



## Public Comments

### Received Since the Last Working Group Meeting

January 22, 2018

#### Comment 1

Suggestions to improve traffic flow around the Five Points Area:

The main problem at five points is the light at Belltown Rd being in too close of a proximity to the intersection of routes 9/404 and Coastal highway. This causes vehicles to back up out into the intersection of five points because people do not pay attention to the actual flow of traffic heading west onto Rt 9/404. This is mostly a warm weather month occurrence, except that with all the building of new homes and the resulting influx of people it is happening at an increased pace. So here are my suggestions to "help" eliminate some of this congestion. First, I do not think that an overpass is the right solution, since it would cost millions of dollars, disrupt the area dramatically, possibly causing some businesses to be eliminated, and take up a tremendous amount of space. Secondly, there should be added an entrance/exit to/from Lowes on Coastal Highway near the new Dart Bus lot, just like the one that Home Depot has. Third, make Westcoats Road two lanes wide for the left turn at the light on Coastal Highway to allow for more vehicles to move through the intersection at each cycle, because it is mostly a one lane junction right at the Exxon station..... Fourth, and this is the most important item, is to move the intersection at Belltown Rd, across from the Ace store, down Rt 9/404 westward to an area that would allow for a longer cross-connect between Beaver Dam Road and Rt 9/404, plus move traffic away from Coastal Highway at the Five Points intersection. I have previously suggested the strip of land adjacent to DELMARVA' s sub-station, but it has been purchased by Stockley Materials, so now it would have to be a narrow strip of land past the new Ryan housing development unless some homes are bought out in between these areas. Fifth, after all this work is completed, Stingy Lane needs to be closed at Rt 9/404. There are other minor tweaks that would have to be made, but that is up to the civil engineers, along with the major aspects involved, like the widening of parts of Beaverdam Rd and Rt 9/404.



This does not address the New Road interchange issue; Plantation Road issues; or Minos Conaway Road intersection.

## Comment 2

Looking forward to your workshop here in Lewes. I have a few comments on the bike trail extension going towards Georgetown.

You have to think BIG! We have almost monthly accidents at the two crossovers at the Route 1 overpass at Nassau Road.

So:

Shut down the two crossovers.

Build a new exit ramp from southbound Rt. 1, using the existing right-of-way, down to the abandoned tracks. This new ramp would be a single lane with a shoulder, ending at a stop sign at the soon to be gone tracks.

Under the bridge build a new 2 lane road with bike trail to connect to Nassau Road (with a stop sign) and the bike trail extension near the bakery.

Opposite the new exit ramp extend the existing two lane Janice Road a very short distance to the old tracks (with a stop sign) to provide a cross under for the many local senior drivers who can then get to Route 1 northbound without using the deadly crossovers.

If you look at a map what I am proposing is basically creating another Nassau Road on the south side of the bridge with a new connection under it using the abandoned right of way space.

I will be at the workshop with marked up roadway plans to show you my ideas. Like I said, think BIG.

