FIVE POINTS
TRANSPORTATION STUDY

List of meeting materials

Phase 2 Working Group Meeting #15

Monday, April 24, 6:00 pm
Hybrid

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Agenda 2

Presentation 4

Draft minutes of October 17, 2022 Working Group meeting 67

List of upcoming meetings 78

Updated implementation plan 79

Annual Report 88

DelDOT

Agenda

Phase 2 Working Group Meeting #15

Monday, April 24, 2023, 6:00 pm
Hybrid Meeting
Cape Henlopen High School Library (Zoom Option below)

1. Introduction
   - Welcome and introductions
   - Summary of notebook materials
   - Approval of January 30, 2023 meeting minutes

2. Five Years with Five Points – DelDOT and Sussex County Coordination

3. Emergency Response in the Five Points Area

4. Phase 2 Implementation Status
   - 2022 Annual Report
   - Overall status updates
     - Pedestrian Bridge Feasibility Update
     - May Bike Month activities and workshop

5. June Public Workshop Overview

6. Public comment

7. Adjourn

Topic: Five Points Working Group Meeting
When: Apr 24, 2023 06:00 PM Eastern Time (US and Canada)

Please click the link below to join the webinar:
https://deldot-gov.zoom.us/j/88660244993?pwd=V3ZibkZaVWJPdFRuYURhUkU5SjluZz09
Passcode: 150363
Or One tap mobile :
US: +13052241968,,88660244993# or +13092053325,,88660244993#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 305 224 1968 or +1 309 205 3325 or +1 312 626 6799 or +1 646 876 9923 or +1 646 931 3860 or +1 301 715 8592 or +1 564 217 2000 or +1 669 444 9171 or +1 669 900 6833 or +1 689 278 1000 or +1 719 359 4580 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 360 209 5623 or +1 386 347 5053 or +1 408 638 0968 or +1 507 473 4847
Webinar ID: 886 6024 4993
International numbers available: https://deldot-gov.zoom.us/u/kcrTCZMTj

FIVE POINTS
TRANSPORTATION STUDY

Phase 2
Working Group Meeting #15

April 24, 2023

STATEWIDE & REGIONAL PLANNING
DELDOT

Excellence in Transportation.

Every Trip.
We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.
We provide safe choices fro travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Dollar.
We seek the best value for every dollar spent for the benefit of all.

Everyone.
We engage our customers and employees with respect and courtesy as we deliver our services.

FIVE POINTS
TRANSPORTATION STUDY

Safety

2023 Delaware Traffic Fatalities as of 4/24/2023								
	2023	2022			2021			
		Year-to-Date		Totals	Year-to-Date		Totals	
Fatalities	49	43	↑ 14%	165	25	↑ 96%	139	
Delaware Residents	39	33	↑ 18%	120	20	↑ 95%	119	
Person Types								
Vehicle Occupant	33	29	↑ 14%	103	20	↑ 65%	84	
Pedestrian	10	10	0%	33	2	↑ 400%	29	
Bicyclist	2	1	↑ 100%	7	0	↑ N/A	2	
Motorcyclist	4	3	↑ 33%	22	3	↑ 33%	24	
Crash Types								
Curve Related	8	6	↑ 33%	19	6	↑ 33%	23	
Roadway Departure	23	14	↑ 64%	55	15	↑ 53%	58	
Intersection Related	15	14	↑ 7%	50	6	↑ 150%	54	
Median Crossover	3	2	↑ 50%	8	2	↑ 50%	7	
Wrong Way	0	2	↓ -100%	7	0	N/A	0	
Work Zone	3	0	↑ N/A	4	0	↑ N/A	8	

FIVE POINTS TRANSPORTATION STUDY

Agenda

- **Introduction**
- **Five Years with Five Points – DelDOT and Sussex County Coordination**
- **Emergency Response in the Five Points Area**
- **Phase 2 Implementation Status**
- **June Public Workshop Overview**
- **Public Comment**

FIVE POINTS TRANSPORTATION STUDY

How to raise your hand

- **For Working Group members:**
  - If you are on Zoom on your computer or tablet, click on "Raise Hand" at the bottom of your screen as shown below.
  - If you are on your phone, raise your hand by pressing *9.



FIVE POINTS TRANSPORTATION STUDY

Introduction

- **Introductions**
- **Summary of notebook materials**
  - Agenda
  - Presentation
  - Draft minutes of January 30, 2023 Working Group meeting
  - List of upcoming meetings
  - Updated implementation plan
  - Annual Report
- **Approval of January 30, 2023 meeting minutes**

FIVE POINTS TRANSPORTATION STUDY

FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points – DelDOT and Sussex County Coordination

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Five Years with Five Points

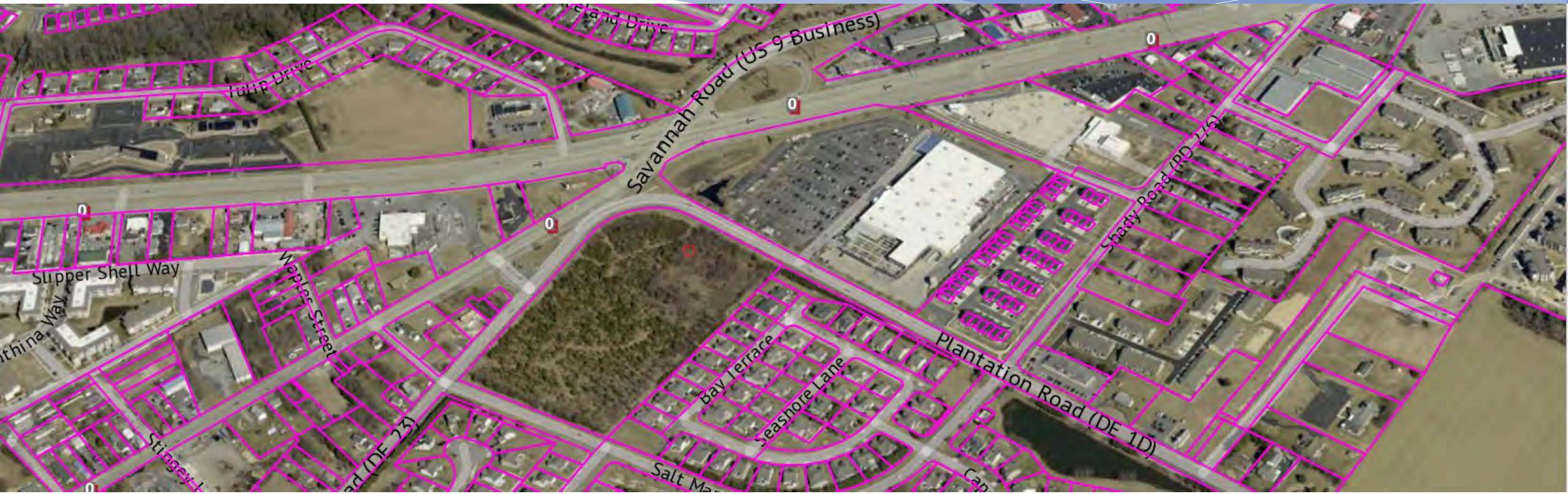


2017 Aerial Photo

Since Five Points began in 2017, a number of residential projects in the Five Points Area have seen continued implementation. These include, Vineyards, Lewes Crossing, and Somerset Green

FIVE POINTS
TRANSPORTATION STUDY

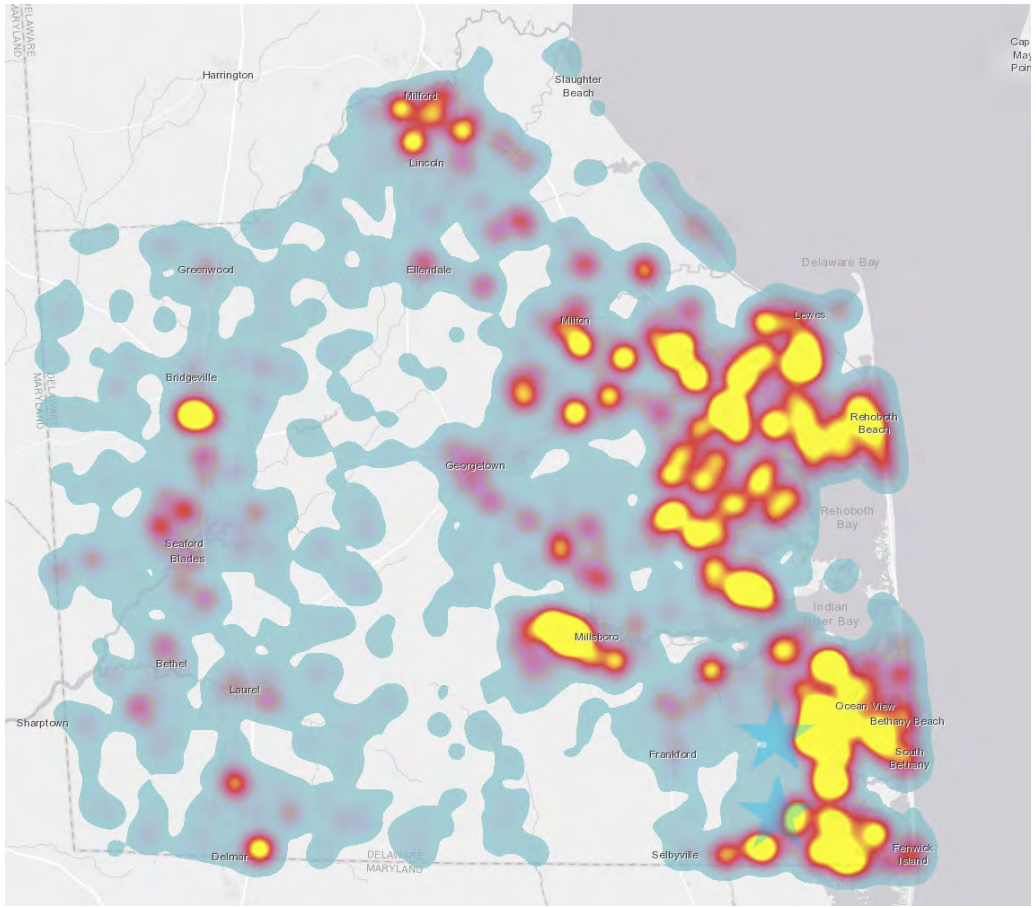
Five Years with Five Points



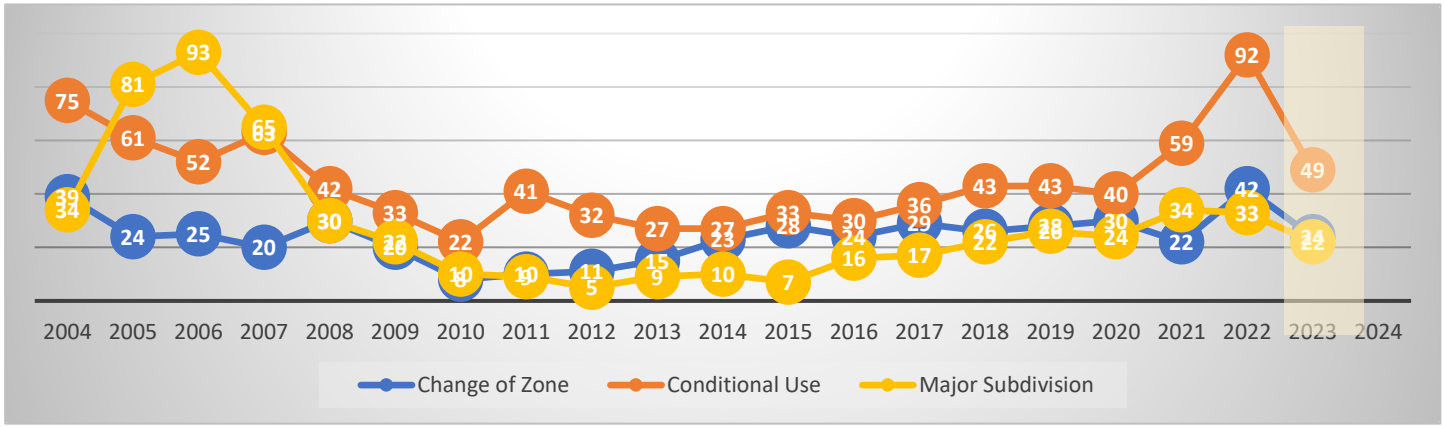
Since Five Points began in 2017, a number of major subdivisions in the Five Points Area have seen continued implementation. These include, Vineyards, Lewes Crossing, Somerset Green

FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points



- **A 2021 heat map shows the spatial distribution of Building Permit activity in Sussex County**
- **Application submittals to Sussex County P&Z office peaked in 2022 and are showing a downward trend.**



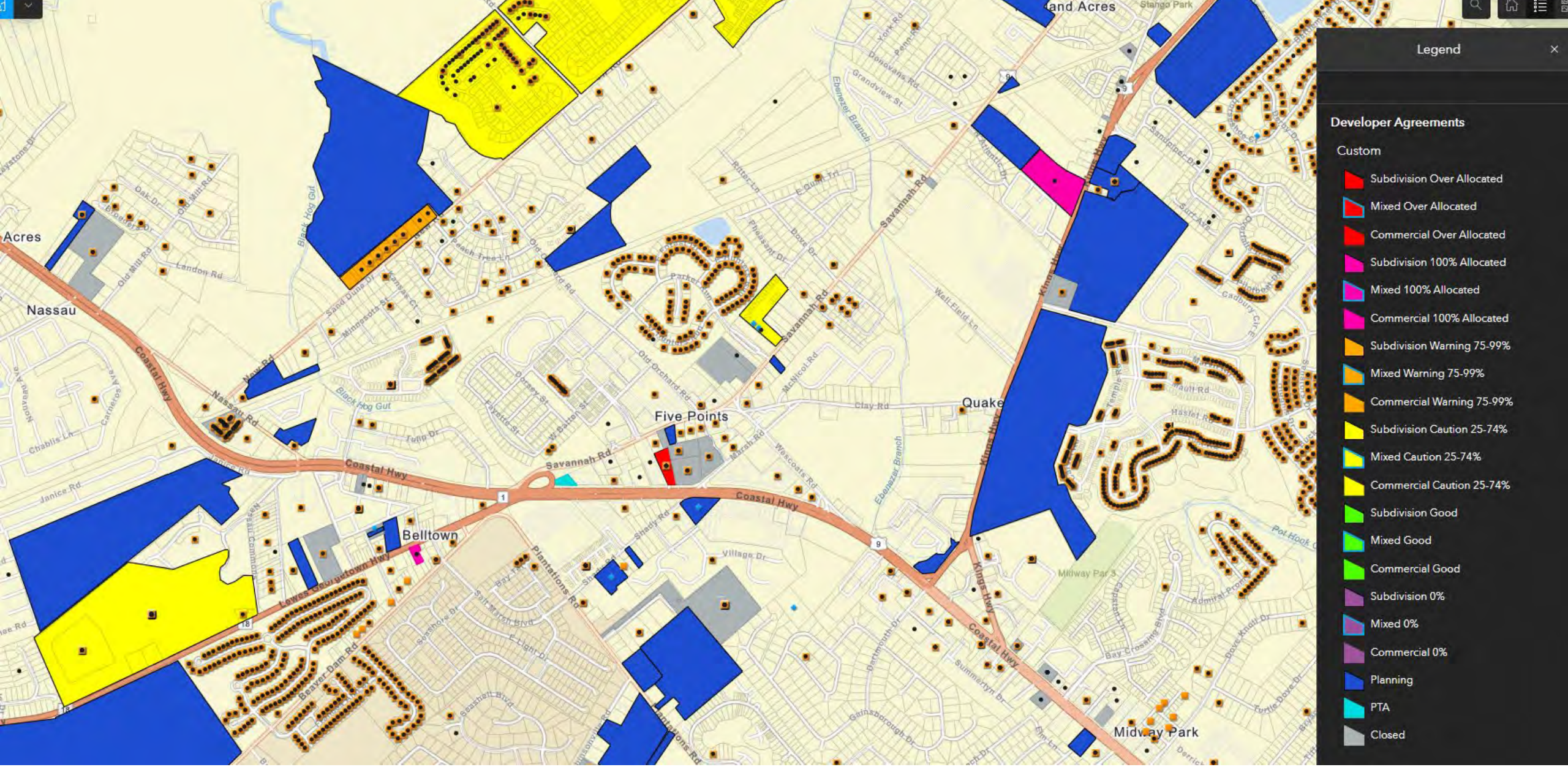
FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points

Multiple Initiatives between Sussex County/DelDOT

- **Sharing of data in real-time**
- **Transportation Improvement District (“TID”)**
- **Commercial Interconnectivity Requirement**
- **FAST Program (Oct 2020)**
- **Joint CTP Updates**
- **Memorandum of Understanding for Land Development Coordination – Sep 2020**

FIVE POINTS
TRANSPORTATION STUDY



FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points

FIGURE 1. LEVEL OF SERVICE (LOS) DEFINITIONS



Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.



Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.



Level of Service B: Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.



Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.



Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.



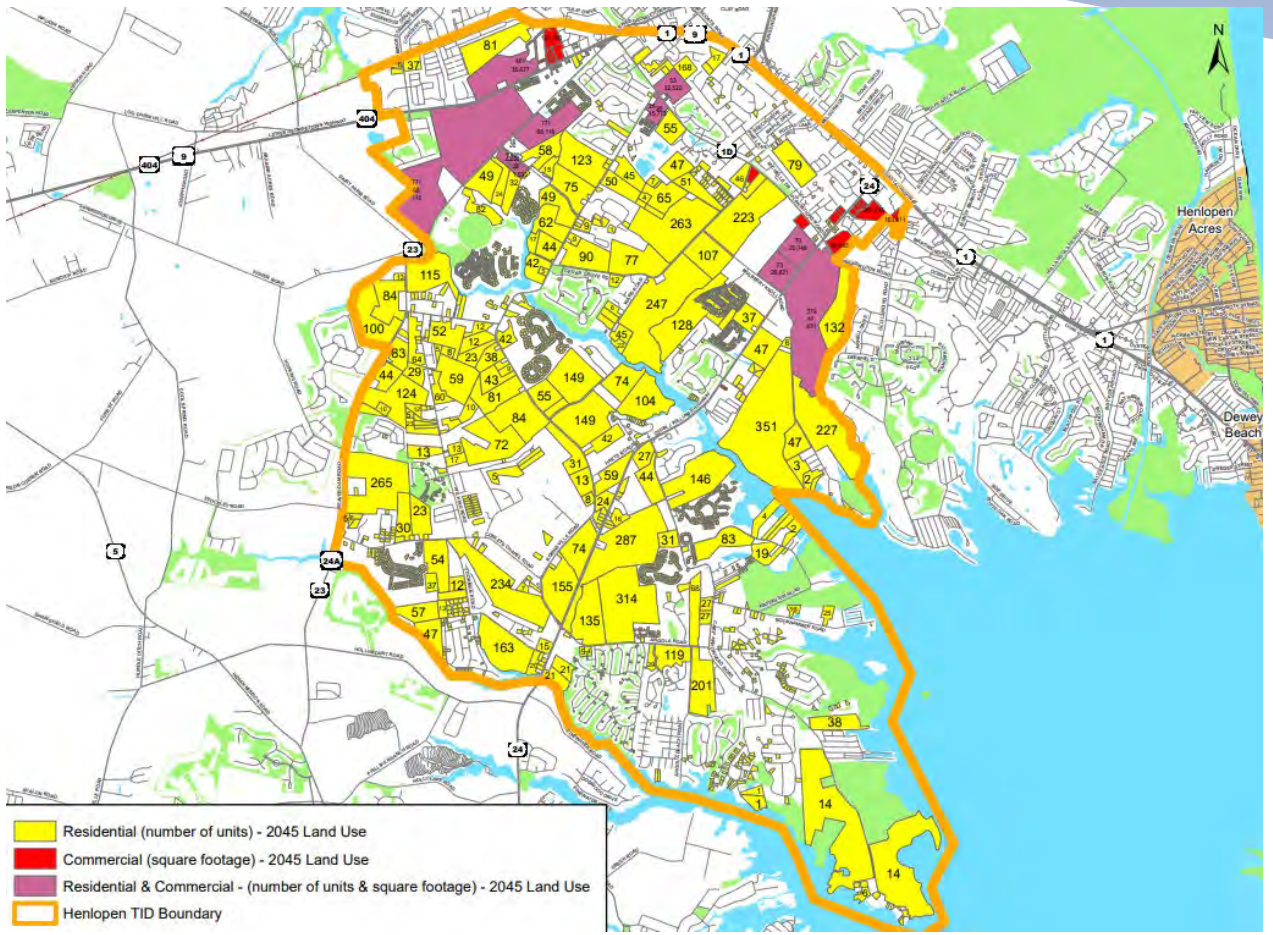
Level of Service F: Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.



Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.

FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points

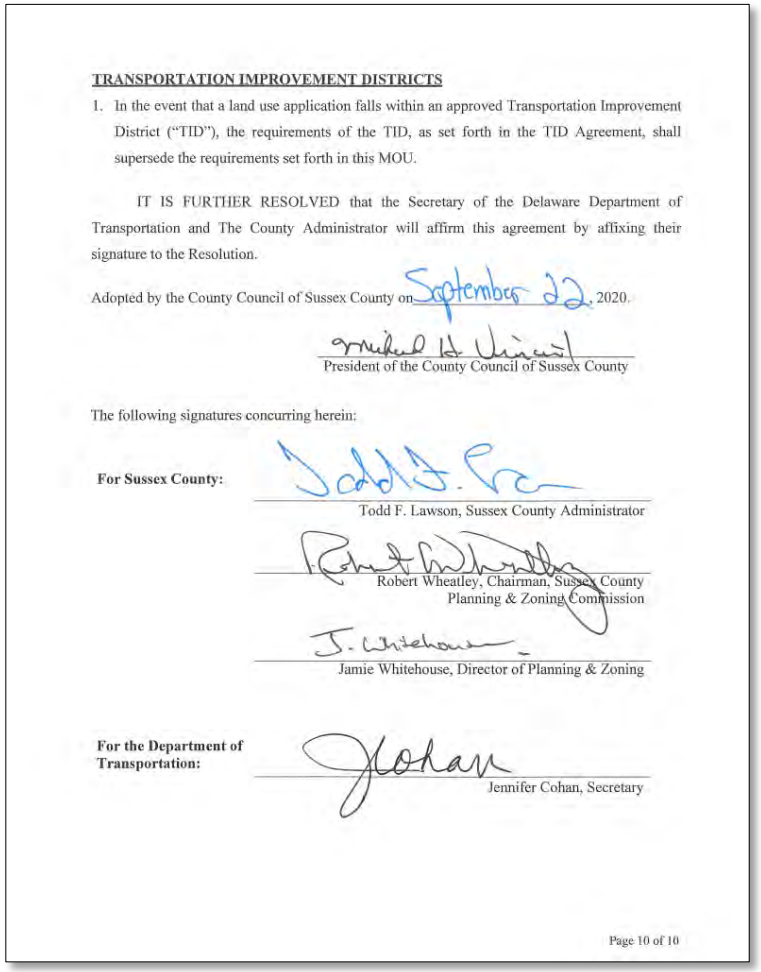


The Henlopen Transportation Improvement District (TID)

- Sussex County's first TID
- Created October 27, 2020 following over a year of Analysis
- Public Workshops were held.
- 10,784 parcels in TID

FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points



TRANSPORTATION IMPROVEMENT DISTRICTS

1. In the event that a land use application falls within an approved Transportation Improvement District ("TID"), the requirements of the TID, as set forth in the TID Agreement, shall supersede the requirements set forth in this MOU.

IT IS FURTHER RESOLVED that the Secretary of the Delaware Department of Transportation and The County Administrator will affirm this agreement by affixing their signature to the Resolution.

Adopted by the County Council of Sussex County on September 22, 2020.

President of the County Council of Sussex County

The following signatures concurring herein:

For Sussex County:

Todd F. Lawson, Sussex County Administrator

Robert Wheatley, Chairman, Sussex County Planning & Zoning Commission

Jamie Whitehouse, Director of Planning & Zoning

For the Department of Transportation:

Jennifer Cohan, Secretary

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Memorandum of Understanding for Land Development Coordination

- 10 Page Document – Extremely Important Document
- Signed September 22, 2020 following a series of Public Hearings where input was provided by Stakeholders.
- Most significant changes

  a) Public Hearings cannot be held for major subdivision applications until a TIS response letter has been received back from DelDOT.

  b) Requires Level of Service Standards to be LOS D or greater. In no event should LOS be degraded.

FIVE POINTS TRANSPORTATION STUDY

Five Years With Five Points

- **After 20 years of no large-scale transportation improvements and rapid growth in the Five Points area, DelDOT and Sussex County launched a first of its kind study in lower Delaware**
- **With the vision of starting fresh, a Working Group made up of local business leaders, residents, and elected officials was formed**



FIVE POINTS
TRANSPORTATION STUDY

Five Years with Five Points

The Process Begins

- From December 2017 to October 2018 the Working Group members attended 10 meetings and the team conducted two public workshops.
- This process resulted in 78 recommendations with 24 priorities accepted by DelDOT and Sussex County with a commitment to move them forward.
- At the end of Phase 1, the public and Working Group members requested more involvement during Phase 2.



FIVE POINTS TRANSPORTATION STUDY

Five Years with Five Points

The Process Continues

- **The team created the Following Five Points newsletter and scheduled Phase 2 meetings on a quarterly basis**
- **Following Five Points now has almost 500 subscribers!**
- **During phase 2, DelDOT has initiated over 50 recommendations with 29 in progress, 8 ongoing, and 25 completed**

FIVE POINTS TRANSPORTATION STUDY

Five Years with Five Points

The Challenges Ahead

- **Carts and Horses?**
  - Jenn's analogy for the Five Points Study area
- **Focus on the future**
  - CTP projects scheduled in the out years…US9 widening, Beaver Dam Road widening, Mulberry Knoll Extension
  - More studies across the area as well as central and western Sussex County.
  - Monitoring committee will be needed for the Five Points intersection study and project
  - Continue coordinated efforts with help
- **Wrap up discussion:**
  - How do we align the carts and horses?
  - How can we keep the public better connected and understanding the process?

FIVE POINTS TRANSPORTATION STUDY

FIVE POINTS
TRANSPORTATION STUDY

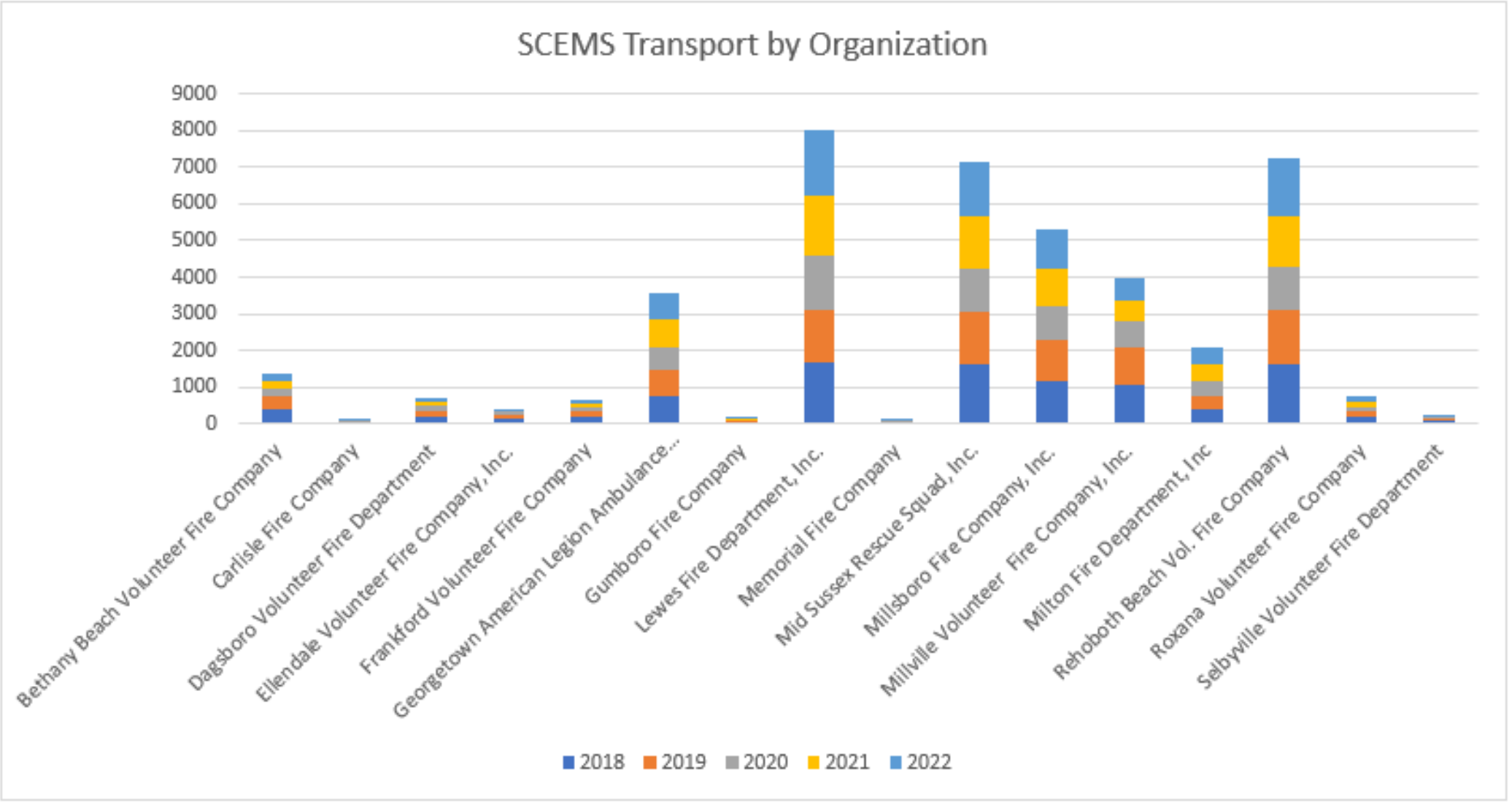
Emergency Response in the Five Points Area

STATEWIDE & REGIONAL PLANNING
DELDOT

Emergency Response

- **Sussex County EMS (SCEMS)**
  - Provides advanced life support (ALS) care for Sussex County
  - Staff of 111 paramedics provide service to 938 square miles
  - System handles 32,000 ALS responses each year
  - Non-transporting (transportation provided by 21 Basic Life Support [BLS] transport services)

Statistics



1. Lewes
2. Rehoboth
3. Mid- Sussex
4. Millsboro
5. Millville
6. Georgetown
7. Milton
8. Bethany Beach

Beebe Healthcare Transports

	2018	2019	2020	2021	2022
Bethany Beach Volunteer Fire Company	403	344	219	180	216
Blades Volunteer Fire Company	2	12	0	5	0
Bridgeville Volunteer Fire Company	1	0	9	3	3
Carlisle Fire Company	27	18	14	19	27
Dagsboro Volunteer Fire Department	166	167	132	101	121
Delmar Fire Department	0	3	0	0	1
Ellendale Volunteer Fire Company, Inc.	125	83	106	44	53
Frankford Volunteer Fire Company	178	165	106	110	80
Frederica Fire Company	0	1	1	0	0
Georgetown American Legion Ambulance Service	767	675	661	743	720
Greenwood Fire Company	2	5	6	3	4
Gumboro Fire Company	38	34	27	26	12
Houston Volunteer Fire Company	2	1	0	2	3
Indian River Volunteer Fire Company	6	1	0	0	2
Laurel Fire Department	7	11	7	8	6
Lewes Fire Department, Inc.	1646	1482	1458	1663	1787
Memorial Fire Company	32	13	12	24	27
Mid Sussex Rescue Squad, Inc.	1640	1425	1159	1425	1507
Millsboro Fire Company, Inc.	1151	1126	937	1008	1062
Millville Volunteer Fire Company, Inc.	1034	1027	759	542	597
Milton Fire Department, Inc	386	383	388	435	496
Rehoboth Beach Vol. Fire Company	1619	1480	1179	1403	1593
Roxana Volunteer Fire Company	166	149	122	145	145
Seaford Volunteer Fire Department Inc	3	8	11	4	4
Selbyville Volunteer Fire Department	81	56	25	42	49
*Source: SCEMS Imagetrend Data	9482	8669	7338	7935	8515

FIVE POINTS
TRANSPORTATION STUDY

	2020		2021		2022		2023		
DEPARTMENT	**FIRE**	**EMS**	**FIRE**	**EMS**	**FIRE**	**EMS**	**FIRE**	**EMS**	**TOTAL**
Lewes	753	4,106	881	5,412	943	5,992	168	1,265	**19,520**
Mid-Sussex	NA	3,025	NA	3,501	NA	3,432	NA	871	**10,829**
Milton	348	1,416	376	1,616	499	1,928	251	518	**6,952**
Rehoboth Beach	646	3,074	748	3,732	800	4,001	131	778	**13,910**
TOTAL	**1,747**	**11,621**	**2,005**	**14,261**	**2,242**	**15,353**	**550**	**3,432**	**51,211**

Emergency Response

- **Issues impacting response times**
  - Lack of driver awareness/appropriate response
  - Increased year-round traffic
  - Increased density = increased call volume
  - Lack of connectivity between developments
  - Changes in developments post approval



NIGHTLY NEWS

Drivers failing to yield for emergency vehicles due to modern car features

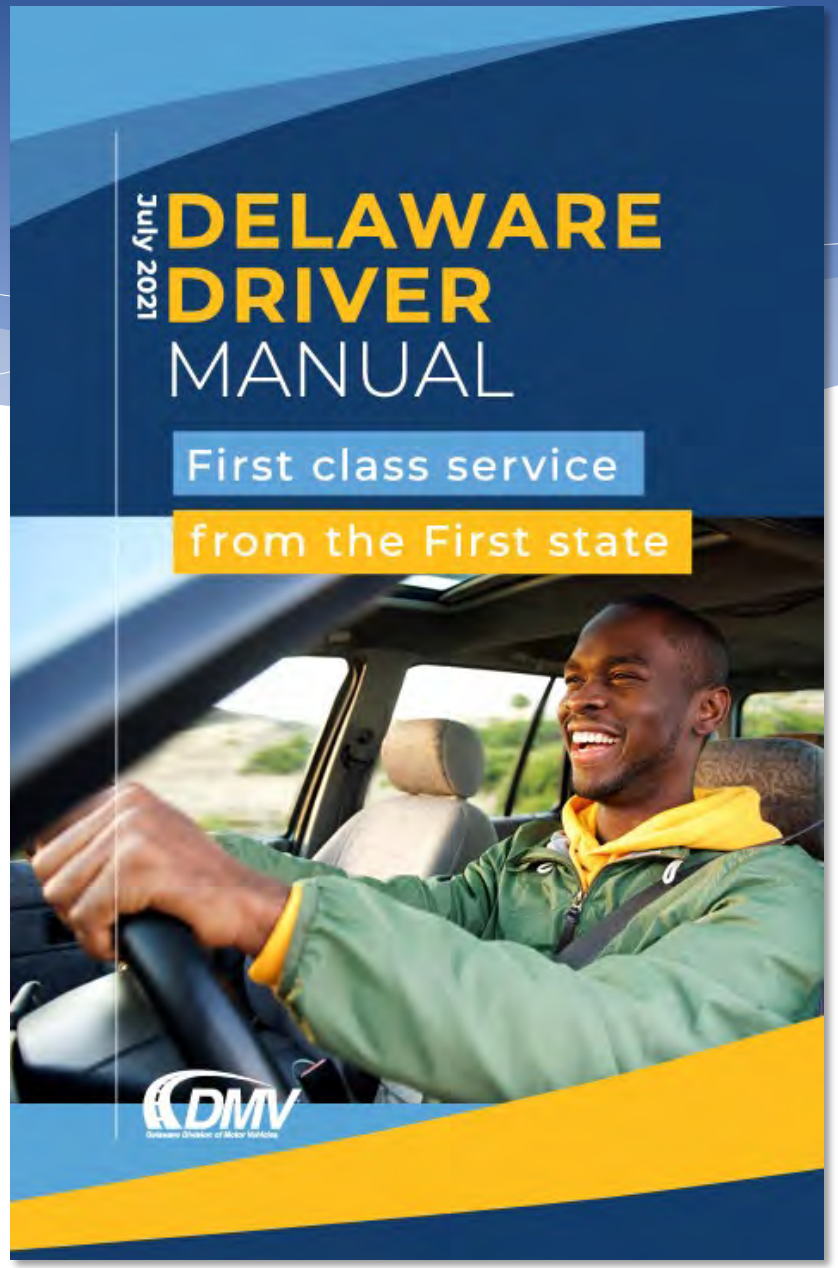
Many modern cars are designed to minimize outside noises but this is creating issues for emergency responders who need drivers to hear their sirens and yield. NBC News' Tom Costello has more details on new steps departments are taking to get drivers attention.

March 28, 2023

SAVE

Emergency Response

- **Move Over Laws**
  - **Respond to Approaching Emergency Vehicles:**
    - Yield right-of-way and drive to right-hand edge or curb of roadway clear of any intersections
    - Applies to an authorized emergency vehicle using a siren or displaying flashing red, red and white, red and blue, or red, white and blue
    - Also applies to DelDOT vehicles flashing amber



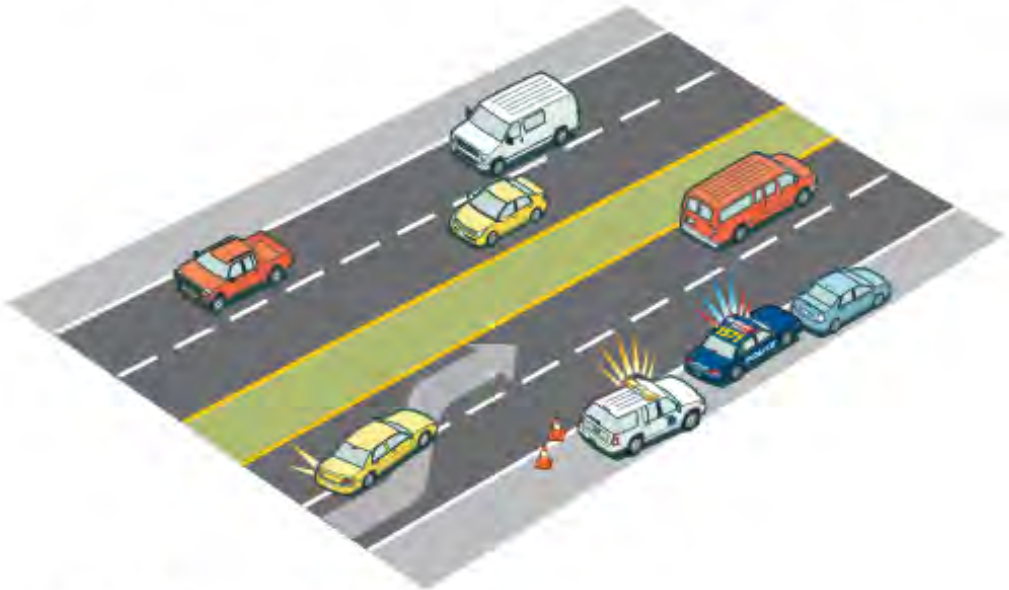
FIVE POINTS
TRANSPORTATION STUDY

Emergency Response

- **Move Over Laws**
  - **Approaching Stationary Emergency Vehicles:**
    - Proceed with caution and yield the right-of-way
    - Change lanes when possible
    - Proceed with caution and reduce to a safe speed if changing lanes would be impossible or unsafe
    - Move over laws help reduce risk of serious injuries and death to all public servants working in harm's way

Emergency Response

Approaching Stationary Emergency Vehicles



Multi-Lane Roadway
Move over a lane from the stopped vehicle(s) until you are safely past.



Two-lane Roadway
Slow down below the posted speed Limit until you have completely Passed the stopped vehicle(s).

FIVE POINTS
TRANSPORTATION STUDY

Emergency Response

- **Response Times in the Five Points Area**
  - **National response standard of 8 minutes**
  - **Increased traffic with limited alternative routes increases response time**
  - **Traffic increases**
    - In the summer
    - School and work travel times
    - Holidays

Emergency Response

- **Strategies for Improving Response Times**
  - **Education and outreach**
  - **Improving roadways to include shoulders**
  - **Better interconnectivity**

FIVE POINTS
TRANSPORTATION STUDY

Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT
January 31, 2022 (red text indicates changes since October 25, 2021 Working Group meeting)

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

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

0 Low
0 0 Medium
0 0 0 High

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful													
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DelDOT	$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DelDOT	$	*	N/A	N/A	N/A	IN PROGRESS	In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DelDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DelDOT is currently updating Chatper 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DelDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments).
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DelDOT - Traffic	Private partner(s) such as Waze	$	*	$$	*	0	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DelDOT app.
B	4	Y	91	Improve advance acquisition process to allow DelDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DelDOT	$	* *	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DelDOT - Planning	DelDOT - Real Estate and PD South; property owners	$	*	$$	* *	0	IN PROGRESS	DelDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1 , C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		$	*	N/A	N/A	N/A	Longer-term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DelDOT - Planning	Sussex County, City of Lewes	$$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recomendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.

Page 2 of 9

STATEWIDE & REGIONAL PLANNING
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78 recommendations

Recommendations to be implemented under current DelDOT projects or initiatives (7 recommendations)

Implement policies and procedures to make the area more efficient, sustainable and beautiful (8 priorities out of 27 recommendations)

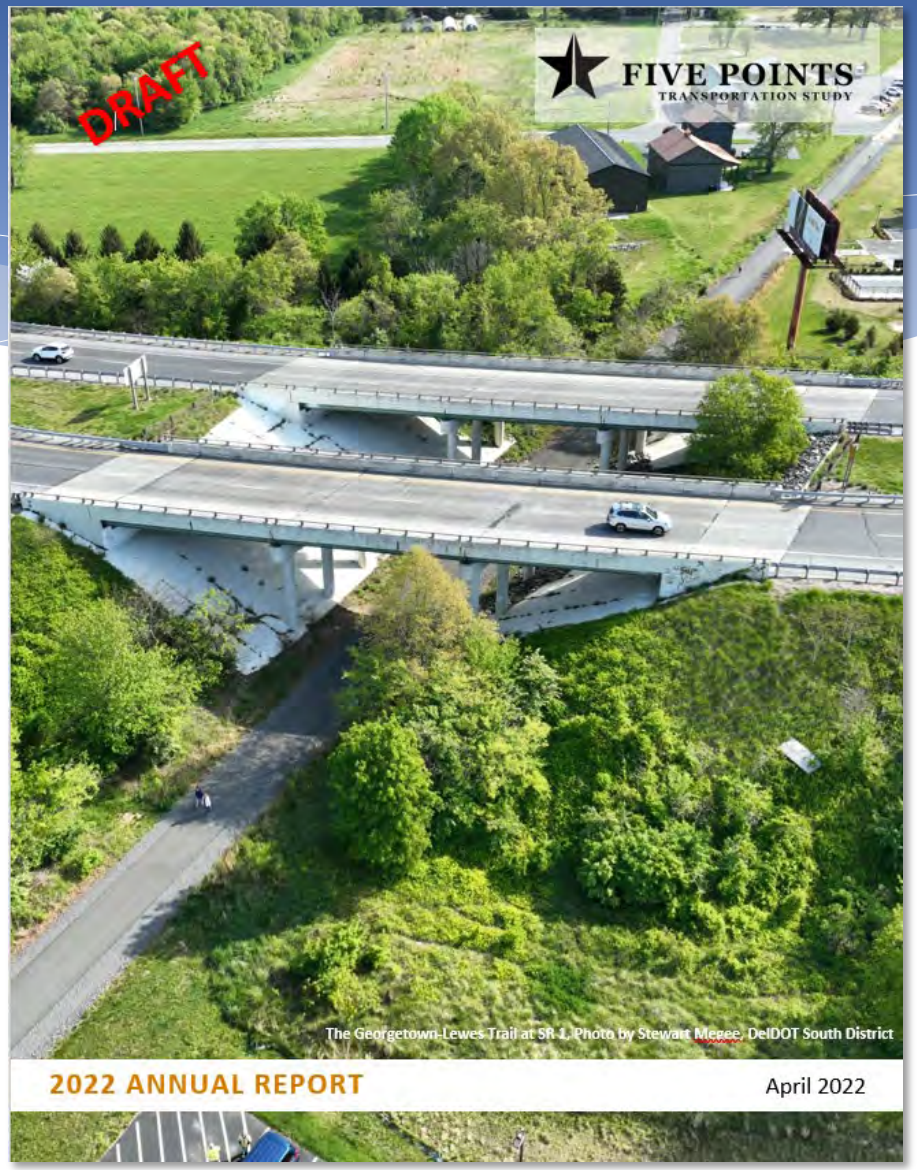
Make the most of existing roadway infrastructure (8 priorities out of 20 recommendations)

Make walking, bicycling, and transit more viable as alternatives to driving (5 priorities out of 15 recommendations)

Invest in new infrastructure to support anticipated growth (3 priorities out of 9 recommendations)

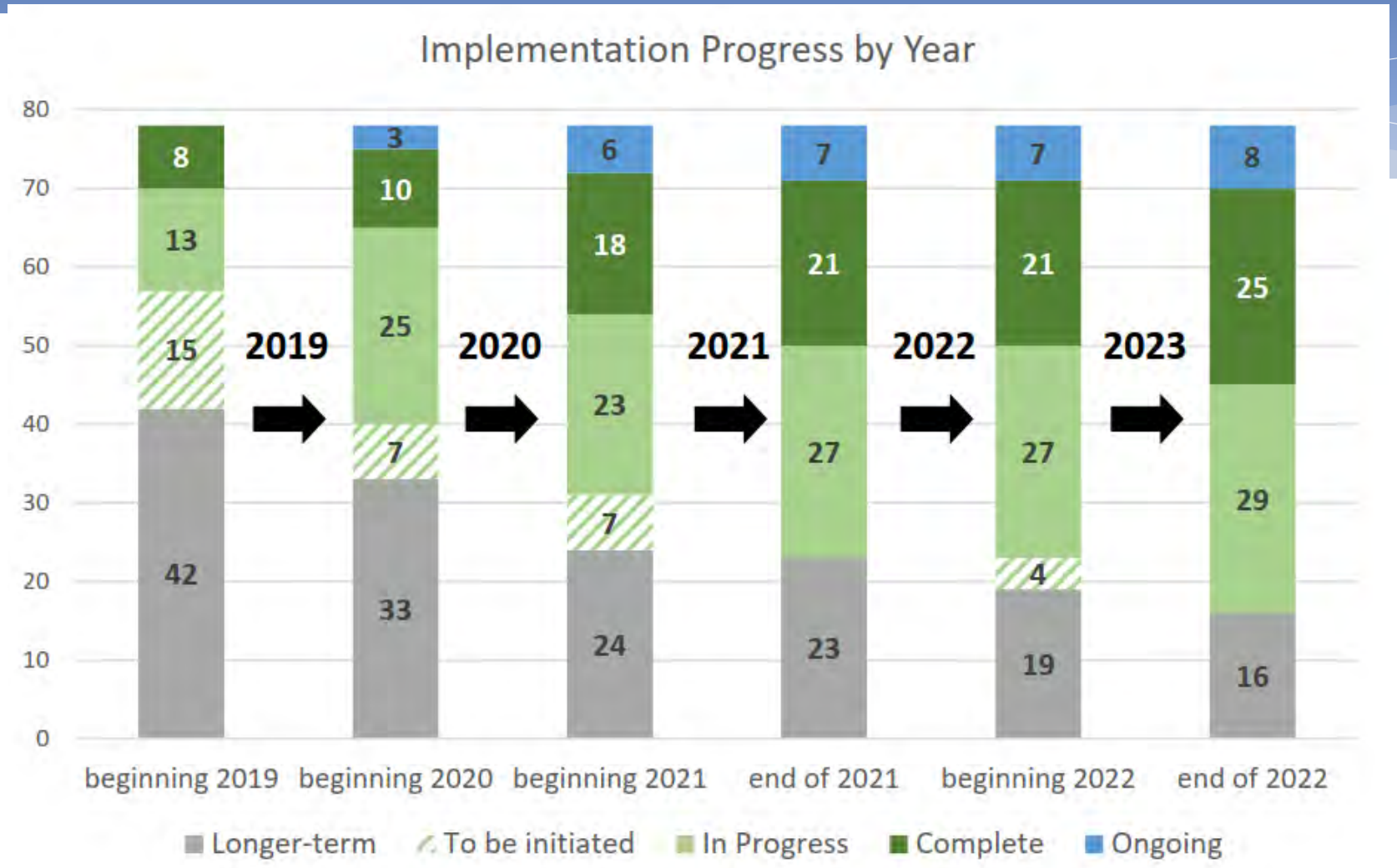
2022 Annual Report

- **Describes implementation progress in 2022**
- **Describes status of all 78 recommendations as of the end of 2022**
- **Two opportunities will be held to review the report**
  - **Wednesday, June 14 at 6:00 pm *in person* at Cape Henlopen High School Library**
  - **Online video of workshop presentation and materials will be provided with a comment form**



FIVE POINTS
TRANSPORTATION STUDY

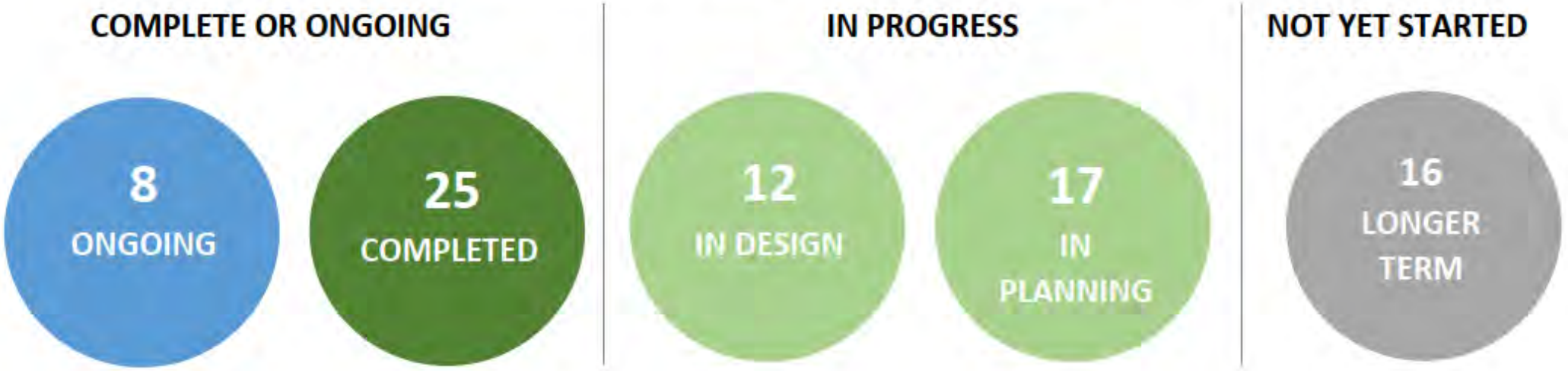
2022 Annual Report



FIVE POINTS TRANSPORTATION STUDY

2022 Annual Report

Status of recommendations at the end of 2022



FIVE POINTS TRANSPORTATION STUDY

2022 Annual Report

Notable Achievements

- Savannah Road Sidewalk Improvements completed
- Munch Branch Road shared use path completed
- Mulberry Knoll Road Extension Study Completed (A-7, E-2, and E-3)
- Don’t Block the Box” Legislation Adopted (B-10)
- Lewes Line Pilot Season a success (D-1)

Current status (as of April 2023)

64 of 78 recommendations in progress, ongoing, or completed

- Compares to 62 of 78 at last meeting (January 2023)
- 1 Category B recommendation newly “In Progress”
- 1 Category C recommendation newly “In Progress”

FIVE POINTS TRANSPORTATION STUDY

Category A

Being addressed by current DelDOT projects and initiatives

Number of recommendations by status

Status	Jan 2023	April 2023	Change
COMPLETE	6	6	-
ONGOING	0	0	-
IN PROGRESS	1	1	-
Initiate in 2023	0	0	-
Longer-term	0	0	-
Total A	7	7	-

Category B
Policies and procedures

Number of recommendations by status

Status	Jan 2023	April 2023	Change	
COMPLETE	6	6	-	
ONGOING	6	6	-	
IN PROGRESS	8	9	+1	
Initiate in 2023	2	1	-1	
Longer-term	5	5	-	
Total B	27	27	-	

Category B progress

- **B-18 – Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County**
  - Now in progress
  - The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DelDOT, but led by Historic Lewes Byway/Delaware Greenways.
  - The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.

Category C
Make the most of existing roadway infrastructure

Number of recommendations by status

Status	Jan 2023	April 2023	Change	
COMPLETE	10	10	-	
ONGOING	2	2	-	
IN PROGRESS	5	6	+ 1	
Initiate in 2023	1	0	-1	
Longer-term	2	2	-	
Total C	20	20	-	

Category C progress

- **C-18 – Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road**
  - **Now in progress**
  - **Immediate maintenance concerns are being addressed now.**

Category D
Walking, bicycling, and transit

Number of recommendations by status

Status	Jan 2023	April 2023	Change	
COMPLETE	2	2	-	
IN PROGRESS	11	11	-	
Initiate in 2023	1	1	-	
Longer-term	1	1	-	
Total D	15	15		

FIVE POINTS TRANSPORTATION STUDY

Category D progress

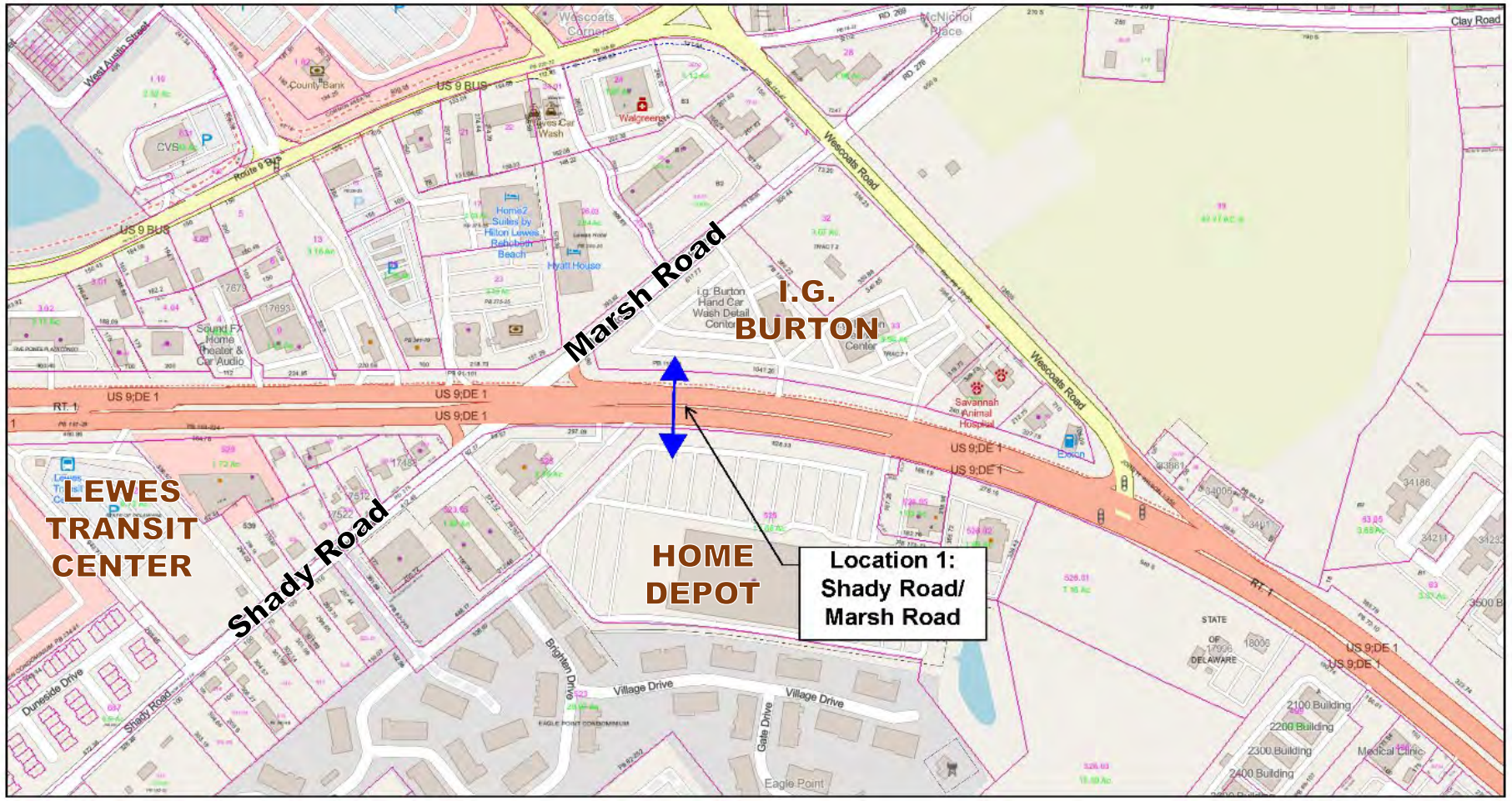
- **D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations**
  - **Preliminary evaluation began in 2021**
  - **Further evaluation was on hold in order to coordinate with *SR 1 Low-Stress Bikeways Study*; Project goals:**
    - Improve actual and perceived **safety** for people who bike in the vicinity of SR 1
    - Provide better access to businesses for people who walk and bike
    - Reduce traffic by providing viable alternates to vehicular travel to access destinations along and across SR 1

SR 1 Pedestrian Bridge Study

- **Study Area Locations**
  - **Several locations were considered during preliminary assessment of bridge locations**
  - **Locations were coordinated with SR 1 Low Stress Bike Network Study, planned CTP projects, and Highway Safety Improvement Program (HSIP) targeted locations**
  - **Two locations were assessed for feasibility for a pedestrian bridge**
    - Location 1: Marsh Road/Shady Road
    - Location 2: Bryan Drive/Tanger Outlet

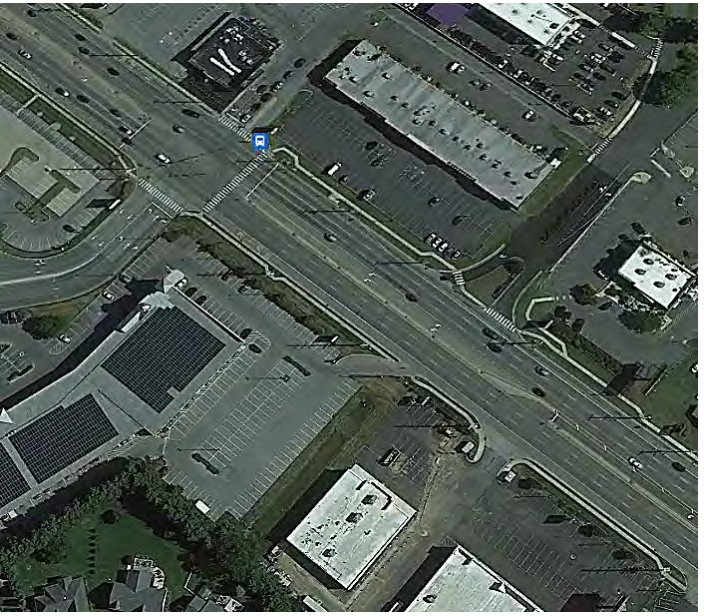
SR 1 Pedestrian Bridge Study

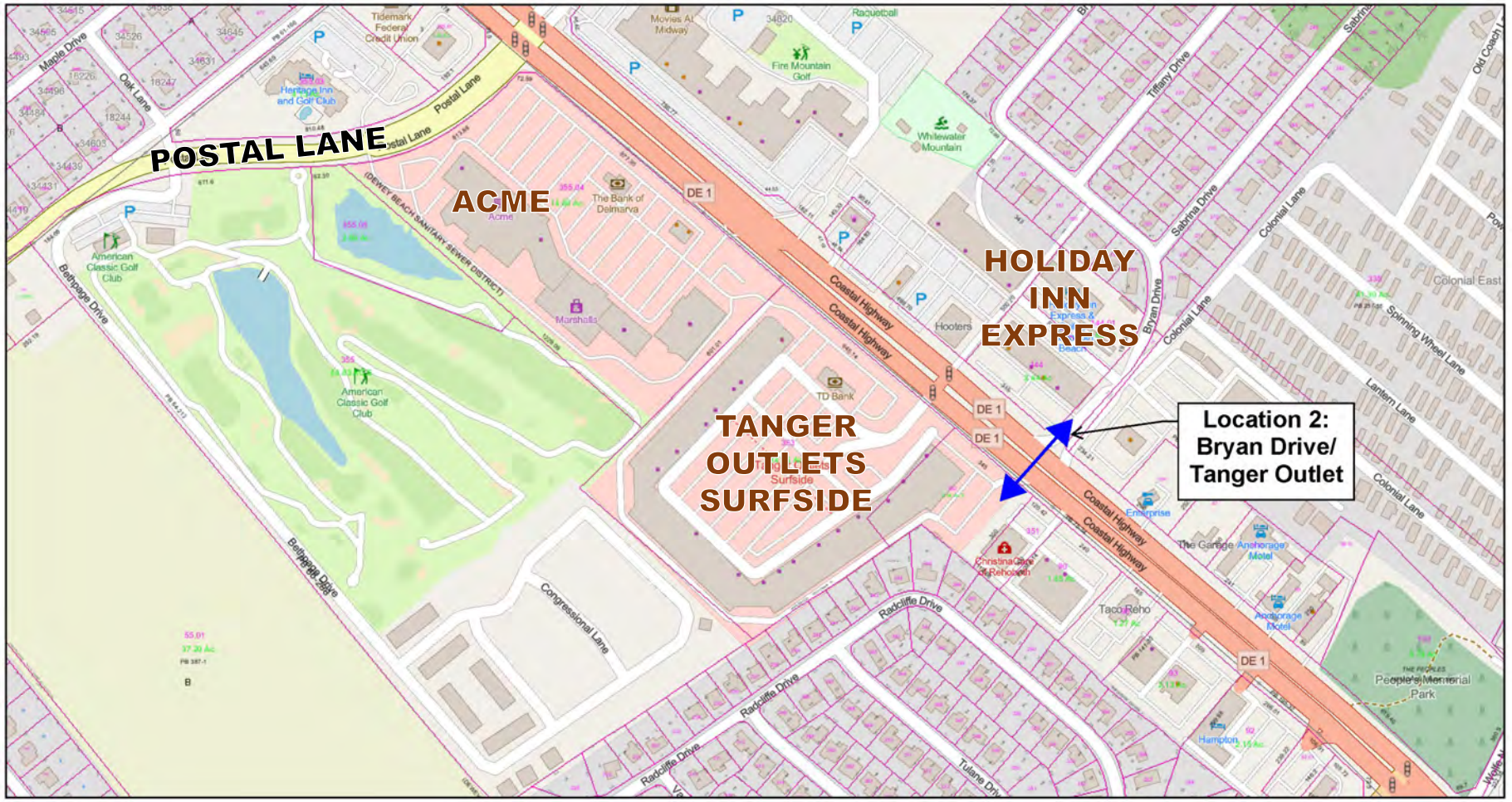




FIVE POINTS TRANSPORTATION STUDY

SR 1 Pedestrian Bridge Study





FIVE POINTS TRANSPORTATION STUDY

SR 1 Pedestrian Bridge Study

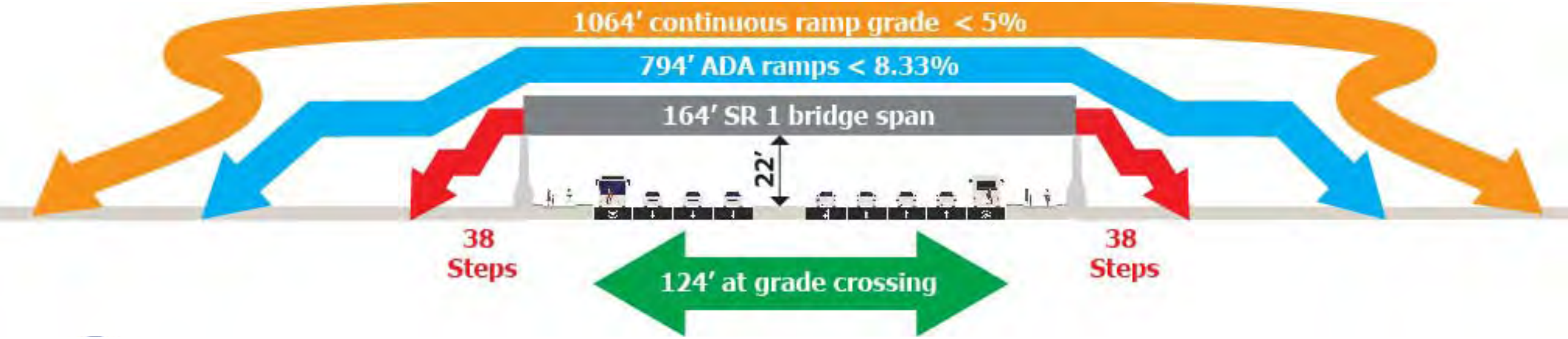
- **Design Criteria: Required Clearances**
  - **Horizontal Clearances**
    - Clear Zone for a 45 mph roadway with Average Daily Traffic (ADT)>6k = 20-22’
    - Clear Zone measured from edge of travel lane
    - 20’ horizontal offset used for purpose of this study
  - **Vertical Clearances**
    - Pedestrian bridges and overhead sign structures shall provide 17 feet 6 inches vertical clearance for all roads
    - Vertical clearance includes bridge superstructure
    - 22’ vertical clearance used for the purpose of this study

SR 1 Pedestrian Bridge Study

- **Design Criteria: Stairs and Elevators**
  - **Stairs**
    - 7” maximum height riser
    - 11” minimum tread length
    - Approximately 38 steps required with 2 landings
    - Not accessible for all users
  - **Elevators**
    - Significant costs
    - Requires electric, potentially water for fire suppression
    - Long-term maintenance and inspection requirements
    - Safety concerns and 24-hour access

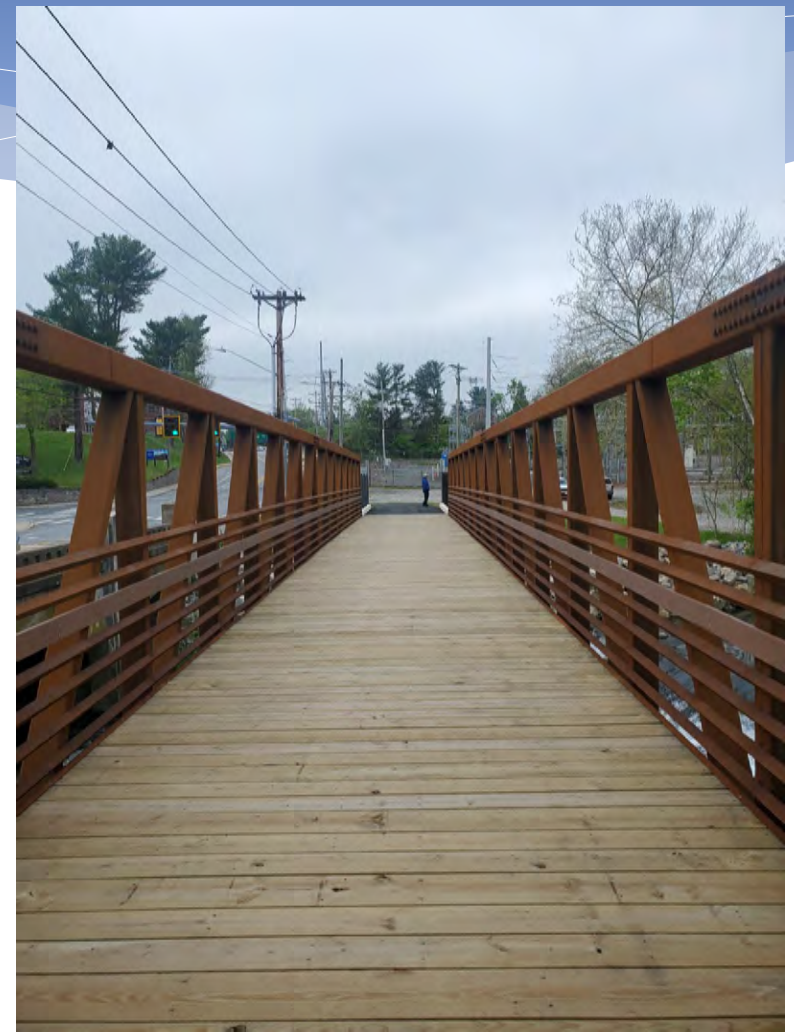
SR 1 Pedestrian Bridge Study

- **Design Criteria: Ease of Access/Connectivity**
  - **Crossing distance matters**
    - At grade crossing: 124’ total crossing distance
    - ADA ramp with landings (315’ each side): 794’ total crossing distance
    - Fully accessible (continuous) ramp (450’ each side): 1,064 total crossing distance
  - **Distance perception**



SR 1 Pedestrian Bridge Study

- **Design Criteria: Preferred Structure Type**
  - **Prefabricated steel through truss**
    - Ability to span up to 250 feet without the need for a pier in the median of SR 1
    - Quality of construction – relatively common bridge type and numerous fabrication shops are very familiar with prefabricated truss structures
    - Speed of construction – truss erection can be accomplished quickly using one or more cranes working in unison or via self-propelled modular transports (SPMTs)
    - Minimal superstructure or bridge depth



SR 1 Pedestrian Bridge Study

- **Design Criteria: Site Limitations**
  - **Right-of-way impacts**
    - Significant temporary and permanent right-of-way impacts for both locations
  - **Utility impacts**
    - Location 1 has potential subsurface utility impacts requiring utility adjustments and/or relocation
    - Location 2 has significant above ground utility impacts with electrified high voltage transmission lines on both sides of the roadway.





FIVE POINTS TRANSPORTATION STUDY

SR 1 Pedestrian Bridge Study

- **Primary Cost Considerations**
  - Construction Access
  - Maintenance of Traffic impacts
  - Bridge Construction Type
  - Utility impacts
  - Right-of-Way impacts
- **Funding Considerations**
  - No dedicated funding at this time
  - Grant funding would be necessary
  - Potential for public private partnerships

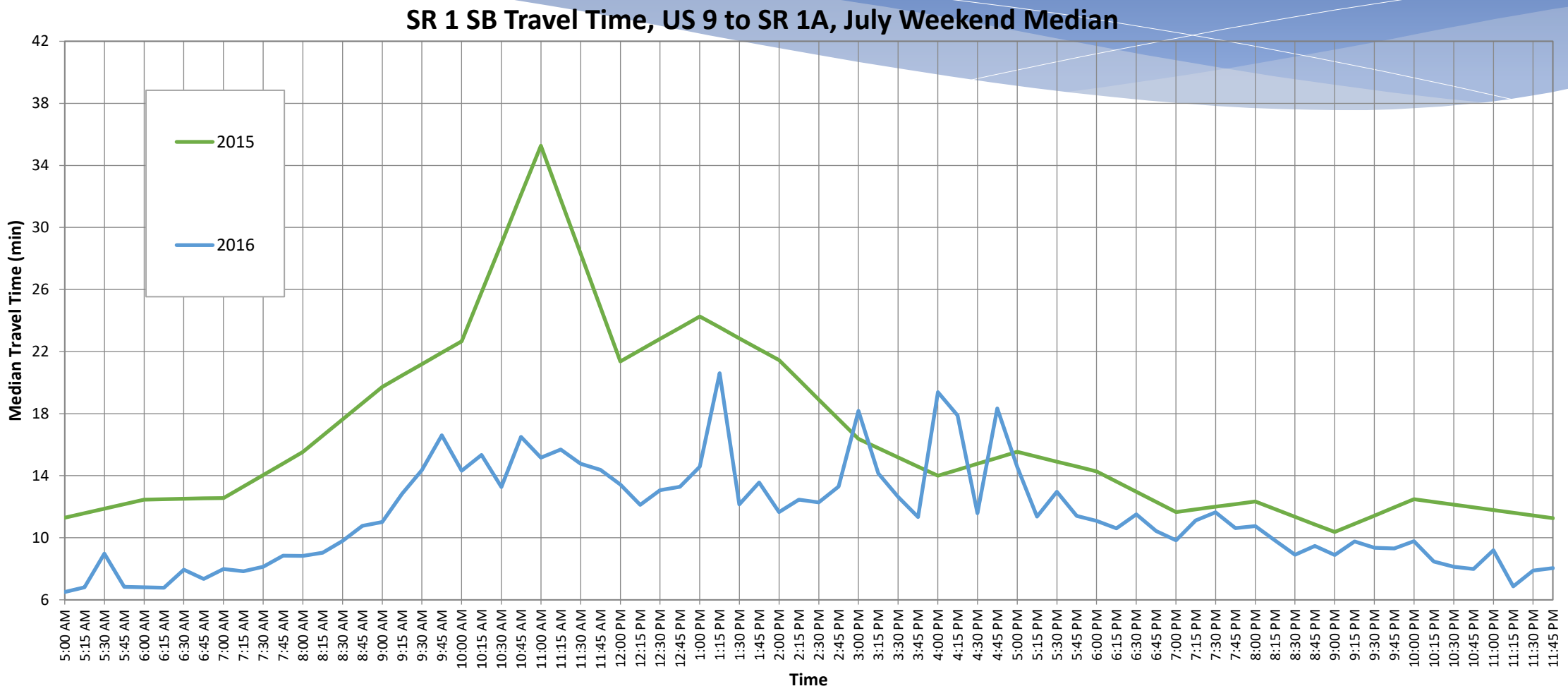
Bridges vs. At-Grade Crossings

	Signalized Crosswalk At-Grade	Pedestrian Bridge
Crossing distance	124’	6-9 times longer
Directness	More direct	Less direct
Cost to build	<$1M	$8M-$12M
Cost to maintain	Low	Moderate
Traffic impacts	Yes	No
Utility	Pedestrians may cross outside of the crosswalk.	Some studies show up to 95% of pedestrians will still cross at grade

Bridges vs. At-Grade Crossings

- **Location 1: Marsh Road/Shady Road**
  - Currently unsignalized with no at-grade crossing
  - Nearest signalized intersections are at Five Points intersection to the north and Wescoats to the south; neither intersection is a candidate for a marked crossing
  - At-grade crossing at this location would require a signal
- **Location 2: Bryan Drive/Tanger Outlet**
  - Signal with at-grade crossing 350 feet north

Traffic Impacts - Historical Perspective



FIVE POINTS
TRANSPORTATION STUDY

Looking Ahead – Traffic Operations

- SR 1 at the beach area remains one of the most critical focus areas for DelDOT
- Though there is constant monitoring, studies, requests, etc. in the area, and a plethora of ITMS devices constantly collecting traffic information, comprehensive summer turning movement count collection has not been performed since 2013
- For spring and summer 2023, counts are planned at virtually all SR 1 signalized intersections from Lewes to Dewey Beach
- These sections of SR 1 will then have their timings updated prior to Memorial Day 2023, with follow up adjustments during the summer based on the additional count data

FIVE POINTS
TRANSPORTATION STUDY

Recommended Next Steps

- Conduct stakeholder outreach this spring to brainstorm desired crossings and bike and pedestrian facility types in the vicinity of those crossings
- Use counts to better understand traffic impacts of potential new at-grade crossings
- Once traffic impacts are fully understood, complete comparative analysis of pedestrian bridge and at-grade crossing
- Results will inform the development of recommendations for the SR 1 Low-Stress Bikeways Project
  - Develop Phase 1 report will focus on potential new crossings and adjacent improvements
  - Phase 2 report will focus on low-stress connections along (parallel) to SR1

FIVE POINTS
TRANSPORTATION STUDY

Category E
New infrastructure

Number of recommendations by status

Status	Jan 2023	April 2023	Change	
COMPLETE	1	1	-	
ONGOING	0	0	-	
IN PROGRESS	4	4	-	
Initiate in 2023	1	1	-	
Longer-term	3	3	-	
Total E	9	9		

Phase 2 implementation plan

- **Next steps**
  - Continue work on recommendations
  - Hold in-person public workshop on June 14, 2023 at Cape Henlopen High School Library
  - Online video of workshop presentation and materials will be provided with a comment form
  - Provide email progress updates in June and September
  - Convene the Working Group in October

FIVE POINTS TRANSPORTATION STUDY

Public comment

FIVE POINTS
TRANSPORTATION STUDY

Thank you for your participation!

Next meeting
October 23, 2023
6:00pm
Location TBD

Jenn Cinelli-Miller
Project Planner
Delaware Department of Transportation
jennifer.cinelli@delaware.gov
302.760.2549

FIVE POINTS
TRANSPORTATION STUDY

Meeting Minutes

Phase 2 Working Group Meeting #14

DRAFT

January 30, 2023, 6:00 pm
Hybrid meeting held at Cape Henlopen High School Library and via Zoom Webinar

Members present
Kathi Colman
Bill Davis
Robert Fischer
Senator Russ Huxtable
Todd Lawson
Glenn Marshall
Councilman John Rieley
Mary Roth
Councilman Mark Schaeffer
Kim Hoey Stevenson
Lloyd Schmitz

Members attending virtually
DJ Hughes
Pam Steinebach, DelDOT
Rep. Stell Selby-Parker

Members absent
Scott Green
Carol Materniak
Rep. Peter Schwartzkopf
Ann Marie Townshend
Michael Tyler

Public attendees in person
Terry August
John Bartraum
Nancy & Bill Buxton
Jim Dauti
John Moore
John Saul

Public attendees in person (cont.)
Vladimir Shulyaker
Jeanne Smith
Bill Weller

Public attendees on Zoom
Rich Borrasso
Bill Chasanov
Shae Chasanov
Marc Cote
Christine Davis
Debbie Dawson
John Kaczmarczyk
Matt Patton
Joyce Romans
Nick Roth
Torie Seagraves
Diana

Support to the Working Group
Kristen Ahlfeld, FHI (in person)
Stephen Bayer, DelDOT (virtual)
Bryan Behrens, DelDOT (in person)
Andrew Bing, Kramer & Assoc. (in person)
Jenn Cinelli, DelDOT (virtual)
Shanté Hastings, DelDOT (in person)
Nabeela Humaira, DelDOT (virtual)
Leah Kacanda, WRA (in person)
Jesse Lindberg, Sussex Co. (in person)
George Pierce, DelDOT (in person)
Tim Snow, WRA (in person)
Jamie Whitehouse, Sussex Co. (in person)

This was a hybrid meeting with some working groups members, staff, and members of the public in person, and others attending virtually. A quorum of 14 Working Group members attended.

Andrew Bing welcomed everyone and provided an overview of the hybrid set up and use of the Owl technology. Andrew announced that the meeting will be recorded. The recording of the meeting can be found here: https://www.youtube.com/watch?v=ZmZ1of3a-9Y

Andrew reminded the audience that the meetings are for the working group members. They appreciate having members of the public attend, however, the presentation and discussion are for the working group. There will be a limited amount of time for public comment at the end of the meeting. Members of the public can attend in person or virtually, and are able to make public comment in person or virtually.

Member Introductions
Members of the working group introduced themselves.

Working Group Notebook Materials
Andrew reviewed the contents of the notebook materials provided to working group members, including meeting agenda, presentation, draft minutes from the previous meeting, a list of upcoming meetings, and an updated version of the implementation plan.

Working Group Meeting Minutes from October 17, 2022
The meeting minutes from October 17, 2022 were reviewed and Councilman Rieley motioned to approve the minutes, and was seconded by Mary Roth. With no one declining, objecting or abstaining, the minutes passed unanimously.

Presentations
In addition to the overview, comments, and questions detailed below, content is provided on the slides attached to these minutes.

Update on Capital Transportation Program Projects (CTP) in the Five Points Area
Shanté Hastings, DelDOT Deputy Secretary, led the working group through the update presentation on CTP projects in the Five Points area. Shanté began her presentation by reviewing safety statistics for 2022 and DelDOT's mission statement: Every Trip, Every Mode, Every Dollar, Everyone. The Safety statistics are updated weekly. In 2022, there were 165 fatalities: 29% occurring in Sussex County, 20% in Kent County and the remainder in New Castle County. DelDOT uses these safety statistics to drive change. This number for 2022 of 165 fatalities ties the all time high since DelDOT started tracking fatalities. Of those fatalities, 33 were pedestrians, 7 were cyclists and 22 were motorcyclists.

Shanté shared a map of fatal crashes for Sussex County, noting that crashes happened across the county, but DelDOT looks for patterns in locations and factors to make improvements. So far in 2023, there have been 11 fatalities, with 7 occurring in Sussex County. DelDOT is looking at these fatalities and trying to understand how these instances/locations could be improved to prevent future fatalities. DelDOT's ultimate goal is to have 0 fatalities but there are many factors involved and it will not be an easy effort.

Moving on to CTP projects in the Five Points area, Shanté started with US 9 and Minos Conaway Intersection Improvement. The addition of a right turn lane was completed last year, there was a fatal crash already at this intersection, and signal design is underway and DelDOT is planning to have this intersection signalized by the end of 2023. Councilman Rieley asked if this intersection would have a full signal, noting that left turns are difficult at this location. Shanté confirmed that yes, this intersection will have a full signal.

Before moving on to the rest of the CTP projects, Shanté gave an overview of how to use the DelDOT Projects Portal, which can be found at: www.deldot.gov/projects. The Projects Portal has information on active DelDOT projects including detailed project materials that anyone can access.

Removal of Bridge 3-928R, Lewes RR Swing Bridge – There were no questions received from Working Group members on this project.

SR 24, Love creek to Mulberry Knoll – This project was recently awarded and construction is expected to start in Spring 2023 and wrap up in 2024. Councilman Rieley asked if there will be a stoplight included in this project when it is installed. Shanté confirmed that a full signal will be installed early on in the construction process. George Pierce from DelDOT Construction noted that this project is being accelerated.

Georgetown to Lewes Trail, Fisher Road to Airport Road – Once complete, the Trail will be about 17 miles long. The final half of the trail is in design. The schedule for the project is dependent on funding. DelDOT is actively preparing a grant application for federal funding. There are no funds allocated in the CTP for this project, so if the current grant attempt is unsuccessful, DelDOT will continue seeking grant funding options.

BR 3-714 on S266 New Road over Canary Creek – There were no questions received from Working Group members on this project.

Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvement – Shanté thanked Sussex County for their support and for providing advance funding to accelerate the project schedule through the Funding Accelerating Safety in Transportation (FAST) Track Program. DelDOT will reimburse the County for their contributions. The project is expected to be in construction in 2024. An interim all-way stop is being installed in advance of the roundabout. Kim Hoey Stevenson asked about long-term residents being impacted by this project with access issues. Shanté replied that issues with residents were addressed. One home was acquired by DelDOT, and DelDOT worked with residents to address the remaining access issues.

SR 1 and Cave Neck Road Grade Separated Intersection – This project is in design, and right-of-way acquisition will begin later in 2023. Construction is estimated to be complete in 2026. A service route will be built on the west side of SR 1 to provide access for properties on that side of the roadway. DelDOT will continue to coordinate with residents during the process of this project.

SR 1, Minos Conaway Road Grade-Separated Intersection – This project is currently in right-of-way acquisition. DelDOT will continue to meet with residents and business owners to make adjustments to the design. The anticipated construction is late 2023, and the project will take several years to complete.

Realignment of Old Orchard Road at Wescoats Corner – Right-of-way acquisition is underway for this project, and DelDOT anticipates beginning utility relocation in the fall of 2023, with construction to begin in the fall of 2024. Shanté mentioned that timing will be coordinated with BR 3-714 on S266 New Road over Canary Creek since they are adjacent to one another.

US 9, Kings Highway, Dartmouth Drive to Freeman Highway – This project includes widening a portion of Kings Highway, making multi-modal upgrades including a shared use path and sidewalks, and intersection improvements. DelDOT has been working with Delaware Greenways and area businesses to address concerns. DelDOT has also hired a nationally recognized third-party consultant to perform an independent peer review of the proposed project which will be completed in the spring of 2023. Once complete, DelDOT will then advance the design.

Coastal Highway Intersection Improvements – Shanté noted this is a small but important project that includes lengthening the SR 1 southbound turn lane at Old Landing Road by converting the existing double left-turn lanes at Rehoboth Mall Boulevard into one left-turn lane. The turn lane will be lengthened to avoid queuing into the through lanes on SR 1. The project should be complete by the spring of 2023. This is a priority for DelDOT. All construction will conducted at night to minimize impacts.

Route 1 and Holland Glade Intersection – A slide was not presented for this project, however, DelDOT has been receiving a lot of questions surrounding this project. A local developer will be constructing a fourth (west) leg at the Holland Glade Road intersection which will require the intersection be fully signalized. Currently, Holland Glade Road is a T intersection with SR 1 and does not allow traffic to turn onto southbound SR 1. With the improvement, drivers will be able to make a left turn at Holland Glade Road. DelDOT is working with the developer and hopes to have the signal built this year, 2023.

Airport Rd Extension, Old Landing Rd to SR 24 – This project involves extending Airport Road out to SR 24. Project design is underway but very early on. There is currently no timeframe.

Old Landing Road and Warrington Road Intersection Improvement – This project will consider a roundabout and a signal option. Extensive work with the community has been done in recent years, and currently the public prefers a traffic signal. DelDOT will present all viable alternatives at the intersection and the pros and cons of each. This project is still in the very early stages of development and is not yet in design.

New Road, Nassau Road to Old Orchard Road – DelDOT will be looking at adding shoulders and multi-modal improvements along New Road. Design is funded and scheduled to begin in FY 2025. There is no construction completion date at this time.

US 9 Widening (Old Vine Road to SR 1) – Design began on this project last fiscal year. The widening was recommended as part of the Henlopen Transportation Improvement District (TID). Design is just getting started and is exploring the feasibility of two lanes in each direction, as well as intersection and multimodal improvements. Construction is slated for FY 2029. Pam Steinebach added that later this year there will be a signal built at Nassau Road by the Redner's and timed with the one located at the Vineyards.

Beaver Dam Road Widening (SR 1 to Dairy Farm Road) – This project is also part of the Henlopen TID. The project includes two travel lanes in each direction and complete associated intersection improvements. Councilman Rieley asked whether DelDOT can also make improvements to the S-curve south of the intersection (proximate to the Kendale Road intersection). Shanté replied that all of the intersections are part of the TID and have been studied. Rieley asked if DelDOT would consider expanding the Henlopen TID given the development pressures in the vicinity of Cool Spring Road and Cave Neck Road. Shanté replied

that small expansions could be considered, but Cool Spring is at some distance from the TID boundaries. A new TID may be required to address the growth in those locations.

Andrew Bing asked Shanté to briefly explain what a TID is for anyone who may not know. Shanté explained that TID stands for Transportation Improvement District. DelDOT works with the local land use agency (in this case Sussex County) to develop the TID boundary and then examine parcels within that boundary that are undeveloped or ripe for redevelopment. Based on the comprehensive plan and zoning, there is an assessment of what future growth and development is likely. That information is provided to DelDOT who then determines the approximate traffic impact that will result from the development, and what transportation improvements are required to accommodate that growth. DelDOT then estimates the cost for those transportation improvements to determine what the cost-share would be between DelDOT and the development community.

Mulberry Knoll Road Extension from Cedar Grove Road to US 9 at Old Vine Road – DelDOT conducted a planning study to explore the feasibility of extending Mulberry Knoll Road. The study resulted in two recommended alternatives. The next step is the selection of a preferred alternative and design. This new roadway will help create a grid system in the area to improve traffic north-south traffic. Design is funded and scheduled to begin in FY 2028.

Postal Lane from Linden Lane to SR 1 Improvements – This project includes adding shoulders, bike lanes, and sidewalks to address multi-modal safety and connectivity. Design is funded and scheduled to begin in FY 2028.

Shady Road from Plantation Road to SR 1 Improvements – This project includes adding sidewalks, shoulders and turn lanes to address multi-modal safety and connectivity. Design is funded and scheduled to begin in FY 2028.

Kim Hoey Stevenson asked a question about the *US 9, Kings Highway, Dartmouth Drive to Freeman Highway* project, inquiring whether there is a way to leave the light at Cape Henlopen High School on Kings Highway in place instead of converting it into a roundabout so that students can cross when cars are at a full stop. Shanté replied that due to the volume of traffic in this corridor, the intersections must be either all signals or all roundabouts for traffic to be able to flow properly. Roundabouts are significantly safer because they have 8 conflict points opposed to 32 at a regular intersection, and they are safer for pedestrians and cyclists. Andrew asked Kim if she was surprised that roundabouts are that much safer than a traditional intersection. Kim affirmed that it feels counterintuitive, but acknowledged that these design decisions incorporate a lot of research. Kim reiterated her concern with students crossing the intersection and young drivers entering the roundabout. Bob Fischer suggested that DelDOT look into an overpass for pedestrians at this intersection.

Bob Fischer noted that traffic fatalities are proportionate to traffic volume and congestion, so it makes sense that traffic fatalities were higher in 2022 than 2021. Bob added it would be worthwhile to see a year-by-year comparison. Bob also observed that with incoming construction, congestion will likely increase which may create safety issues. He observed that most improvements will be complete by 2026, which Shanté confirmed. She also shared that in 2020, (at the height of the pandemic) traffic volumes decreased significantly, yet crashes and fatal crashes increased which was surprising. Prior to the pandemic, fatalities were in the low 100s, but in 2022 they were at 165. Bob asked if this was due to less enforcement. Shanté replied that DelDOT has been working with Delaware State Police on enforcement. Recently during a daytime targeted enforcement activity, dozens of distracted driving citations were

issued due to cell phone use, and several impaired drivers were issued citations as well. DelDOT continues to work on the best approach for dealing with these safety issues including increased education.

Andrew Bing noted that the focus, energy and commitment of the Working Group and members of the public has brought to the Five Points process has really helped lead to investment in this area and been a huge help to progressing projects. It also highlights the commitment of Sussex County and DelDOT to this area.

Shanté added that in the Five Points area alone, almost a quarter of a billion dollars will be invested in the next 6 years. That money will go towards improving safety, multi-modal infrastructure, operational efficiency, and connectivity for area residents.

There were no further questions or comments from members of the Working Group.

Plantation Road Improvements, Robinsonville Road to US 9 – Project Update

Shanté introduced Bryan Behrens who is a group engineer with DelDOT Project Development South and George Pierce who is an area engineer with DelDOT Construction. Bryan shared that he was excited to talk about this project because Plantation Road has been in development for the majority of his career, and utility and demolition work is finally underway.

Bryan explained that the biggest benefit of this project is to help move traffic along Plantation Road with the addition of another through-lane on Plantation Road heading south between US 9 to SR 24. The multi-lane roundabout and double left that will come off US 9 will help traffic clear out of the Five Points intersection. All of these improvements will help with safety. The connection between US 9, Beaver Dam Road and Plantation Road is being extended, and the intersection at US 9 will consist of a signal with a new right turn coming off of southbound SR 1 to that signal, opening into the multi-lane roundabout.

Bryan provided some general project updates. Design and right-of-way acquisitions were completed in the summer of 2022. The project was advertised to the contracting community, and tree clearing and utility relocations began in fall of 2022. The project was awarded to Mumford & Miller Concrete, Inc. in December of 2022, and construction will begin in March 2023. Shanté added that Mumford & Miller Inc. did the first phase of the SR 24 widening project.

Bryan noted that DelDOT is actively talking with Mumford & Miller Inc. about the project timeline. Conversations with Mumford & Miller Inc. are not yet complete. Once conversations are complete, the new timeline will be made available on project website.

The initial work will focus on off-alignment sections of the project. The closure of Salt Marsh Boulevard will occur very early on in the construction process. A lot of community outreach has been around this closure. There will be two planned detours associated with this construction: Plantation Road & Robinsonville Road, and Plantation Road/Beaver Dam Road/US 9 Connector. Two lanes of traffic will be maintained along Plantation Road during a majority of construction, except for temporary lane closures during off-peak periods. Off-alignment work will be completed without affecting traffic. On-alignment work will consist of building one side of the roadway at a time, allowing traffic to shift from one side to the other as it's being built.

Plantation Road and Robinsonville Road has an anticipated closure duration of 30 days. The detour will be along Plantation Road onto Cedar Grove Road and back onto Robinsonville Road. This is to realign Robinsonville Road into more of a T-intersection with Plantation Road.

Plantation Road/Beaver Dam Road/US 9 Connector has an anticipated closure duration of 6 months. This is needed to get in and out as soon as possible to lengthen connection from US 9 to new roundabout. For vehicles, this detour takes them down Cedar Grove Road over to Kendale Road and then over to Dairy Farm Road and down US 9. For cyclists, the detour will take them down Jimtown Road and down Robinsonville Road. Bryan also shared the link to the project website: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202011201

Councilman Mark Schaeffer asked what the anticipated timeline is to total project completion. Bryan replied that it should be complete in Fall 2024.

Councilman Rieley stated that the biggest issue is turning left off of northbound SR 1 onto US 9, since cars sometimes back up into the southbound lane of SR 1. Rieley asked if there was a way to minimize this issue. Bryan replied that there was some minor restriping done there a few years ago to make that movement better. This project will lengthen the left turn lane which should help, and the roundabout will keep traffic moving. Shanté added that she can ask Traffic Management team to review the signal timings again, but people will often run the light at this intersection and as a result “block the box” which further backs up traffic. Bob Fischer added that this issue is also complicated by high demand from Savannah Road westbound, filling up all the way to the signal, resulting in left turning traffic having nowhere to go. Shanté replied that DelDOT Traffic will look to see if any further signal timing improvements could be made.

Andrew pointed out that even though this group meets three times a year, Working Group members can reach out to Jenn to get project information via email at any time.

Bill Davis asked why the US 9 signal intersection is not a roundabout. Shanté replied that volumes are too high for a roundabout to work in this location unless it was a three or four lane roundabout. Bryan noted that the roundabout to be installed at Plantation Road and Belltown Road will be a multi-lane roundabout, which is still a new type of design for DelDOT. Bill asked if an overpass was considered at this location. Shanté replied that is not sufficient room to accommodate an overpass at this location.

Coastal Corridors Study Update

Leah Kacanda from WRA gave an update on the Coastal Corridors Study. Leah explained the study includes an analysis of east-west routes in Sussex County between the Delaware State line and SR 1. The study is focused on identifying issues along these routes, but especially Routes 16 and 9/404. An assessment of current and future traffic volumes further focused the study on those corridors between Routes 113 and 1.

Leah reviewed reasons for this study is being done now. Maryland has widened Route 404 to within a few miles of the Delaware state line, and Maryland is studying additional highway capacity crossing the Chesapeake Bay. There has been continuous year-round development along these corridors coupled with seasonal traffic to and from the Delaware beaches contributing to increased traffic. A primary goal of the study is to ensure that future growth works for the communities in the study area instead of hindering them. This is being done by focusing transportation safety and mobility, maintaining high quality of life, and ensuring continued economic competitiveness.

Currently, the study is soliciting feedback from the Coastal Corridors Committee based on traffic data and analysis. Through this process, the project team hopes to build consensus around possible solutions. Leah thanked Five Points Working Group Member Glenn Marshall for his participation on the Committee.

Leah reviewed the outreach that was conducted during the winter of 2019/2020 with 50 stakeholders from varying backgrounds including: residents, schools, businesses, emergency service providers, and elected and appointed officials. In the spring of 2020, five public workshops were held with 60 unique attendees. Data collection was impacted by the COVID-19 pandemic, so there was a slight pause in the study to allow more normal traffic patterns to resume. With data in hand, the public process has resumed in late 2022 with the first Committee meeting.

Not surprisingly, stakeholders and the public shared that they love the small-town and rural way of life of Sussex County and don't want to lose it. Suggestions and concerns related to safety, traffic, development, economic issues/opportunities, emergency services, and technology/GPS routing of vehicles onto smaller/back roads. Service workers in the downtown Lewes and Rehoboth Beach area live inland where more affordable housing is available. Many workers have a difficult time getting to work due to traffic, and finding and paying for parking in the beach communities is a challenge. Improving the east-west roads is one step, but the existing issues on SR 1 also need to be addressed.

Councilman Reiley asked when a development proposal is submitted through the Preliminary Land Use Services (PLUS) process via the Office of State Planning Coordination, whether that information used to track for future planning. Leah confirmed that yes, DelDOT works hand in hand with the PLUS process. Leah explained that historically, the Office of State Planning Coordination sends the development application out to all State agencies for comment, after which the application was sent out to the County. Recently, applications are going to the County for review earlier in the process because changes were occurring at the County level that need to be considered by State agencies. Mary Roth asked if municipalities were being included in the change in the PLUS process. Leah asked Todd Lawson if he was aware of any changes at the municipal level. Todd replied he was unaware. Jenn Cinelli confirmed that if there an amendment to a municipalities' comprehensive plan that would change the land use, that must be resolved by the local land use agency prior to the PLUS submission process. Ideally, the comprehensive plans should serve as the land use document that developers adhere to. Leah noted that she'd check with the Office of State Planning to see if there have been any other changes related to the municipal review process.

Leah resumed her presentation on Coastal Corridors feedback that was received about specific location concerns. Cave Neck Rd, Hudson Rd and Sweetbriar Rd were all mentioned, and along Route 16, the crossing with Routes 30, 5 and 1 were all flagged for further consideration. An east-west route that avoids downtown Georgetown was mentioned, as well as addressing truck traffic in the towns.

In the fall of 2022, the Coastal Corridors Committee was put together comprised of local stakeholders representing broader views of the community and to help push information about the study out to the public. This body will be developing transportation strategies for consideration. A public workshop will be held in the spring (subsequent to the Working Group Meeting, this workshop was scheduled for May 22). Andrew noted that the challenge with the Coastal Corridors study is to anticipate how things may develop and just stay ahead of the

growth. The Coastal Corridors Committee members have been very helpful in providing local feedback and helping the project team understand issues experienced day to day.

Bob Fischer asked if there is a way to gauge how willing landowners are to relinquish their properties that would be necessary to make any of these suggested improvements. Andrew responded that it is too early in the study process to think about right of way needs. Andrew noted that the first step is to establish some short, medium and long-term goals and possibly conduct additional studies to better understand those issues before making anyone nervous about land acquisition. The goal is to keep the public involved throughout the process.

Councilman Reiley added that one question he receives is regarding Maryland Route 404 increasing to a two-lane divided highway coming into Sussex County. He asked whether the Coastal Corridors team has considered this and what the plan is. Leah answered that yes, MD 404 is being discussed and thanks to the Streetlight big data tool, we are able to see how the traffic volumes from MD 404 disperse once they enter Delaware. Andrew added that MD 404 is a major concern, and an ongoing study to look at a third span across the Bay Bridge is being done as well. Although we are tracking the Maryland inputs to traffic, the team is equally if not more focused on development in the area which has a greater impact.

Leah encouraged the Working Group members to visit the Coastal Corridors Study website and the Coastal Corridors Committee website and to sign up for email updates, take the survey, and review study materials. The consulting team for Five Points is also the same team for Coastal Corridors. Jenn added that DelDOT is working with the towns of Greenwood and Bridgeville on a transportation master planning effort with both municipalities in preparation for incoming traffic from Route 404. Leah added that there has also been outreach to the Hispanic community due to the large Spanish-speaking community in Georgetown and Milton. The team has received valuable feedback to date.

Coastal Corridors Committee Meeting #3 will be held on February 13, 2023, focusing on SR 9/404 area. Andrew added that this study is very much in partnership with Sussex County, similar to Five Points.

Phase 2 Implementation Status

Leah presented the Phase 2 Implementation Status. She gave a brief overview of the implementation plan which consists of 78 recommendations, broken down into 5 categories.

As of January 2023, 62 of the 78 recommendations are in progress, ongoing, or completed. 5 recommendations are set to be initiated in 2023.

Recommendation B-2 - Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion, Secretary Majeski and Deputy Secretary Hastings are presenting to County Council on March 28.

B-10 – Endorse "don't block the box" legislation with camera enforcement, bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.

B-17 – Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks, to be initiated in 2023, and at this time, the focus will be on multi-modal trails. Councilman Reiley added that he is asked about Hudson Park/Cool Spring trailhead, north to Milton and south to SR 24 from residents and would be beneficial. Jenn added that she believes those specific spots are being looked at, and to stay tuned.

B-18 – Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County is happening currently, even though the slide says “To be initiated in 2023.” The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DelDOT, but led by Historic Lewes Byway/Delaware Greenways. The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.

B-20 – Consider whether CTP funding should be allocated based on population growth, is now in progress. There are nine new Sussex County projects in the FY23-FY28 CTP; 3 of those are in the Five Points area.

B-26 – Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country, is now in progress. As Shanté mentioned, national expert is conducting a peer review of the Kings Highway Project.

C-6 – Study the feasibility of lengthening left- and right-turn lanes throughout the study area is now complete.

C-18 – Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road, is to be initiated in 2023. Immediate maintenance concerns are being addressed now.

D-13 – Identify locations in the study area where bike parking can be provided, is to be initiated in 2023. This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.

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

E-6 – Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads is to be initiated in 2023.

E-9 – Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study is now in progress.

Lloyd Schmitz asked if there was any status update on the pedestrian bridge going across SR 1. Leah confirmed that yes, there is a funded effort to look at two locations currently, and the project team will have more information on that at the next meeting. The two areas being looked at are at the IG Burton and Home Depot area and further south at Midway. Currently looking at the feasibility, but one challenge has been trying to fit these in to be ADA-compliant when you have limited space to begin with.

Councilman Reiley asked about the Millboro Bypass being on schedule, which Bryan Behrens confirmed that construction is still on track to begin in the Spring of 2023.

Councilman Mark Schaeffer asked if there was any further discussion on a bicycle and pedestrian bridge over to Hudson Park and bicycle trails along SR 9. Jenn responded that she was aware that was a private initiative, and haven't heard any updates recently, but as far as she knew, they were still having discussions about it.

Public Comment (in-person and virtually)

There were no public comments received in-person or virtually.

Closing and Adjournment

Andrew closed out the meeting with the next meeting date of April 24, 2023 at 6:00 PM, and thanked everyone for participating and attending.

FIVE POINTS
TRANSPORTATION STUDY

List of upcoming meetings

Phase 2 Working Group

Public Workshop
Wednesday, June 14, 2023, 4:00pm -6:00pm
Cape Henlopen High School Library

Meeting #16

Monday, October 23, 2023, 6:00 pm
Location to be determined

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

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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
A. Recommendations to be implemented under current DelDOT projects or initiatives													
A	1	N/A	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DelDOT - Traffic		$	*	N/A	N/A	N/A	COMPLETE	Studies have been completed, with results presented to the Working Group in October 2019. DelDOT is proceeding with a program of grade separations and crossover improvements.
A	2	N/A	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DelDOT - PD South		$	*	$$	* *	◊ ◊	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DelDOT - PD South		$$	* *	$$$$	**	◊ ◊ ◊	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	N/A	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DelDOT - PD South		$	*	TBD	TBD	TBD	IN PROGRESS	Sussex County Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.
A	5	N/A	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DelDOT - PD South		$	*	$$	* *	◊ ◊	COMPLETE	Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DelDOT - PD South		$	*	$$$	* *	◊ ◊ ◊	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	N/A	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DelDOT - PD South/Planning		$	*	$$$	* *	◊ ◊ ◊	COMPLETE	The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

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B. Implement policies and procedures to make the area more efficient, sustainable, and beautiful													
B	**1**	**Y**	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DelDOT	$	*	N/A	N/A	N/A	ONGOING	All subdivision applications are subject to pre-application meetings. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.
B	**2**	**Y**	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DelDOT	$	*	N/A	N/A	N/A	IN PROGRESS	In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DelDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DelDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DelDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments). Secretary Majeski and Deputy Secretary Hastings presented to Sussex County Council in March.
B	**3**	**Y**	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DelDOT - Traffic	Private partner(s) such as Waze	$	*	$$	*	◊	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DelDOT app.
B	**4**	**Y**	91	Improve advance acquisition process to allow DelDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DelDOT	$	* *	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	**5**	**Y**	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DelDOT - Planning	DelDOT - Real Estate and PD South; property owners	$	*	$$	* *	◊	IN PROGRESS	DelDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1 , C-12.
B	**6**	**Y**	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		$	*	N/A	N/A	N/A	Longer-term	

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B	7	Y	89	Continue TID studies both east and west of Route 1	DelDOT - Planning	Sussex County, City of Lewes	$$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recomendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.
B	8	Y	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DelDOT - Planning	DelDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)	$$	*	$$$	* *	◊	IN PROGRESS	DelDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. DNREC is getting ready to update the entrance to Cape Henlopen State Park, and would like to explore adding automated counters for use in tracking parking occupancy. Coordinate with recommendation B-3.
B	9	N	69	Study enhancing New Road per Byway Master Plan	DelDOT	City of Lewes, Sussex County, Delaware Greenways, Byway Committee	N/A	N/A	$$$	* *	◊ ◊ ◊	ONGOING	The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.
B	10	N	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DelDOT	$	* *	$$	*	◊	COMPLETE	House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DelDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.
B	11	N	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		$	*	N/A	N/A	N/A	Longer-term	
B	12	N	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		$	*	N/A	N/A	N/A	Longer-term	
B	13	N	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DelDOT		$	*	TBD	TBD	TBD	COMPLETE	DelDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.
B	14	N	36	Identify locations where trees can safely be planted within the right of way	DelDOT		$	*	$$	* *	◊	ONGOING	DelDOT considers adding trees during development of capital projects. At the January, 2022 meeting DelDOT provided the Working Group with guidelines that govern how trees could potentially be planted within the right of way. DelDOT will continue to solicit feedback from the community for future capital projects.

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B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DelDOT	Sussex County	$	*	$$$	* * *	◊ ◊	Longer-term	
B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DelDOT		$	*	N/A	N/A	N/A	ONGOING	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DelDOT		$	*	$$	* *	◊	To be initiated in 2023	At this time, the focus will be on multi-modal trails.
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DelDOT, City of Lewes, Byway Committee	$	*	$$	* *	◊	IN PROGRESS	The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DelDOT, but led by Historic Lewes Byway/Delaware Greenway. The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.
B	19	N	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DelDOT	Sussex County Tourism	$	*	$$	*	◊	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DelDOT	Council on Transportation	$	* *	N/A	N/A	N/A	IN PROGRESS	There are nine new Sussex County projects in the FY23-FY28 CTP, 3 of those are in the Five Points area.
B	21	N	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DelDOT	Emergency service providers	$	*	$$	*	◊	ONGOING	Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		$	*	N/A	N/A	N/A	ONGOING	Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.
B	23	N	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DelDOT		$	*	N/A	N/A	N/A	COMPLETE	DelDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DelDOT	$	*	$	*	◊	IN PROGRESS	Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. Scott Thomas, Executive Director of Sussex County Tourism will be joining the Five Points Working Group in 2023 to aid in coordination.
B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DelDOT Planning	Sussex County, property owner	$	*	$$	* *	◊ ◊	IN PROGRESS	The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded. However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases. DelDOT is investigating right of way issues, including maintenance, for the remaining portion to Janice Road.
B	26	N	21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DelDOT	Sussex County	$	*	N/A	N/A	N/A	IN PROGRESS	A national expert is conducting a peer review of the Kings Highway Project.
B	27	N	9	Develop a better process for constituents to request transportation improvements	DelDOT	General Assembly, Sussex County, Council on	$	*	N/A	N/A	N/A	IN PROGRESS	DelDOT continues to develop the Project Pipeline Process, a new portal for the public to identify transportation issues and request improvements.

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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
C. Make the most of existing roadway infrastructure													
C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DelDOT - Planning		$$	* *	$$$$	* * *	◊ ◊ ◊	IN PROGRESS	The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A project is programmed in the FY 21 - 26 CTP. The project development process began in October 2021. The Coastal Corridors Study will begin a preliminary evaluation of Route 9 from Old Vine Boulevard through 113.
C	2	Y	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DelDOT - Traffic		$	*	$$	*	◊	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. The right turn lane was added to a paving rehabilitation project and construction is complete.
C	3	Y	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DelDOT - PD South		N/A	N/A	$$$	* *	◊ ◊	COMPLETE	A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.
C	4	Y	11	Improve the Canary Creek bridge on New Road to reduce flooding	DelDOT - Bridge		N/A	N/A	$$$	* *	◊ ◊ ◊	IN PROGRESS	A project has been initiated under DelDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021. Final right of way approval has been received. Construction is anticipated to begin in Fall of 2024.
C	5	Y	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DelDOT - PD South		$	*	$$$	* *	◊ ◊	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was annouced as the preferred alternative in 2022 and design will be completed in early 2024. All-way stop control was implemented recently as a interim safety upgrade.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DelDOT - Traffic		$	*	$$$$	* * *	◊ ◊ ◊	COMPLETE	DelDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DelDOT projects. DelDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project, although a recommendation was made to not move forward. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.
C	7	Y	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DelDOT - Planning/Traffic		$	*	$$$	* * *	◊ ◊ ◊	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded. A paving project added a right turn lane at US 9. Further action on hold pending completion of Minos Conaway GSI.
C	8	Y	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DelDOT - Traffic		$	*	$$	* *	◊	COMPLETE	DelDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more than striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.

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$$	$200K - $2M	* *	3-10 years	◊ ◊	Medium
$$$	$2M - $20M	* * *	>10 years	◊ ◊ ◊	High
$$$$	$20M - $200M				
$$$$$	> $200M				

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
C	9	Y*	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DelDOT Traffic/PD South		$	*	$	*	◊	COMPLETE	Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Direct access to Lowe's from Route 1 may reduce traffic at this location. The design of the access point is complete and now needs to be implemented .
C	10	Y*	32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DelDOT - Traffic		$	*	$	*	◊	ONGOING	This is a core function of DelDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.
C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders	DelDOT		$$	* *	$$$$$	* * *	◊ ◊ ◊	COMPLETE	In 2020 the Working Group clarified that C-11 applies to state roads. The Henlopen TID study addressed state-maintained roads west of SR 1 and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.
C	12	N	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DelDOT	Sussex County	$	*	$$$	* *	◊ ◊ ◊	ONGOING	An agreement between Lowe's and DelDOT has been executed to provide access to Lowe's from Route 1 through the Lewes Transit Center property. Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1.
C	13	N	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DelDOT		$	*	$$	* *	◊	Longer-term	This recommendation refers to crossovers between Five Points and Route 24.
C	14	N	51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	General Assembly	DelDOT	$	*	$	*	◊	COMPLETE	Area legislators supported the installation of this sign using their Community Transportation Funds. The radar speed sign was installed August 18, 2021.
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DelDOT		$	*	$$	*	◊	COMPLETE	Construction was completed in spring 2020.
C	16	N	84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DelDOT	Sussex County, Cape Henlopen School District	$	*	$$$	* *	◊ ◊	IN PROGRESS	The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic cirulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal. Currently, Beacon Middle uses 13 buses at departure and Love Creek uses 10 buses at departure; however, only 2 buses turn left on Mulberry Knoll Road. The project team is in discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road.
C	17	N	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DelDOT		$$	*	$$$$	* *	◊ ◊	Longer-term	
C	18	N	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DelDOT		$	*	$	*	◊	IN PROGRESS	Immediate maintenance concenrs are being addressed now.
C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DelDOT		$	*	$	*	◊	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DelDOT - Development Coordination		$	*	$$	*	◊	COMPLETE	In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT

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$$$$$	> $200M				

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
D. Make walking, bicycling, and transit more viable as alternatives to driving													
D	**1**	**Y**	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	City of Lewes, DRBA	DTC, DNREC	$	*	$$	*	◊	IN PROGRESS	Primary lead would be the municipality. DTC's role would be advisory to determine feasibility, and to serve as a partner to any study effort. DTC held preliminary conversations with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as jitneys. DTC also received a federal grant to pilot on-demand microtransit (DART Connect) services in the Georgetown and Millsboro areas. Based the success of the pilot, this type of service could be used in the Lewes area. Lewes started "Lewes Line" service in May 2022 and they hope to continue the pilot for summer 2023.
D	**2**	**Y**	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DelDOT - Planning	$$	*	$$$	* * *	◊ ◊	IN PROGRESS	The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.
D	**3**	**Y**	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DelDOT	Sussex County	$	*	TBD	TBD	TBD	IN PROGRESS	DelDOT Planning is drafting a Complete Streets Design Guide that will offer design guidance for roadways including bike and pedestrian facilities. The plan is currently in draft form, and will go out for public comment in early 2023.
D	**4**	**Y**	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DelDOT - Planning		$	*	$$$	* *	◊ ◊ ◊	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and SR 1/Minos Conaway Road, as well as by developer projects. The New Road Master Plan will identify remaining gaps on New Road. A gap remains on Old Orchard Road between the Trail and New Road. DelDOT will inventory remaining gaps in FY 23.
D	**5**	**Y**	71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DelDOT - Planning		$	*	$$$	* *	◊ ◊ ◊	IN PROGRESS	The Savannah Road Sidewalk project started construction November 1, 2021 and has been completed. It places sidewalk on the south side of Savannah Road from Quaker Road to the G&L Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. DelDOT will inventory remaining gaps in FY 23 and report to the Byway Committee. The Byway Committee has begun the Savannah Road Master Plan process. To be coordinated with C-8.
D	**6**	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DelDOT		$	*	$$$	* * *	◊ ◊	IN PROGRESS	Initial candidate locations have been identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside). Further evaluation, including public input, will be conducted as part of the SR 1 Low-Stress Bikeway Study. Coordinate with D-2 and D-10.
D	**7**	N	59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC		$	*	$$	*	◊	IN PROGRESS	DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.

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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DelDOT	$	*	$$$	* *	◊ ◊ ◊	IN PROGRESS	DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor. No local landowners are interested in partnering on this initiative.
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DelDOT		$	*	$$	* *	◊	IN PROGRESS	Being examined as part of the SR 1 Low Stress Bikeway study. Draft FY 2023-28 CTP has a project on Shady Road including pedestrian/bicycle improvements.
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DelDOT		$	*	$$$	* *	◊	IN PROGRESS	Evaluations are being conducted in conjunction with recommendations D-2 and D-6.
D	11	N	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		$	*	$$	*	◊	COMPLETE	DTC has upgraded and improved transit shelters in the Five Points study area with its new statewide standard shelter. 13 shelters were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations in 2020 and 7 more bus shelters were installed in 2021. DTC will continue to evaluate bus stops for shelters.
D	12	N	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DelDOT		$	*	$$$$	* * *	◊ ◊	Longer-term	
D	13	N	1	Identify locations in the study area where bike parking can be provided	DelDOT		$	*	$	*	◊	To be initiated in 2023	This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.
D	14	N	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DelDOT - Traffic		$	*	$	*	◊	COMPLETE	A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.
D	15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DelDOT, DRBA		$	*	$$	* *	◊	IN PROGRESS	Signs were installed in May 2018. Pedestrian crossings of Kings Highway were provided at the signal at Clay Road. Improved pedestrian crossings were installed at the signal at Kings Highway and Gills Neck Road in 2022. By agreement between a developer, the City of Lewes, and DelDOT, a new signal will be installed at Freeman Highway and Monroe Avenue which will have at least one crosswalk across Freeman Highway. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. The Kings Highway CTP project has started and a public meeting was held in February 2022. The project is currently under peer review by a "national expert." Rectangular Rapid Flashing Beacons (RRFB) were confimed to be operational on 12/30/2021 at the trail crossing of Freeman Highway near Cape Henlopen Drive.

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Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
E. Invest in new infrastructure to support anticipated growth													
E	**1**	**Y**	66	Study the feasibility of a grade separation at Five Points	DelDOT - Planning		$$	* *	$$$$	* * *	◊ ◊ ◊	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study. DelDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.
E	**2**	**Y**	70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DelDOT - Planning	Sussex County	$$	* *	$$$$	* * *	◊ ◊ ◊	COMPLETE	This idea was recommended by the Henlopen TID study. DelDOT initiated a planning study for this effort, and the Mulberry Knoll Road Extension Report was finalized in June 2022. Preliminary engineering for this project was included in the FY 23-28 Capital Transportation Program which was approved by FHWA and FTA as of November 16, 2022. Coordinate with A-7 and E-3.
E	**3**	**Y**	8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DelDOT - Planning	Sussex County, property owners and developers	$$	**	$$$$	* * *	◊ ◊ ◊	IN PROGRESS	Idea is recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along that corridor. Coordinate with A-7 and E-2.
E	**4**	N	29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DelDOT		$$	* *	$$$	* * *	◊ ◊ ◊	IN PROGRESS	A new road connection would allow developments in the area to access the roadway network from more than just a single point. Vineyards has now signed the TID Agreement for future phases. DelDOT and Sussex County will continue to coordinate with incoming developers throughout the development review process.
E	**5**	N	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DelDOT - Planning, PD South		$$	*	TBD	TBD	TBD	Longer-term	
E	**6**	N	57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DelDOT		$$	* *	$$$$$	* * *	◊ ◊ ◊	To be initiated in 2023	
E	**7**	N	77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DelDOT		$$	* *	$$$	* * *	◊ ◊ ◊	IN PROGRESS	Airport Road extension (Old Landing Road to SR 24) is funded for preliminary engineering in FY 23. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project.
E	**8**	N	85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DelDOT		$$	* *	$$$	* * *	◊ ◊ ◊	Longer-term	
E	**9**	N	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DelDOT		$$	*	$$$$$	* * *	◊ ◊ ◊	IN PROGRESS	

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FIVE POINTS
TRANSPORTATION STUDY



The Georgetown-Lewes Trail at SR 1, Photo by Stewart Megee, DelDOT South District

2022 ANNUAL REPORT

April 2023



FIVE POINTS
TRANSPORTATION STUDY

April 2023

To: Five Points Transportation Study Phase 2 Working Group Members

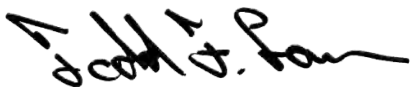
Kathi Colman
Bill Davis (new 2023)
Robert Fischer
Scott Green
DJ Hughes
Sen. Russ Huxtable (new 2023)
Todd Lawson
Glenn Marshall
Rep. Stell Parker Selby (new 2023)
Councilman John Rieley
Mary Roth
Councilman Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Kim Hoey Stevenson
Rep. Steve Smyk
Pamela Steinebach
Scott Thomas (new 2023)
Ann Marie Townshend
Michael Tyler

Thank you for your participation in – and support of – the Five Points Transportation Study. We are pleased to present the 2022 Annual Report for Phase 2 of the study effort. Welcome to the new members who have joined the Working Group in 2023.

With the help of the Working Group, significant progress was made in 2022 toward implementing many of the 78 recommendations approved by the Phase 1 Working Group. In addition to continuing work on 34 recommendations that were in progress or ongoing at the beginning of 2022, DelDOT and Sussex County began work on four additional recommendations. Four of the 78 recommendations were completed in 2022, bringing the total completed to 25.

In 2023 the goal is to continue implementing projects and initiatives generated by the recommendations from Phase 1, with a focus on making improvements that the public can see on the ground. We are confident that, by following these recommendations, DelDOT and Sussex County can continue to make meaningful strides toward improving mobility and safety, maintaining quality of life, and providing opportunities for economic development in the Five Points area.

Sincerely,



Ms. Nicole Majeski
Secretary
Delaware Department of Transportation
800 South Bay Road
Dover, Delaware 19901

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

INTRODUCTION

This annual report documents activities in 2022 for Phase 2 of the Five Points Transportation Study. The goal of Phase 2 is to implement the Phase 1 Working Group recommendations in a process led by the Delaware Department of Transportation (DelDOT) and Sussex County (the County), informed by the Phase 2 Working Group and the public.

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Origin of the Five Points Transportation Study

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

Phase 1

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

Phase 1 was conducted from December 2017 to October 2018. During that period the Phase 1 working group met ten times and conducted two public workshops. The working group developed 78 recommendations, which are documented in the Phase 1 Final Report published in October 2018 that can be viewed on the Five Points website: **5points.deldot.gov**. The recommendations were organized into five categories:

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

Phase 2

Phase 2 consists of the implementation of the 78 recommendations. A Phase 2 Working Group was established in 2019, with the primary purpose of providing input to DelDOT and the County on implementation of the Phase 1 recommendations. In addition, the Phase 2 Working Group process focuses on education and engagement. At Working Group meetings, presentations are given on a variety of relevant transportation issues, questions are answered about DelDOT and County initiatives, and the Phase 2 Working Group is asked to share information with their constituents on the implementation plan and other topics of interest.

The 2022 Phase 2 Working Group had 19 members, including 9 members who served in Phase 1 and three new members who joined in 2022.

2022 WORKING GROUP MEMBERS

Ms. Kathi Colman
Mr. Robert Fischer*
Mr. Josh Grapski
Mr. Scott Green*
Councilman Doug Hudson
Mr. DJ Hughes*
Senator Russ Huxtable
Mr. Todd Lawson*
Sen. Ernesto B. Lopez*
Mr. Glenn Marshall
Ms. Carol Materniak
Rep. Stell Parker Selby
Ms. Mary Roth
Councilman John Rieley
Councilman Mark Schaeffer
Mr. Lloyd Schmitz*
Rep. Peter Schwartzkopf*
Rep. Steve Smyk*
Ms. Pamela Steinebach
Ms. Kim Hoey Stevenson
Ms. Ann Marie Townshend*
Mr. Michael Tyler

* also served on Phase 1 Working Group

During 2019 and 2020, the first two years of Phase 2, DelDOT and Sussex County acted upon 40 recommendations in addition to seven recommendations that were incorporated into existing DelDOT projects already in progress. By the end of 2020, 47 of the 78 recommendations, or half, were Complete, Ongoing, or In Progress.

In the fall of 2021, DelDOT and Sussex County evaluated the recommendations they could reasonably begin to implement in 2022. Recommendations that were not already in progress, ongoing, or incorporated into existing projects were classified as either To Be Initiated in 2022 or Longer-Term.

The Phase 2 Working Group met three times in 2022. A hybrid in-person/online open house was held in June to present the 2021 Annual Report and allow the public to comment and ask questions.

In between Working Group meetings, one email update was sent out to Working Group members and the public and was placed on the study website.

In 2022, implementation continued for thirty-seven recommendations that were classified as in-progress or ongoing, and an additional four recommendations were started. At the end of 2022, 62 of the 78 recommendations – or 79 percent – are Complete, Ongoing, or In Progress.

The following sections provide information on 2022 meetings and activities, details on progress made in 2022, and proposed priorities for 2023. An appendix provides more detail on the status of each individual recommendation. A public workshop is scheduled for June 2023 to present this information.

MEETINGS AND ACTIVITIES IN 2022

Five Points Working Group Meetings

The plan was to hold hybrid in-person/online Working Group meetings three times in 2022 to maximize access for the public and participation. Hybrid meetings using DelDOT's Zoom platform were held in January, April, and October. The public was invited to attend these meetings in-person or online, and to make comments. Public attendance averaged approximately 16 people per meeting. Meeting materials and the minutes of each meeting, as well as recordings of the meetings, were placed on the study website.

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

January 31, 2022: hybrid meeting

Leah Kacanda, project team member from WRA, presented an overview on roundabouts, including functionality, and improving traffic flow and safety. Leah shared the following locations in the Five Points area that were scheduled for roundabout construction:

- Plantation Road
- Wescoats Road at Marsh Road
- Minos Conaway (three locations)
    - Nassau Road/New Road
    - Janice Road/New Road
    - Minos Conaway Road/Service Road A

Mike Campbell, Landscape Architect from WRA, presented an overview on Trees within the Right-of-Way to educate and solicit feedback from working group members. Mike's presentation included information on why DelDOT would include trees along a typical project in public right-of-way, safety being a factor in placement of trees, selecting the proper species of trees and maintenance requirements and costs of installing trees and landscaping within the right-of-way.

April 25, 2022: hybrid meeting

DelDOT Deputy Secretary and Chief Engineer, Shanté Hastings gave an overview on Capitol Transportation Program (CTP) projects in the Five Points Area. For each project, Shanté reviewed project descriptions, phases, projected construction completions, and updates. The CTP projects Shanté reviewed in the Five Points area included:

- Savannah Road Sidewalk Improvements
- SR 24, Love creek to Mulberry Knoll
- Coastal Highway Intersection Improvements
- Plantation Road Improvements, Robinsonville Road to US 9 (Phase 1)
- Realignment of Old Orchard at Wescoats Corner
- Cave Neck Road, Hudson and Sweetbriar Roads Intersection Improvements
- SR 1, Minos Conaway Road Grade Separated Intersection

- SR 1 and Cave Neck Road Grade Separated Intersection
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Plantation Road Improvements, SR 24 to Robinsonville Road (Phase 2)

Several of these projects will benefit the Five Points intersection by providing vehicular traffic with alternate routes. These projects will be advanced so they are completed sooner rather than later. Shanté added that all of the project information is available on the DelDOT website at www.deldot.gov/projects

Bill Geschrei, WRA project manager for the New Road Improvements project, presented updates on the project. Bill reviewed project limits, existing conditions, goals, future environmental impacts if New Road and Bridge No. 3-714 over Canary Creek are left as is, cross sections of proposed improvements, structural designs, and traffic detours to be implemented during construction. The project includes a proposed shared use path crossing along New Road, with flashing warning signs so that vehicles are aware of bikes and pedestrians crossing and a median crossing island. The next steps in the project timeline include completing the construction documentation and project advertisement for competitive bidding:

- Right-of-way acquisition - Ongoing
- Competitive bidding - Fall 2023
- Notice to proceed – Spring 2024
- Start construction – Fall 2024
- Project completion – Spring 2025

John Fiori, the DelDOT Bicycle Coordinator, presented updates on the Bicycle Program for Local System Improvements. John shared a history of the previous phases of the Georgetown to Lewes Trail, details on the current state of the trail (8 miles in length), the next and future phases leading to completion. Once complete the multimodal pathway will be 16.9 miles long between Georgetown and Lewes, and users will be able to utilize a separated non-motorized facility to Rehoboth Beach without needing to ride on a roadway. The next phase of the Georgetown to Lewes Trail will be Cool Spring Road to Fisher Road. John also shared information on completion of the Junction-Breakwater low-stress multi-modal connection into the City of Rehoboth Beach, and bicycle safety checkpoints dates and locations.

Tremica Cherry-Wall of DTC gave an update to the DART Summer Operations schedule, covering date of schedule, parking for park and ride locations, fare costs, and routes included in summer schedule (201, 203 and 204). Tremica encouraged all users to download the DART apps if they haven't done so yet. The DART Pass app allows users to make fare payments seamlessly, speeding up the boarding process. The DART Transit app provides real time bus information so users can see when the bus will actually arrive at their locations.

Gene Donaldson from DelDOT's Transportation Management Center (TMC) gave an overview of the DelDOT app including its capabilities and new features (Electric Vehicle Charging Stations, Report an Issue, and the DMV home screen. Gene provided details and instructions on how to report an issue to the TMC via the DelDOT app or by calling the TMC directly.

October 17, 2022: hybrid meeting

Andrew Bing from the Five Points consultant team and Jenn Cinelli from DelDOT Planning provided updates to Summer Traffic, Transit and Trails. The update included traffic data for the Dover Toll Plaza on SR 1 for Friday through Monday for Memorial Day and Labor Day 2022, and the pilot run of the Lewes Line which operated the entire 2022 summer season. The Lewes Line was able to get off the ground thanks to support from private partnerships and the bond bill but would need more partners to continue the program.

Dorothy Morris and Jason Vogl from the Office of State Planning and Coordination (OSPC) presented information on the Delaware Planning Development Trends Report, which was just released around the time of this meeting. Dorothy explained that the OSPC Delaware Planning Development Trends Report details development activities across all local jurisdictions within the State of Delaware in order to coordinate land use with the state budget process. Jason presented an interactive map featuring the data used to prepare the report, which is available for public use:
ttps://devtrends.stateplanning.delaware.gov/apps/development-trends-dashboard-2022/explore

Sarah Coakley, DelDOT Principal Planner, presented updates on the Henlopen Transportation Improvement District (TID). Sara noted that the Planning and Environment Linkages Study (PEL) allows DelDOT to get a head start on National Environmental Policy Act (NEPA) Process. The Mulberry Knoll Road Extension Study included a PEL. Sara was able to answer questions from the Working Group members pertaining to the Henlopen TID and TIDs in general.

Public Workshop - Open House

An Open House was held to present the contents of the 2021 Annual Report, describe progress made in 2021 on implementation of study recommendations, and discuss goals for 2022. One drop-in session was held, on Wednesday, June 22, after being rescheduled from Monday, May 16 due to severe weather conditions. In total, 37 people attended. Most of the workshop comments and online survey responses were focused on site specific issues/concerns at or around Five Points intersection itself, including:

- Functionality of Plantation Road/ Beaver Dam Road/Route 9 intersection
- Excessive speeds northbound on Nassau Bridge
- Improper signage on Route 9 westbound
- "Don't block the box" legislation
- Maintenance of state-owned property north of Bay Terrace after completion of Plantation Road project
- Congestion along Route 9

Information about all DelDOT projects is available in the project portal at https://deldot.gov/projects/.

CTP for FY 23 - 28

On February 24, 2022, the Council on Transportation approved DelDOT's FY 23 – FY 28 Capital Transportation Program (CTP). FHWA and FTA approved the FY 23 – FY 28 CTP on November 16, 2022.

Nine new projects in Sussex County were added to the FY 23 – FY 28 CTP. Three are in the area of Five Points:

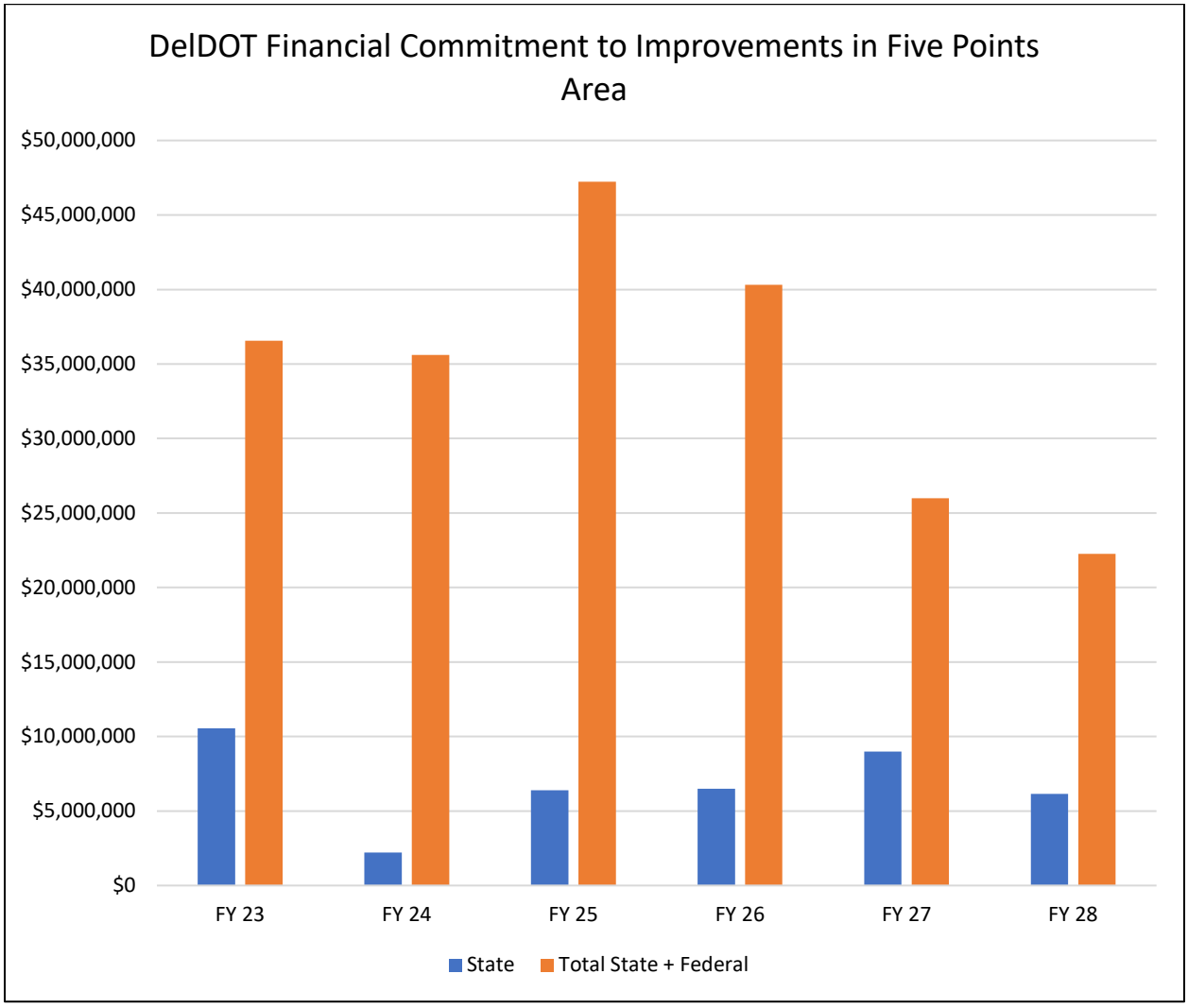
- Mulberry Knoll Road (Cedar Grove Road to US 9 at Old Vine Road) Extension
- Postal Lane (Linden Lane to SR 1) Improvements
- Shady Road (Plantation Road to SR 1) Improvements

Preliminary engineering for all three projects is planned to begin in FY 28.

Twelve Five Points area projects are carried forward from the previous CTP, for a total of 15 projects in the area of Five Points:

- SR 1 and Cave Neck Road Grade Separated Intersection
- SR 1, Minos Conaway Grade Separated Intersection
- US 9 and Minos Conaway Intersection Improvement
- US 9 Widening (Old Vine Blvd. to SR 1)
- Airport Road Extension, Old Landing Rd to SR 24
- Beaver Dam Road Widening (SR 1 to Dairy Farm Road)
- Cave Neck Road, Hudson Road, and Sweetbriar Road Intersection Improvement
- New Road (Nassau Road to Old Orchard Road)
- Old Landing Road and Warrington Road Intersection Improvement
- Plantation Road Improvements, SR 24 to US9
- US 9, Kings Highway, Dartmouth Drive to Freeman Highway
- Realignment of Old Orchard Road at Wescoats Corner

The financial commitment of state funds made by DelDOT for capital projects in the Five Points area over the next six fiscal years totals over $37,000,000. In addition, DelDOT plans to allocate over $167,000,000 of its federal transportation funds to these projects. **This will result in a total six-year investment of more than $204 MILLION in the Five Points area.**



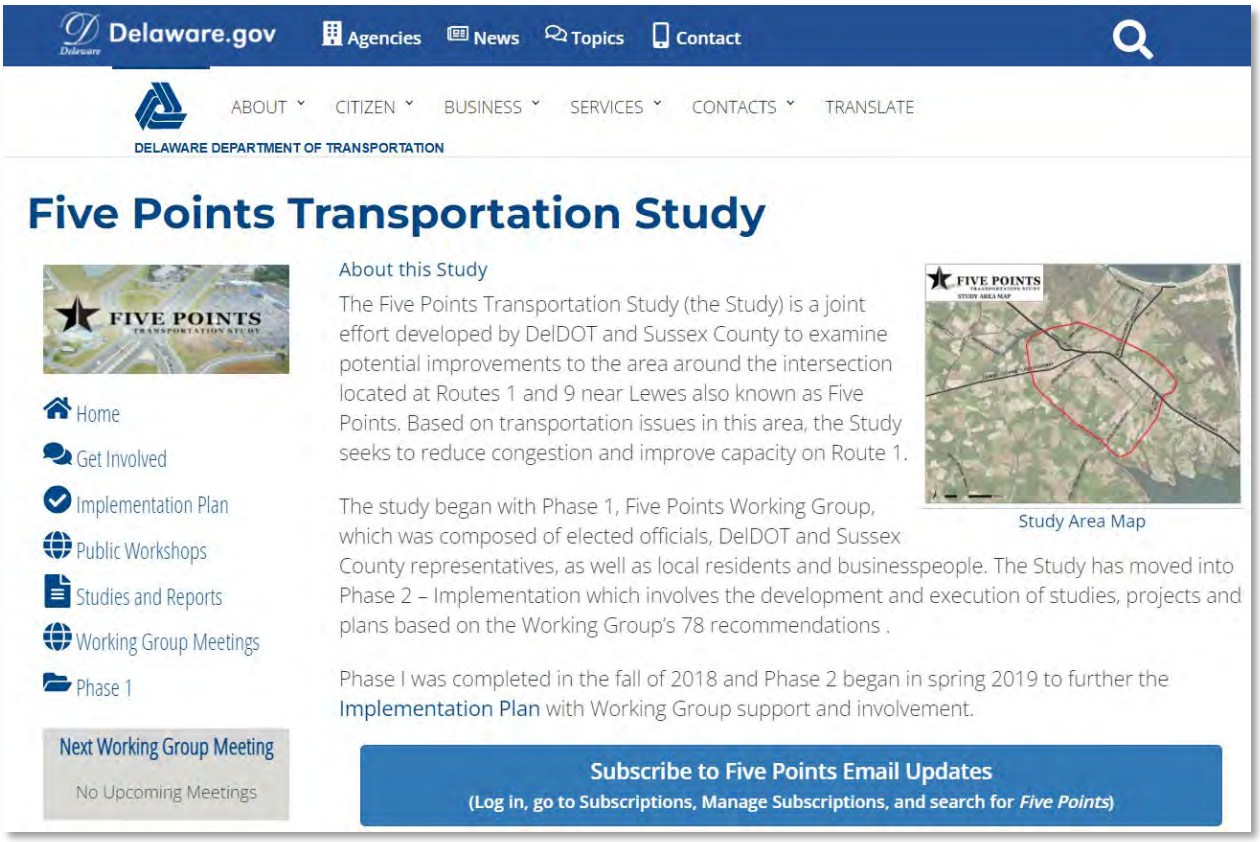
Other transportation projects in the next six fiscal years include a safety improvement project at the intersection of Dairy Farm Road and Beaver Dam Road/Fisher Road, as well as improvements to the New Road bridge over Canary Creek, with work currently scheduled to begin in fall of 2024. Costs of these projects are within county-wide or state-wide budget numbers rather than individual CTP line items.

Five Points Transportation Study Website

During Phase 1, DelDOT established a website, **5points.deldot.gov**, to serve as an information portal for stakeholders and the public, where all project-related materials and activities could be viewed and/or downloaded.

In March 2020 a redesigned Five Points website went live. The website is regularly updated to include Working Group meeting and workshop announcements, as well as Working Group meeting materials. The Implementation Plan showing current status of all the Five Points recommendations is provided on the website. The website includes reports from current and previous studies undertaken in the Five Points area, as well as links to the DelDOT website project pages for projects in the Five Points area. DelDOT press releases relating to the Five Points Transportation Study and all the monthly email updates sent to the public are also available on the website.

The website was visited 50 times over the course of 2022, or an average of 4 times per month. Throughout 2022, there were no significant spikes in activity on the website.



Email Updates – "Following Five Points"

"Following Five Points" email updates continue to provide Working Group members and the public with regular project information and updates on other projects taking place in the Five Points area. Email updates are sent once between Working Group meetings. In 2022, Following Five Points email updates were distributed in February, March, June, September, and December 2021; additional email updates were distributed in February to announce a public workshop for the Kings Highway project; April to provide the log-in information for the April hybrid Working Group Meeting; and then several were sent in May and June regarding the postponement and then rescheduling of the Spring Open House. All total, ten (10) Following Five Points email updates were distributed in 2022. Regular email updates included a recap of the most recent Working Group meeting and announcements of upcoming Working Group meetings; announcements/invitations to public events (workshops, webinars, information sessions, etc.) for the Five Points Transportation Study and other DelDOT projects within the Five Points area; updated resources/information for other on-going projects in and around the Five Points area; and an educational segment called the "Knowledge Corner" that provides information on a transportation topic related to the Five Points Transportation Study or other DelDOT efforts. The email updates continue to allow for more consistent communication from the Study Team to the Working Group and the public on transportation topics affecting the Five Points area.

The distribution list for the "Following Five Points" email updates was originally developed in 2018 and 2019 from in-person Working Group meeting and public workshop sign-in sheets. Over the course of the study, the distribution list has continued to be updated and was updated in 2022 to reflect changes to Working Group members or local elected officials; individual requests to be added to the list; and registration and attendance at online Working Group meetings and online public workshops. In terms of distribution, the Following Five Point Distribution list increased by two (2) individuals from 2021 to 2022. However, the Following Five Points email updates continue to be a popular read with subscribers, with, on average, nearly 60 percent of subscribers opening and reading the articles in each issue.

	2021	2022	Change from 2021-2022
Distribution List	482	484	2
Email Updates Sent	11	10*	-2
Average Opens	199	257	58
Average Open Rate	52.9%	60%	7.1%

*September 2022 Email Update was sent twice because of an error. The re-send is not included in this number.

Public Workshops for Current Projects Related to the Five Points Transportation Study

Seven public workshops related to projects in the Five Points area were conducted in 2022.

- **New Road Bridge Replacement and Roadway Improvements**
  A public workshop was held in person on March 29, 2022. This was an informational meeting to provide project goals, existing and proposed conditions, and renderings of the New Road bridge replacement.

- **SR 1 Low Stress Bikeways Study**
  Three outdoor public outreach events were held to solicit public input on the SR 1 Low Stress Bikeways Study on Friday, June 24 4:00 PM at Junction-Breakwater Trail @ Rehoboth Avenue, Saturday, June 25, 9:00 AM at Georgetown-Lewes Trail @ Nassau Road and Junction-Breakwater Trail @ Hebron Road (both Saturday events were held concurrently).

  A public workshop was held in person on Wednesday, November 16, 2022, 5:00 PM. This workshop invited the pubic to review findings from 2022 summer public survey, comment on the results of DelDOT's analysis of the degree to which different crossing locations along SR 1 will help improve low-stress connectivity within the project area and share their ideas and preferences for the locations of low-stress bike connections along SR 1. This workshop also provided an update on the overall study and schedule.

- **Corridor Capacity Preservation Program (CCPP) SR 1 Plan Update**
  A hybrid public workshop was held on Wednesday, November 16, 2022, 4:00 PM. This workshop sought public feedback to help develop the latest update on the CCPP SR 1 Plan by having the public answer several questions posed by DelDOT: How can DelDOT - Handle traffic safely and efficiently? - Minimize impacts of development? - Plan future improvements? - Utilize service roads?

- **North Bethany Pedestrian & Bicyclist Safety Study**
  A hybrid public workshop was held on Wednesday, October 26, 2022, 5:00 PM. This workshop presented study information, including collected data and observations, and included a question-and-answer period. Comment forms were also made available.

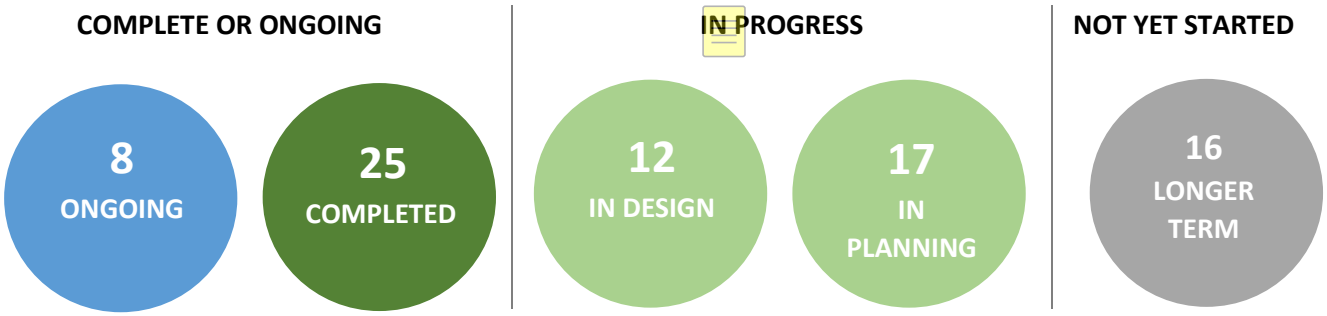
- **Coastal Highway Intersection Improvements, Location 3 - SR 1 and Old Landing Road**
  A virtual public workshop was held on Wednesday, March 30, 2022, all day. This workshop presented proposed designs, display plans, and pre-recorded video of presentation. These materials were made available for 30 days, and so were comment forms for the public to express their views, giving reasons of support, or opposition to the proposed project.

- **US 9 (Kings Highway) from SR 1 to Freeman Highway**
  A virtual public workshop was held on Wednesday, February 23, 2022, 4:00 PM. This workshop presented the concept design and updated the public on the upcoming design schedule. Display plans and project information were provided for public review and comment. Attendees also had the option to download materials from the project website.

IMPLEMENTATION STATUS SUMMARY

By the end of 2022, of the 78 recommendations, 29 were in progress, including four that were listed as agency priorities for initiating work in 2022, and 25 were completed. One recommendation was changed to Ongoing in 2022, bringing the total Ongoing to eight. Work for Ongoing recommendations is part of DelDOT's or the County's core responsibilities and is performed on a regular basis.

Status of recommendations at the end of 2022



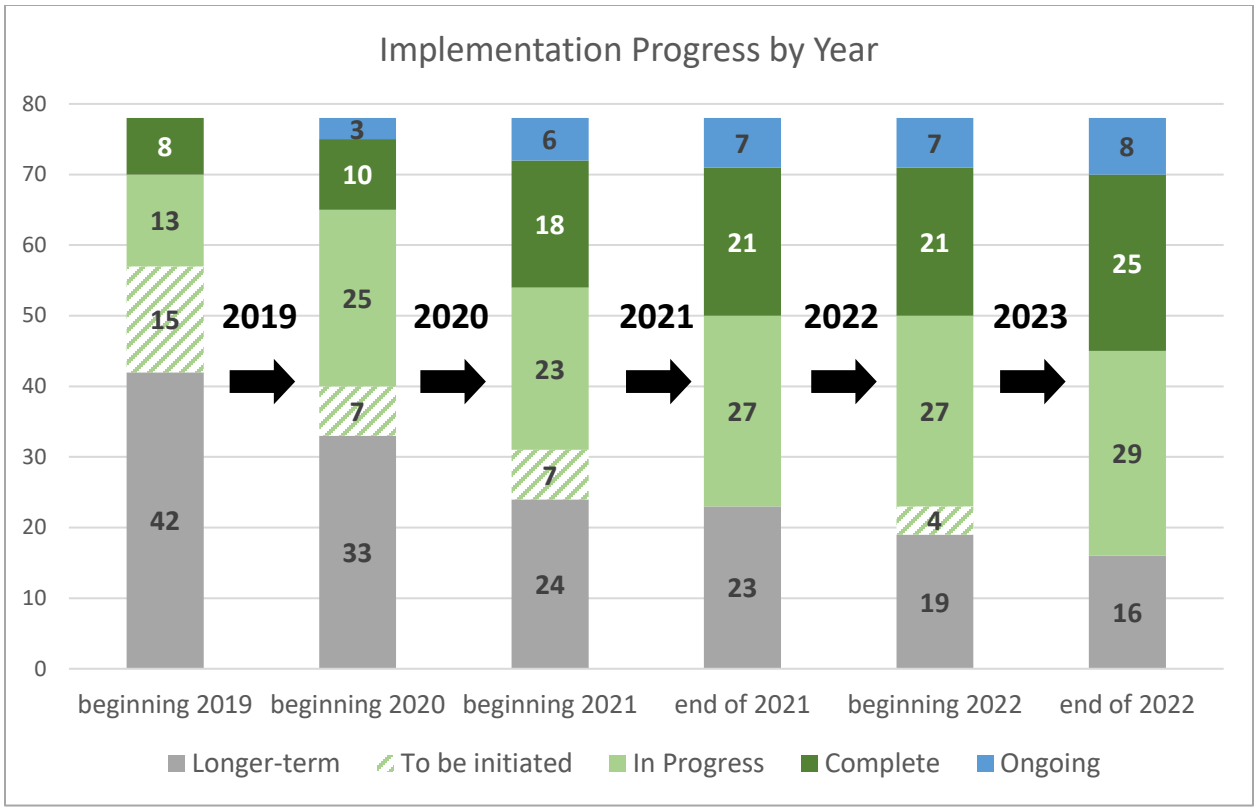
Progress Made During 2022

At the beginning of 2022, 55 of the 78 recommendations were in progress, complete, or ongoing ("ongoing" meaning that work will continue to be performed on a regular basis, whereas work "in progress" will be "complete" at some point).

For example, recommendation B-1, "Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation" is classified as ongoing, since new development applications are submitted regularly, and this recommendation will apply indefinitely. Recommendation B-2, "Consider modifications to land development requirements and/or the Development Coordination Manual..." is "in progress," since staff at the County and DelDOT are working to revise these documents, and once those revisions are done the status of this recommendation will change to "completed."

At the beginning of 2022, 23 of the 78 recommendations had not yet been started. The Implementation Plan called for initiating action in 2022 on four longer-term recommendations, while also continuing work already in progress.

Four recommendations that had been considered "Longer-Term" in 2021 were initiated in 2022. By the end of the year, three were classified as "In Progress" and one as completed. Three other recommendations that were in progress at the beginning of 2022 were also completed. By the end of 2022, 62 of the 78 recommendations were in progress, complete, or ongoing, while only 16 had not yet been started, as shown in the following chart.



The progress made within the categories is summarized below. More detailed information is provided in the Appendix, which describes progress for each individual recommendation including any change of status that occurred in 2022.

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

STATUS	Beginning of 2022	End of 2022	Change
Complete	5	6	+1
Ongoing	0	0	-
In Progress	2	1	-1
Initiate in 2022	0	0	-
Longer Term	0	0	-
TOTAL	**7**	**7**	**-**

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

STATUS	Beginning of 2022	End of 2022	Change
Complete	5	6	+1
Ongoing	5	6	+1
In Progress	7	8	+1
Initiate in 2022	1	2	+1
Longer Term	9	5	-4
TOTAL	**27**	**27**	**-**

Category C: Make the most of existing roadway infrastructure

STATUS	Beginning of 2022	End of 2022	Change
Complete	9	10	+1
Ongoing	2	2	-
In Progress	5	5	-
Initiate in 2022	1	1	-
Longer Term	3	2	-1
TOTAL	**20**	**20**	**-**

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

STATUS	Beginning of 2022	End of 2022	Change
Complete	2	2	-
Ongoing	0	0	-
In Progress	10	11	+1
Initiate in 2022	1	1	-
Longer Term	2	1	-1
TOTAL	**15**	**15**	**-**

Category E: Invest in new infrastructure to support anticipated growth

STATUS	Beginning of 2022	End of 2022	Change
Complete	0	1	+1
Ongoing	0	0	-
In Progress	3	4	+1
Initiate in 2022	1	1	-
Longer Term	5	3	-2
TOTAL	**9**	**9**	**-**

NOTABLE ACHIEVEMENTS

Construction

The Five Points Transportation Study is about more than just analyses and reports. Through partnership and collaboration, the many groups within DelDOT and Sussex County government continued to implement Five Points Transportation Study recommendations and advance projects already in progress to make actual changes on the ground.

Improvements that have been constructed during 2022 include:

- Savannah Road Sidewalk improvements
- Munchy Branch Road shared use path

The construction schedule for DelDOT projects in the Five Points study area is illustrated in the following table. Three of the planned projects are not yet scheduled (noted as TBD in the table). The current CTP covers FY 2023 – 2028; therefore, projects shown in years after 2028 have a less certain estimate of start of construction.



Rectangular Rapid Flashing Beacons (RRFBs) on Freeman Highway

* The SR 1 Intersection Improvements project no longer includes improvements at SR 1/US 9, which will now be included in the overall SR 1 & Minos Conaway GSI project, or at SR 1 & Kings Highway, which will be advertised under a separate contract.

DelDOT Capital Transportation Program and Traffic Projects

Project	Estimated Construction Year								
	22	23	24	25	26	27	28	29	30
Removal of Bridge 3-928R, Lewes RR Swing Bridge									
Plantation Road Improvements, SR 24 to US 9									
SR 24, Love Creek to Mulberry Knoll Road									
Coastal Highway Intersection Improvements (SR 1/Old Landing Road)*									
US 9 and Minos Conaway Intersection Improvements									
SR 1, Minos Conaway Road Grade Separated Intersection									
BR 3-714 on S266 New Road over Canary Creek									
SR 1 and Cave Neck Road Grade Separated Intersection									
Cave Neck, Hudson, and Sweet Briar Rd intersection (FAST Track)									
Georgetown to Lewes Trail, Fisher Road to Airport Road									
Realignment of S269A (Old Orchard Road) at Wescoats Corner									
US 9 Widening (Ward Ave. to Old Vine Blvd)									
US 9, Kings Highway, Dartmouth Drive to Freeman Highway									
Airport Road extension, Old Landing Rd. to SR 24 (TBD)									
Beaver Dam Road Widening, SR 1 to Dairy Farm Road** (TBD)									
Mulberry Knoll Road (Cedar Grove Rd. to US 9) Extension (TBD)									
New Road, Nassau Road to Old Orchard Road (TBD)									
Old Landing Rd and Warrington Rd Intersection Improvement (TBD)									
Postal Lane (Linden Lane to SR 1) Improvements (TBD)									
Shady Road (Plantation Rd. to SR 1) Improvements (TBD)									

**The Beaver Dam Road Widening project now includes Dairy Farm Rd & Beaver Dam Rd/Fisher Rd Intersection Improvement which appeared as a separate project in the 2020 Annual Report.

Lewes Line Pilot Season

The City of Lewes operated the Lewes Line Pilot Program between May 23 and September 30, 2022. This seasonal transit program utilized retired DART paratransit buses. Tickets were $1 each, or 12 rides for $10, and later discounted to 12 rides for $5. The cost was approximately $120,000 to operated. The Pilot was funded by sponsorships and the bond bill. The program generated $6,100 in ticket sales. The most popular stops were the Cape May-Lewes Ferry Terminal and the intersection of 2nd and Market Street. The City hopes to continue the pilot for summer 2023.





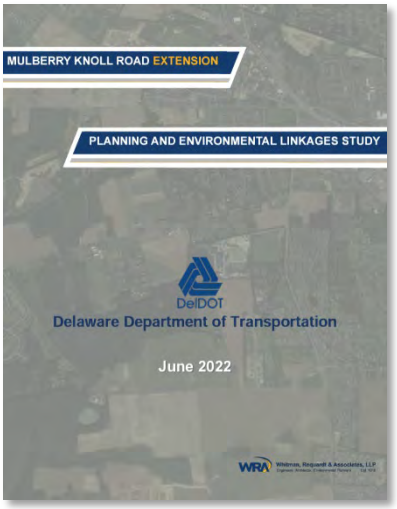
Source: Cape Gazette



Source: Cape Gazette

Mulberry Knoll Road Extension Study Completed

The Mulberry Knoll Road Extension Study was finalized in June 2022. The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. This Study addressed Five Points recommendations A-7, E-2 and E-3.



"Don't Block the Box" Legislation Adopted

House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DelDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.

Bringing State Roads up to DelDOT Standards

C-11 recommends that DelDOT "develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders." In 2020 the Working Group clarified that C-11 applies to state roads. The Henlopen TID study addressed state-maintained roads west of SR 1 and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others, rendering this recommendation complete.

PRIORITIES FOR 2023

The following four recommendations are planned for initiation in 2023.

- **B-17: Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks.**
- **B-18: Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County.**
- **C-18: Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road.**
- **D-13: Identify locations in the study area where bike parking can be provided.**

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

Other relevant activities that will continue in 2023 include coordination with developers to take advantage of opportunities to incorporate improvements that further the Five Points Transportation Study recommendations, as well as the operation and management of the Henlopen TID.

APPENDIX: STATUS OF RECOMMENDATIONS

Each of the 78 recommendations of the Five Points Phase 1 Working Group is listed, with information describing status as of end of 2022, and as applicable, activities completed during the past year, next steps, and anticipated schedule.

Category A - Recommendations to be implemented under current DelDOT projects or initiatives (as of the end of 2021)

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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

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

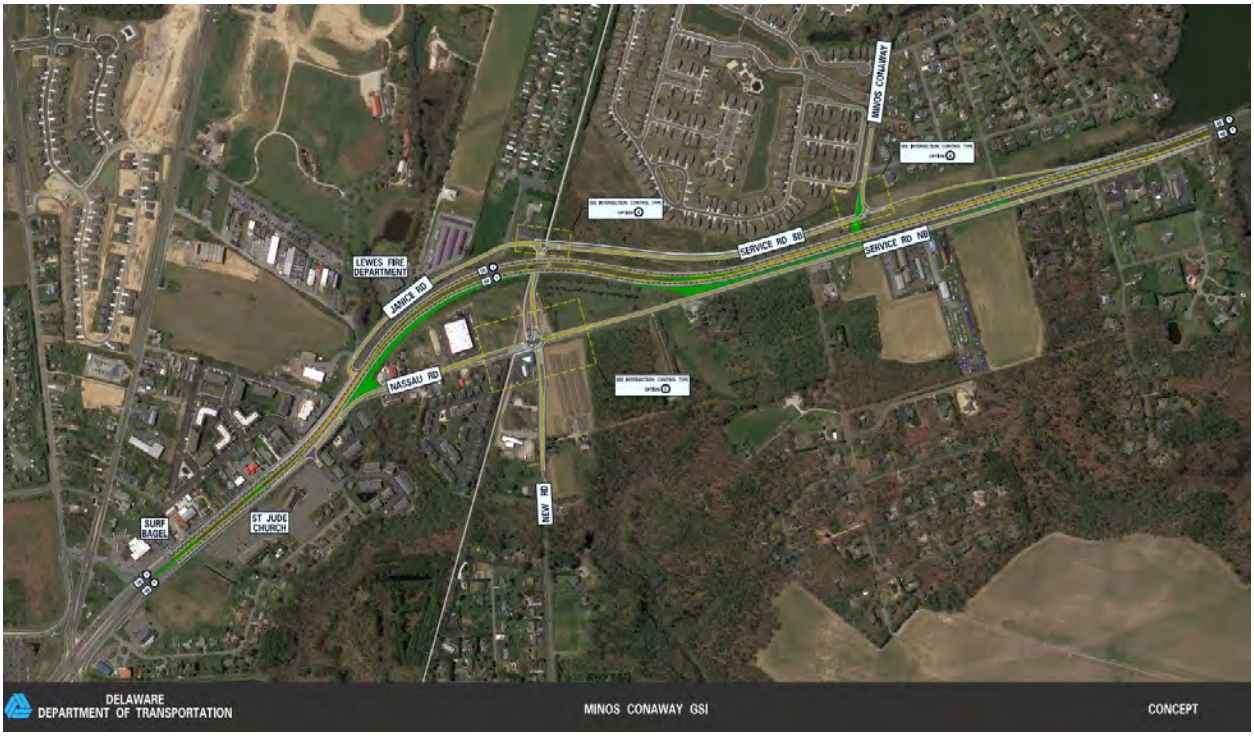
- Replacement of traffic signals to the north at Little Heaven and Thompsonville Road with grade separated intersections did not cause traffic concerns at SR 16, the next traffic signal to the south of those locations. Similarly, it is expected that replacement of the traffic signal at SR 16 with a grade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

DelDOT has a path forward to address safety and congestion concerns in this portion of Sussex County with a program of grade separations and crossover improvements. All projects are moving forward as quickly as possible through the mandated project development process. It is important to understand that delaying any one of these projects would not accelerate the others, but instead would only delay the safety benefits afforded by that project to the traveling public.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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



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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Sussex County Tourism has developed the plan for destination signing on SR 1 in the "Delaware Beaches Route 1 Corridor Wayfinding Program", including eligible destinations and sign appearance. The boat ramp is identified as a major destination eligible for signing on Route 1. As of the end of 2021, funding was not available for sign installation. Directional signs that are installed as part of DelDOT's Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of Minos Conaway project signing will be available when semi-final plans are completed, and the public will have the opportunity to comment. Coordinate with recommendation B-24.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	COMPLETE

The Mulberry Knoll Road Extension Study was finalized in June 2022.

The Study found that an extension of Mulberry Knoll Road between Cedar Grove Road and Route 9 is feasible, and two concepts were identified. Further analysis is necessary to advance to a single Preferred Alternative. Once complete, this route will improve traffic circulation in the area, reducing the need to widen Plantation Road. See recommendations E-2 and E-3.

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

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

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

All subdivision applications are subject to pre-application meetings with county staff. Where the potential for interconnectivity to undeveloped parcels is identified, this is discussed with developers prior to application submittal.

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

The Planning & Zoning Commission has the ability to require interconnection to be provided and this is looked at on a case-by-case basis. There is provision within the Subdivision Code relating to interconnectivity.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

In 2020, the Sussex County Planning & Zoning Commission discussed a potential future revision to the Zoning Code to clarify the maximum extent to which parking may be permitted in the front yard setback. DelDOT updated the Development Coordination Manual to require greater width along principal arterials. Sussex County's east-west roads are not principal arterials except Route 18/404. Changing right of way requirements on other road classifications would require another update to the DCM. DelDOT is currently updating Chapter 2 of the DCM - Traffic Studies. Chapter 3 deals with Right of Way. That update is not yet underway. The DCM is in the Strategic Highway Safety Plan (Strategy 5.2 Revise DelDOT's Development Coordination Manual to require additional pedestrian infrastructure improvements related to new developments). Secretary Majeski and Deputy Secretary Hastings presented to Sussex County Council in March 2023.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE



An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems. Travel time messages are now displayed on these variable message signs approaching the beach area. This information is also available on the DelDOT app.



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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DelDOT negotiated a concept for connections through the Nicola Pizza property. Sussex County approved the Nicola Pizza site plan with the easement language. Further progress on hold until Arby's comes up for development. Coordinate with B-1 , C-12.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DelDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. DNREC is getting ready to update the entrance to Cape Henlopen State Park, and would like to explore adding automated counters for use in tracking parking occupancy. Coordinate with recommendation B-3.

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

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

The final New Road Corridor Master Plan was published in December 2019 and can be viewed at https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf

The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020. In addition, they approved the Byway's request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.

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

Status at beginning of 2022	Status at end of 2022
To be initiated in 2022	COMPLETE

House Bill 490 passed the Delaware House of Representatives on June 21, 2022 and the Delaware Senate on June 30, 2022. This bill establishes the authority for the State and municipalities in the State to use an electronic traffic monitoring for vehicle obstructions system to assist in the enforcement of right-of-way, i.e. "don't block the box." A study approved by DelDOT showing that intersection blockages are frequent is required for an intersection to be eligible. The bill only imposes civil penalties for violations and does not impose points on an individual's driver's license. The bill was signed by the Governor on October 21, 2022. DelDOT is developing selection criteria and a candidate list of locations.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

This requires approval by the General Assembly.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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



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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	ONGOING

DelDOT considers adding trees during development of capital projects. At the January 2022 meeting DelDOT provided the Working Group with guidelines that govern how trees could potentially be planted within the right of way. DelDOT will continue to solicit feedback from the community for future capital projects.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

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

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

Status at beginning of 2022	Status at end of 2022
Longer-term	To be initiated in 2023

At this time, the focus will be on multi-modal trails.

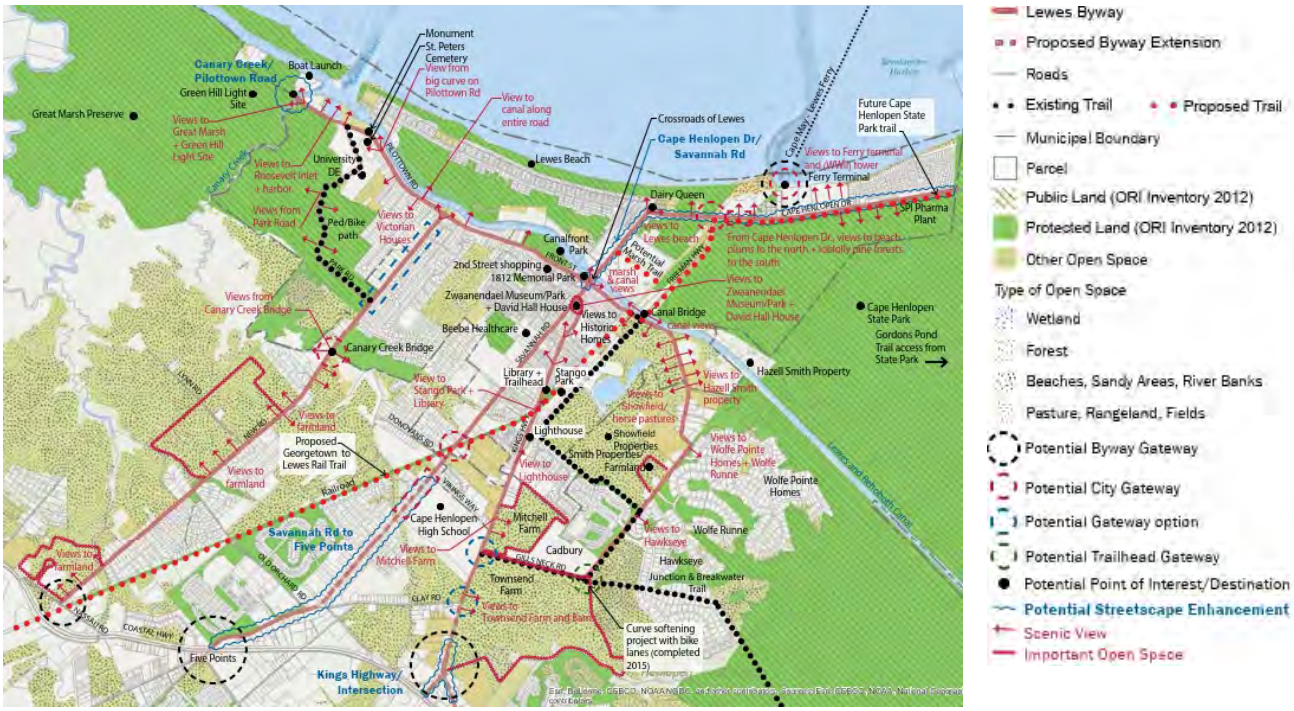
B-18: Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County

Status at beginning of 2022	Status at end of 2022
Longer-term	To be initiated in 2023

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

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

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



Historic Lewes Byway enhancement map from October 2015 byway corridor management plan.

The Savannah Road Master Plan was launched in FY 23. This effort is being funded and supported by DelDOT, but led by Historic Lewes Byway/Delaware Greenway. The master plan is considering options for a gateway along Savannah Road, possibly in conjunction with the Old Orchard Realignment.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
Longer-term	IN PROGRESS

There are nine new Sussex County projects in the FY23-FY28 CTP, 3 of those are in the Five Points area.

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

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

Minimizing the impact of pre-emption is an ongoing effort. New signal controllers that will enhance recovery from preemption were deployed along the corridor. The vendor is working on firmware updates to take advantage of this feature.

B-22: Require bike parking as a condition of certain new developments

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

Discussions with developers occur as plans are submitted. Sussex County makes bike parking suggestions for some site plans. Sussex County staff encourage bike parking in appropriate locations, such as in multi-family developments, but this is decided on a case-by-case basis and is largely dependent on location.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

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

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Sussex County Tourism is taking the lead on this effort in conjunction with municipalities. Coordinate with recommendation A-4. Scott Thomas, Executive Director of Sussex County Tourism will be joining the Five Points Working Group in 2023 to aid in coordination.



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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

The Henlopen TID recommended a project to improve Nassau Commons Boulevard to state standards and become a state-maintained road, which is currently not funded. However, the developer of the Vineyards has agreed to improve a portion near US 9, for TID fee recoupment credit, as part of entrance improvements for future development phases. DelDOT is investigating right of way issues, including maintenance, for the remaining portion to Janice Road.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	IN PROGRESS

A national expert is conducting a peer review of the Kings Highway Project.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DelDOT continues to develop the Project Pipeline Process, a new portal for the public to identify transportation issues and request improvements.

Information on the current process for identifying and programming transportation improvements is available at https://deldot.gov/Publications/reports/CTP/index.shtml.

Category C – Make the most of existing roadway infrastructure

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A project is programmed in the FY 21 - 26 CTP. The project development process began in October 2021. The Coastal Corridors Study will begin a preliminary evaluation of Route 9 from Old Vine Boulevard through 113.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. The right turn lane was added to a paving rehabilitation project and construction is complete.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

A project is programmed in the FY 21 - 26 CTP and Preliminary Engineering is funded for FY 23.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

A project has been initiated under DelDOT's Bridges/State of Good Repair budget. Online public information meetings were held in June and August 2021. Final right of way approval has been received. Construction is anticipated to begin in Fall of 2024.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022 and design will be completed in early 2024. All-way stop control was implemented recently as a interim safety upgrade.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	COMPLETE

DelDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DelDOT projects. DelDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project, although a recommendation was made to not move forward. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

A curve compliance study was completed in February 2019 and signage improvements were implemented in March 2019. A project to upgrade Minos Conaway Road with five-foot shoulders, eleven-foot travel lanes, and turn lanes at SR 9 and Kings Crossing is included in the recommended transportation improvements to be implemented through the proposed Henlopen TID. This project is also proposed to include realignment of the curve and a ten-foot-wide shared-use path along the eastern side of the roadway. This project is not yet funded. A paving project is adding a right turn lane at US 9. Further action is on hold pending the completion of the Minos Conaway Grade Separated Intersection.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

DelDOT's assessment was completed with the report dated October 25, 2019. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would involve more than striping. Input was solicited from the Working Group at the January 27, 2020 meeting.

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

DelDOT met with Byway Committee representatives. The Byway Committee intends to move forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided. They are seeking funding for the master plan. This recommendation needs to be coordinated with Recommendation D-5: Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

DelDOT evaluated modifying the median to allow extension of the second westbound US 9 through lane west of the Plantation Road connector. This design would require extensive modifications to the Plantation Road Phase 1 project plans, causing delays to that project and potentially increasing property impacts. Rather than delay Plantation Road Phase 1, construction of which is scheduled to start in 2022, other short-term safety and operational improvements were completed in spring of 2020.

To better organize and direct westbound Route 9 traffic flow, overhead signs were installed on the northbound Route 1 left turn lanes and on westbound Route 9, and westbound Route 9 was restriped approaching the connector to Plantation Road.



US Route 9 after turning left from SR 1



US Route 9 approaching signal at Plantation Road Connector



Northbound SR 1 left turn lane signing

Direct access to Lowe's from southbound SR 1 may reduce traffic at US 9, Plantation Road, and Beaver Dam Road. Construction of this direct access is being pursued by DelDOT as part of the Plantation Road Phase 1 project maintenance of traffic. This new access will maintain traffic to Lowe's while a portion of Plantation Road is under construction.

DelDOT will be working with Lowe's to complete the direct access from southbound SR 1. See recommendation C-12.

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

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

This is a core function of DelDOT Traffic and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.

C-11: Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

At the January 2020 Working Group meeting, the Project Team asked Working Group members to clarify which roads this recommendation applies to: state system roads, subdivision streets, or both. Feedback received indicated the recommendation applied to state roads.

The Henlopen TID study addressed state-maintained roads in the TID area west of SR 1 and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification. The main roadways east of Route 1 are in the CTP or are being studied by others.

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

Status at beginning of 2022	Status at end of 2022
ONGOING	ONGOING

This effort was initiated in 2020. Access management opportunities are investigated as part of development reviews. See recommendation B-5.

In 2020, DelDOT pursued implementation of direct access to Lowe's from SR 1. Construction of this direct connection has been incorporated into the maintenance of traffic plan for Plantation Road Phase 1 construction. This direct connection will serve to maintain access to Lowe's when portions of Plantation Road are under construction. The connection will continue to provide direct access to Lowe's after the project is complete. Plantation Road Phase 1 is scheduled to start construction in 2022. An agreement between Lowe's and DelDOT was executed in 2021 to provide access to Lowe's to Route 1 through the Lewes Transit Center property.

Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1, therefore this recommendation has been classified as ongoing.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

Area legislators supported the installation of this sign using their Community Transportation Funds. The radar speed sign was installed August 18, 2021.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

Construction was completed in spring of 2020 to channelize and lengthen the acceleration lane from Minos Conaway Road onto southbound Route 1.



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

Status at beginning of 2022	Status at end of 2022
To be initiated in 2022	IN PROGRESS

The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal. Currently, Beacon Middle uses 13 buses at departure and Love Creek uses 10 buses at departure; however, only 2 buses turn left on Mulberry Knoll Road. The Department is in discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
Longer-term	To be initiated in 2023

Immediate maintenance concerns are being addressed now.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

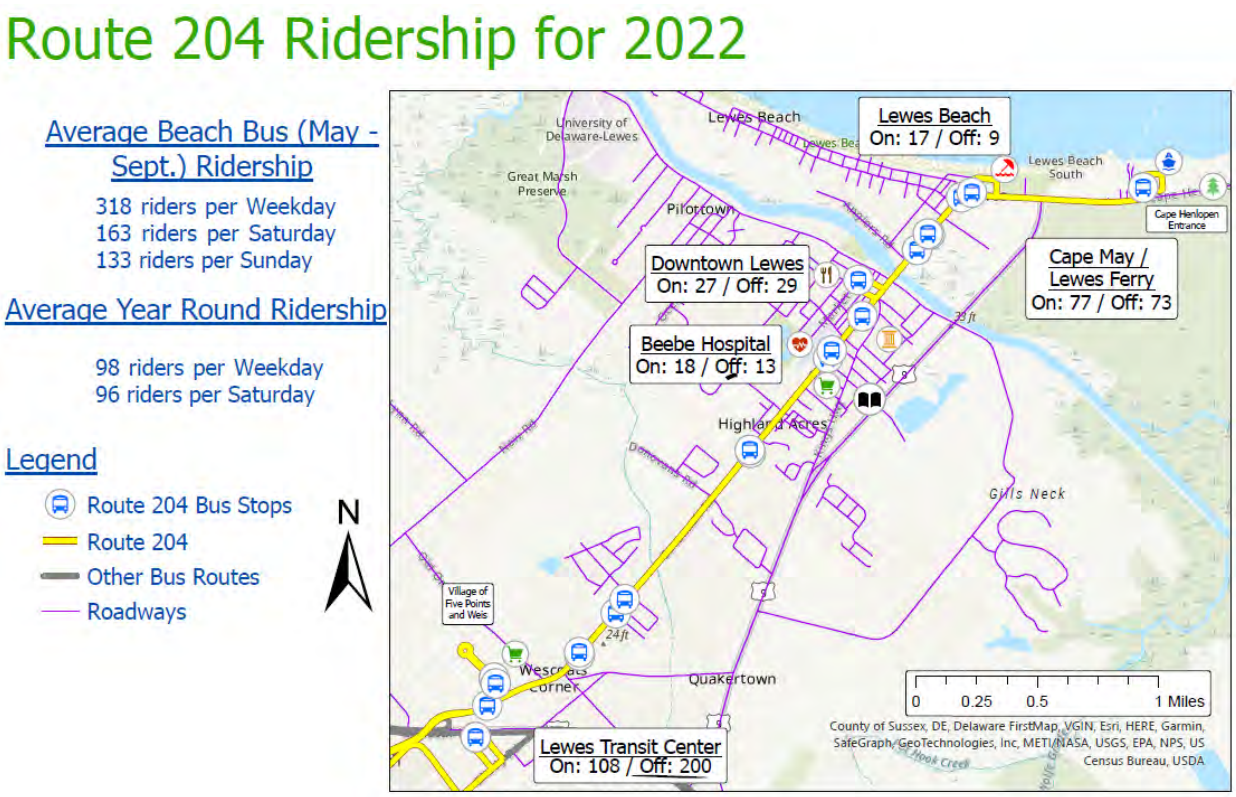
In conjunction with proposed development of Coastal Station on Route 1 at Holland Glade Road, the HAWK signal will be removed and replaced with a full signal and a four-way intersection. The intersection is now in final design.

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

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

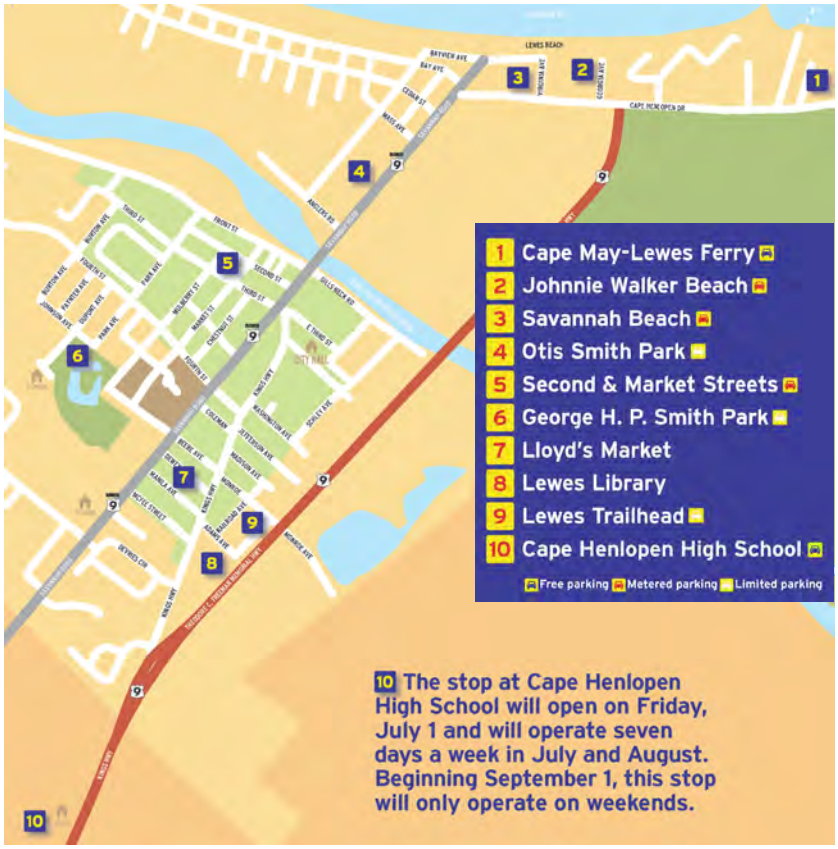
Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

The Route 204 is DART's primary fixed route transit service in the project area, with direct service to downtown Lewes, serving many popular destinations e.g. Villages of Five Points, Beebe Hospital, downtown Lewes, Johnnie Walker Beach and the Cape May-Lewes Ferry. The Route 204 provides service every 30 minutes from the Lewes Transit Center to Lewes and the Ferry. It operates from 6:00 am to 11:00 pm year-round Monday through Saturday. During beach season it operates from 6:00 am to 2:00 am seven days per week. The Lewes Transit Center allows customers to make connections to other DART fixed route services and access other locations throughout Sussex County.



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

In 2021, DTC collaborated with the City of Lewes and provided them with small cutaway (paratransit sized) buses for a nominal fee of $1/year per bus for use in 2022. Called the "Lewes Line," the seasonal transit program will be operated by the City of Lewes, and transport residents and visitors to designated key locations throughout the city including the Cape May Lewes Ferry, Johnnie Walker Beach, Savannah Beach, Otis Smith Lot, Market Street, George H.P. Smith Park, Schley Avenue Lot, Lewes Library/Trailhead, and Cape Henlopen High School (on weekends when school is in session). The purpose is to alleviate parking and traffic congestion on city streets, help with parking challenges throughout the city, and provide increased circulation to services and businesses.



The Lewes Line began service on Monday, May 23, 2022, and operated 7 days a week through September 30, 2022, from 9 am to 9 pm every 30 minutes. Tickets were $1 each, or 12 rides for $10, and later discounted to 12 rides for $5. The cost was approximately $120,000 to operated. The Pilot was funded by sponsorships and the bond bill. The program generated $6,100 in ticket sales. The most popular stops were the Cape May-Lewes Ferry Terminal and the intersection of 2nd and Market Street. The City hopes to continue the pilot for summer 2023.

DTC also received a federal grant to pilot on demand micro transit (DART Connect) services in the Georgetown and Millsboro areas. DART Connect has been operating since April 2021, the first month was free and on May 12, 2021, a fee was instituted. The pilot is still being evaluated and average ridership is approximately 70 - 80 rides per weekday. Based on the success of the pilot, this type of service will be further evaluated to determine if it is a feasible service delivery option to serve additional markets better suited for micro transit, including Lewes, rather than traditional fixed route services for other areas in Sussex County, and statewide. Lewes started "Lewes Line" service in May 2022 and they hope to continue the pilot for summer 2023.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DelDOT initiated a study in 2020 to explore the feasibility of developing pathways or other forms of low-stress bicycle routes parallel to SR 1. But that study has a specifically defined scope and a defined geography, only partially within the Five Points area. In addition, the Henlopen TID studied and proposed pathways along many state-maintained roadways in the Henlopen TID area.

The Five Points Working Group recommended that the study for recommendation D-2 should include interconnectivity between the Georgetown-Lewes Trail and Savannah Road.

The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.

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

Status at beginning of 2022	Status at end of 2022
To be initiated in 2022	IN PROGRESS

DelDOT Planning is drafting a Complete Streets Design Guide that will offer design guidance for roadways including bike and pedestrian facilities. The plan is currently in draft form, and will go out for public comment in early 2023.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

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

The New Road Master Plan will identify remaining gaps on New Road. A gap remains on Old Orchard Road between the Trail and New Road. DelDOT will inventory remaining gaps in FY 23.

The New Road Corridor Master Plan final report identifies proposed facilities for walking that consist of a shared-use path in some portions. The final report can be viewed at https://www.delawaregreenways.org/wp-content/uploads/2020/09/New-Road-Master-Plan-FINAL.pdf

The New Road Master Plan recommended sidewalks only east of Park Road. West of Park Road, the recommended concept for pedestrian mobility is a shared-use path on one side of New Road rather than sidewalks. The path is on the south (eastbound) side of New Road in the area of the SR 1/Minos Conaway Road project, and on the north (westbound) side of New Road along the Tower Hill development buffered from the road by developer landscaping. East of Schaffer Lane/Canary Creek Drive, the shared-use path again shifts to the south side of New Road, including a crossing of the Canary Creek bridge. At Park Road, the shared-use path would change to a combination of bicycle lanes and sidewalk on one side, extending to Pilottown Road. In the section between Park Road and 4th Street, sidewalks on both sides may be an option if a bioswale is not implemented in that section. The Black Hog Village commercial development will be considering sidewalk along the south side of New Road at their development.

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

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

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

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

The Savannah Road Sidewalk project started construction November 1, 2021. It places sidewalks on the south side of Savannah Road from Quaker Road to the Georgetown and Lewes Trail. The Old Orchard Road relocation project will add sidewalk in the project limits. DelDOT will inventory remaining gaps in FY 23 and report to the Byway Committee. This item will be coordinated with C-8, a feasibility study of a two-way center left turn lane on Savannah Road.

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

Status at beginning of 2022	Status at end of 2022
To be initiated	IN PROGRESS

DelDOT is leading this project. Initial candidate locations have been identified: the Five Points intersection area, the Lewes Transit Center area, and near Rehoboth Outlets (Surfside). Further evaluation, including public input, will be conducted by DelDOT Planning, and coordinated with the SR 1 Low-Stress Bikeway Study. This recommendation will be coordinated with recommendations D-2 and D-10.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DTC studied the feasibility of providing traditional fixed route transit service to Milton/Red Mill Pond/Minos Conaway Road area and presented the findings to the 5 Pts. Transportation Advisory Group in January 2020 as not feasible at this time. DTC has improved service connections for transit transfers between Routes 206 and 303, which make the connection from the Lewes Transportation Center to Milton, but other factors in the schedules prevent them from being seamless. DTC is studying other types of non-traditional transit service options to this area that are better suited to operate given the economic, road geometry and environmental factors. Statewide, DTC is looking to create micro transit service delivery options in select areas, to operate as a pilot. Additionally, DTC will be applying for grants to support these proposals. The on-demand services mentioned in D-1 for Lewes could serve Milton in the future.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DTC supports implementing a Park and Ride along Route 24, but an exact location has not yet been determined. Discussions have begun with area businesses regarding park and ride locations along the Route 24 corridor. No local landowners are interested in partnering on this initiative.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

DelDOT Planning is coordinating with design of existing projects (Plantation Road, Old Orchard Road realignment), and is being opportunistic about developing pathways from the trail towards the Transit Center under DelDOT projects that are already programmed to do significant work in this area.

Potential connections to and from the Lewes Transit Center will be examined as part of the SR 1 Low Stress Bikeway study which got underway in fall of 2020.

This recommendation is currently being examined as part of the SR 1 Low Stress Bikeway study. Draft FY 2023-28 CTP has a project on Shady Road including pedestrian/bicycle improvements.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Evaluations are being conducted in conjunction with recommendations D-2 and D-6.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE



Example of DART's current standard bus shelter

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

Seven bus shelters were installed in 2021. At year's end, DTC was coordinating with the City of Lewes for a shelter and all necessary amenities at a stop at Savannah Road and Third Street, which is outside the Five Points study area.

DTC intends to continue to improve bus stops and install shelters at stops that meet the ridership standard and have enough physical space. DTC has completed its study of the shelter style and Recommendation D-11 is now Complete.

DTC has upgraded and improved transit shelters in the Five Points study area with its new statewide standard shelter. 13 shelters were installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations in 2020 and 7 more bus shelters were installed in 2021. DTC will continue to evaluate bus stops for shelters.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
Longer-term	To be initiated in 2023

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

This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.

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

Status at beginning of 2022	Status at end of 2022
COMPLETE	COMPLETE

A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.

D-15: Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Signs were installed in May 2018. Pedestrian crossings of Kings Highway were provided at the signal at Clay Road. Improved pedestrian crossings were installed at the signal at Kings Highway and Gills Neck Road in 2022. By agreement between a developer, the City of Lewes, and DelDOT, a new signal will be installed at Freeman Highway and Monroe Avenue which will have at least one crosswalk across Freeman Highway.

Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. The Kings Highway CTP project has started and a public meeting was held in February 2022.

The project is currently under peer review by a "national expert." Rectangular Rapid Flashing Beacons (RRFB) were confirmed to be operational on 12/30/2021 at the trail crossing of Freeman Highway near Cape Henlopen Drive.

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

Category E – Invest in new infrastructure to support anticipated growth

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

This effort will depend on the results of studies under recommendations A-7, E-2, and E-3. Additionally, the shorter-term improvements and CTP projects will impact the scope of the study. DelDOT has reviewed prior GSI studies and is developing a strategy for initiating a new study.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	COMPLETE

This idea was recommended by the Henlopen TID study. DelDOT initiated a planning study for this effort, and the Mulberry Knoll Road Extension Report was finalized in June 2022. Preliminary engineering for this project was included in the FY 23-28 Capital Transportation Program which was approved by FHWA and FTA as of November 16, 2022. Coordinate with A-7 and E-3.

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Idea is recommended by the Henlopen TID study. The TID identified grid connections, but only between Plantation Road and Mulberry Knoll Road. The County Master Plan requires connections related to US 9 when large parcels are developed along that corridor. Coordinate with A-7 and E-2.

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

Status at beginning of 2022	Status at end of 2022
To be initiated in 2022	IN PROGRESS

A new road connection would allow developments in the area to access the roadway network from more than just a single point. Vineyards has now signed the TID Agreement for future phases. DelDOT and Sussex County will continue to coordinate with incoming developers throughout the development review process.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
Longer-term	To be initiated in 2023

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

Status at beginning of 2022	Status at end of 2022
IN PROGRESS	IN PROGRESS

Airport Road extension from Old Landing Road to SR 24 is in progress. A project is programmed in the CTP and design will begin in 2025.

The extension of Airport Road from SR 24 to Postal Lane is recommended by the Henlopen TID study, but there is no project at this time.

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

Status at beginning of 2022	Status at end of 2022
Longer-term	Longer-term

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

Status at beginning of 2022	Status at end of 2022
Longer-term	IN PROGRESS



Most recommendations of the 2003 SR 1 Land Use and Transportation Study are either already completed, part of a current DelDOT project, or recommended by the Five Points Working Group (A-6, B-1, B-3, C-3, C-10, C-12, and E-1).


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