FIVE POINTS
TRANSPORTATION STUDY

Agenda

Working Group Meeting #3

February 26, 2018, 6:00 pm
University of Delaware, Virden Retreat Center
700 Pilottown Road, Lewes, DE 19958

1. Introduction: Andrew Bing, Kramer & Associates
    - Welcome
    - Summary of notebook materials
    - Approval of January 22, 2018 meeting minutes
2. Technical presentations to follow up from January 22, 2018 meeting:
   Jeff Riegner, WRA
    - The NEPA process and how it affects the Five Points study
    - Summary of the US 113 North/South Study
    - Origin-destination information
3. Small group discussions of transportation needs,
   reporting back to the entire group
4. Public comment
5. Anticipated study process following the March 26, 2016 public workshop:
   Andrew Bing
6. Adjourn

DelDOT

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TRANSPORTATION STUDY

Meeting Minutes

Working Group Meeting #2

January 22, 2018, 6:00 pm
University of Delaware, Virden Retreat Center
700 Pilottown Road, Lewes, DE 19958

Members present:
I.G. Burton
George Cole
Robert Fischer
Dennis Forney
Scott Green
R. Keller Hopkins
Christian Hudson
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Gail Van Gilder
Pat Woods

Members absent:
Linda Best

50 members of the public attended. Names of those who signed in are listed at the end of these notes.

Andrew Bing introduced himself as meeting facilitator. Members of the Working Group introduced themselves.

The minutes of the December 18, 2017 were approved unanimously.

Andrew reviewed the meeting agenda. He noted that there would be a number of technical presentations at this meeting to provide necessary background, but

going forward the process will be more interactive with greater input and discussion by the working group.

Andrew presented guidelines for working group conduct, including how group recommendations will be arrived at and how the group is to communicate with the public and with each other. In order to comply with the Freedom of Information Act in the Delaware Code (FOIA), emails between members of the working group should be sent through DelDOT.

Jeff Riegner of WRA presented the project schedule and end product. The current effort is Phase 1. The end product is expected to be a chart describing needs and concepts/recommendations to address those needs. Phase 1 will conclude in August or September with a public workshop to present concepts. Future phases will focus on how those concepts could be implemented.

Andrew asked the working group members to state the transportation needs that they and their constituents have observed.

- Rep. Peter Schwartzkopf, 14th District: There are many transportation needs in the Five Points area. Need to take a big picture view. Increases in SB traffic. Improvements to Route 9 will increase EB traffic. Problems in Belltown, Henlopen Landing. Solutions need to minimize impacts on private property owners. Likely need to grade separate at Five Points. Pinch points are SB Route 1, the NB left turn onto Route 9, and the cross traffic.

- Ann Marie Townshend, Manager, City of Lewes: Lewes residents feel trapped at home especially during peak times (ferry, beginning of school day). Flow between Route 1 and the town is important, not just Route 1. A more direct connection to Route 5 from the north for people travelling to Long Neck could divert traffic.

- Sen. Ernesto Lopez, 6th District: need solutions for the long-term due to increased growth. There cannot be a moratorium on growth; we want people to keep coming here and enjoy the benefits of living in one of the best parts of the East Coast. Need thoughtful discussion and public input.

- Christian Hudson, Business owner: Increase capacity of existing roads; increase east-west crossing opportunities of Coastal Highway for pedestrians and bikes; reduce traffic demand at Five Points intersection with alternate routes or bypasses; decrease travel times.

- DJ Hughes, Technical advisor, traffic engineer with DBF Engineering: Demand isn't just in the summer any more. Use underpass of Nassau

bridge as a road and a trail, use state-owned land at Henlopen Landing to improve Plantation Road/Beaver Dam Road intersection. Lack of access to Lowe's from Route 1, explore right-in, right-out access shared with DART facility. Echoed needs from previous Land Use and Transportation Study, i.e.: increase local mobility, provide a variety of ways to travel, reduce congestion, improve safety, and maintain the character of the area. Important to gain consensus on what is needed and gain public acceptance.

- Lloyd Schmitz, Resident and visually impaired pedestrian: Help people travel safely, improve pedestrian and bicycle crossings. There will be no red lights between I-95 and Five Points; need to slow traffic before it gets to the Lewes area and look at options to divert traffic off Route 1 before Five Points (such as Route 5, Cave Neck Road). As a pedestrian, concerned about increased traffic on New Road.

- R. Keller Hopkins, Sussex County Planning & Zoning Commission: Move Five Points through traffic to other routes.

- Dennis Forney, Cape Gazette: Avoid gridlock, improve safety (especially the high crash areas at the two Nassau crossovers). Need better traffic controls and signs to avoid driver confusion on who has right of way. Provide clearer directions to travelers. Need to slow down SB traffic due to grade separations to the north.

- Pat Woods, Business owner: Need to improve safety at Nassau crossovers and at Plantation Road connection with Route 9.

- Rep. Steve Smyk, 20th District: Doesn't think diversion to other routes is entirely feasible. OK to fully reimagine Five Points. Look beyond immediate area and then scale back if needed. Safe, slow and steady traffic movement across intersections. Need to accommodate pedestrians and bicyclists up to and even north of Nassau bridge. Create an aesthetically pleasing solution while maintaining business viability.

- Bob Fischer, Resident: Need better traffic surveillance and coordination. Use modern technologies (adaptive, autonomous) to improve flow. Divert traffic destined to Bethany Beach and south to an alternative route. Tie in all of the small intersection improvements.

- Scott Green, Resident: Grade separations to the north are for those communities' quality of life, not just to get Route 1 traffic to the beach faster. For Five Points study, need to understand and address needs of year-round residents to move around safely. Maximize capacity of existing

roads, remove “points” from Five Points. Allow towns to have more direct input on land connecting town and Route 1; consider expanding town limits to Route 1 through annexation. Need to look at ways to limit or remove traffic flow over the Indian River Inlet Bridge. Limit non-resident vehicles in some areas. Include technology and autonomous vehicles in planning.

- Gail Van Gilder, Historic Lewes Byway Committee: Complement the unique character of beach communities with an attractive gateway. Grade separations don’t have to be ugly. Address walking/biking but also other alternative transportation, such as jitneys. Better use existing transportation capacity. Need advance signing with better information and directions.

- George Cole, Sussex County Council: Develop drawings and evaluate the interchange options. We may not be able to solve everything, but “make gridlock move a little faster.” Prioritize cars and trucks over walking and biking. Prohibit pedestrian crossings at Five Points rather than spend millions on crossings for just a few people.

- Todd Lawson, Sussex County Administrator: Move traffic away from Five Points, remove some “points”. Increase capacity on existing roads, and perhaps some new roads. EMS access is a concern; the County built a paramedic station on Plantation Road to be able to get to Beebe without going through Five Points, but ambulances from Milton, Georgetown, Millsboro, mid-Sussex must drive through Five Points.

- I.G. Burton, Sussex County Council: traffic has outgrown Five Points in its current configuration. Look at new roads. Through traffic needs a separate lane or road.

- Josh Thomas, DelDOT: Thanked everyone for their feedback. Encouraged to see there are common threads in members’ views – more options, better distributing traffic.

Technical presentations were made by DelDOT, County and consultant staff. All of the technical presentations are included on the project website.

Jeff briefly described relevant past studies, which are listed in the presentation slides in the project binder and website. Working group members were encouraged to review these studies.

Working group members had the following comments/questions:

- Would like to get a GIS showing state-owned land and easements in the study area.

- Was a more recent study done? (WRA surveyors seen in area in the 2015-2016 timeframe). Jeff responded that no analysis was done in that timeframe. All data collected will be at the disposal of the working group.

- Why can't the same principles as the Route 301 project be applied here? Andrew responded that the first ideas for Route 301 in New Castle County started in the 1960's and it took many re-starts before the successful joint effort.

Matt Buckley of WRA presented information on traffic safety and congestion trends over the past five years.

Safety: Severity of crashes and number of congestion-related (rear-end) crashes have increased. Number of crashes spikes in July and August. Fridays and Saturdays have more crashes than other days of the week. The highest location for crashes along Route 1 in the study area is from Postal Lane to Route 24, which includes the outlets.

Congestion: The Sussex County Transportation Operations Management Plan (2015) showed that Route 1 between Route 9 and Rehoboth Avenue is the most congested segment in the County and has the most unreliable travel time. The worst capacity constraints are generally south of Route 24. Gaining capacity will be difficult without addressing those constraints. Congestion spills back to Five Points.

Examining daily traffic through the entire year shows that:

- The difference in Route 1 traffic between summer and non-summer is getting smaller as Route 1 is becoming a year-round corridor.
- Plantation Road southbound serves as a relief valve for Route 1. Southbound volumes are higher than northbound and peak in the summer.
- Route 9 and northbound Plantation Road traffic volumes are lower and consistent year-round.

Matt stated that the signal timing team at DelDOT's Traffic Management Center (TMC) track Route 1 operations on a daily basis. They take the public's comments and suggestions very seriously.

Janelle Cornwell, Sussex County Director of Planning, described land use trends in the area. The study area continues to see significant interest in both commercial and residential development. Many projects are already in the

pipeline and hundreds of acres of undeveloped land are eligible for development. This study is an opportunity to coordinate land use and transportation.

Jeff presented information on walking and bicycling in the study area. Locals benefit more than non-residents from making walking and bicycling safer and more convenient. In order to walk, people need sidewalks and crosswalks on the busier roads and a continuous route with no gaps. There is a need to fill in the gaps in the sidewalk/crosswalk network. In order to bicycle, most people want a low-stress route. Jeff explained the Level of Traffic Stress scale. Within individual developments, the local streets are low stress (LTS 1), but to get anywhere outside their own development residents must bicycle on high stress roads. To encourage more bicycling, there is a need to fill in the gaps in the LST 1 or 2 network. People have started bicycling on the new sidewalks on Route 1.

John Caruano of DelDOT described current DelDOT projects and their schedules, illustrated on the map and table in the presentation slides in the project binder. Links to detailed project information are at 5points.deldot.gov. There are two upcoming public workshops:

- SR 1, Minos Conaway Grade Separated intersection and Plantation Road Improvements, SR 24 to US 9, February 15, 2018, 4:00 pm – 7:00 pm at Cape Henlopen High School cafeteria
- Realignment of Old Orchard Road at Wescoats Corner, February 21, 2018, 4:00 pm – 7:00 pm at Cape Henlopen High School cafeteria

DelDOT also has ongoing efforts to implement improved signal timings in spring and summer of 2018.
DelDOT will also install stencils on Route 1 sidewalks warning bicyclists to watch for traffic at driveways.

The meeting was then opened to public comment.

- Charles Daneri, Minos Conaway Road resident: Minos Conaway Road is a residential street yet traffic is using it as a bypass of Route 1 and Route 9. Concerned about speeding. There is no shoulder or sidewalk. The first phase of the trail ends at Minos Conaway. Don't put bypass traffic on residential streets.

- Betty Deacon, Sandy Brae resident: Can't get out on Route 1 or on Plantation Road. Can't get out on the weekend. Shops at night. Plans to reorganize Plantation Road Coalition.

- Helen Truitt: Complimented DelDOT and the County on sidewalks added so far. Noted that the traffic light timings are changed for weekends but then they are not changed back on weekdays.

Andrew adjourned the meeting at 8:00 pm. The next meeting is February 26, 2018 at 6:00 pm at the same location, the University of Delaware Virden Retreat Center at 700 Pilottown Road in Lewes.

Public sign-in list

Aldred, Brian
Baker, Sandy
Baker, Skip
Barnes, Phil, UDel
Bartrain, John J.
Becker, Ted, Lewes
Benton, Barry, GPI
Best, Randall, Best Ace Hardware
Carney, David, Dutch Acres
Daneri, Charles
Davis, Chip
Deacon, Betty
Eckenrode, John, Sussex Cyclists
Faust, Janet
Faust, Skip
Fischer, Margaret
Freeman, Brooke
Freeman, Tony
Grabiak, Claire
Grabiak, Ray
Hoechner, Joe
Holtkamp, Rich
Johnson, Jim Jr.
Klokis, William P.
LaBella, Jim
LaBella, Karla
McDaniel, Kathy
Messma, Roy
Mumford, Steven
O'Hagan, Diana
O'Neill, Brian, Dutch Acres
O'Neill, William P.
Peltz, Sol, Village of 5 Points
Rhue, Michael E.
Roth, Nick, Cape Gazette
Schmitz, Kat
Servais, Ken, Henlopen Landing
Spadafino, George
Steinback, Robert, Henlopen Landing
Strobel, Fred, Henlopen Landing
Thompson, Blake, The Edge Group
Timmons, Carolyn, Best Store, Inc.
Truitt, David
Truitt, Helen
Urban, Jaqueline
Ward, Ann
Ward, George
Williams, Emily
Young, Carol
Young, David