FIVE POINTS
TRANSPORTATION STUDY

List of meeting materials

Working Group Meeting #7

July 23, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

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DelDOT

FIVE POINTS
TRANSPORTATION STUDY

Agenda

Working Group Meeting #7

July 23, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

1. Introduction: Andrew Bing, Kramer & Associates
    - Welcome
    - Summary of notebook materials
    - Approval of June 25, 2018 meeting minutes
2. Voting to determine which ideas/approaches become recommendations of the Working Group
    - It is anticipated that there will not be enough time at this meeting for the Working Group to vote on all ideas/approaches; voting is likely to continue on July 30, 2018
3. Public comment
4. Adjourn

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FIVE POINTS
TRANSPORTATION STUDY

Working Group

July 23, 2018

Name	Affiliation
Sen. Ernesto B. Lopez	6th District
Rep. Peter Schwartzkopf	14th District
Rep. Steve Smyk	20th District
I.G. Burton	Sussex County Council
George Cole	Sussex County Council
R. Keller Hopkins	Sussex County Planning & Zoning Commission
Todd Lawson	Sussex County Administrator
Robert Fischer	Resident
Dennis Forney	Publisher, Cape Gazette
Scott Green	Resident
Christian Hudson	Local Business Owner
DJ Hughes	Technical Advisor
Lloyd Schmitz	Resident
Josh Thomas	Delaware Department of Transportation
Ann Marie Townshend	City Manager, Lewes
Gail Van Gilder	Historic Lewes Byway Committee

Project Team Contacts

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DelDOT

FIVE POINTS
TRANSPORTATION STUDY

Working Group Meeting #7

July 23, 2018

DelDOT | Regional Systems Planning

Agenda

- **Introduction**
- **Discussion and voting on ideas/approaches**
- **Public comment**

DelDOT Regional Systems Planning

FIVE POINTS TRANSPORTATION STUDY

Introduction

- **Welcome**
- **Summary of notebook materials**
  - Agenda
  - Revised list of working group members
  - Presentation
  - Draft minutes of June working group meeting
  - Final ideas/approaches list
  - Public comments received
  - List of upcoming meetings
- **Approval of June 25, 2018 meeting minutes**

DelDOT | Regional Systems Planning

FIVE POINTS TRANSPORTATION STUDY

FIVE POINTS
TRANSPORTATION STUDY

VOTING

DelDOT | Regional Systems Planning

Public comment

Thank you for your participation!

Next meeting
Monday, July 30, 2018
6:00 pm
Beacon Middle School

Jenn Cinelli-Miller
Project Planner
Delaware Department of Transportation
302.760.2549
jennifer.cinelli@state.de.us

DelDOT | Regional Systems Planning

FIVE POINTS TRANSPORTATION STUDY

DRAFT

FIVE POINTS
TRANSPORTATION STUDY

Meeting Minutes

Working Group Meeting #6

June 25, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway, Lewes, DE 19958

Members present:
I.G. Burton
George Cole
Robert Fischer
Dennis Forney
Scott Green
R. Keller Hopkins
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Steve Smyk
Josh Thomas

Members absent:
Linda Best
Christian Hudson
Rep. Peter Schwartzkopf
Ann Marie Townshend
Gail Van Gilder

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

Andrew Bing welcomed the members of the Working Group and the public and thanked everyone for their attendance. For the large number of members of the public attending for the first time, he summarized the Working Group process and noted that tonight's meeting was for the Working Group to review and finalize a list of ideas for improvements. The Working Group will be voting in July on which ideas should be carried forward to DelDOT as recommendations of the Working Group. A second public workshop will then be held August 27 to inform and seek input from the public on the Working Group's recommendations. In addition, the public will have the opportunity to suggest which Working Group recommendations should be prioritized. Andrew noted that the public can see all documents and information related to the Five Points Transportation Study by going to the Five Points website.

DelDOT

Andrew notified the Working Group that two members, Rosalyn J. Allen Echols and Pat Woods, have resigned from the Working Group because of inability to attend meetings. That reduces the number of members to 17. He emphasized the importance of responding to Jenn Cinelli-Miller's emails and confirming in advance whether they will attend the voting meetings on July 23 and July 30. Going forward, a quorum of nine members must be present in order to hold a meeting.

The minutes of the May 21, 2018 Working Group meeting were approved unanimously.

Kristen Ahlfeld of the project team conducted a "dry run" voting exercise to familiarize members with the voting procedure and equipment that will be used at the July meetings. Members will use hand-held devices to record their vote on each idea (1 = abstain, 2 = No, 3 = Yes). The results of each vote will be displayed on the screen for the Working Group and the public to see and will be recorded automatically. The majority of the members present must vote Yes in order for the idea to be carried forward as a recommendation of the Working Group.

The main purpose of the meeting was to get any final clarification to the list of ideas with timeframe, cost and impacts (list emailed to members in advance of the meeting). Where members agreed on a revision, Jeff Riegner updated the list displayed on screen in real time. The following ideas were discussed:

#16: Bob Fischer clarified that his idea applied to transportation projects. The idea was changed to "Consider noise and lighting impacts of major transportation project recommendations per regulations."

#17: The word '"study" was changed to "identify." Idea #17 now reads "Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements."

#24: DJ Hughes recommended that Sussex County should be removed as a responsible party and property owners should be added. Members agreed. Property owners and the City of Lewes are now shown as responsible parties.

#25: At the suggestion of DJ and with consent by the Working Group, the wording was changed to "Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area."

#43: The idea of a bike landing at Dartmouth Drive came from the public, but is not clear. The wording was changed to “Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1.”

#46: Todd Lawson asked for clarification. Dennis Forney explained his idea. The wording was changed to “Study the feasibility of elevated express lanes above Route 1 from Nassau Bridge to Delaware Seashore State Park, with appropriate landscaping.” At Bob Fischer’s suggestion, the cost of the study was revised from $ to $$.

#59: The project team recommended making this idea less specific to allow options other than shuttles to also be considered. The wording was changed to “Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network.”

#60: “Improve lane markings and signs at identified intersections”: The project team asked for clarification as to where lane markings and signs needed to be looked at and why. Intersections commonly mentioned are Five Points, Dartmouth Drive/Kings Highway, and Plantation Road/Beaver Dam Road. Bob Fischer questioned the need for the idea because DelDOT Traffic is already charged with studying whether lane markings and signs need to be changed. There was no specific direction from the working group. The wording was changed to “Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road.”

#73: The original comment from the public was related to short-term improvements rather than the Plantation Road project that is currently in design. The project team suggested this idea be revised to say “Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development.” Todd Lawson said the revision was acceptable as long as other ideas on the list address the long term improvements needed in this area. The revision was made.

#83: DJ Hughes clarified that his idea was for two through lanes on Plantation Road, at least in the southbound direction. The wording was changed to “Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane.”

#88: DJ Hughes asked the source of idea #88, “Evaluate the potential transportation benefits, costs, and impacts of a new road along the Junction &

Breakwater Trail right of way." The source of this idea was the public. No change was made.

#93: After discussion among the Working Group members, the wording of this idea was changed to "Study the feasibility of staggering beach rentals so they don't all turn over on Saturdays."

#94: The project team noted that Title 21 already addresses the legislative component of camera enforcement. The wording was changed to "Endorse 'don't block the box' legislation with camera enforcement." DelDOT and Delaware State Police were added as responsible parties.

#95: The project team noted that metering and speed are different issues. The wording was changed to "Study alternatives to both meter and slow southbound traffic approaching Five Points."

DJ Hughes proposed combining ideas #4 and #37. After discussion, it was decided to leave them as separate ideas.

DJ Hughes proposed combining ideas #45, #57, and #98. After discussion, it was decided that #45 and #57 describe the same thing but #98 is different. #45 was deleted and #57 now reads: "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." #98 was not changed.

DJ Hughes proposed combining ideas #71 and #90. After discussion, it was decided to keep these separate because the Working Group may want to prioritize them differently.

DJ Hughes asked what the difference is between idea #28 and idea #29. Dennis Forney clarified that #29 could be a new road such as the former Western Parkway concept. #28 and #29 were left separate.

DJ Hughes raised the idea of amending #65 (Introduce legislation to increase the gas tax) to add mileage-based user fees. Josh Thomas indicated they are different and should be considered separately. Idea #101 was added: "Introduce legislation to raise revenue through a mileage-based user fee." Bob Fischer would like to know whether DelDOT has already started to look at that and where it stands before being asked to vote on it. That information will be provided before the next meeting.

PROJECT TEAM RESPONSE: The I-95 Corridor Coalition, with DelDOT as the lead, has launched a pilot study to begin exploring the feasibility of

replacing the current fuel tax with a mileage-based user fee (MBUF). Results from this pilot project will help policymakers decide whether it's a good idea and what the next steps would be. A decision is years away. The I-95 Corridor Coalition has launched a website, www.i95coalitionmbuf.org/, to inform and answer questions associated with the MBUF study.

Bob Fischer commented that the left turn and right turn lanes on Route 1 are too short, keeping turning traffic in the through lanes and adding to through-lane queues. Senator Lopez commented that insufficient turn lanes also occur at intersections off Route 1. A new idea #102 was added: "Study the feasibility of lengthening left- and right-turn lanes throughout the study area."

Josh Thomas introduced a new idea proposed by DelDOT staff. After discussion, idea #103 was added: "Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane." Lloyd Schmitz commented that the restriping would reduce the shoulders, taking space away from bicyclists and pedestrians.

I.G. Burton proposed an idea for improvements to Minos Conaway Road itself, not just at intersections at Route 1 and Route 9. Idea #104 was added: "Study the feasibility of bringing Minos Conaway Road up to current standards." There was then some discussion of the appropriate language, which was not resolved. Andrew stated that the project team will work to refine the language before the idea comes up for a vote.

PROJECT TEAM PROPOSED WORDING FOR IDEA #104: Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.

The next agenda item provided Working Group members an opportunity to speak briefly about one idea of their choice.

Bob Fischer advocated for idea #32, particularly along Route 1. Extract the maximum capacity on Route 1 that you can get out of signal and control technologies.

DJ Hughes explained the potential benefits of idea #76, a limited access road with trail along the decommissioned rail line. He showed a concept plan with optional configurations. The plan was developed by private individuals with private funding.

Rep. Smyk commented on idea #76. He and Senator Lopez have received many emails from adjacent residents. Residents did not mind a train and are OK with

pedestrians and bicyclists, but they do not want motor vehicle traffic adjacent to their homes.

Bob Fischer reminded everyone that a small portion of the rail right of way under the Nassau Bridge is required for DelDOT's Minos Conaway project. Josh Thomas pointed out that the Minos Conaway project is separate from the Five Points Transportation Study. Information on both can be found on DelDOT's website.

Jenn Cinelli-Miller read comments that Gail Van Gilder provided via email because she could not be present:

> *Numbers 21,35,36,39,55,56,62,63,69&95 were my recommendations. There are several that have lost my original thoughts. A few things I would like to emphasize. Five Points is the "Gateway" to the Delaware Seashore the major tourist destination in the state of Delaware. Enhance the design to create a context sensitive Gateway to Lewes/Delaware seashore. Enhancements include landscaping, facing on over/underpasses, streetscaping, lighting, signage, landscaped medians, etc. This project is an opportunity to not only improve traffic flow but enhance both quality of life and our tourism economy.*
>
> *The City of Lewes & Lewes Byway recommend that the Minos Conaway/New Rd project be integrated with the Five Points project and that they should be designed together and not separately. Impacts of these projects (and their new traffic patterns) on both Historic Lewes Byway roads and the City of Lewes need be taken into consideration.*

At the end of the Working Group's agenda Jeff Riegner briefly described what will occur after Phase 1 of the Five Points Transportation Study concludes in October. In Phase 2, DelDOT and Sussex County will start to act on the Working Group's recommendations. This Working Group, or some variation of it, will remain involved in Phase 2, and DelDOT and the County will report on progress on a regular basis. More detail on Phase 2 will be provided in upcoming meetings.

The meeting was opened to public comment.

A number of residents of Nassau Grove and Red Mill Pond spoke in strong opposition to idea #76 for reasons of safety, privacy, and quality of life:

Judy Hannan
Bob Winterling
Cheryl and Shaun Hires

Scott Spencer
Tom Summers
Kay Ellis
John Sparacino
Cheryl McCann (Ms. McCann was also opposed to Idea #88.)
Ellen Paolucci
Pauline (last name not given)

Dwayne Johnson, Brimming Horn Meadery, stated that the roadway in idea #76 would destroy their business.

Robert Walker, co-owner of Brimming Horn Meadery, stated that the roadway in idea #76 would cut through the septic system, the bees, and the back patio. It would prevent them from having events, and probably put them out of business.

Lester Koransky stated that the bike path is already funded and it shouldn't be delayed for an idea that might take ten years to build. The bike path should be built now.

Madeline McCann commented that reducing the speed limit on Route 1 will reduce the number of cars that will get through. The speed limit should be raised. Cars travel at 50 – 60 mph despite the speed limit.

Sue Brunhammer stated her opinion that DelDOT does what it wants regardless of recommendations.

Ray Quillen would like to see traffic coming east on Route 9 diverted away from Five Points via Dairy Farm Road and Beaver Dam Road to Plantation Road, and make Plantation Road a dual highway.

Andrew adjourned the meeting at 8:00 pm. The next meeting is Monday, July 23, 2018 at 6:00 pm at the same location, the Beacon Middle School at 19483 John J. Williams Highway, Lewes, DE 19958.

Public sign-in list

Anderson, Marc
Bach, Judy
Bach, Vince
Baker, Barbara
Baker, Dave
Baker, Sandy
Baker, Terry
Bartholomew, Ken
Bartholomew, Kim
Bastian, Roseann
Bau, R.
Beel, Maria

Berube, June
Blasi, Richard
Brown, George
Brown, Nancy Wurste
Brunhammer, John
Brunhammer, Sue
Cajenn, Bernadette
Cajina, Americo
Cartwright, Allen
Cartwright, Cheryl
Catana, Jerry
Catana, Lorraine
Cavallero, Bob
Cavallero, Carol
Christensen, Bob
Christensen, Carol
Cottingham, Phoebe
Daneri, Charlie
Davidson, Chuck
Davidson, Donna
Davidson, Elva
Dec, Carolyn
Dec, William
DeMarco, Thomas
Dianora, Bob
Dianora, Pat
Dinein, Catherine
Dinein, Joe
Dittman, Irmgard A.
Dittman, J.M.
Douglas, Thomas
Eilert, Thomas
Ellis, Kay
Ferguson, John
Filippis, Lise
Fischer, Peggy
Fishbein, William
Flaherty, Ann
Flaherty, Tom
Frazette, Patricia
Frearellut, Andrew
Gantz, Bill
Graziano, Stephen
Haberstroh, Rich
Haefeli, Nancy
Hannan, Judy
Hawkins, Wayne
Helmeczi, Albert
Helmeczi, Joann
Heltrich, Nick
Heydt, Diane
Hires, Cheryl
Hires, Shaun
Hoechner, Joe
Holohan, Mariann
Holohan, Steve
Hooker, Jeannie
Hopkins, Julie
Hopkins, Mike
Hudak, Margaret
Hull, Cynthia
Hurley, Carol
Hurley, Jim
Jackson, Barbara
Jackson, Charles
Johnson, Dwayne
Johnson, Jim
Jones, Bob
Kerwin, Elizabeth
Kerwin, Patrick
Kessler, Binnadett
Kinn, Daniel
Koller. June
Koransky, Lester
Kuhlmann, Marilyn
Kuhlmann, Wade
Law, Elizabeth
Lehtonen, Alfred
Lerck, Mary
Lloyd, Frank
Lodge, Christine
Lodge, John
Losgar, Geraldine
Maher, Eileen
Maher, Matt
Mahon, Charles

Mahon, Dolores
McCann, Cheryl
McCann, Madeline
McDermott, Judith
McDermott, Thomas
McDonald, Linda
McGinley, Kathleen
Medford, Tim
Michael, J.K.
Millichap, Zita
Mills, Lee
Mills, Sandy
Moceri, Frank
Moore, Dennis
Moran, Marianne
Moran, Michael
Myers, Bob
Nelson, Fred
Nordaby, Robert
O'Hagan, Diana
O'Neill, Brian
O'Neill, William P.
Owens, Debbie
Owens, Rich
Palmer, Diane
Paolucci, Ellen
Paul, Tim
Pilkington, Karen
Pompei, Daniel
Quillen, Ray
Rathbone, Lewis
Rauch, Marie
Reed, Jim
Reiwitz, Mary Ellen
Reiwitz, Robert
Rice, David
Samanich, Joanne
Schmitz, Kat
Schreck, Neil
Schroeder, John
Schwarltuc, Dennis
Sherman, Dennis
Shulyaker, Vladimir
Sicard, Claude
Sicard, Debra
Silverman, Maizie
Silverman, Matt
Smith, Bob
Sparacino, Brenda
Sparacino, John
Spencer, Scott
Srnik, Kathy
Srnik, Michael
Stanziola, Frank
Steinback, Robert
Stelman, Rich
Stilwell, James
Strobel, Fred
Summers, Karen
Summers, Tommie S.
Tanverdi, Cengiz
Thompson, Shauna
Toutson, Jacki
Toutson, Paul
Tracino, Vincent
Tyler, Mike
Tyler, Pat
Waage, Arthur
Walker, Robert
Warren, Mike
Weber, Adrienne
Wheatley, Bob
Wheatley, Ellen
White, Jeanne
William, Emily
Williams, Christopher
Williams, Jack S.
Winkler, Cindy
Winterling, Bob
Winterling, Gail
Woelpper, John
Woelpper, Sue
Wright, MaryAnn
Zlatkus, F.P.

FIVE POINTS
TRANSPORTATION STUDY

Ideas with Cost, Timeframe, and Impacts

For Working Group Voting
July 23, 2018

Key:

Cost (order of magnitude)

$	< $200K
$$	$200K - $2M
$$$	$2M - $20M
$$$$	$20M - $200M
$$$$$	> $200M

N/A: Not applicable

TBD: To be determined after study is complete

Timeframe (once the project has been initiated)

*	< 3 years
* *	3-10 years
* * *	>10 years

Impact (subjective; composite based on property, natural resource, and cultural resource impacts)

◊	Low	(minimal easements or property acquisitions; minimal resource impacts)
◊ ◊	Medium	(some property acquisitions; relocations unlikely; moderate resource impacts)
◊ ◊ ◊	High	(more property acquisitions; relocations; potential for significant resource impacts)

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FIVE POINTS TRANSPORTATION STUDY: IDEAS WITH COST/TIMEFRAME/IMPACTS
July 23, 2018

Cost		Timeframe		Impact	
$	< $200K	*	<3 years	◊	Low
$$	$200K - $2M	* *	3-10 years	◊ ◊	Medium
$$$	$2M - $20M	* * *	>10 years	◊ ◊ ◊	High
$$$$	$20M - $200M				
$$$$$	> $200M				

Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
1	Identify locations in the study area where bike parking can be provided	DelDOT	125	$	*	$	*	◊
2	Require bike parking as a condition of certain new developments	Sussex County	125	$	*	N/A	N/A	N/A
3	Identify locations for public restroom access	Sussex County, DNREC, property owners	125	$	*	N/A	N/A	N/A
4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DelDOT	congestion (general)	$	*	$$	*	◊
5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	DelDOT, Sussex County (as part of comp plan)	22 23 24 28 29 30 31 32 33 34 37 38 39 41 42 43 44 45 46 47 48 49 50 51 125	$$	*	$$$	* * *	◊ ◊
6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DelDOT	19 126 128	$	*	$$$	* *	◊
7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DelDOT, emergency service providers	58 85 90 153	$	*	$$	*	◊
8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DelDOT, Sussex County, property owners and developers	54 55 73 74 75 78 79 81 92 101 102 114 131	$$	**	$$$$	* * *	◊ ◊ ◊
9	Develop a process for constituents to request transportation improvements	DelDOT, General Assembly, Sussex County, Council on Transportation	(none)	$	*	N/A	N/A	N/A
10	Introduce legislation allowing speed cameras	General Assembly	115	$	**	N/A	N/A	N/A
11	Improve the Canary Creek bridge on New Road to reduce flooding	DelDOT	133	N/A	N/A	$$$	* *	◊ ◊ ◊

FIVE POINTS TRANSPORTATION STUDY: IDEAS WITH COST/TIMEFRAME/IMPACTS
July 23, 2018

Cost		Timeframe		Impact	
$	< $200K	*	<3 years	◊	Low
$$	$200K - $2M	* *	3-10 years	◊ ◊	Medium
$$$	$2M - $20M	* * *	>10 years	◊ ◊ ◊	High
$$$$	$20M - $200M				
$$$$$	> $200M				

Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
12	Limit non-resident vehicles in some areas	General Assembly, municipalities?	congestion (general)	$	*	TBD	TBD	TBD
13	Evaluate the benefits and costs of providing more smaller buses, ideally open-air during peak season	DTC, other transit providers	11 17	$	*	$$$	* *	◊
14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County	3 5 6 7 54 135 137 138 140	$	*	N/A	N/A	N/A
15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County	5 140 148	$	*	N/A	N/A	N/A
16	Consider noise and lighting impacts of major transportation project recommendations per regulations	DelDOT	(none)	$	*	N/A	N/A	N/A
17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DelDOT, Sussex County	(none)	$	*	$$$	* * *	◊ ◊
18	Consider modifications to the Development Coordination Manual that require or encourage roundabouts at new subdivision entrances	DelDOT	53 congestion and safety (general)	$	*	N/A	N/A	N/A
19	Study the feasibility of converting existing development entrance intersections to roundabouts	DelDOT	53 congestion and safety (general)	$$	*	$$$	* * *	◊ ◊
20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DelDOT	79 81 congestion (general)	$$	* *	$$$$	* * *	◊ ◊ ◊
21	Bring in nationally recognized planners and engineers to provide creative ideas to make sure improvements are aesthetically pleasing	DelDOT, Sussex County	(none)	$	*	N/A	N/A	N/A
22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DelDOT	80 104 128	$	*	$$	* *	◊
23	Identify potential connections to and from the Lewes Transit Center	DelDOT	14 29 33 43 139 150 154	$	*	$$	* *	◊
24	Consider expanding town limits to Route 1 through annexation in order to allow towns to have more direct input on land connecting town and Route 1	Property owners, City of Lewes [Rehoboth Beach is outside study area]	136 137 146	$	* *	N/A	N/A	N/A
25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DelDOT	72	$	*	N/A	N/A	N/A

FIVE POINTS TRANSPORTATION STUDY: IDEAS WITH COST/TIMEFRAME/IMPACTS
July 23, 2018

Cost		Timeframe		Impact	
$	< $200K	*	<3 years	◊	Low
$$	$200K - $2M	* *	3-10 years	◊ ◊	Medium
$$$	$2M - $20M	* * *	>10 years	◊ ◊ ◊	High
$$$$	$20M - $200M				
$$$$$	> $200M				

Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County, DelDOT, City of Lewes, Byway Committee	1 141	$	*	$$	* *	◊
27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DelDOT	53 86 105 106 107 108 109 110 111 112	$$	*	$$$$	* *	◊ ◊
28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DelDOT, Sussex County, property owner	congestion (general)	$	*	$$	* *	◊ ◊
29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DelDOT	56 79 101	$$	* *	$$$	* * *	◊ ◊ ◊
30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DelDOT	congestion and QOL (general)	$$	*	$$$$$	* * *	◊ ◊ ◊
31	Consider modifications to land development requirements and/or the Development Coordination Manual to require developments of a certain size to contribute to shuttle services	Sussex County, General Assembly	2 6 7 10 11 17 20 52 57 135 137 138 congestion (general)	$	* *	$$	* *	◊
32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DelDOT	73 84 85 90 105 106 107 108 109 110 111 112 113	$	*	$	*	◊
33	Consider using tax credits or similar incentives to encourage developers to plan for interconnections with other developments	Sussex County	3 143 145	$	* *	N/A	N/A	N/A
34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	3 57 66 132 143 145	$	*	N/A	N/A	N/A
35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DelDOT	8 88 89 90	$	*	N/A	N/A	N/A
36	Identify locations where trees can safely be planted within the right of way	DelDOT	141	$	*	$$	* *	◊
37	Limit traffic flow over the Indian River Inlet Bridge	DelDOT	congestion (general)	$$	* *	TBD	TBD	TBD
38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DelDOT	Safety	$	*	$$	*	◊
39	Study the feasibility of a fare free bus zone subsidized by Route 1 merchants	DTC	10 142	$	*	$	*	◊

FIVE POINTS TRANSPORTATION STUDY: IDEAS WITH COST/TIMEFRAME/IMPACTS
July 23, 2018

Cost		Timeframe		Impact	
$	< $200K	*	<3 years	◊	Low
$$	$200K - $2M	* *	3-10 years	◊ ◊	Medium
$$$	$2M - $20M	* * *	>10 years	◊ ◊ ◊	High
$$$$	$20M - $200M				
$$$$$	> $200M				

Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
40	Extend limited-access Route 1 from Dover through the Route 113 corridor into Maryland	DelDOT	congestion (general)	N/A	N/A	$$$$$	* * *	◊ ◊ ◊
41	Identify publicly- and privately-owned land in the study area that may be used for trails	DelDOT	33 129 152	$	*	$$$$	* * *	◊ ◊
42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DelDOT	95	$	*	$$	* *	◊ ◊
43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DelDOT	35 97	$	*	$	*	◊
44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DelDOT	56 74 93 103 congestion (general)	$$	*	TBD	TBD	TBD
45	[DELETED - see number 57]							
46	Study the feasibility of elevated express lanes above Route 1 from Nassau Bridge to Delaware Seashore State Park, with appropriate landscaping	DelDOT	59 61 67 70 72	$$	*	$$$$$	* * *	◊ ◊ ◊
47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DelDOT	safety (general)	$	*	$$	* *	◊
48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DelDOT	4	$	*	$$	*	◊
49	Improve tourism-oriented destination signage along Route 1	Sussex County, DelDOT, Southern Delaware Tourism	88 89 113 141	$	*	$	*	◊
50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DelDOT, property owner	138	$	*	$$	* *	◊
51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	DelDOT, General Assembly	90 safety (general)	$	*	$	*	◊
52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DelDOT	21 22 34 48 126 safety (general)	$	*	$$$	* * *	◊ ◊
53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DelDOT	68 78 131	$$	* *	$$$$	**	◊ ◊ ◊

FIVE POINTS TRANSPORTATION STUDY: IDEAS WITH COST/TIMEFRAME/IMPACTS
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Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DelDOT	64 93	$	*	TBD	TBD	TBD
55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DelDOT	61 92 93 95 138 140	$	*	$$	* *	◊ ◊
56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DelDOT		$	*	$$	* *	◊
57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DelDOT	59 61 67 70 72	$$	* *	$$$$$	* * *	◊ ◊ ◊
58	Study the feasibility of closing the north end of Salt Marsh Boulevard	DelDOT	100 116	$	*	$$	*	◊ ◊
59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC	18	$	*	$$	*	◊
60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DelDOT	40 87 89	$	*	$	*	◊
61	Study the feasibility of providing a location on Route 1 prior to Rehoboth Beach for landlords to provide keys to tenants	Tourism, Realtors	congestion (general)	$	*	N/A	N/A	N/A
62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations (see list) are full	Property owners, businesses, DNREC, DelDOT	88 90	$$	*	$$$	* *	◊
63	Develop more detailed concepts and estimates for planned byway improvements Per Byway Master Plan Improvements Document	DelDOT	37 77 96 97 106	$	*	TBD	TBD	TBD
64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DelDOT	76 82 107	N/A	N/A	$$$	* *	◊ ◊
65	Introduce legislation to increase the gas tax	General Assembly	91 142	$	* *	N/A	N/A	N/A
66	Study the feasibility of a grade separation at Five Points	DelDOT	28 54 74 79 120	$$	* *	$$$$	* * *	◊ ◊ ◊

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Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC	safety (general)	$	*	$$	*	◊
68	Develop concepts and estimates for bringing all roads in the study area to DelDOT standard, including shoulders	DelDOT	86 safety (general)	$$	* *	$$$$$	* * *	◊ ◊ ◊
69	Study enhancing New Road per Byway Master Plan	DelDOT	8 44 57 64 119 133	N/A	N/A	$$$	* *	◊ ◊ ◊
70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DelDOT, Sussex County	53 75 147	$$	* *	$$$$	* * *	◊ ◊ ◊
71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DelDOT	26 27 28	$	*	$$$	* *	◊ ◊ ◊
72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DelDOT	108 109	$	*	$$	*	◊
73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DelDOT	114	$	*	$	*	◊
74	Evaluate the potential transportation benefits, costs, and impacts of converting Savannah Road and New Road to one-way travel	DelDOT, City of Lewes	58 67	$$	* *	$$$	* *	◊ ◊ ◊
75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DelDOT, Sussex County, Tourism	88 89 135	$	*	$$	*	◊
76	Evaluate the potential transportation benefits, costs, and impacts of a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road	DelDOT	74 92 93 120 129 153	$$	* *	$$$$	* *	◊ ◊ ◊
77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DelDOT	52 61	$$	* *	$$$	* * *	◊ ◊ ◊
78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DelDOT	99	$	*	$	*	◊

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Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	DTC, City of Lewes, DRBA	17	$	*	$$	*	◊
80	Consider whether CTP funding should be allocated based on population growth	DelDOT, Council on Transportation	91 142	$	* *	N/A	N/A	N/A
81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC, DelDOT	congestion (general)	$	*	$$$	* *	◊ ◊ ◊
82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DelDOT	78 131	$	*	$$$	* *	◊ ◊ ◊
83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DelDOT	147	$	*	$$$	* *	◊ ◊ ◊
84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DelDOT, Sussex County, Cape Henlopen School District	78 131	$	*	$$$	* *	◊ ◊
85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DelDOT	68 78 131	$$	* *	$$$	* * *	◊ ◊ ◊
86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County, DelDOT	3 57 66 119 122 143 144 145	$	*	N/A	N/A	N/A
87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly	(none)	$	*	N/A	N/A	N/A
88	Evaluate the potential transportation benefits, costs, and impacts of a new road along the Junction & Breakwater Trail right of way	DelDOT	74	$$	* *	$$$$	* * *	◊ ◊ ◊
89	Continue TID studies both east and west of Route 1	DelDOT, Sussex County, City of Lewes	91 142 146	$$	*	TBD	TBD	TBD
90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DelDOT	44 46	$	*	$$$	* *	◊ ◊ ◊

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Semifinal ID	Idea/approach from Working Group small group	Responsible party	Need(s) addressed	Study		Implementation		
				Cost	Timeframe	Cost	Timeframe	Impacts
91	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)	General Assembly, DelDOT	3 83 91	$	* *	N/A	N/A	N/A
92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DelDOT	(none)	$	*	$$$	* *	◊ ◊
93	Study the feasibility of staggering beach rentals so they don't all turn over on Saturdays	Sussex County Association of Realtors	congestion (general)	$	*	N/A	N/A	N/A
94	Endorse "don't block the box" legislation with camera enforcement	General Assembly, Delaware State Police, DelDOT	60 123 134	$	* *	$$	*	◊
95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DelDOT	93 95 115	$	*	TBD	TBD	TBD
96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DelDOT, Sussex County	124 125 127 129	$	*	TBD	TBD	TBD
97	Encourage Uber-type transportation to congested areas like downtown Lewes/Rehoboth Beach; provide designated dropoff and pickup locations	Chamber of Commerce, Sussex County, Towns	congestion (general)	$	*	N/A	N/A	N/A
98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DelDOT, Sussex County	135 138	$	*	$$$	* *	◊ ◊ ◊
99	Study feasibility of online fee access reserved parking at State Parks	DNREC, State Parks	congestion (general)	$	*	$$	*	◊
100	Identify strategic locations for electric vehicle charging stations	DelDOT, Sussex County	(none)	$	*	$$	*	◊ ◊
101	Introduce legislation to raise revenue through a mileage-based user fee	General Assembly	91 142	$	* *	N/A	N/A	N/A
102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DelDOT	congestion and safety (general)	$	*	$$$$	* * *	◊ ◊ ◊
103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DelDOT	8 52 54 64 105 110	$	*	$$	* *	◊
104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DelDOT	86 safety (general)	$	*	$$$	* * *	◊ ◊ ◊

FIVE POINTS
TRANSPORTATION STUDY

Tentative schedule of upcoming meetings

Updated July 23, 2018

All meetings will be held at:

Beacon Middle School cafeteria
19483 John J. Williams Highway
Lewes, Delaware 19958

Monday, July 30, 2018
Working group meeting, 6:00 pm

Monday, August 27, 2018
Public workshop, 4:00-7:00 pm

Monday, September 24, 2018
Working group meeting, 6:00 pm

Monday, October 22, 2018
Working group meeting, 6:00 pm

It is our goal to wrap up Phase 1 in October, although additional meetings may be scheduled if needed.

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

See the Delaware Public Meeting Calendar
at **publicmeetings.delaware.gov**
for official meeting notices.

DelDOT

FIVE POINTS
TRANSPORTATION STUDY

Public Comments

Received Since the Last Working Group Meeting
July 23, 2018

This document contains comments received through 11:00 am on July 23, 2018.

Comment 1

I live in Sussex County and have taken advantage of the opportunity to attend several of your open houses to view potential road improvements in and around Lewes and the Beaches. I am also privy to some of the numerous complaints you must receive on a daily basis from organizations, communities, and people, many of whom I believe are being selfish and self-centered in their view of changes that have taken place over the last 30 plus years, and that continue to take place across southern Delaware. Although I understand the sentiments being expressed by these folks, I believe many are based on a belief that they got theirs and no one else should be allowed to come to Delaware and participate in the growth of Sussex county. From my perspective the key to dealing with growth is proper planning for growth, to include the amount of growth to allow over time, and implementation of related infrastructure improvements.

In any event, I just wanted to provide a perspective from a Delaware resident who lived Little Heaven as a child (1960-1979) and upon graduation from U of D moved to Michigan for 33 years to work for the US Army and then on to Virginia for the last 4 years, before retiring from the Army and moving back to Delaware in January 2017. I believe the changes I've seen while away for almost 37 years, and visiting family frequently over the years, and now living in the state full-time again, have made an improvement in the lives of most Delawareans, and, for the most part, have been well thought out and implemented.

In this vein, I would ask that you continue your process of keeping the public informed and accepting input from all comers, while moving forward with the much needed improvements necessary for all Delawareans and visitors to enjoy living in and visiting the state. I'm particularly enamored with your proposed improvements to Coastal Highway at Nassau and New Road, and to Old Orchard Road in Lewes, which runs through my community of The Villages of Five Points.

DelDOT

For what it’s worth you have my vote to KEEP MOVING FORWARD WITH THESE PROJECTS AS QUICKLY AS POSSIBLE!

Thanks for all you’re doing to make Delaware roads and highways better every day!

Comment 2

Something seriously needs to be done. On the areas it is horrible bad at all times but this summer has done it there needs this traffic light system adjusted you wait for five min at all lights there except the south And north traffic turning on to 9 going north on 1 end up light goes red with traffic parked out onto one the cars coming off plantation rd drive right through stop sign there is in serious need for police enforcement here but never is ever if I don't have any of these items looked at I will start calling state government numbers Sussex county get ignored in this state in a person with heart condition and other life threating condition. My god emergency trucks can hardly move through this traffic that could mean someone's life

Comment 3

Subject: Railroad
I think that is not a bad idea at all. It is in the right place, you already own it. That would save LOTS of money and litigation. Don't be bullied by some local loudmouths. No matter what you do there will be complaints. Keep working on the railroad idea quietly. I wouldn't dare to say this publicly. That's why I'm sending an email. I live in Lewes and travel thru 5 points often.

Comment 4

Regarding the list of 100 items please DELETE #36 Trees in the R-O-W.
They can fall and crash into cars, cars can run off the road into them, worse yet they can block evacuation routes, BAD idea!

Do support #76, road & trail along old RR r-o-w. Try to stress this is not a highway, just a new 2 lane road with shoulders and a bike trail. It should be named the "Cool Spring to Lewes Road". Try to ignore all the NIMBYS who are hyperventilating about something new and different!

Comment 5

Subject: Hudson Hughes Highway
I vote yes to use the Route 9 at Cool Spring Cottage to Savannah Road as a two lane highway (autos, trucks etc) with a trail either down the middle or to one side.

Comment 6

I am contacting you today regarding the five points working group proposal #76.

First my wife and I recent transplant to the area. We purchased a home in the Red Mill Pond subdivision and we literally back up to the railroad tracks (see attached photos).

When we agreed to build a home we were told of the plans for a bike / walk path. While we were a little hesitant to have people walking/biking along our back yard, mostly from the fear of people dumping their trash along the way which would wind up in our yard, we agreed to it because in the end it would not cause a lot of noise and it would wind up being a good thing for the local residents. Also of note, not that it is important to you all, KHovnanian charged us a premium for the lot because of the fact it didn't back up to anyone else's yard like so many of the other homes here.

So fast forward to the fall, home is finished we closed in October 2017 receiving a Certificate of Occupancy from the County. Presumably, we thought the County actually inspected the home. I am beside myself at what they let go. We had a gas leak in our stove, our roof trusses are bowed (they were put up that way), the HVAC was installed with the blower in reverse so the propane was being pushed back into the house, walls that were visibly slanted to the naked eye, etc. We are still trying to get these things fixed. Again not your problem but how the heck did the County Inspector not catch some of these things? Especially the gas leak which we could smell from day 1, but I digress....

So here we are again while most of things have been fixed (still waiting on the roof), we have a new issue that the DelDOT wants to put a road in the backyard. I took the attached photos to show two things:

One the gentlemen in the last meeting that was making all the changes to stuff (I believe that was DJ Hughes, he was the one that showed the poster-board example of the road, if I have the wrong name I apologize but if you were at Monday's meeting you know who I am talking about, he was sitting next to Josh from DelDOT) made a face like we were crazy when my wife was speaking about the railroad tracks being 25' from our backyard. The first photo is no joke. I measured it. From the edge of my grass to the railroad tracks, which are now removed, was 25'.

Second I took a picture of the work truck now going up and down the railroad track. The photo was taken from the back edge of my house. That is just one truck and you wouldn't believe how loud it is as it just passes by. I do not want to even imagine a steady stream of cars going both way that close to the back of

my house. Between the noise and fumes that a road will certainly bring we will also have to deal with the trash that people love to throw out of their windows and don't even get started on the cigarette butts!!! DelDOT is being delusional if they think this does not affect the quality of people lives that live along the tracks.

While I completely get DelDOT's thinking about the possibility of putting a road there as they have already purchased the land and it is something that can be built without affecting the current flow of traffic, it is a horrible idea. Not only for me but for the string of houses that back up to it in Red Mill Pond and Nassau Grove and points in between. It is obviously just not my opinion as evidence by the chorus of "boo's' and line of people willing to speak out about this idea at the last meeting. It was the ONLY idea anyone opposed. No one cares about extra traffic lights or road widening or a raised roadway (which by the way was well received). Proposal 76 was the idea that has people up in arms and willing to fight. Please for sake of the constituents that live along the railroad track and surrounding communities opt for another solution to the traffic issues as putting in another road through neighborhoods people live in is just not a good idea.

Lastly, I would like to offer some other solutions for Five Points:
1) I don't care if it is the intersection Minos Conway or Cave Neck or Hudson and Rte 1 there needs to be a light put in so people can turn onto the North bound lanes. If anyone of those streets had a light I guarantee it would alleviate some of the traffic at the five points intersection. People don't like using those intersections now because it is life and limb trying to get across but if we could safely get North it would ease some of the issues. PS: That may also require a light at Cave Neck and Sweet Briar

2) Has anyone thought of closing the intersection where Belltown, Plantation & 404 meet and moving that intersection a block down to Church Street, which people already use anyway. It would only be limited widening of 404 and a widening of Church St which is not very long anyway. Put lights at both the intersection of Plantation and Church as well as Church and Rte 404 to allow safe passage. You could expand the turn lane all the way down to Church Street as well which would allow for more room for the cars turning off of Rte 1

I am sorry for the long email but felt it necessary to further the point that so many of our neighbors were making this past week, this is not just about a road, this is about our quality of life.

Comment 7

This comment relates to Suggestion 76 of the Five Points Working Group to convert the already approved and funded bike and pedestrian path to a vehicular roadway. When we purchased our home in Nassau Grove in 2010 we were fully

aware of the rail line behind our property. We were told by the builder, K. Hovnanian, that the line only ran a couple times a month and that the long term plan was for the State of Delaware to put a bike and pedestrian path next to the rail line. This path would become a nice amenity for our community. Many residents were happy to have this path as a means of keeping active and healthy and also as a way to enhance the value of the properties in the neighborhood. Over the next 6-7 years the rail line continued to operate making about 2 to 3 trips per month to and from the pharmaceutical plant in Lewes. The total time the train spent behind our property was about 30 seconds per trip making the total inconvenience of noise from this rail line about 2 to 3 minutes per month or a total of about 24-36 minutes per year. When the rail line was recently decommissioned, due to the swing bridge failure, we were told that funding for the bike and pedestrian path had been granted and that construction of the bike and pedestrian path would begin in 2018. Train tracks and railroad ties have now been removed and we have been hoping that the bike and pedestrian path would be complete in 2019.

Suggestion #76 would represent a significant negative impact on the Nassau Grove community and other communities in and around this decommissioned rail line should a vehicular roadway be installed rather than the already approved low impact bike and pedestrian pathway. The removal of healthy trees that act as visual barrier and the noise pollution generated by vehicular traffic would negatively impact property values. I strongly urge the 5 Points Working Group to remove this recommendation #76 from any and all documents. Should it remain on the list I encourage all Working Group members to vote a resounding NO.

Comment 8

This comment also relates to Suggestion 76 of the Five Points Working Group to convert the already approved and funded bike and pedestrian path to a vehicle roadway. It is my understanding that the individuals making this recommendation have a direct interest, either as employees or contractors, of the traffic engineering firm of Davis Bowen and Friedel and/or of Hudson Management. It is also my understanding that both companies could stand to benefit financially if the bike and pedestrian path is converted to a vehicle roadway. This represents a clear conflict of interest and I request that, should Suggestion 76 remain on the list of suggestions, both Mr. Hughes and Mr. Hudson, current members of the Working Group, abstain from casting a vote on Suggestion 76 at the upcoming Working Group sessions.

While I appreciate the work being conducted by all Working Group members, and recognize that these “suggestions” are just part of the process, Working Group members who could stand to financially benefit from any suggestion on the list

must recuse themselves from a vote on that suggestion to avoid any appearance of impropriety and potentially undermine the value of the Working Group.

Comment 9

Regarding Suggestion 76 of the Five Points Working Group to convert the already approved and funded bike and pedestrian path to a vehicle roadway.
I think it is also important to note that many residents along this already approved bike and pedestrian path paid lot premiums for these home locations on the "promise" from builders and supporting County documents that a bike and pedestrian path would be forthcoming (with or without the rail line). Additionally, many residents of Lewes and the surrounding communities view this bike and pedestrian path as a positive promotion of a healthy lifestyle and in keeping with Delaware House Bills 505 and 556 that were designed to "increase facilities and opportunities for bicycling" in an effort to keep Delaware in the top 10 of bike friendly States. Any shift to change this path to a vehicular roadway, now or in the future, would reflect a breach of trust to all County residents.

Comment 10

We reside in and own our home at 32847 Carneros Avenue, in the Nassau Grove community. Our development backs up to the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove.
We strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.

The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities. We strongly support conversion of the ROW to a dedicated bikeway trail as has been promised since we moved. We've waited patiently for 8 years.

Construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all adjacent neighborhoods. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.

We implore you to oppose the construction of a road and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 11

Earlier this week I attended the 5 Points Working Group Meeting in Lewes, DE. I am writing to ask you to oppose the suggestion of turning the railroad tracks, which were designated to become part of the bike trail, into a road.
First, I do not see how a road in this location would help ease traffic problems at 5 Points. People traveling south on Route 1, who live in this area, exit route 1 long before 5 Points. People who are traveling further south on Route 1 will not exit at the railroad tracks and travel inland. They already have opportunity to do so at Hudson Road, Cave Neck Road, or Minos Conaway Road. With several options already available and not widely used, I see no reason to create a new road. I would love to hear from you as to how you believe this will ease congestion and provide a benefit to travelers.

Secondly, I am a resident of The Villages at Red Mill Pond with property backing right up to the railroad track. My husband and I retired last year and relocated our home to DE. We chose this community because it was away from the busier sections and far enough from a busy road. We chose our location within the community because it provided privacy backing up to a tree line. We also liked the idea that once the railroad tracks were changed to a bike trail, we would have easy access to the great trails in this area. We NEVER would have bought a home that backs up to a road!

We would not stay in our home if a road is put in. If that happens, you have greatly devalued the home we just built in a terrific location. We searched many places before deciding upon The Villages at Red Mill Pond. This has put a very negative slant to what we pictured as our perfect retirement. We were told the rail tracks would become a bike trail, connecting us to Lewes and the rest of the trail paths. Please do not take all of this away from us.

It is my hope that you will oppose this option and look carefully at the many other suggestions. Put yourself in our shoes and imagine what this would do to you. I look forward to attending future meetings and hearing your thoughts and response to my points.

Comment 12

We reside and own our home at 31766 Chablis Lane, in the Nassau Grove community. Our community abuts the vacated Delaware Coastline RR ROW as it passes along the south
property line of Nassau Grove. We strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.

Being avid bikers and hikers, we strongly support conversion of the ROW to a dedicated bikeway trail as has been proposed since we moved here. The planned extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth
communities.

On the other hand, construction of a road with a bike lane next to it is going to create safety
concerns and take away from the natural beauty of the area. It will diminish the quality of life and property values of all neighborhoods that abut it. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.

We urge you to oppose the construction of a road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 13

This idea is unfair to property owners in the area and I am one of those deeply concerned. I live on Point Drive just off Minos Conaway Road and this idea would ruin our community as well as the other surrounding communities. There are already enough speeders on Minos Conaway as it is. I will join any opposition that fights this proposal and back it with whatever money and time
required.

Comment 14

We reside and own our home at 16300 Corkscrew Court in the Nassau Grove community off of Minos Conaway.
We strongly oppose construction of any road upon the Coastline RR ROW and ask that you not pursue this proposal.
We strongly support conversion of the ROW to a dedicated bikeway trail as has been previously proposed. The extended bike trail will greatly enhance the quality of life and attractiveness of the Lewes/Rehoboth community by providing a safe means for residents to enhance their health and well being. At the same time a dedicated bike trail will protect the quality of air, wildlife and bucolic surroundings and will add beauty and charm to further preserve Lewes' history which we cherish and respect.
We strongly implore you to abandon the proposal of the construction of a road upon the Delaware Coastal RR ROW and beg of you to proceed with the construction of the dedicated bikeway that the residents of Lewes/Rehoboth have been excitedly anticipating since being introduced many months ago.

It is our responsibility to preserve the beauty and character of Lewes – the first town in the first state.

Comment 15

I reside and own my home at 17074 Cuvee Lane, in the Nassau Grove, Lewes, community.
I strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bike trail which has been proposed subsequent to when I moved here in April 2008. The extended bike trail system will greatly enhance the quality of life and attractiveness of the Lewes/Rehoboth communities.
On the other hand, construction of a road with a bike lane next to it is no bike trail at all. It will diminish the property values of all neighborhoods that abut it.
If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.
I implore you to oppose the construction of a road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bike trail which so many of us have been eagerly supporting.

Comment 16

I am concerned about the bike path from Cool Spring Rd. to the Nassau Bridge. My home backs up to the R.R. tracks. Now I do not oppose a bike trail, But I do oppose a road along the track right of way. It will cause a loss in my property value, not to mention my peace in my back yard. Please vote no to a road along the tract right of way.

Comment 17

As a recent resident at the Villages of Red Mill Pond, we have a home that backs up to the railroad track about 15 feet away. When we purchased our home and chose the lot, we did so knowing of the talked-about, advertised and written in the paper ’17-mile walking trail’ for the betterment of the community.

Now we find ourselves hearing about a proposal to change the direction of a community trail to a bypass road that not only would destroy our neighborhood and property value, but more than likely would have little long-term impact on alleviating congestion down at 5points and well could contain all kinds of hazards, expense and potential legal entanglements for the community in the process.

I urge the powers to be to dismiss the proposal and proceed with the original plan for a walking trail. With all due respect to traffic control, the community at large and its property owners should weigh more in the decision process than commercial interests.

Comment 18

My husband and I moved to The Villages of Red Mill Pond at the end February. We are located on Spring Brook Avenue, next to the railroad tracks. We bought the lot because we did not want homes behind us and were excited about the impending path. We are retired as are most of the people here and financially can not afford to lose money as we certainly would if the proposed road is approved. Madam/Sir, please do what you can to stop the road. There certainly are alternatives without hurting your senior citizens.

Comment 19

I reside and own my home, in the Nassau Grove community. We are near to the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove.
I strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bikeway trail as has been proposed since I moved here in July, 2013. The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities.
On the other hand, construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all neighborhoods that abut it. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.
I implore you to oppose the construction of a road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 20

My husband and I recently purchased our dream retirement home in The Villages at Red Mill Pond in Lewes, DE. which we are in fear could become a nightmare.

We purposely bought our lot with the old railroad running behind the property being assured that the train was no longer operating and would be converted to a walking/bike path: http://www.capegazette.com/article/state-updates-design-lewes-georgetown-trail/140217

We have recently been informed that DelDOT has formed a 5 Points Working Group which is trying to stop the planned Rails to Trails and instead build a road. This is outrageous!

We did NOT buy our home with the intent of it butting up against traffic. We do NOT have much property between our home and the tracks to accommodate a road! We do NOT need to have our property value diminished. We do NOT need the noise and pollution of traffic.

We DO need more walking and biking space. We DO need to retain the remaining natural habitat currently along those tracks.
We urge you to PLEASE prevent this road from being built and PLEASE ensure that the previously planned walking/bike path is retained.

Comment 21

I reside and own my home at 16398 Corkscrew Ct, in the Nassau Grove community.
My home is near the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove.
I strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bikeway trail as has been proposed since I moved here in January, 2009. The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities.
On the other hand, construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all neighborhoods that abut it. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.
I implore you to oppose the construction of a road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 22

As a resident of Lewes. No road replacing railroad tracks.
Half million dollar homes do not need more traffic.
Find another solution

Comment 23

Please do not alter the plans to convert the decommissioned tracks to anything other than the rails and trails. We do not need another road with so called bike

lanes. We need a safe place to bike and hike. The bike lanes as they are now are small and often covered with rocks and grass trimming.

Comment 24

I reside and own my home at 18297 Spring Valley Lane, Lewes, in the Nassau Grove community. My lot abuts the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove.
I strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bikeway trail as has been proposed since I moved here in January, 2009. The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities.
On the other hand, construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all neighborhoods that abut it. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.
I implore you to oppose the construction of a road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 25

We are lucky enough to live in the community of Nassau Grove. Our community motto is "We take care of each other". We all feel that God was the instrument that led us here. It was our understanding that the railway behind our home was going to be a rail to trail. Being walking and biking enthusiasts, we were excited when the news was announced that it would be a trail only. In our beautiful backyard we have a gray fox who dwells behind the berm. The variety of birds that visit our feeders is a sight to behold. A blue heron and snowy egret visit and feast on the fish in our ponds. Let us also mention the duck and turtle population continues to grow every year.
Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove.

Comment 26

We reside in and own our home at 31977 Carneros Avenue, in the Nassau Grove community. Our lot backs up to the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove.
We strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities. We strongly support conversion of the ROW to a dedicated bikeway trail as has been promised since we moved. We've waited patiently for 8 years.
Construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all adjacent neighborhoods. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.
We implore you to oppose the construction of a road behind our house and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 27

I live at 31953 Carneros Avenue in the Nassau Grove development, Lewes, DE. My property backs up to the vacated Delaware Coastline railroad right of way.
I am writing to express my full support for the bike trail that has been in the works for years, and which is finally being constructed. I am completely opposed to the idea of putting a road in the railroad right of way. The bike path will enrich our community and will attract tourists to the area. A road on that right of way will be unsafe for bikers and will ruin our quality of life and our property values.
Please support our communities by opposing the construction of a road on the railroad right of way. Please support the continued construction of the bike trail which is already underway.

Comment 28

As I entered the 5 Points working group meeting on June 25th I was handed a bookmark. On the back are listed the goals of the working group. The very first goal is “Quality of Life”. As a resident of Nassau Grove, whose house is right next to the railroad ROW, I am extremely worried about my future quality of life. Putting a highway, with car and truck traffic right on the edge of my property, will destroy my quality of life and the value of my home. I would have cars and trucks speeding by 25 feet from my kitchen, living room, and bedroom windows.
Please take the time to stand on Minos Conaway Road and look down the ROW. The rails to trails project will be a magnificent addition to the area. Walkers, joggers, dog walkers, bikers, moms with strollers - all these people and

more will be able to enjoy this linear park. Look at the beautiful trees that line the railroad bed. They could never be replaced.
Please vote against the proposed highway and save this greenway for future generations.

Comment 29

Having attended the June 25th Five Points Working Group meeting, I was quite impressed with the amount of hard work that your committee has contributed towards solving this complex problem.
However, it was quite apparent by the overflowing crowd and the many negative comments that the most controversial issue was Item 76 regarding the combined road/trail along the decommissioned railway. I believe the following reasons provide enough evidence for you and the other members to vote NO on the proposal:

1) Safety of residents, particularly small children. Consider the consequences if a vehicle crashed into homes or traveled through back yards due to inattentiveness from texting or alcohol impairment.
2) Proximity of homes directly adjacent to area, some only 25 feet from the edge of the right-of-way, is totally out-of-character with the surrounding area.
3) Removal of all trees and vegetation will eliminate any natural privacy and affect wildlife.
4) Continual traffic noise, not only from cars, but trucks, ambulances, and fire
5) equipment.
6) New streetlighting and signs will be required.
7) Decrease in property values for all homes within any development adjacent to the project, particularly during construction. Lower sale prices will be used as comparable values for the entire community.
8) Additional intersections must be created and traffic managed utilizing stop signs or traffic lights along the entire route. For example, crossing Minos Conaway Road will create more traffic congestion that is supposed to be eliminated by this project.
9) The long promised scenic and safe dedicated bike trail that has already been approved and is currently under construction no longer exists.

Comment 30

I am concerned and angry about a proposal to use the old Delaware Coastal Railroad route for the purpose of a RT 9 extension due to traffic congestion.
This is the best idea DelDOT can put forward? Running a road through resident's backyards? Providing a negative impact on their quality of life and reducing the value of their newly acquired homes?

The railroad was taken apart for the purpose of building a biking and hiking path. To improve our quality of life.
Many live and have relocated to Delaware for a certain lifestyle. Seeing a neighbor's backyard being turned into a highway is not the lifestyle we want or will support.
Route 9 is not the problem. "Malfunction Junction" has not been properly addressed and corrected for years. Stop putting a band-aid and applying knee jerk decisions on building and infrastructure. Get a plan that works for all, not just certain areas or individuals, and use it!

Comment 31

I was at the workshop last month, however I wasn't aware that the audience could speak until it was announced that they had a list of folks wanting to voice their opinions because they were asked at check in. I wasn't asked when I signed in, so I didn't get up to say my two cents. However I'm going to voice this to all three of you.
My husband and I built our home next to the RR tracks because we didn't want to live near any roadway. We live on the circle in Red Mill Farms, 31343 to be exact, we build our home in 1983. The train went by every 2-3 weeks, slowly to they could "toot" the whistle to any children who was ready to wave to them. The train clicked along to and from the beach and back spreading joy to all the children who waited for them.
That being said our property is about 200' +/- along the tracks. No matter the speed limit they will fly down this road like they do on all the other roads. Trash, noise and accidents will happen. We personally do not want someone's vehicle to crash into out bedroom, house, yard, etc. Think about all the mobile homes along this area from Whispering Pines and Sussex East parks...all the bedrooms back up to the tracks! I cannot imagine an accident into one of them. This is a dangerous situation that should be voted AGAINST by every member of the committee!
If a wider road was needed then the developments, Railey area, Sussex East, Ryan properties should not have been allowed!
The bike/walking path will not be noisy, accident prone, upset the nature and beauty of the area! Please, please vote AGAINST this heinous idea!

Comment 32

As two important meetings of the 5-Point Working Committee are fast approaching, we are writing again with our concerns and opposition to the road on the former Coastline RR ROW that is proposed in place of the already-approved bike trail leading from Georgetown to
Lewes. We ask that you and the 5-Point Working Committee consider the following

points
regarding the construction of a road versus the already-approved bike trail.

The Delaware Department of Transportation has put into place a highly proficient bus system to provide transportation to historic Lewes, the Cape May/Lewes Ferry, Rehoboth Beach and many other areas. Rather than another road, why not capitalize on reducing the number of
cars by promoting this wonderful means of transportation, and if needed, institute additional park & ride areas in locations on Route 1 and adjacent townships. The buses are a progressive step in cutting back on high traffic volume, ensuring greater safety, reducing pollution,
protecting the environment and maintaining the beauty of Lewes.

Another road (instead of the bike trail) leading into Lewes, in hopes of creating more business, would lead to more congestion and have a negative impact on the charm that draws people to this quaint area. There is no ample parking space in historic Lewes. Those using a bike trail
oftentimes utilize back packs and bicycle baskets which would allow them to safely travel to
Lewes and other neighboring areas to shop and visit restaurants, leaving room for many more to visit and do the same.

A bike trail will preserve the history of the old railway and maintain the charm and beauty of our beautiful town of Lewes (1st town in the 1st state). The bike trail would preserve the untainted land in this area, protect the wildlife and environment from light, noise and air pollution and preserve the safety and well-being of surrounding neighborhoods.

The funds for the bike trail have already been approved and allocated. Many residents in this area bought their properties with the understanding and promise that the bike trail will be constructed. The property value, safety, comfort and lifestyle of many of the residents whose homes abut the proposed road would be negatively impacted.

The preservation of this land for the bike trail, rather than a road, would help preserve land in this high density area in Sussex County which currently has a very low percentage of preserved land in comparison to other towns in the state of Delaware.

We ask again that you abandon the proposal of the construction of a road upon the Delaware Coastline RR ROW and respectfully request that you move forward with construction of the State-approved bikeway.

Comment 33

As follow-up to our recent letters to our state representatives and Delaware Department of Transportation, we do not support the Hudson-Hughes Highway proposal.

Comment 34

As a resident of the Villages at Red Mill Pond, I was, of course, dismayed to learn that there is an idea of converting the Delaware Coast Line Railroad right-of-way to a road, rather than the bike/hiking trail that we were told was planned. Our decision to live in this region was greatly influenced by the State of Delaware plan to "create contiguous systems or networks of walkways and bikeways within and between cities and towns in Delaware in order to provide travelers with the opportunity for safe, convenient, cost-effective and healthy transportation via walking and bicycling" (Delaware State Senate 146th General Assembly -Senate Concurrent Resolution #13 – May 12, 2011). A bike and hiking trail along the 17.8 mile corridor from Georgetown to Cape Henlopen State Park was a big part of this plan and huge selling point to us for this region. A road would be in direct opposition this state mandate.

To change this hiking trail into a road will have a negative impact on the region and on the lives of the hundreds of families that now live next to this trail. The continuous road traffic and the corresponding noise and air pollution will have a negative environmental effect on the feeder streams to Red Mill Pond. The swamp area west of Minos Conaway Road is home to frogs, turtles, deer, water fowl, and bald eagles along with other plant life and wild life. To put a road through here will forever change the nature of this area and destroy this habitat.

Many of us moved here to enjoy the outdoors, including the bike trails that are such a wonderful resource in this area. This right-of-way is a unique feature –tree-lined, and peaceful, and it would be a serious mistake to lose it to a road. Please consider the impact to the hundreds of families that would be directly affected by this terrible idea.

Comment 35

I write to you today with the highest of hope. Hope, that you will make an informed decision regarding the Five Points intersection and the Lewes/ Georgetown Rails-to-Trails program.

One of the proposed ideas to alleviate the congestion at the Five Points intersection in Lewes is to create a new road where the old railroad tracks from

Route 9 (Cool Spring) to the Nassau Bridge were recently taken out of service. It is my hope that you will strongly OPPOSE this idea for the following reasons.

* NOT a solution. Making the former tracks into a street is NOT the solution to relieve traffic at Five Points. It would only create more problems in the future with people trying to get around including speeding and more congestion. Try re-routing the 9 through Nassau Commons Road and closing down direct access at the Five Points intersection. This would completely eliminate the majority of traffic going through Five Points. Just a thought. I am sure there are qualified traffic engineers who can creatively create a better way to manuever traffic with the limited space available.

* Reducing traffic.The bike path would actually reduce traffic. With the existing, new and future developments along the route from Lewes to Georgetown, more people could (and would) actually ride their bike into Lewes and/or Georgetown versus driving their car. Our development, The Villages at Red Mill Pond, alone will include over 500 homes once fully built out. I am sure you can do the math on the amount of traffic that adds up to. By increasing the bike/pedestrian usuage via the bike path, the overall area footprint will improve the quality of life for residents and tourists alike.

* Freedom. As current full-time residents/constituents, we do not leave our home on summer weekends due to the traffic congestion. Having a bike path along the tracks would enable every resident another way to be able to get out of their house without adding to that congestion. It benefits everyone - tourists, your current constituents and even businesses.

* Safety. The stand alone bike path increases the safety for bikers and pedestrians especially families with younger children. It is frightening and dangerous to ride/walk along the major roads in Sussex County. There have already been several fatal accidents this year. The intersection at Five Points is such a safety hazard in every way. Isn't a safe, family friendly bike path a priority for you?

* Amenity. The bike path will be an amenity in Sussex County for years to come. A road will not.

I HOPE your legacy will be to keep the Rails to Trails project as it was originally planned as a bike/pedestrian trail only and to OPPOSE making it a road.

Comment 36

I do NOT support a proposed Hudson-Hughes Highway! The legislature approved the rail to trail Georgetown Lewes trail and it should not be halted or replaced on the whim of some businessmen whose only concern is profit. I live next to the trail

in Nassau Grove and was told it was going to be a trail, not a highway when I moved here or I never would have bought my house!

Comment 37

I am AGAINST building the proposed Hudson-Hughes Highway! Build the trail and make it PERMANENT for perpituity!

Comment 38

I support the rail trail.
I support a dedicated pedestrian bike trail.
Another road will just lead to more pedestrian deaths.
Enough is enough.
Protect people, not cars.
As a neurosurgeon in Kent Sussex county, I implore you to do the right thing.
It is heartbreaking to tell another family that their family member or child has been killed by a car.
Please stop this highway and do the right thing.

Comment 39

Re:Suggestion 76
I want to state that I am disappointed that the "suggestion" to create a highway in this location is even a consideration. The trail that is already for bid in August and work to begin in October is the best use of this land with the trail concept under planning since 2006. As a homeowner in Nassau Grove I believe a highway here would destroy the beautiful natural canopy and wildlife habitat here. Additional traffic creates noise, pollution, and more costs for any road build than a bike trail. I am concerned that a road here would only exasperated congestion and ruin our quality of life in this entire area. Our previous governor and Deldot's Secretary believed the continuation of the trail would enhance the area by providing freeways that would connect Leads to Georgetown. To not proceed with the trail project after all of this time would be to say the least a signal that residents of the area are not valued. Residents and resort area visitors would both benefit from the trail and demonstrate that the area continues to attract people because of the significance of retaining these trails which enhance quality of life. Please focus instead on the 5 PTS plan to relieve north/south traffic. St 9 data demonstrates the east/west flow of traffic is not at issue and to add roadway here is only creating additional pain, congestion, and death to this very special canopy. Consider this aspect as well. Many urban areas have utilized former railways as trails and they are always assets to their
citizenry.

Comment 40

I do not support the Hudson Hughes Highway!

Comment 41

I am Strongly Against Item #76 on the 5 Points Working Group Ideas spreadsheet regarding the combined roadway and bike/walking path and urge you to vote NO on the proposition.

Comment 42

First I want to thank you for your hard work. my comments relate to the Proposed Railway Road/Trail between Lewes and Georgetown. While the bike path and trail are great ideas that have been around for a long time. Putting a road in would be a duplicative waste of money that would destroy wildlife, neighborhoods, increase pedestrian accidents and severely limit the use of any bike trail. There are already 2 access roads nearby that connect Rte. 9 and route 1: Minos Conaway and the road that accesses the Nassau Valley Vineyard. They are not used a lot because they are not properly marked with signage to Route 1, are not a major highway like Rte 9 and they not
a direct road into Lewes. Any new road would have a number of the same issues. Infrastructure funds would better spent properly marking these roads and expanding the with and nature of the Nassau Valley Vineyard road which would not impact any residential property, has adequate room for expansion, and would not affect wild life. But in all honesty, unless you somehow limit the ability to access route 1 at 5 points at the same time, most of these efforts will fail and all you will do is actually increase development and traffic jams at the expense of current residents.

Comment 43

I reside and own my home at *17163 Nouveau Ave.*, in the Nassau Grove community. My lot abuts the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove.
I strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bikeway trail as has been proposed since I moved here in January, 2009. The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities.
On the other hand, construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all neighborhoods that

abut it. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.
I implore you to oppose the construction of a road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 44

how can we stop deldot and developers from putting a road on a planned trail from lewes to georgetown. this would take away a safe treelined trail for walkers and bikers.

Comment 45

I am writing to voice my opinion on the long-planned Lewes-Georgetown trail and possible alterations to that plan. It has come to my attention that there have been some suggestions of building a road along the old railroad bed in addition to a biking/hiking trail. I am strongly opposed to such a plan.
First, this idea would dramatically change the very concept of the trail plan. I would like to bike or hike on a trail that is not only safe, but also offers an escape from the hustle and bustle of daily traffic, noise and congestion. To have a trail adjacent to a roadway which would, no doubt, be heavily traveled flies in the face of the very purpose of the trail.
Second, the promise of a tranquil opportunity for recreation was a major factor for the many people who have purchased homes that are near or actually abut the planned trail. Adding a busy roadway in their backyards would demonstrate an arrogant indifference to that promise and would very negatively affect their property values.
I hope that this idea is just someone "thinking out loud" and that with careful consideration it will be rejected.

Comment 46

SAVE THE GEORGETOWN-LEWES RAILTRAIL!
Some members of the DelDot Five points Transportation committee are proposing a road they have called the “Hudson-Hughes Highway” to be built over the current Georgetown-Lewes Railtrail.

We vehemently OPPOSE this highway!

Comment 47

I do not support the additional highway.
We moved to 5 points for the bike trail not a highway !

Comment 48

My husband and I live on Minos Conaway Rd as do many of our friends. There is a rumor going around that 2 people on the working group have proposed using the bike trail as service road instead. Can this seriously be true? I truly hope not. Those of us who live west of Rt 1 have been waiting on that bike trail for years.

Comment 49

We strongly oppose item #76 of the DelDot 5 Points Working Group on noise and air pollution concerns as well as safety and security concerns and property valuations. We are very much in favor of the current approved and funded biking and hiking trail currently under construction. We urge the members of the 5 Points Working Group to vote NO on item #76.

Comment 50

The slick idyllic aerial view presentation of the Hudson-Hughes Highway (suggestion 76) fails to show how close the proposed highway comes to current residences and neighborhoods. Before considering a yes vote on this proposal take a walk/ride down the length of the cleared pathway (have a DELDOT vehicle ride you if necessary) and see for yourselves how close the proposed highway will come to existing structures.

The State of Delaware has a 67 foot Right of Way (ROW) so how can they add 2 twelve(12') foot roadways and 1 ten (10') foot (minimum width) bike/walk trail, without any separation between the highway and bike/walk trail, and provide adequate forested or landscaped buffers on each side of the highway/bike trail? In a recent Cape Gazette article it was stated that I.G.Burton, R-Lewes, has suggested that the current code of twenty (20') foot buffers be changed to a minimum of forty (40') foot buffers. So I ask you, how can you put buffers (20 or 40 foot) on each side of the highway/bike trail when the State only has a 67 foot ROW and the Highway/bike trail as a very minimum has already used up thirty four (34') foot of the ROW ? Suggestion 76 is not a sensible solution to the congestion situation. Vote "NO" for suggestion 76 !

Moreover, according to information provided by Rails-to-Trails Conservancy, an organization that works to convert unused rail corridors to biking/walking trails, building more highways and roads has failed to stem the rise in congestion. Reportedly between 1982 and 2011, the number of hours of vehicle delay in urban areas rose 360 percent, even as the number of highway and road miles increased by 61 percent.

Vote “NO” to suggestion 76; the Hudson-Hughes Highway suggestion as a solution for the 5 Points congestion.

Comment 51

Please keep the rail right of way a bike and walking path only. My concerns are,
1 Traffic noise from cars as well as trucks (which were left out of all your renderings)
2 Diminished property values due to noise.
3 Overall concerns of crime. (Easier access)

Also the service road for Minos Conaway Rd at Rt 1.
1 Property values because of very limited access.
2 Keep the light at Rt 16 (it spaces out traffic coming down Rt 1)
3 Add another light before 5 points to stagger traffic

Remember there are 20 million people that can have breakfast in their home and be in lower Delaware beaches for lunch! Trying to control this amount of traffic is pure folly.

Comment 52

I would like to express my opposition to the proposed bike trail conversion to Hudson-Hughes Highway. I am a permanent resident of the Villages of 5 Points. My major concern is safety.

Comment 53

Do not convert Lewes Georgetown bike trail to a hwy.
Subject says it all. Terrible idea to change the trail to a highway. There are legitimate fixes for Route 1 traffic; this is not one of them.
The trail has been planned for years; residents like me have made huge decisions based on this.
The hwy would just ruin neighborhoods. Stop this terrible idea now.

Comment 54

Please note that Ron & Bev Stoner (Villages of Five Points in Lewes) are opposed to the Hudson-Hughes Highway and want to see the former railroad tracks be used as the biking and walking trail that was originally proposed.

Comment 55

I am a resident of Nassau Grove development and I strongly object the proposed item #76 on the Five Points Study Group list to build a highway in place of retired rail track.
This area must remain as a beautiful nature area with wildlife and plants making this an enjoyable place!
The original plans to convert the Rail track to a bicycle and jog/ walk trail which were funded and highly touted just a few years ago by former DE Governor and DelDot secretary MUST stand.
The proposed new highway is unnecessary, does not resolve any traffic issues.
The proposed highway is almost a duplicate of Minos Conaway road and this road is not congested at all! I use it every day throughout the day and the only improvement needed is the interchange with Rt 1 North (which is already being addressed as a separate item).
The proposed HH highway is a solution in search of a problem.
The only interested parties are Real Estate developers that want to use this new highway as justification to build additional developments in the area.
It becomes a self fulfilling prophecy - additional road that does not improve any traffic conditions- is used to jam more houses along the trail that WILL create a traffic problem.
All my neighbors and neighboring developments are very concerned about the proposed highway as it WILL destroy our quality of life by:
1. introducing noise,
2. Endangering area Children and pets as there is no measures to protect accidental exposure to the highway traffic at the back of our houses.
3. Destroy wildlife that is vibrant: foxes, rabbits, turtles, birds, etc. will be ALL eradicated by this project.
4. All mature trees and plants that currently protect from highway 1 noise will be destroyed.
5. The increased pollution will be enormous!
For years we have been promised that the abandoned rail will become the bike and jog / walk area under a preserved canopy of mature trees!
And now this is threatened by self-interest greed driven developers that would not hesitate to destroy the quality of life of hundreds of residents along the proposed highway.
We ask that you listen to the wishes of hundreds of residents rather than a handful of greedy developers.

Comment 56

I am a homeowner in the Villages of Five Points and wanted to express my opposition to the possibility of a highway being constructed on the RR right of way.

The beauty of living in Lewes and especially in VOFP is the quiet surrounding area and less traffic than other areas like Rehoboth and southern DE. We do not need more roads in that area.
We ride our bikes often as many others do and appreciate the little traffic on old Orchard Rd. It would be wonderful to have the bike trail begin there on the RR and run to Lewes. We are opposed to ruining the tranquility and natural surroundings of VOFP and Lewes. We implore you to not add more roads and traffic and do not feel it is necessary.

Comment 57

Re; the Hughes-Hudson highway
The residents of Covey Creek oppose the idea that a roadway would essentially run through their backyards. We were used to having the train run through the back of our development every couple of weeks. To have the tranquilly of the neighbor destroyed by the continual traffic of road running within a few feet of peoples property is unthinkable. We are aware that most east west roads in Sussex county are to narrow to handle the traffic why not widen some of them to 4 lanes. You can be assured that the residents of Covey Creek will fight the development of the Hughes-Hudson highway.

Comment 58

As a concerned resident, I urge that the group say NO to the proposed Hudson-Hughes Highway. In addition to destroying a significant wildlife habitat in the area, it will do NOTHING to alleviate problem areas in 5 Points. The area is perfect for the trail extension to provide a safe off road area for both walkers and bikers.
JUST SAY NO

Comment 59

This following letter was sent to Senator Lopez, Councilman Burton and Representative Smyk. Please include it in the legal public record for the Georgetown-Lewes Railtrail and the Hudson-Hughes Highway Proposal. Also, please include it in the minutes of the Five Points Transportation Study Committee meetings scheduled for July 23 and July 30, 2018 and forward it to all members of the Five Points Transportation Study working group prior to the meetings.

“I have recently become aware of a proposal to change the planned trail on the railroad bed to a highway. I sincerely hope you share my view that this proposal should not be accepted or approved by Del Dot. As many others have done, I purchased our home in Nassau Grove last year in large part due to the State approved and funded trail which will be extremely popular when completed as planned. While traffic congestion needs to be addressed, we should not be looking

to committees backed by developers to address it. Building roads solely to enable uncontrolled future development will be a disaster for all. Limiting the size and scope of development near Route 1 to what is serviceable with existing roads and prudent in the planning of new roads is the way to go. The trail as planned is for the benefit of those of us who have already invested and pay taxes in Sussex County and should not be used for any other purpose. Walking and riding a bicycle along the roads to communities near our home is very dangerous and most people have given up these and other outdoor activities as a result. The trail will provide a safe and protected environment for us, our children and our grandchildren to enjoy getting outdoors and should be completed as planned and preserved into perpetuity. Please use the power of your office to stop the Hudson-Hughes Highway proposal from going forward.

Comment 60

I am absolutely opposed to making a bike trail into a road with trail. First of all, it would be extremely dangerous to mix bikes and cars and trucks. If you think people would drive the speed limit you are sorely misinformed. No one drives the speed limits around here! A 66 foot right of way would require cutting down every tree and bush along the ROW especially where I live in the East Village of the VOFP on N. Hunters Run. The road would probably come within 40 feet of the back of my house. Cement dust shower anyone. Come and get one here! This has got to be the most asinine proposal I have seen to date coming from the “planners” around here. Yes, my wife and I are full time residents of the VOFP for 3 months shy of 3 years and I don’t have the option of spending more time in my second or third house somewhere else.
Do not do this!

Comment 61

Subject: Hudson Hughes Highway
We are very much against this proposal. What happened to the Bike Trail?
We do not want the destruction of our environment, loss of property values all the noise etc. We will be at the meeting July 23rd.

Comment 62

As an active adult living in Five Points East - i urge you to not approve the rail right of way for more roads. The bike trail (and keeping it a bike trail) will encourage more people to use bicycles instead of cars in the local Lewes area. I do that now. Having a trail that would cross route one without interfering with traffic by the rail trail would also encourage bicycle use on the other side of 5 points to the west.
I would encourage the group to not forward this proposal as being in the best interests of those who live in the five points region.

Comment 63

We have an opportunity to leave a legacy for all future generations. The Georgetown-Lewes Railtrail is that legacy. The Railtrail will increase the quality of life for residents of and visitors to Sussex County by offering pedestrian walking, jogging, biking, bird watching and solitude from the hustle and bustle of everyday life. This will provide a world class trail system that we cannot afford to lose. Please vote no to Item #76.

Comment 64

I do not support the proposed Hudson Hughes Highway (item #76 on the list of working group suggestions) was proposed to alleviate traffic congestion on Route 1 and the Five Points intersection by diverting traffic. The State of Delaware and DelDOT have been committed to connecting communities and maintaining green space and animal habitats through converting unused railway lines to bike/walking trails.
I opposed the Hudson Hughes Highway for the following reasons:
1. Reduced quality of life for all residents living in housing near the proposed road due to increased noise, pollution, and safety concerns. Some homes would be 25 feet from the highway.
2. Displacement of wildlife, including endangered species.
3. Construction eliminates ability to easily and safely travel to Lewes by bike. Increased bike traffic means reduced car traffic in Lewes.
4. Permanent loss of green space. Once the trees and vegetation are paved, they are lost forever.

Comment 65

I strongly oppose consideration of item #76 on the list of suggestions from the 5 Points Working Group. Construction of the Hudson Hughes Highway on the unused railroad bed between Route 1 and Georgetown would create health and safety issues for residents in more than 6 communities along the proposed road as well as wildlife.
As a career Navy veteran who spent many years defending the rights and freedoms afforded Americans in a democracy, it is important to remember the desires of a few cannot out weigh the wishes of the many. The proposed road does not serve the common good.
The Lewes-Georgetown Rail to Trail must proceed to completion. This preserves the green space and provides recreational space for generations to come.
Roads Divide -- Trails Unite

Comment 66

As a year-round resident in the Villages of Five Points in Lewes, I am looking forward to having a bike trail where the railroad tracks used to be next to our neighborhood. I absolutely do not want to see an additional roadway for automobiles in this area as I feel that it would be detrimental to our area. We need more options where people can ride bicycles and walk without having automobiles traveling nearby. Please select an option that does not involve converting the railway into a roadway for automobiles. Let's add to our wonderful system of bike trails and walking trails by using the railway for that purpose only.

Comment 67

At the 5/25/2018 Workshop, proponents of the Hudson Hughes Highway were granted special audience to present their proposal to obliterate the dedicated non-motorized vehicle Georgetown-Lewes Rail Trail in order to construct their eponymous highway. The trees and wildlife ask for equal time to present their case for retaining their 150 year old habitat. The photos choose to represent themselves.

Comment 68

Re: Hudson Hughes Highway proposal #76.
Artist's sketch of Highway cross section if constructed per DelDOT highway and bikeway handbook standards (bikeway is drawn at 8' wide instead of 10' – 12' recommended), and if surface drainage is used. Full-size car and truck shown. Entire RR ROW would be paved.

Comment 69

Subject: Hudson-Hughes Highway
We are lucky enough to live in the community of Nassau Grove. Our community motto is "We take care of each other". We all feel that God was the instrument that led us here. It was our understanding that the railway behind our home was going to be a rail to trail. Being walking and biking enthusiasts, we were excited when the news was announced that it would be a trail only. In our beautiful backyard we have a gray fox who dwells behind the berm. The variety of birds that visit our feeders is a sight to behold. A blue heron and snowy egret visit and feast on the fish in our ponds. Let us also mention the duck and turtle population continues to grow every year.

Comment 70

Please vote NO to #76

We oppose construction of any road upon the ROW.
We support the conversion of the ROW to the previously approved bike trail.
It will improve the quality of life in the Lewes communities and increase property values
Please continue with your work on the Bike path

Comment 71

The proposal to use the rail trail right of way as a road as well seems wrong on so many levels and for many reasons. The railway right of way has a reasonably attractive tree canopy and some mature foliage along the path currently that would be completely wiped out if a road was added. There are many homes located very close to the right of way as well. Adding traffic to that area would make the bike path far less enjoyable and less safe. We strongly support the bike rail trail as proposed and believe that changing the plan by adding a road would be a mistake for our communities that border that right of way.
We respectfully ask that you delete that option from the list when reviewing ways to improve the traffic flow in the 5 points area.

Comment 72

(Project Team Note: This comment states that the public comment period would be closed on the day it was received: July 12, 2018. That is inaccurate. Public comments will continue to be received throughout the study process.)

I am the chair of our Grounds and Ponds committee and the liaison for our HOA here at the Villages of Five Points in Lewes aka VOFP. As Mike DuRoss told you I have been most active in working with your DelDOT associates on the realignment of Old Orchard Road.

Since this is the last day for public comments on line or mail to be sent to you, below are two resident's views that reflect the views of all of our 584 property owners in the Villages of Five Points that OBJECTS to having the rail trail turned into a road or highway for anytime of vehicular traffic. I live directly across the street from the rail trail and there is no way I want to see any traffic from Route 1 diverted to our trail. Taking the backs of our houses and our neighbors houses that border this trail, and even discussing making a highway out of this is completely abhorrent to all of our residents. I believe we have the support of representatives Steve Smyk, Ernie Lopez, and Senator Pete Schwartzkopf.

This idea to us is DOA. Most of us didn't even know about this idea until a few days ago. Our neighboring communities of Nassau Grove and Covey Creek feel the same way as we do.

While we recognize that there are significant problems with traffic on Route 1, turning a trail into a highway through and bordering next to our homes is the absolute wrong thought and answers**.**

Comment 73

Thank you for the opportunity to comment on the Hudson-Hughes Highway.

Bottom line - NO for the following reasons

- Does not appear to provide any material traffic relief for the Five Points study area and instead introduces a lot of negatives in terms of initial construction and ongoing maintenance.
- Major breach of public trust if current work on the trail slowed or halted. There has been a lot of citizen, organizational and State agency involvement and support for the trail project as part of a multi-modal strategy that offers a healthful and safe movement and recreation opportunity in a congested residential and tourist area. Shoehorning in a path between or alongside two lanes of traffic without an opportunity to safely get off the trail and rest etc. does not meet my definition of a successful component of a multi- modal strategy.
- Paving over the ROW will adversely impact permeable area increasing the potential for local flooding unless costly storm water management typically associated with roads are installed. The trail as currently envisioned requires much less in this regard.
- Using the ROW as a road will inevitably lead to increased, possibly high density, development pressures alongside it – an unintended (?) consequence which only worsens an already bad traffic situation. There will be immediate pressure for intermediate access points for entrances to developments and/or ways for emergency response personnel to deal with the inevitable traffic accidents.
- It fails as an evacuation route as it leads to the same choke points at Rt.1. New Road already serves as an evacuation road. Suggest that the County and DelDot incorporate a true evacuation road strategy with new roads that take traffic off of Rt 1 and give <u>all</u> coastal evacuees options to go west and south as well as north.
- It is contrary to the current movement to require larger buffers between developments. I doubt that most would consider a two-lane highway as a "buffer."

- Pedestrian and bicycle use of trails sharing a RR ROW with infrequent RR (and now no RR) on a fixed track are inherently much safer that sharing it with autos on a two-way road. Deliberately squeezing in a path placing pedestrians and bicyclists next to or alongside new active roadway is a questionable strategy.
- It could divert County and DelDot scarce resources and energy away from higher priority and/or more strategically important road priorities west and south of Rt. 1
- The roadway it introduces a new local source of automotive car/truck/motorcycle noise, heat, odor and pollution source, all of which adversely impact use and enjoyment of immediately adjacent residential properties.
- More if I had the time but you get the picture!

Comment 74

- The RR right of way was presumably acquired over private land by a railroad using the power of eminent domain extended by the State. That was common in the 19th century. By and by the State acquired the railroad and the right of way. I have concern that the private land so acquired should be used for the intended purpose, or at least less intensive uses (such as for a bike trail). The original power of eminent domain was not authorized for the purpose of establishing a highway. It is also possible that once RR use is discontinued the right of way reverts to the original landowners (or their successors).
- The proposed road would only serve to move existing choke points closer to downtown Lewes and to deliver even more traffic to Lewes. Lewes can hardly accommodate the existing traffic demands.
- Current resident property owners whose lands abut the lightly used RR right of way could hardly have expected that the RR would be replaced by a highway and are entitled to their repose.
- It appears that the Working Group is a captive of partisans who, indeed, have already named the highway after themselves.

Comment 75

I feel that anyone with a financial interest in any of the proposed items should not be allowed to vote on them. I am specifically referring to item #76, where Mr. Hudson and Mr. Hughes should not be allowed to vote as they have a clear conflict of interest.

Comment 76

I am writing to urge all the members of the 5 Points Working Group to vote “NO” on item #76, the elimination of a NON-motorized trail and its replacement with a highway. The highway would necessitate cutting down all of the beautiful tree canopy that currently lines the route. There would be no room for greenery if a highway with shoulders and drainage ditches is built. The noise and pollution that residents such as myself would suffer would make our homes uninhabitable. For the quality of life of all residents in Lewes please vote NO on #76 and allow the construction of the trail to continue. Keep the beauty of this linear park for generations to come.

Thank you for all the hard work you are doing on behalf of the residents of Lewes.

Comment 77

I agree with the use of the RR right of way for a road as long as it continues from Sweetbriar Rd. all the way to Savannah Rd. and not stop at New Rd.

Comment 78

Option 1 and 3 are good. I do not like the option 2, having a pedestrian walk in between vehicles seems unsafe.

Comment 79

I am writing in support of the Five Points Transportation Study Idea # 76 to DelDOT. I would like to see the idea considered and properly vetted. An opportunity to significantly relieve traffic at the five point intersection should be given our strongest consideration.

Comment 80

It has been brought to my attention that there is a proposal to continue the service road under Rt 1 and then feed into New Road. New Road is not designed to handle the amount of traffic that rerouting cars onto that road would require. Along with the new planned housing communities this solution would assure that there would be severe traffic into and out of Lewes on all roads. I believe that this would be unsafe in case of emergency. If an emergency vehicle would need to drive down New Rd. and traffic was backed up, there would be no place for cars to pull aside to allow an emergency vehicle to pass. This is a major concern for the hundreds of new homes that will be built along that road with the recent sale of the land from the church.

I believe a better decision would be to continue the road along the tracks to Orchard Rd. where there is space to allow for turns onto Savannah Rd or New Rd. thus splitting the traffic to neither road is totally backed up.
Please take into consideration those that have grown up in this community and don’t make a decision that ruins the beautiful town of Lewes forever.

Comment 81

I've lived in Nassau Grove for about a decade. I really like my home and the local area. Even so, my quality of life has been compromised by increasing traffic congestion. If I can't readily reach amenities in Sussex County, then they're not really much use to me.

Traffic needs to be routed away from the choke points. The worst area is the Coastal Highway from Savannah Road to Rehoboth Avenue (including intermediate points such as Kings and Williams Highways). So whenever and however possible, the goal should be to keep traffic away from these areas.

The proposed "Hudson-Hughes" highway along the railroad ROW appears to do this. Drivers from the Georgetown area would have a convenient second path into Lewes (New Road); and those wanting to go north on the Coastal Highway could do just after passing under the railroad bridge. Neither group would clog the Savannah intersection. I think that's a big plus. Please continue to evaluate proposal #76.

Comment 82

I am writing a note to you in regards to the Minos Conway Proposal. My suggestion is to have the service road for Minos Conway follow through along the tracks to Orchard Road. I believe the present proposal stops short under the bridge at New Road with a potential roundabout. The present proposal enables further traffic congestion & frustration on farming equipment drivers & regular drivers alike. In my opinion, the old railway becoming a road lends to a more practical solution in alleviating traffic issues.
Thank you for your consideration in this matter.

Comment 83

As a Resident of Nassau Grove I am Strongly Opposed to the building of the Hudson-hughes highway, the widening of Minos Conaway Road and the proposed widening of Coastal Highway. the roadwork will completely surround the community of Nassau Grove with speeding traffic, Destroy the Quality of Life and the removal of trees and burms will Greatly Increase the Noise and Pollution in the

Community. If I wanted to be surrounded by traffic noise and pollution I would have moved to Manhattan. the only improvement needed for Coastal Highway and Minious Conaway Road is the installation of a traffic light with a sensor so traffic can make the turn onto Minos Conaway road from North Bound coastal Highway and onto North Bound Coastal Highway from Minios Conaway Road.This will allow Traffic to flow on Coastal Highway when no traffic is turning. Also where does Deldot get the rirght to Reverse the Will of the State Legislature which has already approved the bike path .

Comment 84

I'm writing concerning the Five Points Transportation Study. My wife and I are both retirees of the State of Delaware. Upon retirement, we moved "to the beach" from Newark to enjoy the opportunities the beach has to offer. We live just north of Five Points in the Nassau Grove community. We appreciate the efforts of the Working Group to help with the traffic congestion surrounding Five Points.

I have looked at the information made available on the DelDOT Website for the last two Working Group meetings on May 21 and June 25. We fully support the one-way service roads along Route 1 between Five Points and Minos Conaway Road and the Georgetown-Lewes Rail Trail. We vehemently oppose any road along the Georgetown-Lewes Rail Trail and Junction & Breakwater Trail and hope those "road discussions" cease.

I will outline my support and objections below for each of the four items above.

Minos Conaway Grade Separation Project
We fully support the concept of one-way service roads along Route 1 between Five Points and Minos Conaway Road (#58 in May 21 material, #55 in June 25 material). Just from a safety issue of eliminating the crossovers on Route 1 and directing traffic under the Nassau Bridge, we hope this project moves quickly.

Georgetown-Lewes Rail Trail
Although the Georgetown-Lewes Rail Trail is not listed in the Five Points Transportation Study, we fully support the Rail Trail and are happy that DelDOT has made the decision to take up the tracks and use the rail bed for the trail rather than removing much of the tree canopy to put a trail next to the tracks. This decision will result in almost no right of way impact and minimal environmental impact.
According to the Rail Trail Study in 2011, by having a Rail WITH Trail (rather than the recently adopted plan of Rail TO Trail), there would be significant right of way impact affecting 175 properties. This included sheds, mature trees and tree canopy, and private landscaping (noting that some of which has been placed on the public right of way). This was also only one side of the tracks and done 7 years

ago. The impact might be greater now. The Rail to Trail plan also reduces environmental impacts, especially at stream crossings. Keep this in mind when thinking about putting a road in addition to the trail along this same route: the right of way and environmental impacts will be significant.

We support the Georgetown-Lewes Rail Trail because it will be a safe connector for us to ride our bikes to “the other side of Route 1” and be able to connect to the Junction and Breakwater Trail without riding on the roads with car traffic. We currently transport the bikes to the Lewes Public Library to access the Junction and Breakwater Trail, mainly because of the riding risk across Route 1 and down New Road. I just took my grandsons on a ride along the trail last week. My 11 year old grandson told me the most enjoyable part was “through the woods” where he saw a baby deer and there are no cars. In other words, the trail will get more enjoyable recreation use as a separate trail rather than along a road.

Road Along Decommissioned Railroad Right of Way (dubbed Hudson-Hughes Highway)

This finally brings me to my main point, and that is the idea of the “Hudson-Hughes Highway” which we vehemently oppose. More specifically, #81 in the May 21 material, “Construct a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road (potentially partially as part of the Minos Conaway Road project),” and #76 in the June 25 material, “Evaluate the potential transportation benefits, costs, and impacts of a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road.

The right of way impact will be much larger than what was determined in the Rail-Trail Study of 2011 mentioned earlier since the entire tree canopy will need to be removed on both sides of where the tracks used to be located. The environmental impact will increase because of stream crossings and effects on wetlands and forest. Plus, the road will diminish the recreational aspects of the trail which have been touted since the trails inception. An October 19, 2016 DelDOT press release states, “Our state's expanding network of walking and bike paths strengthens our communities by providing new recreational opportunities and leverages our spectacular scenic beauty to support tourism and economic development.” The press release also stated that paths like the Georgetown-Lewes Rail Trail are important for communities to grow. Including a road along the trail diminishes the effect of recreational opportunities and definitely, the spectacular scenic beauty.

Another concern at this point is that Phase 2 of the Georgetown-Lewes Rail Trail is currently underway. If the road discussion continues, there is a possibility that the construction of the trail will be delayed. Please don’t let that happen. The rails have been removed and the actual trail could be completed later this year which would be wonderful.

Junction & Breakwater Trail: Eastern Bypass
As I stated earlier, the Georgetown-Lewes Rail Trail will be our connector to the Junction & Breakwater Trail. Therefore, I'm also concerned with another proposal, #95 in May 21 material and #88 in June 25 material, "Use Junction & Breakwater Trail right of way for eastern bypass; it's state and county land / Evaluate the potential transportation benefits, costs, and impacts of a road along the Junction & Breakwater Trail right of way; it's state and county land." We vehemently oppose this concept. Please preserve the trails and not use the right of ways for roads.

I realize this is lengthy, but to summarize, we fully support the one-way service roads along Route 1 between Five Points and Minos Conaway Road and the Georgetown-Lewes Rail Trail. We vehemently oppose any road along the Georgetown-Lewes Rail Trail and Junction & Breakwater Trail and hope those "road discussions" cease.

Comment 85

Subject: Signalization and lane designations recommendation for east driveway to Coast Highway (Route 1) at Chinatown Buffet / Hooters entrances (opposite entrance to Tanger Outlets Surfside Outlets) in Rehoboth Beach.

As a frequent user of the above, I would like to strongly recommend that you permit two left turn lanes from this driveway to southbound Route 1, due to excessive demand and limited stacking space and signal time. There are currently three lanes in the driveway; one each for left, through and right turns. The existing timing provides simultaneous left turns from both east and west directions, then simultaneous through-and-right only in both directions. If a double left from both directions at the same time is too tight on SR1, then perhaps the signalization should be changed to all eastbound traffic on green, then all westbound traffic on green.

There is very little forward across the highway movement from opposite shopping complexes. With the impending opening of Hooters and expected left turn increases, plus that the left turn lane stacking space for each cycle often exceeds two cycles and eight vehicles blocking the entrances and exits from both the south and north adjacent shopping areas, it is imperative to make immediate improvements. Either the existing middle lane be exclusively a second left turn lane making the right lane through and right, or the middle lane be both left and through, requiring alternative cycles with the Outlet exit. Please note that for driveway right turns to Route 1 northbound, there is a well designated and used right turn only exit from the adjacent Midway Shopping Center.

What I was referring to is lane marking only within the existing driveway area, possibly considered an outlet for Bryan Drive. It falls between the Chinatown Buffet and Hooters restaurants. Along with minor signalization adjustments at this intersection with Tanger Surfside Outlets, this is all that I am suggesting. No construction of any kind anywhere is needed. There would be no impact with SR 1 north or south bound. In fact, the overall signal cycle time may warrant shortening as two lanes turning left from westbound "Bryan Drive" onto SR 1 southbound faster than a single lane.

I would appreciate this being forwarded to the appropriate DelDot officials responsible for monitoring and improving the infrastructure in this region for urgent consideration. I look forward to the Traffic Studies Section response, and I remain available for discussion, even on-site if preferred.

Comment 86

I would like a copy of the engineering report on the swing-bridge over the Lewes-Rehoboth Canal that resulted in the decommissioning of the railroad that runs from Cool Spring to Lewes. Also I would like to see the methodology used to select members of DelDoT working groups such as the Five Points Transportation Study Working Group and whether there are any considerations for conflict of interest when selecting the members of the working group. Also, the idea to utilize the existing rail right-of-way from Georgetown to Lewes for a limited access multi modal transportation corridor exceeds the boundaries of the Five Points Transportation Study Working Group Study Area Map (https://www.deldot.gov/information/projects/FivePoints/index.shtml#horizontalTab3) . Because the working group has proposed ideas outside the published Study Area Map, has DelDoT revised the Study Area Map and, if so, why hasn't the website been updated to ensure that residents within the expanded area been properly informed?

Comment 87

There is no need for a new road to service BB hospital. If you find such a need why not consider Kings Highway, there is only two lights between Rt one and BB, one of which is at the High School. If you have the forethought to limit the new intersections there would be only three small blocks to BB, eliminate parking on the one street there is easy access to the hospital at next to no cost versus a new road and the elimination of a new bike trail of which is desired by the community.

Comment 88

I live off of Minos Conaway road in Red Mill Farms. I am only one house away from the train tracks. I oppose the Hudson Hughes highway because if the noise and disruption of the quality of life I have living here. A bike path is fine, but having cars going up and down so close to my home is unacceptable.

Comment 89

As a recent resident who purchased a lot and built a home by the previously approved Railtrail, I find this whole topic of a highway in its place very disturbing. I believe the graphic to be a distorted view of the size of vehicles that will occupy the road, the ground that will need to be stripped of trees understated, and the proximity to homes and communities alarming. The governing body needs to complete the Railtrail as planned and protect its citizens from being derailed by special interests that ultimately will destroy too many neighborhoods in the process.

Comment 90

I am completely against the building of the road Hudson-Hughes Highway. This will create unwanted traffic to the Whispering Pines neighborhood. Keep it a bike trail.

Comment 91

My wife and I are full time residents of Nassau Grove and reside on Carneros Avenue. We are against modifying the current plan for a bike and hike trail, by adding the subject road. The bike and hike trail was scheduled to be completed by next year. Adding in a road will delay the availability of the originally planned trail by several years, or even considerably more, should court litigation result due to opposition to the proposed road addition. The road will be extremely expensive and time consuming to build.

We would strongly suggest that any members of the 5 Points Working Group who are presently in favor of building the proposed road, personally walk the former rail bed, and get a feel for the entire right of way, before choosing to support this road project. They will observe the following:

- The former rail bed consists of a rocky berm, which is about 10-12 feet wide. It will only require pouring and rolling out asphalt over the rocks and stones to complete the trail.

- There are steep drop-offs on both sides of the rail bed berm. This will require huge volumes of fill, in order to create a roadway level with the current berm. The expense will be great, both in labor and materials, to accomplish the roadway preparation. It appears that there is only room for the trail and a two-lane, road at most.

- The combined road and trail will encroach upon homes in both the Nassau Grove and Red Mill Pond developments, as well as the trailer park on the West side of the trail and roadway. Homes are as close as 25 feet to the right of way. This will diminish the quality of life for the residents, as well as drastically reduce property values throughout the adjacent communities.

- The benefits gained by building a road, along with the approved trail, do not justify the huge cost and inconvenience and disruption to the residents along the right of way, as well as the long delay in the availability of a hike and bike path.

- There are alternatives to the roadway. For example, traffic traveling on Rt. 9 toward Lewes can turn East on Minos Conaway Road and drive to the new service road, which will parallel Rt. 1 South. This will take traffic to approximately the same connection point as the new roadway.

It should be pointed out that this will not be a free flowing highway at all, but rather a rural road with intersections at Minos Conaway Road, Sweet Briar Road, and Rt. 9. Such a road will require Stop Signs, where the road intersects with the cross roads, quite possibly requiring 4-way stop intersections. This would cause traffic backups and other issues on all roads involved.

My wife and I are strongly against the Hudson Hughes Highway.

Comment 92

We live in the villages of Five Points and are very upset to hear about the proposed use of the approved walking/biking path on the old RR track. We think it's a terrible idea and are very much opposed to it. A road there does fit the nature of our lovely community in Lewes. It would be a very poor choice.

Comment 93

I am a home owner at 16865 North Hunter's Run. My home and my neighbors are probably the closest homes to the current trail.
The proposed road is ill conceived because of a lack of knowledge about the topography of the area.

1. The current trail is about 100 feet from the back of my home and 50 feet from the HOA common land. I would immediately be concerned about the safety of our property or our grandchildren if a car were to drive off the pathway.
2. there is a natural spring which created wetlands along the pathway in back of my home. There is an immediate problem with oil and gasoline run off into a natural spring which runs north toward Route 1. Within 100 feet there is a pond which currently has fish, turtles and heron. Again any petroleum run off would damage a wet lands area that people currently enjoy.
3. there would be noise and significant air pollution to my family and neighbors. I sincerely doubt the proposed road would account for concrete noise/ protection barriers which would be needed to safeguard my family and neighbors.
4. The road would require the leveling of a pristine wooded area of significant proportions. This is an erosion barrier to the farm on the other side of the pathway.
5. Further up the trail is a concrete factory which probably used to use the railway for deliveries, years ago. The trail runs directly along the concrete factories property line.

This proposal is not running a road through unoccupied land. It would be significantly close to existing homes and businesses where people live and currently enjoy a forested area in peace and safety of their property.
I strongly urge you NOT to consider the conversion of the biketrail into a roadway.

Comment 94

My wife and I live at 16807 Forest Drive in the Villages of Five Points East. Our home, which we purchased from the Hudsons, backs up to the railway. We were told by the Hudsons and the state that the RR right of way would be in the Rails to Trails Program if the rail ceased to operate. Constructing a road there would have a tremendous negative impact & devalue our property.
As you know, there are already four other direct roads into the small city of Lewes. This proposal for another road, which would intersect with Savannah Rd., would create another bottleneck at peak traffic times. Additionally, construction of this road would necessitate removal of many old growth trees & bushes which have provided a natural habitat for wildlife over these many yrs. It is one of the reasons we purchased this home as much natural habitat is being destroyed by continuing development in Sussex County.
The Hudson-Hughes proposal would be a total waste of state funds that should be used at the Five Points intersection, Nassau Bridge, etc.
I believe the very strong possibility that the Hudson-Hughes proposal is self-serving. There is a large parcel on the North side of the RR behind our property.

This property could be sub-divided into a new housing development with its' entrance off the proposed road.
We vehemently OPPOSE the Hudson-Hughes proposed new road.
We are in favor of the bike trail only.

Comment 95

We'd like to express our disagreement with the proposed conversion of the trail to a 2-lane highway. We are residents of the 5 Points community and we strongly oppose this plan. We ride our bicycles around Lewes regularly and we appreciate that Lewes is "bicycle-friendly". This addition of a road will take away from the peace and tranquility of a bicycle/ walking path. Also, the safety of bikers and walkers will be of grave concern. The environment will also be negatively impacted with the emissions of gas fumes from cars. The cost of maintaining the road will also be very expensive when compared to maintaining a bike/walking path. We are also concerned about the safety of children. Please leave the path for use by families, bicycle riders, runners, walkers. Adding a road for automobiles will only bring noise, pollution and unwanted traffic. The esthetics of Lewes must be maintained. We must work to keep Lewes a small, historic community which takes pride in its Historic Value.

Comment 96

I reviewed the Deldot mission Every trip, every mode, every dollar and Everyone. If this is truly how you approach decisions then please support the original plan of a bike trail which will be for the benefit of all, minimize the environmental impact of the transportation system and will provide safe choices of transportation.
Of all the options available choosing one that encourages more traffic, pollution, and elimination of natural habitats is not in line with securing and reinforcing the health and welfare of our beautiful Lewes community.
I support the elimination of this option from the 5 points plan.

Comment 97

Please keep me posted on all information about this horrible, terrible, ridiculous proposal of adding a road next to the bike trail. The whole concept is that it is a trail, not another road. What is the difference between walking or riding a bike on Rt 1 or Savannaha Rd if this should happen? Exactly, recreational families & bike riders once again lose out for the almighty car, gas companies & tire kings.

Plus, this further black topping is going over wetlands. Is not this a violation of laws?

Comment 98

We are sending this email to express our concerns regarding the proposed Hudson Hughes Highway. We believe this proposed highway would be detrimental to our community which sits significantly close to this proposed highway. When we bought our property approximately 6 years ago in the East Village of Five Points, there was just a railroad which ran infrequently causing no concerns or disruption to our quiet community. We were then told that the railroad was going to become a bike trail in which we are very much in favor of. Now we are hearing the possibility of a two lane highway with a bike trail running along this highway. This in our opinion is unsafe and extremely too close to existing homes that run along this area. We understand the need for better infrastructure in Lewes, but developing a highway literally in the backyard of existing homes is completely unacceptable. Please do not build the Hudson Hughes Highway in our backyard.

Comment 99

I am a resident of 5 Points. 33513 West Hunters Run. This proposal is not acceptable. There is no room for the road. It will be right on top of some folks back yard. It will create a safety issue in the community. It would ruin the whole environment of this residential community. This is not an acceptable solution to the traffic problem. Perhaps they should reroute traffic through Mr. Hudson's back yard.

Comment 100

I'm a new resident but have had a house in Lewes for 4 years. I cross the old railroad on Old Orchard almost every day. Converting the old bed to a bike path is a great idea; Making it a road is NOT A GREAT IDEA. To alleviate traffic problems at 5 Points (which is a problem but mostly for folks traveling thru that intersection, you are proposing to simply push the problem downstream, i.e., now you'll have congestion further into Lewes as opposed to 5 Points. It isn't currently a Lewes problem, but you want to make it one.

I'm assuming that you would then need a traffic light at the intersection of the new highway and Old Orchard Road …. Which would then cause tie-ups on Old Orchard. There is currently a problem for folks accessing Savannah Rd using Old Orchard (and vice versa) (and you're currently working on a fix for that … so you'll just make a new problem).

Finally, I really was looking forward to riding my bike on the new trail as I live off New Road and riding a bike on the stretch from Old Orchard to Canary Creek is

extremely dangerous as New Road is narrow and there are NO shoulders in places, in fact, there are dangerous ruts along the road.
Make it easier for folks to ride bikes on New Road and you might have some more buy-in on NOT building the bike path on the railbed.

Comment 101

Please, please, please remove the so called "Hudson-Hughes Highway from consideration! This will do nothing to alleviate traffic at 5 points and will create even more traffic as the land next to it in Lewes will quickly be developed to add even more homes. Does Christian Hudson own property next to the rail trail? Isn't that a bit self serving, to say the least, to support a proposal that will ruin my home and those of my neighbors who live right next to the trail in Nassau Grove. I bought my home here two years ago and was told that a rail trail was being built NOT A HIGHWAY! This is so upsetting to think that the beautiful tree canopy (PLEASE GO AND SEE IT NOW, IT IS BEAUTIFUL) could be destroyed to build a highway that will do nothing to benefit the residents.

Comment 102

STRONGLY opposed to changing the Lewes Rail to Trail project into the Hudson Hughes HIGHWAY. The loss of natural beauty would be ENORMOUS and not helpful to relief of traffic woes. BUILD THE TRAIL AS PROPOSED

Comment 103

I am greatly opposed to the proposed Hudson-Hughes Highway (#76). I agree with statements made by former Governor Markell and DelDot Secretary Jennifer Cohan that I have attached below. A biking/walking trail will promote exercise and healthy living. A highway will promote pollution for our residents, take away both animal habitats and the beauty of the area. A biking/walking trail will allow the beautiful canopy of trees to remain and be the jewel of Lewes.

Governor Markell, quoted in a DelDOT press release, said: "Our state's expanding network of walking and bike paths strengthens our
communities by providing new recreational opportunities and leverages our spectacular scenic beauty to support tourism and economic development."

DelDOT Secretary Jennifer Cohan said, as quoted in the release: "Completing the first phase of the Georgetown-Lewes Trail is another significant step in our ongoing effort to create viable transportation alternatives to motor vehicle travel. This is especially important in communities such as Lewes where residents, visitors and businesses share a vibrant, historic community that is sensitive to preserving its existing quality of life."

Comment 104

My husband and I live along the tracks that are to be the walking/bike trail Georgetown-Lewes Railtrail.
Our address is 119 Madison Drive Lewes DE 19958. The proposed highway will not eliminate the traffic issue in 5 points but will create a multitude of issues for those living along the tracks that now they want to make a highway. The noise, fumes, invasion of our privacy a highway in our back yards. Unsafe for our children and pets to play in the back yard. Not to speak of the invasion of privacy of those that pull to the side and walk on our property for what ever reason. Noise lights 24/7/365. What will happen to the value of our property????? The proposed highway is also very unsafe for those that will use it for the bike/walking trail. No good will become of this highway if build there.

Comment 105

I live at 31993 Carneros Avenue, abutting the abandoned Delaware Coastline Railroad.

I am not here to speak for my own self interest. Instead I am speaking for future generations.

In the past, visionary civic leaders set aside parkland in metro and rural areas before real estate development could preclude that option. Today we are the beneficiaries of that foresight, and I believe we must continue that tradition for future generations.

With the current pace of real estate development in the Lewes-Georgetown corridor, we must seize the present opportunity to convert
the abandoned Delaware Coastline Railroad into a linear park dedicated for hikers, runners, strollers, bikers and dog walkers, akin to the Junction and Breakwater Trail.

The right of way should NOT become a vehicular thorofare with a bike lane on the side. It is not just about traffic flow. It is also about environmental character and quality of life.

Words of Joni Mitchell's 1970 song "Yellow Taxi" still hold true. "Pave paradise, put up a parking lot. You don't know what you've got til it's gone."

Comment 106

I do not support Idea #76, the Hudson Hughes Highway and urge the members of the Five Points Working Group to vote "NO" on this idea.

Comment 107

Recently I was shocked to learn that there was a proposal to change the planned trail on the location of the former railroad between Lewes and route 9. I do not understand why only a few of the communities, that will be severely impacted by the proposed highway, were made aware of the proposal only a month before there is a schedule vote by the five points transportation study group.

Most of the 100 items to be voted on will reduce the number of accidents to both residents and visitors to our area. However if this one item is approved, there will definitely be a detrimental impact on many of the people who will ride their bicycles or walk along the path.

The Hudson-Hughes Highway could make sense in a rural area where few people would ride their bikes or walk along the trail. However if the trail becomes popular, then the risk of serious injuries will go up exponentially.

I have a second home near the Washington & Old Dominion Railroad Regional Park (W&OD) in Northern Virginia. It is a bike and hiking path that was built on a former railroad. Luckily there is no parallel road near the path. On weekends many cyclists and hikers go up and down the path. If I am walking, I often have to step off the path in order to enable cyclists to pass me.

The trail behind my community, will be part of the American Discovery Trail. The trail is a coast-to-coast route from Delaware to California. Sussex County should ensure that our portion of the trail is friendly to hikers and cyclists for generations.

There should be public meetings and an affirmative vote by the citizens of the county, before the department of transportation studies building a road behind my community.

Please consider voting no to this proposal.

Since the people who will be adversely affected by the Hudson-Hughes Highway have no votes when the five points transportation study group makes its recommendation, the members of the group who could benefit from the construction of the highway, should abstain from voting on this critical issue.

Comment 108

My understanding is that the Lewes Georgtown railroad bed becoming a biking/ walking trail is in jeopardy. I am extremely opposed to this being anything else besides a biking/hiking trail (particularly a road).

Comment 109

I DO NOT SUPPORT THE HUDSON-HUGHES HIGHWAY - ITEM #76
I want to ensure that the Georgetown Lewes Rail Trail is completed as currently planned by the Delaware Department of Transportation and is protected forever only as a trail.

Comment 110

VOTE NO to Proposal #76. The Georgetown Lewes Rails to Trails project has been approved, funded and scheduled for construction in the fall. Nothing should delay this project from moving forward. Nothing at this location would be more beneficial to the Lewes community.

Comment 111

I reside and own my home at 32005 Carneros Avenue, Lewes, De 19958, in the Nassau Grove community. My lot abuts the vacated Delaware Coastline RR ROW as it passes along the south property line of Nassau Grove. When my husband and I purchased this lot we paid a premium for the beautiful trees along the railroad tracks that only occasionally quietly went by the train to Cape Henlopen .
I strongly oppose construction of any road upon the ROW,and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bikeway/walkway trail as has been proposed since I moved here in July, 2008. The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth/Georgetown communities.
On the other hand, construction of a road with a bike lane next to it is no bikeway at all. It will diminish the quality of life and property values of all neighborhoods that abut it. If the pursuit of progress diminishes the quality of life that attracts people to the area, we will have gained nothing.

I implore you to oppose the construction of a highway/cars/trucks/ motorcycles road upon the Delaware Coastline RR ROW, and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Comment 112

I am writing to express my utter disgust and opposition the proposed Highway on the Lewes Georgetown bike trail. It is the stupidest proposal I can imagine and would achieve nothing but ruining the quality of life for residents and visitors. Bad idea, slipped in late in bad faith. This proposal shouldn't even be considered and it needs to be voted down immediately.

Comment 113

As a resident of the Nassau Grove community which abuts the Delaware Coastline RR ROW and an avid cycling and walking enthusiast, I am writing in opposition to Idea #76 which proposes a highway with bike lane on the vacated ROW.

I strongly support the DelDOT Georgetown to Lewes Pathway project as it is currently planned. However, construction of a road next to the pathway greatly diminishes the peaceful enjoyment and safety of the pathway. It will also have a negative impact on the quality of life and property values of all the neighborhoods that abut it.

I implore the Working Group members to reject Idea #76 and allow the construction of the Georgetown Lewes Pathway project to continue unimpeded.

Comment 114

The official opening of the pedestrian/biking trial in Oct. 2016 was the culmInation of a multi year effort by various agencies for the Delaware Rail to Trail plan.
JMT completed a planning study for the entire 17 mile stretch before beginning work. The Georgetown-Lewes section (phase 2) was deemed a PRIORITY by JMT, according to the press release of Oct. 2016 and will be the longest trail of its kind I Delaware when completed.
Gov. Markell, who was present at the ribbon-cutting, stated that " the walk/bike path strengthens our communities by providing new recreational opportunities and leverages our spectacular scenic beauty to support tourism and economic development".
DelDOT Secretary Jennifer Cohan, in the same release, mentioned their "ongoing effort to create viable transportation alternatives to motor vehicle travel", which may affect the "existing quality of life in vibrant, historic communities" such as Lewes.
Quality of life issues such as noise pollution, road pollution, loss of mature trees and existing wildlife, and safety would certainly be at risk.
Part of the reason I recently became a homeowner here was the promise of those qualities that the Rail to Trail project will provide.

I ask you to vote NO to proposal #76 and complete the Georgetown-Lewes Rail to Trail project as scheduled for the continued health and benefit of the community we love.

Comment 115

I am a resident of Villages of Five Points and was thrilled to learn about the proposal to extend a bike trail over the decommissioned rail line. A great idea which preserves tree canopy, has low impact to local wildlife and allows cyclists a way off of busy Savannah Road, improving safety for motorists and cyclists alike. However, when I recently heard of a proposal to your working group (#76 I believe), to make this a road and/or named “highway”, I was appalled. This is a terrible idea with a financial cost, potential negative impact on ecology and safety that far outweigh any benefit to traffic patterns. I strongly urge you to reject such a proposal. Further I strongly urge you to reject spending the money necessary to study of such a proposal. I commend your diligent work in making The Five Points area safer and more easily traveled for residents and visitors alike, but this proposal would destroy much of what makes our area special and for very little likely benefit.

Comment 116

The Georgetown Lewes Trail needs to be completed as hiking and biking trail. The Hudson Hughes Highway will just increase traffic. Grab a bike and pedal!

Comment 117

Please do not support no 76 Hudson Hughes highway - the rail to trail project is better for the area rather than a new road that benefits few. The rail to trail is of benefit to many who which to use the trail w bicycles to move around five points.

Comment 118

I DO NOT support the Hudson-Hughes Highway. We have been promised the bike trail to Georgetown for many years and we do not need a road there. It will only feed more traffic to Route One. Also, it will destroy the vegetation and endangered animal life along the trail. Please do not let this happen!

Comment 119

I believe the following reasons provide enough evidence for you and the other members to vote NO on item 76 on the proposal:

1) Safety of residents, particularly small children. Consider the consequences if a vehicle crashed into homes or traveled through backyards due to inattentiveness from texting or alcohol impairment.
2) Proximity of homes directly adjacent to area, some only 25 feet from the edge of the right-of-way, is totally out-of-character with the surrounding area.
3) Removal of all trees and vegetation will eliminate any natural privacy and affect wildlife.
4) Continual traffic noise, not only from cars, but trucks, ambulances, and fire equipment.
5) New street lighting and signs will be required.
6) Decrease in property values for all homes within any development adjacent to the project, particularly during construction. Lower sale prices will be used as comparable values for the entire community.
7) Additional intersections must be created and traffic managed utilizing stop signs or traffic lights along the entire route. For example, crossing Minos Conaway Road will create more traffic congestion that is supposed to be eliminated by this project.
8) The long promised scenic and safe dedicated bike trail that has already been approved and is currently under construction no longer exists.

The above mentioned should be the main reason you vote no, for the ESTABLISHED communities.
MANY residents purchased their homes due to the fact we were promised a Rail to Trail behind our neighborhood. Whether we should have been promised this was one thing, but the fact remains, this trail puts Sussex County on the map since this trail is suppose to eventually go across the country. Many residents in nearby neighborhoods were promised the same thing. How in good conscious can you permit a highway to be built just to add more development, more cars to an area that already needs attention? I'm all about free enterprise and investments to make money, however in our eyes the proposed Hudson Hughs Highway is manifested by greed to line the pockets of only a few, at the detrimental expence of many people, costing many their property value, as well as creating more problems.
This proposed highway is not the solution, just adding to the problem. Please do the RIGHT THING and VOTE NO!

Comment 120

Subject: Hudson-Hughes Highway
We are lucky enough to live in the community of Nassau Grove. Our community motto is "We take care of each other". We all feel that God was the instrument that led us here. It was our understanding that the railway behind our home was going

to be a rail to trail. My husband has mobility issues, due to a stroke, therefore a walking trail would be a great benefit to us. We were excited when the news was announced that it would be a trail only. In our beautiful backyard we have a gray fox who dwells behind the berm. The variety of birds that visit our feeders is a sight to behold. A blue heron and snowy egret visit and feast on the fish in our ponds. Let us also mention the duck and turtle population continues to grow every year.

Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove.

Comment 121

Vote “No” for suggestion 76.
The slick idyllic aerial view presentation of the Hudson-Hughes Highway proposal fails to show just how close the 67 foot State Right of Way comes to existing homes and properties. Before considering a yes vote take a walk/ride down the cleared pathway (have a DELDOT vehicle ride you if necessary) and see for yourselves how tight that space is. Where would one put an acceptable vegetation buffer between the highway and taxpaper’s property ? In a recent Cape Gazette article I.G. Burton, R-Lewes, is quoted as saying that the council should consider amending the current code to require a 40 foot forested or landscaped buffer around the perimeter of subdivisions instead of the current requirement for 20 foot buffers. With two lanes of 12 foot highway and a 10 foot bike path without any median strip you have already used 34 foot of space. So how could you provide a 20 (40) foot buffer on each side of the highway when the State only has a 67 foot Right of Way ? This is not a reasonable solution to a congestion situation. Moreover, according to Rails-to-Trails Conservancy (an organization that works to convert unused rail trails into bike/walk trails), building more highways and roads has failed to stem the rise in congestion. Reportedly between 1982 and 2011, the number of hours of vehicle delay in urban areas rose 360 percent, even as the number of highway and road miles increased by 61 percent.

Vote “No” for suggestion 76 and another highway.

Comment 122

Please do not put a road on the tracks behind Nassau Grove. We would love to have a bike trail from Lewes to Georgetown.

Comment 123

Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove. Messrs Hughes and Hudson should recuse themselves from having a vote. They apparently have a vested interest in seeing this developed. Also, their smoke and mirrors map is not to scale and it is very deceiving!!

Comment 124

I'm a resident of Nassau Grove writing to convey my support for retention of the established plan for the Georgetown-Lewes Rail Trail. The Trail accentuates the character of the Region. The Trail is in compliance with information provided at the time of purchase of homes in Nassau Grove.
I oppose changing the Trail plan.
I ask for a NO vote for the Hudson-Hughes Hwy.
Thank you for your efforts to address the issue.

Take the right family value action - it's a NO vote for the Highway.

Comment 125

My wife and I have been residents in Nassau Grove since March of 2008. and had been told about this Rail/Trail that was being proposed and listened to many presentations and read numerous articles by elected officials making personal statements promoting this trail and the positive impact it would have on Sussex County. The goal, as stated was to maintain the natural beauty of our environment, and provide an alternative means of transportation instead of motor vehicles. Delaware, especially Sussex County has already become a magnet for cycling, walking, and hiking enthusiasts. Lets not lose that. VOTE NO TO #76

Comment 126

Please do not create a road for vehicular traffic.
BIKE TRAIL YES YES YES.
Thank You

Comment 127

We are writing to you to express our extreme opposition to the proposed access road that is to take the place of the already approved biking/walking trail.

Firstly, the proposed access road states there will be a bike lane. The bike lanes on the sides of roads are NOT a safe way for families or older people to ride bikes. They are very dangerous and intimidating.

Secondly, if we are considering transforming a space in our community, it should be for the betterment of the community as a whole. Yes, alleviating traffic would be great, but I think you will find, the pedestrian opportunity the biking trail will provide will do that anyway. Pedestrian improvement is what is drastically necessary in this area. Currently it is almost impossible to cross the road at Five Points. The biking trail option provides all people a comfortable and safe way to walk or bike to the shopping at Five Points, downtown Lewes or even further to Cape Henlopen State Park.

Thirdly, one only needs to look at the success of the Highline in Manhattan to realize the abundance of opportunities for community activities and events that could take place on the trail. The Highline has been a huge success for the community, has transformed the community space, and is a symbol of creativity, and innovation.

Finally, one must take into consideration the affect on residents who have purchased homes backing onto the tracks. These homes are their dream homes, homes they thought they would never, ever have. Homes they worked so hard for. Looking out their back garden, at a road, was never something they bargained for. Sitting outside enjoying their morning coffee, will never be the same, as they listen to the traffic whizzing by. People in Red Mill Pond, were told of the potential for a biking trail. They were never told of the possibility of a road, when they purchased their homes.

The bike trail would be a dream for many of us. It would transform our community in so many wonderful ways. It would provide a safe, pedestrian alternative, for all residents and could be a mecca for community events. Please support us in opposing the access road, and pushing the bike trail development through.

Comment 128

I am urging all members of the Five Points Working Group Study to vote NO on proposal #76, the elimination of the long-planned non- motorized trail along the rail line, and its replacement by a highway. A highway in this area would necessitate clear cutting the tree canopy. Contrary to the map being shopped, there would be no room for greenery if a proper highway - with shoulders and drainage ditches - is constructed. The rail to trail has been proposed since 2006!!! Keep this greenway for future generations.

As an aside, last week someone on a motorbike went up and down the trail bed. The noise was incredible - just from one motorbike. A highway does not belong 25' from our bedroom windows. Please vote NO on #76 so the trail can proceed as planned.

Comment 129

Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in tomorrow jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove.

Comment 130

It has come to my attention that the working group in considering turning the proposed Lewes-Georgetown Rail Trail to a roadway between Nassau and Cool Springs. Why would you even consider turning the proposed bike trail into a roadway. Right now, bike paths are non-existent on the west side of Route 1. Why would you want to take the proposed trail from the people who have been looking forward to having a safe place to bike and walk? So many people would use and enjoy this trail. Myself, I was looking forward to biking to the beach (and biking, in general) without fear for my life. The small two lane road you are proposing would not alleviate the traffic we are faced with at Five Points but it would endanger the life of those bicyclist and walkers who would be using the proposed road. Please keep the trail a trail, as it was intended.

Comment 131

My wife and I purchased our home in Nassau Grove in January 2008. When we heard about the walking and cycling trail that was being proposed we were very excited and underway. The alternative of driving to Cape Henlopen State Park, Lewes Beach, Cape May/Lewes Ferry, Rehoboth Beach was finally becoming a reality.

Then, we were shocked and extremely disappointed when we heard that the Five Points Study had a proposal, #76, that would eradicate the dreams of not only my wife and myself, but also the officials who worked so hard to get this project cleared and approved.

It appears that the proposal would not even succeed in achieving the goal of relieving traffic at The Five Points Junction. Instead, it would not only cause more congestion along the route, but go against everything that the original plan for a Rail/Trail had hoped to accomplish as our elected officials had wanted.

Not only would you be helping to preserve the beauty of our area, but would have a positive effect on the environment. It's especially important in communities such as Lewes where residents, visitors and businesses share a vibrant, historic community that is sensitive to preserving its existing quality of life.

Comment 132

I'm a resident, property owner in the Nassau Grove Community

The SR1 Minos Conaway project has already impacted our community with the approval of a new exit road which will encroach on our community. This exit will go under LEWES bridge to New Rd.
Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community.

1) Safety of residents, particularly small children. Consider the consequences if a vehicle crashed into homes or traveled through backyards due to inattentiveness from texting or alcohol impairment.
2) Proximity of homes directly adjacent to area, some only 25 feet from the edge of the right-of-way, is totally out-of-character with
3) the surrounding area.
4) Removal of all trees and vegetation will eliminate any natural privacy and affect wildlife.
5) Continual traffic noise, not only from cars, but trucks, ambulances, and fire equipment.
6) New street lighting and signs will be required.

7) Decrease in property values for all homes within any development adjacent to the project, particularly during construction. Lower sale prices will be used as comparable values for the entire community.
8) Additional intersections must be created and traffic managed utilizing stop signs or traffic lights along the entire route. For example, crossing Minos Conaway Road will create more traffic congestion that is supposed to be eliminated by this project.
9) The long promised scenic and safe dedicated bike trail that has already been approved and is currently under construction no longer exists.

With all these projects going on our beautiful community is being surrounded by not only traffic, but noise and pollution to say the least of devalued property
Thank-you and I trust you will follow your conscience.
Please vote “NO” to #76.

Comment 133

We are in opposition to proposal #76. Our reasons are many. Why not work with what we already have, which is the DOT's efficient bus system that provides transportation to historic Lewes and surrounding areas. Perhaps we should capitalize on and enhance the bus system and focus on the reasons the bus system was instituted, i.e., to cut back on traffic and all the ramifications associated with high traffic volume, such as safety, pollution, the environment & preserving Lewes. We are under the understanding that one of the reasons for the proposed road would be to ease traffic on Minos Conaway. There is no congestion on Minos Conaway. Another road cutting across Minos Conaway will cause congestion and will present a safety risk. As far as exiting and entering Minos Conaway to Route 1, perhaps a traffic light could be installed. Another road would have a negative impact on the charm that draws people to this quaint area. Once this area becomes overdeveloped, people won't want to come here. Business owners in Lewes will still make money with the beautiful bike trail rather than another road.....bicyclists do shop and stop along their routes with their backpacks & bike baskets to visit stores and restaurants. Another road running into historic Lewes would create more cars with more chaos, as there would not be any parking available. The bike trail will preserve the history of the old railway and maintain the charm and beauty of Lewes -- the 1st town in the 1st state. The bike trail would preserve the untainted land, protect wildlife and the environment from light, noise and air pollution, not to mention, the bike trail would not present the safety hazard that another road will. The funds for the bike trail have already been approved and allocated. Many residents in the area bought their homes with the understanding and promise that the bike trail would be constructed. The preservation of this land for the bike trail would help preserve land in this high density area which currently has one of the lowest percentages of preserved land

in Delaware. We ask that you dismiss item #76 and move forward with construction of the State approved bike trail.

Comment 134

As a retired law enforcement officer from New Castle County Police here in Delaware, I wish to offer my concerns regarding the proposed redevelopment of the Georgetown-Lewes Rail Trail to the proposed Hudson-Hughes Highway. I am opposed to this conversion of a beautiful greenscape into a major roadway through numerous residential communities. There are many reasons and I will attempt to brief a few:

-basic quality of life issues in terms of increased traffic, roadway noise, drainage issues and litter control would affect both communities and undeveloped areas adjacent to the proposed highway.

-this 2 lane roadway does not address the fact that there are no, or limited shoulders should a vehicle breakdown, or accident occur. Accidents will occur and this will create another roadway with choke points. More importantly, our Delaware State Police and EMT personnel will be exposed to traffic hazards during the course of their duties. The design feature introduced is not a fair, nor accurate, representation of the proposed highway.

-the proposed highway does not address what the posted speed limits will be, limited access concerns and the potential impact to existing environmentally sensitive areas (I understand that a pollinator farm near the existing rail bed would be adversely affected).

-the use of the highway would lend itself to the abuse of heavy truck traffic in an attempt to avoid major arteries. Issues that come to mind are dump trucks and cement mixer trucks that would use the road in order to get to the cement plant on Orchard Road. Additionally, tractor trailers would look for a short-cut to Route 1.

-an argument has been made that the proposed roadway would serve as a possible evacuation route for downtown Lewes during major storms. New Road is currently designated as an evacuation route for Lewes. But, as we are all aware, New Road is subject to tidal flooding at Canary Creek which forces the road to be closed. DELDOT is aware of this problem but has yet to address it. So, how is having the Hudson-Hughes Highway being tied into New Road as a potential evacuation route feasible given the fact that the flood prone areas along New Road have yet to be addressed.

And lastly, it is my request that working committee members Hudson and Hughes recuse themselves on voting on Item 76 (Hudson-Hughes Highway) due to a

conflict of interest. Mr. Hudson has noted that he and Mr. Hughes have worked over a year on this project and invested both time and, more importantly, their money, towards this proposal. Thus, since they have a vested interest, they should not vote on this proposal. If there are any benefits that would derived to any committee person, their business, family relatives or any limited business partnerships or corporations by supporting this measure, then their vote should be discounted.

I request that Item 76 (Hudson-Hughes Highway) NOT be approved and recommended for consideration.

Comment 135

Please vote "NO" for this idea, "...of a road and trail...possibly from Cool Spring to Savannah Road."

This decommissioned railroad right of way has already been designated as Phase 2 of the Georgetown-Lewes Rail Trail, has been approved, funded and is scheduled to be completed by March 2019.

Idea #76 carries no benefits to relieve traffic in the immediate area of SR1 north of Five Points, the Five Points intersection, and "Malfunction Junction." Consider plans already made public by DelDOT for roadway modifications and traffic improvement in this study area, and examine carefully if this proposed "Hudson-Hughes Highway" would further enhance those plans and be worth the investment of environmental clean-up of the railroad bed and the potential impacts upon the surrounding land and humans.

This proposed highway carries the names of two of the Working Group members, Christian Hudson and DJ Hughes. Their proposed plan has not been done to scale and is thus distorted and inaccurate: this is a ruse being shared with the public and being promoted as a viable solution. It is incomprehensible to vote in favor of an idea that is not factual.

Messrs. Hudson and Hughes should recuse themselves from voting on this idea: they have worked on this idea far longer than this working group has been commissioned, they have used private resources to present a flawed solution, and their names are attached to the proposed highway.

Also of great importance for consideration are the safety and security of all in the area who would be impacted by having a roadway--not a designated trail--within such close proximity to their families and children.

These are just some of my thoughts on Item 76; there are more implications to be considered before voting begins later this month, and I urge each working group member to carefully and thoughtfully consider the positive and negative ramifications of this idea.

"Doing what's right isn't always easy, but it's always right."

Comment 136

As all members of the working group contemplate each of the 100+/- ideas listed in this document, it is imperative that it be done in consideration of what DelDOT has already proposed for traffic improvement in this area, specifically the area of SR1 from Minos Conaway Road, New Road, the Five Points intersection, Savannah Road, and "Malfunction Junction" of Rte. 9, Beaver Dam Road, Plantations Road. Relieving traffic congestion in this specific area needs to be addressed well north of Five Points; however, what DelDOT has already proposed for this area seems to be the best idea so far.
Please consider DelDOT's proposals before casting your votes.

Thank you for doing what's right and what makes the most logical sense. Thank you, too, for your time and effort on this very important task.

Comment 137

I oppose #76 Hudson Hughes Highway. Since 2006 State and local studies and master plans have proposed a non-vehicular multi-use trail on the RR ROW. The concept has been widely endorsed. The State and federal government have funded the trail. Subdivisions have sprung up along the trail and will continue to do so. Developers and realtors have promoted sales with it. It has received broad community support. And it is consistent with public policy goals to promote healthy lifestyles of regular exercise and less reliance on motorized vehicles and boob tube entertainment. Trails foster social interaction and community spirit among neighborhoods. And this trail offers an irreplaceable natural resource: a shaded tunnel of trees that has grown over the last 150 years since the first tracks were laid; that is home to wildlife; that offers a safe, vehicle-free route to historic downtown Lewes and ultimately Georgetown. It does not matter whether or not the Hiway will help alleviate problems at 5 Points. The real issue is do we want to obliterate this asset to build a Hiway that will forever preclude this opportunity. Once it is gone, it is gone forever. The Trail is not just for the current generation, it is for all future generations.

Comment 138

I would like to voice my dissatisfaction with the proposal to change the plans for the closed railroad line from Lewes to Georgetown from a Bike/Walking trail to a two lane road. I feel there are too many existing residential properties within 10' of a 2 lane road, with too many young children and pets living in these residences.

A 2 lane road along this railroad bed would have many intersecting roads which would lead to the need for stop signs/signals/roundabouts, all adding to the expense of this proposal which Delaware and Sussex County can not afford. It would possible cause an increase in backed up traffic at these intersection rather than correct the existing traffic.

Comment 139

We are lucky enough to live in the community of Nassau Grove. It was our understanding that the railway behind on the side of the community was going to be a rail to trail. Being walking and biking enthusiasts, we were excited when the news was announced that it would be a trail only. We have many forms of wildlife that frequent the woods at the edge of the community including foxes and birds. A blue heron and snowy egret visit and feast on the fish in our ponds. Let us also mention the duck and turtle population continues to grow every year.

Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife areas in Lewes Delaware!!! We invite all of you to please visit our community to get a visual on how this highway will impact Nassau Grove. North Wilmington is our permanent home but we purchased our home in Nassau Grove where we reside half the year, enjoying the quiet and beautiful neighhood.

Comment 140

My wife and I reside at 31989 Carneros Avenue, Lot 105, in the Nassau Grove Community. Our lot abuts the vacated Delaware Coastline RR Row as it passes along the south property line of Nassau Grove.

We strongly oppose the item #76 on the Five Points study group agenda. The proposed road will destroy the beautiful trees that have provided sanctuary to

many bird species and other wild life. The increase in air and noise pollution would impact our quality of life & poses health issues.
We support the bike/walking path & encourage you to VOTE NO for item #76.

Comment 141

It sounds as though the proposal related to item #76 is to put in a road from Cool Springs to Savannah Road which would accommodate traffic from Georgetown and beyond to Lewes. If this is due to increased volume during summer months, then it seems that would be catering to seasonal people from outside the area for 3 months while adversely affecting year-round taxpaying residents.

These year-round residents support local businesses and restaurants and keep them thriving throughout the year. This would compromise residents quality of life, the majority of whom are senior citizens. There is also the impact on property values, wildlife, environment, etc…

We understand the original plan was for a rail-to-trail bike path which we heartily endorse.
Thank you for your time and consideration as this is a very important quality of life issue. We urge you to vote NO for item #76!

Comment 142

As a concerned Lewes resident, I urge you to stay committed to the pedestrian cycling and walking path. Let us further our commitment to a finer quality of life here in Sussex County, by developing an environmentally friendly walking and cycling path. Vehicular traffic will further pollute, create unsafe walking and cycling conditions, be a sore-eye to all property owners bordering said project and undoubtedly negatively affect property values.

Comment 143

The Hudson Hughes Highway design prepared by Davis Bowen and Friedel, Inc., Architects Engineers Surveyors, illustrates a bypass highway that appears as a narrow country lane without shoulders, lined with lush green grass, and traveled by miniature cars and bicyclists, but no trucks.

A narrow road wouldn't move much traffic. The speed limit would probably be low. Without turning lanes, traffic flow would be stop and go. Drivers might seek other routes.

If designed to DelDOT handbook standards for highways and bicycle trails, the highway and paved bike path would likely fill the entire 66 foot right-of-way with

paved surfaces. It would require obliteration of a tunnel of trees and wildlife that has developed in the 150 years since the first rail was laid.

Here's the simple math:
One 12' lane each way = 24'
plus one 8' shoulder each way = 16'
plus a two-way bike path on one side = 10'
plus a 2' wide guard rail & posts each side = 4' plus a 6' wide drainage ditch each side = 12'
Total paved width = 66' in the 66' wide ROW!

Welcome to a noise and vibration chamber with 55 mph speeding trucks and open pipe Harley Davidsons 24/7/365! That's not why established residents love Sussex County. That's not why Northerners flock here for vacation getaway. That's not why newcomers left the big city and moved here.

There are over 100 other options on the list for DelDOT to consider to alleviate traffic issues at 5Points. A highway that ignores over 12 years of public policy, and that divides communities and destroys the quality of life in established neighborhoods, should not be one of them.

Roads divide. Trails unite!
Save the Georgetown-Lewes Railtrail!

Comment 144

We live in the Nassau Grove community and strongly oppose the Hudson-Hughes Highway proposal (Item #76). The dedicated walking/bike trail promised to residents, currently under construction, provided a safe recreational area for hikers and cyclists. Allowing cars to be so close to this trail and adjacent homes would endanger users and residents, diminishing the quality of life for all. Please help protect this area, as promised, with a safe, dedicated trail and vote "No" on proposal #76.

Comment 145

Please do not endorse Item 76. The bike trail be an asset to locals as well as tourists and will not be intrusive, will not require trees and the animal/bird habitats to be disturbed, will provide a non-polluting transportation route into the town of Lewes and will not cause the property values of entire communities to fall. The suggestion of a road instead of a bike trail seems to contradict everything that I have read in the Sussex County Comprehensive Plan regarding: Rails to Trails, Mobility Strategies, Air Quality, Travel Alternatives and the Vision Statement- " A

greater emphasis will be placed on managing existing roads rather than building new roads...."
Please keep Lewes a wonderful place to live and keep locals in mind. Please reject turning the bike trail to a road. Thank you for your consideration.

Comment 146

I want to voice my opinion that the “Rail to Trail” must be constructed as what has been reported in all local printed media and on the internet until just recently. The Bike Trail is an asset for all of Delaware and not just Sussex County. It will save lives by giving bicyclist a safe riding experience.

The Hudson-Hughes Highway that had surfaced in the last month does nothing to ease the traffic problems with five points!

Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove.

Comment 147

I reside full time at 31891 Carneros Avenue (Nassau Grove). I strongly oppose the construction of a highway either along the already approved rail trail or in place of the rail trail. When we purchased the property we relied on the fact that this would be a bike and walking trail only. The change in the plan will have a negative impact on our property value, our quality of life and the environment.

Comment 148

I reside at 16398 Corkscrew Ct, Nassau Grove, Lewes.
I am writing to respond to a recommendation the working group is considering and that is the proposed Hudson-Hughes highway. I strongly oppose this recommendation for the following reasons:

- the proposed road would cause the elimination of 100’s if not 1000’s off trees. the road would encroach on existing home to the point where is would only be 25 feet from property lines.
- the roads would create safety issues as children live in the area and this close to road would become hazardous.

- non traffic study has been done to show if it would have any significant impact on traffic.
- the currently proposed scenic bike trail would no longer be scenic and attractive property values for all communities along the road would be dramatically reduced due to congestion,noise, and safety concerns.

PLEASE do not destroy the currently approved bike trail in favor of the proposed Hudson-Hughes highway.

Comment 149

We moved to Lewes in 2010 to enjoy the outdoor lifestyle the area provides. We love the distinctive blend of waterways, migratory birds, agriculture, beaches, nature, greenways, biodiversity and unique personalities of each resort town. We have witnessed - and appreciate, the surge in growth to our area. While we reap the benefits of so many new businesses, restaurants, activities and people we meet and new friends to enjoy, we are witnessing the negative impacts of sudden growth; congestion, road confusion, accidents, crime and safety issues. With the abundance of approvals of new communities, commercial structures, roadways, overpasses and the like, we, like so many, are witnessing negative impacts to the area and communities, which will certainly continue for generations to come.

'Build it and they will come.' Fact: construction of roadway parallel to Georgetown-Lewes Rail Trail will increase traffic, cause more congestion, fuel emissions pollution, create hazards to bordering communities, safety concerns to motorists, noise and biodiversity impact. Roads decrease property values in neighboring areas, as it poses an unsafe element to residents, particularly children and pets…to name a few.

'Build it and they will come.' Fact: Trails provide enjoyable, healthy, safe options for transportation, which reduces air pollution and promotes safe and livable communities. The benefits Georgetown-Lewes Rail Trail provides are new opportunities for outdoor activities, affordable exercise and recreational opportunities within our communities. By providing convenient access to places for physical activity, such as trails, increases the level of physical activity in a community. Preserving and creating trails and open space promotes healthier living. Communities with access to trails and parks are considered an amenity, lifestyle enhancement, and serves to increase property values. When trails are integrated into a community, it provides opportunities to meet and interact with neighbors; children can safely walk or bike. Keep the trail so we can all enjoy the benefits of living life outdoors.

Comment 150

Vote NO to HHH#76 Lets leave a legacy for all future generations with a beautiful Trail.

Comment 151

Regarding item #76:
DelDOT has plans to improve the Nassau Road & New Road intersection as part of the Minos Conway grade separation project slated to begin in 2022*. They also have plans to improve the Old Orchard Road & Savannah Road intersection slated to begin in 2020*.
These DelDOT plans will funnel local traffic under the Nassau bridge, then east on New Road, and then right on Old Orchard Road through to Savannah Road. This makes an additional road along the old railroad tracks from the Nassau bridge to Savannah Rd redundant and not a wise use of money. Likewise, it is redundant and not a wise use of money to build a road on the old railroad tracks from farther west to the Nassau bridge because it would parallel the existing Route 9 which will have access to the road going under the Nassau bridge via a new intersection at Janice Road by the Lewes Senior Center (according to DelDOT plans*) for those who wish to avoid the Five Points intersection. Plus, the Five Points intersection can be improved directly perhaps (instead of transferring the problem to another location) by, for example, creating a two-lane roundabout or an overpass.

Why vote to cut down more trees (the Hudson-Hughes plan would require cutting down at least a 30 foot swath of trees/greenery along the entire stretch of road in order to accommodate their 66' wide proposal) and pave over green space in Lewes, when the above DelDOT plans are already in the works. The choice to pave over Lewes and funnel cars to the beaches in the summer versus improving an existing green space for use as a bicycling and walking path (as already approved and in the state budget, with construction to begin shortly) that extends natural beauty beyond the beaches for the use of the whole Lewes community, helping to keep Lewes vibrant year round, seems simple. Please vote "No" to item #76, and let the already approved path move forward, and don't let a couple of personal opinions take precedence over the hundreds of people, the town of Lewes, and the state of Delaware who have already decided that the Georgetown-Lewes Biking/Walking Trail is the right answer for Lewes.

*From the Feb. 23, 2018 Cape Gazette article https://www.capegazette.com/article/big-changes-proposed-minos-conawaynassau- bridge/151591 and the meeting minutes of the April 9, 2018 Mayor & City Council meeting www.ci.lewes.de.us/pdfs/4-9-18.MCC.RegMtg.Minutes.pdf.

Thank you for your time and patience in taking on the complicated Five Points transportation study.

Comment 152

Recommendation #76 must be voted down. It will not solve our traffic problems it will only redistribute the problem and spread the misery.

Comment 153

We DO NOT support the proposed Hudson-Hughes Highway!
When we purchased our home adjacent to the railroad right-of-way we were aware a train would be going past on a regular occasional basis. We looked forward to watching the train move slowly down the tracks.

We were also in favor of the "trail with rail" proposal. We are in favor of the conversion of the former rail bed to a bike trail. Having a bike trail adjacent to our property would be an asset for the area.

We are not in favor of the proposed highway! A highway so close to so many homes would not be an asset to any of the home owners in the area.
Please do what ever is possible to STOP this highway now!

Comment 154

First I want to thank Deldot for inviting citizens to share their input about ways to improve roads in Sussex County. Also, I'm grateful to all the members of the committee for taking their time to problem-solve with the goal to improve traffic patterns.

Like so many comments you have likely received, mine is in reference to Idea #76. My husband and I purchased our home 8 years ago abutting the railroad with a promise of a walking/biking trail behind our home. Being avid bikers, this played heavily in the decision to purchase our home.

I know personally one member of the 5 Points Transportation Group and he has said he will abstain from voting on #76 due to a conflict of interest since his community abuts the railroad. I have great respect for his decision and I only hope others on the committee will follow his valiant lead and abstain from ideas when there is a conflict of interest, a personal agenda or any personal outcome of monetary gain.

I too will try to address this topic with an open mind and not consider my personal interests, even though the highway would be less than 18 feet from our patio and it wouldn't be safe for our grandchildren to play in our backyard. Yes, our quality of life would be compromised since we would lose the beautiful trees inhabited with all kinds of birds and wildlife and most likely our neighbors and friends would sell

their homes if they could find someone willing to live so close to a highway. Certainly, overall home values would tank.

The fact remains that the Hudson Hughes Highway appears to have little if any value for improving traffic problems since bottlenecks would be created at every juncture. Our county has a North-South traffic problem, not an East-West traffic problem. The number of housing developments approved since January to be built in the Lewes area is absurd. Roads should be built PRIOR to the approval of the development, not the other way around. Like in other states, the developers, not the state, should be paying for the roads that are needed to handle the created traffic. The highway doesn't appear to warrant any further consideration since there are few if any positive effects. It would certainly disrupt the quality of life for thousands of citizens who reside in the communities it abuts.

If one considers the 5th and 10th amendments of the United States Constitution, the state of Delaware would be required to reimburse residents who live in the communities that abut the highway over $100,000,000 for the diminution of property values, considering that the national average devaluation of each home would be approximately 15%.

Comment 155

We strongly oppose the road idea. We already have the road noise from US1. Please do not allow this to happen. We support the trail project. Please vote NO to item #76. This item needs to be erased permanently from the agenda

Comment 156

I am a resident of Nassau Grove development and I strongly object the proposed item #76 on the Five Points Study Group list to build a highway in place of retired rail track.
This area must remain as a beautiful nature area with wildlife and plants making this an enjoyable place!
The original plans to convert the Rail track to a bicycle and jog/ walk trail which were funded and highly touted just a few years ago by former DE Governor and DelDot secretary MUST stand.
The proposed new highway is unnecessary, does not resolve any traffic issues.
The proposed highway is almost a duplicate of Minos Conaway road and this road is not congested at all! I use it every day throughout the day and the only improvement needed is the interchange with Rt 1 North (which is already being addressed as a separate item).

The proposed HH highway is a solution in search of a problem.

The only interested parties are Real Estate developers that want to use this new highway as justification to build additional developments in the area.
It becomes a self fulfilling prophecy - additional road that does not improve any traffic conditions- is used to jam more houses along the trail that WILL create a traffic problem.

All my neighbors and neighboring developments are very concerned about the proposed highway as it WILL destroy our quality of life by:

1. introducing noise,
2. Endangering area Children and pets as there is no measures to protect accidental exposure to the highway traffic at the back of our houses.
3. Destroy wildlife that is vibrant: foxes, rabbits, turtles, birds, etc. will be ALL eradicated by this project.
4. All mature trees and plants that currently protect from highway 1 noise will be destroyed.
5. The increased pollution will be enormous!

For years we have been promised that the abandoned rail will become the bike and jog / walk area under a preserved canopy of mature trees! And now this is threatened by self-interest greed driven developers that would not hesitate to destroy the quality of life of hundreds of residents along the proposed highway. We ask that you listen to the wishes of hundreds of residents rather than a handful of greedy developers.

Comment 157

I am a homeowner in the community of Nassau Grove. My address is 31714 Corvino Court.
I strongly oppose construction of any road upon the ROW, and ask that you do not pursue this proposal.
I strongly support conversion of the ROW to a dedicated bikeway trail as has been proposed since I moved here in September, 2007. The extended bike trail system greatly enhances the quality of life and attractiveness of the Lewes/Rehoboth communities.

Comment 158

We are residents of Nassau Grove in Lewes and would like to express our concern in the possible construction of the Hudson-Hughes Highway. We strongly oppose the highway and implore you to vote NO on item #76.

We, as well as all of our neighbors, have worked very hard to be fortunate enough to reside in the beautiful, quiet community of Nassau Grove. We both are still

working full time jobs to continue to enjoy a pleasant lifestyle here, together with our families, as well as with our dear neighbors who have become like family.

We are very concerned with the safety issues the highway would present along with the decrease in property values that may come from this project. Our preference would be to have the bike trail installed as previously planned.

We appeal to you to help us by voting NO on item #76 so we may rest assured that all our hard work in the past, present and future with regard to our family oriented community will not go by the wayside.

We thank you in advance for voting positively for the bike trail and dismiss the suggestion of the highway.

Comment 159

Please vote “NO” to #76

Comment 160

I do not support the Hudson-Hughes Highway! I am a registered nurse working night shift. The noise level of a road would make sleeping during the day very difficult.

Comment 161

As a homeowner in Nassau Grove I wanted to take a moment to express my concern regarding Suggestion 76 on the 5 Points Working Group list of considerations. While I appreciate the work this group has put forth to try and solve traffic congestion due to the lack of “responsible growth” in coastal Sussex County, the idea of converting the already approved Georgetown-Lewes Rail Trail to a highway is counter to the focus on “quality of life” that our Sussex County and State government officials have been promoting for this region.
House Bills 505 and 556 were established to promote the opportunity for bicycling in Delaware and the Georgetown-Lewes Rail Trail was previously approved and funded to “establish a safe non-motorized low stress connection from Georgetown to Lewes and to and from communities and businesses in between”.

Many Nassau Grove homeowners, and I am sure property owners in other communities adjacent to the old rail line, purchased properties with the understanding that the Rail Trail would provide safe access to walking and biking and help support a healthy quality of life that many seek when moving to this area of Delaware. To suggest that this Rail Trail be expanded and opened to vehicular traffic would be a breach of the trust that residents have with local government

representatives and would violate the stated “Project Need” and “Project Overview” of the approved Georgetown to Lewes Pathway as defined on the DelDot website.

Comment 162

It has been mentioned by some 5 Points Working Group members that a possible reason for Suggestion 76 is to expand the emergency exit routes in the region. It is clear that Suggestion 76 is not a valid option for this as it would only be a distance of 5.69 miles and would create a series of bottle necks and choke points at five (5) additional intersections further compounding traffic flow in an emergency.
There are a number of better suggestions, such as increasing the number of lanes on existing Rt 9 (Suggestion #20), that offer valid continuous, long distance and rapid flow options to the concern for emergency exit routes.

Please vote NO on #76.

Comment 163

We are lucky enough to live in the community of Nassau Grove. Our community motto is "We take care of each other". We all feel that God was the instrument that led us here. It was our understanding that the railway behind our home was going to be a rail to trail. Being walking and biking enthusiasts, we were excited when the news was announced that it would be a trail only. In our beautiful backyard we have a gray fox who dwells behind the berm. The variety of birds that visit our feeders is a sight to behold. A blue heron and snowy egret visit and feast on the fish in our ponds. Let us also mention the duck and turtle population continues to grow every year.

Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove.

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Item #76 on the Five Points study group agenda needs to be erased permanently. The proposed Hudson-Hughes highway will destroy the quality of life in the Nassau Grove Community. It will succeed in eradicating the dwellings of the animals and birds who thrive here. This highway will only cause more traffic congestion and pollution. As a result of this increase in air and noise pollution our health will be in jeopardy. In conclusion, this highway, only succeeds in destroying one of the most beautiful neighborhoods and wildlife in Lewes Delaware!!! We invite all of you to please visit our community and our backyard to get a visual on how this highway will impact Nassau Grove.

Comment 165

My husband and I reside at 32003 Carneros Avenue, Lot 101, in the Nassau Grove Community. Our lot abuts the vacated Delaware Coastline RR Row as it passes along the south property line of Nassau Grove. when looking for a retirement community, we loved the quiet area that was packed with so many different varieties of birds and other animals. We fear we would lose those both if the path does not stay as a bike path.

We strongly oppose the item #76 on the Five Points study group agenda. The proposed road will destroy the beautiful trees that have provided sanctuary to many bird species and other wild life. The increase in air and noise pollution would impact our quality of life & pose extensive health issues.
We support the bike/walking path & encourage you to VOTE NO for item #76.

Comment 166

TRAILS UNITE - ROADS DIVIDE
Say “NO” to the “Hudson-Hughes Highway” proposal. Choose to make the First State a leader in providing its citizens with a lifestyle that is more livable and healthier while preserving the environment and providing safe recreational opportunities in a beautiful setting. A setting that creates reliable transportation alternatives to motorized vehicle travel.
Say yes to keeping the Georgetown Lewes Trail a biking/walking trail into perpetuity !
Vote “NO” on suggestion 76 !

Comment 167

Please vote no to item # 76 on your voting list. It is unthinkable that a road to replace the Rail/Trail is even considered as a solution to the traffic problem. East west is not the big issue, it could use some help, traffic after Five Points going south turns into a parking lot.

Comment 168

We reside at 31849 Carnerous Ave in Nassau Grove. We vehemently oppose the project requesting a new road referred to as Hudson- Hughes Highway.

Comment 169

I attended an information session for the Rails to Trails program a few years ago when it was first proposed. Now it's very disappointing that the original plan is in jeopardy from Rehoboth to Georgetown. Delaware, and the beaches in particular, have always been proud of what they offer in respect to the outdoors and eliminating the Rails to Trails is counter to that.
The safety of bicyclists, runners, and walkers should be paramount and by keeping with a dedicated trail you are providing a much safer environment than a combination road and bike lane. Please consider safety over all else!

Comment 170

We adamantly oppose the current proposal to build a roadway - #76. It makes no sense whatsoever to build a road to nowhere. This proposal only benefits the people who have special interests in property along this route, and doesn't do anything to solve the issue. The Lewes-Georgetown Trail needs to be preserved as was originally told to our Community here at Nassau Grove. We vote "NO" to your proposal to include a roadway from 5 Points to Cool Spring... road to nowhere to only benefit an elite few!

Comment 171

I do not support suggestion #76 of your proposals; i.e., making a highway in conjunction with the bike trail. I believe the following reasons provide enough evidence for you and the other members to vote NO on the proposal:

1) I've noted in my almost 6 years of living in the Lewes area that driver's regularly do not respect bicyclists and pedestrians. I've seen motorists' countless times passing on double yellow lines, on curves, running stop signs, etc. – with New Road being a prime example. With the area under

consideration, it looks like there will be little room for error should a motorist veer. We do need more bike/pedestrian paths where residents and visitors can enjoy the outdoors and exercise safely.

2) Sussex County, along with many other places, has an opioid epidemic and a substantial number of impaired drivers. I've noted numerous news stories of arrests of folks with multiple (as high as 11, I believe) DUIs. Putting a highway next to a bike/pedestrian path on a highway that will appear to be a thoroughfare doesn't seem safe at all to me; greatly increases chances of injury/death to bicyclists/pedestrians.
3) Safety of residents, particularly small children. Consider the consequences if a vehicle crashed into homes or traveled through backyards due to inattentiveness from texting or alcohol impairment.
4) Proximity of homes directly adjacent to area, some only 25 feet from the edge of the right-of-way, is totally out-of-character with the surrounding area and presents another significant safety issue.
5) Removal of all trees and vegetation will eliminate any natural privacy and affect wildlife.
6) I implore you to oppose the construction of a road on the decommissioned railway and urge you to proceed with construction of the dedicated bikeway that so many of us have been eagerly anticipating.

Thank-you for your work in trying to tackle a tuff issue – traffic!

Comment 172

Please vote NO to Item 76. It will destroy our beautiful communities of Nassau Grove and others as well. Please keep it as a rail to trail as I was told in June 2010. Many of us premiums for our lots. Please the natural beauty of the commissioned railroad. Thank you in advance

Comment 173

Thank you for the information you provided at the last meeting.

Although I spent the first 18 years of my life on Long Island, Delaware has been my home for 41 years. When I heard there was a possibility of changing the planned hiking/walking trail on the existing railroad tracks to a two way road, I immediately thought back to my parents home on Long Island. Because of a change in the existing roadways, my parents home and two other neighbors' homes were hit by cars. This happened more than once, with the most serious incident involving a car that plowed into our home throwing my grandmother (in her bed) across her first floor bedroom. She sustained serious injuries and was hospitalized. Our home was structurally damaged.

My husband and I worked for over 50 years (combined) as state employees, saving money to purchase a home in Sussex county in the beautiful Lewes area. We looked at a lot of sites and homes prior to purchasing a new home in the Nassau Grove development ten years ago. We looked forward to biking on the planned bike trail, as it is dangerous to get to the other bike trails unless we transport our bikes. Now, we have been told the planned trail may be a road that will be dangerously close to the homes in our development.

I ask the committee and our county and state representatives to examine the new proposal for a road closely. Ask yourself if you would want your parents, children, or grandchildren so close to this proposed road and the dangers it will bring. There must be an alternative to alleviating traffic.

Comment 174

I attended your June 25 meeting and it was quite obvious by those attending and the many negative comments that Item 76 should be a Vote NO. I am blessed to live in the community of Nassau Grove. It was my understanding that when I purchased my home in June 2010 the railway behind my home was going to be a rail to trail. Many of us paid a premium to be adjacent to this trail. I was excited that I would be able to ride my bike or take a peaceful walk enjoying the beautiful trees and the sound of birds chirping without having to worry about traffic.

Removal of all trees and vegetation will eliminate any natural privacy and affect wildlife. I strongly support the dedicated trail as has been proposed since I moved here. This trail greatly enhances the quality of life for those who chose to retire here in the Lewes/Rehoboth communities, especially those who are now handicapped. This trail would allow those in wheelchairs to venture out and enjoy more than their communities. I ask you please to proceed with construction of the dedicated rail to trail that so many of us have been eagerly anticipating.

The proposed Hudson/Hughes Highway by Mr. Hudson and Mr. Hughes will not improve the traffic congestion but only cause more problems in this area, and it would likely benefit them in their future projects. It appears to be a conflict of interest and Mr. Hudson and Mr. Hughes should not be allowed to vote on their proposed highway.

I thank you in advance for Voting NO on Item 76.

Comment 175

I live at 31886 Carneros Avenue Lewes, DE part of the Nassau Grove Community. We are in favor of the rail to trail as an amenity for all living in the Communities between Georgetown and Lewes. We are strongly in opposition to the concept

(76) that has been proposed to put a road in place of the walking and bike trail. The idea that a road would be placed in the back yard of many of the communities is unacceptable on so many levels. Safety being foremost. In addition the decision to approve all of the construction over the last years without proper regard for traffic impacts by the builders, and Sussex County, etc. should not be solutioned by negatively affecting the homeowners living along the trail.

Comment 176

Item # 76 on the 5 Points working Group project list is a controversial issue regarding the combined road/trail along the decommissioned railway. The proximity of homes directly adjacent to the area, some only 25 feet from the edge of the right-of- way is a safety issue for residents, particularly small children and is out of character with the surrounding areas. Consider the consequences if a vehicle crashed into a home or traveled through backyards due to inattentiveness from texting or alcohol impairment. The environmental impact caused by the removal of all trees and vegetation will eliminate any natural privacy, affect wildlife, and increase noise and air pollution from the continual traffic of cars, trucks, ambulances & fire equipment. The long promised scenic and safe dedicated trail that has already been approved and is currently under construction would cease to exist. Deldot is already working on, what is planned for the immediate 5 points area and beyond and, most importantly, how this "Hudson-Hughes Highway" may or may not affect positive change to traffic volume and patterns. Service roads parallel to Rt. 1 are probably the best idea to move traffic off of Rt. 1 and further west of the current 5 points intersection. Building the "Hudson-Hughes Highway" and creating increased hazards will be detrimental to our area.

The project map for the 5 points working group item #76 presented by DJ Hughes at the June 25, 2018 meeting is misleading. The Davis, Bowen and Friedel design is illustrated on an aerial photograph plan, with cross section illustrations. The cross sections give the impression that paved areas will be small and that vegetation areas will be large. But the opposite will likely be true. The right-of-way is only 67 ft wide. Most of the right-of-way would need to be paved in order to accommodate a highway, shoulders, bike path, guardrails and drainage. Cars are shown occupying 1/3 of a 12 ft. wide driving lane. But full size cars are actually 5'6" to 6'wide, not 4' wide. Full- size pick-up trucks and tractor-trailer trucks are 8 1/2 ft. wide. None are shown on the illustrations. The illustrations do not faithfully depict what ultimately will likely be built. While traffic congestion needs to be addressed, we should not be looking to committees based by developers to address it. Building roads solely to enable uncontrolled future development will be a disaster for all. Limiting the size and scope of development near Rt. 1 to what is serviceable with existing roads and prudent in the planning of new roads is the way to go. The trail as planned is for the benefit of those of us who've already invested and pay taxes in Sussex County and should not be used for any other purpose.

The trail will provide a safe and protected environment for us, our children and our grandchildren to enjoy getting outdoors and should be competed as planned and preserved into perpetuity. Please vote NO on proposal #76.

Comment 177

We do not need or want another road east of route 1; we need a road west of route 1 where there is a lot more of open space to build a road that will accommodate the thru traffic from ALL of route 1 moving thru the area that will have cut-offs to connect to various places (Midway, a Rehoboth proper, Dewey). East of route one already has too many people that we cannot absorb. A bike path to encourage non-car traffic is the way to go on the railroad bed. This idea of a road, only encourages more car traffic, not the wave of the future where we want to encourage other ways to travel. Wake up to the future!!

Comment 178

Conversion of trail to Hudson-Hughes Highway
We live at 16862 N Hunters Run along the proposed above said highway. We are steadfastly against the proposed highway for the same reasons that have been stated over and over by others. Noise, safety, environmental impact on wildlife and ponds and especially we didn't buy into this quiet neighborhood to have a highway run less than a hundred yards from our house. Additionally most of the users who would use this highway don't live here year round and care nothing of our surroundings, just get me to the beach: I don't live here who cares. Again we strongly disagree with this option

Comment 179

My husband and I have enjoyed Lewes since 1991. We have seen a huge growth in the number of visitors and residence in this area. It would appear that a road running with or in place of a walking path would not be in the best interest of those of us who live in Lewes. Those who are visitors have nothing to loss but we have a lot at risk.
Please consider this objection to proposed change in plans in your deliberations.

Comment 180

The whole point of proposing the Lewes-Georgetown rail-trail was to get cars off the road, by providing alternate safe paths for walkers and bikers (who would otherwise be using cars) to use to get places.
Adding a car route alongside will not be big enough or safe enough. It is selfishly opportunistic to try and use this RR ROW when it has been dedicated to non-car users for several years now. No deal!

Comment 181

Subject: Hudson -Hughes
Go WEST young man! Too much traffic

Comment 182

Please be advised that I and many others are greatly opposed to the proposed HUDSON-HUGHES HIGHWAY.

This proposed highway route will:

1. Devalue current and future properties located in Villages at Red Mill Pond,
2. Eliminate a promised and funded walking trail,
3. Add to the noise and pollution in the adjacent neighborhood,
4. Impact dairy grazing areas and wild fowl resting and feeding area,
5. Become a significant safety hazard to walkers and bikers.

Comment 183

I strongly oppose the idea of putting a road where a green corridor of trail for walking and biking has been approved already.
For several years, we have been looking forward to the development, from the concept through approval and funding, of an incredible asset to Sussex County and State of Delaware. Now we are faced with a proposal by self serving interests for a road.
Instead, we support a green corridor between Lewes and Georgetown that could become a jewel of our beautiful county and state.
Missing such a great opportunity that can become a magnet for tourism and retirees would be a colossal mistake.

Comment 184

We are fairly new residents to DE from NJ, at The Villages at Red Mill Pond, having purchased a house on a "premium" lot, for which we paid several thousand dollars extra, given the assurances of privacy and that only a hiking/biking trial would be behind us. Now, we find out that there is a proposal to build A ROAD behind our house, thereby encroaching on our privacy and lifestyle. I'm sure you realize our property values will PLUMMET. We would never be able to sell our house. There have to be alternative proposals for relief of congestion at Five Points. Guaranteed none of you live in the areas which will be affected. If you did, you'd be as concerned as those of us who do live along this line.

Comment 185

We highly oppose the Hudson-Hughes Highway! We live in the Reserves of Nassau and was looking forward to the trail that was to be built there. Our back screen door will be only feet away from traffic if this happens. Please consider other options.

Comment 186

Item 76, “Evaluate the potential transportation benefits, costs, and impact of a road and trail along the decommissioned railroad right of way, possibly from Cool Spring to Savannah Road,” of the DelDoT Five Points Transportation Working Group was a concept that predates the formation of the working group. Christian Hudson’s posting of the concept in March 2018 to his Facebook page (https://www.facebook.com/profile.php?id=100002871977285) and LinkedIn page (https://www.linkedin.com/pulse/concept-plan-hudson-hughes-highway-christian-hudson/) references the origin of the concept back to July 2017 when the state decommissioned the rail line. To apparently gain traction for his proposal, Mr. Hudson became a member of the DelDoT Five Points Transportation Working Group and with his friend, DJ Hughes, added Item 76 to the working group list of concepts.

At the June 25, 2018, working group meeting that was open to the public it must have become apparent to Mr. Hudson that simply influencing the other members of the working group to go along with his idea wasn’t going to be enough and that other action was needed. On June 29, 2018, a local paper (The Cape Gazette) posted a front page article on the backlash from Item 76, entitled “Public Decries Proposal for Railway to Road,” and, on July 3, 2018, posted a comic ridiculing the idea. On July 3, 2018, Mr. Hudson lashed back at the public stating on his Facebook page: “I’m not intimidated, and I’m not backing down. I’m going to keep pushing this as a proposed solution to our significant traffic/infrastructure problems. We can spend millions for bike paths for tourists, but can’t get new roads to break the traffic gridlock?”

His wording is an obvious attempt to divide the residents of Lewes as just about everyone attending the June 25, 2018, meeting were Lewes residents that would be impacted by a highway through a very narrow corridor that would (i) destroy the trackbed’s ecosystem which includes wetlands and forests; and (ii) require a significant amount of taxpayer dollars for the removal and disposal of the contaminated soil (that is inherent around abandoned freight corridors) to widen the trackbed to a highway. As a Virginia “tourist” who spent his summers here from 1961 through 2016 and who is now a permanent resident and homeowner in Lewes, I object to the Hudson-Hughes Highway and, to borrow Mr. Hudson’s language, “I am not backing down.”

Comment 187

I am writing in response to the proposed Hudson-Hughes Highway (#76). The issue with the 5 points is two fold (and you dont need to spend thousands of dollars on studies). 1. The sheer quantity of traffic heading to points South of Lewes AND 2. the traffic heading onto Plantation Road (which is esstentially trying to get around the traffic that is on Rte 1). So how does spending tens or hundreds of millions of dollars building a road that runs east and west fix a problem with north / south traffic. In what world does that make sense? The only thing putting in the Hudson / Hughes Hwy is line the pockets of the firms looking to bid on the project (including the engineering firm that proposed it) without resolving the issue. The proposed road will instantly devalue homes along the way, add noise, air & trash pollution to the surrounding neighborhoods and generally make life miserable for those communities that butt up against it again all while NOT solving the issue which is the traffic heading north and south. Ignoring that the bike walk path has been in the plans for years. It will allow the bicyclist and walkers to be completely out of harms way of the motorist. That was the whole point to it to begin with. how is putting in a path next to the proposed road keeping the bikers and walkers safe? The residents are NOT asking for this.
Not one single person that i have talked to within my own community (Red Mill Pond) or Nassau Grove is in support of this. While you may not be elected officials DelDOT is a public agency. If the public is not asking for this why would this even be considered. Please do not allow this proposal to go through, it will ruin neighborhoods and lives and still not resolve the issue.

Comment 188

I DO NOT support the Hudson-Hughes Highway! Destroying more green space and replacing it with concrete and pollution does not enhance the way of life in Lewes.

Comment 189

We do NOT support the Hudson-Hughes Highway. It is extremely invasive and not a practical solution. We do support the Georgetown-Lewes Rail Trail which has already been approved and funded.

Comment 190

I do not support the Hudson-Hughes Highway proposal.

Comment 191

I strongly oppose the Hudson-Hughes Highway proposal. Leave the trees, the wildlife, and the peace of a walking bike trail for the community.

Comment 192

My house property backs up to the Rail-to-Trail bike path. When finished, the bike path will be a great asset for Sussex County and local communities.

However, I DO NOT support turning the bike path into a combination street and bike path (the Hudson-Hughes Highway proposal). I believe the money to build a new road could be used to improve existing roads. For example, New Road, which runs from US 1 to downtown Lewes is a disaster. It needs more lanes and shoulders to accommodate increased traffic from new housing development. In addition, improvements to New Road would help alleviate traffic and evacuation issues from the Lewes community.

On a more personal note, the road in front of my house (a state road) has multiple cracks and holes which need repair. Just as important to me is that a street adjacent to my back yard would probably devalue my property while not benefiting me at all.

Please, I urge you to vote NO on the Hudson-Hughes Highway proposal.

Comment 193

We live in Villages of Red Mill Pond and our home backs directly up to the old railroad tracks. We purchased this home in March 2018 and paid a hefty premium for the lot to back up to the proposed trail. We are opposed to putting a road in along this trail. We do not believe that a road parallel to Route 9 would be of any benefit to alleviating traffic at the 5 Points intersection. The best solution, in our opinion, would be to modify the intersection with Route 9 and Route 23. This junction causes a good part of the backup from motorists trying to make a left to access Rt 23 and also coming off of Rt 23 to access Rt 9. Traffic on Rt 9 is never backed up west bound and east bound is rarely backed up until you hit that specific intersection. Please do not approve a road along the trail.

Comment 194

Give Hudson-Hughes Highway a chance
I recently became aware of the idea of the Hudson-Hughes Highway through articles in the Gazette.
I was somewhat disappointed in the fierce pushback from some who live nearby. I think it's fair to say that any "enhancement" to our infrastructure will not achieve 100 percent agreement at this point. There will be some who will say, not in my back yard, or, when I bought this house this wasn't planned. All of us are at a crossroads now. We have limited resources and options. The status quo cannot continue. Approving two hotels in Five Points, a new development behind Atlantic Concrete, the proposed 270 houses on New Road. We need to make tough choices at this point. Not everyone is going to be happy. As a Lewes native, I have watched with trepidation over the years as project after project has been approved. I also would say that this is an awesome place to live and only most of us want what's best. In the end, some of us will be disappointed by the final plan. What we need to focus on is the needs of the community in general. Adequate access to Lewes and a great trail system are not mutually exclusive.

Comment 195

The minor uproar about a practical idea proposed to DelDOT (see Commentary of July 17 (https://www.capegazette.com/article/hudson-hughes-highway-opposition-often-helps-create-better-plans/161378)) is uncalled for.
This concept is one of 100 ideas from the Five Points Working Group to help ease traffic in this area. There will be no one "magic bullet" solution to help congestion but many baby steps in this area that will help improve traffic flow. As it follows the existing DelDOT right of way grade there will be no expensive land acquisitions, no overpasses, any connections will be controlled by stop signs or perhaps a new traffic light.
The road will help the many seniors in this area get access to Lewes, Beebe Healthcare, shopping and beaches by eventually going under Route One instead of using the dangerous crossovers. Lewes gains another evacuation route while traffic on Savannah, New and Minos Conaway roads will be eased.
If some complain that the road will be in their backyards, perhaps it's due to the fact they have encroached on the 66-foot right of way and have been illegally using it for years, some as a dumping ground. Time to clean up your act!
As both a local driver and bicyclist, I'm looking forward to it, but the name does need a little work: perhaps call it "Lopez Lane?"

Comment 196

I am writing in support of the Five Points Transportation Study Idea #76 to DelDOT. I would like to see the idea of using the 66' of State-owned right of way

for a road and trail considered and properly vetted. Not having to travel along or cross Route 1 could improve the safety and reduce the travel time for our ambulance trips to reach Beebe Hospital. The idea at least warrants further study. Please study the idea as part of the Working Group. Lester F. Clark, Jr., Station 85 EMS Fire Chief, Milton Fire Dept., Inc.

Comment 197

I am writing in support of the Five Points Transportation Study Idea # 76 to DelDOT. I would like to see the idea of using the 66' of State- owned right-of-way for a road and trail considered and properly vetted. This could be the last opportunity to significantly relieve traffic at the Five Points intersection which should be considered given based on existing conditions. Thank You.

Comment 198

Put another entrance to Lewes to unclog disfunction junction is fine with us. We live off Minos Conaway Rd. Any way to avoid Rt. 1 is better than the options we have!

Comment 199

I like the idea!

Comment 200

I have a home in Lewes, and I have been looking forward to the railroad being replaced with an off road bike path. I am concerned about a proposal now being floated to use this railroad to build a road. I hope you will consider the benefits of an off road bike path. A safe bike path, which will connect people from the west side of Rt. 1 as well as the populous Five Points area, will assist in alleviating the scarcity of parking in downtown Lewes, with the advantage to local businesses. This off road bike path will contribute to Delaware maintaining or moving up in the most bike-friendly states in the US.

Comment 201

There is no question that the 5 Points intersection needs drastic change and realignment. The plan to use the old rail road grade parallel to Route 9 as a new "bypass" is absurd, however. The rail to trail project is critical to the future of the region and it would be short-sighted to sacrifice that gem for a realigned roadway that would have little impact on the traffic the problem at Rte 1. Not to mention, many homes and businesses have been built on that corridor on a belief that the rail trail is coming soon. DelDOTs plans to take that rail trail must be stopped!

Comment 202

Enough is enough! NO Hughes Hudson Highway. I think DOT should be ashamed that they would even entertain such an idea. The complete disregard for DE resident's quality of life and property value in order to move more traffic on an already congested roadway is disrespectful and ignorant.

Comment 203

We are strongly opposed to having any highway near the planned Rails to Trails. Not only is it a safety issue, but an environmental problem as well. We need to preserve as many natural resources as possible and to ensure the safety of those using the trail as well as those whose homes are situated along the old railway. Please do not consider the Hudson Hughes Highway proposals.

Comment 204

'LEWES THE FIRST CITY IN THE FIRST STATE"
Let us show our pride to the rest of the country/world. With the Georgetown railway. Not destroy the environment ,and beauty of the areas. The wooded areas have many song , and, native birds such as the wood trush. Along with other wild life .We our "WILD DELMARVA"
I VEHEMENTLY OPPOSE THE "HUTSON-HUGHES HIGHWAY.
This will also be 25" away from my house. Will have the noise, headlights, disease causing exhaust (respiratory, cardiac, cancer).

Comment 205

Opposed. Adding another road to what little green space isn't going to solve the ongoing over development issue. Reducing more much needed green space to the sussex county area as well as decreasing the value of homes in the area. As a local cyclist I am also concerned about safety and will it end up being just another bike lane that is not safe to ride. The back roads are becoming increasingly difficult to ride in the area making the original proposed bath a much needed safe alternative vital to area cyclist. please do not consider turning this into a road/row for cars.

Comment 206

I do not support the Hudson-Hughes Highway. I do not believe it will solve the traffic issues that the members of the Five Points Transportation Study are grappling with. Thank You.

Comment 207

Please don't build a highway instead of the new path where the tracks are. Can't we just have some nice space to walk/bike in???

Comment 208

I do NOT support Item 76, the Hudson-Hughes Highway. The Georgetown-Lewes Rail Trail development should continue as planned for use by walkers and bicyclists and no motorized vehicles permitted. Item 76 Hudson-Hughes roadway would be costly and would result in the destruction of thousands of mature trees, wildlife and wetlands, and is contrary to Delaware's objective of creating more hiking/biking trails.

Comment 209

I OPPOSE the construction of the highway in lieu of the bike trail.

Comment 210

We live along the upcoming trail in Nassau station which we favor however we vehemently oppose this ludicrous road idea. We will not accept and do NOT want an unnecessary and major road directly in our backyard which will be a definite safety and quality of life issue for us, our children, grandchildren and our neighbors.

Comment 211

I live in Nassau Station and back up to the proposed bike path. We enjoyed seeing the train a couple of times a month and miss it. The decommissioning of the bridge and train opened the door for DelDOT to continue the path and save millions of dollars now that the train is not in play. I cannot believe this idea of a roadway is even being considered. Will the taxpayers be willing to go along with a 20m - 200m (deldot estimate) highway that would have a major impact (deldot estimate) to the surrounding area when so much other road work is needed. I hope that clear heads will prevail and and not succumb to a small group who want a highway named after them.

Comment 212

We oppose the suggestion for the Hudson Hughes Highway. The major issue for 5 points is not congestion on Route 9. The major issue is the signaled intersection at Plantation Rd/Beaver Dam Rd is too close to the Coastal Highway. The entire section of roads, Route 9, Plantation Rd and Beaver Dam

from Church Rd to the Highway needs to be reconfigured to keep traffic flowing smoothly. There are many vacant properties available along Beaver Dam to evaluate for improvement. Another 2 lane east/west highway with multiple 4 way intersections passing right through residential communities will not alleviate congestion at “Malfunction Junction”. Residents of Eastern Sussex County were looking forward to a safe, environmentally friendly trail for cycling and walking. Do not consider yet another poorly conceived solution.

Comment 213

I am extremely concerned about the proposal to put a road where the railway tracks are being removed. The original plan to put a walking/biking path while leaving the existing trees is far more beneficial to our community. The road will not reduce the congestion but only add to it. The commercial development on Route 1 will continue to draw more traffic. The proposed new road will only reduce the quality of life in this area without any benefit.

Comment 214

I look forward to Lewes having a railtrail that many can enjoy! We have a lovely area, that attracts many with its natural beauty and family settings! Having a railtrail will encourage residents and visitors to bike ride and see things up close and personal. It can also work to reduce the number of vehicles heading to and from the beaches at the Bay in Lewes and at the State Park at Henlopen, reducing air pollution.
I oppose the construction of a highway being built where the Georgetown Lewes Railtrail has been planned.
I do not support the Hudson Hughes Highway.
I encourage your support of the Georgetown Lewes Railtrail.

Comment 215

We oppose the Hudson-Hughes Road! Please do not ruin our existing back yards!

Comment 216

We own a home at 34203 Springbrook Avenue in Lewes. We vehemently OPPOSE the proposal of the "Hudson-Hughes Highway." This would drastically change our quality of life and that of others in our community. We support The Rails to Trails project which was already approved. Changing this from a walking and biking trail to a main highway would impact us with noise, congestion and impact the tree area in our community changing the beauty of our area. Keep the Trails. NO TO THE HIGHWAY

Comment 217

I write to you today with the highest of hope. Hope, that you will make an informed decision regarding the Five Points intersection and the Lewes/Georgetown Rails-to-Trails program.
One of the proposed ideas to alleviate the congestion at the Five Points intersection in Lewes is to create a new road where the old railroad tracks from Route 9 (Cool Spring) to the Nassau Bridge were recently taken out of service. It is my hope that you will strongly OPPOSE this idea for the following reasons.
* NOT a solution. Making the former tracks into a street is NOT the solution to relieve traffic at Five Points. It would only create more problems in the future with people trying to get around including speeding and more congestion. Try re-routing the 9 through Nassau Commons Road and closing down direct access at the Five Points intersection. This would completely eliminate the majority of traffic going through Five Points. Just a thought. I am sure there are qualified traffic engineers who can creatively create a better way to manuever traffic with the limited space available.
* Reducing traffic.The bike path would actually reduce traffic. With the existing, new and future developments along the route from Lewes to Georgetown, more people could (and would) actually ride their bike into Lewes and/or Georgetown versus driving their car. Our development, The Villages at Red Mill Pond, alone will include over 500 homes once fully built out. I am sure you can do the math on the amount of traffic that adds up to. By increasing the bike/pedestrian usuage via the bike path, the overall area footprint will improve the quality of life for residents and tourists alike.
* Freedom. As current full-time residents/constiuents, we do not leave our home on summer weekends due to the traffic congestion.
Having a bike path along the tracks would enable every resident another way to be able to get out of their house without adding to that congestion. It benefits everyone - tourists, your current constituents and even businesses.
* Safety. The stand alone bike path increases the safety for bikers and pedestrians especially families with younger children. It is frightening and dangerous to ride/walk along the major roads in Sussex County. There have already been several fatal accidents this year. The intersection at Five Points is such a safety hazard in every way. Isn't a safe, family friendly bike path a priority for you?
* Amenity. The bike path will be an amenity in Sussex County for years to come. A road will not. Think of the ribbon cutting opportunities. What would you prefer your legacy to be?

I HOPE your legacy will be to keep the Rails to Trails project as it was originally planned as a bike/pedestrian trail only and to OPPOSE making it a road.

To quote Joni Mitchell's song, Big Yellow Taxi, "They paved paradise to put up a parking lot". I hope that is not what we will be singing in the future.

Comment 218

I oppose any road being put along the old train tracks route. I support a bike path only.

Comment 219

Please NO ROAD!!!!

Comment 220

My house backs right up to the rails in Reserves of Nassau. We have been anticipating the arrival of the trail for years. It was an added bonus when the train stopped coming through as it rattled our whole house when it did.
I went out with my tape measure and measured. It's 15 ft. from my back patio to the far edge of the cypress tree border, and the rail bed is 14 ft. wide. There is perhaps another 12 ft. between the rail bed and the cypress. On the other side of the rail bed is the parking lot for Old World Breads. The math for a 66 ft wide road bed makes no sense.

Comment 221

The rail trail from Lewes to Georgetown is a gem that should not be taken over by a short-sighted idea to build a Rte 9 bypass. Fix Rte 9, keep the rail trail, realign 5 Points. Please don't ruin this!!

Comment 222

I would like to express my adamant opposition to the Hudson-Hughes highway proposal. When I purchased my home in Red Mill Pond I was promised a walking/bike trail which was an important consideration in my decision to purchase. Now I hear that a two-lane highway is being proposed just a very short distance from my home. Gone will be the peaceful evenings sitting outside in my porch. This will be an ecological disaster as trees are sacrificed to make room for cars. Please find another solution to the 5 Points mess!

Comment 223

We are residents of the villages of Red Mill Pond North. We are strongly against the proposed Hudson-Hughes Highway to replace the planned bike and walk

path on the old railroad tracks. There are other options less detrimental to our area neighborhoods than this proposed idea. Thank you.

Comment 224

I DO NOT support Item 76, the Hudson-Hughes Highway. It would destroy mature trees, wildlife and wetlands.

Comment 225

I am opposed to the proposed Hudson-Hughes Highway proposal. This will not help solve the 5 Points traffic issue. There are already plenty of alternate routes one could take to get to route 1 without adversely impacting the people who live close to the proposed highway. Also, adding a bike trail on or along side is a dangerous option. We already have enough injuries and fatalities on bike lanes near highways and roads. You have the opportunity to do something great for the year long residents by adding a safe scenic bike trail at little expense. Lastly, there is plenty of room to expand route 9 if additional access to our area is needed without the negative impact on our community. For these reasons, this proposal makes no sense to me at all and should be abandoned.

Comment 226

I do not support Item 76, the Hudson-Hughes Highway. It would be a huge expense and I am very concerned on it's affect on our property value which in turn would affect the county tax base.

Comment 227

I am vehemently opposed to the Hudson-Hughes Highway. The environmental impact will be significant and will not reduce traffic on route 1. The proposal as stands will be dangerous for bikers and pedestrians. Rail/trails in the state of Delaware are for pedestrians and bikers, not cars. The state approved a rail trail, not a highway, and we moved to Lewes/Sussex because of its dedication to preserving the environment and encouraging outside activity. If more capacity is needed on 404/9, perhaps it would be better to widen 404 and shift all the bike traffic to the rail trail. As mentioned above this plan will not solve the route 1 problem

Comment 228

I oppose suggestion # 76 which is the construction of a Highway in place of the original planed Georgetown Lewes Railtrail. This highway would destroy the Environment, the Natural Beauty, the Wildlife and Wetlands that already exist their

and would be gone forever, and would be a great loss to the residents of Sussex County and the State of Delaware, and all future generations to come. It would be impossible to replace the natural beauty of this area.

Comment 229

I do not want this highway to be built in my backyard. The train tracks are in my backyard and I have a 9 month old child. I want this to be made into a bike path. I vehemently oppose the building of this highway.

Comment 230

I do not want this highway to be made. I want this to be made into a bike path. We do not need more roads in my backyard. I am against the building of this highway. Build a bike path.

Comment 231

NO ONE EXCEPT THOSE WITH THEIR NAMES ATTACHED, WANTS THIS! LEWES VOTES NO!!

Comment 232

NO ONE IN LEWES WANTS THIS. It's nothing but a bunch of egotistical 3rd generation realtors.

Comment 233

Please vote No on item #76

Comment 234

Hudson-Hughes Highway real bad idea
The 5 points Working Group needs to take a field trip out of Delaware. I drive E on Rt. 9e S on Rt.1 all the time. ? what congestion.
Suggest trips for real traffic. DC, Philadelphia, Garden State Parkway in NJ. On Fridays in the summer it would take me 2 hours traveling S. From E. Orange to Woodbridge. My travel distance was 20 miles. Now that is shore traffic. Try 3 hours when there was a snow storm, that occurred during the day.

My solution is live with the minor traffic/congestion. Would save a lot on money for the State/County

Dear: DelDOT Five Points Working Group, https://www.surveymonkey.com/r/H7HJQBF
&
Rep. Schwartzkopf, Peter.Schwartzkopf@state.de.us
Rep. Steve Smyk, Steve.Smyk@state.de.us
Sen. Ernie Lopez, Ernesto.Lopez@state.de.us
Councilman I.G. Burton, igburton@sussexcountyde.gov
Councilman Cole, gcole@sussexcountyde.gov
County Administrator Lawson, tlawson@sussexcountyde.gov

I am signing in support of the Five Points Transportation Study Idea # 76 to DelDOT. I would like to see the idea of using the 66' of State-owned right-of-way for a road and trail considered and properly vetted. An opportunity to significantly relieve traffic at the Five Points intersection should be given our strongest consideration.

	Signature	Address
1	Lisa Betts	22[illegible] Argos Corner Rd Milford DE 19963
2	John Longo JR	14793 Winding Brook Ct. Milton DE
3	[illegible]	20946 Jefferson Rd. Lincoln, DE
4	Allen Jackson	206 E Gemini Ln Milton DE
5	[illegible] III	26984 Round Pole Bridge Rd. Milton, DE.
6	Thomas Stonage	325 I South Spinnaker Lane milton DE
7	Tyler [illegible]	106A Federal St Milton, DE
8	Susan Hughes	16516 Sweetwater Dr. Milton, DE
9	James C. Caulk	13019 Union St Ext, Milton DE
10	Ron Shellbourne	104 Heritage Blvd Milton De.
11	William Bossert	10 S. Carolina ave Milton DE
12	Jessetta Miller	22777 REDGATE LANE Milton, Del.
13	Amy + Pat Lieberman	330 Carlton Drive Milton, DE
14	Ken Boden	204 Heritage Blvd Milton DE
15	[illegible]	18 Maverick Manor New Milford, CT

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	Signature	Address
16		301 CHESTNUT ST. MILTON, DE 19968
17		601 Federal St. Milton, DE 19968
18	A. Kelley	211 Chandler St. Milton DE 19968
19	Patrick Kelly	211 chandler st Milton DE 19968
20		106 BROAD ST, MILTON, DE 19968
21	Colleen Dutton	707 S. Spinnaker Lane Milton, DE 19968
22	Doug Miller	13229 Sandalwood Drive " " "
23	Loretta Copley	" " " " "
24	Donna McGahar	31053 Edgewood Dr. Lewes DE 19958
25		25956 100 Par. millsboro de 19966
26	Stephanie Docherty	407 Main Sail Ln Milton De 19968
27	Kevin Docherty	407 Main Sail Ln Milton De 19968
28		412 BETHENGER AV. MILTON, DE 19968
29		114 mermaid lane Milton DE. 19968
30		325 S Spinnaker Ln milton DE 19968

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	Signature	Address
31	J R Clark	26381 Cave Neck Rd. Milton De
32	[illegible]	904 [illegible] AVE milt. DE
33	[illegible]	128 STARBOARD DR MILTON
34	Sharon Lamanda	203 Sundance Lane, Milton
35	[illegible]	114 Heronwood Drive, Milton
36	Tom White	37507 Worcester Dr. Rehoboth Beach DE 19971
37	Denise Shepard	309 Union St. Milton 19968
38	Linda Tuttle	109 Pine Drive, Milton 19968
39	Paul Jesse Smith	211 West Shore Drive, Milton DE 19968
40	[illegible]	125 Carriage Dr Milton 19968
41	Brenda K. Hughes	301 Chestnut St, Milton, DE 19968
42	Carolyn C. McWatt	105 Summer Walk Blvd. Milton De. 19968
43	Helen Cameron	302 Chestnut St. Milton, De 19968
44	Paul P. [illegible]	302 CHESTNUT ST. MILTON, DE 19968
45	Keith Gordon	303 CHESNUT ST. MILTON DE 19968

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	Signature	Address
46	Donna Gordon	303 Chestnut St. Milton 19968
47	Tom Barry	306 Chestnut St. Milton, DE 19968
48	Maryellen Kiernan	114 Main Sail Drive Milton, DE 19968
49	Deneen Fluharty	30064 West Mill Run Milton, DE 19968
50	Hellena Tepper	23281 Huff Rd Milton DE, 19968
51	Irene Chandler	26037 Bluff Pt Millsboro DE 19966
52	Desiree White	14393 Collins st Milton De. 19968
53	MATT DOBSON	105 FALLS ROAD MILTON DE 19968
54	IRINA KURKINA	20364 BLUE POINT DRIVE, REHOBOTH BEACH DE 19971
55	Jennifer Quigley	20356 COOL SPRING RD MILTON DE 19968
56	Kari Stutz	14116 Hastings Farm Rd. Georgetown DE 19947
57	Russell Smith	14116 Hastings Farm Rd. Georgetown De. 19947
58	Linda Fabiano	2 Ocean View Ct. Lewes DE 19958
59	D.C. E.S.	2 Ocean View Ct, Lewes DE 19958
60	Robert F. Payton III	17527 NASSAU Commons Blvd Lewes, DE 19958

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	Signature	Address
61	Michele L Glander	29118 Finch Ln., Milton DE 19968
Bill Draper 62		29119 Finch Ln., Milton, DE 19968
63		15254 Caspian Cir Milton DE 19968
64	Heather Morton	15254 Caspian Cir. Milton, DE 19968
65	Ann Ward	16562 Sweetwater Drive Milton 19968
66	George Ward	16562 Sweetwater Dr. Milton 19968
67	Carol J. Call	26815 Broadkill Road Milton 19968
68	Kathleen Miller	105 Salt Forest Lane. Rehoboth 19971
69		8 Oakridge Dr. Milton 19968
70		54 RADCLIFFE DR, REHOBOTH 19971
71		18081 SHARONS RD ELLENDALE DE 19941
72		26324 Camron Ct. Milton DE 19968
73		36110 Bonefish Ct. Lewes, DE 19958
74	Kira Sedlak	36110 Bonefish Ct. Lewes, DE 19958
75	Joseph Goodman	17020 Wilson Hill Rd Georgetown, DE 19947

94 Paul 115 Marshall St Milton DE

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511 Chestnut St Milton DE

95

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93 Dean & Mary Coverdale 14147 Milton DE

	Signature	Address
76	Jonathan [illegible]	19587 Drummond Dr. Milford, DE
77	W. [illegible]	22778 Red Bay Lane Milton, DE 19968
78	[illegible]	317 Robinson St Georgetown DE
79	Karl Krupper	9 Zanes Ct Rehoboth Beach, DE
80	Jennifer Rowan	20176 Cedar Beach Rd Milford, DE 19963
81	[illegible]	8950 Detwiler Ln, Lincoln, DE 19960
82	Mike Rivera	8950 Detwiler Lane Lincoln De 19960
83	Ben Jones	20176 Cedar Beach Rd Milford, DE 19963
84	Don Vaughn	301 S. Rehoboth BLVD Milford, DE 19963
85	Charles Attwood	108 Bay Ave Milton, DE 19968
86	Carolyn Elliott	108 Bay Ave Milton 19968
87	Mal Freund	18507 Cool Spring Rd Milton 19968
88	John Blackford	114 Main Sail Drive Milton, DE 19968
89	[illegible]	24071 Bakerfield Rd Milford, DE 19963
90	[illegible]	25258 Oak Hall Rd Milton DE
91	[illegible]	318 Behringer Ave., Milton, DE 19968
92	[illegible]	26984 Round Pole Bridge Rd Milton, DE

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	Signature	Address
96	Constance E. Burkey	412 Behringer Ave, Milton, DE 19968
97	Maureen Warrington	301 Atlantic Ave. Milton, DE 19968
98	Jim Warrington	301 Atlantic Ave. Milton DE 19968
99	Cheryl Pine	16565 Sweetwater Dr Milton, DE 19968
100	Greg McNichol	16550 Sweetwater Dr. Milton, De 19968
101	Rudy C Kurz	16543 SWEETWATER DR MILTON DE 19968
102	Brenda Andrade	16539 Sweetwater Dr. Milton, DE 19968
103	Nancy Grout	19 Little Bird Dr. Milford. DE. 19963
104	John Stuart	16521 Sweetwater Dr Milton De 19968
105	Bill NEWKIRK	16402 Winding River Dr Milton
106	Megan E. Marshall	16404 Winding River Dr 19968
107	Peter Ryan	16408 Winding River Dr 19968
108	Matthew Miller	16410 Winding River Dr. 19968
109	Susan Cullen	16410 Winding River Dr 19968
110	Jill Showell	16413 Winding River Dr 19968

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	Signature	**Address**
111	Barbara Byford	15869 Willow Creek Rd - Lewes
112	[illegible]	421 Federal St Milton DE
113	Heather Zimmerman	30188 Regatta Bay Blvd Lewes DE 19958
114	MORGAN CARNS	439 RODDEL LANE MILTON DE 19968
115	Vanessa Jones	305 Cubbage Drive, Lincoln, DE, 19960
116	[illegible]	23241 Reynolds Pond Rd Milton DE 19968
117	~~Father~~ Kershaw	2 Ross Rd Lincoln DE 19960
118	Janice Bausch	36526 Wild Rose Cir. Selbyville DE 19975
119	[illegible]	217 Hill Rose Ave Milton DE 19968
120	[illegible]	18617 Pettijohn RD, Georgetown, DE 19947
121	[illegible]	16561 Sweetwater Dr. Milton DE 19968
122	Keri Wygans	16561 Sweetwater Dr Milton DE 19968
123	Jeff Windish	16559 Sweetwater Dr Milton, DE 19968
124	Candice Price	16558 SWEETWATER DR MILTON DE 19968
125	Elizabeth Bachwiler	16421 Winding River Dr. Milton 19968

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→ or Streetcar

	Signature	Address
126	Kameron Nelson	30114 Reynolds Pond Rd. Ellendale, DE 19941
127	Charles M Maynard	30740 Elm Drive Lewes, DE 19958
128	William C Billings	8878 Cods Rd. Milford, DE 19963
129	Charles W Shepard Jr.	2 Bay Breeze Dr. Lewes, DE 19958
130 William Crotty		32445 Dave Culver Lewes, DE 19958
131	Kathy Brad	16417 Winding River Dr Milton DE 19968
132	Betty Lou Deatrick	16422 Winding River Dr Milton De 19968
133	K Brad	16418 Winding River Dr Milton
134	Frances A. Schulte	29042 Winding River Ct Milton De 19968
135	John McKelvey	29041 Winding River Ct Milton, DE
136	Judith Keagy	16450 Winding River Dr. Milton DE
137	Dennis Mc Lin	16645 Winding Ranch Milton DE
138	John Shinn	16456 Winding River Dr Milton, DE
139	Lynn Wiley	29248 River Rock Way Milton DE 19968
140 Cliff Obrien	Cliff O'Brien	29246 River Rock Way Milton DE 19968

Dear: DelDOT Five Points Working Group, https://www.surveymonkey.com/r/H7HJQBF
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Councilman Cole, gcole@sussexcountyde.gov
County Administrator Lawson, tlawson@sussexcountyde.gov

I am signing in support of the Five Points Transportation Study Idea # 76 to DelDOT or Streetcar. I would like to see the idea of using the 66' of State-owned right-of-way for a road and trail considered and properly vetted. An opportunity to significantly relieve traffic at the Five Points intersection should be given our strongest consideration.

	Signature	Address
141		29244 River Rock way Milton DE, 19968
142	William Hall-McBride	29243 River Rock Way Milton 19968
143	Corey Mills	16572 Sweetwater Drive Milton DE
144	~~Kelley~~ Kelley Mills	16572 Sweetwater Drive Milton DE
145	Maria Castro	29253 River Rock Way Milton DE.
146	James D. Taylor	29232 River Rock Way, Milton DE
147	Catherine N. Taylor	" " " "
148	James Boyd	29229 River Rock Way Milton DE 19968
149		29253 River Rock Way Milton DE 19968
150		29235 River Rock Way MILTON DE 19968
151	Elefteria Sekeres	29235 River Rock Way Milton DE 19968
152		29263 RIVER ROCK WAY
153	Latti Yaspool	29296 River Rock Way 19968
154	MARIOS KYRITSIS	29313 River Rock Way Milton, DE 19968
155		29331 River Rock Ct Milton 19968

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I am signing in support of the Five Points Transportation or Streetcar Study Idea # 76 to DelDOT. I would like to see the idea of using the 66' of State-owned right-of-way for a road and trail considered and properly vetted. An opportunity to significantly relieve traffic at the Five Points intersection should be given our strongest consideration.

	Signature	Address
156	Mercedes Pena	29309 River Rock Way, Milton, DE 19968
157	Joan BRENNAN	5010 BEVERLY LANE MILTON DE 19968
158	Judy Brennan	" " " "
159	Glenn Stores	29281 River Rock Way Milton, DE
160	Jimmy Reed	29247 River Rock Way Milton, DE 19968
161	Dora Wyatt	107 Bay Ave Milton, DE 19968
162	[illegible]	307 VILLAGE CENTER BLVD MILTON, DE 19968
163	Lisa D Justice	307 Village Center Blvd Milton, DE 19968
164	Cameron R Clark	26381 Cave Neck Rd Milton DE 19968
165	Katie Clark	26381 Cave Neck Rd Milton, DE 19968
166	[illegible]	26381 Cave Neck Rd Milton, DE 19968
167	Russell [illegible]	4888 S. Aquarius Way Milton, DE 19968
168	Stephanie Wyatt	4088 S Aquarius Way, Milton, DE 19968
169	[illegible]	31325 Red mill cir Lewes, DE 19958
170	Darryn Davis Ireland	31325 Red mill cir Lewes DE 19958