FIVE POINTS
TRANSPORTATION STUDY

List of meeting materials

Phase 2 Working Group Meeting #16

Monday, October 23, 6:00 pm
Hybrid

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Agenda 2

Presentation 4

Draft minutes of April 24, 2023 Working Group meeting 79

List of upcoming meetings 87

Updated implementation plan 88

DelDOT

FIVE POINTS
TRANSPORTATION STUDY

Agenda

Phase 2 Working Group Meeting #16

Monday, October 23, 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 April 24, 2023 meeting minutes
2. Ordinance Relating to Through Lots
3. Capital Transportation Program (CTP) Hearings Review
4. Update on State Transportation Bills
5. Henlopen Transportation District Updates
6. State Development Trends
7. Phase 2 Implementation Status
8. Public comment
9. Adjourn

When: Oct 23, 2023 06:00 PM Eastern Time (US and Canada)
Topic: Five Points Working Group Meeting

Please click the link below to join the webinar:
https://deldot-gov.zoom.us/j/81090286716?pwd=dFRRSXdDcjkzekZCNTRTZ0lzeUZndz09
Passcode: 664885
Or One tap mobile :
+13017158592,,81090286716#,,,,*664885# US (Washington DC)
+13052241968,,81090286716#,,,,*664885# US
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
+1 301 715 8592 US (Washington DC)
+1 305 224 1968 US
+1 309 205 3325 US
+1 312 626 6799 US (Chicago)
+1 646 876 9923 US (New York)
+1 646 931 3860 US
+1 253 205 0468 US
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 360 209 5623 US
+1 386 347 5053 US
+1 408 638 0968 US (San Jose)
+1 507 473 4847 US
+1 564 217 2000 US
+1 669 444 9171 US
+1 669 900 6833 US (San Jose)
+1 689 278 1000 US
+1 719 359 4580 US
Webinar ID: 810 9028 6716
Passcode: 664885
International numbers available: https://deldot-gov.zoom.us/u/keAyiKJWrm

FIVE POINTS
TRANSPORTATION STUDY

Phase 2
Working Group Meeting #16

October 23, 2023

STATEWIDE & REGIONAL PLANNING
DELDOT

Introductions

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.

Safety

2023 Delaware Traffic Fatalities
as of 10/16/2023

	2023	2022			2021		
		Year-to-Date		Totals	Year-to-Date		Totals
Fatalities	**110**	*118*	⬇ -7%	*164*	*106*	⬆ 4%	*139*
Delaware Residents	87	*85*	⬆ 2%	*120*	*87*	0%	*119*
Person Types							
Vehicle Occupant	**73**	*71*	⬆ 3%	*103*	*65*	⬆ 12%	*84*
Pedestrian	**18**	*24*	⬇ -25%	*32*	*19*	⬇ -5%	*29*
Bicyclist	**5**	*4*	⬆ 25%	*7*	*2*	⬆ 150%	*2*
Motorcyclist	**14**	*19*	⬇ -26%	*22*	*20*	⬇ -30%	*24*
Crash Types							
Curve Related	**25**	*15*	⬆ 67%	*19*	*19*	⬆ 32%	*23*
Roadway Departure	**58**	*42*	⬆ 38%	*55*	*49*	⬆ 18%	*58*
Intersection Related	**29**	*38*	⬇ -24%	*50*	*38*	⬇ -24%	*54*
Median Crossover	**8**	*5*	⬆ 60%	*8*	*7*	⬆ 14%	*7*
Wrong Way	**1**	*3*	⬇ -67%	*7*	*0*	⬆ N/A	*0*
Work Zone	**9**	*2*	⬆ 350%	*4*	*4*	⬆ 125%	*8*

FIVE POINTS TRANSPORTATION STUDY

Agenda

- Introduction
- Ordinance Relating to Through Lots
- Capital Transportation Program (CTP) Hearings Recap
- Update on State Transportation Bills
- Henlopen Transportation District Updates
- State Development Trends
- Phase 2 Implementation Status
- Public Comment

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.



Introduction

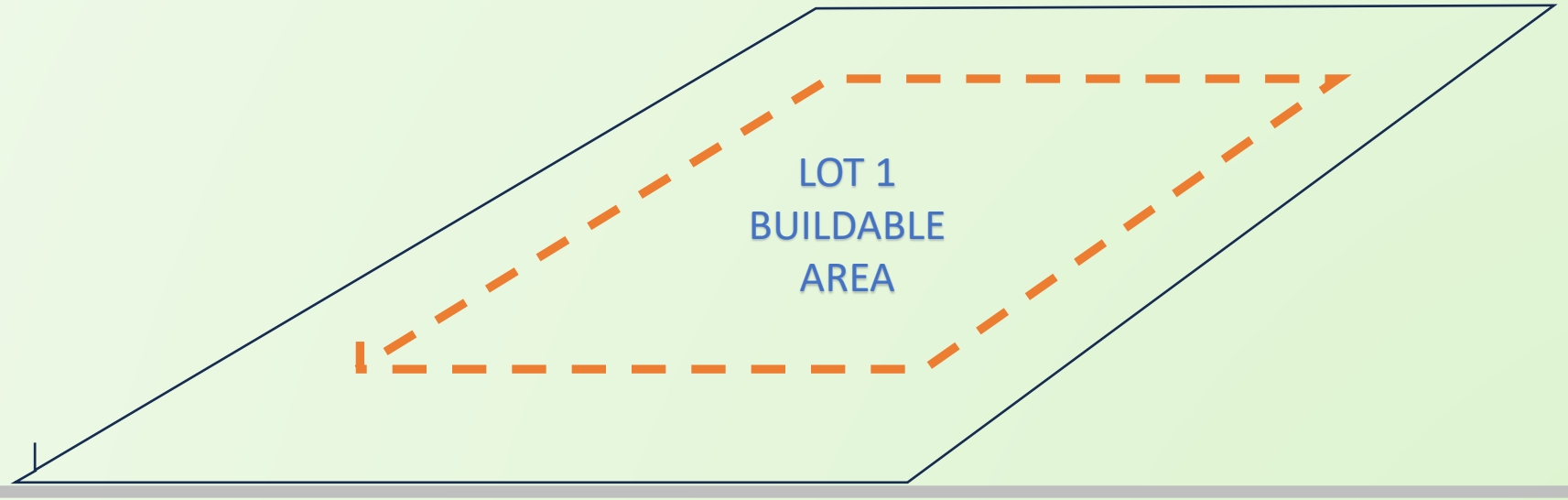
- Introductions
- Summary of notebook materials
  - Agenda
  - Presentation
  - Draft minutes of April 24, 2023 Working Group meeting
  - List of upcoming meetings
  - Updated implementation plan
- Approval of April 24, 2023 meeting minutes

FIVE POINTS
TRANSPORTATION STUDY

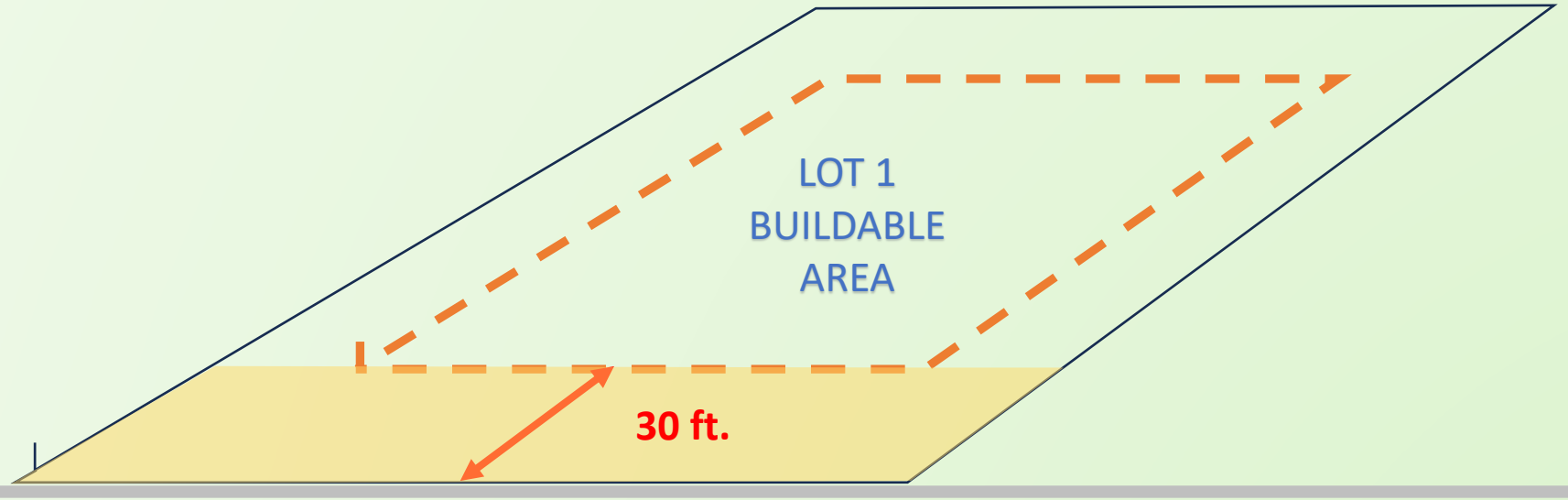
Ordinance Relating to Through Lots

Ordinance Relating to Through Lots

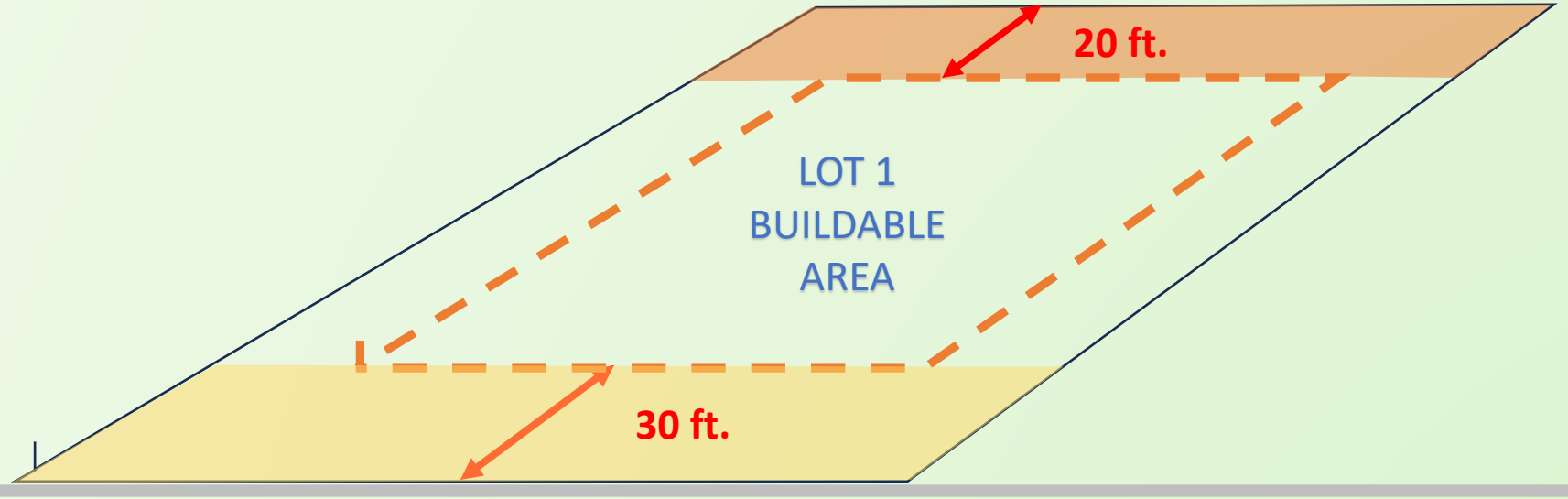
- An Ordinance to amend Chapter 115, Article I, Section 115-4 “Definitions” of the Code of Sussex County regarding “yard, front” and “yard, rear” of through lots.
- Status: Reintroduced 8/29/2023



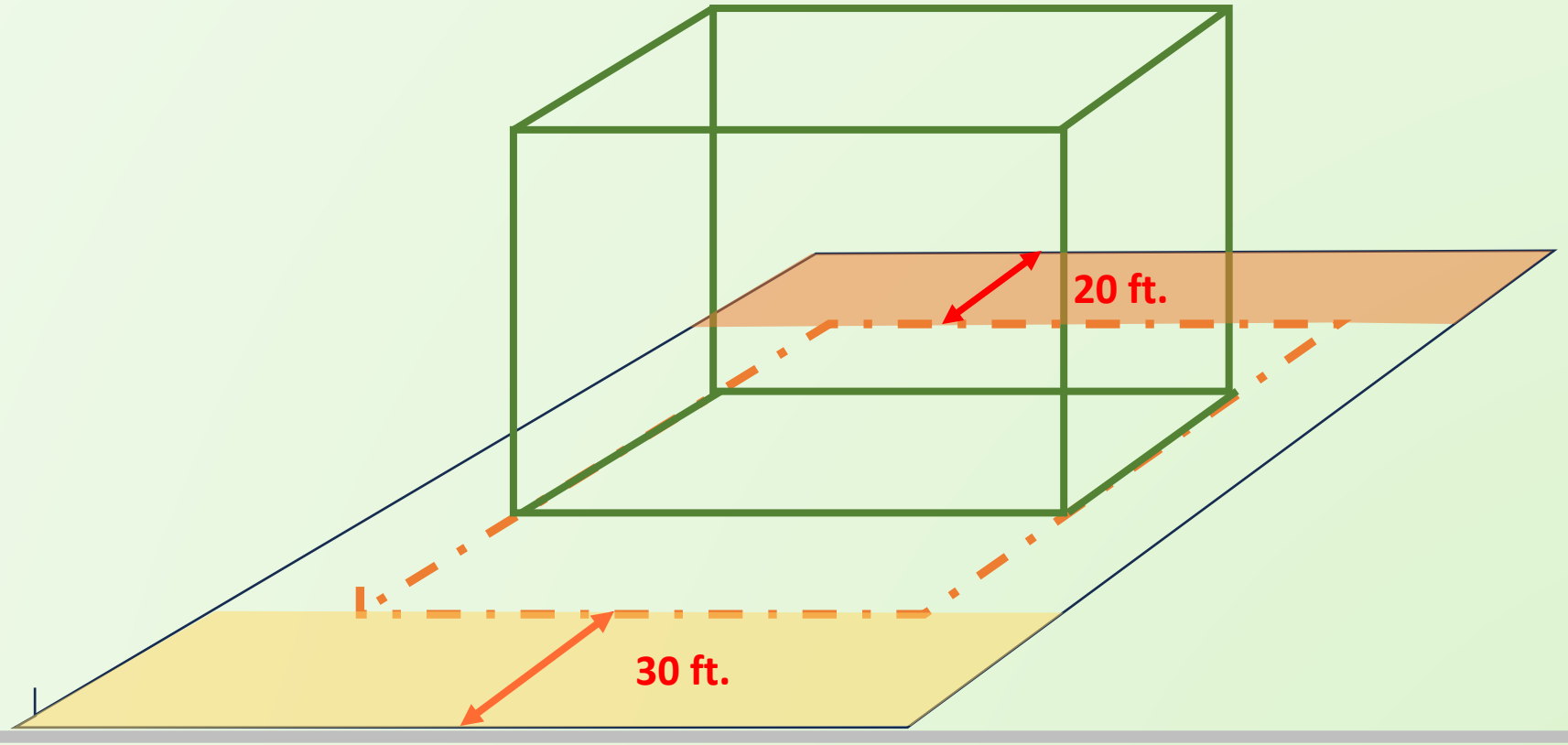
CONNECTING STREET (INTERNAL SUBDIVISION STREET)



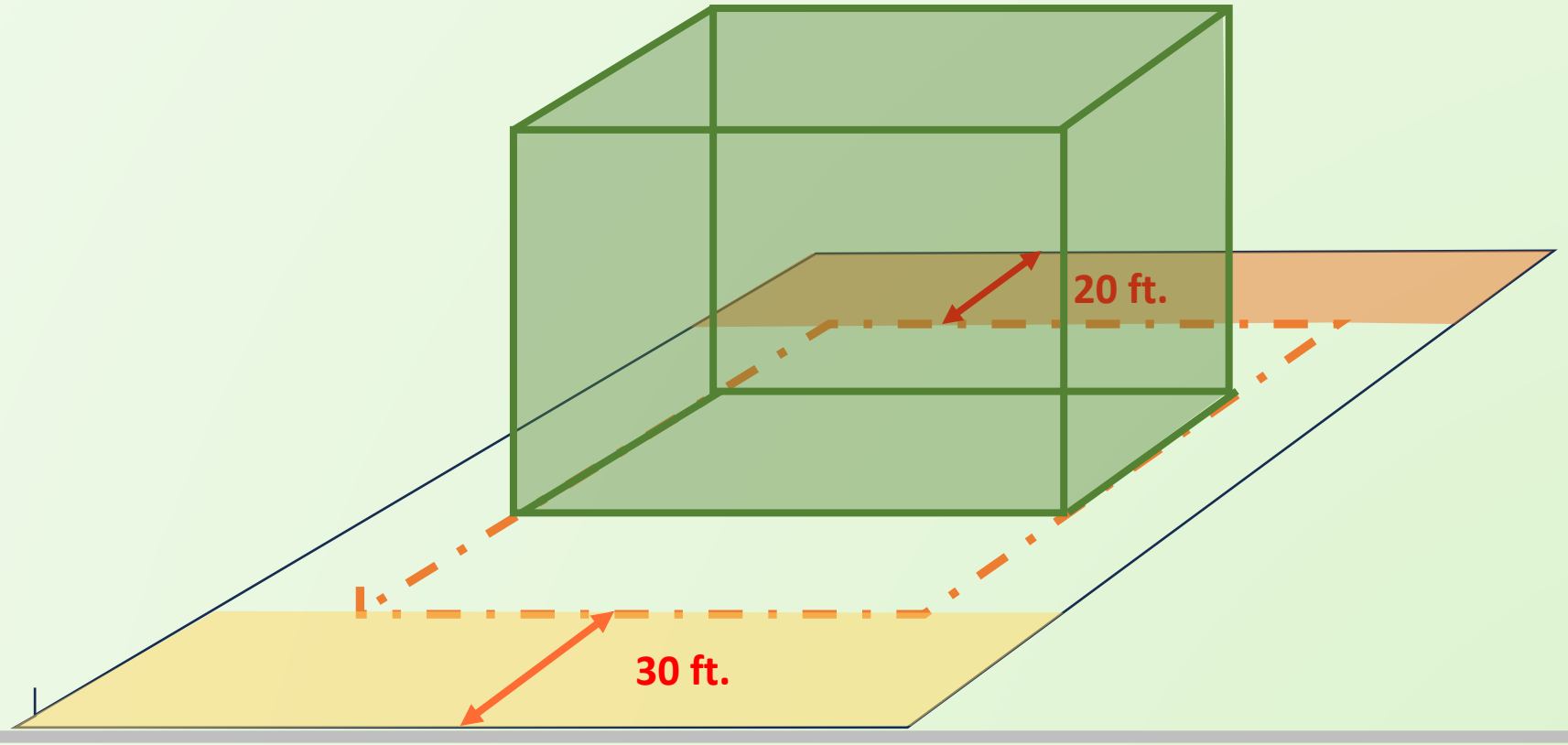
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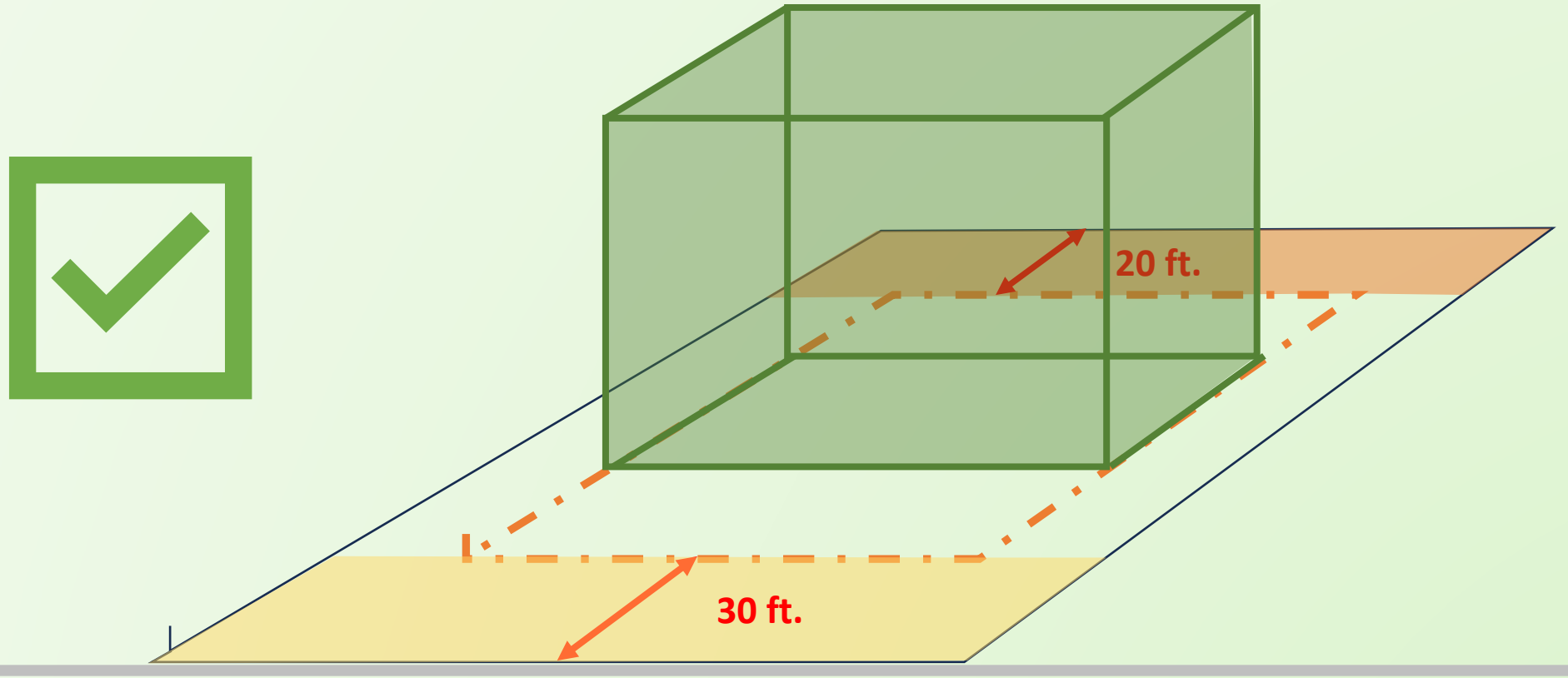
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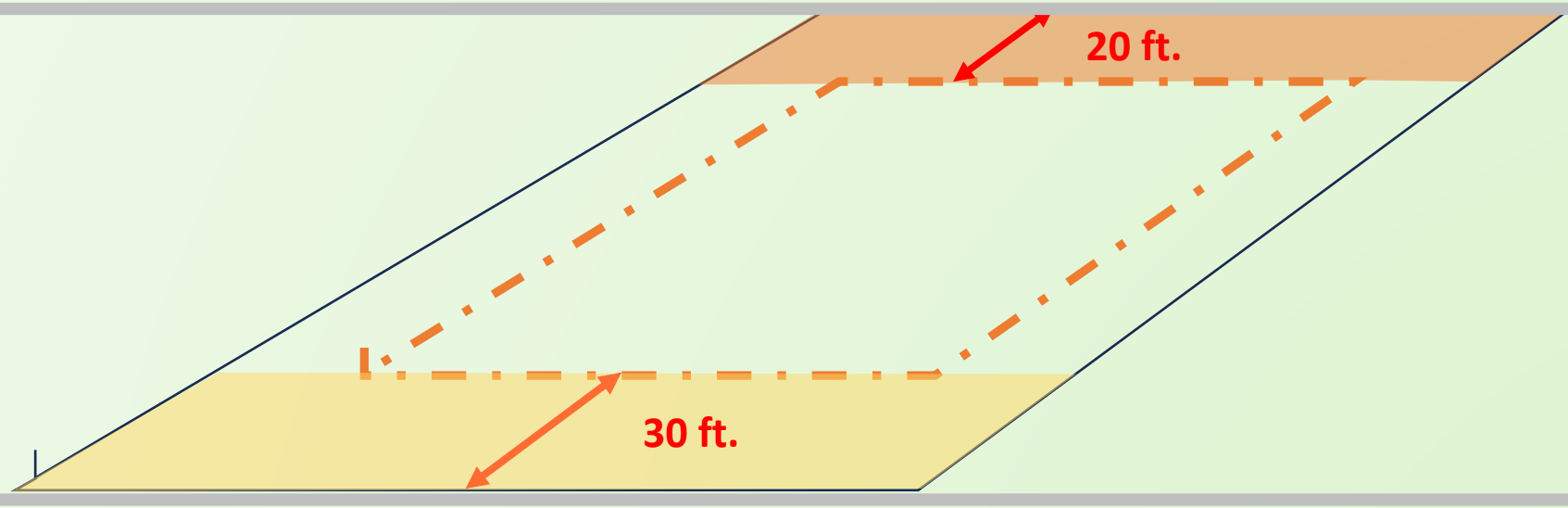


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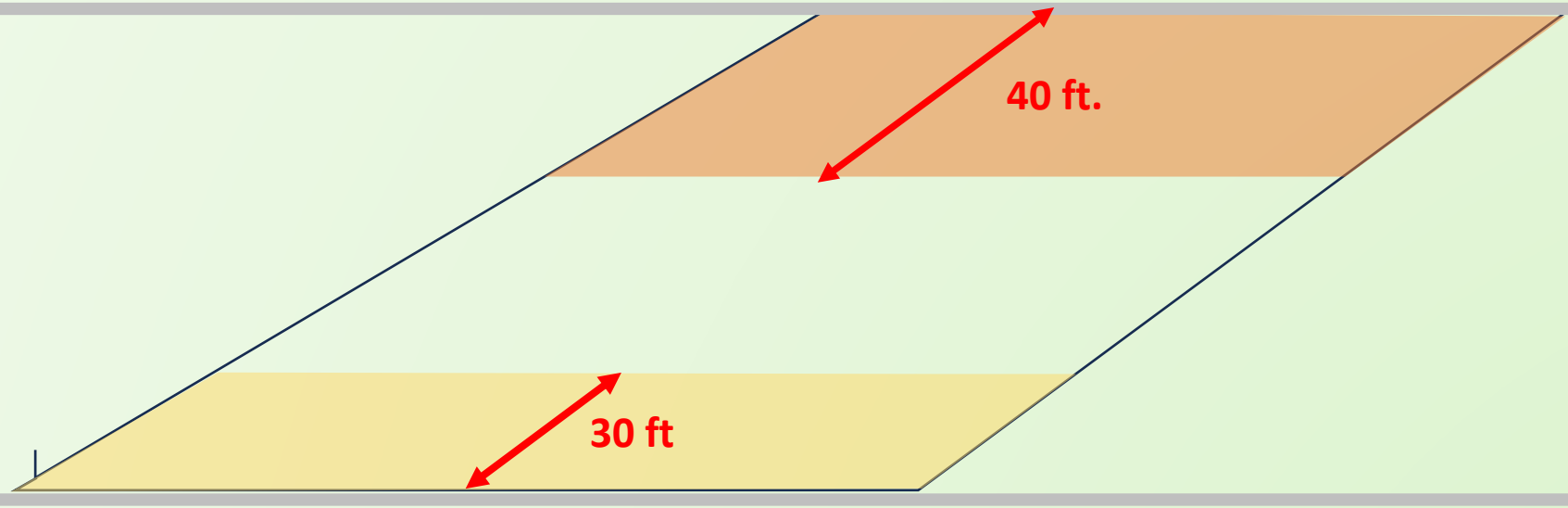
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STATE NUMBERED ROAD (SCR. 123)



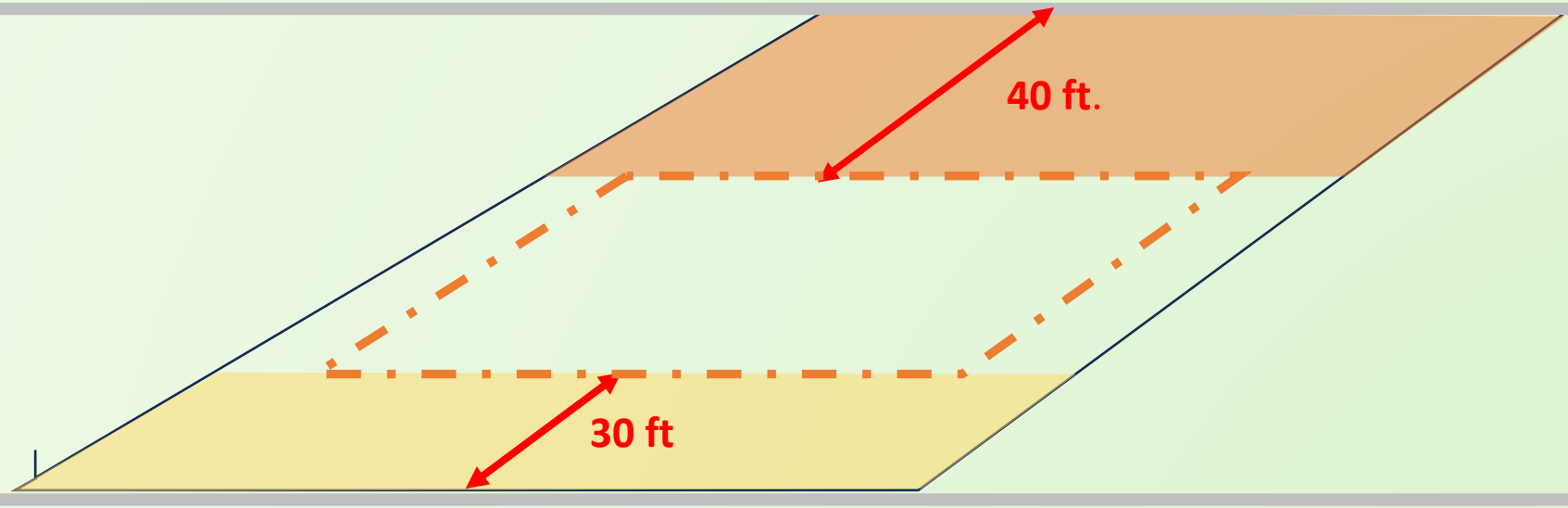
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STATE NUMBERED ROAD (SCR. 123)

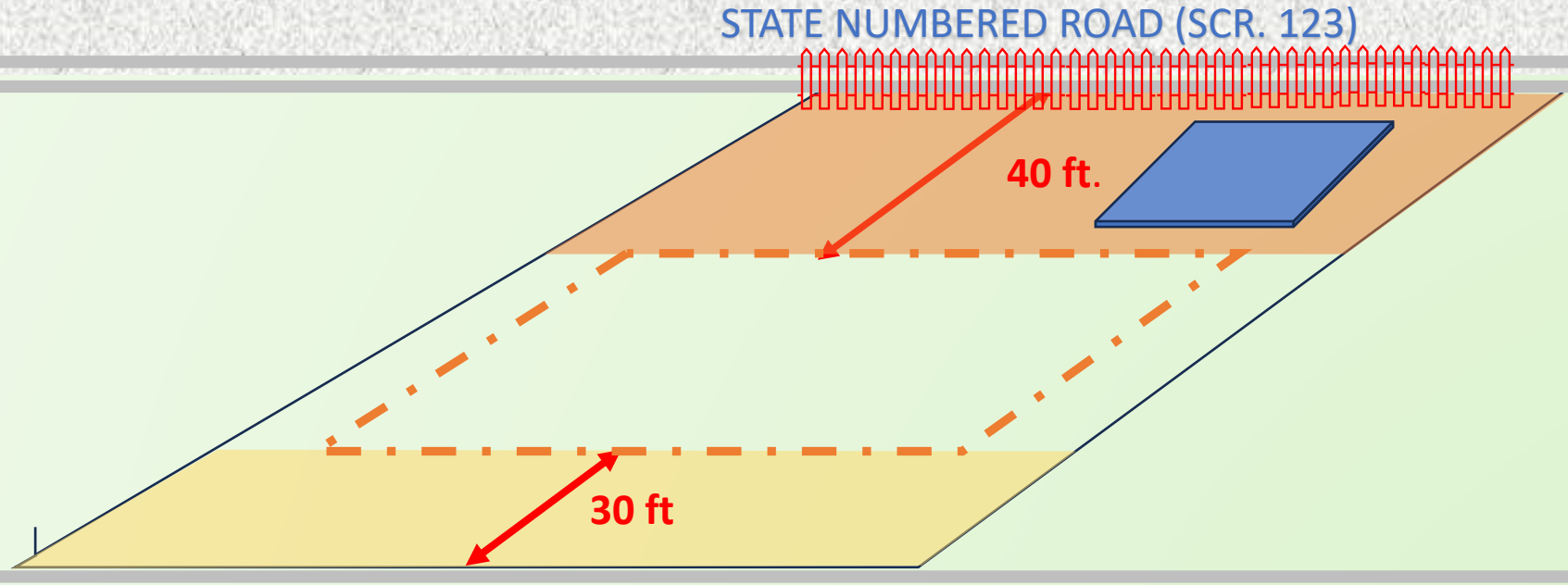


CONNECTING STREET (INTERNAL SUBDIVISION STREET)

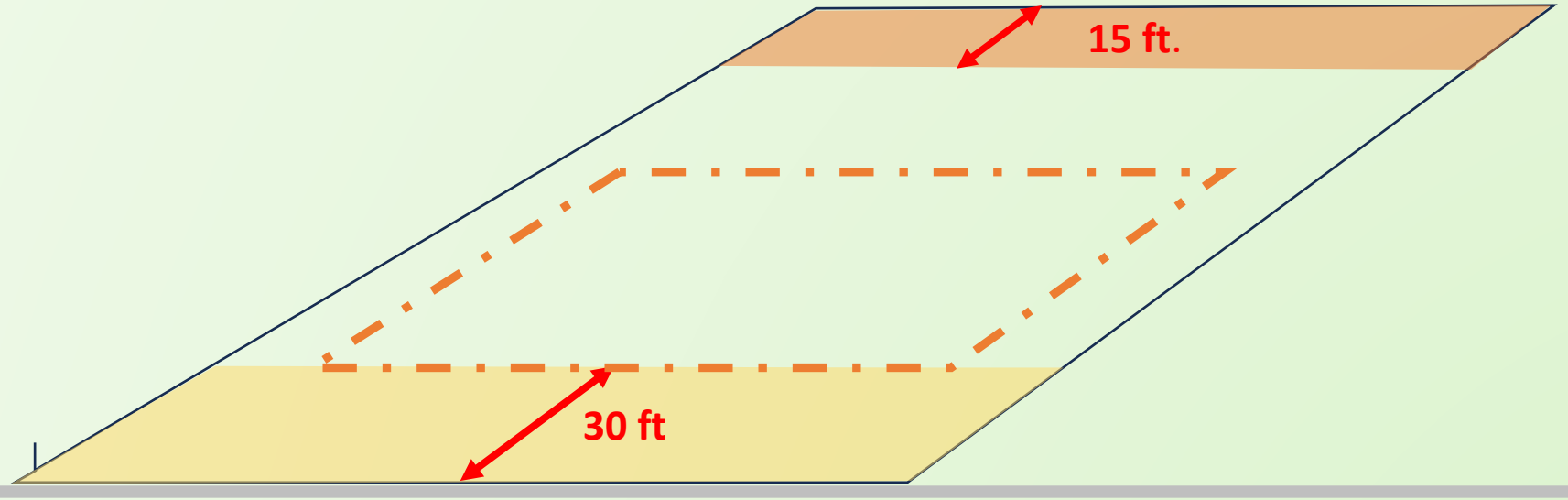
STATE NUMBERED ROAD (SCR. 123)



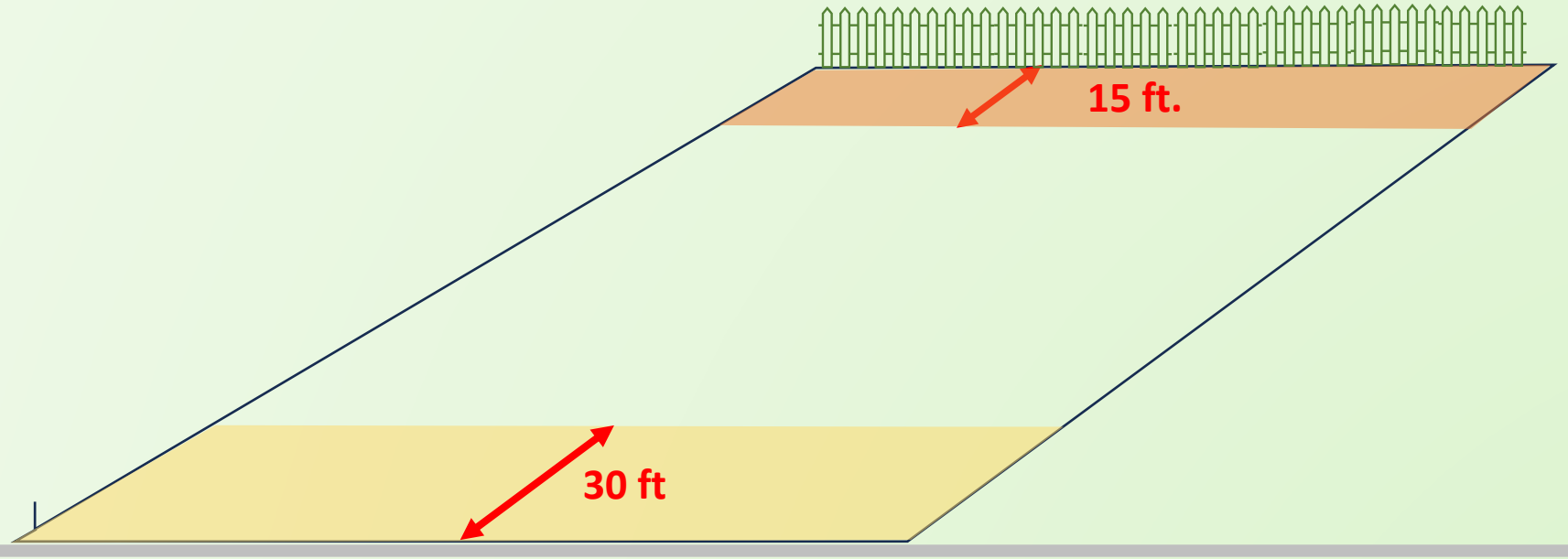
CONNECTING STREET (INTERNAL SUBDIVISION STREET)



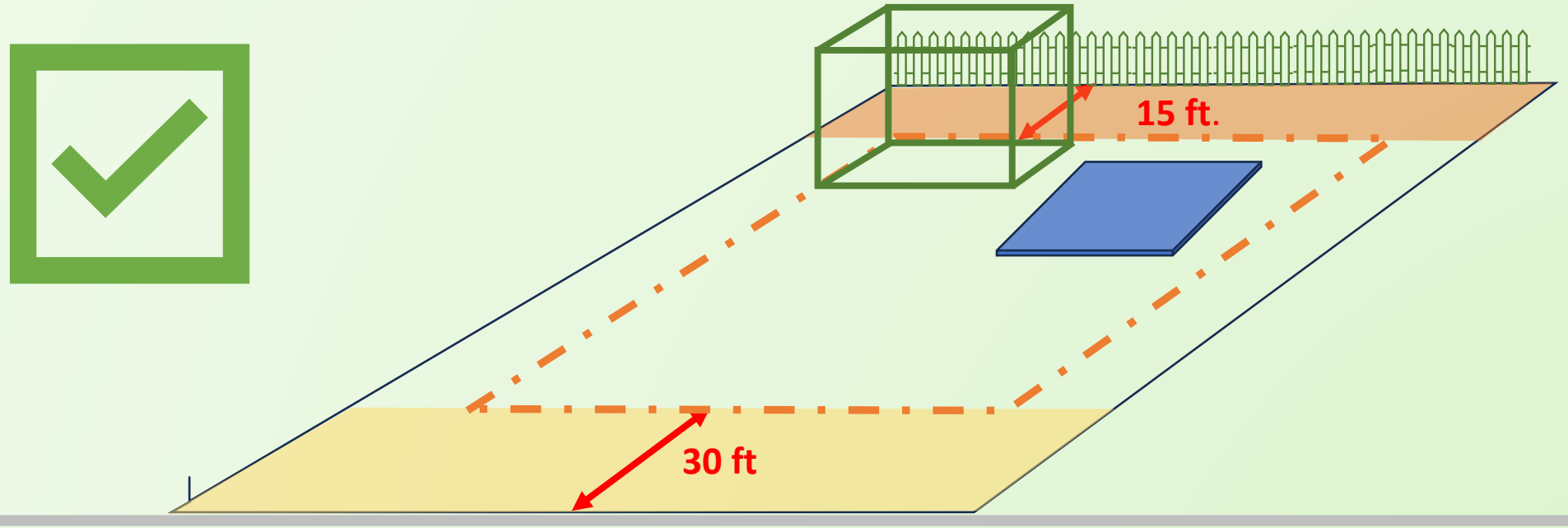
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CONNECTING STREET (INTERNAL SUBDIVISION STREET)



CONNECTING STREET (INTERNAL SUBDIVISION STREET)



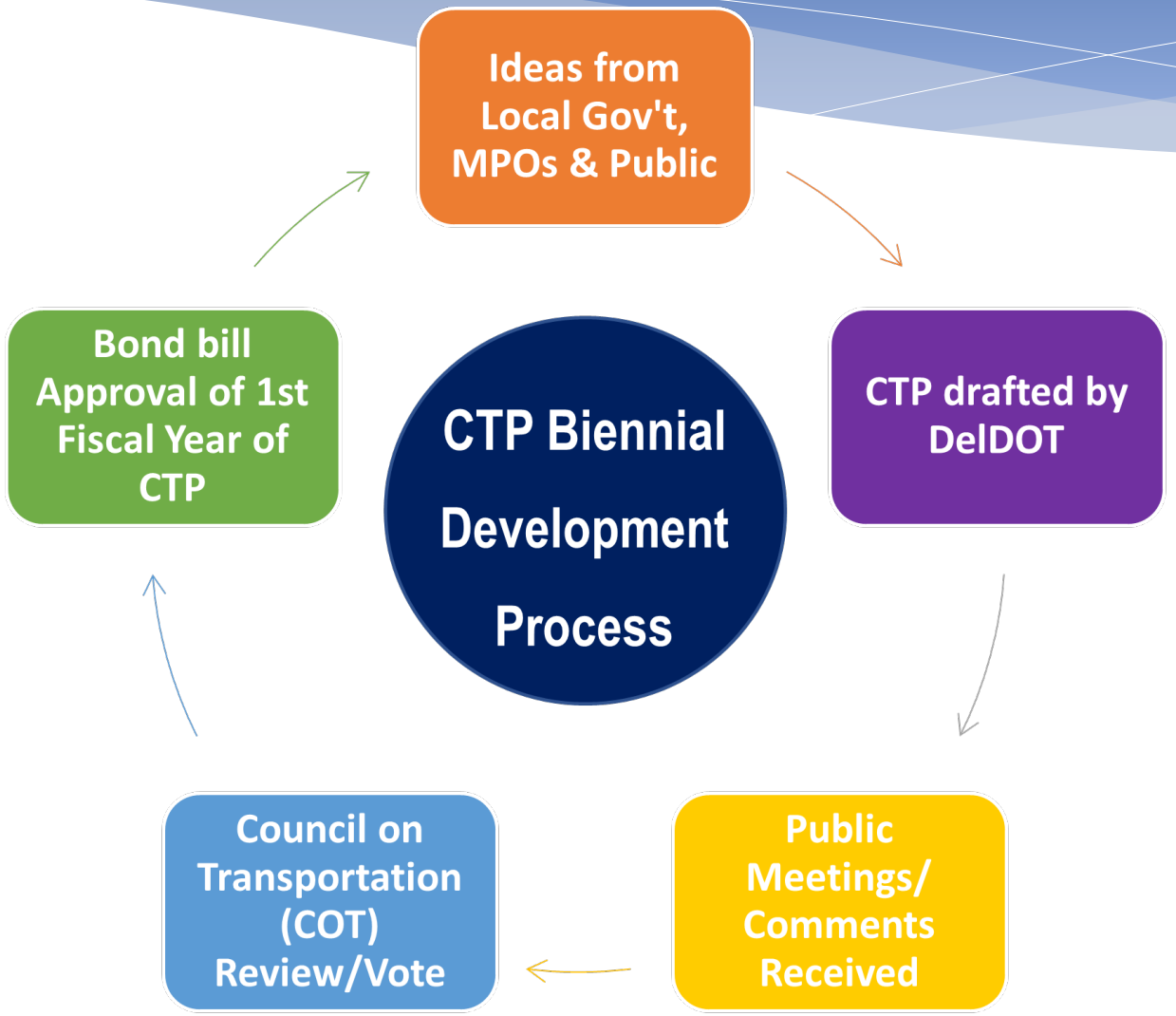
CONNECTING STREET (INTERNAL SUBDIVISION STREET)

FIVE POINTS
TRANSPORTATION STUDY

Capital Transportation Program (CTP) Hearings Recap

STATEWIDE & REGIONAL PLANNING
DELDOT

CTP Hearings Recap



CTP Hearings Recap

- **Capital Transportation Program Meetings were held in August/September 2023**
  - DelDOT/WILMAPCO Public Meeting on August 30
  - DelDOT/Dover/Kent County MPO Public Meeting on August 31
  - DelDOT/Sussex County/SWMPO Public Meeting on September 6

  - DelDOT DRAFT FY25 FY30 Capital Transportation Program

CTP Hearings Recap

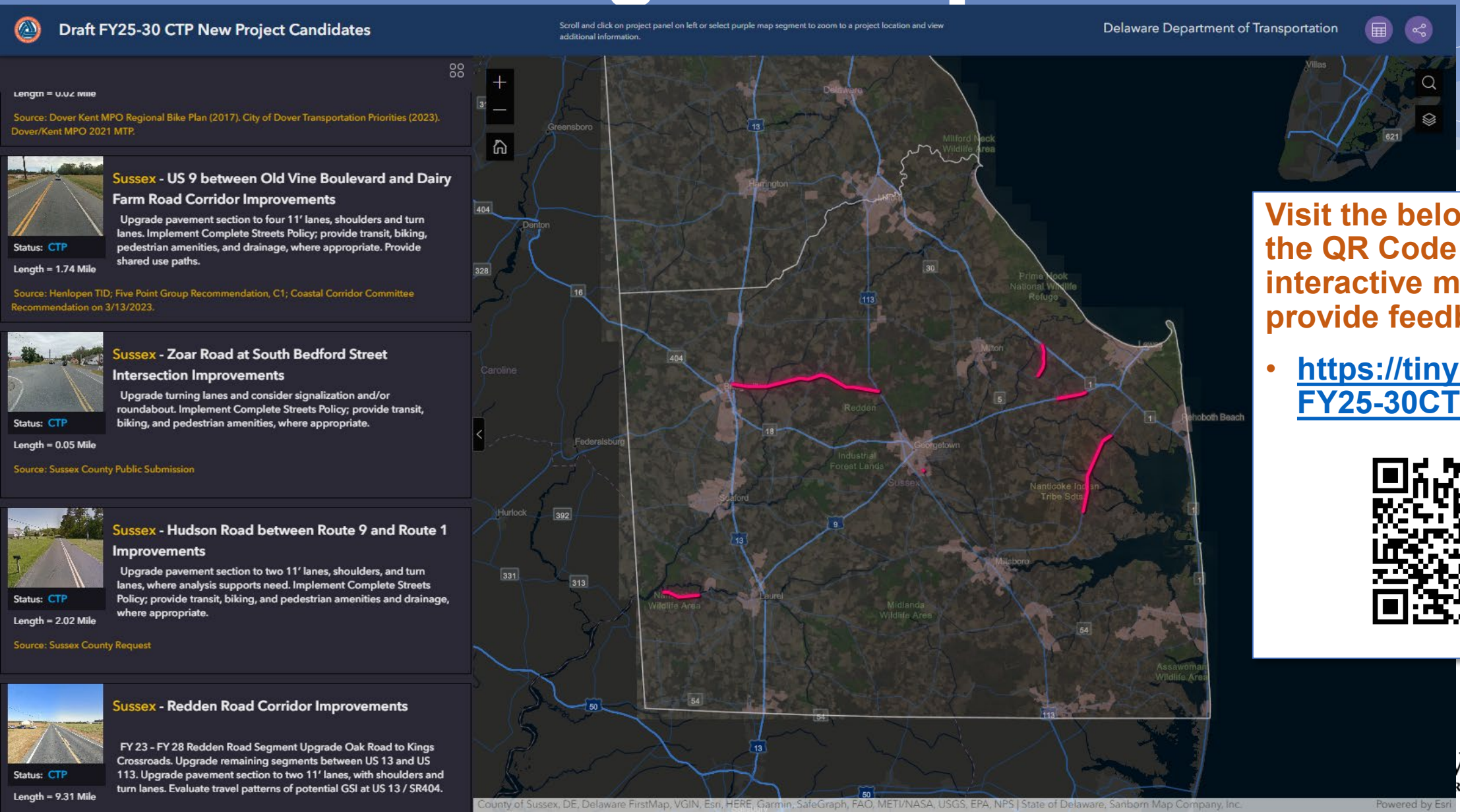
- **FY25-30 Proposed CTP Projects**

Sussex County – 6 new projects:

Hudson Rd between Route 9 and Route 1 Improvements	$1M PD
US 9 between Old Vine Blvd and Dairy Farm Rd Improvements	$1M PD
Redden Rd Corridor Improvements, US 13 to US 113	$2M PD
SR 24 between Love Creek Bridge and Indian Mission Rd Improvements	$3M PD
Zoar Rd at South Bedford St Intersection Improvements	$500k PD
Phillips Landing Rd between Mt. Pleasant Rd and Phillips Landing Improvements	$500k PD

6 Projects - $8M

CTP Hearings Recap



Visit the below link or scan the QR Code to explore the interactive map and provide feedback

- https://tinyurl.com/FY25-30CTPMap

FIVE POINTS
TRANSPORTATION STUDY

Update On State Transportation Safety Bills

STATEWIDE & REGIONAL PLANNING
DELDOT

Update on State Transportation Safety Bills

Gov. Carney Signs Package of Roadway Safety Legislation

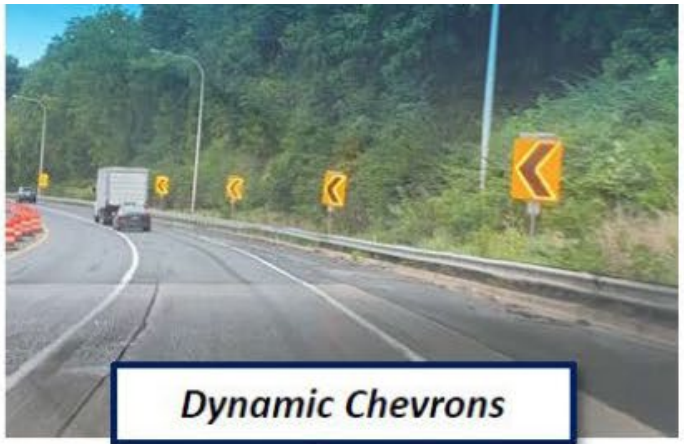
- **HB 92: Expand Move Over Law**
- **HB 94: Automated Speed Cameras**
- **HB 120: Expand Reckless Driving**
- **SB 68: Child Safety Seats**
- **SB 86: Graduated Motorcycle Helmet**
- **SB 89: Green Lights on Snow Equipment**

Remaining Legislation:

- *HB 119: Open Container Law*



Update on State Transportation Safety Bills



Dynamic Chevrons



HFST on curves



Wrong Way Driver Pilot



Rumble strips



Truck Parking Enforcement



Cable median barrier



Rapid Rect. Flashing Beacons



Automated Speed Enf.

FIVE POINTS
TRANSPORTATION STUDY

Henlopen Transportation Improvement District (TID)

What is a Transportation Improvement District (TID) ?

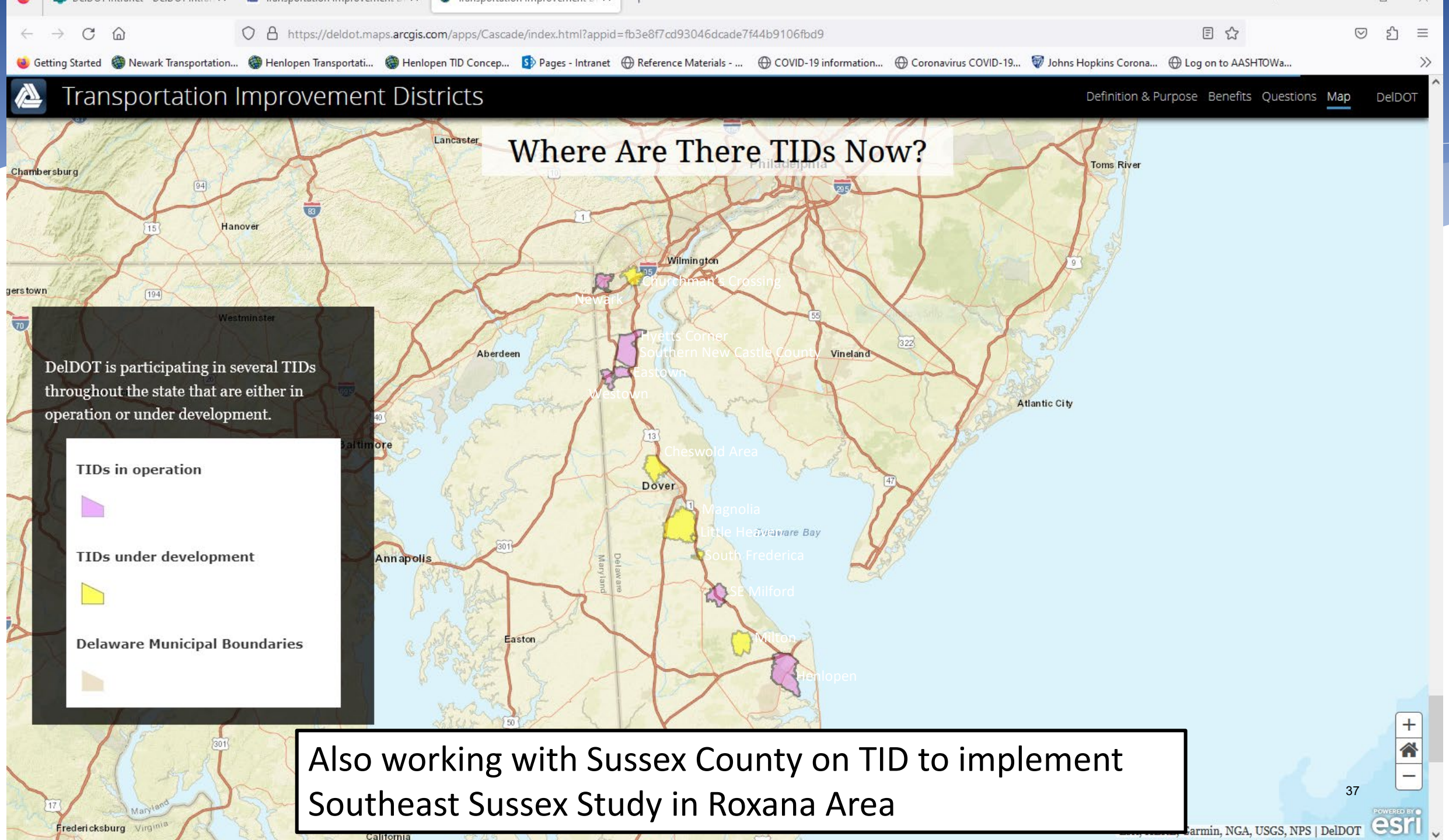
- A geographic area defined for the purpose of securing required improvements to transportation facilities in that area.
- A place where land use and transportation is planned in detail in advance, such that development consistent with that planning can pay a readily determined fee and forego the Traffic Impact Study process.
- Purpose is to better provide the transportation improvements needed to support land development consistent with local Comprehensive Plans.

Why Create a Transportation Improvement District (TID) ?

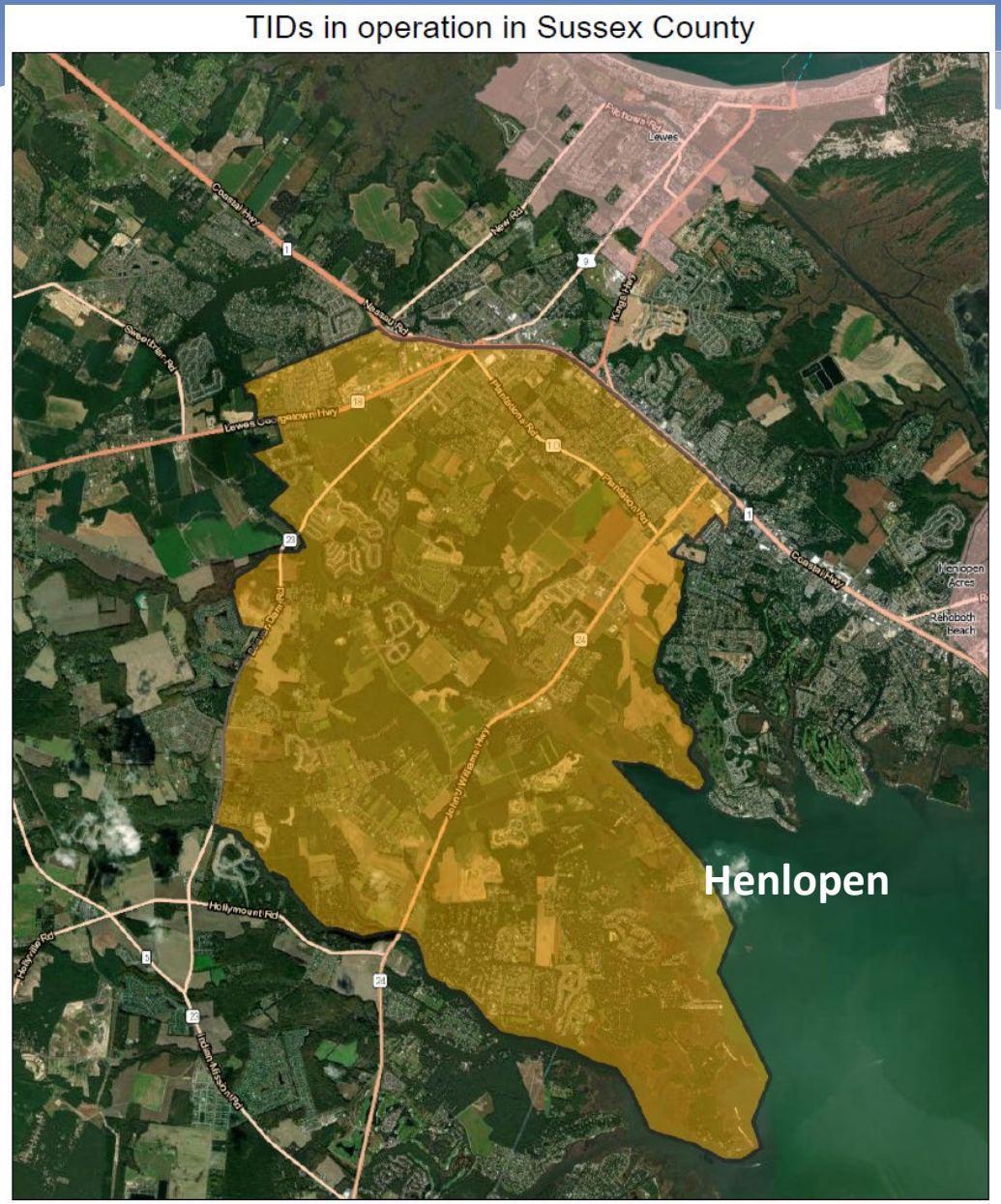
- Comprehensive Infrastructure Planning
- TID Projects Advance in DelDOT's CTP
- TID Fees Stay Local
- Equitable Treatment of Competing Developers
- Known Costs for Developers
- Expedited Development Reviews



Main St.- Newark


https://deldot.maps.arcgis.com/apps/Cascade/index.html?appid=fb3e8f7cd93046dcade7f44b9106fbd9
Getting Started
Newark Transportation...
Henlopen Transportati...
Henlopen TID Concep...
Pages - Intranet
Reference Materials - ...
COVID-19 information...
Coronavirus COVID-19...
Johns Hopkins Corona...
Log on to AASHTOWa...
Transportation Improvement Districts
Definition & Purpose
Benefits
Questions
Map
DelDOT
Where Are There TIDs Now?
DelDOT is participating in several TIDs throughout the state that are either in operation or under development.
TIDs in operation
TIDs under development
Delaware Municipal Boundaries
Lancaster
Chambersburg
Hanover
Wilmington
Churchman's Crossing
Newark
Westminster
Aberdeen
Hyetts Corner
Southern New Castle County
Eastown
Westown
Vineland
Atlantic City
Toms River
Cheswold Area
Dover
Magnolia
Little Heaven
South Frederica
SE Milford
Milton
Henlopen
Annapolis
Easton
Delaware Bay
Maryland
Delaware
Fredericksburg
Virginia
Maryland
California
Also working with Sussex County on TID to implement Southeast Sussex Study in Roxana Area
37
Garmin, NGA, USGS, NPS | DelDOT
esri

Henlopen TID Basics



- Established in 2020, after more than 3 years of planning and coordination with Sussex County
- Approximately 24 square miles; largest in operation/second largest after Magnolia
- 50 intersections and approximately 47 road miles
- Approximately $311 million in projects, with developers contributing about 24%

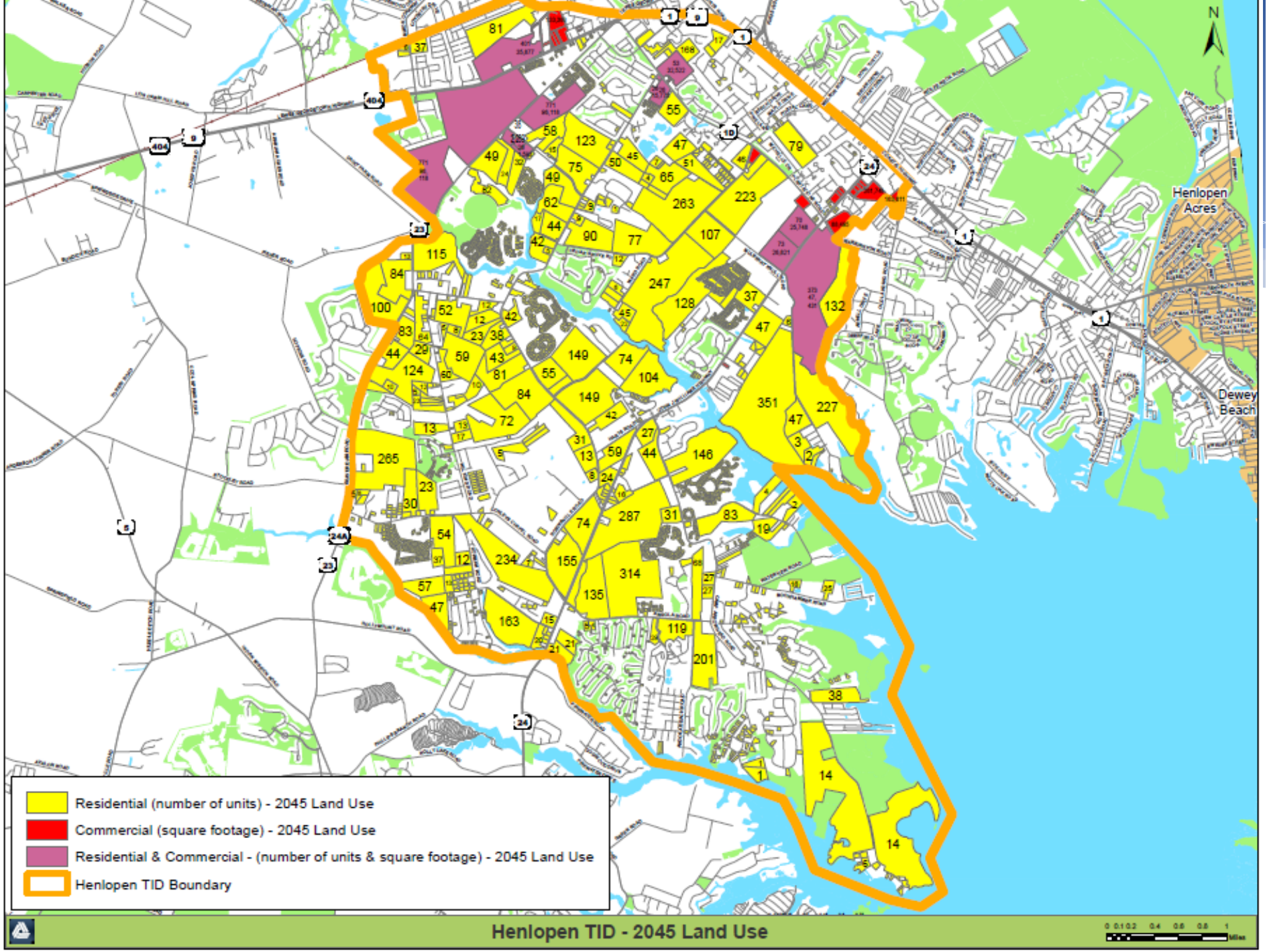
FIVE POINTS TRANSPORTATION STUDY

Henlopen TID Overall Status

- 21 agreements signed and recorded with property owner/developers (up from 8 last year)
- Another 7 developer agreements in process
- About $960,000 in developer contributions collected (up from $480,000 last year)
- Another $341,000 in developer right-of-way dedication or construction commitments (Cambria Hotel right-of-way dedication for Airport Rd. Extended, Cardinal Grove frontage improvements along Beaver Dam Rd. near Kendale Rd., Southern DE Medical Center frontage sidewalk)
- Update completed to evaluate land use changes since 2018

Update Completed

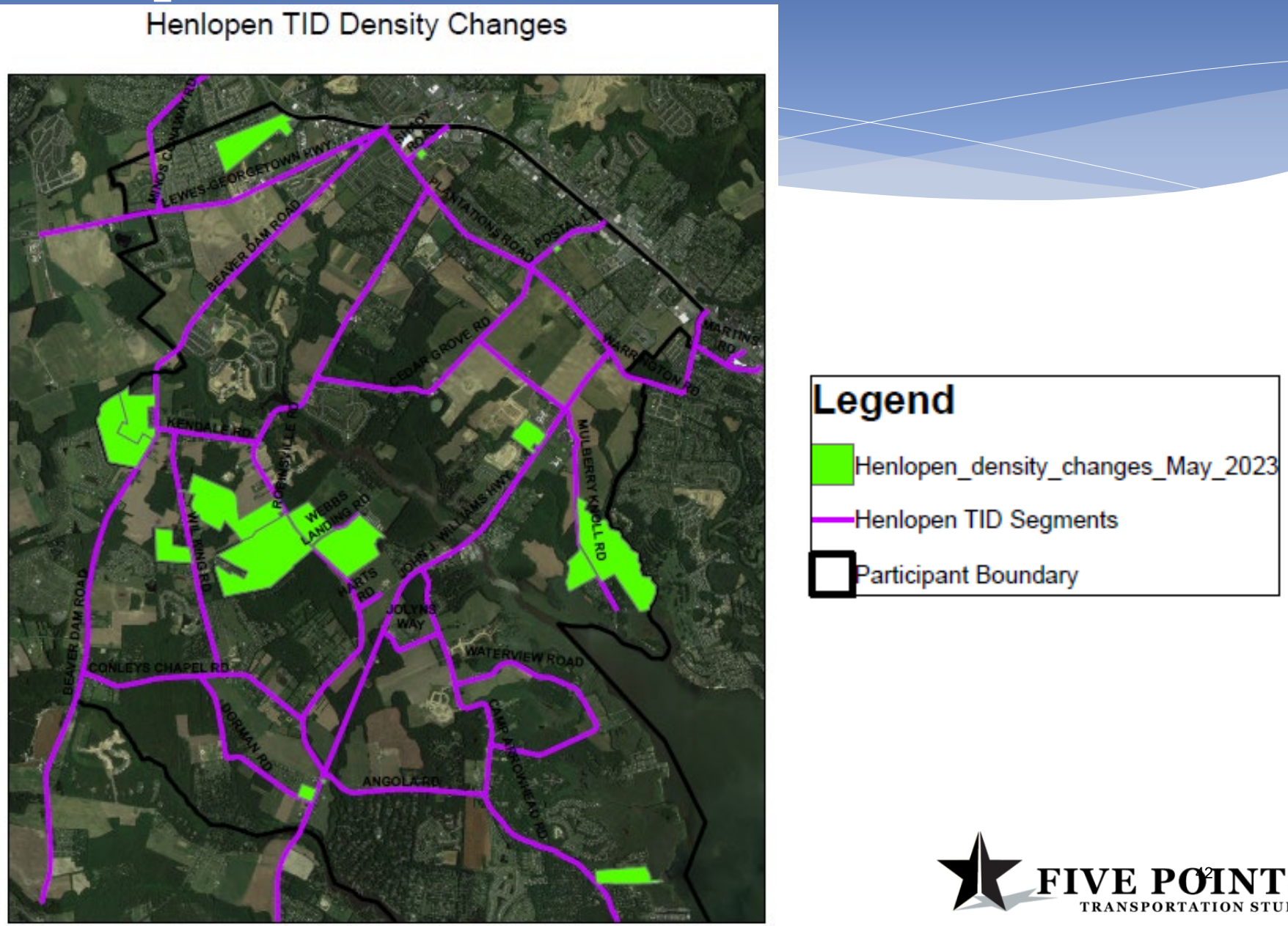
- Used 2045 traffic projections from original TID Study
- Added land use information and trip generation for land use increases only
- Ran 2045 traffic analysis with additional development using Synchro TIA
- Verified that the Henlopen TID improvements are still projected to be adequate, with by right developments.
- Rezonings and any other development applications that exceed threshold still required to complete a TIS



- 13,000 new Single-family detached units and 1,500,000 square feet of non-residential
- 2 units per gross acre in AR, 4 units per gross acre in residential districts
- Background growth outside of the TID

FIVE POINTS
TRANSPORTATION STUDY

Update Completed



Henlopen TID Improvement Status

- Airport Rd. Extension, Old Landing Rd. to SR24: PE underway
- US9 Widening, Old Vine Rd. to US1: PE underway
- Old Landing Rd. and Warrington Rd. intersection: PE underway
- Plantations Rd.: Phase 1 under construction, Phase 2 in design

Henlopen TID Improvement Status

- Shady Road and Postal Lane improvements: added to out years of FY23-FY28 CTP (Preliminary Engineering to begin in FY2028)
- Mulberry Knoll Rd. Extension, from Cedar Grove Rd. to US9: added to out years of FY23-FY28 CTP (Preliminary Engineering to begin in FY2028)
- US9 Widening, Old Vine Rd. to Diary Farm Rd.: proposed FY25-FY30 CTP, PD in FY27 and FY28
- SR24 between Love Creek Bridge and Indian Mission Rd.: proposed FY25-FY30 CTP, PD in FY28 and FY29

Questions?

- Please contact:

  - Sarah Coakley, AICP
    Sarah.coakley@delaware.gov
    (302) 760-2236

    https://deldot.gov/Programs/transportation-improvement-districts/

FIVE POINTS
TRANSPORTATION STUDY

State Development Trends

Coordinating local land use and state policy

OSPC

OFFICE OF STATE PLANNING COORDINATION

- Established under 29 Delaware Code §9101 (g) in mid 1990s
- Mission: continuous improvement of the coordination and effectiveness of land use decisions made by state, county, and municipal governments while building and maintaining a high quality of life in the State of Delaware.
- State Planning Director and 6 staff members – incudes 1 Circuit Rider Planner for each county
- Staff to Cabinet Committee on State Planning Issues

CABINET COMMITTEE ON STATE PLANNING ISSUES (CCSPI)

29 Delaware Code § 9101(c) states that the committee shall consider matters relating to the orderly growth and development of the State, including, but not limited to:

- Recommendations for the most desirable general pattern of land use within the State
- The major circulation pattern recommended for the State, including major routes and terminals of transportation and communication facilities
- Recommendations concerning the need for and the proposed general location of major public and private works and facilities, such as utilities, flood control works, water reservoirs and pollution control facilities, military or defense installations and other governmentally financed or owned facilities

CCSPI (continued)

- Recommendations on land use planning actions that are subject to review and comment pursuant to Chapter 92 of this title (PLUS)
- Preparing the Strategies for State Policies and Spending document and maps, which shall serve as the primary policy guide that summarizes the State's land use goals, policies and strategies and directs state spending into investment levels that support the most efficient use of state resources.
- Performing such other duties and responsibilities with respect to Downtown Development Districts as set forth in Chapter 19 of Title 22.

STRATEGIES FOR STATE POLICIES AND SPENDING

- First created in 1999 and is updated every 5 years using all data available. Latest Update 2020
- This document serves as the primary policy guide that summarizes the State's land use goals, policies, and strategies. The *State Strategies* direct state spending into investment levels that support the most efficient use of state resources, be they physical, fiscal, or natural.
- This document is used by all State agencies and guides where and how they spend their money in each Level Per Appendix C of this document

PRELIMINARY LAND USE SERVICE (PLUS)

The Preliminary Land Use Service provides state agency review of major land use change proposals prior to submission to local governments (Chapter 92 of Title 29 of the Delaware Code).

The Sussex County MOU is currently being updated to reflect the 2018 comprehensive plan update growth areas.

PRELIMINARY LAND USE SERVICE (PLUS)

Proposals reviewed per Sussex MOU:

- Any Residential Planned Community
- Major residential subdivisions containing more than 50 dwelling units
- Any non-residential subdivision or site plan involving the expansion of an existing structure by 25 percent with a total floor area exceeding 75,000 square feet or new construction involving structures or buildings with a total floor area exceeding 75,000 square feet
- Any rezoning within the Environmentally Sensitive Development District (Now Coastal Area) that would increase intensity or residential density
- Applications for rezoning that are inconsistent with the Sussex County Comprehensive Plan
- Any local land use regulation, ordinance or requirement referred to the Office of State Planning Any amendment, modification or update to the Sussex County Comprehensive Plan, as required by Title 9 of the Delaware Code
- Any amendment, modification or update to the Sussex County Comprehensive Plan, as required by Title 9 of the Delaware Code

OSPC ANNUAL REPORT

As staff to the Cabinet Committee on State Planning Issues (CCSPI) the Office of State Planning Coordination (OSPC) is charged with preparing an Annual Report for the CCSPI to submit to the Governor by October 15th of each year.

Beginning in 2007 the Office of State Planning has collected Development Trends data from all local jurisdictions to be included as part of the report. This allows us to coordinate land use with the state budget process.

Data is collected in January of each year for the 12 months prior. Data collected includes:

- Residential Building Permits
- Non-Residential Building permits, including square footage
- Development Approvals, including the number of homes and/or the non-residential square footage approved

DEVELOPMENT TRENDS DASHBOARD

Created in 2020 to track all development data in one place for public viewing, the dashboard tracks 3 types of data:

1. PLUS DATA
2. Development Application Approvals
3. Building Permits Issued

DEVELOPMENT TRENDS DASHBOARD

1. **PLUS data** - Tracks the number of residential units and non-commercial square footage submitted through the Preliminary Land Use Service for State review.

   This is tracked in real time to give the State agencies and glimpse of what may be submitted to the local jurisdiction for approval.

DEVELOPMENT TRENDS DASHBOARD

2. **Development Application approvals** – tracks residential units and non-residential square footage that has been approved at the local level.

   This is tracked through the yearly development trends reporting; gives state agencies a look at what has been approved and where growth will be going.

DEVELOPMENT TRENDS DASHBOARD

3. **Building Permits issued** - tracks residential units and non-residential square footage that is currently being built.

   This is tracked through the yearly development trends reporting; gives state agencies a look at where development is coming to fruition through building permits being pulled.

2022 DEVELOPMENT TRENDS

OSPC Delaware Development Trends

Sign In

Development Trends by Strategy Level

Development Trend data 2017-2021 with PLUS data 2017- September 2022

Select by County

Sussex County

Residential Building Permits
5,500
Total Units - Level 4

Non-residential Building Permits
618,776
Sq. Feet - Level 4

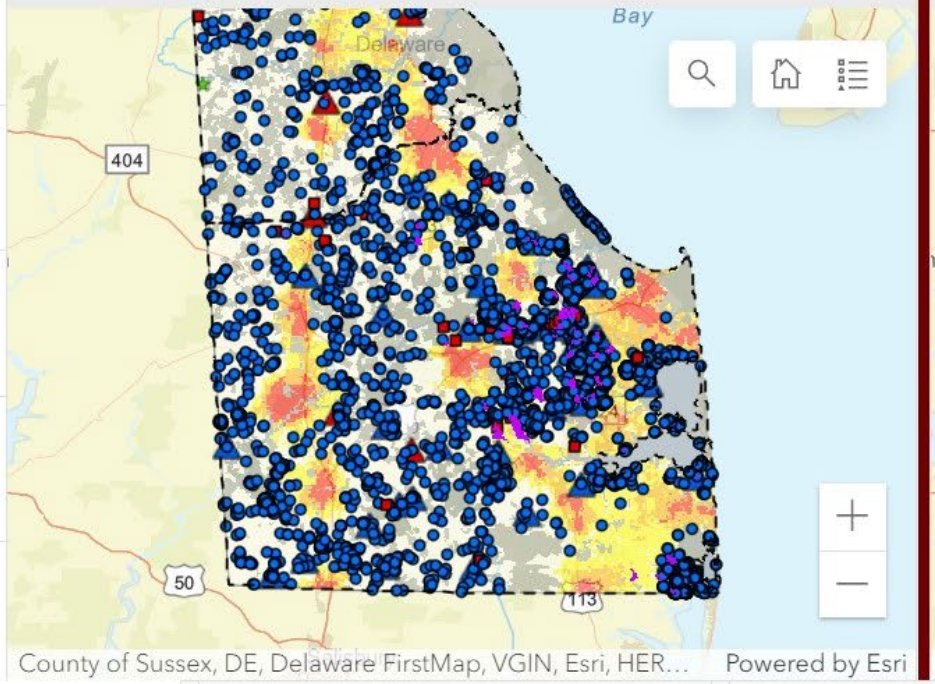
Residential Dev Apps
4,000
Total Units - Level 4

Non-residential Dev Apps
5,560
Sq. Feet - Level 4

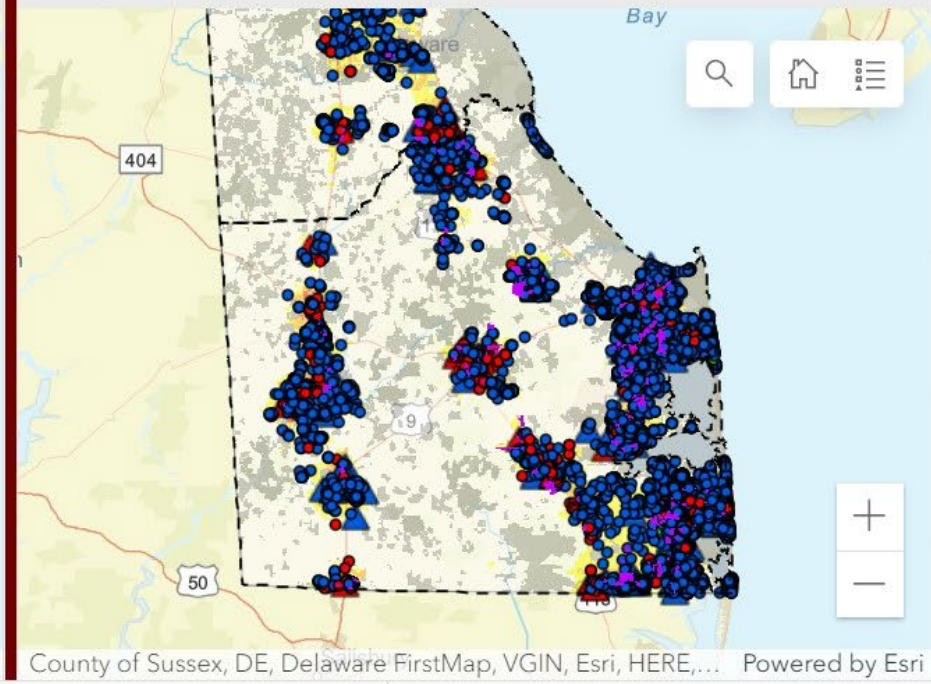
Residential PLUS Projects
10,469
Total Units - Level 4

Non-residential PLUS Projects
1,487,282
Sq. Feet - Level 4

Development Trends in Strategy Level 4



Development Trends in Strategy Levels 1, 2 & 3



Building Permits - Residential
16,202
Total Units - Levels 1, 2, 3

Building Permits - Non-Residential
3,521,913
Sq. Feet - Levels 1, 2, 3

Dev Apps - Residential
10,782
Total Units - Levels 1, 2, 3

Dev Apps - Non-residential
3,063,619
Sq. Feet - Levels 1, 2, 3

Residential PLUS Projects
22,875
Total Units - Levels 1, 2, 3

Non-residential PLUS Projects
5,933,311
Sq. Feet - Levels 1, 2, 3

Development Trends Mapping | Residential Dev Trends Pie Charts | Non-residential Dev Trends Pie Charts

https://devtrends.stateplanning.delaware.gov

2023 DEVELOPMENT TRENDS

OSPC Delaware Development Trends

Sign In

Development Trends by Strategy Level

Development Trend data 2018-2022 with PLUS data 2018-September 2023

Select by County
Sussex County

Residential Building Permits
5,663
Total Units - Level 4

Non-residential Building Permits
617,787
Sq. Feet - Level 4

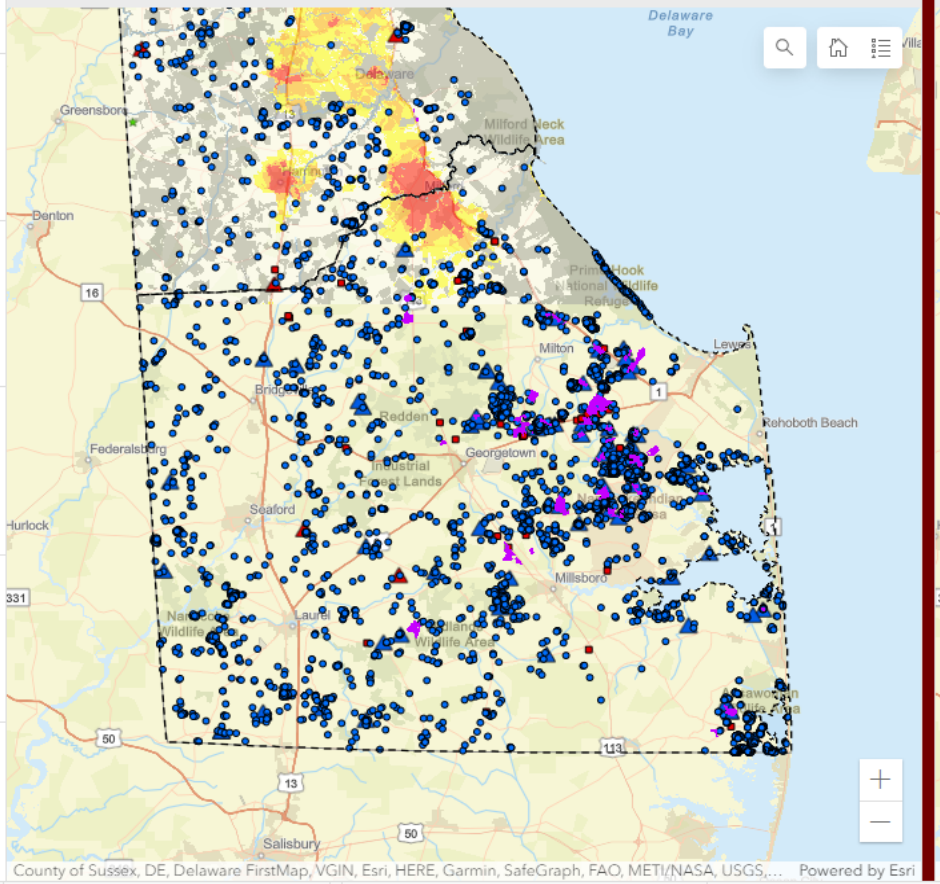
Residential Dev Apps
5,941
Total Units - Level 4

Non-residential Dev Apps
5,560
Sq. Feet - Level 4

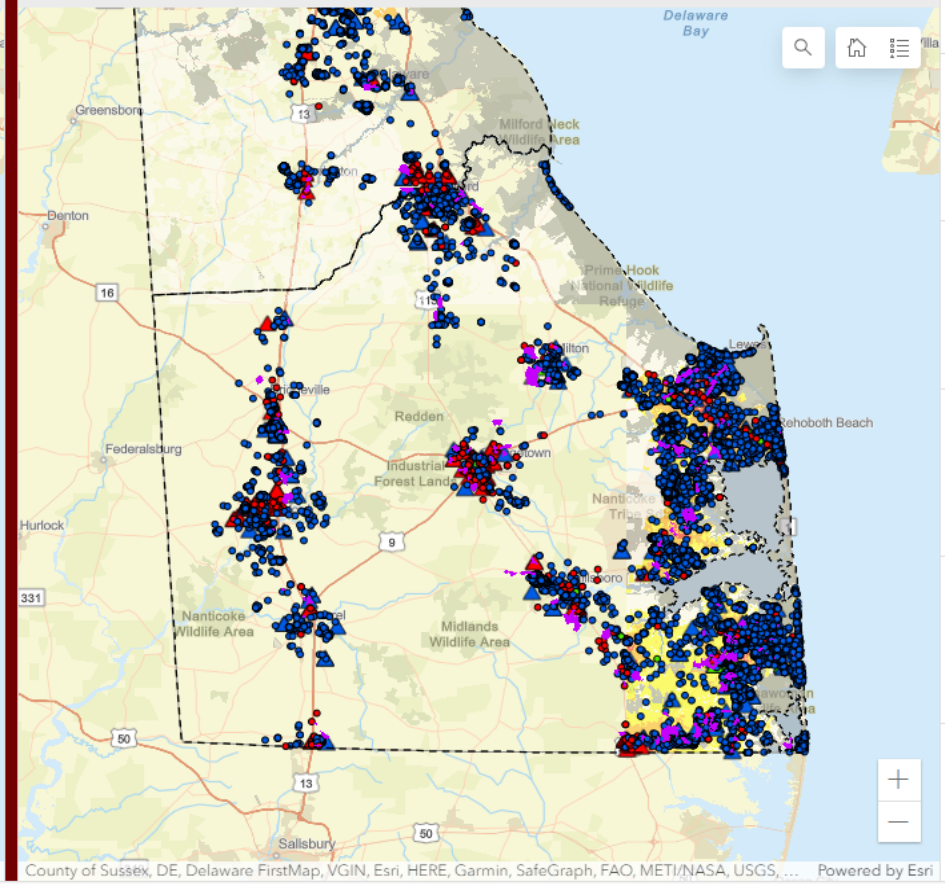
Residential PLUS Projects
12,472
Total Units - Level 4

Non-residential PLUS Projects
986,207
Sq. Feet - Level 4

Development Trends in Strategy Level 4



Development Trends in Strategy Levels 1, 2 & 3



Building Permits - Residential
17,746
Total Units - Levels 1, 2, 3

Building Permits - Non-Residential
4,086,283
Sq. Feet - Levels 1, 2, 3

Dev Apps - Residential
23,192
Total Units - Levels 1, 2, 3

Dev Apps - Non-residential
5,941,139
Sq. Feet - Levels 1, 2, 3

Residential PLUS Projects
25,335
Total Units - Levels 1, 2, 3

Non-residential PLUS Projects
7,941,914
Sq. Feet - Levels 1, 2, 3

Development Trends Mapping | Residential Dev Trends Pie Charts | Non-residential Dev Trends Pie Charts

MORE INFORMATION ON THE DOCUMENTS DISCUSSED IS AVAILABLE AT

STATEPLANNING.DELAWARE.GOV

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	*	<3 years	0	Low
$$	$200K - $2M	* *	3-10 years	0 0	Medium
$$$	$2M - $20M	* * *	>10 years	0 0 0	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
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 Chetper 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
DELDOT

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)

Current status (as of October 2023)

67 of 78 recommendations in progress, ongoing, or completed

Compares to 64 of 78 at last meeting (April 2023)

- 1 Category B recommendation newly “Ongoing”
- 1 Category B recommendation newly “Complete”
- 1 Category B recommendation newly “In Progress”
- 1 Category D recommendation newly “Complete”
- 1 Category D recommendation newly “In Progress”

Category A

Being addressed by current DelDOT projects and initiatives

Number of recommendations by status

Status	April 2023	Oct 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	April 2023	Oct 2023	Change	
COMPLETE	6	7	+1	
ONGOING	6	6	-	
IN PROGRESS	9	10	+ 1	
Initiate in 2023	1	0	- 1	
Longer-term	5	4	- 1	
Total B	27	27	-	

Category B progress

- **B-6 – Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan**
  - Changed from Longer-Term to Ongoing
  - DelDOT is starting to work with the University of Delaware to enhance support and coordination to municipalities updating their comprehensive plans

Category B progress

- **B-9 – Study enhancing New Road per Byway Master Plan**
  - Changed from Ongoing to Complete
  - The New Road Master Plan was endorsed by the Lewes Mayor & City Council on July 13, 2020
  - The New Road bridge over Canary Creek was designed in accordance with the Master Plan (BR-314 on S266 New Road over Canary Creek)
  - Improvements along the frontages of new development will be addressed by developer agreements
  - DelDOT has allocated additional funding for road improvements along the southern portion of New Road in the FY23-FY28 CTP

Category B progress

- **B-17 – Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks**
  - Changed from To Be Initiated to In Progress
  - At this time, the focus will be on multi-modal trails
  - The SR 1 Low-Stress Bikeways Study is exploring the feasibility of providing multi-modal trails or sidepaths along multiple roads to fill gaps in the low-stress bike network
  - Generally, the amount of space created by narrowing lanes is not enough to implement a trail project

Category C
Make the most of existing roadway infrastructure

Number of recommendations by status

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

Category C progress

- **C-1 – Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes**
  - No change in status, just an update
  - The Coastal Corridors Study began a preliminary evaluation of Route 9 from Old Vine Boulevard through 113
  - Further study in FY24 will focus on the area between SR 5 and Old Vine Boulevard

Category D
Walking, bicycling, and transit

Number of recommendations by status

Status	April 2023	Oct 2023	Change	
COMPLETE	2	4	+2	
IN PROGRESS	11	10	-	
Initiate in 2023	1	1	-	
Longer-term	1	0	- 1	
Total D	15	15		

Category D progress

- **D-1 – Study the feasibility of hop-on, hop-off van or jitney service loop for Lewes similar to the free service in Cape May**
  - Changed from In Progress to Complete
  - DTC provided the City of Lewes with paratransit sized buses
  - Pilot service began in May 2022, included stops at the Cape-May Lewes Ferry, Johnny Walker Beach, Savannah Beach, the Otis Smith Lot, Second and Market Streets, George H.P. Smith Park, Lloyd's Market, and the Lewes Public Library
  - Service expanded in summer 2023 to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments

Category D progress

- **D-12 – Identify publicly- and privately-owned land in the study area that may be used for trails**
  - Changed from Longer-Term to In Progress
  - The SR 1 Low-Stress Bikeways Study is exploring the feasibility of providing multi-modal trails or sidepaths to fill gaps in the low-stress bike network between Lewes and Rehoboth
  - The Lewes Bike Plan is currently exploring options within City limits

Category D progress

- **D-15 – Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway**
  - Changed from In Progress to Complete
  - A new signal has been installed at Freeman Highway and Monroe Avenue which includes a crosswalk over Freeman Highway
  - Additional pedestrian facilities will be included with the Kings Highway CTP Project as proposed by the Master Plan, and a public workshop is TBD
  - Rectangular Rapid Flashing Beacons (RRFB) were installed at the trail crossing of Freeman Highway near Cape Henlopen Drive

Category E
New infrastructure

Number of recommendations by status

Status	April 2023	Oct 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
  - Meet with all DelDOT Divisions and agency partners in December to discuss 40 in progress/ongoing recommendations and 10 outstanding recommendations
  - Convene the Working Group in January

Public comment

Thank you for your participation!

Next meeting
January 22, 2024
6:00pm
Location TBD

Humaira Nabeela
Planner II
Delaware Department of Transportation
Humaira.Nabeela@delaware.gov
302.760.2174

FIVE POINTS
TRANSPORTATION STUDY

DRAFT

Meeting Minutes

Phase 2 Working Group Meeting #15

Monday, April 24, 2023, 6:00 pm Hybrid Meeting
Cape Henlopen High School Library and Zoom

Members present

1. Bill Davis
2. Councilman John Rieley
3. Councilman Mark Schaeffer
4. Glenn Marshall
5. Kathi Colman
6. Kim Hoey Stevenson
7. Lloyd Schmitz
8. Mary Roth
9. Rep. Stell Parker Selby
10. Robert Fischer
11. Senator Russ Huxtable
12. Scott Thomas

Members absent

1. Ann Marie Townshend
2. Carol Materniak
3. David Chernuta
4. DJ Hughes
5. Michael Tyler
6. Pam Steinebach, DelDOT
7. Rep. Peter Schwartzkopf
8. Scott Green
9. Todd Lawson

Members attending virtually
None

Project Team/Agency Representatives
Kristen Ahlfeld (FHI)
Tremica Cherry-Wall
Sarah Coakley (DelDOT)
Jennifer Cinelli-Miller (DelDOT)
Andrew Bing (K&A)
Leah Kacanda (WRA)
Dorothy Morris (State Planning)

Public attendees in person
Undocumented

Public attendees on Zoom
Diana (no last name was provided)
Drew Boyce
Glennes Healey
Lorie Seaman
Nick Roth
Rich Landerkin
Zaphod (no last name was provided)
16103298653 (no name was provided)

This was a hybrid meeting with all working groups members, some staff, and some members of the public in person, and others attending virtually. A quorum of 12 working group members attended.

Welcome
Andrew Bing welcomed everyone and provided an overview of the evening. He announced the meeting would be recorded, that it is open to the public, but the purpose is to serve the working group members. Members of the public may attend either in person or virtually and may comment during the public comment period either in person or virtually. The recording of the meeting can be found here: https://publicinput.com/t6338#1.

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

Safety Update
Jenn Cinelli provided the working group with DelDOT's safety update. Details are found on Slide 3. The number of fatalities for 2023 is currently 49 which is higher than the previous two years at this point. On her way here, several cars passed a stopped school bus that had its stop sign out. Unfortunately, people don't realize how deadly their actions can be. Bob Fisher suggested that the school buses carry cameras to record the action. Jenn responded that cameras may already be installed in some school districts. She needs to investigate where that effort stands statewide.

Working Group Meeting Agenda
Andrew Bing reviewed the agenda for the meeting.

Member Introductions
Members of the working group introduced themselves.

Summary of Notebook Materials
Andrew Bing reviewed the materials that were provided to the working group members.

Working Group Meeting Minutes from January 30, 2023
The meeting minutes from January 30, 2023 were reviewed and Glenn Marshall motioned to approve the minutes, and was seconded by Mary Roth. A correction was made to the spelling of Representative Stell Parker Selby's name. 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.

Five Years with Five Points, DelDOT and Sussex County Coordination
Jamie Whitehouse, the Planning and Zoning Director for Sussex County and Jenn Cinelli from DelDOT Planning presented on Five Years with Five Points. The presentation details begin on slide 7. The presentation addresses development that is occurring in Sussex County and the processes DelDOT and Sussex County have developed to improve coordination between the agencies starting in 2017. Several key residential developments have occurred in the last five years, including the Vineyards, Lewes Crossing, and Somerset Green.

Jamie explained that monitoring development is important. Slide 10 shows a heat map of locations where significant development activity has occurred. Development activity has increased over the past five years with a peak in 2022. Communication is critical when there is significant growth like what Sussex County has experienced. Now the County can share development data in real-time with DelDOT in a new way. This is important because other initiatives need the permit data, especially when there are connections between parcels.

Highlights of initiatives between Sussex County and DelDOT include the sharing of data in real-time and using technology in new ways to track development implementation, the provision of data needed for transportation improvement districts (TIDs), commercial interconnectivity use requirements, Funding Accelerated Safety and Transportation (FAST) program from the County for projects up to $5 M, joint CTP updates, and an MOU for land development coordination.

One of those initiatives provided joint CTP (Capital Transportation Projects) updates. The County initially engages the community and collects their comments which helps identify new projects for the CTP.

A streamlined process was developed that includes an interactive, joint building permit tracking system. The online system was launched in November 2021. Sussex County won a peer-reviewed award in August 2022 from Urban and Regional Information Systems Association (URISA) for exemplary practices in government in the Enterprise category. The system helps developers to meet their commitments and keep the public trust.

The first Transportation Improvement District (TID) in Sussex County is located in Henlopen with almost 11,000 parcels. TIDs can improve a jurisdiction's ability to link development to the transportation infrastructure. TID analysis identified the future growth, determined what infrastructure improvement was needed, and links permits to future demand. Therefore, for every dwelling and small-scale commercial development in a locality, a relevant price for infrastructure can be determined.

Establishing a standard Memorandum of Understanding for land development coordination was another joint initiative. A process now exists that outlines the procedural responsibilities developers must go through – first with DelDOT, then with Sussex County. The process includes technical standards that must be followed, as well, for example, target a minimum traffic level of service (LOS) D.

Councilman Schaeffer asked if the requirements for redevelopment are the same as new for development. Jamie responded yes, as typically, most everything will be redeveloped at some point.

Jenn Cinelli explained the process that DelDOT and Sussex County needed to go through to achieve the improved collaboration for the memorandum of understanding. It required them to locate and update the existing, static memorandum of understanding (MOU) and create a "living" document (e.g., electronic, and easily updated).

As background, beginning in 2017, DelDOT began a large-scale transportation infrastructure improvement project for lower Delaware. Their vision included starting from scratch and looking forward, and not back. DelDOT wanted to ensure every industry and diverse population were represented. They tried different formats and frequencies of meeting to determine what was most successful. The process resulted in 78 recommendations with 24 priorities accepted by DelDOT and Sussex County for Phase 1 with a commitment to move them forward. Phase 2 is implementation of those recommendations.

From that beginning, the *Following Five Points* newsletter was born and now there are almost 500 subscribers. It was clear that several challenges and a lot of work lay ahead, including the need for growth and development to be in sync with funding. Another challenge was how to keep the public better informed of the work that was being undertaken.

Bob Fischer noted that Five Points has achieved a significant number of accomplishments and hopes they are being tracked. Andrew Bing responded that the Annual report tracks those accomplishments, and Jenn noted that the Five Points team uses a tracking tool to document project progress as well.

Scott Green asked about how the 24 priorities were established. Andrew responded that the 78 recommendations were developed first, then priorities were established. The priorities are a guide for action, not a mandate. Each year DelDOT and the County review the projects and determine which recommendations should advance. Input from the Working Group and public is also solicited. Bob Fischer stated that one of the working group's successes includes Lewes bike paths. DJ Hughes mentioned that the Cave Neck Road presentation from DelDOT did not provide a good explanation. Andrew responded that the Cave Neck Road presentation is available online, however, the project is technically outside of the Five Points study area. Representative Schwartzkopf cited that DelDOT is aware of the report's contents. Andrew noted that DJ Hughes's concerns have been recorded.

<u>Emergency Response in the Five Points Area</u>
Glenn Marshall, the Special Operations Manager for Sussex County and a member of the Working Group, spoke to the working group about Emergency Response. The presentation begins on slide 20. A great deal of investment in Emergency Response has already been made. A staff of 111 paramedics provides service to 938 square miles. The system handles 32,000 advanced life support (ALS) responses each year.

The top locations requiring responders are Lewes, Rehoboth, Mid Sussex, and Millsboro. The numbers have been increasing for Fire and EMS in recent years. Meanwhile the traffic has been increasing so it means the emergency response time is increasing as well. The average response time in 2017 was 4.5 minutes, and now in 2023 it is 7.4 minutes. A delay can be for different reasons. For example, there may not be an ambulance in a locality so they need to dispatch one from another site or hospital. The national response standard is 8 minutes, but we are trying to find ways to improve our response times.

One strategy to improve response time is building permanent stations in the areas where the majority of calls originate from, e.g., Plantation Road. It is much easier to access both north-south routes and east-west routes from that site without impacting traffic flow.

Driver education is key as well. Driver response to emergency vehicles is not immediate the way it should be. The routing of emergency vehicles is important as well. Increased development density means increased number of calls and an increase in response time. Short distances are more critical than speed. Sometimes narrowed roadways or street improvements can negatively impact access by emergency vehicles. It is no longer safe for emergency vehicles to use bus lanes because other traffic, including bicycles and pedestrians can use it too.

Many drivers are failing to yield for emergency vehicles because modern car features try to block out outside noises. Emergency vehicles use lights and sirens to help notify drivers on the road. Emergency vehicles on highways benefit from Move Over Laws, e.g., Move over a lane or slow down when passing vehicles stopped on the side of the road, including emergency vehicles.

Key strategies for improving response time by emergency vehicles include:

- Education and outreach, for example, don't block the box.
- Improving roadways to include shoulders.
- Better interconnectivity of the road network.

Comments and questions include the following.

- Andrew commented that simply building facilities doesn't always solve the problem. There has to be a change in behaviors as well.
- Kim Hoey Stevenson wanted to verify that people are allowed to be in the right lane if turning immediately, but not if turning in 2 blocks.
- Mary Roth commented on the recommendation concerning education and outreach. How can we help get the message out?
    - Glenn Marshall remarked that DelDOT should have that information. We can share that information when we meet with people in person.
    - Jenn Cinelli shared that DelDOT is discussing hosting pop-up events and providing outreach materials during the summer for summer residents. They are working with municipalities on this effort. More information will be shared in the future.
    - Representative Schwartzkopf remarked that it is also important to provide education materials to protect construction vehicles on shoulders as well.
    - Glenn shared that people can individually post educational information on Nextdoor, Twitter, and other social media as well as share news stories, etc. to promote public education.
    - Andrew stated that we will include public information on this topic for the next *Following Five Points* newsletter and will share the materials with the working group to post as well. He also asked, how can we reach new drivers? The move over law is likely not included in drivers' education currently since it is a new law.
- Bob Fischer commented that noncompliance is likely to increase. We are trying to do the impossible.

- The question was asked about interconnectivity between developments. Jenn responded that this is already a recommendation of the Five Points working group.
    - Glenn Marshall remarked that the connections between developments can be on private property and therefore problematic to make a connection.
        - Councilman Rieley stated he was uncertain where the Courts stand on the issue. For Sussex much of the road network is private.
        - Andrew stated that the Five Points team will look at this issue.
- Representative Schwarzkopf asked how are other sites in Delaware accessed from controlled-access highways currently and how do they provide access to those located in the middle? What wording is in the Code to deal with the issue for other controlled accessed locations?
- Jenn Cinelli said we do need different means to manage the issue and DelDOT will pursue this issue.

Phase 2 Implementation Plan Update

Leah Kacanda from Whitman, Requardt & Associates spoke about the 78 Five Points recommendations. The presentation begins on slide 32. The 2022 Annual Report is complete and will be distributed to working group members electronically.

The Public Workshop is planned for June this year instead of May, since DelDOT has so many other public workshops planned for this spring. It will be held on June 14 at 6 pm at Cape Henlopen High School. An online version of the presentation will be posted on the website as well. The bar chart shows improvements in our implementation. Some projects will remain in progress. Sixteen remain as longer-term projects. Of those in progress, 12 are actively in design and 17 are in planning.

Notable achievements include the following:

- The Mulberry Knoll Road Extension Study has been completed and the Mulberry Knoll Road extension is going in ahead of schedule. We are looking to add shoulders as well.
    - Councilman Schaeffer asked if the traffic light is scheduled to be implemented. Jenn responded that the work should be completed by May/June. It was held up by some DelDOT work. DelDOT is looking at potential for shoulders to be included as well.
    - Councilman Schaeffer commented this will be a problem if it is not meeting the conditions of the site plan.
        - Jenn Cinelli responded that DelDOT will look into this.
- The Savannah Road sidewalk improvements have been completed.
- The Munchy Branch Road shared use path has been completed.
- “Don’t Block the Box” legislation has been adopted.
- The Lewes Line Pilot Season was viewed to be a success.

The Savannah Road Master Plan was launched in FY 2023. It is being funded and supported by DelDOT but led by the Historic Lewes Byway and Delaware Greenways. Mary Roth shared that there is a public workshop this Wednesday from 6-8 pm at Lewes Elementary for the Savannah Road Master Plan. There is a lot of information available on the workshop.

Mike Campbell from Whitman, Requardt & Associates presented information on the study for a pedestrian bridge over SR 1 that considers different locations. The presentation begins on slide 45.

The study was paused to coordinate with the SR 1 Low-Stress Bikeways Study. It considered seven crossings. Two locations discussed tonight are: Shady Road/Marsh Road and Bryan Drive/Tangier Outlet. The span lengths between the alternatives vary greatly. Accessibility is a key concern as well as the construction and material type. An effort is being made to try to minimize the profile as much as possible. Slide 51 shows an image of the spans and heights of the different bridge options. The slides that follow addressed right of way and utility impacts.

Primary cost considerations addressed on slide 54 include construction access (limited right of way), maintenance of traffic impacts through construction phase, bridge construction type, utility impacts, and right of way impacts. Currently there is no dedicated funding as the project is only in the initial stages. Grant funding is being investigated. There is also a possibility of a public-private partnership.

Beginning on slide 55, Leah Kacanda explained there are tradeoffs between the construction costs and the length of trip by the pedestrian. The cost to build a signalized at-grade crosswalk would likely be less than $1 million. The cost of a pedestrian bridge would likely range between $8 million to $12 million, and there is still a question of whether the public would use the bridge. The closest crossing to the north is the Georgetown Lewes Trail under Route 1. The closest crossing to the south is at Dartmouth Drive.

There is a concern that additional crossings would result in traffic delays, however previous crossing implementations paired with signal re-timings did not increase travel times. We need to make some field visits to see how people are behaving currently. DelDOT has not done holistic traffic counts in ten years. DelDOT will be conducting counts at virtually all SR 1 signalized intersections from Lewes to Dewey Beach this spring and summer.

The next steps that are recommended for this project include continued outreach consisting of a public workshop and a stand-alone event for the study to understand the public's preference for crossings and bike and pedestrian facility types in this vicinity.

Jenn Cinelli commented that at the pop-up bike event last summer, Leah and Jenn were frequently asked for a pedestrian bridge over Route 1. There is a lot of interest from the public. Next year she hopes to have more complete information to provide next year.

Mary Roth asked whether there are any options to go under SR 1. Mike responded that the ramps for the underpass will require as much space as a bridge, and there are concerns about safety given the lack of visibility within a tunnel.

Councilman Rieley suggested that the study should also look at traffic volumes. Jenn commented that new technology such as INRIX data will help too.

Bob Fischer asked if there are opportunities using AI to collect information real-time and what progress is being made to ensure we are optimizing signal timing for these roads? Leah responded that we can ask Gene Donaldson and provide an update in October. That update can include the lessons learned from summer.

Councilman Rieley commented that the Cool Spring development needs a bicycle bridge. Jenn responded that the development needs both treatments to prevent at-grade crossing as well as a pedestrian bridge.

Public Comment – live and via Q&A
George (last name unknown), a Lewes resident requested a second set of warning lights on Janice Road. Jenn Cinelli said she would make a note of that request.

A question was asked what the assessment period for evaluating roundabouts is. Jenn Cinelli answered that roundabout evaluation will be part of a more extensive study to evaluate these projects.

Brittney asked where the pedestrian bridges will be located. Leah showed her slides 47 and 48. Originally there were seven locations under consideration; these were the top two options selected for further study. Andrew Bing added that the presentation is available on the Five Points website. Brittney also asked when DelDOT anticipates the bridges will be available to the public. Andrew Bing responded that this effort is still in the very early planning stages. There will be significant public outreach before DelDOT decides whether or not to pursue the project.

Brittney asked what “improving lanes and signage” consists of. Mike responded that signage consists of signs (above the road and alongside it), pavement markings, etc.

Brittney also asked how DelDOT improves signals. Leah explained that they could be retimed, because when DelDOT notices backups they can adjust the signal timing, or it could be that DelDOT installs a new signal.

No one attending online was interested in making a comment.

Closing and Adjournment
Andrew closed the meeting and thanked everyone for participating and attending. The next working group meeting will be October 23, 2023.

FIVE POINTS
TRANSPORTATION STUDY

List of upcoming meetings

Phase 2 Working Group

Meeting #17

Monday, January 22, 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

FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT

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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 DelDOT/University of Delaware		$	*	N/A	N/A	N/A	Ongoing	DelDOT is working with the University of Delaware to enhance support and coordination to municipalities updating their comprehensive plans.

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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	$$	*	TBD	TBD	TBD	COMPLETE	At its October 27, 2020 meeting, Sussex County Council approved the Henlopen TID agreement. The Henlopen TID recommendations are related to Five Points Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Because most available land on the east side of Route 1 has already been developed or approved for development, there is limited value to a TID in this area.
B	**8**	**Y**	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DelDOT - Planning	DelDOT Traffic, DTC, property owners, businesses, DNREC, private partner(s)	$$	*	$$$	* *	◊	IN PROGRESS	DelDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. DNREC is getting ready to update the entrance to Cape Henlopen State Park, and would like to explore adding automated counters for use in tracking parking occupancy. Coordinate with recommendation B-3.
B	**9**	N	69	Study enhancing New Road per Byway Master Plan	DelDOT	City of Lewes, Sussex County, Delaware Greenways, Byway Committee	N/A	N/A	$$$	* *	◊ ◊ ◊	COMPLETE	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. DelDOT has allocated additional funding for road improvements along the southern portion of New Road in the FY23-FY28 CTP. The Lewes Bike Plan (under development in 2023/2024) will include a recommendation to connect a sidepath through W. 4th Street.
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	$	*	$$$	* * *	◊ ◊	Longer-term	
B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DelDOT		$	*	N/A	N/A	N/A	ONGOING	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DelDOT		$	*	$$	* *	◊	IN PROGRESS	At this time, the focus will be on multi-modal trails. The SR 1 Low-Stress Bikeways Study is exploring the feasibility of providing multi-modal trails or sidepaths along multiple roads to fill gaps in the low-stress bike network. Generally, the amount of space created by narrowing lanes is not enough to implement a trail project.
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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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		$$	* *	$$$$	* * *	◊ ◊ ◊	IN PROGRESS	The Plantation Road project will complete the widening of Route 9 from Ward Avenue to Route 1. Widening is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A project is programmed in the FY 23 - 28 CTP. The project development process began in October 2021. The Coastal Corridors Study will began a preliminary evaluation of Route 9 from Old Vine Boulevard through 113, and further study will focus on the area between SR 5 and Old Vine Boulevard.
C	**2**	**Y**	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DelDOT - Traffic		$	*	$$	*	◊	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, and a public workshop was held in March 2022. Final right of way approval has been received. Construction is anticipated to begin in Fall of 2025.
C	**5**	**Y**	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DelDOT - PD South		$	*	$$$	* *	◊ ◊	IN PROGRESS	Sussex County Council selected this intersection as the first project its FAST program (Funding Accelerating Safety in Transportation). DelDOT presented alternatives to Council in November. A public workshop was held November 16, 2021. A roundabout was announced as the preferred alternative in 2022 and design will be completed in early 2024. All-way stop control was implemented recently as a interim safety upgrade.
C	**6**	**Y**	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DelDOT - Traffic		$	*	$$$$	* * *	◊ ◊ ◊	COMPLETE	DelDOT Traffic evaluated locations suggested by Five Points Working Group members. All but two have been incorporated into other DelDOT projects. DelDOT is looking at the potential to add southbound Route 1 at Dartmouth Drive to the Kings Highway capital project, although a recommendation was made to not move forward. Southbound Route 1 at Ames Drive will be re-evaluated after changes are completed at Holland Glade Road. Design is underway on southbound Route 1 at Old Landing Rd with a goal of implementation before summer 2023. A pavement rehabilitation project on Minos Conaway Road from Route 9 to Brittany Lane added the right turn lane at US 9.
C	**7**	**Y**	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DelDOT - Planning/Traffic		$	*	$$$	* * *	◊ ◊ ◊	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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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	$	*	$$$	* *	◊ ◊	IN PROGRESS	The Five Points project team met with Cape Henlopen School District in July 2022. CHSD is open to ideas to improve traffic circulation in the vicinity of Beacon Middle School and Love Creek Elementary School. There are significant backups on Route 24/John J Williams Highway during arrival and dismissal. Currently, Beacon Middle uses 13 buses at departure and Love Creek uses 10 buses at departure; however, only 2 buses turn left on Mulberry Knoll Road. The project team is in discussions with Delaware State Police and Sussex County to determine the viability of new driveway access to Mulberry Knoll Road.
C	17	N	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DelDOT		$$	*	$$$$	* *	◊ ◊	Longer-term	
C	18	N	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DelDOT		$	*	$	*	◊	IN PROGRESS	Immediate maintenance concerns are being addressed now.
C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DelDOT		$	*	$	*	◊	COMPLETE	Eight reportable crashes occurred at the intersection over the three years from March 2015 – March 2018. Based on the crash type, an all-way STOP may not be an appropriate countermeasure, with the curvature of the roadway and potential to increase rear-end crashes. A roundabout was studied but is not adequate for 2045 traffic. The Henlopen TID study recommended a traffic signal by 2045; it will be installed when a signal warrant is met.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DelDOT - Development Coordination		$	*	$$	*	◊	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.

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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	$	*	$$	*	◊	COMPLETE	DTC provided the City of Lewes with small cutaway (paratransit sized) buses that they could operate as jitneys. Lewes started "Lewes Line" service as a pilot in May 2022 that included stops at the Cape-May Lewes Ferry, Johnny Walker Beach, Savannah Beach, the Otis Smith Lot, Second and Market Streets, George H.P. Smith Park, Lloyd's Market and the Lewes Public Library. Service expanded in summer 2023 to include the Villages of Five Points, Zwaanendael Museum along Savannah Road, and Bay Breeze and Jefferson Apartments.
D	**2**	**Y**	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DelDOT - Planning	$$	*	$$$	* * *	◊ ◊	IN PROGRESS	The SR 1 Low-Stress Bikeway Study is underway to evaluate the potential for routes both parallel to and crossing Route 1. The results of the pedestrian bridge study in recommendation D-6 will be incorporated into this effort. Coordinate with D-6 and D-10.
D	**3**	**Y**	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DelDOT	Sussex County	$	*	TBD	TBD	TBD	IN PROGRESS	DelDOT Planning is drafting a Complete Streets Design Guide that will offer design guidance for roadways including bike and pedestrian facilities. The plan is currently in draft form, and will go out for public comment in early 2023.
D	**4**	**Y**	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DelDOT - Planning		$	*	$$$	* *	◊ ◊ ◊	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 inventoried 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.

FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT

October 23, 2023 (**red text** indicates changes since April 24, 2023 Working Group meeting)

$ < $200K	*	<3 years	◊ Low
$$ $200K - $2M	* *	3-10 years	◊ ◊ Medium
$$$ $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
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. 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		$	*	$$$$	* * *	◊ ◊	IN PROGRESS	Coordinate with recommendation B-17. The SR 1 Low-Stress Bikeways Study is exploring the feasibility of providing multi-modal trails or sidepaths to fill gaps in the low-stress bike network between Lewes and Rehoboth. The Lewes Bike Plan (underway 2023/2024) is exploring options within City limits.
D	13	N	1	Identify locations in the study area where bike parking can be provided	DelDOT		$	*	$	*	◊	To be initiated in 2023	This effort can be combined with B-18 (multi-modal trail) and Low-Stress Bikeway Study.
D	14	N	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DelDOT - Traffic		$	*	$	*	◊	COMPLETE	A bike box is not feasible at Dartmouth Drive. Bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the Kings Highway CTP project, which includes this intersection.
D	15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DelDOT, DRBA		$	*	$$	* *	◊	COMPLETE	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 has been installed at Freeman Highway and Monroe Avenue which includes a crosswalk across Freeman Highway. A 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. Additional pedestrian facilities will 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 has been reviewed by a "national expert" and a public workshop will be scheduled to review the project (date TBD).

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$	< $200K	*	<3 years	◊	Low
$$	$200K - $2M	* *	3-10 years	◊ ◊	Medium
$$$	$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
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	