List of meeting materials
Phase 2 Working Group Meeting #8

Monday, April 26, 2021, 6:00 pm
Online

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The 2020 Annual Report was provided under separate cover and is also available on the study website, 5points.deldot.gov.
Agenda
Phase 2 Working Group Meeting #8

Monday, April 26, 2021, 6:00 pm
Online

1. Introduction
   • Welcome and introductions, including new Working Group members
   • Summary of notebook materials
   • Approval of January 25, 2021 meeting minutes

2. Presentation: Delaware Byways Program and the Historic Lewes Byway

3. Phase 2 implementation status
   • 2020 annual report
   • Overall status update

4. Brief update: Coastal Corridors Study

5. Public comment

6. Adjourn
Phase 2
Working Group Meeting #8

April 26, 2021
• Introduction
• Delaware Byways Program and Historic Lewes Byway
• Phase 2 implementation status
• Update: Coastal Corridors Study
• 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, including new Working Group members

• Summary of notebook materials
  • Agenda
  • Presentation
  • Draft minutes of January 25, 2021 Working Group meeting
  • List of upcoming meetings
  • Updated implementation plan

• Approval of January 25, 2021 meeting minutes
Delaware Byways Program and Historic Lewes Byway
DELAWARE BYWAYS PROGRAM AND THE HISTORIC LEWES BYWAY

Five Points Working Group Presentation

Kelly Valencik, Delaware Byways Coordinator, DelDOT
Mary Roth, Executive Director, Delaware Greenways
Delaware Byways

• What is a Byway?

• Where are the Byways?
  • Byways are in the Five Points Study Area
    • Bayshore Byway – now nationally recognized
    • Historic Lewes Byway

.....More from Delaware Greenways Executive Director Mary Roth
Scenic Byways are Community Investments

- Delaware Byways Program’s Goals are to identify, promote, preserve, and enhance Delaware roadways

- Designates Byways based on roadway “Intrinsic Qualities”:
  - Scenic
  - Historic
  - Recreational
  - Cultural
  - Natural, and/or
  - Archeological
Delaware Byways bring support to communities and the State

- Federal funds are available to assist sponsors of Byways
  - Prepare Corridor Management Plans
  - Marketing of the Byway
  - Implementation of the Management Plans
  - Address Safety Improvement along the corridors

- Investment in Byways spurs In- and Out-of-state tourism, which generates government revenue and supports the livelihood of our citizens.
Delaware Byways are a collaborative effort

• Byway management includes partnerships between Delaware citizens, non-profit organizations, local, county, state, and federal government

• Originally founded in 2000 by the State Legislature as the “Delaware Scenic and Historic Highways Program,” since rebranded

• Spurred by the creation of the National Scenic Byways Program, est. 1991, and is managed by the U.S Dept. of Transportation through the Federal Highway Administration.
Delaware has 6 designated Byways

- Red Clay Valley Scenic Byway
- Brandywine Valley National Scenic Byway
- Harriet Tubman Underground Railroad Byway
- Nanticoke Heritage Byway
- Delaware Bayshore Byway*
- Historic Lewes Byway*

*Denotes Byways within the Lewes and Five Points Area

- Each is managed by Committee of Citizens, Nonprofit Organizations, Community Stakeholders, and State Agencies and more to preserve and enhance the byway itself.
Photo credit: Leslie Kipp
What is a Scenic Byway?

Delaware’s Byways are special corridors recognized for their unique features and significant stories to tell.

“Communities typically seek out the scenic byway designation by submitting a nomination application to their state department of transportation. This locally-based approach encourages communities to work closely with local and state agencies such as their state department of transportation, tourism office, and department of natural resources to preserve and promote unique local beauty and distinctive community character (National Scenic Byway Foundation).”

“State scenic byway designation is also the first step in applying to the FHWA for National Scenic Byway designation (National Scenic Byway Foundation).”
Historic Lewes Byway

Six road corridors make-up the Historic Lewes Byway.

- Kings Highway
- Gills Neck Road
- Savannah Road
- New Road
- Pilottown Road
- Cape Henlopen Drive

Length: 12.35 miles
History
Historic Lewes Byway

• Designated as a Byway in 2009

• Corridor Management Plan (CMP) approved by DelDOT in 2015.

• What is a CMP? Similar to a comprehensive plan. Reflects vision, goals and recommendations.

• CMP endorsed by the City of Lewes in 2015 & Sussex County in 2016.
VISION

Through the implementation of the Corridor Management Plan (CMP) the vision of the Historic Lewes Byway is brought to life.

A vision that promotes tourism, showcases the natural beauty, historic, recreational and archeological resources of the area, and creates a unique sense of place. Positively impacting economic growth.
What makes a rewarding Byway experience?

A distinct and memorable visual experience. An experience you will want to repeat

• Scenic views
• History
• Recreational Opportunities
• Safe & reliable roads
• Lack of traffic congestion
Our Challenge and Obligation

To encourage the protection and preservation of features that make the Historic Lewes Byway worthy of this Special Designation.

• To encourage developers and property owners to consider the character of the Historic Lewes Byway in their planning.

• To encourage preservation of the character of Lewes and the open space vistas we all enjoy.

• To respect property rights of owners
Our Challenge and Obligation

• The byway is not a regulatory or enforcement tool.
• Its recommendations are just that, recommendations; it cannot mandate what a property owner should do on private property.
• It does not make land use, zoning or road decisions.
• The byway advocates for the plan and preservation of the byway character via an inclusive cooperative/collaboration process that enhances existing development and accommodates new development via context sensitive design.
CMP GOALS

• Preserve the Character of the Byway.

• Improve the Safety and Mobility of the Byway Routes.

• Enhance the Visual Quality and Travel Experience of the Byway.

• Leverage byway designation in support of trails and pathways.

• Tell the Byway Story.

• Manage the Positive and Negative Effects of Tourism
WORKING TOGETHER

The Byway Management Committee and its Subcommittees are made up of community stakeholders and partners committed to implementing the vision.

Active Subcommittees
Advocacy
Kings Highway Master Plan
Multi Modal
New Road Master Plan
Public Landscape
Corridor & Master Planning

• Corridor Management Plan completed 2015.
• Kings Highway & Gills Neck Road Master Plan completed 2016.
• New Road Master Plan completed 2019.
• Fund a Savannah Road Master Plan.
What is a Master Plan?

• Through community engagement establish a vision, and show examples of how that vision can be achieved.

• Success of the plans rests with the good faith and diligent efforts of the City, County, DelDOT, developers, the Byway Committee & the public.
Facilitate the Byway Committees engagement in the implementation of the Master Plan.

- Working collaboratively with all entities in response to changing transportation and land use context toward the established vision.

The concepts included in the master plan are intended to guide future changes to the corridor and are not intended for design or construction exactly as shown.
NEW ROAD

Facilitate the Byway Committees engagement in the implementation of the Master Plan.

• Working collaboratively with all entities in response to changing transportation and land use context toward the established vision.
ADVOCACY

Development of an advocacy plan to include Strategy, Goals, Objectives & Outcomes.

• Increase engagement.
• Humanize the Byway.
• Resetting for some.
• Resource constraints.
MULTI MODAL

Safe & reliable roads along with other transportation investments such as trails, shared-use paths and sidewalks provide opportunities to enjoy the Byway and its many destinations outside of a car.

• Improve the quality and safety of the Byway related travel experience for pedestrians and bicyclists of all ages and abilities.
Memorable Visual Experience

Public Landscape Subcommittee works with developers, businesses, residents, and DelDOT to plan, implement, and ensure the maintenance of landscapes and viewsheds along our byway roads.

The intent of these landscapes is to evoke and enhance the natural, historic, and aesthetic qualities of Lewes to enhance the visitor experience, and the quality of life of its citizens and all who travel the corridors.
Visible Experience-GATEWAYS

- Introducing the traveler to the Byway and changing the overall perception of the route that they are about to embark upon.
Gateway Locations

- Introducing the traveler to the Byway and changing the overall perception of the route that they are about to embark upon.

Gateways from the Land:
1. Roundabout at Dartmouth Drive and Kings Highway. - Perceptual transition from the chaos of Coastal Highway.
2. Roundabout at Nassau and New Road- Transition from Coastal Highway to more rural character.
3. Savannah Road at Five Points- Transition away from Coastal Highway - extend fabric of the City of Lewes out. Extend “Village atmosphere” out from VOFP.

Gateway from the Sea:
Cape Henlopen Drive - Exit/Entrance to Ferry.
1. US9, Kings Highway, Dartmouth Drive to Freeman Highway. Design to start in FY2022.


3. SR1 low-stress bikeways study.

4. New bridge over Canary Creek on New Road. Construction scheduled to start in 2024 (after realignment of Old Orchard Road is complete).

5. Realignment of Old Orchard Road at Wescoats Corner. Construction scheduled to start in 2022.

6. New Road, Nassau Road to Old Orchard Road, design to start in FY2025.

7. SR1, Minos Conaway Road grade separated intersection, construction scheduled to start in 2023.
BYWAY RESOURCES

DelDOT Byway Programs

DelDOT Byway Program

OR

Delaware Greenways
INTERESTED IN JOINING THE BYWAY COMMITTEE OR A SUBCOMMITTEE?

CONTACT:
KELLY VALENCIK
KELLY.VALENCIK@DELAWARE.GOV

OR
MARY ROTH
MROTH@DELAWAREGREENWAYS.ORG
Phase 2 Implementation Plan Update
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)
2020 Annual Report

- Describes implementation progress in 2020
- Describes status of all 78 recommendations as of the end of 2020
- Two online open houses will be held to present the report
  - Monday, May 17 at 6:30 pm
  - Wednesday, May 19 at noon
2020 Annual Report

Implementation Progress by Year

- **2019**
  - Longer-term: 42
  - Priority for 2019: 13
  - In Progress: 15
  - Complete: 8
  - Ongoing: 3

- **2020**
  - Longer-term: 38
  - Priority for 2019: 25
  - In Progress: 2
  - Complete: 3
  - Ongoing: 6

- **End 2020**
  - Longer-term: 31
  - Priority for 2019: 18
  - In Progress: 23

Legend:
- Longer-term
- Priority for 2019
- In Progress
- Complete
- Ongoing
Previous status (as of January 2021)

47 of 78 recommendations in progress, ongoing, or completed

- 7 of 7 in Category A – to be addressed by current DelDOT projects or initiatives
- 12 of 27 in Category B – policies and procedures
- 14 of 20 in Category C – make the most of existing infrastructure
- 7 of 15 in Category D – bicycle, pedestrian, transit
- 3 of 9 in Category E – major infrastructure improvements
51 of 78 recommendations in progress, ongoing, or completed

• Three recommendations to be started in 2021 are now in progress

• One longer term recommendation is now in progress

• Work continues on recommendations that were in progress when we last met in January
## Number of recommendations by status

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Category B
Policies and procedures

Number of recommendations by status

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## Category C
Make the most of existing roadway infrastructure

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• C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road
  • A project is programmed in the FY 21 - 26 CTP. Design was scheduled to start in FY 2025.
  • Sussex County Council selected this intersection as its first project under the new FAST (Funding Accelerating Safety in Transportation) program.
  • Design of this project has begun.
Category C progress

- C-11 – Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders
  - The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification.
C-11 – Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders

• The Henlopen TID study area encompasses the Five Points study area west of SR 1
• Main roadways east of SR 1 (New Road, Savannah Road, Kings Highway) are in the CTP or being studied by others
• This is now IN PROGRESS
## Number of recommendations by status

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

  • The SR 1 Low-Stress Bikeway Study is now IN PROGRESS.
  • This effort will evaluate routes parallel to and crossing SR 1.
• D-6 – Study the feasibility of pedestrian bridges over Route 1 at specific locations
  • The study, now IN PROGRESS, will look for locations of existing and future pedestrian crossing demand away from intersections.
  • The Working Group provided ideas at the January 25 meeting.
  • To be coordinated with D-10.
Category D progress

• D-10 – Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations
  • To be coordinated with D-6; deterrence of at-grade crossings is appropriate where a pedestrian bridge is being considered.
  • As with D-6, this is now IN PROGRESS.
• D-11 – Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters

• DTC is using its new statewide standard bus shelter in the Five Points area.

• Six bus shelters were installed in early 2021 with an additional two shelters being scheduled prior to the start of the summer season.
Category D progress

• D-11 – Study the feasibility of providing shelters at bus stops (continued)
  • Stop ID 417 (Route 1 at Rehoboth Mall)
  • Stop ID 392 (Rehoboth park and ride, replacing older shelter)
  • Stop ID 3837 (Route 1 at Pelican Square Shopping Center)
  • Stop ID 3294 (Route 1 at Hampton Inn)
  • Stop ID 3475 (Route 1 at Palms at Rehoboth)
  • Stop ID 3297 (Route 1 at Sea Air Avenue)
  • Stop ID 396 (Route 1 & Phillips Street)
  • Stop ID 413 (Route 1 & former Kmart)
  • Stop ID 2918 (Savannah Road at Third Street, City of Lewes) (pending)
### Number of recommendations by status

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Phase 2 implementation plan

• Next steps
  • Continue work on recommendations
  • Hold open houses on May 17 and 19, 2021
  • Provide email progress updates in May and June
  • Convene the Working Group on July 26, 2021
Coastal Corridors Study update

• DeIDOT and Sussex County have initiated the Coastal Corridors Study
  • Encompasses Route 16 and Route 404 between the Maryland state line and Route 1, just west of the Five Points study area
Coastal Corridors Study update

• DelDOT and Sussex County have initiated the Coastal Corridors Study
  • Conducted a listening tour in late 2020
  • Five virtual public meetings were held this spring, with 60 attendees
  • Technical analysis is underway this spring and summer
    • Data collection
    • Forecasts for future traffic
Thank you for your participation!

Next meeting
Monday, July 26, 2021
6:00 pm
Location TBD

Jenn Cinelli-Miller
Project Planner
Delaware Department of Transportation
jennifer.cinelli@delaware.gov
302.760.2549
Meeting Minutes
Phase 2 Working Group Meeting #7

January 25, 2021, 6:00 pm
Online

Members present:
Robert Fischer
Scott Green
Doug Hudson
DJ Hughes
Carole Kohr
Todd Lawson
Sen. Ernesto B. Lopez
Mark Schaeffer
Lloyd Schmitz
Rep. Peter Schwartzkopf
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Gail Van Gilder

Members absent:
Greg Christmas
Dennis Forney
Rev. Wendell B. Hall
Christian Hudson
Kim Hoey Stevenson
Helen Truitt

This was a virtual meeting on DelDOT’s WebEx platform. A quorum of 14 Working Group members attended.

Andrew Bing welcomed everyone and provided information to the public on how to use the online chat function to make comments or ask questions. He noted that the public would have the opportunity to comment at the end of the meeting.

Andrew mentioned that Secretary Nicole Majeski had joined the meeting to listen to what participants had to say, and he thanked the Secretary for her commitment to the Five Points effort.
Andrew asked the Working Group members to introduce themselves and talk about what they are most looking forward to this year. Responses included continuing to strengthen the partnership between DelDOT and Sussex County, finding new ways to keep the community informed, continuing the momentum that has been built, and expediting plans for byway improvements. Several members expressed the desire to demonstrate tangible results on the ground in 2021. Members are also looking forward to getting over COVID and moving on.

Andrew went over the agenda and summarized the contents of the meeting packet that was emailed to the members of the Working Group prior to the meeting. The minutes of the October 26, 2020 Working Group meeting were approved unanimously.

**Henlopen Transportation Improvement District (TID)**

Sarah Coakley of DelDOT Planning gave a presentation on the TID. The TID agreement was approved by Sussex County Council on October 27, 2020. The TID process offers several important benefits to DelDOT, the County, developers, and the public:

- **Comprehensive Infrastructure Planning** – The TID process allows DelDOT to plan improvements with knowledge of all the future traffic they will have to serve. This will achieve better future travel conditions for the public than if improvements were planned piecemeal.
- **Priority for CTP** - Projects in the TID’s Capital Program will get extra ranking points in DelDOT’s Project Prioritization Process, allowing them to advance faster.
- **District Fees Stay Local** – The fees collected for the Henlopen TID are impact fees. DelDOT is obligated to use them in the Henlopen TID area.
- **Equitable Treatment of Competing Developers** – The District’s rules and fee schedule are the same for all developers.
- **Known Costs for Developers** – With the District’s fee schedule, developers can know their transportation improvement costs well before they buy into a project.
- **Expedited Development Reviews** – The TID traffic analysis replaces the Traffic Impact Study and off-site contributions for developments that are consistent with the land use forecast for the District.

DelDOT is working on a form that developers can fill out that automatically calculates the TID fee for their development.
The TID study identified 32 capital improvement projects. Eight of those projects, with estimated cost totaling about $95 million, are currently programmed in DelDOT’s Capital Transportation Program.

Complete information on the Henlopen TID can be found on DelDOT’s web page at deldot.gov/programs/transportation-improvement-districts/

Bob Fischer asked whether safety measures were used to develop the TID service standards. Also, Bob asked if the Minos Conaway Road project at Route 9 includes a right turn lane and a signal. Sarah replied that the Minos Conaway Road project includes turn lanes but not a signal. The project does include realigning the curve on Minos Conaway. Even though safety isn't specifically called out in the service standards, all the plans created to develop the cost estimates did include a safety evaluation. The CTP prioritization process also includes safety as a measure.

DJ Hughes asked about the fee schedule for TID projects. How confident is DelDOT that all projects will be constructed or in the CTP by 2045? The fees are being collected based on the assumption that all projects are built. Sarah replied that DelDOT is working on a process for getting the projects into the CTP. About a third of the TID program is in the current CTP and they will look at which projects should be added next. The monitoring process is important. Other existing TIDs have undergone updates every five years. The fee schedule gets adjusted according to changes in the improvements.

Carole Kohr asked about service standards. If analysis predicts traffic will drop the level of service below an acceptable level, what are the options? Can they stop a development? How long would it take to fix the level of service? Sarah replied that DelDOT would want to move the improvement up in the CTP, or have the developer construct the improvement in lieu of their fee. Marc Coté, DelDOT’s Director of Planning, added that if a development is out of character with what was approved, DelDOT can require a traffic impact study. With monitoring and updates DelDOT will have a good idea of what is required to maintain service levels.

Implementation Plan Status

Jeff Riegner described the implementation plan status and progress that has been made since the October 26, 2020 update that is posted on the study website. Several recommendations have had a change in status.
B-1 – Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation
The status was changed to Ongoing. Jamie Whitehouse, Sussex County Director of Planning and Zoning, gave a brief description of how the County handles this issue in development reviews. All subdivisions require a pre-application meeting with staff, and potential for interconnections is discussed. Subdivisions over 50 units also get a state-level review. So those conversations now occur early in the process. The decision on whether to require interconnection happens on a case-by-case basis.

B-2 – Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion
This recommendation is now In Progress.

B-7 – Continue TID studies both east and west of Route 1
This recommendation is now COMPLETE.

B-8 – Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full
This recommendation is now In Progress.

B-9 – Study enhancing New Road per Byway Master Plan
This recommendation was changed from In Progress to Ongoing. Implementation will occur over the next 10 years through:

- CTP projects
- Canary Creek bridge reconstruction
- Developer improvements along frontages

C-3 – Initiate a capital project to improve the intersection of Old Landing and Warrington Road
This is in the CTP, so this is now COMPLETE.

C-5 – Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road
Sussex County Council approved the creation of the FAST Track program, or Funding Accelerating Safety in Transportation, at its December 15, 2020 meeting. The FAST Track program will apply set-aside County funding to accelerate projects that are in DelDOT’s CTP.

The intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road is the first project within Sussex County to be funded. Preliminary engineering wasn’t scheduled to begin until 2025. However, under the FAST Track program, design
will begin in early 2021, and construction of improvements can be anticipated in 2024-2025.

C-19 – Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road
This study is now COMPLETE. An all-way STOP is not appropriate. A traffic signal will be installed when warrants for a signal are met.

C-20 – Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets
The study is now COMPLETE. The intersection is in final design, and it will be implemented in conjunction with development of Coastal Station on the east side of Route 1 at Holland Glade Road.

In 2021, DelDOT plans to initiate work on seven recommendations:
- B-14: Identify locations where trees can safely be planted within the right of way.
- B-27: Develop a better process for constituents to request transportation improvements.
- C-14: Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road.
- D-2: Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails.
- D-6: Study the feasibility of pedestrian bridges over Route 1 at specific locations. This will be studied in conjunction with D-10.
- D-8: Study the feasibility of a park and ride lot on Route 24 at the edge of the study area.
- D-10: Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations. This will be studied in conjunction with D-6.

The progress of implementation since October 2020 is described in detail in the presentation slides and on the implementation plan status spreadsheet. This information is in the Working Group meeting packet, which is available to the public on the Five Points website at 5points.deldot.gov. A video of the presentation is also available on DelDOT’s YouTube page (delawaredot).

Jeff announced that DelDOT and Sussex County have initiated the Coastal Corridors Study. That study encompasses Route 16 and Route 404 between the Maryland state line and Route 1, just west of the Five Points study area. A listening tour was started in late 2020 and virtual public meetings will be held this
spring. The Coastal Corridors Study is separate from the Five Points Transportation Study.

Working Group Comments and Questions

For some of the recommendations, Working Group members raised questions or provided comments as described below.

Carole Kohr asked whether there is going to be a master plan for the whole area between New Road and Kings Highway, including Old Orchard Road and Clay Road. Jeff replied there is a byway master plan for New Road and for Kings Highway. The Byway Committee intends to develop a master plan for Savannah Road and is seeking funding for that. Gail Van Gilder commented that the Byway Committee is already working with DelDOT on the Old Orchard Road project and suggested improvements on Savannah Road and Wescoats Road that will be incorporated into the project, even though those roads don’t have a master plan. The Byway Committee is also working on improving the bicycle and pedestrian connections in that project.

Rep. Schwartzkopf asked about the status of Old Landing Road and Warrington Road. He gets calls from residents all the time asking about it. Shanté Hastings replied that design hasn’t yet started. DelDOT will be conducting public outreach this spring to present alternatives and get public input.

Rep. Smyk asked whether the YOUR SPEED signs in Recommendation C-14 were intended to be temporary or permanent. He is concerned that fixed signs lose their impact once the public gets used to them. Also, most would rather see CTF funds go to communities rather than to Route 1. Bob Fischer said he is not opposed to speed cameras. Shanté noted that DelDOT does not currently have the authority for speed cameras; it would require enabling legislation.

The working group was asked for their thoughts on possible locations for a pedestrian overpass (Recommendation D-6).

- Rep. Schwartzkopf commented that he is not in favor of pedestrian overpasses. The population shifts week to week. There is no place with consistent crossing demand. We’re providing crosswalks across the highway. As long as people are walking and biking under the influence, we’ll have problems.
- Lloyd suggested the vicinity of Marsh Road or Wescoats Road, to serve the Park and Ride. A lot of people use the fixed-route buses, and the buses do carry bicycles.
- Bob Fischer agreed with Lloyd on the vicinity of the Park and Ride.
Gail Van Gilder asked if there’s a way to improve the safety of the pedestrian crossing of Kings Highway at the high school. The CTP project is several years away. Gail suggested a median pedestrian refuge. Jeff will notify the Kings Highway project team of that suggestion.

Bob Fischer said he has emailed Gene Donaldson about crashes at Route 1 and Cave Neck Road and asked if the speed limit on Route 1 at Cave Neck Road can be lowered. He would like to know the status of this request. He will forward the emails to Jenn Cinelli.

Rep. Schwartzkopf mentioned the law that says bicyclists don’t have to stop at a road crossing stop sign if there’s a sufficient gap in traffic. He advised the group that although that law was scheduled to sunset in October 2021, a bill has been introduced to make that law permanent. Rep. Schwartzkopf thinks that is dangerous. The law applies to everyone, including children. So, if people think this is not a good idea, they should contact their legislators.

Next steps

Jeff summarized the next steps in the Working Group process:

- Updates on the implementation plan will continue.
- The next meeting will be held April 26, 2021. This meeting is likely to be online.
- Email progress updates will be sent in February and March.
- An annual report of progress made in 2020 will be issued in spring 2021.

Public comments

Andrew read comments and questions written by the public into the online Q&A.

- Jeff answered a question about whether pedestrian bridge was required to have an elevator. Pedestrian bridges must either have a long ADA compliant ramp or an elevator.
- Eul Lee asked whether the TID called for dualizing Route 24 over the Love Creek Bridge. Marc Coté responded yes, it is in the TID but is not programmed yet.
- Joe Hoechner commented that a pedestrian bridge is needed by the bus terminal next to Lowe’s.
The meeting was adjourned at 7:52 pm.

**Public attendance**

26 members of the public attended. The names used to sign in online are shown below. Four of the attendees called in, but caller names could not be recorded.

- Ben Zitomer
- Cody Decker
- Dan DeBoissiere
- Dennis MacNamara
- Diana O'Hagan
- Dorothy Morris
- Eul Lee
- George Dellinger
- Jeannine White
- Joe Hoechner
- John Gilbert
- Kathi
- Maggie MacNamara
- Michael Deldeo
- R Wright
- Rose Torres
- Rosemarie Jacob
- Sarah Mandalas
- Simor Moskowitz
- Susan Schruth
- Terri Swartz
- Theresa Baldwin
List of upcoming meetings
Phase 2 Working Group

Open Houses
Monday, May 17, 2021, 6:30 pm
Wednesday, May 19, 2021, 12:00 noon
Online; register in advance at 5points.deldot.gov

Meeting #9
Monday, July 26, 2021, 6:00 pm
Location to be determined

Meeting #10
Monday, October 25, 2021, 6:00 pm
Location to be determined

Meeting #10
Monday, January 31, 2022, 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.
### FIVE POINTS TRANSPORTATION STUDY IMPLEMENTATION PLAN STATUS REPORT

Updated April 26, 2021 (red text indicates changes)

<table>
<thead>
<tr>
<th>Category ID</th>
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<th>Status</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A 1</td>
<td>N/A</td>
<td>25</td>
<td>Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area</td>
<td>DelDOT - Traffic</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>COMPLETE</td>
<td>Studies have been completed, with results presented to the Working Group in October 2019. DelDOT is proceeding with a program of grade separations and crossover improvements.</td>
<td></td>
</tr>
<tr>
<td>A 2</td>
<td>N/A</td>
<td>42</td>
<td>Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project</td>
<td>DelDOT - PO South</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0 0</td>
<td>COMPLETE</td>
<td>Tulip Drive connection is now part of the Minos Conaway project.</td>
<td></td>
</tr>
<tr>
<td>A 3</td>
<td>N/A</td>
<td>53</td>
<td>Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction</td>
<td>DelDOT - PO South</td>
<td>$5</td>
<td>**</td>
<td>$$$</td>
<td>**</td>
<td>0 0</td>
<td>COMPLETE</td>
<td>Sussex County Tourism has developed the plan for destination signing on SR 1 including the destinations and sign appearance. Directional signs installed as part of the Minos Conaway project will have a look that is consistent with the Sussex County Tourism design scheme. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment. Coordinate with recommendation B-24.</td>
<td></td>
</tr>
<tr>
<td>A 4</td>
<td>N/A</td>
<td>54</td>
<td>Study options for signage to direct appropriate traffic, i.e. local, bus, U of D and walking/biking areas, under the Nassau Bridge</td>
<td>DelDOT - PO South</td>
<td>$</td>
<td>*</td>
<td>TBD</td>
<td>TBD</td>
<td>IN PROGRESS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A 5</td>
<td>N/A</td>
<td>55</td>
<td>Evaluate one-way service roads as part of the Minos Conaway Road grade separation project</td>
<td>DelDOT - PO South</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0 0</td>
<td>COMPLETE</td>
<td>Service roads are now part of the project; they are two-way to provide better mobility. Please see the project page for additional information. A ramp from northbound Route 1 to the east service road in the vicinity of Meineke is under consideration to serve local traffic.</td>
<td></td>
</tr>
<tr>
<td>A 6</td>
<td>N/A</td>
<td>82</td>
<td>Study the feasibility of extending the eastbound widening of Route 24 to Love Creek</td>
<td>DelDOT - PO South</td>
<td>$</td>
<td>*</td>
<td>$$$</td>
<td>**</td>
<td>0 0</td>
<td>COMPLETE</td>
<td>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 Tide study anticipates that widening of the bridge will be needed by 2040.</td>
<td></td>
</tr>
<tr>
<td>A 7</td>
<td>N/A</td>
<td>83</td>
<td>Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane</td>
<td>DelDOT - PO South/Planning</td>
<td>$</td>
<td>*</td>
<td>$$$</td>
<td>**</td>
<td>0 0</td>
<td>IN PROGRESS</td>
<td>The Mulberry Knoll Road Extension study is studying widening of Plantation Road and/or an extension of Mulberry Knoll Road. See recommendations E-2 and E-3.</td>
<td></td>
</tr>
</tbody>
</table>

### 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 setbacks. In addition, DelDOT has updated the Development Coordination Manual to require greater width along principal arterials, which are the routes most likely to require future widening. |
| 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. |
### FIVE POINTS TRANSPORTATION STUDY
### IMPLEMENTATION PLAN STATUS REPORT

Updated April 26, 2021 (red text indicates changes)

#### Category: Old idea no. Working Group recommendation

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<th>Study timeframe</th>
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<th>Imp. timeframe</th>
<th>Imp. impacts</th>
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<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>B 4</td>
<td>Y</td>
<td>91</td>
<td>General Assembly</td>
<td>DelDOT</td>
<td>$</td>
<td>**</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>COMPLETE</td>
<td>New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.</td>
</tr>
<tr>
<td>B 5</td>
<td>Y</td>
<td>50</td>
<td>DeDDOT - Real Estate and PD South, property owners</td>
<td>DelDOT - Planning</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>DeDDOT is reviewing potential options as part of development reviews. Coordinate with B-1 and C-12.</td>
</tr>
<tr>
<td>B 6</td>
<td>Y</td>
<td>14</td>
<td>Sussex County</td>
<td>DelDOT - Planning</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td>At its October 17, 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-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.</td>
</tr>
<tr>
<td>B 7</td>
<td>Y</td>
<td>89</td>
<td>Sussex County, City of Lewes</td>
<td>DeDDOT - Planning</td>
<td>$</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>COMPLETE</td>
<td>DeDDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. Coordinate with recommendation B-3.</td>
</tr>
<tr>
<td>B 8</td>
<td>Y</td>
<td>62</td>
<td>DelDOT Traffic, DTC, property owners, businesses, DNREC, private</td>
<td>DeDDOT - Planning</td>
<td>$</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>IN PROGRESS</td>
<td>DelDOT has reached out to DNREC to obtain information on their current parking count and monitoring practices and historic lot count data. Coordinate with recommendation B-3.</td>
</tr>
<tr>
<td>B 9</td>
<td>N</td>
<td>69</td>
<td>City of Lewes, Sussex County, Delaware Greenways, Byway Committee</td>
<td>DeDDOT - Planning</td>
<td>N/A</td>
<td>N/A</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>ONGOING</td>
<td>The New Road Master Plan was endorsed by the Lewes Mayor &amp; City Council on July 13, 2020. In addition, they approved the Byway’s request to transition to a citizen-led Byway Committee with representation from the City on the committee. The New Road bridge over Canary Creek is being designed in accordance with the Master Plan. Improvements along frontages of new development will be addressed by developer agreements.</td>
</tr>
<tr>
<td>B 10</td>
<td>N</td>
<td>94</td>
<td>General Assembly</td>
<td>Delaware State Police, DelDOT</td>
<td>$</td>
<td>**</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>Longer-term</td>
<td>Endorse “don’t block the box” legislation with camera enforcement.</td>
</tr>
<tr>
<td>B 11</td>
<td>N</td>
<td>87</td>
<td>General Assembly</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td>Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area.</td>
</tr>
<tr>
<td>B 12</td>
<td>N</td>
<td>15</td>
<td>Sussex County</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td>Study relaxed height limits as part of the comprehensive plan to increase density.</td>
</tr>
<tr>
<td>B 13</td>
<td>N</td>
<td>95</td>
<td>DelDOT</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>COMPLETE</td>
<td>DelDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge.</td>
</tr>
<tr>
<td>B 14</td>
<td>N</td>
<td>36</td>
<td>DelDOT</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>To be initiated in 2021</td>
<td>DeDDOT already considers adding trees during development of capital projects. DeDDOT will provide the Working Group with guidelines that govern how trees could potentially be planted within the right of way. Costs for tree maintenance need to be covered. At a future Working Group meeting, members will have the opportunity to provide input on desired locations for trees.</td>
</tr>
<tr>
<td>B 15</td>
<td>N</td>
<td>17</td>
<td>DeDDOT</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>Longer-term</td>
<td>Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements.</td>
</tr>
</tbody>
</table>
### IMPLEMENTATION PLAN STATUS REPORT

**Updated April 26, 2021 (red text indicates changes)**

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</thead>
<tbody>
<tr>
<td>B 16</td>
<td>N 16</td>
<td>Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>ONGOING</td>
<td></td>
<td></td>
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<tr>
<td>B 17</td>
<td>N 56</td>
<td>Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>Longer-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 18</td>
<td>N 26</td>
<td>Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County</td>
<td>Sussex County, DelDOT, City of Lewes, Rehoboth Committee</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>Longer-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 19</td>
<td>N 75</td>
<td>Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1</td>
<td>Sussex County Tourism</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>Longer-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 20</td>
<td>N 80</td>
<td>Consider whether CTP funding should be allocated based on population growth</td>
<td>Council on Transportation</td>
<td>$</td>
<td>**</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 21</td>
<td>N 7</td>
<td>Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with travel mobility</td>
<td>DelDOT</td>
<td>Emergency service providers</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>ONGOING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 22</td>
<td>N 2</td>
<td>Require bike parking as a condition of certain new developments</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>ONGOING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 23</td>
<td>N 35</td>
<td>Use an app to warn people of congestion on Route 1 and recommend alternative routes</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>COMPLETE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 24</td>
<td>N 49</td>
<td>Improve tourism-oriented destination signage along Route 1</td>
<td>Sussex County Tourism, DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>IN PROGRESS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 25</td>
<td>N 28</td>
<td>Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use</td>
<td>Sussex County, property owner, DelDOT Planning</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>IN PROGRESS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 26</td>
<td>N 21</td>
<td>Bring in nationallyrecognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Longer-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B 27</td>
<td>N 9</td>
<td>Develop a better process for constituents to request transportation improvements</td>
<td>General Assembly, Sussex County, Council on Transportation</td>
<td>$</td>
<td>*</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>To be initiated in 2021</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**C. Make the most of existing roadway infrastructure**

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<tbody>
<tr>
<td>C 1 Y 20</td>
<td>$5 **</td>
<td>$5 $5 **</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>Sussex County, property owner</td>
<td>DelDOT - Planning</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 2 Y 72</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>DelDOT - Traffic</td>
<td>Sussex County, property owner</td>
<td>Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes</td>
<td>Sussex County, property owner</td>
<td>Widenin is recommended by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. A DelDOT planning study is underway for this effort. A project is programmed in the FY 21-26 CTP. Design is scheduled to start in FY 2022.</td>
<td></td>
</tr>
</tbody>
</table>

Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project is programmed in the FY 21-26 CTP.
<table>
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<th>Priority</th>
<th>Old idea no.</th>
<th>Working Group recommendation</th>
<th>Assumed lead agency</th>
<th>Other responsible parties (if any)</th>
<th>Study cost</th>
<th>Study timeframe</th>
<th>Imp. cost</th>
<th>Imp. timeframe</th>
<th>Imp. impacts</th>
<th>Status</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>C 3</td>
<td>Y 64</td>
<td>Improve the intersection of Old Landing and Warrington Road</td>
<td>DelDOT - PO South</td>
<td>N/A</td>
<td>N/A</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>COMPLETE</td>
<td>A project is programmed in the FY 21 - 26 CTP. Design is scheduled to start in FY 2025.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 4</td>
<td>Y 11</td>
<td>Improve the Canary Creek bridge on New Road to reduce flooding</td>
<td>DelDOT - Bridge</td>
<td>N/A</td>
<td>N/A</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>A project has been initiated under DelDOT's Bridges/State of Good Repair budget. Construction cannot begin until after the Old Orchard Road/Savannah Road intersection project is complete, in order to maintain adequate traffic circulation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 5</td>
<td>Y 92</td>
<td>Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road</td>
<td>DelDOT - PO South</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>A project is programmed in the FY 21 - 26 CTP. Design was scheduled to start in FY 2025. Sussex County Council approved FAST (Funding Accelerating Safety in Transportation) on December 15, 2020, and selected this intersection as the first project. Design of the project has begun.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 6</td>
<td>Y 102</td>
<td>Study the feasibility of lengthening left- and right-turn lanes throughout the study area</td>
<td>DelDOT - Traffic</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>DelDOT Traffic is evaluating locations suggested by Five Points Working Group members at the January 27, 2020 meeting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 7</td>
<td>Y 104</td>
<td>Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvatures, etc.</td>
<td>DelDOT - Planning/Traffic</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. The Henlopen TID study recommended a project to improve Minos Conaway Road. The project is not funded.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 8</td>
<td>Y 103</td>
<td>Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane</td>
<td>DelDOT - Traffic</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>COMPLETE</td>
<td>DelDOT's assessment is complete. Providing a two-way left-turn lane is potentially feasible, but there are pros and cons to this idea. Implementation would likely involve more striping. The Byway Committee is investigating moving forward with a master plan for Savannah Road that will consider whether a two-way left-turn lane should be provided.</td>
<td></td>
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</tr>
<tr>
<td>C 9</td>
<td>Y 73</td>
<td>Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development</td>
<td>DelDOT Traffic/PO South</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>COMPLETE</td>
<td>Signing and striping was implemented in spring of 2020 to better organize and direct westbound Route 9 traffic flow. Potential direct access to Lowe's from Route 1 may reduce traffic at this location.</td>
<td></td>
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</tr>
<tr>
<td>C 10</td>
<td>Y* 32</td>
<td>Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies</td>
<td>DelDOT - Traffic</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>ONGOING</td>
<td>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.</td>
<td></td>
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</tr>
<tr>
<td>C 11</td>
<td>N 68</td>
<td>Develop concepts and estimates for bringing roads in the study area to DelDOT standard, including shoulders</td>
<td>DelDOT</td>
<td>$5</td>
<td>**</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>The Henlopen TID study addressed state-maintained roads in the TID area and developed estimates for bringing them up to DelDOT standard with 11-foot lanes and shoulders per functional classification.</td>
<td></td>
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</tr>
<tr>
<td>C 12</td>
<td>N 98</td>
<td>Study access management opportunities along Route 1 in the study area, including potential connections between businesses</td>
<td>Sussex County</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>Consideration of direct access to Lowe's from Route 1 may be considered in the short term. Sussex County is actively pursuing interconnectivity in all commercial projects along Route 1.</td>
<td></td>
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</tr>
<tr>
<td>C 13</td>
<td>N 22</td>
<td>Study the feasibility of eliminating unsignalized crossovers on Route 1</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>IN PROGRESS</td>
<td>This recommendation refers to crossovers between Five Points and Route 24.</td>
<td></td>
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</tr>
<tr>
<td>C 14</td>
<td>N 51</td>
<td>Study the feasibility of installing a “YOUR SPEED” display on southbound Route 1 at Nassau Road</td>
<td>General Assembly</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>**</td>
<td>0</td>
<td>To be initiated in 2021</td>
<td></td>
<td></td>
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<tr>
<td>C 15</td>
<td>N 38</td>
<td>Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$5</td>
<td>**</td>
<td>0</td>
<td>0</td>
<td>COMPLETE</td>
<td>Construction was completed in spring 2020.</td>
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<tr>
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<tr>
<td>C 16</td>
<td>N</td>
<td>84</td>
<td>Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road</td>
<td>DelDOT</td>
<td>Sussex County, Cape Henlopen School District</td>
<td>$</td>
<td>*</td>
<td>$$$</td>
<td>**</td>
<td>0</td>
<td>Longer-term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 17</td>
<td>N</td>
<td>27</td>
<td>Conduct capacity analyses at study area intersections to identify the need for turn lanes</td>
<td>DelDOT</td>
<td>$5</td>
<td>*</td>
<td>$$$</td>
<td>**</td>
<td>0</td>
<td>Longer-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C 18</td>
<td>N</td>
<td>60</td>
<td>Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings highway, Plantation Road/Beaver Dam Road</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>Longer-term</td>
<td>Immediate maintenance concerns are being addressed now.</td>
<td></td>
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<tr>
<td>C 19</td>
<td>N</td>
<td>78</td>
<td>Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road</td>
<td>DelDOT</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>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, especially 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.</td>
<td></td>
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<tr>
<td>C 20</td>
<td>N</td>
<td>48</td>
<td>Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlet</td>
<td>DelDOT - Development Coordination</td>
<td>$</td>
<td>*</td>
<td>$</td>
<td>*</td>
<td>0</td>
<td>COMPLETE</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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, ONREC | $ | * | $$$ | * | 0 | IN PROGRESS | Primary lead would be the municipality. DTC’s role would be advisory to determine feasibility, and to serve as a partner to any study effort. DTC held preliminary conversations with the City of Lewes about providing them small cutaway (paratransit sized) buses that they could operate as jitneys. DTC also received a federal grant to pilot on-demand microtransit (DART Connect) services in the Georgetown and Milburn areas. Based the success of the pilot, this type of service could be used in the Lewes area. |
| D 2      | Y  | 5        | Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails | Sussex County (as part of comprehensive plan) | DelDOT - Planning | $5 | * | $$$ | *** | 0 | 0 | IN PROGRESS | The SR 1 Low-Stress Bikeway Study has begun. It will evaluate the potential for routes both parallel to and crossing Route 1. |
| D 3      | Y  | 96       | Develop design guidelines to separate pedestrians and bicyclists from highway traffic using aesthetic treatments | DelDOT | Sussex County | $ | * | TBD | TBD | TBD | Longer-term | 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. |
| D 4      | Y  | 90       | Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road | DelDOT - Planning | $ | * | $$$ | ** | 0 | 0 | IN PROGRESS | Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road). Assessment of remaining gaps is underway. To be coordinated with C-8. The Byway Committee is investigating moving forward with a master plan for Savannah Road. |
| D 5      | Y  | 71       | Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points | DelDOT - Planning | $ | * | $$$ | ** | 0 | 0 | IN PROGRESS | Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road). Assessment of remaining gaps is underway. To be coordinated with C-8. The Byway Committee is investigating moving forward with a master plan for Savannah Road. |
## IMPLEMENTATION PLAN STATUS REPORT

**FIVE POINTS TRANSPORTATION STUDY**  
Updated April 26, 2021 (red text indicates changes)

### 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 6 | Y* | 52 | Study the feasibility of pedestrian bridges over Route 1 at specific locations | DelDOT | $ | * | $5S | * * | 0 0 | IN PROGRESS | DTC reviewed the feasibility of providing pedestrian bridges. The pedestrian bridges were determined to be cost-effective. DTC has identified potential pedestrian bridges over Route 1 at specific locations.

| 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 | $ | * | $5S | * | 0 | IN PROGRESS | DTC has upgraded and improved transit shelters in the Five Points study area. 15 shelters have been installed in the Rehoboth Beach/Lewes area and along the Route 1 corridor at the higher ridership locations. 6 bus shelters were installed in early 2021 with an additional two shelters being scheduled prior to the start of the summer season.

| D 8 | N | 81 | Study the feasibility of a park and ride lot on Route 24 at the edge of the study area | DelDOT | $ | * | $5S | * | 0 0 | To be initiated in 2021 | DTC will be working with all stakeholders to identify a viable location for a park and ride in this corridor.

| D 9 | N | 23 | Identify potential connections to and from the Lewes Transit Center | DelDOT | $ | * | $5S | * | 0 | IN PROGRESS | DTC has reviewed the feasibility of providing pedestrian bridges over Route 1 at specific locations. DTC has identified potential pedestrian bridges over Route 1 at specific locations.

| D 10 | N | 6 | Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations | DelDOT | $ | * | $5S | * | 0 | IN PROGRESS | DTC has reviewed the feasibility of providing pedestrian bridges over Route 1 at specific locations. DTC has identified potential pedestrian bridges over Route 1 at specific locations.

| D 11 | N | 67 | Study the feasibility of providing shelters at bus stops and bus stops - Context Sensitive i.e. cottage beach style shelters | DTC | $ | * | $5S | * | 0 | IN PROGRESS | DTC has reviewed the feasibility of providing pedestrian bridges over Route 1 at specific locations. DTC has identified potential pedestrian bridges over Route 1 at specific locations.

| D 12 | N | 41 | Identify publicly- and privately-owned land in the study area that may be used for trails | DelDOT | $ | * | $5S | * | 0 | IN PROGRESS | DTC has reviewed the feasibility of providing pedestrian bridges over Route 1 at specific locations. DTC has identified potential pedestrian bridges over Route 1 at specific locations.

| D 13 | N | 1 | Identify locations in the study area where bike parking can be provided | DelDOT | $ | * | $5S | * | 0 | IN PROGRESS | DTC has reviewed the feasibility of providing pedestrian bridges over Route 1 at specific locations. DTC has identified potential pedestrian bridges over Route 1 at specific locations.

| 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 | $ | * | $5S | * | 0 | 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 | $ | * | $5S | * | 0 | IN PROGRESS | Signs were installed in May 2018. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan. Rectangular Rapid Flashing Beacons (RRFB) are installed at the trail crossing of Freeman Highway near Cape Henlopen Drive, but not operating. DRBA intends to turn them on.
## FIVE POINTS TRANSPORTATION STUDY
### IMPLEMENTATION PLAN STATUS REPORT

Updated April 26, 2021 (red text indicates changes)

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<tbody>
<tr>
<td>E 1 Y 66</td>
<td></td>
<td></td>
<td></td>
<td>Study the feasibility of a grade separation at Five Points</td>
<td>DeIDOT - Planning</td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>Longer-term</td>
<td>This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study as well.</td>
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<tr>
<td>E 2 Y 70</td>
<td></td>
<td></td>
<td></td>
<td>Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time</td>
<td>DeIDOT - Planning</td>
<td>Sussex County</td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Idea is being considered as part of the Henlopen TID study. DeIDOT has initiated a planning study for this effort. Inventory and mapping of wetlands and historic resources is underway. Opportunities for public involvement will be provided during the study process. Coordinate with A-7 and E-3.</td>
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<tr>
<td>E 3 Y 8</td>
<td></td>
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<td></td>
<td>Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road</td>
<td>DeIDOT - Planning</td>
<td>Sussex County, property owners and developers</td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Idea is recommended by the Henlopen TID study. Coordinate with A-7 and E-2.</td>
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<tr>
<td>E 4 N 29</td>
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<td></td>
<td>Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards</td>
<td>DeIDOT</td>
<td></td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>Longer-term</td>
<td></td>
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<tr>
<td>E 5 N 44</td>
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<td>Look at east/west traffic as a system: Minos Conway (starting at Route 9), New, Old Orchard, and Clay Roads</td>
<td>DeIDOT - Planning, PD South</td>
<td></td>
<td>$5 * TBD TBD TBD</td>
<td>Longer-term</td>
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<tr>
<td>E 6 N 57</td>
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<td></td>
<td>Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads</td>
<td>DeIDOT</td>
<td></td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>Longer-term</td>
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<tr>
<td>E 7 N 77</td>
<td></td>
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<td></td>
<td>Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road</td>
<td>DeIDOT</td>
<td></td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>IN PROGRESS</td>
<td>Airport Road extension to SR 24 is in progress. Extension from SR 24 to Postal Lane is recommended by the Henlopen TID study, but that section will be more difficult due to existing developments.</td>
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<tr>
<td>E 8 N 85</td>
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<td></td>
<td>Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arrell Creek</td>
<td>DeIDOT</td>
<td></td>
<td>$5 ** $$$$ *** 0 0 0</td>
<td>Longer-term</td>
<td></td>
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<tr>
<td>E 9 N 30</td>
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<td>Revisit and consider feasibility from 2003 SR 1 Land Use and Transportation Study</td>
<td>DeIDOT</td>
<td></td>
<td>$5 * $$$$ *** 0 0 0</td>
<td>Longer-term</td>
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