

Welcome to Our Virtual Open House!

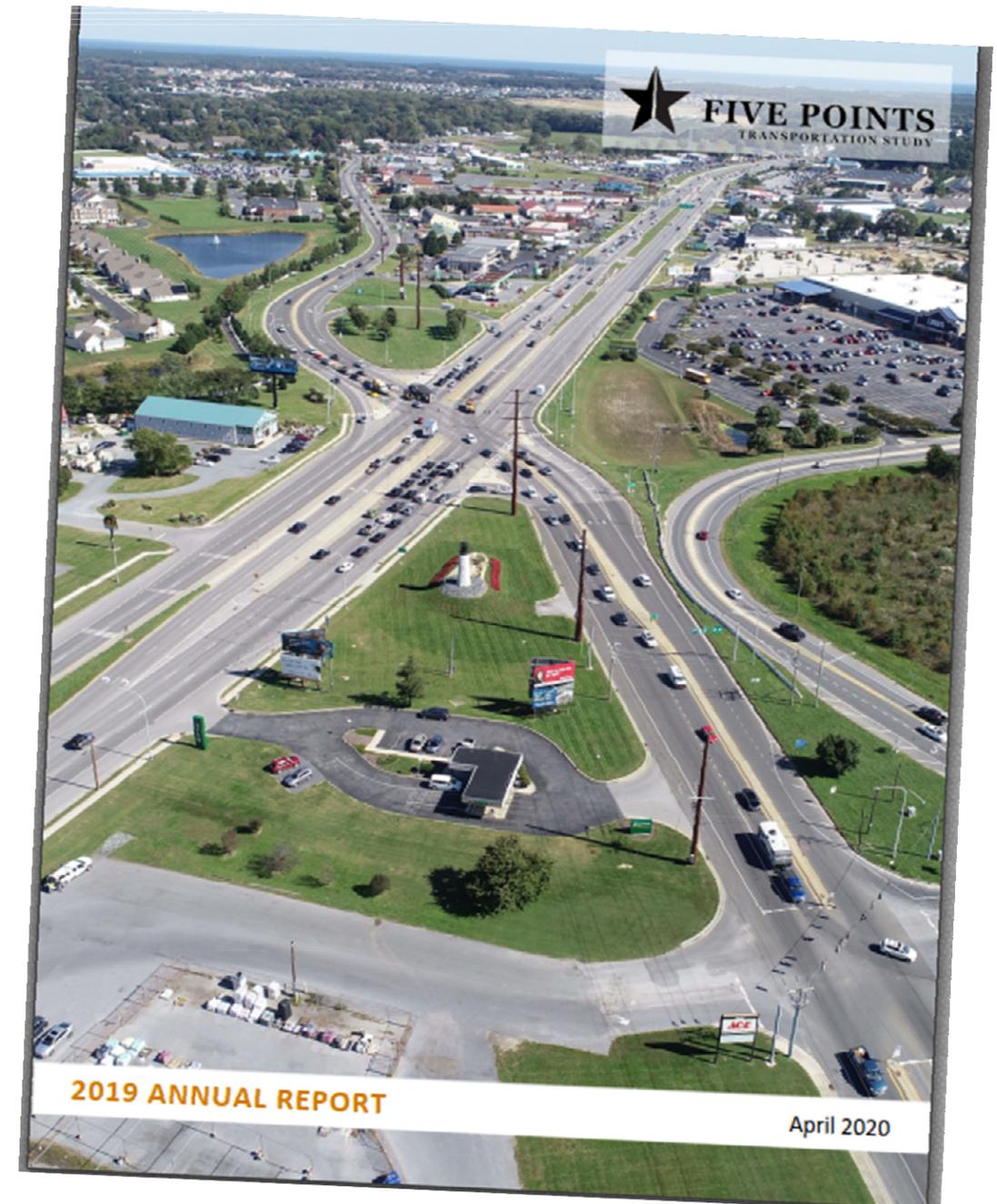
The purpose of this Virtual Open House is to present the contents of the 2019 Annual Report for the Five Points Transportation Study.

Here's what you will find on the following pages:

- The five categories of recommendations in the study area (page 2)
- Which of those recommendations have been completed so far (page 3)
- Which recommendations are in progress (page 6)
- What efforts the project team expects to initiate in 2020 (page 12)

Virtual Open House materials on the Five Points website are being supplemented by five online drop-in sessions in late May and early June 2020. Please visit 5points.deldot.gov to register.

The Delaware Department of Transportation and Sussex County thank you for your participation!



Phase 1 Recommendations

The 78 recommendations made by the Phase 1 Working Group (WG) fall into five categories:

A Recommendations to be implemented under current DeIDOT projects or initiatives	7 recommendations
B Make the most of existing roadway infrastructure	27 recommendations (8 prioritized by the WG)
C Make the most of existing roadway infrastructure	20 recommendations (8 prioritized by the WG)
D Make walking, bicycling, and transit more viable as alternatives to driving	15 recommendations (5 prioritized by the WG)
E Invest in new infrastructure to support anticipated growth	9 recommendations (3 prioritized by the WG)

Information on recommendations within those categories is found on the following pages.

Recommendations Completed So Far

Of the 78 total recommendations, 15 are complete or classified as “ongoing,” which means they are part of DeIDOT’s or the County’s everyday way of doing things.

A-1	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	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	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	Tulip Drive connection is now part of the Minos Conaway project.
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	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-5	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	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	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	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.

Recommendations Completed So Far (continued)

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.	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 has installed variable message signs that could show travel time via SR 1 and US 113.
B-4	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)	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B-13	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.
B-16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	ONGOING
B-21	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	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.

Recommendations Completed So Far (continued)

<p>B-22 Require bike parking as a condition of certain new developments</p>	<p>ONGOING – Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.</p>
<p>B-23 Use an app to warn people of congestion on Route 1 and recommend alternative routes</p>	<p>DeIDOT app is in place and continually being updated.</p>
<p>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</p>	<p>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.</p>
<p>C-10 Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies</p>	<p>ONGOING – This is a core function of DeIDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress.</p>
<p>C-15 Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road</p>	<p>Construction was completed in spring 2020.</p>

Recommendations in Progress

Of the 78 total recommendations, 24 are in progress.

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	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.
A-7	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	The Henlopen TID effort is studying widening of Plantation Road and an extension of Mulberry Knoll Road.
B-5	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT is reviewing potential options.
B-7	Continue TID studies both east and west of Route 1	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.

Recommendations in Progress (continued)

<p>B-9 Study enhancing New Road per Byway Master Plan</p>	<p>A Master Plan study is underway and at the final draft stage. See https://www.lardnerklein.com/new-road-corridor-master-plan</p>
<p>B-24 Improve tourism-oriented destination signage along Route 1</p>	<p>Sussex County Tourism is taking the lead on this effort in conjunction with municipalities.</p>
<p>C-1 Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes</p>	<p>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.</p>
<p>C-3 Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)</p>	<p>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.</p>
<p>C-4 Improve the Canary Creek bridge on New Road to reduce flooding</p>	<p>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.</p>
<p>C-5 Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road</p>	<p>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.</p>

Recommendations in Progress (continued)

C-7	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	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	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	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	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	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-19	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	Location is listed for DeIDOT's Statewide Curve Assessment study to determine if traffic control devices are recommended.

Recommendations in Progress (continued)

<p>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</p>	<p>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. Coordination is underway to determine which turning movements will be provided at the intersection.</p>
<p>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.)</p>	
<p>D-4 Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road</p>	<p>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.</p>
<p>D-5 Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points</p>	<p>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. The Byway Committee is investigating moving forward with a master plan for Savannah Road.</p>

Recommendations in Progress (continued)

D-7	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	
D-15	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	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.

Recommendations in Progress (continued)

E-2	<p>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</p>	<p>Idea is being considered as part of the Henlopen TID study. DeIDOT will initiate a planning study for this effort. DeIDOT is working on getting funding programmed for the study of this roadway connections.</p>
E-3	<p>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</p>	<p>Idea is being considered as part of the Henlopen TID study.</p>
E-7	<p>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</p>	<p>Idea is being considered as part of the Henlopen TID study.</p>

Recommendations to be Initiated in 2020

Work on five recommendations is expected to begin before the end of the year.

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	Five Points Working Group members proposed locations at the January 27, 2020 meeting.
C-12	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	Consideration of direct access to Lowe's from Route 1 may be considered in the short term.
D-9	Identify potential connections to and from the Lewes Transit Center	