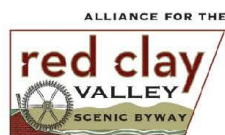
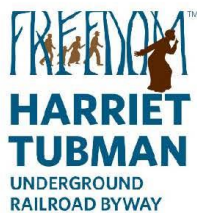
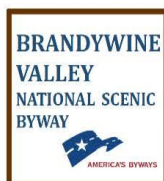


DELAWARE BYWAYS STRATEGIC PLAN 2024



A scenic network of water,
roads, and history.



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It is through their vision of what a byway could become, as well as their attention to the details of what it takes to make that dream happen, that these corridors have become the preeminent places to visit and explore in our state. They have worked hard to identify and enhance these important areas across and have galvanized relationships between agencies, sectors, and communities to strong commitments that support our projects and continue to be reliable partners that expand our reach and leverage our resources.

The Delaware Byways are a great source of pride for the Delaware Department of Transportation, and we commend your time and dedication to the program. We truly appreciate having your input to the development of this program strategy and look forward to continuing to work together to support and enhance the Delaware Byways in the future.

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Introduction

Delaware is rich in scenic, historic, and cultural resources. The first state to ratify the U.S. Constitution, Delaware's landscapes, and communities tell stories from battles between warring colonial powers, to the rise of a mercantile economy among the mills of the Brandywine River, to the continuing importance of agriculture to the state, to the evolution of American recreational pastimes along the state's beckoning beaches.

Byways are pathways to the stories of our nation and state. These diverse resources and their stories are accessible to travelers and residents along road corridors that deserve special consideration for their unique features and special role in the highway system. To recognize Delaware's special road corridors, in 2000 the General Assembly created the Delaware Scenic and Historic Highway Program (17 Del. C. c. 1 §101). In 2010, the program was rebranded as the Delaware Byways Program. Developed in 2001 to support the Delaware Scenic and Historic Highway Program, this guide has been updated to reflect the current status and vision of the Delaware Byway Program.

National Scenic Byways Program

Delaware Byways Program was spurred by the creation and policies of the National Scenic Byways Program, first established in 1991 by the Federal Intermodal Surface Transportation Efficiency Act (ISTEA). The program, managed by the U.S. Department of Transportation in partnership with state departments of transportation or other responsible state agencies, designates National Scenic Byways and All-American Roads based on their scenic, historic, recreational, cultural, natural and/or archeological intrinsic qualities. Currently the Federal Highway Administration (FHWA) Byways program is active at the publishing of this Strategic Plan, but this could change, pending the status of transportation federal initiatives.

Program Vision, Goals and Objectives

Delaware Byways Program Vision

Showcasing the natural beauty and unique features of the state, the Delaware Byways Program fosters the preservation of natural, cultural, and historic resources, while benefiting economic development through tourism and recreational opportunities. Sites and features of the Program are apparent to all who travel the designated Delaware roads, and the Program enjoys broad public support.

To help execute the state's byways program and its program guide, the following goals with measures have been established:

Goal 1 Evaluate and Advance the Delaware Byways Program

- Define the responsibilities of the State Department of Transportation in administering the Byways Program.
- Define the responsibilities of a Byway Management Organization (BMO) in administering and managing Byways under State and Federal Program Guidelines.
- Define the opportunities, benefits, and impacts of designation under the Byway Program.
- Assure compliance with FHWA and State requirements regarding outdoor advertising and/or off premise advertisement control.
- Ensure that all byway designations are continuous. Assess byway corridors and corridor management plans to determine if they still qualify or must be updated and/or reprogrammed.
- Evaluate opportunities to improve or foster relationships between multi-state scenic byways for project development and public engagement.
- Develop annual reporting measures for BMOs.
- Support the BMOs as outlined in the Delaware Byways Coordinator responsibilities.
- Under the Program Measures for 2021, the nomination process for state byways is closed. However, determine when that might be re-engaged and through work with interest groups.
- Consider extension requests for designated Byways.
- Unless redirected by state law, ensure designated personnel is assigned within DelDOT to the byways program.

Goal 2 Protect and/or enhance Delaware Byways and their identified resources through a coordinated management program while ensuring the safe operation of these routes.

- Coordinate with other related federal, state, local and private sector programs, and planning processes.
- Determine the responsibility of local government in the management or support of designated Byways.
- Ensure adherence to Federal Scenic Byways Program and State Byways Program requirements to afford the best opportunity for federal, state, or local funding for designated byways.
- Support BMOs identification and application for funding.

- Protect, promote, or enhance the historic, recreation, and scenic character of the highway while addressing the need for safe and efficient traffic flow.
- Promote the use of Context Sensitive criteria as spelled out in the [*Context Sensitive Manual for Delaware Byways*](#)
- Encourage multi-modal systems wherever feasible - auto, transit, pedestrian, and bicycle.
- Consider the implication of transportation and land use developments to minimize potential negative impacts or their positive contribution.
- Support public and private landscape conservation and historic preservation programs to protect the intrinsic qualities of the byways.
- Advocate for legislation to enhance funding opportunities for the intrinsic resources of designated byways.
- Collaborate; build consensus, compromise, or advocate for mitigation as appropriate.
- Engage in master planning efforts and other comprehensive programs.

Goal 3 Benefit economic development through tourism and promote Delaware Byway related educational and recreational opportunities.

- Promote tourism opportunities associated with the Delaware Byways Program.
- Work with BMOs and tourism offices to develop marketing programs to highlight intrinsic resources and the Byways Program.
- Assist each Byway in improving access to areas utilized for the purposes of recreation where appropriate, while protecting or promoting the intrinsic qualities of the Byway and the recreation area.
- Develop promotional and interpretive materials on the Byways Program and provide guidance to each designated BMO on the development of the same.
- Coordinate with the Delaware Historic Markers Program and other educational programs with related purposes to the Byways Program.
- Educate intrinsic resource personnel or municipalities on the value of the Byways Program.
- Ensure the Delaware Department of Transportation (DelDOT) Byways website is up to date and support BMOs as they develop and maintain their own.

Chapter 1 Existing State of the Delaware Byways Program

The Delaware Byways Program was created in 2000 through the Delaware General Assembly (17 Del. C. c. 1 §101) as the Delaware Scenic and Historic Highway Program to distinguish Delaware's rich scenic, historic, and cultural resources. It recognized the diverse resources and their stories accessible to travelers and residents along road corridors deserve special consideration of their unique features and special role in the highway system. In 2010, the program was rebranded to the Delaware Byways Program. This 2024 *Delaware Byways Strategic Plan* updates progress made in the program since its inception and outlines a vision for its future.

Delaware Byways is a collaborative effort of citizens, non-profit organizations, local, county, state, and federal government agencies. Investment in Byways increases vehicle and non-motorized transportation safety, generates in- and out-of-state tourism, increases property values, and generates revenue that supports the livelihoods of all Delawareans.

Delaware Byways Program has grown since its inception to a full and robust collection of six byways spanning all 3 counties. The byways are, from north to south:

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

Each byway captures the essence of their corridor through at least one of the program's required intrinsic resources: Natural, Scenic, Recreational, Historic, Archeological or Cultural. Each byway has an approved Corridor Management Plan (CMP), indicative of having gone through the planning process of designation and nomination. To understand more about each byway, DelDOT has a dedicated webpage for the program and each byway. [Delaware Byways - Delaware Department of Transportation \(deldot.gov\)](https://delawarebyways.deldot.gov).

Since 2000, the Byways Program has brought millions of dollars in federal and state funding to Delaware communities. Meeting the goals of each BMO, these projects have ranged from long-term planning efforts to wayfinding and signage installation, construction of scenic overlooks, branding and marketing plan development and implementation, interpretive traveler itineraries and guides, bicycle, and pedestrian safety projects, and much more. For a full listing of past projects, see Appendix C.

Overview of Designation and Nomination Process

The Delaware Byways Program is currently closed to new nomination applications. Current DelDOT Byway management resources are unable to support the addition of newly designated Byways. The six Byways currently in the collection comprehensively capture the essence of Delaware's attributes. These six Byways provide full coverage in each County and across Delaware.

Extensions to existing Byways will be considered. Should additional resources be made available in the future, and all Byways in the collection are managed to a satisfactory level, reopening the application process will be considered. Should changes in the byway program collection warrant a change in the current position of additional byways, a detailed explanation of the process to submit a nomination application and what entails the designation process is contained in the Appendix.

Corridor Management Plans

A Corridor Management Plan (CMP) is a required next step after a byway is granted designation as a state byway. A completed CMP outlines goals, memorializes the byways resources, defines the role and responsibilities of the BMO, and creates an Action Plan for implementation to improve the byway visitor experience and foster continued partnerships. The Appendix has a detailed explanation of the CMP process and outlines the requirements that must be addressed in drafting a CMP.

Chapter 2 Role of the Delaware Byways Coordinator

Delaware Byways Coordinator

The Delaware Byways Coordinator manages the Delaware Byways Program for the Delaware Department of Transportation (DelDOT), coordinating planning and promoting activities for the byway community from the local to the national level so that the intrinsic qualities of the roadways are preserved or enhanced for future generations. The Byways Coordinator is responsible for the administration, development, and implementation of the Delaware Byways Program. This includes interaction and coordination with the Delaware Byways Management Organizations. The Byways Coordinator assists with procuring resources and funding for byway projects, studies, and integrates the DelDOT Transportation Alternatives Program (TAP) into the byways project planning and funding. The FHWA Byway Program grants that may become available pending current federal initiatives, are also managed through the Byway Coordinator. The Coordinator also works to help promote, market, and educate the public about byways so that each byway can reach its goals stated in their Corridor Management Plan. The Coordinator will also share or announce capital project and maintenance information about DelDOT projects or other major parties (land use, utilities, events) that could impact (positive or negative) the byway corridor.

The Delaware Byways Coordinator's duties are to:

1. Advance the Development the Delaware Byways Program

- Act as a growth agent of the Delaware Byways program.
- Periodically assess the marketing of Delaware's Byways and contribute to their promotion.
- Develop external communication strategies, materials, and products about the Byways program to share on platforms such as media advertising, brochures, websites, smart phone applications, or social media.
- Maintain a DelDOT Byways Program webpage to provide up-to-date information about Byways projects, access to materials, programmatic reports, and information on each of the designated six Delaware Byways.
- Collaborate with tourism partners to boost Delaware Byways marketing.
- Establish partnerships with diverse groups, organizations, communities, networks, governments, and regions to raise the visibility of the Delaware Byways Program and its Byway Management Organizations.
- Provide public presentations and outreach on the Byways program.
- Provide support to Byway Management Organizations in their pursuit of "National Scenic Byway" or "All-American Road" designations from the FHWA.
- Provide support to BMOs if they choose to pursue municipal, County, or State legislation and/or ordinances that promote or protects Delaware Byways.
- Equitably distribute Delaware Byways program resources and funding across the state.
- Determine when practical to reopen byway nominations.

2. Link Federal, State, and non-profit resources to the Byways

- Act as a liaison between DelDOT and BMOs. Disseminate resources and materials as appropriate. Coordinate with DelDOT Traffic and Maintenance Districts to monitor and maintain the condition of the Byways' roadways and their signage, safety, or general appearance.
- Act as a liaison between the Federal Highways Administration and federal resources to the state byways. Attend FHWA or States' meetings on the Byways Program and disseminate their materials and resources as appropriate to the Delaware Byways.
- Attend non-profit organization meetings and trainings on byways, such as those offered by the National Scenic Byways Foundation. Disseminate materials and resources as appropriate to the Delaware Byways.
- Manage submissions, decisions, and recommendations for grants administered through the national or state byways programs.

3. Act as a resource on Delaware's Byways

- Become a resource for stakeholders and communities about each of the Delaware Byways and the Program as a whole.
- Participate in meetings and conferences as a representative of the Delaware Byways Program.
- Share information about funding for Byways programs and related opportunities through the DelDOT TAP projects and other funding opportunities that may arrive.
- Prepare and distribute reports documenting the program's activities and accomplishments supported by annual reports of the Byway Management Organizations.
- Develop communication materials to support stakeholders and BMOs such as a shared drive for content for BMOs, one-pagers, and reports on Byway activities and highlights.

4. Connect Byways and BMOs to the Delaware Byway Program

- Review and evaluate extension applications for approval.
- Conduct an annual review of each Byway based on an annual driving tour of the Byway and the BMO's annual report.
 - Review BMO annual reports and evaluate them as "Satisfactory" or "Unsatisfactory" based on reporting requirements stated in the Appendix.
 - Provide constructive feedback to the BMOs on the advancement of their CMP goals.
 - After the Byways Coordinator reviews the Report materials, should any DelDOT issues be noted, the Byway Coordinator can address fixes with the appropriate internal staff.
 - If a Byway annual report is deemed "Unsatisfactory," the Byways Coordinator will provide guidance and technical assistance for any corrective action that may be necessary so that the BMO can re-submit a revised report to achieve "Satisfactory" status.

- It is the Byways Coordinator's responsibility to advise a BMO that if their annual reports remain "Unsatisfactory", are not submitted, or they are simply not meeting/coordinating as a BMO on a regular basis and/or offer little organization interest as a BMO, the byways designation is likely subject to delisting or de-designation as detailed in Chapter 6, to limit time and investment of DelDOT in a non-performing Byway.
- Encourage collaboration and information sharing amongst the Delaware Byways and their BMOs.
- Maintain active BMO members/stakeholders lists with contact information for email or mailing listserves to share information, news, ideas, upcoming events, technical assistance, and accomplishments.
- Attend and participate in BMO meetings to share updates and collaborate on projects.
- Provide guidance to BMOs in their pursuit of funding and resources.
- Host periodic quarterly /annually meetings of the Delaware BMOs to provide training, technical assistance, programmatic updates, and networking opportunities to members and stakeholders.
- Provide the BMOs resources and technical assistance for the development, implementation, and periodic revisions of their CMPs.

5. Provide internal DelDOT integration and communication of the Delaware Byways Program

- Integrate Delaware Byways Program project design and focus with the DelDOT Transportation Alternatives Program (TAP) for the mutual benefit of administration, planning, funding, productivity, community impact, and agency goals.
- Develop internal communication materials about the byways program to share with DelDOT staff and leadership such as weekly reports to DelDOT management, periodic updates to agency staff on projects via the DelDOT weekly newsletter, and regular presentations on Byway activities and highlights to DelDOT staff at agency meetings and workshops.
- Contribute comments and feedback on DelDOT capital projects that affect the Byways regarding their protection and enhancement based on Delaware State Code Title 17, Chapter 1, Sections 190-194 and Title 17, Chapter 11, Sections 1101-1120 with applicable amendments.
- Provide comments and feedback on Preliminary Land Use Service (PLUS) applications based on Delaware State Code Title 17, Chapter 1, Sections 190-194 and Title 17, Chapter 11, Sections 1101-1120 with applicable amendments.
- Coordinate with DelDOT on Byways projects by using and updating internal database systems such as the Planning Development Coordination Application (PDCA), Gateway, and relevant DelDOT project and program tracking applications.
- Review plans and coordinate with DelDOT's roadside enforcement on HB 64 which amended Title 17 of the Delaware Code and provides exemptions to the type of signage (directional and other official signs and notices, signs and notices pertaining to scenic and

historic attractions, signs, displays and devices advertising the sale or lease of property, gateway signs, and beautification/landscape planting sponsorship signs) that can be installed along or within the control zone of a designated Delaware Byway and puts the state into compliance with federal regulations.

Chapter 3 Role of the Byway Management Organization

Byway Management Organizations

A Byway Management Organization (BMO) is a group of individuals invested in the management, promotion, sustainability, and protection of the byway corridor as laid out in the Corridor Management Plan (CMP). This group can be organized under an existing non-profit or other organization or be its own entity.

From a high-level perspective, the role of the BMO is to manage the byway by promoting, sustaining, and protecting the byway corridor and resources as laid out in its CMP. Since each byway is different, the CMP is the most important resource in byway management. It describes in detail the mission, vision and goals of the byway and outlines an action plan of short, medium, long term and ongoing action items. A BMO is charged with developing strategies to raise funds and/or provide resources to help with the completion of each action item. Additional information about implementing CMPs is provided in Chapter 4 of this strategic plan.

It is important for BMOs to maintain active organizations to lead, initiate, manage, and implement the strategies and actions laid out in a Byway CMP. Holding regular meetings and delegating responsibilities will provide the ongoing and necessary coordination and collaboration to accomplish the goals of the Byway. It is also critical to maintain relationships with byway stakeholders, property owners, and agencies with jurisdiction along the byway that could provide technical assistance and funding towards reaching CMP goals.

The BMO is responsible for adherence to this Guide and the State Byways Program's vision, mission, and goals. The BMO must keep the Byway's CMP up to date, conduct an annual drive to review the Byway with the DelDOT Byways Coordinator, and provide an annual report to the Delaware Byways Coordinator.

Developing and Sustaining a Byway Management Organization

Typically, a BMO evolves into a formal organizational structure with bylaws as the byway group grows. Initially, a newly designated byway will most likely have a BMO that lacks a defined structure but contains individuals invested in the byway. Many times, these individuals were involved in the byway designation process. Over time a BMO may grow to have specialized committees that take action to move projects forward from ideas or conceptions to fruition as a built project or an actively managed resource.

As a management entity, the BMO should also have members assigned to oversee the financial aspects of the byway. A BMO leader to oversee a record is kept of byway resources, visitation, corridor condition and other aspects as described in the CMP.

Advice and support for developing a BMO and its management is provided from the State Byway Coordinator. The Byway Coordinator is a good resource to help determine the type of

organizational structure that would best serve the byway. This advice and support are in the way of providing examples of different BMO management structures, sample bylaws and other sources of information.

The Byways Coordinator will also attend organizational discussion meetings to help facilitate decision making. The State Byways Coordinator will also arrange periodic meetings of the State's Byway Management Organizations providing up to date information, access to resources, technical assistance, trainings, as well as regional and national level Byways activities.

The BMOs should also look to each other as a resource, as each is in different stages of their own development and goals. BMOs can share lessons-learned, best practices, and resource information on BMO management, establishment of bylaws, byways projects, tourism development, outreach, and more. BMO should also look for opportunities to coordinate projects especially along Byway overlapping Byway routes, like Discovery Zones. Coordination could also be helpful on projects such as legislative initiatives, tourism outreach and marketing, and mutually beneficial grant applications.

Funding and Resources for Byway Management Organizations

The BMO is responsible for seeking out its own sources of funding to manage the byway and implement action items in the CMP. As the BMO formalizes its structure, membership fees can be used to fund the administration of the byway and capital fundraising campaigns can be instituted for byway projects. Refer to Chapter 7 – Sources of Information and the Appendix of this Strategic Plan for more help in securing funds. The Byway Coordinator is kept abreast of funding and resource opportunities and will share this information with the BMO as it is received. Other State Byways Programs, especially those that adjoin the Delaware Byways' routes, such as Maryland's Harriet Tubman Underground Railroad Byway and Pennsylvania's Brandywine Valley Scenic Byway, may also be a good source of shared information on the Byways and could provide support for cross-state projects.

Reporting requirements for the Byway Management Organization

On the Byway Program level, there is an annual report that shall be submitted to the Byways Coordinator. An annual drive tour with the Byways Coordinator should precede the annual report.

BMOs are required to update their Corridor Management Plan (CMP) every five years as described in Chapter 4, Implementation of the CMP. Annual reports and site reviews described below are valuable resources when updating a CMP.

Failure to maintain an active BMO and adherence to reporting requirements may result in actionable remedies by the Byways Coordinator. The ultimate action could result in de-designation of the byway. This is never a desirable outcome. Chapter 6 – Byway De-designation describes the process and remedies to avoid this step.

Annual Drive Tour of Designated Byway Routes

The BMO will designate a member or members to ride each byway at least once per year with the Delaware Byways Coordinator and preferably in advance of the annual report due date, which is detailed below. This drive-thru will enable the Byways Coordinator and BMO to assess corridor conditions that are under the purview of DelDOT and are specified in the *Context Sensitive Solutions For Delaware Byways* document, as well as to conduct a viewshed analysis.

The following list can be used as guidance as the Byways routes are traveled for evaluation:

- Hazards in the roadway
- Signing
 - Condition of byway signs
 - Condition of highway signs
 - Addition of on-premise signs for resources
 - Illegal advertisement and excessive signing may also violate local codes.
- Compliance with Outdoor Advertising
- Roadway conditions
 - Potholes
 - Striping
 - Crack sealing needs.
 - Landscaping
 - Other
- Pedestrian and bicycle safety
- Landscaping
- Visitor amenities
- Reported accidents.
- Drainage or erosion concerns
- Intrusions to the road character
- Changes to intrinsic resources

Annual Reporting on CMP actions and accomplishments

A BMO is required to monitor implementation of its CMP annually, including the protection of intrinsic qualities, by providing a written status report to DelDOT's Byways Coordinator. This report should describe progress or activity made in implementing the plan, any funds secured, accomplishments achieved, and modifications made to the CMP based on evolving circumstances. This yearly report is intended to track progress and be a record of activities and changes that will help the BMO draft their CMP update every 5 years.

There are several benefits to completing annual reports on the implementation of the Byway Corridor Management Plan:

- It provides the Byways Coordinator with information to include in an annual report about the Byways Program. It is a way to track success and accomplishments on a yearly basis,

which provides data for potential funders, and for the BMOs and their partners to frame out an annual action plan.

- It provides incentives for setting realistic goals for the upcoming year and meeting them.
- It helps show commitment from the byways and means of justifying future funding.
- It allows the Byways Coordinator to follow the activities of the BMOs and to target assistance to address BMO needs.
- It gives the Byways Coordinator and the BMO an opportunity to explore and strategize ideas for conserving and enhancing Byway intrinsic resources.
- It provides information on BMO projects and accomplishments for marketing the byways.
- It is intended to track progress and be a record of activities and changes that will help the BMO draft their CMP update every 5 years.

An annual report must be submitted electronically to the Delaware Byways Coordinator by December 31 of each year. The Byway Coordinator will work with the BMO if a circumstance warrants an amended timeline for receipt of the annual report.

Annual Report Contents

A standard report form will be provided by the Byways Coordinator on the DelDOT Byways website. The example form is in the Appendix.

The items in annual Corridor Management Plan report must include:

- A narrative of a “success story” or a “lesson-learned” story of the Byway over the past year.
- Changes in intrinsic resources
 - Resource updates
 - Resources degradation (including other adjacent roadside or right of way development)
 - Resource removal
- Changes/updates in BMO organizational status
 - Bylaws
 - Members
 - Financial reports
 - Other
- Projects on byways
 - DelDOT projects and BMO interaction
 - BMO led projects
 - Planning
 - Infrastructure
 - Landscaping
 - Other
- Updated Action Plan
- Updated Photos and/or videos of Projects or changes on the byway
- Byway meetings and their applicable meeting minutes provided as attachments.

Evaluation of the annual Byway Corridor Management Plan report

The BMO's annual report on the progress of its CMP will be reviewed and signed off by the Byways Coordinator as "Satisfactory" or "Unsatisfactory" with notes of any corrective action that may be necessary to receive a "Satisfactory" rating.

After the Byways Coordinator reviews the Report materials, should DelDOT issues be noted, the Byway Coordinator can address fixes with the appropriate internal staff.

It is also the Byways Coordinator responsibility to advise the BMO that if their annual reports remain "Unsatisfactory", are not submitted, or they are simply not meeting on a regular basis and/or offer little organization interest as a BMO, the byways designation is likely subject to delisting or de-designation as detailed in Chapter 6.

Additional resources to help the Byways Management Organization achieve their goals

Chapter 7 – Sources of Information and the Appendix are provided in this Guide, listing additional resources to the BMO in the management of their byway. The Byway Coordinator will update information in these portions of the Guide as new information is discovered or presented.

Chapter 4 Implementation of Corridor Management Plans

The Delaware Byway Corridor Management Plan

Each Delaware Byway Management Organization is required to develop and maintain a current Corridor Management Plan (CMP) as the guiding document used to manage the byway. A CMP is a written document that lays out the vision, goals and responsibilities for conserving and enhancing the Byway's most valuable qualities and describes how this will benefit economic development through tourism and recreational opportunities. The CMP presents a strategy for balancing concern for the intrinsic resources with the visitor's opportunity to experience the Byway. It explains how the BMO and other stakeholders are involved in and responsible for implementing the Plan. The goals that a CMP sets can include achieving "National Scenic Byway" or "All-American Road" status from the Federal Highway Administration and should lay out the actions and/or accomplishments that would be required to apply for such a recognition. The CMPs could also identify goals such as legislation at the municipal, county, state, or national levels to promote and protect the Delaware Byways, such as enhanced viewshed protections.

The CMPs contain specific milestones for implementing actions items and states who is responsible for each. The CMPs also include performance measures for the continuing review of how well implementation responsibilities are being met. The Byway Coordinator will conduct inspections of the Byways to ensure the stability of intrinsic qualities and the character of the corridor for which it merited designation and to assess progress made in implementing the Corridor Management Plan.

It is important for BMOs to maintain active organizations to lead, initiate, manage, and implement the strategies and actions laid out in the CMP. Holding regular meetings and delegating responsibilities will provide the ongoing and necessary coordination and collaboration to accomplish the goals of the Byway. It is also critical to maintain relationships with byway stakeholders and agencies with jurisdiction along the byway that provide technical assistance towards reaching CMP goals.

The information that must be included in a Corridor Management Plan can be found in the Appendix.

Annual reporting on Corridor Management Plan implementation

The DelDOT Byways Coordinator will ride each byway at least once per year with a BMO member and preferably in advance of the annual report due date. This drive-thru will enable the Byway Coordinator and BMO to assess corridor conditions that are under the purview of DelDOT and are specified in the *Context Sensitive Solutions For Delaware Byways* document, as well as to conduct a viewshed analysis.

The BMO is required to monitor implementation of the CMP annually, including the protection of intrinsic qualities, by providing a written status report to DelDOT's Byway Coordinator

submitted electronically by December 31. This report should describe progress or activity made in implementing the plan, any funds secured, accomplishments achieved, and modifications made to the CMP based on evolving circumstances. The details of the annual CMP reporting requirements are provided in Chapter 5, Roles of the Byways Management Organization and Appendix.

The BMO is required to update their Corridor Management Plan CMP every five years.

Chapter 5 Byway Extensions

Byway extension definition

A byway extension is the contiguous addition of the byway corridor that reflects the existing intrinsic qualities of the existing byway and enhances the overall quality of the byway as described in the Corridor Management Plan.

The process to extend a byway

The process to extend a byway is similar to the process needed to designate a new byway, with a few differences. First, the BMO must agree pursuing an extension is for the byway's benefit. This discussion should include the Byway Coordinator prior to a BMO vote.

The BMO will then assemble a committee to gather the information to support the Extension Application and Public Outreach. This Committee will develop maps and descriptions of the proposed extension route, collect and draft information on the proposed extension resources and conduct public outreach for comments and input on the materials and draft Extension Application. The Byway Coordinator is available as a resource throughout the process.

When the information gathering and public outreach period is completed, the BMO can choose to move forward with drafting an Extension Application. This will be an evident action if the BMO feels that it has the support of major stakeholders, the surrounding community, and DelDOT. This document will then be submitted to the DelDOT Secretary for approval.

Information needed to extend a byway

The BMO needs to specifically provide the following information about the proposed extension:

- A physical description of the route.
- Representative photographs and videos.
- A map indicating the boundaries of the route that locates the intrinsic qualities along the extension corridor and indicates land uses in the corridor.
- An intrinsic quality resource inventory.
- A written statement that summarizes and evaluates that the extension contains the primary intrinsic quality for which the existing byway corridor merited designation and that also describes the significance of any secondary intrinsic qualities present along the route.
- A written description of what a traveler will see when traversing the corridor.
- A description of public involvement conducted and the comments and input that have resulted from this process.

The approval of a byway extension

Once the BMO has completed the process of collecting needed information and conducting public input and has compiled everything in a final extension application document, it is

forwarded to the Byways Coordinator for review and approval. If approved, it will be provided to the DelDOT Secretary for final approval and signature.

Update CMP with the byway extension information

Once the extension is approved, the extension application document must be used to draft a CMP Update. If the extension information is being drafted as a separate document, the original CMP needs to be updated to reflect the Byway Update on the front cover. Guidance from the Byway Coordinator will be provided to ensure the best way to incorporate the CMP Update.

Refer to the Appendix under developing a CMP for information needed in the extension update.

Chapter 6 De-designation and Delisting of a Byway

Byway de-designation and delisting

If a Delaware Byway no longer possess the intrinsic qualities nor meet the criteria which supported their designation, the Byway may be de-designated or delisted from the Delaware Byways Program to limit time and investment of DelDOT in a non-performing Byway. The ultimate goal of the Delaware Byways Program is never to de-designate or delist a byway. Every effort to restore the byway to meet the criteria set forth during the designation process will be attempted.

A Delaware Byway may become fully de-designated from the Delaware Byways Program to limit time and investment in failing Byways for the following reasons:

- If the corridor is designated, but a CMP is not completed in a timely manner.
- If the byway loses the qualities for which it was designated.
- If the byway is not being managed or Annual Reports remain Unsatisfactory after a prolonged period.
- If Byway Stakeholder organizations request this process and have the public and DelDOT support.

De-designation

Reasons that a Byway may be de-designated:

1. Lack of Corridor Management Plan

Once a byway has been designated by the Secretary of Transportation, the sponsor group has five years from the date of designation to complete an approved CMP for the byway. If a CMP is not completed and approved by this date, the byway will be automatically de-designated as a State Byway.

2. Substantial change to intrinsic resource

It is the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the U.S. Secretary of Transportation may begin formal de-designation.

When the DelDOT Byways Coordinator conducts an inspection of any Delaware Byway and identifies a substantial diminishment in any one of the intrinsic qualities for which it has been designated, the de-designation process may be initiated. This process may only begin, however, after DelDOT has indicated its concerns to the BMO in written form including, if possible, a plan for remedial action to restore the qualities for which the roadway was designated, allowing a

one-year period for showing progress. DelDOT can allow more time to accomplish remedial action if necessary. If, however, no remedial action plan is agreed upon, DelDOT will proceed with de-designation.

3. Lack of active Byways management

If the byway is not managed by an active BMO for a period of 5 years, the byway stands to be de-designated. It is critical the byway's intrinsic qualities are maintained to remain as part Delaware's Byway Program. If annual reports to the Byways Coordinator remain Unsatisfactory and regular meetings of the BMO are not held, or the BMO disbands, the byway is in jeopardy of de-designation. This process may only begin, however, after DelDOT has indicated its concerns to the BMO in written form including, if possible, a plan for remedial action to restore the qualities for which the roadway was designated, allowing a one-year period for showing progress. DelDOT can allow more time to accomplish remedial action if necessary. If, however, no remedial action plan is agreed upon, DelDOT will proceed with de-designation. If the BMO disbands and other interested parties are not recruited to form a new BMO, the byway de-designation process will begin.

4. Byway Stakeholder Request with Public Support

In addition to DelDOT's ability to initiate a de-designation inquiry, any interested party, including individuals, local governments, counties, tourism departments, historical societies, non-profit organizations and state and federal agencies, may request in writing that DelDOT initiate this process. This request should include documentation of the reason the requestor believes the roadway no longer meets the criteria for designation of a Delaware Byway. Whether DelDOT initiates an inquiry into de-designation or a member of the public requests this inquiry, public notice will be provided.

Byways are corridors significant to Delaware's heritage, recreational activities, or scenic beauty. The Delaware Byways Program exists to promote the management, sustainability, and protection of the byway corridors as laid out in each Byway's CMP. Without regular engagement and activity, BMOs will not be able to maintain organizations that can develop, implement, and manage strategies and actions laid out in the CMP and provide the ongoing and necessary coordination and collaboration to protect and promotes the Byway. Active Byway management is also critical to maintaining active relationships with Byway stakeholders, property owners, and agencies with jurisdiction along the byway that could provide technical assistance and funding towards reaching CMP goals.

The De-Designation Process

The de-designation process will follow generally the same process as the Corridor Plan review process. The Byways Coordinator will prepare information documenting how the corridor no longer meets the criteria for designation. This information will be reviewed by DelDOT's Director of Planning and submitted with his or her recommendation to the DelDOT Secretary for their recommendation.

Once a Byway is de-designated, it will not become a byway again unless a BMO applies for it through the full nomination process.

Delisting

If a Byway becomes de-designated, but for purposes of multi-state connections, name recognition and/or tourism must remain signed and indicated along a corridor, then it will be considered “delisted” from the Delaware Byways Program’s activities. In this state, the Byway will have no active management, or dedicated resources devoted to it from the Delaware Byways Coordinator or DelDOT, and the Byway will only exist in name only.

Chapter 7 Sources of Information to Assist Byway Management Organizations

Overview of Information Sources

Many sources of information are available to assist Delaware BMOs in the management of their respective byways. These sources include education, funding help and research, potential byway partners, technical assistance and more. This chapter is not all inclusive as opportunities change and evolve over time. Because of this, the Byway Coordinator is invaluable in helping BMOs find the assistance they need.

Below, information is sorted by the topic:

Byway Education

- National Scenic Byway Foundation [Home - National Scenic Byway Foundation \(nsbfoundation.com\)](http://nsbfoundation.com)
 - This is the best site to find information on all things to do with byways, including training, BMO management, legislation and more. This is each BMO's go to site in addition to reaching out to the Byway Coordinator
- Byways [America's Scenic Byways](http://americasbyways.com)

Byway Technical Assistance and/or Funding

- Federal Highway Administration [National Scenic Byways Program - Planning, Environment, & Real Estate - FHWA \(dot.gov\)](http://www.fhwa.dot.gov) [America's Byways \(dot.gov\)](http://americasbyways.com)
 - These sites will provide information on the federal program and a map of all National and All American byways
 - When the application period is open, they also provide the application forms and information for the National Scenic Byway and All-American Road designations.
- DelDOT [Delaware Byways - Delaware Department of Transportation \(deldot.gov\)](http://delawarebyways.com)
 - This site is overseen by the Byway Coordinator and is also a source for education and byway management.
 - [Transportation Alternatives Program - TAP - Delaware Department of Transportation \(deldot.gov\)](http://delawarebyways.com) This program can fund byway projects.
- National Park Service [NPS.gov Homepage \(U.S. National Park Service\)](http://nps.gov)
- US Fish and Wildlife [U.S. Fish and Wildlife Service \(fws.gov\)](http://fws.gov)
- National Fish and Wildlife Foundation [National Fish and Wildlife Foundation \(nfwf.org\)](http://nfwf.org)
- National Trust for Historic Preservation [@SavingPlaces | National Trust for Historic Preservation](http://savingplaces.org)
- US Department of Agriculture [USDA](http://usda.gov)

Byway Partners

- Neighboring states
 - PA [PENNDOT Scenic Byway Program](http://penndot.gov)
 - NJ [NJ Scenic Byways Overview, Community Programs \(state.nj.us\)](http://state.nj.us)
 - MD [MD Scenic Byway Program](http://mdscenicbyway.com)

- Business community
 - Delaware Chamber of Commerce [Delaware State Chamber of Commerce | Wilmington DE 19899 - Delaware State Chamber of Commerce \(dscc.com\)](#)
- Main Street Delaware [Home - Main Street Delaware](#)
- Friends Groups
 - Lewes Historic Byway [Friends of Cape Henlopen State Park - Welcome to FOCHSP](#)
- Delaware Wild Lands [Land Conservation in Delaware - Delaware Wild Lands \(dewildlands.org\)](#)
- Scenic America [Scenic America - National Non-Profit Against Visual Pollution](#)
- Other Non-Governmental Organizations (NGOs)

Technical Assistance

- State Agencies
 - DNREC [DNREC Alpha - State of Delaware](#)
 - Department of Agriculture [Aglands Preservation Program - Delaware Department of Agriculture - State of Delaware](#)
 - DelDOT [Home - Delaware Department of Transportation - State of Delaware \(deldot.gov\)](#)
 - Division of Cultural Affairs [Division of Historical and Cultural Affairs - State of Delaware](#)
- Counties
 - New Castle County [New Castle County, DE - Official Website | Official Website \(nccde.org\)](#)
 - Kent County [Kent County Levy Court Home Page](#)
 - Sussex County [Sussex County \(sussexcountyde.gov\)](#)
- American Planning Association [American Planning Association](#)
- University of Delaware [University of Delaware \(udel.edu\)](#)
- Delaware State University [Delaware State University \(desu.edu\)](#)
- [American Society of Landscape Architects American Society of Landscape Architects \(asla.org\)](#)

Tourism

- Delaware State Tourism [Top Things to Do | Visit Delaware](#)
- Southern Delaware Tourism [About Us \(visitsoutherndelaware.com\)](#)
- Kent County Tourism [Home Page - Quaint Village Getaways | Kent County DE \(visitdelawarevillages.com\)](#)
- Wilmington Visitor and Convention Bureau [Greater Wilmington, DE Hotels, Events, Restaurants & Things to Do \(visitwilmingtonde.com\)](#)
- [National Tour Association Welcome to the National Tour Association | NTA Online](#)

Elected Officials

- Representative Lisa Blunt-Rochester [U.S. Representative Lisa Blunt Rochester \(house.gov\)](#)
- Senator Chris Coons [Home \(senate.gov\)](#)
- Senator Tom Carper [Senator Tom Carper](#)
- Governor John Carney [Governor John Carney - State of Delaware](#)
- Lt. Governor Bethany Hall-Long [Lieutenant Governor Bethany Hall Long - State of Delaware](#)
- Delaware General Assembly [Home - Delaware General Assembly](#)

Delaware Byways Websites and Social Media

- Red Clay Scenic Byway [Red Clay Valley Scenic Byway - Delaware Nature Society](#)
- Brandywine Valley National Scenic Byway [HOME - Delaware Greenways](#)
- National Delaware Bayshore Byway [Delaware Bayshore Byway](#)
- Harriet Tubman Underground Railroad Byway Underground Railroad Coalition of Delaware website: www.UGRRDelaware.org ; <https://www.ugrrdelaware.org/about-us/#hturb>
- Lewes Historic Byway [HOME - Delaware Greenways](#)
- Nanticoke Heritage Byway [Nanticoke Heritage Byway](#)

Appendix A - Nomination Process

Process to have a corridor designated a Byway

Step 1 – Nomination Application

The successful completion, review, and evaluation of Step 1 – Nomination Application results in the designation of a road by Delaware's Secretary of Transportation as a State Byway. The application can be submitted by anyone interested in seeking designation for a route as a Delaware Byway. The review process for the nomination focuses on an evaluation of the identified intrinsic qualities of the road corridor and on the input from a public involvement process carried out as part of preparing the Nomination Application.

Any interested party can nominate a route, including individuals; local governments; counties; tourism departments; historical societies; non-profit organizations; state and federal agencies; or a Corridor Advocacy Group formed of citizens, groups, or local governments. The party nominating a route is called the **sponsor**.

Information required for the nomination:

DelDOT has prepared a nomination form to guide the sponsor in preparing the Nomination Application. The sponsor needs to provide the following information about the proposed Byway:

- A physical description of the route
- Representative photographs
- A map indicating the boundaries of the route that locates the intrinsic qualities along the corridor and indicates land uses in the corridor.
- An intrinsic quality resource inventory
- A written statement that summarizes and evaluates the significance of the primary intrinsic quality for which the corridor merits designation and that also describes the significance of any secondary intrinsic qualities present along the route.
- A written description of what a traveler will see when traversing the corridor.
- A description of public involvement conducted to date and the comments and input that have resulted from this process.

DelDOT's Byways Coordinator reviews the nomination application with representatives from affected state agencies such as State Historic Preservation Office, Department of Natural Resources and Environmental Control, Delaware Tourism Office, and Department of Agriculture and applicable DelDOT staff. The representatives from each agency will be the Evaluation Committee who will jointly make a recommendation to DelDOT's Director of Planning. If the Evaluation Committee's recommendation is that the Nomination is not complete or should not be approved, DelDOT's Director of Planning will return the nomination application to the sponsor with a letter that specifies reasons for the disapproval and includes recommendations for how the application could be resubmitted, if appropriate.

If the Evaluation Committee's joint recommendation to the Director of Planning is favorable, the Director of Planning reviews the application and submits it with the Evaluation Committee's recommendation and with his or her recommendation to the Secretary of Transportation for review and a final decision.

There will be ongoing reviews of Step 1 – Nomination Applications by the Evaluation Committee. As a guideline, DelDOT will issue a response to the applicant within 120 days from the time that a complete Nomination Application is received.

Designation is made by Delaware's Secretary of Transportation based on submission of the Nomination Application, joint review by the Evaluation Committee of state agency representatives, review by DelDOT's Director of Planning and signed off by the Secretary of Transportation.

Two principal impacts result from the designation of a route as a Delaware Byway. First, the sponsor for the route is eligible to apply through the Delaware Department of Transportation to the Federal Highway Administration for grant funds, if available, to assist with the completion of a Corridor Management Plan (CMP) for the Byways and/or may use the state designation status to assist in seeking funding from other sources to assist with the CMP.

Secondly, the designation affects permits for new outdoor advertising signs that are placed on one property but advertise goods or services available on another property. Such new off-site/off premise outdoor advertising signs are not permitted along state byways. This rule does not affect existing outdoor advertising. Other benefits of designation as a Delaware Byway follow once the CMP is approved.

The primary criteria include consideration of the quality of the road's intrinsic scenic, historic, natural, cultural, recreational, or archeological resources. The Sponsor should identify and provide documentation of the primary intrinsic quality for which they think the road merits designation as a Delaware Byway. The application should include a statement of significance for these resources to justify why the route merits designation.

While the route can qualify as a Delaware Byway based on the significance of just one intrinsic quality, applicants should also describe any secondary intrinsic qualities present along the route and provide a statement describing the significance of the resources.

Additional criteria include:

- A requirement that the route proposed for designation must be continuous to encourage management of the entire route to protect its special intrinsic qualities and to support the best possible visitor experience along the route.
- Information to demonstrate a high level of public involvement and public support.
- The route must be a public route that safely accommodates two-wheel drive motor vehicles.

Information about intrinsic qualities: definitions

Scenic Quality is the heightened visual experience derived from the view of natural and man-made elements of the visual environment of the byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape – landform, water, vegetation, and man-made development – contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. Historic features must possess integrity of location, design, setting, material, workmanship, feeling, and association.

Natural Quality applies to those features of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landforms, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

Cultural Quality is evidence and expression of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc. that are currently being practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. Recreational activities provide opportunities for active and passive recreational experiences including, but not limited to, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

Archeological Quality involves those characteristics of the byway corridor that provide physical evidence of historic or prehistoric human life or activity that is visible and capable of being inventoried and interpreted. The corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence, has scientific significance that educates the viewer and stirs an appreciation for the past.

How to inventory and evaluate your corridor's intrinsic qualities

In 1999, the Federal Highway Administration (FHWA) published a booklet titled, "Byway Beginnings: Understanding, Inventorying, and Evaluating a Byway's Intrinsic Qualities." [Publications - National Scenic Byway Foundation \(nsbfoundation.com\)](http://nsbfoundation.com) . Through this link, the booklet is titled, "Byway Beginnings 1999" and provides information about inventorying and evaluating byways' intrinsic qualities. Although the booklet was prepared to assist byway sponsors seeking

National Scenic Byway designation, nearly all the information presented is applicable to sponsors seeking Delaware Byway designation.

One important difference between the FHWA publication's guidance and the criteria for Delaware's Byway designation should be noted. In discussing "Evaluating the Byway's Significance," the text references a need to demonstrate "regional" significance, defined as exhibiting at least one intrinsic quality that is representative of a geographic area encompassing two or more states. Delaware's designation criteria do not require that the intrinsic quality be found to have regional significance. Demonstrating significance in a statewide context is sufficient.

DelDOT's Byway Coordinator is available to attend meetings and provide phone consultation to prospective Byway sponsors regarding the guidance provided in the FHWA publication and the evaluation of intrinsic qualities for purposes of designation as a Delaware Byway.

Impact of state designation as a Delaware Byway

Two principal impacts result from the designation of a route as a Delaware Byway. First, the sponsor for the route may use the state designation status to assist in seeking funding from other sources to assist with the completion of a Corridor Management Plan (CMP). If available, the newly designated byway is eligible to apply through DelDOT to the Federal Highway Administration for grant funds to assist with the completion of the CMP.

The byway designation affects permits for new off-site/off premises signs (outdoor advertising signs that are placed on one property but advertise goods or services available on another property) on any roads controlled by the Highway Beautification Act of 1965 and any new legislation in effect at the time of the nomination application. New off premise outdoor advertising signs are not permitted along state byways. This rule does not affect existing outdoor advertising signs.

Corridor Management Plan Application

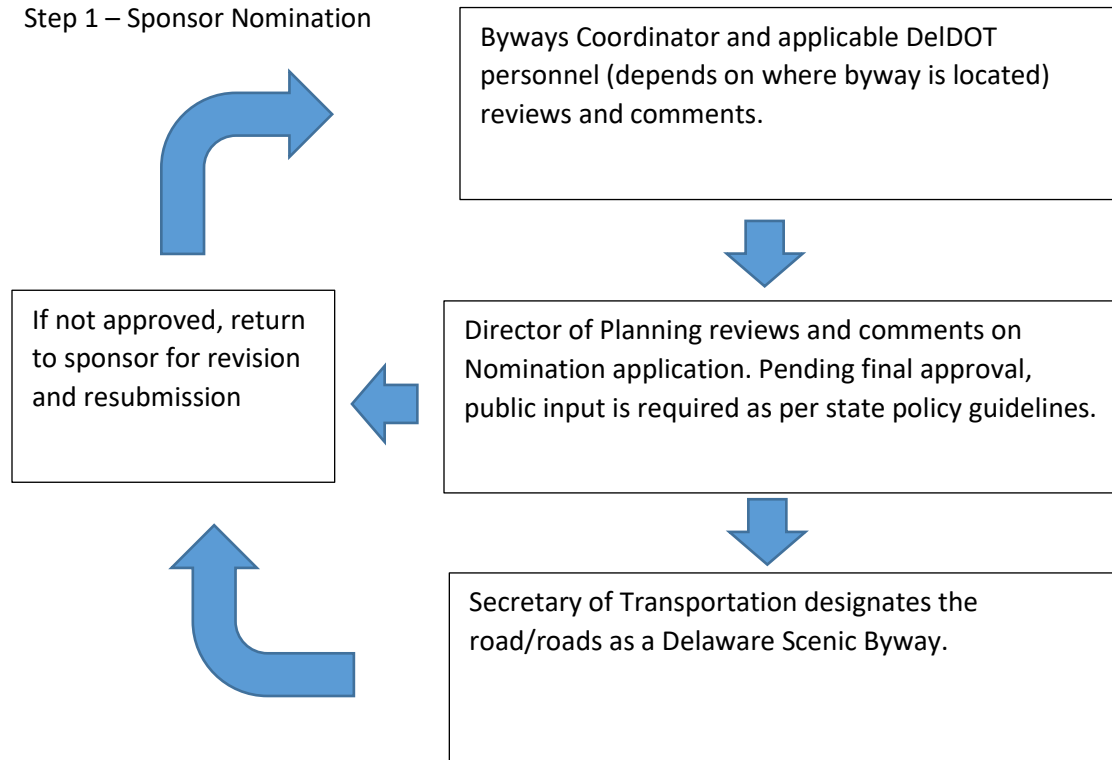
The successful completion, review, and evaluation of a Corridor Management Plan Application results in approval of the CMP by Delaware's Secretary of Transportation, and then signing (with specially designed signs) of the byway, identifying it on state maps and promoting it through the Delaware Tourism Office.

A CMP is a written document in which the byway sponsor describes the goals, strategies, and responsibilities for conserving and enhancing the byway's most valuable qualities. It is developed collaboratively with all those who have an interest in the future of the area included in the byway corridor. It includes both a long-term Vision for what the byway may become over time and a short-term Action Plan that covers the initial two years of implementation of the CMP.

Impact of approval of the Corridor Plan for a Delaware Byway

The impact of approval of the CMP for a byway is stated above. DelDOT will provide signs for the route to indicate its designated status and will identify the route on state maps. The Delaware Tourism Office will promote the byway in accord with the promotion and marketing plans included in the CMP.

Step 1 – Sponsor Nomination



Appendix B – Corridor Management Plan Process

Adapted from: “National Scenic Byways Program.” Federal Register. Vol. 60, No. 96. Thursday, May 18, 1995. View this document here: [Federal Register – National Scenic Byways Program](#)

A Corridor Management Plan (CMP) is a written plan developed by the communities along a scenic byway that outlines how to protect and enhance the byway’s intrinsic qualities and character that define their byway corridor.

Most states, and the National Scenic Byways Program, require corridor management plans (CMP) for scenic byway designation. CMPs are community-based and flexible “living documents” that outline the goals, strategies, and responsibilities for preserving and promoting the byway. CMPs typically address issues such as tourism development, historic and natural preservation, roadway safety, and economic development.

A CMP is designed to change with the community and respond to new proposals and developments along the byway corridor and they are often guided by the “14-point plan” recommended by the National Scenic Byways Program.

What is in a Corridor Management Plan?

Corridor management plans address a wide variety of issues. The level of detail in a CMP is dependent upon its role in the community and the byway planning process. If the CMP is intended solely for the local community, the document can be fairly short and address issues in broad terms. However, a more detailed plan will be necessary if the CMP is to form the basis of state or national scenic byways applications, or for grant and other funding applications.

It is important to remember that the CMP is a guide that addresses issues but does not necessarily offer solutions for every problem. The CMP should address major goals, such as improved road access for other modes of transportation, like bicycles, but does not have to lay out a specific plan for implementing the goal.

At the very least, a CMP should identify and discuss the byway’s intrinsic qualities, review the roadway’s current condition and maintenance plans, explore visitor needs and expectations, and discuss how to promote the byway while protecting its outstanding features in the future.

Federal Highway Administration’s 14-points

The Federal Highway Administration (FHWA) lists 14 components that must be in any CMP included in a byway’s application for national recognition. The CMP will help your byway group envision future changes and address issues before they become a problem.

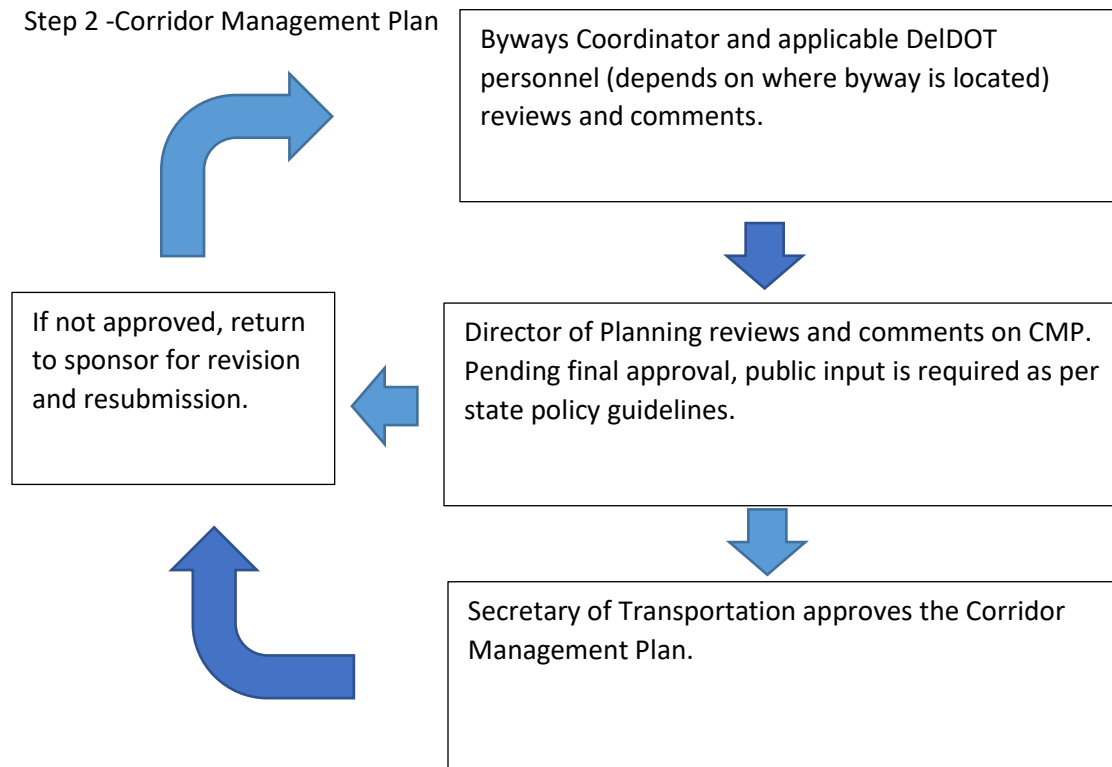
The FHWA requirements for a CMP are:

- A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.
- An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. A community visual assessment is an ideal way to involve a large number of local residents in evaluating the byway's resources. *O Say Can You See: A Visual Awareness Toolkit for Communities*, available from Scenic America, is a good way to start.
- A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.
- A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.
- A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land-use plans that can be adapted for this purpose.
- A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.
- A general review of the road's safety record to locate hazards and poor design and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.
- A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. Some CMP's incorporate plans to apply for Federal Transportation Enhancement funds to pay for the installation of special bicycle lanes along the byway or the creation of hiking trails.
- A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway.
- Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. Your CMP should also address the continuous designation of the road to ensure that billboard companies

will not be able to find a loophole in your byway designation that would allow them to erect billboards along the corridor.

- A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction.
- Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character.
- Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design considers the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation.
- A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.

Step 2 -Corridor Management Plan



Appendix C – Byways Program Grant Listing

Delaware	2000	Development of the Delaware State Scenic Byways Program	SB-2000-DE-01	\$140,000
	2002	Development of the Delaware State Scenic and Historic Highways Program	SB-2002-DE-01	\$92,000
	2003	Brandywine Valley Scenic Byway Corridor Management Plan	SB-2003-DE-50	\$132,150
	2005	Brandywine Valley Scenic Byway Corridor Management Plan Implementation	SB-2005-DE-01	\$87,600
	2006	Brandywine Valley Scenic Byway Facilities	SB-2006-DE-01	\$70,880
	2006	Context Sensitive Design Guidelines for Delaware Byways	SB-2006-DE-02	\$80,000
	2007	Promoting the Brandywine Valley Scenic Byway	SB-2007-DE-02	\$28,600
	2007	Route 9 Coastal Heritage Scenic Byway Corridor Management Plan	SB-2007-DE-01	\$146,000
	2008	Delaware Byways DE: Rebranding, Signs, Workshops and Visitor's Guide	SB-2008-DE-01	\$80,000
	2009	Brandywine Valley Scenic Byway DE: Carrying Capacity and Preservation Plan	SB-2009-DE-03	\$120,000
	2009	Harriet Tubman Underground Railroad Byway DE: Corridor Management Plan	SB-2009-DE-01	\$149,600
	2010	Western Sussex Byway DE: Corridor Management Plan	SB-2010-DE-03	\$78,132
	2011	Brandywine Valley National Scenic Byway (DE): Home Town Overlay Plan	SB-2011-DE-03	\$92,339
	2011	Delaware Byways Wayfinding Signs and Context Sensitive Solutions Study	SB-2011-DE-02	\$271,400
	2011	Lewes Byway, DE: Corridor Management Plan	SB-2011-DE-01	\$99,312
	2012	Route 9 Coastal Heritage Byway Planning and Design of a Bicycle/Pedestrian Connector	SB-2012-DE-03	\$240,000
	2012	Route 9 Coastal Heritage Scenic Byway Scenic Overlooks	SB-2012-DE-02	\$840,500
	2023	Expanding and Broadening Use of the Delaware Bayshore Byway, a National Scenic Byway		\$913,420
Total for Delaware		\$3,661,933		

Appendix D – Byway Annual Report*

Byway Name

Byway name

Byway member name

Byway Management Organization reporter

Date

xx/xx/xxxx

Drive Tour Date(s):

xx/xx/xxxx

Items of note from tour (for details see attached tour form):

Overall BMO ranking

How would you rate the functioning of your BMO?

- ☐ **Meets Expectations**
- ☐ **Exceeds Expectations**
- ☐ **Needs improvement and assistance**

Criteria for Meets Expectations:

- ☐ Active BMO with formalized organizational structure
- ☐ Regular, scheduled meetings (2-4 per year)
- ☐ Working on Action Item List in CMP
- ☐ Active public outreach through social media, tourism partners
- ☐ Active management of intrinsic resources with associated partners
- ☐ Has operating and capital budgets with funding sources for both

Administrative

Please note any major changes in your Byway Management Organization (BMO) this past year. This may include items such as:

- Membership
- Leaders
- BMO structure, such as bylaws

Describe any above changes

Please list the meetings held of the BMO, with dates, a brief description or attach minutes and agenda and a list of attendees if not previously provided to Byway Coordinator.

This may include items such as:

- General BMO meeting
- Sub-committee meeting

Please provide an update of the BMO's annual financials. Attach documents from treasurer, if applicable. This may include items such as:

- Operating budget
- Capital budget

--

Please summarize any other BMO issues. This is your opportunity to identify issues that Byway Coordinator may provide assistance with or provide support for in the future.

Add a brief description here, if needed:

Please summarize any engagement you have had with elected officials this past year regarding the byway so that the Byways Coordinator is aware of and can respond to any concerns if need be:

Corridor Management Plan

**Is your Byway's Corridor Management Plan (CMP) updated? If so, when was the last update?
Or, if an update is under progress, please provide a brief update on its status:**

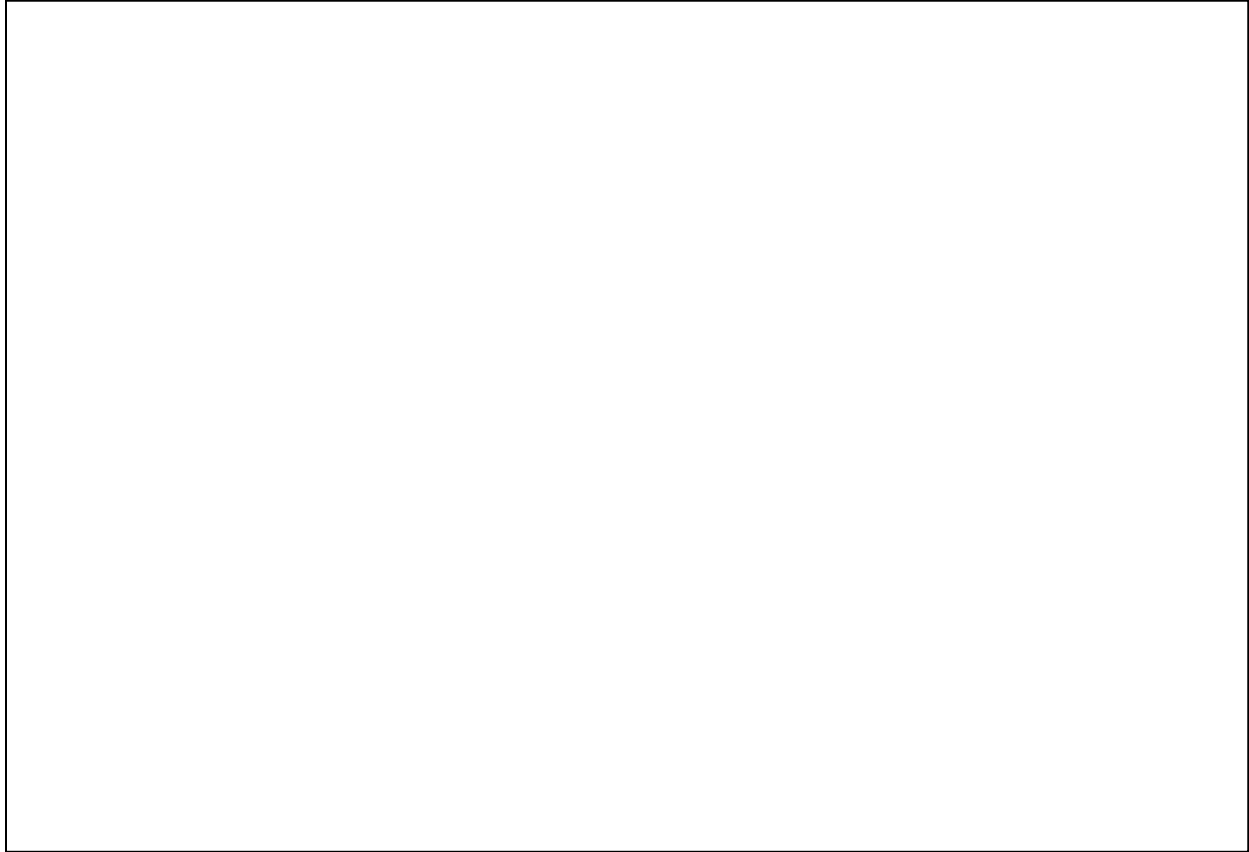
Please note any items that have been accomplished on the Byway's Action Item List this past year. Or if there have been any changes/additions/deletions/completions? Please note anything that has been done specific to your:

- Short term goals
- Medium term goals
- Long term goals
- Ongoing goals

Description of anything planned, in process or completed here. Add attachments if needed:

Please describe any changes to your Byway's Intrinsic Resources. Have there been any changes in their condition, or additions, deletions?

Please attach any relevant images useful to aide descriptions.



Describe efforts underway or in planning stages for Byway Tourism/Marketing/Advertising/Social Media. This may include items such as:

- Marketing Studies or Plans
- Running Print ads
- Website development or updates
- Social Media campaigns – FB, Instagram, Tic Tok, etc.
- Efforts to connect with byway partners on promotion such as with:
 - Civic orgs
 - Governmental agencies
 - NGOs
 - Tourism offices

Please summarize these items here and include any relevant links or images if pertinent.

Byway Accomplishments

Please describe your byway accomplishments/best practices this year in a short narrative that tells a short story about why your Byway is a great place to travel and spend time or how your Byway Management Organization is working hard to promote and enhance your byway. These can be things that you would like to share with DelDOT, byway stakeholders or the public. Please include supporting images and/or documents.

Please use a separate document and attach it if this topic requires it.

Additional Comments

Please provide any additional comments about your Byway that you would like to share with the Byway Coordinator that have not been included above.

Byways Coordinator Comments

The Byways Coordinator will provide a ranking of the BMO and additional comments as needed:

*This report will be going online in future. Please refer to the contents of this report for reporting requirements.