short-term improvements will be examined.

Potential direct access to Lowe's from SR 1 may reduce traffic at US 9, Plantation Road, and Beaver Dam Road.

In 2020, DeIDOT will examine operational improvements on US 9 that can be achieved by striping only, and will pursue implementation of direct access to Lowe's from SR 1.

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

<u>Status at beginning of 2019</u> IN PROGRESS	<u>Status at end of 2019</u> ONGOING
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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: Develop concepts and estimates for bringing roads in the study area to DeDOT standard, including shoulders

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

In 2020, the Project Team will clarify – with input from the Working Group – which roads this recommendation applies to: state system roads, subdivision streets, or both.

The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DeDOT standard with 11-foot lanes and shoulders per functional classification.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

This effort will be initiated in 2020. Consideration of direct access to Lowe's from Route 1 may be considered in the short term. Other access management opportunities are investigated as part of development reviews. See recommendation B-5.

In 2020, DeDOT will pursue implementation of direct access to Lowe's from SR 1. If feasible, DeDOT will begin to develop concept plans, evaluate traffic operations, and coordinate with DTC and Lowe's.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

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

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

This requires action by the General Assembly. No study is needed. A "YOUR SPEED" sign can be installed if the General Assembly approves. Funding for these signs comes from the legislature's Community Transportation Fund (CTF). CTF funding provides a fixed amount of funds annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district. More information is available at https://deldot.gov/Publications/brochures/pdfs/ctf_brochure.pdf.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
IN PROGRESS

Design of a longer southbound acceleration lane is complete. Implementation is anticipated in spring of 2020.

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

It is appropriate to study this when the SR 24 project construction is completed in 2022.

C-17: Conduct capacity analyses at study area intersections to identify the need for turn lanes

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

Immediate maintenance concerns are being addressed in the short term.

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

Status at beginning of 2019
Priority recommendation for 2019

Status at end of 2019
IN PROGRESS

The Beaver Dam Road corridor, which encompasses several horizontal curves, is on DelDOT's list to evaluate through the Statewide Horizontal Curve Assessment study to determine if traffic control devices are recommended. This effort encompasses the curve near Kendale Road. The statewide study is evaluating all horizontal curves (approximately 3,500 curves) on roadways with 1,000 vehicles per day or higher and classified above a collector roadway. The study is part of a compliance effort and systemic countermeasure program to help reduce crash statistics, especially road departure type crashes, that occur near curves by enhancing driver awareness as they maneuver along the geometric change.

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, especially with the curvature of the roadway and potential to increase rear-end crashes.

This intersection was considered by the Henlopen TID study. For buildout conditions in 2045, the TID study recommended a traffic signal at this intersection.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

IN PROGRESS

DelDOT is studying how this could be implemented in conjunction with development activity.

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

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

Status at beginning of 2019
Priority recommendation for 2019

Status at end of 2019
IN PROGRESS

The Route 204 serves many of the destinations mentioned, e.g. Villages of Five Points, Beebe Hospital, downtown Lewes, Lewes Beach and the Cape May-Lewes Ferry. The Route 204 provides service every 30 minutes from the Lewes Park and Ride to Lewes and the Ferry. It operates from 6:00 am to 11:00 pm year-round Monday through Saturday. During beach season it operates from 6:00 am to 2:00 am seven days per week. Trip time by bus is only slightly longer than driving. DTC found that trying to serve the Library directly would not be productive since it would involve diverting to Kings Highway, adding time to the trip for other riders.

Route 204 Ridership

Average Summer Beach Bus

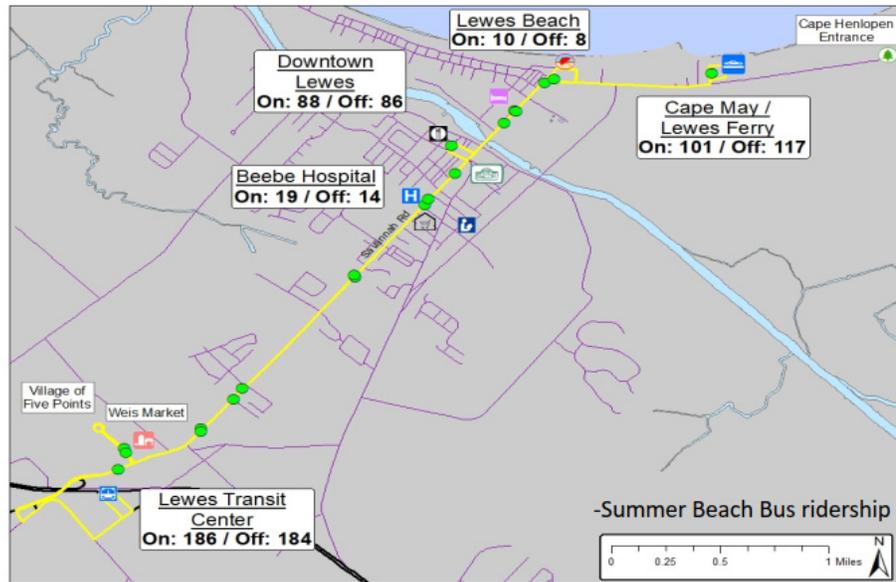
452 riders per weekday

Average Year Round

241 riders per weekday

Legend

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



Parking is currently free at the Lewes Park and Ride and will be free at the Rehoboth Park and Ride in the summer of 2020. Bus fares are paid upon boarding. One-way base fare is \$2.00; reduced fare for seniors is 80 cents. Daily, 7-day and 30-day passes are available that provide unlimited rides. Fares can be paid using the DART Pass App. Bus stop and route information as well as real-time bus tracking is available on the DART Transit App.

In 2020, DTC will evaluate the need for increased frequency on the Route 204 and will explore a Route 204 connection to Cape Henlopen State Park.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

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

The Five Points Working Group recommended that this recommendation should also include interconnectivity between the Georgetown-Lewes Trail and Savannah Road.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

DelDOT Planning is evaluating different policies for design and separation of bicyclists and pedestrians along roadways. Along with other transportation agencies, DelDOT is waiting for an imminent update to the *Guide for the Development of Bicycle Facilities*, published by the American Association of State Highway and Transportation Officials, which should provide some new robust design guidance and a new framework for balancing bicyclist/pedestrian needs with traffic needs. DelDOT hopes to align its efforts with this guidance when it is released.

D-4: Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road

Status at beginning of 2019

Priority recommendation for 2019

Status at end of 2019

IN PROGRESS

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

Along New Road, the goal to “fill in all sidewalk gaps” may be accomplished by means other than sidewalks. The New Road Corridor Master Plan final draft report identifies proposed facilities for walking that consist of a shared-use path in some portions. The final draft report can be viewed at <https://www.lardnerklein.com/new-road-corridor-master-plan>.

The New Road Master Plan recommended sidewalks only east of Park Road. West of Park Road, the recommended concept for pedestrian mobility is a shared-use path on one side of New Road rather than sidewalks. The path is on the south (eastbound) side of New Road in the area of the SR 1/Minos Conaway Road project, and on the north (westbound) side of New Road along the Tower Hill development buffered from the road by developer landscaping. East of Schaffer Lane/Canary Creek Drive, the shared-use path again shifts to the south side of New Road, including a crossing of the Canary

Creek bridge. At Park Road, the shared-use path would change to a combination of bicycle lanes and sidewalk on one side, extending to Pilottown Road. In the section between Park Road and 4th Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering sidewalk along the south side of New Road at their development.

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

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

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

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Priority recommendation for 2019	IN PROGRESS

Portions of these sidewalks 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 sidewalk gaps is underway. This item will be coordinated with C-8, a feasibility study of a two-way center left turn lane on Savannah Road.

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Longer-term	Longer-term

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Priority recommendation for 2019	IN PROGRESS

Milton is currently served by the Route 303, an Intercounty route between Dover and Georgetown. The average number of bus riders going to/from Milton is about six per day. There is no direct route between Milton and the Lewes Transit Center; traveling between these two locations would involve taking the Route 303 in Milton and transferring to the Route 206 (from Georgetown to the Lewes Transit Center) at US 9 and Harbeson Road. This trip is not practical during most times of day.

DTC examined the possibility of changing the Route 307 (from Dover to the Lewes Transit Center via SR 1) so that it diverts to Milton and returns to SR 1. This 5.7-mile diversion would add approximately 17 minutes to a 69-minute one-way trip, creating a significant delay for existing riders. In DTC’s judgment, this diversion is not practical.

DTC also looked at the possibility of service from Milton via SR 5 and US 9 to the Lewes Transit Center. However, the low density along this route and the very low ridership on existing bus service through Milton does not appear to support new service.

In 2020, DTC will explore improving the connection between the Route 303 and the Route 206 to provide some transit service from Milton to the Lewes Transit Center.

DTC recognizes that Milton is walkable and growing. They intend to continue discussions with Milton’s mayor and town officials and continue to look for opportunities for service improvements.

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Longer-term	Longer-term

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

<u>Status at beginning of 2019</u>	<u>Status at end of 2019</u>
Longer-term	Longer-term

This effort will be initiated in 2020. DelDOT Planning is coordinating with design of existing projects (SR 1/Minos Conaway Road grade separation, Plantation Road, Old Orchard Road realignment), and is being opportunistic about developing pathways from the trail towards the Transit Center under DelDOT projects already programed to do significant work in this area.

Pedestrian connections will be coordinated with recommendation D-5 (Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points).

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

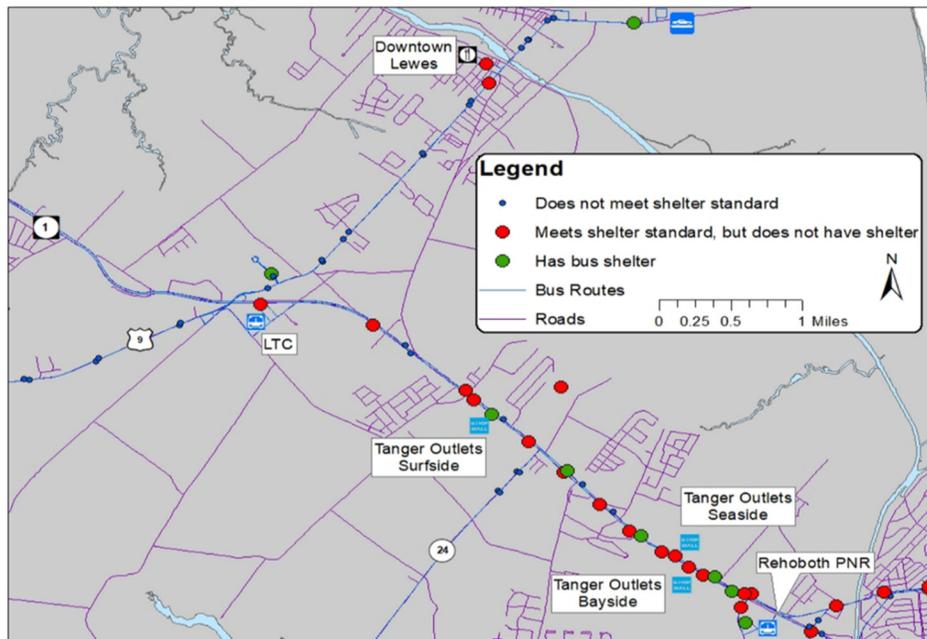
Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term



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

Example of DART's current standard bus shelter



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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This recommendation will be coordinated with recommendation B-22: Require bike parking as a condition of certain new developments.

D-14: Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1

Status at beginning of 2019
Priority recommendation for 2019

Status at end of 2019
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.

In 2020, 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: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway

Status at beginning of 2019
IN PROGRESS

Status at end of 2019
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.

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

Category E – Invest in new infrastructure to support anticipated growth

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

This effort will depend on the results of studies under recommendations A-7, E-2, and E-3. The shorter-term improvements and CTP projects will impact the scope of the study as well.

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

Status at beginning of 2019

Priority recommendation for 2019

Status at end of 2019

IN PROGRESS

This idea is being considered as part of the Henlopen TID study. DelDOT plans to initiate an independent planning study to advance this effort. Coordinate with recommendations A-7 and E-3.

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

Status at beginning of 2019

Priority recommendation for 2019

Status at end of 2019

IN PROGRESS

This idea is being considered as part of the Henlopen TID study. Coordinate with recommendations A-7 and E-2.

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

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

Status at beginning of 2019

Longer-term

Status at end of 2019

Longer-term

E-6: Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

This road connection was recommended by the Henlopen TID study and a cost estimate was prepared. In 2020, DeIDOT plans to work on confirming whether right of way is available

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term

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

Status at beginning of 2019
Longer-term

Status at end of 2019
Longer-term



Many recommendations of the 2003 SR 1 Land Use and Transportation Study are either already completed, part of a current DeIDOT project, or recommended by the Five Points Working Group (A-6, B-1, B-3, C-3, C-10, C-12, and E-1). Other recommendations of the 2003 SR 1 Land Use and Transportation Study are listed on the following page. Some of the recommendations are similar to recommendations of the Five Points Transportation Study.

Short term:

- Upgrade pavement on Cedar Grove Road and on Robinsonville Road, creating 11-foot lanes and 5-foot shoulders
- Consider real-time electronic signs at US 113/SR 1 split to provide travel delay information
- Perform a detailed study of transit needs
- Improve training of bus drivers on use of the diamond lanes

Mid-term:

- Develop improvement proposals for bicycle and pedestrian travel along SR 1

Long term:

- New controlled-access parkway west of SR 1 for north-south travel

Land use:

- As many as four compact, mixed use activity centers that concentrate new development in the Lewes-Rehoboth area
- Develop urban design standards
- Strengthen requirements for cross-access easements and interconnections
- Prepare corridor right-of-way preservation plan for controlled access parkway west of SR 1

