

# Lewes Scenic and Historic Byway

## Gateway to the Nation

### Appendix 2: Public Outreach Report



Cape May - Lewes Ferry



Lightship Overfalls



Delaware Breakwater Lighthouse



Canary Creek



Hazzell Smith House



Pre-War Savannah Road



Zwaanendael Museum



Fort Miles

Prepared for:

**CITY OF LEWES  
SUSSEX COUNTY**

**DELAWARE DEPARTMENT OF TRANSPORTATION**

Prepared by:  
**DELAWARE GREENWAYS**

**OCTOBER 2015**

Page Intentionally Blank

The City of Lewes



SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE

**DRAFT**

*Lewes Historic Byway: Gateway to the Nation  
Corridor Management Plan*

Report No. 1

**Public Outreach Report**

Funded through Legislative grants provided by:

Senator F. Gary Simpson  
Representative Joseph W. Booth  
Representative Peter C. Schwartzkopf  
Representative Ruth Briggs King

Submitted by:  
Delaware Greenways, Inc.

Submitted to:  
The Scenic & Historic Byways Ad Hoc Committee  
And  
The City of Lewes

December 2012

Page Intentionally Blank

## ACKNOWLEDGEMENTS

On behalf of the citizens and government of the City of Lewes, the Scenic & Historic Byways Ad Hoc Committee expresses its appreciation to its legislative delegation for its generosity without which this project could not have been undertaken.

- Senator F. Gary Simpson
- Representative Joseph W. Booth
- Representative Peter C. Schwartzkopf
- Representative Ruth Briggs King

Each member of the delegation has contributed funding that has sustained the effort of the City, its residents and the Ad Hoc Committee to develop and implement Lewes' Byway.

## DOCUMENT PURPOSE

This document is a summary of the work done by Delaware Greenways on behalf of the Lewes Scenic and Historic Byways Ad Hoc Committee to meet the Public Outreach requirement of the Lewes Byway Corridor Management Plan (CMP). This is a draft document. It is not intended to become a final document; rather, it is designed to provide a basis for the continuing development of the CMP. The document represents the proceedings and findings of the Public Outreach part of the CMP and has involved many residents, businesses, community leaders, elected and government officials. However, much work is left to be done and revisions will be made to this work as we go through the rest of the CMP process. Accordingly, this document will remain a draft document until completion of the final Corridor Management Plan.

*Lewes Historic Byway: Gateway to the Nation*

Page Intentionally Blank

## TABLE OF CONTENTS

Introduction.....	1
Funding For the Outreach Effort .....	2
The Public Outreach Process .....	5
The Committee Structure .....	5
The Ad Hoc Committee.....	5
Project Advisory Committee .....	6
Focus Group Meetings.....	9
Public Meetings.....	9
Lewes Byway Analysis of the Questionnaires .....	11
Issues to Be Addressed in the Corridor Management Plan.....	17
Matrix of Recommendations and Strategies .....	21
Next Steps .....	61
Appendix.....	63
A1. Tabulation of Meetings and Meeting Minutes.....	65
Ad Hoc Committee Meetings .....	67
Focus Group Meetings.....	85
Project Advisory Committee Meetings.....	123
Public Meetings.....	137
A2. Reference Materials.....	143

Page Intentionally Blank

## INTRODUCTION

In January 2009, the Lewes Scenic and Historic Byway Nomination Application was submitted to the Delaware Department of Transportation (DelDOT). The purpose of the document was to secure Delaware Scenic and Historic Highway Status for a network of roadways in the City of Lewes, Delaware. The name has now been changed to Lewes Historic Byway: Gateway to the Nation. Several months later in June 2009, the Application was approved and work began on the second step of the designation process, development of the Corridor Management Plan. The ultimate goal was to establish the Lewes Byway as part of Delaware's Byways Program which is managed by the Delaware Department of Transportation (DelDOT). Immediately, work began on developing a grant application to the Federal Highway Administration (FHWA) to secure funding for the Corridor Management Plan required to complete the designation process.

The following map illustrates the roadways comprising the Byway and the connections to trails both existing and future.



## *Lewes Historic Byway: Gateway to the Nation*

As shown on the map, the following roadways comprising the Byway:

- Pilottown Road/Front Street between the Great Marsh at Roosevelt Inlet and Savannah Road
- New Road between Nassau Road and Pilottown Road
- Savannah Road between the Lewes City Line and Lewes Beach
- Kings Highway between Gills Neck Road and Savannah Road
- Gills Neck Road between Kings Highway and Savannah Road
- Cape Henlopen Drive between Savannah Road and Cape Henlopen State Park

Pilottown Road, Gills Neck Road and Cape Henlopen Drive are considered Gateways from the Sea and New Road, Savannah Road and Kings Highway are considered Gateways from the land to Lewes. These gateways will prove significant when considering the Cape May Lewes Ferry and how it connects to Lewes and beyond. The Cape May Lewes Ferry connects to the Bayshore Heritage Byway which extends along the New Jersey Delaware River Bayshore. New Road, Savannah Road and Kings Highway gateways are the main entrances to the City of Lewes and to the Scenic Byway from State Route 1. In the future, the gateways will connect to the trails in the area, including the Lewes Georgetown Rail Trail, the Gordon's Pond Trail in Cape Henlopen State Park, the Junction and Breakwater Trail, and the American Discovery Trail.

Because a Scenic Byway designation is a 'bottom-up' process in which residents and community leaders drive the process, in 2008, Mayor James Ford with the approval of City Council convened an Ad Hoc Scenic and Historic By-Ways Committee (Ad Hoc Committee). The Ad Hoc Committee with the assistance of Delaware Greenways submitted the nomination application to DelDOT. After approval of the nomination application in June 2009, work began on a Corridor Management Plan (CMP) required by DelDOT to complete the Byway designation process. Delaware Greenways submitted a federal Byway grant application in 2009 on behalf of the City of Lewes, but it was not approved due to changes in matching funds requirements. The application was submitted twice more before it was approved in June of 2011. The amount of the grant is \$124,320.93 to complete the Byway Corridor Management Plan.

In the interim and to keep the process moving forward Delaware Greenways, on behalf of the City of Lewes, secured legislative funding to work on the public outreach part of the CMP. Through this process the community vision is defined and a matrix of strategies and recommendations were formulated for each of the roads in the Byway network.

### *FUNDING FOR THE OUTREACH EFFORT*

Funding for the public outreach effort was provided by:

- Senator F. Gary Simpson
- Representative Joseph W. Booth
- Representative Peter C. Schwartzkopf
- Representative Ruth Briggs King

*Lewes Historic Byway: Gateway to the Nation*

On behalf of the citizens and government of the City of Lewes, the Ad Hoc Committee expresses its appreciation to its legislative delegation for its generosity without which this project could not have been undertaken.

This report documents the results of the public outreach effort and will be included as part of the CMP.

Page Intentionally Blank

## THE PUBLIC OUTREACH PROCESS

The Public Outreach Process was a community wide effort led by the Ad Hoc Committee appointed by the Mayor and Council to lead the effort. Each meeting that was conducted was considered a public meeting and was open to the public. Meetings were posted in City Hall in accordance with City of Lewes regulations. Neighborhood leaders, elected officials and major stakeholders were contacted. The Appendix contains the meeting agendas, minutes and other information as applicable.

### *THE COMMITTEE STRUCTURE*

The Ad Hoc Committee developed a committee structure designed to involve the entire community in a 'bottom-up' dialog consisting of a large Project Advisory Committee involving a wide range of stakeholders from all levels of government, community organizations, institutions, business and elected officials.

Six Focus Groups were established, one for each roadway that comprised the Byway network:

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

In managing the process, the Ad Hoc Committee met with the Project Advisory Committee (PAC), developed focus groups open to all households and businesses along each roadway, met with the focus groups and then reported the results back to the PAC and to the Ad Hoc Committee. Once the PAC and Ad Hoc Committee reviewed and analyzed the results, a public meeting was held to review, evaluate and comment on the findings.

### *THE AD HOC COMMITTEE*

The Ad Hoc Committee consisted of the following community leaders:

## Corridor Management Plans

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.

Like most states, Delaware requires a CMP to be prepared for each byway. CMPs are community-based and flexible "living documents" that outline the goals, strategies, and responsibilities for preserving and promoting the byway. Each typically addresses 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. "

A 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.

*Lewes Historic Byway: Gateway to the Nation*

Ad Hoc Committee Members
Barbara Vaughan, City Council
Gail Van Gilder, Chair
Diane Wilson
David Ennis
Ronal Smith
Helen Waite,
Dan Parsons,
Michael Tyler
Michael DiPaolo
Bonnie Osler

This committee met seven times after the Nomination Document was approved by DelDOT. Their mission was to begin the Corridor Management Plan process by unifying the Lewes community around a set of principles and strategies that would form the heart of the CMP. (Bonnie Osler has recently replaced Barbara Vaughan as the Byway representative for City Council and Barbara Vaughan has been appointed as an Ad Hoc Committee member by City Council.)

**PROJECT ADVISORY COMMITTEE**

A larger Project Advisory Committee consisting of 98 invited members was convened to advise the Ad Hoc Committee. The members of the greater Lewes area who participated in the Project Advisory Committee are as follows:

First Name	Last Name	Representation	Focus Group
Anthony	Aglio	Del DOT - Planning – State Bicycle Coordinator	
Richard	Anthony	Lewes Resident	
Ted	Becker	Council, Street Improvement	Pilottown Rd
Merlin	Beil	Rep, Fort Miles	Cape Henlopen Dr.
Shailen	Bhatt	Secretary DelDOT	
Nick	Blendy	FHWA Delaware	
Sally	Boswell	Center for Inland Bays	Savannah Rd
Lisa	Brennan	Rite-Aid Pharmacy	
Rev. Marcus	Briddell	St Georges AME	
Ruth	Briggs-King	State Representative	
Spencer	Brittingham	Pres., Cape Henlopen School Board	
Richard	Bryan	Delaware Realty	
Mariah	Calagione	Dogfish Head	
Nina	Cannata	City Greenways and Trails Committee	
Nick	Carter	Lingo Realty, Wolfe Runne	Gills Neck Road
Mark	Chura	Chura Associates/Delaware Greenways	
Denise	Clemons	Wolfe Pointe HOA	
Pat	Cooper	Director – CHSP	
Joan	Deaver	Sussex County Council	
Jim	Decatur	Pres., Ocean House HOA	Savannah Rd
Matt	DeSabatino	Striper Bites	

*Lewes Historic Byway: Gateway to the Nation*

<b>First Name</b>	<b>Last Name</b>	<b>Representation</b>	<b>Focus Group</b>
Michael	Di Paolo	Historic Society of Lewes	
Richard	Drevo	CALL	
Susan	Du Bre	Lucky Penny	Gills Neck Road
Chrys	Dudbridge	Ex Director, Lewes Public Library	
Pastor Fred	Duncan	Bethel United Methodist Church	
Dr. George	Edwards	Friendship Baptist Church	
Paul	Ekrich	City Manager, Lewes	
Jack	Emery	Resident	Kings Hwy
David	Ennis	Ad-Hoc Committee	New Rd
Wally	Evans	Lewes Fire Dept.	
James	Falk	University of DE - Sea Grant, Regional Planning	
Dennis	Forney	Greater Lewes Foundation	
Heath	Gehrke	Delaware River and Bay Authority	
Hall	Godwin	Sussex County Deputy Administrator	
Ann	Gravatt	State Byway Coordinator DelDOT	
Alice	Guerrant	Delaware Div. of Historical and Cultural Affairs	
Bryan	Hall	Office of State Planning	
Beckie	Healey	Lewes Library	
Joe	Hoechner	Planning Board, Pilottown Village	Pilottown Road
James	Holt	Pres., Port Lewes HOA	
Jeffrey	Horvath	Chief, Lewes Police	
Rev. Harry	Hughes	Lewes Presbyterian Church	
Robert	Humes	Overfalls MMF	Savannah Rd, Pilottown Rd
Mike	Johnson	County Planning and Zoning	
Gina	Kaye	Prop., Savannah Inn	
Todd	Lawson	Sussex County Executive Director	
Preston	Lee	Parks & Recreation Commission	
Victor	Letonoff	Lewes City Council	
Ed	Lewandowski	Sea Grant University of Delaware	
Jenke	Lingo	Prop., Beacon Motel	
Cheryl	Littlefield	Beebe Hospital	Savannah Rd
Michael	Mahaffie	Chair, Planning Commission	
Gay Knapp	Marini	Lewes Resident	New Road
Hugh (Frosty)	McDaniel	President, Pilottown Park HOA	Pilottown Rd, New Rd
Lowder	Mitchell Jr	Century Farm	Kings Highway
Susan	Moerschel	DNREC	
Tracy	Mulveny	Pres., Canal Front Park	
David	Munro	First Baptist Church	
Pat	Murdock	Pres., Cape Shores HOA	Cape Henlopen Drive
Lou	Papp	Cape Shores Homeowners	Cape Henlopen
Allison	Parsell	Pres., Wolfe Runne HOA	Gills Neck Rd
Dan	Parsons	Ad Hoc Committee, Sussex County Historic Preservation Planner	

*Lewes Historic Byway: Gateway to the Nation*

<b>First Name</b>	<b>Last Name</b>	<b>Representation</b>	<b>Focus Group</b>
Ted	Pfarrer	SPI Pharma	Cape Henlopen Dr., Kings Hwy
Muriel	Pfeiffer	President, Zwaanendael Club	
Mike	Porch	DRBA	
Lloyd	Purcell	Lloyd's Market	
Mike	Rawl	Greater Lewes Foundation	
Betsy	Reamer	Ex Director, Chamber of Commerce	
Fran	Richmann	President, Lewes Historic Society	Kings Hwy
Jim	Rifenbergh	Canal Front Park President	
Preston	Schell	Pres., Ocean Atlantic Companies	
Pete	Schwartzkopf	State Representative	
Charles	Sheppard Sr.	Groome Methodist Church	Savannah Rd, New Rd
Gary	Simpson	State Senator	
Jim	Sleasman	Pres., Pilottown Village HOA	New Rd
Ronal	Smith	Ad Hoc Committee	Gills Neck Rd
Gary	Stabley	Pres. Board, BPW	
Joe	Stewart	Greater Lewes Foundation Chair	
Nancy	Targett	Dean, UD College of Earth, Ocean & Environmental Sciences	
George	Tutlane	Postmaster, Lewes	
Michael	Tyler	Sussex Cyclists, Ad Hoc Committee	Savannah Road
Gail	VanGilder	Delaware Greenways, Chair, Ad Hoc Committee	
Bonnie	Osler	Lewes City Council	
Helen	Waite	Ad Hoc Committee	New Road
Ed	Waples	Cape Henlopen High School	Kings Hwy
Barbara	Warnell	Historic Preservation Commission	
Bridget	Warner	Zwaanendael Museum	Savannah Rd
Robert	Wheatley	Director, County Planning and Zoning	
Julie	Wheatley	Sussex County Economic Development	
Nadine	Wick	Pres., Managing Growth Around Lewes	Kings Hwy
Lee Ann	Wilkinson	Prudential Gallo Real Estate	
Diane	Wilson	Ad-Hoc Committee, City Greenways and Trails Commission	
John	Yevonishon	SPI Pharma	Cape Henlopen Drive
Virginia	Zrake, Esq.	Pres. Chamber of Commerce	
Wendel	Alfred	Board of Public Works	
Gary	Stabler	Board of Public Works (Retired)	

The Project Advisory Committee met twice since the Nomination Document was approved by DelDOT.

*FOCUS GROUP MEETINGS*

At least two meetings of each Focus Group were held. As the Focus Group meetings were held, it became clear that there were many issues that were brought forward for discussion that would affect the Byway and needed to be addressed by the Corridor Management Plan. These issues were incorporated into strategies and recommendations and brought back to the committee for their input and approval. After much discussion, a matrix of strategies and recommendations for each road in the Byway Network was completed and then combined into a composite list.

*PUBLIC MEETINGS*

There was one public meeting conducted as part of the outreach project near the end of the project. The meeting presented the strategies and recommendations accepted by the PAC and the Ad Hoc Committee to the public.

As indicated above, the strategies and recommendations developed by the Focus Groups were taken to the Ad Hoc Committee, the Advisory Committee and a Public Meeting for their comments and to build consensus. Any recommendations that did not have widespread support were removed.

Page left Intentionally blank

## LEWES BYWAY ANALYSIS OF THE QUESTIONNAIRES

To gauge the key concerns of the general public and the Project Advisory Committee, questionnaires were developed for each meeting. Table 1 illustrates the results of the questionnaires distributed at the April 30, 2012 Project Advisory Committee Meeting and Table 2 illustrates the results of the questionnaire distributed at the May 31, 2012 Public Meeting.

**Table 1**  
**Project Advisory Committee Meeting Questionnaires**

<b>Questionnaire No.</b>	<b>Do you live on or near a Byway Road?</b>	<b>1. What are your top three priorities from the recommendations you were presented?</b>	<b>2. What three priorities do you feel should have the lowest priority?</b>	<b>3. Are there responsible parties for implementing the recommendations that were not listed? If you believe we missed someone, please identify them.</b>	<b>4. Are there any recommendations you believe should be considered for this Byway but are not listed on the matrix? If so, what are they?</b>
1	Pilottown Road	<ul style="list-style-type: none"> <li>• Just concentrate on things like signs, maps brochures, markers and coordination</li> </ul>	<ul style="list-style-type: none"> <li>• Any that requires major construction except for some safety concerns.</li> </ul>	No response	No response
2	Not on a Byway	<ul style="list-style-type: none"> <li>• Gateway enhancement,</li> <li>• Historic presentation, landscape enhancement</li> </ul>	<ul style="list-style-type: none"> <li>• Wildlife viewing,</li> <li>• Archeological research,</li> <li>• Climate change</li> </ul>	None	None
3	Cape Henlopen Drive	<ul style="list-style-type: none"> <li>• Safe walking and biking on all crossings and adjacent roads</li> <li>• Review all signing for scale and reduce quantity</li> <li>• Safe management of ferry traffic</li> <li>• Historic preservation</li> </ul>	No Response	No response	<ul style="list-style-type: none"> <li>• Repair and stabilize coastal erosion caused by and adjacent to the ferry</li> </ul>
4	Gills Neck Road	<ul style="list-style-type: none"> <li>• Reduce bicycle traffic on Gills Neck Road</li> <li>• Underground electric lines where practical and economically feasible</li> <li>• Beautify Freeman Highway. Bring back the boat with flowers</li> </ul>	<ul style="list-style-type: none"> <li>• No through traffic on Kings Highway or Savannah Road</li> <li>• Tree canopy on Cape Henlopen Drive</li> </ul>	No response	No response

*Lewes Historic Byway: Gateway to the Nation*

Questionnaire No.	Do you live on or near a Byway Road?	1. What are your top three priorities from the recommendations you were presented?	2. What three priorities do you feel should have the lowest priority?	3. Are there responsible parties for implementing the recommendations that were not listed? If you believe we missed someone, please identify them.	4. Are there any recommendations you believe should be considered for this Byway but are not listed on the matrix? If so, what are they?
5	Gills Neck Road (Wolfe Runne)	<ul style="list-style-type: none"> <li>• Shoulder space for bike path on Gills Neck Road</li> <li>• Savannah Road Gateway</li> <li>• Put utility lines underground</li> <li>• Keep library at same location</li> </ul>	<ul style="list-style-type: none"> <li>• Fill in sidewalk gaps</li> <li>Extend byway to Route 1</li> </ul>	No response	No response
6	Gills Neck Road	<ul style="list-style-type: none"> <li>• Create a safe bike path along Gills Neck Road</li> <li>• Create a tree line boulevard on Kings Highway</li> </ul>	<ul style="list-style-type: none"> <li>• Forget about fixing sidewalks and curbs in the city.</li> <li>• Forget about keeping trucks off Kings Highway</li> </ul>	<ul style="list-style-type: none"> <li>• Utility companies/major real estate companies</li> </ul>	No response
7	Pilottown Road	<ul style="list-style-type: none"> <li>• Coordinate better with County</li> <li>• Connector Road around U of Delaware</li> <li>• Public safety issues</li> </ul>	<ul style="list-style-type: none"> <li>• Tremendous work to be done with property owners</li> </ul>	<ul style="list-style-type: none"> <li>• DelDOT</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with DelDOT trail proposals</li> </ul>
8	New Road	<ul style="list-style-type: none"> <li>• Rebuild/raise bridge over Canary Creek</li> <li>• Develop access/parking to the creek for kayaks, crabbing and fishing</li> <li>• Need more parking for tour busses</li> </ul>	<ul style="list-style-type: none"> <li>• No through trucks on Kings Highway</li> </ul>	No response	<ul style="list-style-type: none"> <li>• Widen Freeman Highway to four lanes but not in Lewes.</li> </ul>
9	Cape Henlopen Drive (near)	<ul style="list-style-type: none"> <li>• Extend Byway designation to Savannah Road</li> <li>• Pave Junction and Breakwater Trail near Gills Neck Road</li> <li>• Work with property owners to preserve views</li> </ul>	<ul style="list-style-type: none"> <li>• Bury electric lines</li> <li>• Improve 1812 Parking Lot</li> <li>• Support Bebee Hospital to preserve original façade of hospital</li> </ul>	No opinion	No
10	Cape Henlopen Drive	<ul style="list-style-type: none"> <li>• Greenhill light access and marsh interpretive plan</li> <li>• Improve trail access</li> <li>• Increase opportunities for wildlife viewing</li> </ul>	<ul style="list-style-type: none"> <li>• Lewes Dairy façade</li> <li>• No through truck signs</li> <li>• Distribution of flyers on bike and pedestrian safety and etiquette</li> </ul>	No response	No response

*Lewes Historic Byway: Gateway to the Nation*

<b>Questionnaire No.</b>	<b>Do you live on or near a Byway Road?</b>	<b>1. What are your top three priorities from the recommendations you were presented?</b>	<b>2. What three priorities do you feel should have the lowest priority?</b>	<b>3. Are there responsible parties for implementing the recommendations that were not listed? If you believe we missed someone, please identify them.</b>	<b>4. Are there any recommendations you believe should be considered for this Byway but are not listed on the matrix? If so, what are they?</b>
11	New Road (Creekside Drive)	<ul style="list-style-type: none"> <li>• Interconnection of bike trails</li> <li>• Preserve and enhance scenic views</li> <li>• Reconstruct Canary Creek Bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Sea Level rise</li> <li>• No through trucks on Kings Highway</li> </ul>	No response	No response
12	No response	No comment	No comment	No comment	No comment
13	No response	No comment	No comment	No comment	No comment
14	Not on a Byway	<ul style="list-style-type: none"> <li>• New trailhead at Lewes Library</li> <li>• Cape Henlopen Drive enhancement</li> <li>• Adaptive reuse of historic barn at Kings Highway</li> </ul>	<ul style="list-style-type: none"> <li>• Sea level rise</li> <li>• Multi-use trail at American Legion Road</li> <li>• Lack of downtown parking</li> </ul>	No response	No response
15	Pilottown Road	<ul style="list-style-type: none"> <li>• Scenic preservation</li> <li>• Restrict animated signs</li> </ul>	<ul style="list-style-type: none"> <li>• Improve aesthetics of 1812 Park</li> <li>• Archeological research along New and Pilottown Roads</li> </ul>	No response	No response
16	Pilottown Road (off)	<ul style="list-style-type: none"> <li>• Increase public access to the canal</li> <li>• Develop public access to Greenhill Light</li> <li>• Improve Junction and breakwater Trail along Gills Neck Road</li> <li>• Get boat traffic off Pilottown Road</li> </ul>	No response	No response	No response
17	Gills Neck Road	<ul style="list-style-type: none"> <li>• Improve Gills Neck Road bicycle safety</li> </ul>	No response	No response	<ul style="list-style-type: none"> <li>• Maintain Lingo Townsend property as AR-1 zoning</li> </ul>

**Table 2  
Summary of Public Meeting Questionnaires**

<b>Questionnaire No.</b>	<b>1. What are your top three priorities from the recommendations you were presented?</b>	<b>2. What three priorities do you feel should have the lowest priority?</b>	<b>3. Are there responsible parties for implementing the recommendations that were not listed? If you believe we missed someone, please identify them.</b>	<b>4. Are there any recommendations you believe should be considered for this Byway but are not listed on the matrix? If so, what are they?</b>
--------------------------	---	--	--	---

*Lewes Historic Byway: Gateway to the Nation*

Questionnaire No.	1. What are your top three priorities from the recommendations you were presented?	2. What three priorities do you feel should have the lowest priority?	3. Are there responsible parties for implementing the recommendations that were not listed? If you believe we missed someone, please identify them.	4. Are there any recommendations you believe should be considered for this Byway but are not listed on the matrix? If so, what are they?
1	<ul style="list-style-type: none"> <li>• Sea level rise</li> <li>• Require period appropriate street lights</li> <li>• Work with local historical societies</li> </ul>	<ul style="list-style-type: none"> <li>• Distribution of brochures on etiquette</li> <li>• Address speeding issues</li> <li>• Work with the owners of Lewes Dairy</li> </ul>	<ul style="list-style-type: none"> <li>• DelDOT for parking</li> <li>• Greater Lewes Foundation for parking</li> </ul>	No response
2	<ul style="list-style-type: none"> <li>• Rebuild Canary Creek Bridge</li> <li>• Widen Freeman Highway to four lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Reuse historic barn on Kings Highway</li> <li>• Speeding issues</li> </ul>	<ul style="list-style-type: none"> <li>• DRBA on traffic issues</li> <li>• Farmers market and Sussex County on Planning all HOA's</li> <li>• State Parks for parking issues</li> </ul>	<ul style="list-style-type: none"> <li>• Need more parking in city</li> <li>• Add tour bus parking in city</li> <li>• In park build new bathhouse and add more parking</li> </ul>
3	<ul style="list-style-type: none"> <li>• 2.11</li> <li>• 2.06</li> <li>• 2.20</li> </ul>	<ul style="list-style-type: none"> <li>• 1.44</li> <li>• 1.45</li> <li>• 4.5</li> </ul>	No response	<ul style="list-style-type: none"> <li>• DRBA</li> <li>• Add to Byway Steering Committee: Allison Parsell Dave Ennis</li> </ul>
4	<ul style="list-style-type: none"> <li>• Complete Streets</li> <li>• Safe, continuous network of sidewalks, byways, greenways and trails</li> </ul>	No response	No response	<ul style="list-style-type: none"> <li>• Small pedestrian signs</li> <li>• Address health benefits/needs for a walkable/active community</li> </ul>
5	<ul style="list-style-type: none"> <li>• Evaluate sidewalk and curbing network</li> <li>• Bury utility lines</li> <li>• Complete road connection to boat ramp</li> </ul>	<ul style="list-style-type: none"> <li>• Year around tourism</li> <li>• Establish off-road multi-use trail on New Road</li> <li>• Nassau Orchard opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Sussex cyclists</li> <li>• Sierra Club</li> <li>• Friends of Cape Henlopen Park</li> </ul>	No
6	<ul style="list-style-type: none"> <li>• Lack of parking in Downtown Lewes</li> <li>• Trailhead at Library</li> <li>• Improve and pave Junction and Breakwater trail on Gills Neck</li> </ul>	<ul style="list-style-type: none"> <li>• Bring city leases to common expiration date</li> <li>• Shift parking spaces away from corners</li> </ul>	No	No
7	<ul style="list-style-type: none"> <li>• Work with property owners to preserve scenic viewsheds</li> <li>• Evaluate sidewalk/curbing networks</li> <li>• Develop an interpreted bike network</li> </ul>	<ul style="list-style-type: none"> <li>• Delete Goal 3. Just use City's ordinance</li> <li>• Retain Library in Lewes not at current location</li> <li>• Historic barn on Kings Highway is beyond repair</li> </ul>	No response	No response
8	<ul style="list-style-type: none"> <li>• Protect Historic Assets</li> <li>• Protect Archeological assets</li> <li>• New Road concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian Access to Canal – most people arrive by car</li> </ul>	No response	No response

*Lewes Historic Byway: Gateway to the Nation*

Questionnaire No.	1. What are your top three priorities from the recommendations you were presented?	2. What three priorities do you feel should have the lowest priority?	3. Are there responsible parties for implementing the recommendations that were not listed? If you believe we missed someone, please identify them.	4. Are there any recommendations you believe should be considered for this Byway but are not listed on the matrix? If so, what are they?
9	<ul style="list-style-type: none"> <li>• Preserve the uniqueness of the Byway in a manner reflecting the core values as defined by Lewes</li> <li>• Public Safety</li> <li>• Expand Bike/Ped network</li> </ul>	<ul style="list-style-type: none"> <li>• Implement Context sensitive Design solutions</li> <li>• Opportunities for visitors to learn and interpret the Byway</li> <li>• Traffic noise</li> </ul>	<ul style="list-style-type: none"> <li>• Larger Business Owners</li> <li>• School District</li> <li>• BeBee medical center</li> <li>• SPI Pharma</li> <li>• Lewes Fire Dept.</li> <li>• Landscapers</li> </ul>	<ul style="list-style-type: none"> <li>• Sponsorship of highways</li> <li>• Use prisoners to clean highways</li> </ul>
10	<ul style="list-style-type: none"> <li>• Bike trail off Gill's Neck Road</li> <li>• Power Lines buried on Pilottown Road</li> <li>• Rail Trail to Georgetown</li> </ul>	<ul style="list-style-type: none"> <li>• Kings Highway</li> <li>• Ferry signage</li> <li>• Sidewalk and curbs in town</li> </ul>	<ul style="list-style-type: none"> <li>• Landowners</li> </ul>	<ul style="list-style-type: none"> <li>• Work more closely with landowners</li> </ul>
11	<ul style="list-style-type: none"> <li>• Identify and designate points of entries</li> <li>• Preservation of land</li> <li>• Put utility lines underground on Byways</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain historic façade of the Ice House</li> <li>• Restore Queen Anne's Historic Train</li> <li>• Nassau Orchard as a gateway</li> </ul>	<ul style="list-style-type: none"> <li>• Delaware Forest Service</li> </ul>	<ul style="list-style-type: none"> <li>• State Park status signs e.g., parking lot full</li> <li>• Have Lewes in Bloom manage plantings at Ferry sign</li> <li>• More visible crossings for pedestrians and bicyclists at Kings Highway and Route 9</li> </ul>
12	<ul style="list-style-type: none"> <li>• Develop coordinated marketing program</li> <li>• Promote story with displays</li> <li>• Develop new education programs</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic calming</li> <li>• Etiquette/safety brochures</li> <li>• Rhythm and scale at west end of New Road</li> <li>• Tree canopy on Cape Henlopen Drive</li> </ul>	<ul style="list-style-type: none"> <li>• Overfalls Foundation</li> </ul>	<ul style="list-style-type: none"> <li>• List is comprehensive</li> </ul>
13	<ul style="list-style-type: none"> <li>• Improve public safety</li> <li>• Preserve open space and agriculture</li> <li>• Implement context sensitive solutions</li> </ul>	<ul style="list-style-type: none"> <li>• Façade of Lewes Dairy</li> <li>• Off Road Trail along New Road</li> <li>• Context sensitive turn lanes on Gills Neck Road at Cadbury</li> </ul>	<ul style="list-style-type: none"> <li>• University of Delaware</li> </ul>	<ul style="list-style-type: none"> <li>• Comprehensive list, well done</li> </ul>
14	<ul style="list-style-type: none"> <li>• New Road on road bike path</li> </ul>	No response	N/A	No response

Thirty-one total replies to the survey questionnaire with 17 from the Advisory Committee and 14 from the general public. The general conclusions are as follows:

- Question 1: What are your top three priorities from the recommendations you were presented?

Preservation was the issue of most concern. A safe walking and biking network and trail improvements were tied for second. Preferences for all other issues were widely scattered among

many issues. A reasonable conclusion is that preservation of the elements that make Lewes special was of the highest order and that appropriate design practices be applied to any project considered. The strong interest in trails and non-motorized transportation was also prominent.

- Question 2: What three priorities do you feel should have the lowest priority?

While Responses to this question were interesting, they were scattered making it difficult to draw conclusions. It is important to note that this was a first introduction to the Byway planning concept for many attendees that probably made it difficult for them to give informed responses based on sound Byway planning principles. It is clear that attendees needed more information responding to this question.

For example, it was obvious that people who did not live on a road often did not understand why the Focus group made the recommendation in the first place. A second example was historic preservation. While historic preservation was a top priority in Question 1, the historic preservation related comments in Question 2 were disconnected. It seemed that the respondents favored historic preservation, but when it comes to specific properties, there are differing opinions regarding the value of preserving a specific building.

## ISSUES TO BE ADDRESSED IN THE CORRIDOR MANAGEMENT PLAN

While the focus of the outreach effort was to develop a matrix of strategies and recommendations, issues were brought forward by committee members and members of the public. These issues were not fully addressed in the public outreach process as they require additional study and consideration and/or require approval by government as a part of the CMP development process. This chapter of the report highlights some of the main issues to be carried forward into the formal CMP process to follow.

### 1. Preserving Open Space, Greenways and Trails

Much has been discussed about creating a greenbelt around the City of Lewes and some properties have been preserved in an effort to implement that vision. Properties on the potential greenbelt will continue to be developed since the land is predominately on private property. Over time it will all be developed except for the properties in public ownership unless key properties are preserved through easements or purchase in a timelier manner.

Since people are attracted to visit, shop and reside in Lewes because of its well preserved history, its magnificent open spaces and its beautiful beaches, preservation of open space and a plan to acquire key properties has been identified as a top issue that needs to be addressed with a greater sense of urgency in the CMP. Acquiring linkages between existing greenways and trails was also a prime concern to create a safe off road network of trails for walking and biking.

### 2. Creating Buffers to preserve Byway Viewsheds

Most of the Byway roadways traverse open space. As mentioned above, much of that open space is privately owned, meaning that some of the most iconic viewsheds could be lost. Without infringing upon private property rights, the CMP should develop a plan that includes setback and buffering requirements that are designed to preserve the viewsheds where possible and screen where appropriate.

### 3. Increasing Traffic Congestion

Increasing traffic is a big concern particularly in the summer. Congestion, speeding, cut through traffic and the difficulty that pedestrians and bicyclists face take away from the enjoyment of life in Lewes. The CMP should develop a traffic management plan that builds upon and updates the Carrying Capacity Plan recently completed by the City. Further, the plan must address the missing pedestrian connections and provide for safe circulation of bicycle traffic. While it is clear that motorized vehicles, bicycles and pedestrians all compete for space in the public right of way; it is possible to provide the appropriate balance of the modes of transportation for Lewes.

### 4. Incorporating Context Sensitive Design Guidance

Context sensitive design (CSD) using DelDOT's CSD manual should be incorporated into all traffic solutions as appropriate to maintain the scenic and historic fabric of the City of Lewes and its

Byways. There is no question that one of the things that make the City of Lewes such a tourist destination is the architecture of its residences, particularly in the center of town. Even as the byway roadways traverse outward, there are attractive buildings and streetscapes. To preserve this beauty, any planned transportation improvements and landscaping improvements should be done in a context sensitive manner, reflecting the elements of design that add to the beauty of Lewes. DelDOT has published a Context Sensitive Design Manual for Byways, but to make the best use of the manual, the contexts of the City must be defined and the CMP is a good vehicle to accomplish this task.

5. Improving Walkability and Bikeability on Byway Roads

For a number of years, the City, through its Pedestrian and Bicycle Committee, has been working with the City and other governmental agencies to implement improvements for pedestrians and bicycles. While they have made significant progress, there is still much to be done as noted in the EPA Walkability Conference results. Because the Lewes Byway is so walkable and its intrinsic values are best seen on foot or on bicycle, it is important that the CMP recommendations include the results of the EPA Walkability Conference. The CMP should identify ways to improve the walkability and bikeability of all the roads in the Byway network.

6. Extending the Byway into Sussex County on Savannah Road and Kings Highway

Several times in the outreach dialog it has been suggested that the Lewes Byway be extended beyond the City Limits to Delaware Route 1. Such an extension needs specific approval during the next phase of the CMP development. The best way to accomplish this is through additional discussion and consideration with the City of Lewes and Sussex County.

7. Managing Boat and Trailer Traffic on the Byway Network

A connector roadway has been proposed to divert boat trailer traffic from Pilottown Road and a portion of New Road. The road is proposed to extend from New Road near the University of Delaware Campus and connect to Pilottown Road near the Boat Ramp. Both Pilottown and New Roads are not able to safely accommodate boat trailers due to the narrow width and presence of pedestrians and bicyclists. By reducing the volume of boat trailer traffic between the University of Delaware on New Road and the new boat ramp on Pilottown Road traffic safety would be improved on these Byway roads for both vehicular and bike/pedestrian travel.

8. Integrating the Lewes Byway with Other Byways and Trails

There are two Byways, one in Delaware and one in New Jersey that relate to the Lewes Byway. The Route 9 Byway about 30 miles to the northwest ends at Route 1 at the east end of the Dover Air Force Base near Little Creek. Closer to Lewes, New Jersey's Bayshore Heritage Byway ends in Cape May, a short ride on the Cape May-Lewes Ferry away. The Lewes Byway CMP should participate in efforts to relate and link the three Byways together. Currently, DelDOT is working on a routing that connects the Route 9 Byway to Lewes.

In addition, there are three new trails that are in Delaware's First State Trails and Pathways Plan. The **Gordon's Pond Trail** is in the engineering phase, scheduled for construction in the first half of next year. It connects Rehoboth Beach to Lewes through Cape Henlopen State Park. There is a current project that will construct a boardwalk through an area of sand dunes in the park to make an all-weather connection for bicycles and pedestrians. This trail will cause a potentially large increase in the numbers of bikers on Cape Henlopen Drive and could cause problems similar to what we have seen where the Junction Breakwater Trail ends on Gills Neck Road. For the short term signage need to be put in place to direct newcomers to the Town of Lewes and other points. Longer term an off road or separated bike path on Cape Henlopen Drive needs to be built. These issues should be addressed before the trail opens through Gordon's Pond.

The **Junction and Breakwater Trail** follows a section of the former Penn Central railroad between Lewes and Rehoboth Beach for approximately five miles. Connecting the trail to the City of Lewes has been the subject of some controversy. Currently, it connects to Gills Neck Road, a windy road which is not conducive to safe bicycle travel due to its curvy alignment and narrow cartway. DelDOT has developed a routing designed to address the safety concern. It is now proposed to connect from Gills Neck Road across a newly acquired easement to Kings Highway where it follows the bottom of the embankment supporting the Freeman Highway to Cape Henlopen Drive. It then follows along Cape Henlopen Drive as a bike lane to Front Street. It is scheduled to be constructed by DelDOT this year. The CMP must address the safety of the trail within Lewes and along the byway roadways.

The **Lewes to Georgetown Trail** will ultimately extend from Rehoboth through Gordon's Pond in Cape Henlopen State Park past the Lewes Library and then onto the right of way for the Lewes-Georgetown railroad. This trail will provide a bicycle and walking connection to the developments beyond Lewes in the Nassau area as well as extend inland to Georgetown. There is also an initiative to establish a trail head at the Lewes Library.

The **American Discovery Trail** is a National Trail that has its eastern terminus at Cape Henlopen State Park and stretches across the country through 15 states to California. Any bike/ped improvements on Cape Henlopen Drive should consider and enhance this national cross country trail and work to create a more welcoming entrance to the end of this coast to coast trail.

#### 9. Designing a Gateway Plan for Lewes Byway

Creating defined gateway entrances to Lewes will help to preserve the Lewes Byway and its tourism potential. Today visitors are not sure where the Byway begins or end or where the Town of Lewes begins or ends. A Gateway Plan will be developed as part of the CMP process that will define the Byway, enhance the tourism potential of Lewes and help to preserve its intrinsic qualities.

#### 10. Sea Level Rise

The understanding and awareness of the threats of sea level rise and its impact on Delaware and the Delaware Bayshore has advanced greatly in recent times. Flooding and beach erosion have long

been major issues in the Lewes area, but could be exacerbated by sea level rise. The CMP must coordinate with the planning effort that is ongoing in Delaware to manage sea level rise and determine its potential impacts on byway roads.

## MATRIX OF RECOMMENDATIONS AND STRATEGIES

The strategies and recommendations developed through the public outreach effort will form the basis of the Corridor Management Plan effort which will begin in the fall of 2012. The Strategies and Recommendations were developed according to the information required by DelDOT to complete a Corridor Management Plan. These information areas include:

- Conservation and Enhancement
- Transportation and Public Safety
- Tourism, Marketing and Promotion
- Interpretation and Education
- Byway Management

The recommendations were assigned a timeframe for implementation. Potential responsible parties were also listed in the matrix. Participants were encouraged to make recommendations without considering funding sources at this time. Recommendations on potential funding sources will be worked on as part of the larger Corridor Management Plan effort.

Within each topic area, a series of goals were then established. The Focus Groups for each of the Byway roadways were then tasked with reviewing the topic areas, reviewed the goals and, finally, developing the strategies and action items. The Ad Hoc Committee then combined the lists, identified commonalities and developed a draft for review and acceptance by the Focus Groups. The resulting matrix was then reviewed with the Project Advisory Committee and, finally at a public meeting.

The goals for each of the topic areas are shown in the following table:

Topic Areas	Goal
Conservation and Enhancement	Define the Byway Corridor Definition
	Preserve and Enhance Key Scenic Resources
	Preserve and Enhance Key Open Space and Agricultural Resources
	Enhance Recreational Resources
	Protect and Enhance Historic Assets and the Byway's Sense of Place
	Conserve and Research the Byway's Archeological Assets
Transportation and Public Safety	Improve Public Safety by Addressing key Transportation Infrastructure issues
	Improve, Enhance, and Expand the Bike and Pedestrian Network within the Byway Corridor
	Implement Context Sensitive Design Solutions Within Key Areas of the Corridor
	Enhance the Visual Quality of the Byway Corridor Through Streetscape enhancements and Removal of Visual Intrusions
	Improve the Functionality of the Byway's Transportation Infrastructure
	Evaluate Additional Opportunities that recognize the Historic nature of Byway Roads
	Address Traffic Noise Issues Within the Corridor

*Lewes Historic Byway: Gateway to the Nation*

Topic Areas	Goal
Encourage Tourism	Increase Visitation and Visitor Spending at Attractions and Shopping in a Manner that is Compatible with the Preservation Goals of the Byway
Interpretation and Education	Provide Opportunities for Visitors to Learn About and Interpret the Byway
Byway Management	Preserve the Uniqueness of the Byway in a Manner Reflecting Core Values as Defined By the City of Lewes

Under each goal, the Matrix contained a number of strategies and actions which are designed to be refined and updated as the Corridor Management Plan proceeds. The Matrix also suggests a time frame for each strategy to be implemented assigning each to a timeframe: short term: 1 to 2 years, mid-term: 3 to 5 years and long term, 5 to 10 years.

The Matrix calls for a Byway Management Committee to be formed which will guide the implementation of the strategies and actions that the Matrix identifies. Then it assigns potential responsibility to various public and private agencies. This will be further defined and developed through the CMP process.

The potential agencies it assigns responsibilities to are illustrated below.

- City of Lewes
- City of Lewes Bike and Pedestrian Advisory Committee
- City of Lewes Historic Preservation Commission
- City of Lewes Parks and Recreation Commission
- City of Lewes Police Department
- City of Lewes Trails and Greenways Commission
- DEDO Tourism Office
- Delaware Division of Libraries
- Delaware Economic Development Office
- Delaware Electric Cooperative
- Delaware General Assembly
- Delaware Office of State Planning Coordination
- Delaware River and Bay Authority
- DelDOT
- Department of Agriculture
- DNREC
- Land Preservation Organizations
- Lewes Chamber of Commerce
- Lewes Historical Society
- Lewes Public Library
- Nature Conservancy
- Overfalls Maritime Museum Foundation
- Private Property Owners
- Southern Delaware Tourism
- Sussex County
- Sussex County Economic Development
- Sussex County Historic Preservation Office
- University of Delaware

The Byway Management Committee would consist of representatives from the following agencies:

- City Of Lewes
- Sussex County
- DelDOT
- DNREC

*Lewes Historic Byway: Gateway to the Nation*

- Department of State
- State Tourism Office of DEDO
- Representatives from each of the six road segments
- Lewes Chamber of Commerce
- Business Community Representatives
- Others as determined in the CMP

As previously indicated, the product of the public outreach process is the Matrix of Recommendations and Strategies. The entire Matrix follows below:

## RECOMMENDATION MATRIX

### CONSERVATION AND ENHANCEMENT

#### Goal #1: Define the Byway Corridor Definition

<b>Strategy or Action item</b>	<b>Responsible Party</b>	<b>Implementation Timeframe</b> <b>A. - 1 to 2 years</b> <b>B. - 3 to 5 years</b> <b>C. 5 to 10 years</b>
Extend Byway designation of Savannah Road to its intersection with Route One.	Ad-Hoc Committee, City of Lewes, Sussex County	A
Identify and designate land and sea "points of entry" or "gateways" into the town of Lewes from New Road, Savannah Road, Front Street/Pilottown Rd., Cape ts	Byway Management Committee, City of Lewes, Sussex County	A

## **RECOMMENDATION MATRIX**

### ***CONSERVATION AND ENHANCEMENT***

#### ***Goal: Define the Byway Corridor Definition***

<p><b>Henlopen Drive (DRBA Ferry Terminal), Kings Highway and the and formulate plans that identify appropriate signage, landscape and hard scape standards that should be incorporated at these gateway points</b></p>		
---	--	--

## RECOMMENDATION MATRIX

### CONSERVATION AND ENHANCEMENT

#### Goal #2: Preserve and Enhance Key Scenic Resources

<p>Identify and develop strategies to protect key scenic views along the corridor that may be subject to future development. Elements of this strategy could include financial incentives for properties within the byway via existing preservation programs, consideration of creative bonus densities or related land-use strategies.</p>	<p>City of Lewes, Sussex County, DNREC, State Planning, Sussex Land Trust, Nature Conservancy</p>	<p><b>B</b></p>
<p>Work with the property owners to permanently preserve and enhance scenic views to the maximum extent possible on the following view corridors: (a) Gills Neck Road along the Lewes and Rehoboth Canal ; (b) either side of the intersection of Gills Neck Road and Kings Highway; (c) New Road and; (d) the Lewes and Rehoboth Canal/Great Marsh along Pilottown Road.</p>	<p>Land preservation organizations, City of Lewes, Sussex County, DeIDOT, DNREC, University of Delaware</p>	<p><b>A</b></p>

## RECOMMENDATION MATRIX

<p>Where preservation of a scenic view is no longer an option, develop requirements or incentives for context sensitive design, open vistas and vegetative buffers where possible. Ensure that new structures are built in a context sensitive manner with meaningful vegetation barriers and off-road trails.</p>	<p>City of Lewes, Lewes Planning Commission, Land preservation organizations, DeIDOT.</p>	<p><b>B</b></p>
--	---	-----------------

## RECOMMENDATION MATRIX

### **CONSERVATION AND ENHANCEMENT**

#### **Goal #3: Preserve and Enhance Key Open Space and Agricultural Resources**

Work with stakeholders to identify and preserve the remaining parcels of agricultural and open-space lands in and around the corridor to create greenbelts within the City limits of Lewes and along the perimeter extending into unincorporated areas through continued voluntary and private conservation efforts.	Land preservation organization, City of Lewes, DNREC, Dept. of Agriculture, Sussex County	A
Work with property owners to preserve open space and the view corridor along New Road and the Great Marsh and expand buffers where appropriate	City of Lewes, University of Delaware, DNREC and Nature Conservancy	A/B
Permanently Protect Stango Park and other City Parks	City of Lewes Parks and Recreation Commission	A

## RECOMMENDATION MATRIX

### **CONSERVATION AND ENHANCEMENT**

#### **Goal #4: Enhance Recreational Resources**

<p>Pursue opportunities for additional public fishing opportunities and trail development.</p>	<p>City of Lewes Parks and Recreation/Greenways and Trails Commissions, DNREC</p>	<p style="text-align: center;"><b>B</b></p>
<p>Improve trail access and other recreation opportunities in City and state-owned public space. Complete missing links in Lewes Greenway and tie this trail system into emerging rail with trail plans.</p>	<p>DNREC, DeIDOT, City of Lewes Greenways and Trails/Parks and Recreation Commissions</p>	<p style="text-align: center;"><b>B/C</b></p>
<p>Evaluate opportunities to expand public access to canal-front leased lands along Pilottown road. This evaluation should occur at such time as a City Coordinated effort to bring all leases to a single expiration date is enacted and future plans resolved. Where appropriate, consider plans on parcels slated to return to public ownership as future extensions of Canalfront Park.</p>	<p>City of Lewes</p>	<p style="text-align: center;"><b>C</b></p>

## RECOMMENDATION MATRIX

<b>Increase and enhance opportunities for wildlife viewing, photography, and other recreation opportunities in City and state-owned public space within the Byway.</b>	<b>City of Lewes Parks and Recreation Commission, DNREC</b>	<b>B</b>
--	---	----------

## RECOMMENDATION MATRIX

### **CONSERVATION AND ENHANCEMENT**

#### **Goal #5: Protect and Enhance Historic Assets and the Byway's Sense of Place**

Encourage adaptive reuse and/or exterior façade preservation and maintenance of abandoned or neglected historically significant structures. Request City and County Code enforcement officials to give particular emphasis and priority to such structures.	City of Lewes Historic Preservation Commission, Sussex County	A/B
Retain the Lewes Library at its current location on Kings Highway This is a key community and Byway resource.	City of Lewes, Lewes Public Library	A
Encourage adaptive reuse of the historic barn on Kings Highway as part of any approved future development on the parcel.	State Planning, Sussex County	A/B

## RECOMMENDATION MATRIX

<b>Improve entrance and provide safe access to Greenhill Light and develop interpretation plan for this historic asset.</b>	City of Lewes, DNREC	<b>B</b>
<b>Maintain the historic exterior facade and character of the historic "Lewes Ice House" and its boutique shops as a tourist resource and destination.</b> .	City of Lewes Historic Preservation Commission, Property Owner	<b>A/B</b>
<b>Work with the owners of the Lewes Dairy to develop and implement façade and landscape improvements consistent with the history of the business and that are complementary to the surroundings.</b>	City of Lewes Historic Preservation Commission, Property Owner	<b>B</b>

## RECOMMENDATION MATRIX

### **CONSERVATION AND ENHANCEMENT**

#### ***Goal #6: Conserve and Research the Byway's Archeological Assets***

Secure funding to support further archeological research for significant sites, including those along New Road and at the north end of Pilottown Road. Nominate sites to the National Register	City of Lewes, University of Delaware, Division of Historic and Cultural Affairs	<b>B</b>
--	--	----------

## RECOMMENDATION MATRIX

### **TRANSPORTATION AND PUBLIC SAFETY**

#### **Goal#1: Improve Public Safety by Addressing key Transportation Infrastructure issues**

<p>Evaluate the sidewalk and curbing network throughout City. Develop and implement a phased construction plan to fill in gaps and replace sidewalks in problem areas as necessary</p>	<p>City of Lewes, Byway Management Committee</p>	<p>A/B</p>
<p>Support recommendations of the Governor's Sea Level Rise Council relative to an action plan to address the effects of climate changes within the Byway Corridor that have been identified as being historically prone to frequent flooding. Recommendations pertaining to the Byway corridor should be reviewed and integrated into the Byway CMP upon completion as appropriate.</p>	<p>City of Lewes, Byway Management Committee</p>	<p>B/C</p>

## RECOMMENDATION MATRIX

<b>Work with the Lewes Planning Commission and City Council to develop an ordinance conditioning issuance of any building permit to a requirement that all curbing and sidewalks on that property be improved such that they are consistent with current City Code requirements.</b>	<b>Byway Management Committee, City of Lewes, DeIDOT</b>	<b>A</b>
<b>Address speeding issues through traffic calming measures and off-street speed monitors as warranted. Enforce local speed limits. Where appropriate, install brick or stamped asphalt for traffic calming and pedestrian crosswalks.</b>	<b>City of Lewes Police Department, DeIDOT</b>	<b>A</b>
<b>Shift parking spaces away from corners to increase better sightlines.</b>	<b>City of Lewes Planning Commission, property owners, DeIDOT</b>	<b>A/B</b>

## RECOMMENDATION MATRIX

<p>Improve and pave the Junction and Breakwater trail along Gills Neck road leading to the Cape Henlopen High School. Improve and upgrade High School intersection to provide safe crossings and install appropriate crosswalk upgrades.</p>	<p>DeIDOT, DNREC</p>	<p><b>A</b></p>
<p>Provide improved safety for children walking to school on Kings Highway through extended shoulders and/or visual barriers.</p>	<p>DeIDOT</p>	<p><b>B</b></p>
<p>Post "No Thru Truck" signs on Kings Highway. Signs should be posted based on weight and/or axle limitations so as to center enforcement on oversize commercial vehicles.</p>	<p>DeIDOT, City of Lewes</p>	<p><b>A</b></p>
<p>Extend the sidewalk the entire length of Savannah Road. Add safe bike/pedestrian historically-compatible crosswalks and maintain the shoulder as a bike lane where feasible.</p>	<p>DeIDOT, City of Lewes, Sussex County</p>	<p><b>B</b></p>

## RECOMMENDATION MATRIX

<b>Address safety concerns of Gills Neck Road residents regarding conflicts between motorized traffic and cyclists due to an increased number of cyclists using Gills Neck Road.</b>	DeIDOT, DNREC	A/B
--	---------------	-----

## RECOMMENDATION MATRIX

### **TRANSPORTATION AND PUBLIC SAFETY**

#### **Goal #2: Improve, Enhance, and Expand the Bike and Pedestrian Network within the Byway Corridor**

Extend the shoulder off New Road between Caption's Circle and the eastern terminus of the off-road multi-use trail to provide increased safety for pedestrian and bicycle use between Canary Creek and Reserve at Pilottown subdivisions.	DelDOT	A
Develop an integrated bike network throughout the corridor. This includes implementation of plans to build the Gordon's Pond trail, extended Junction and Breakwater Trail at Gills Neck Road and the Lewes to Georgetown Rail with Trail.	DelDOT, DNREC, City of Lewes, Sussex County	A/B
Expand distribution of existing brochures or flyers on bike/pedestrian etiquette and safety at key locations throughout the trail network.	DelDOT, City of Lewes Bike and Pedestrian Advisory Committee	A

## RECOMMENDATION MATRIX

<p>Create new trailhead facilities adjacent to the Lewes Library and at the intersection of New Road and Nassau Road. Establish an off-road trail connection between Gills Neck Road and proposed new trailhead facility at the existing Lewes Library.</p>	<p>City of Lewes, DeIDOT, DNREC, Division of Libraries, Lewes Public Library, General Assembly, Sussex County</p>	<p>A/B</p>
<p>Look at opportunities on Cape Henlopen Drive near Ferry entrance to reduce overall pavement widths and make the area more bicycle and pedestrian friendly. Evaluate seasonal traffic signal at Ferry entrance.</p>	<p>DRBA, City of Lewes, DeIDOT</p>	<p>A</p>
<p>Establish a defined multi-use paved trail on Kings Highway from Cape Henlopen High School to the intersection of the Rail with Trail. Ensure path is well signed and marked.</p>	<p>DeIDOT, City of Lewes</p>	<p>B</p>

## RECOMMENDATION MATRIX

<p>Request the State to evaluate incorporation of the former Queen Ann’s Station parcel into governor Markell’s Rail with Trail plans as a trailhead and/or supplemental parking area.</p>	<p>City of Lewes, DeIDOT,</p>	<p style="text-align: center;"><b>A</b></p>
<p>Evaluate options to create a new off-road multi-use trail along Cape Henlopen Drive. Implementation may be achieved with a reduction in overall paved surfaces for the road segment between Cape Henlopen State Park and Freeman Highway. Address provision of safe access to communities in this road segment</p>	<p>DeIDOT, DRBA, DNREC, City of Lewes</p>	<p style="text-align: center;"><b>B</b></p>
<p>Request the State to consider a new multi-use trail connection on American Legion Road/Massachusetts Avenue to connect the Rail with Trail with Lewes Beach.</p>	<p>City of Lewes, DeIDOT</p>	<p style="text-align: center;"><b>B/C</b></p>
<p>Improve signage, including a map, along the Junction and Breakwater Trail as it intersects Gills Neck Road to direct travelers to downtown Lewes and other destinations</p>	<p>DeIDOT, DNREC</p>	<p style="text-align: center;"><b>A/B</b></p>

## RECOMMENDATION MATRIX

Evaluate options for an off-road multi-use trail along New Road as well as on road bike/pedestrian improvements.	DelDOT, private property owners	B/C
--	---------------------------------	-----

## RECOMMENDATION MATRIX

### **TRANSPORTATION AND PUBLIC SAFETY**

#### **Goal #3: Implement Context Sensitive Design Solutions Within Key Areas of the Corridor**

Maintain the scenic integrity of the 2-lane typical section and bridges along the corridor to the maximum extent possible and consider, as needed, intersection improvements consistent with DelDOT's Context Sensitive Design manual	DelDOT	A
Improve signage near Ferry entrance to be more in scale with the surrounding community and context of historic Lewes. Soften traffic island at Freeman Highway intersection with landscaping and other treatments.	DRBA	A/B
Retain the rhythm and scale (density and mass) of the buildings at the western end of New Road. Request the State and property owners to explore creative adaptive reuse possibilities in this area for the purpose of creating a multimodal gateway to Lewes.	State Planning, Sussex County	A/B/C

## RECOMMENDATION MATRIX

<b>Construct context-sensitive turn lanes on Gills Neck Road to provide safe access to Cadbury.</b>	<b>DelDOT</b>	<b>B</b>
<b>Improve aesthetics of the 1812 parking lot by creating a landscaped bed or berm in the 10-ft wide concrete slab that separates the parking area from Front Street. Remove the metal guard rail on the canal side of the parking lot. If necessary, install a context-sensitive barrier in place of the removed guard rail compatible with historic Lewes and the canal view corridor.</b>	<b>City of Lewes</b>	<b>A/B</b>

## RECOMMENDATION MATRIX

### **TRANSPORTATION AND PUBLIC SAFETY**

#### **Goal #4: Enhance the Visual Quality of the Byway Corridor Through Streetscape enhancements and Removal of Visual Intrusions**

Maintain and enhance native tree stands and tree canopies along Byway roads wherever possible. Utilize native species that historically flourished in the area but have dwindled in population due to development and other causes.	City of Lewes, Sussex County, DelDOT, Property Owners	A/B/C
Aerial utility lines should be buried underground within important scenic and historic areas of Byway corridor.	City of Lewes Board of Public Works, Delaware Coop Electric, Byway Management Committee	A/B/C
Require period appropriate down-lit street lights as a component of all future streetscape projects.	City of Lewes, Sussex County, State Planning Office, DelDOT	A/B/C

## RECOMMENDATION MATRIX

<b>Consolidate the number and placement of signs along the byway corridor based on MUTCD requirements. Remove old signs that are redundant or no longer necessary. Paint the back of all regulatory signs a dark color to reduce visual impacts.</b>	<b>DelDOT</b>	<b>A/B</b>
<b>Enhance Cape Henlopen Drive between Cape Henlopen State Park and Freeman Highway with additional landscaping to form a tree canopy in this area.</b>	<b>DelDOT, DRBA, City of Lewes</b>	<b>B</b>
<b>Restrict "Animated Signs" (as defined under Chapter 197, Article VIII of the Lewes City Code) or LED Electronic Message Boards throughout Scenic Byway corridor or limit their usage.</b>	<b>Sussex County</b>	<b>A</b>

## RECOMMENDATION MATRIX

<p>Create a tree lined landscaped boulevard on Kings Highway from the intersection of Gills Neck Road at the Cape Henlopen High School to the fork at Freeman Highway and Kings Highway as a Gateway to Lewes. Site improvements to be considered include landscaped medians, safe pedestrian crosswalks, a separated bike path, decorative fencing and curb and gutter as opposed to swale drainage.</p>	<p>DeIDOT, City of Lewes</p>	<p>A/B</p>
<p>Support Beebe Hospital's ongoing efforts to preserve the façade of the original hospital building. This façade is an important historic resource on the Scenic Byway.</p>	<p>City of Lewes, Byway Management Committee</p>	<p>A</p>
<p>Work with DeIDOT to develop streetscape and parking improvements at the intersection of Savannah Road and Cape Henlopen Drive.</p>	<p>City of Lewes, Private property owners, DeIDOT</p>	<p>B</p>

## RECOMMENDATION MATRIX

<b>Work with the City and private landowners to explore opportunities to create a “gateway entrance” entrance into Lewes on Savannah Road via streetscape enhancements.</b>	City of Lewes, Sussex County, State Planning Office	<b>A/B</b>
---	---	------------

## RECOMMENDATION MATRIX

### TRANSPORTATION AND PUBLIC SAFETY

#### **Goal #5: Improve the Functionality of the Byway's Transportation Infrastructure**

Reconstruct the bridge and surrounding area at Canary Creek on New Road in a fashion that will accommodate crabbing and fishing, as well as kayak and canoe launching	DelDOT	B/C
Complete road connection between New Road and the public boat ramp on Pilottown Road at the University of Delaware.	DelDOT, DNREC, U of D	A
Create an integrated Wayfinding system, including Byway signage, for all tourist attractions and public destinations.	DelDOT, DEDO, Sussex County, City of Lewes, Lewes chamber of Commerce	A/B

## RECOMMENDATION MATRIX

<p><b>Support the Lewes Rehoboth Canal Improvement Association's plans to enhance the appearance and functionality of the Canal and construct amenities that will create new opportunities for water based recreation and low impact travel between Lewes and Rehoboth.</b></p>	<p>City of Lewes</p>	<p><b>A</b></p>
---	----------------------	-----------------

## RECOMMENDATION MATRIX

### TRANSPORTATION AND PUBLIC SAFETY

***Goal #6: Evaluate Additional Opportunities That recognize the Historic nature of Byway Roads***

<p>Explore the feasibility of getting Kings Highway designated as a National Historic Road and get the road placed on the National Register of Historic Places. Much of the inventory work is already done as Kings Highway is designated as an historic district. The road is not included in the district.</p>	<p>DeIDOT, Byway Management Committee</p>	<p><b>A</b></p>
--	---	-----------------

## **RECOMMENDATION MATRIX**

### ***TRANSPORTATION AND PUBLIC SAFETY***

#### ***Goal #7: Address Traffic Noise Issues Within the Corridor***

Reduce traffic noise in residential areas by rerouting or restricting commercial vehicles during certain hours.	City of Lewes, DeIDOT	A
---	-----------------------	---

## RECOMMENDATION MATRIX

### **ENCOURAGE TOURISM**

#### ***Goal #1: Increase Visitation and Visitor Spending at Attractions and Shopping in a Manner that is Compatible with the Preservation Goals of the Byway***

<p>Continue to encourage and support year-round tourism opportunities and cultural events that support local businesses. This goal shall be consistent with preserving the qualities of the corridor, and sensitive to the needs of the people who live along the corridor.</p>	<p>Lewes Chamber of Commerce, Southern Delaware Tourism, Lewes Historical Society</p>	<p>A/B</p>
<p>Work, in conjunction with State and local tourism officials as well as the community, to advance initiatives that plan for, accommodate and more effectively manage seasonal tourism travel as well as promote off-season tourism.</p>	<p>City of Lewes, Lewes Chamber of Commerce, Lewes Historical Society, State Tourism, Southern Delaware Tourism, DeIDOT</p>	<p>A</p>

## RECOMMENDATION MATRIX

<p>Identify and promote opportunities for Agri-Tourism and Eco-Tourism throughout the corridor. Projects shall include habitat enhancement, educational opportunities, improved access for hiking and birding, and improved opportunities for fishing, crabbing, canoeing and kayaking. The Lewes Farmers Market and similar events should also be promoted</p>	<p>Lewes Chamber of commerce, City of Lewes, DNREC, Lewes Parks and Recreation/Trails and Greenways Commissions</p>	<p>A/B</p>
<p>Cross promote and enhance local year-round festivals and events via the Byway website in conjunction with the Lewes Chamber of Commerce, Lewes Historical Society and Southern Delaware Tourism.</p>	<p>Byway Management Committee, City of Lewes</p>	<p>A</p>
<p>Work with businesses and attractions along the byway to develop a byway-oriented marketing effort that complements their existing logos and marketing materials.</p>	<p>Lewes Chamber of Commerce</p>	<p>A</p>

## RECOMMENDATION MATRIX

<b>Work with DeIDOT, economic development agencies and other interested parties to address the lack of downtown parking capacity in Lewes.</b>	City of Lewes	A/B
<b>Develop a web site for the Lewes Scenic Byway under the City of Lewes website. Ensure this site links to other Delaware Byways</b>	City of Lewes, Byway Management Committee	A
<b>Work with business owners to improve their landscaping in commercial areas of the Byway to make them more attractive and inviting to the public. Consider adding awnings to storefronts, where appropriate.</b>	City Of Lewes	A/B
<b>Encourage tourism agencies and Chambers of Commerce to attract or help establish a new organization that will reinstitute the former Queen Ann's excursion train service between Georgetown and Lewes.</b>	Lewes Chamber of Commerce, Sussex County Economic Development, Byway Management Committee.	A

## RECOMMENDATION MATRIX

### **INTERPRETATION AND EDUCATION**

#### **Goal #1: Provide Opportunities for Visitors to Learn About and Interpret the Byway**

<p>Support ongoing coordination and integration of interpretive plans that incorporate the history and heritage of Lewes and the surrounding area, cultural and historic attractions, and the natural resource management areas along the byway. Use social media and emerging technologies (i-phone apps etc.) to make this information easily accessible and updatable.</p>	<p>City of Lewes, Lewes Historical Society, Division of Cultural and Historic Affairs, DeIDOT, DNREC</p>	<p><b>A</b></p>
<p>Support development of new education programs and presentations for local residents for attractions and educational facilities along the byway.</p>	<p>Byway Management Committee, Lewes Historical Society, Lewes Library, University of Delaware</p>	<p><b>A</b></p>

## RECOMMENDATION MATRIX

<p>Work with local historical societies, state cultural agencies and local residents to identify residents and other individuals that have unique and/or meaningful knowledge or experiences within the byway corridor. Record, log or otherwise document their stories for the benefit of supplementing or enhancing the history of the byway.</p>	<p>Lewes Historical Society, Division of Historic and Cultural Affairs, University of Delaware</p>	<p>A</p>
<p>Support ongoing development and interpretation efforts that promote the Byway Story - Lewes: Gateway to the Nation - through displays and/or interpretive kiosks at the Zwanandael Museum, the Lewes Library, Canalfront Park, Lightship Overfalls and the Cape May Lewes Ferry.</p>	<p>City of Lewes, Lewes Historical Society, Lewes Library, Division of Historic and Cultural Affairs, DRBA , Overfalls Foundation, Friends of Canal Front Park</p>	<p>A/B</p>
<p>Work with the Lewes Historic Society and State Parks to develop additional interpretative materials on the quarantine Station located within the boundaries of near Cape Henlopen State Park.</p>	<p>DNREC, Lewes Historical Society, University of Delaware</p>	<p>A/B</p>

## RECOMMENDATION MATRIX

<p><b>Interpret the history of the Nassau Orchard as an important component of Lewes area history. Work with the owners to permanently protect these lands as part of the Gateway to Lewes.</b></p>	<p><b>Property owner, Sussex County Historic Preservation Office, Lewes Historical Society, Division of Historic and Cultural Affairs</b></p>	<p><b>B</b></p>
---	---	-----------------

## RECOMMENDATION MATRIX

### **BYWAY MANAGEMENT**

#### ***Goal #1: Preserve the Uniqueness of the Byway in a Manner Reflecting Core Values as Defined By the City of Lewes***

Develop a standing Byway Management Committee that includes representation from all constituencies and areas that compose the Byway. This Committee will be charged with fundraising and ongoing implementation of the Byway Corridor Management Plan.	Ad-Hoc Scenic Byway Committee, City of Lewes	A
A goal of the Management Committee will be to balance the public and private interests of Byway residents and businesses while respecting differences in perspectives relative to ongoing implementation and prioritization of action items.	Byway Management Committee	A
Seek and secure public and private resources to preserve and enhance working landscapes and significant view corridors along the Byway	Byway Management Committee	A/B

## RECOMMENDATION MATRIX

<p>Promote infill development throughout the Byway in conjunction with appropriate agencies and committees including the Lewes Historic Preservation Commission and the Lewes Commercial Architectural Review Committee.</p>	<p>Pertinent City of Lewes Commissions and Council, Sussex County</p>	<p>A/B</p>
<p>Develop partnerships and/or MOU's with Sussex County, other public agencies and the University of Delaware to cross promote common concerns and issues and ensure a collaborative and coordinated approach to achieving common goals from a regional planning perspective. Work together to achieve an appropriate balance of increased visitation, economic development and corridor preservation that will maintain the attractive quality of life that exists today.</p>	<p>Byway Management Committee, University of Delaware, City of Lewes, Sussex County</p>	<p>A</p>

## RECOMMENDATION MATRIX

<b>Keep civic leaders, elected officials, and stakeholders along the byway involved and informed about zoning and/or proposed land use regulations that could potentially impact the integrity of the Byway and the approved Corridor Management Plan goals.</b>	<b>Byway Management Committee, City of Lewes</b>	<b>A</b>
<b>Educate and promote availability of Historic Preservation Tax Credits as a financial incentive to encourage preservation and adaptive reuse of historic structures within the Byway.</b>	<b>City of Lewes Historic Preservation Commission, Sussex County Historic Preservation Office</b>	<b>A</b>

## NEXT STEPS

The next phase of work is to complete the tasks that enable the Corridor Management Plan to begin the technical phase of work. The key steps will be guided by the Ad Hoc Committee and managed by DelDOT. It will involve the following effort:

- Prepare a detailed scope of work for the development of the Corridor Management Plan along with a detailed budget.
- In conjunction with DelDOT, prepare a request for proposals to retain a consultant experienced in the preparation of Corridor Management Plans.
- Following the DelDOT Consultant Selection Process, select the most qualified consultant.
- Negotiate a contract with the selected consultant.

Once a contract has been approved, issue a notice to proceed to the consultant and to Delaware Greenways for management of the consultant.

Page Intentionally Blank

## APPENDIX

- A.1 Tabulation of Meetings and Meeting Minutes
- A.2 Reference Materials

Page Intentionally Blank

## A1. TABULATION OF MEETINGS AND MEETING MINUTES

### Ad Hoc Committee Meetings

No.	Date	Minutes
1	February 9, 2010	No
2	March 22, 2010	Yes
3	April 26, 2010	Yes
4	May 24, 2010	Yes
5	July 30, 2010	Yes
6	April 23, 2012	Yes
7	August 10, 2012	Yes

#### Savannah Road

No.	Date	Minutes
1	Jan 21, 2011	Yes
2	Jan 13, 2012	Yes

#### Cape Henlopen Drive

No.	Date	Minutes
1	June 10, 2011	Yes
2	June 17, 2011	Yes
3	April 27, 2012	Yes

### Focus Group Meetings

#### New Road

No.	Date	Minutes
1	October 20, 2010	Yes
2	November 10, 2010	Yes
3	November 22, 2010	Yes
4	January 12, 2012	Yes

#### Kings Highway

No.	Date	Minutes
1	Nov 1, 2010	Yes
2	Nov 19, 2010	Yes
3	Dec 13, 2010	Yes
4	Jan 6, 2012	Yes

#### Gills Neck Road

No.	Date	Minutes
1	Nov 8, 2010	Yes
2	Nov 29, 2010	Yes
3	Jan 19, 2012	Yes

### Project Advisory Committee Meetings

No.	Date	Minutes
1	Sept. 22, 2010	Yes
2	April 30, 2012	Yes

#### Pilottown Road/Front Street

No.	Date	Minutes
1	Jan 18, 2011	Yes
2	Jan 12, 2012	Yes

### Public Meetings

No.	Date	Minutes
	May 31, 2012	Yes

Following are the minutes of the meetings.

Page Intentionally Blank

*AD HOC COMMITTEE MEETINGS*

LEWES SCENIC BYWAY MEETING

February 9, 2010

1:00 pm

Lewes Scenic Byway Corridor Management Plan (CMP)

1. Funding Update
2. 20120 FHWA Grant Application
3. CMP Overview & discussion of work plan options
4. CMP Demonstration Projects Discussion
  - a. Lewes-Georgetown Rail Trail
  - b. Lewes Scenic Byway Gateways
5. Next meeting date

**Lewes Ad-Hoc Scenic and Historic Byways Committee**

**March 22, 2010  
Meeting Minutes**

The Scenic and Historic Ad-Hoc Committee met on March 22, 2010 commencing at 10:00 a.m. at the Lewes Town Hall with the following members in attendance: Barbara Vaughan, David Ennis, Mike DiPaolo, Ron Smith, Mike Tyler, Diane Wilson, Gail Van Gilder, Dan Parsons and Helen Waite.

The meeting was called to order by Gail Van Gilder at 10:08 a.m. The February 9, 2010 meetings were approved as read.

Funding Issues:

Gail reported that the 2009 application to FHWA (federal highways) for Corridor Management Plan (CMP) Funding was not successful. The understanding from DelDOT that the Delaware's National Byway (Brandywine Valley) received priority due to its federal status, and was therefore funded and the Underground Railroad Byway CMP grant request was also funded. This CMP request was funded after having been previously rejected for a lack of funding in the prior grant cycle. We were asked to re-submit our application.

Mark reported that Delaware Greenways had been successful in securing \$2500 for CMP planning from the U of D Sea Grant program. In addition, Representative Pete Schwarzkopf committed \$5000 for matching funds.

Barbara Vaughan noted that the City and the University of Delaware were working to secure \$20,000 to fund a regional planning. It was suggested that the outreach meetings envisioned for this work could also be integrated into CMP development. Mark agreed to contact the Sea Grant and see if there were any potential match opportunities

Action Items:

The Committee discussed getting the CMP public outreach started in advance of FHWA grant funds. It was agreed that this could be discussed further at the next meeting after the 2010 grant for the Lewes Byway was submitted.

The Committee discussed modifying the name of the Byway to better reflect the gateway concept that DelDOT has asked that we give increased emphasis to. Mike DiPaolo suggested "Lewes Byway...Gateway to the Nation" as an option. Mike noted that "Gateway to the Nation had historic precedent. The Committee liked that concept and it was agreed that this suggestion would be brought up for a vote at the next meeting.

Mark discussed the fact that Delaware Greenways will be serving as a "project facilitator" in order to develop public consensus on the Lewes to Georgetown "Rails with Trails" project. Mark asked

*Lewes Historic Byway: Gateway to the Nation*

for a committee endorsement for a letter DGI would send to the Mayor and City Council to get DelDOT on a future Council agenda to discuss this project. The committee voiced its unanimous approval for this approach.

Gail indicated that everyone should find out what is needed for a CMP. Helen mentioned that she had participated in a webinar recently concerned with creating a CMP. The link is: <http://www.byways101.org> for an online tutorial.

The meeting adjourned at 11:40 a.m. The next Committee meeting was scheduled for Monday April 26, 2010 at 9 a.m. in City Hall.

Respectfully submitted,

Gail Van Gilder, Committee Chair

**Lewes Scenic & Historic Byway Ad Hoc Committee Meeting**

**Minutes**

**April 26, 2010**

A meeting of the Lewes Scenic & Historic Byways Ad Hoc Committee was held on April 26, 2010 at 9am in Council Chambers at City Hall, in accordance with proper notification, with the following members present: Barbara Vaughan, Ron Smith, Mark Chura, Gail van Gilder (Chair), Dave Ennis, Diane Wilson, Helen S. Waite, Dan Parsons. Mike DiPaolo & Mike Tyler were absent.

The meeting was called to order 9:10 am.

**1. Minutes:**

The March 22, 2010 minutes were approved as read.

Agenda was amended after publication to include an item on "Discussion of name Change of Byway:

**2. Name of Byway**

After some discussion the following motion was carried unanimously.

*MOTION: "The name of this byway shall be changed to 'Lewes Historic Byway -Gateway to the Nation'."*

The Chair will write a letter to the Mayor of Lewes notifying him of the name change. Mark Chura will notify DelDOT that this is the name we would prefer to see used and ask if we will be able to add a sign to the DelDOT signpost with this name on it when designation is complete. The committee felt that it was important to retain the word historic in the name. However, DelDOT has changed the byway state logo and removed the words scenic and historic from state byway signs. Signs will be modified so that all byways will be called just "byways" such as "Lewes Byway". Our Committee will use the changed name as our working name for the Corridor Management Plan and other published material.

**3. Greater Lewes Foundation Future Scan Report and Trails and Funding Update**

Mark Chura met with Mike Rawl to apprise him of our work with the Georgetown to Lewes Rails with Trails project, and the Half-Moon trail project. The Half Moon Trail connects the Georgetown to Lewes Rail-Trail project to an expanded Lewes-Rehoboth trail in Cape Henlopen State Park, the Cape May Lewes Ferry and the bike trail around Cape May. The Greater Lewes Foundation is not working on either of the above trail projects and welcomes Delaware Greenways help in facilitating these projects. There is no additional funding available for the Future Scan project so Future Scan funding was removed as a match from the Lewes Byway FHWA grant application.

Delaware Greenways will be before the City Council to talk about the Rails with Trails project on May 11, 2010.

The Half Moon project is being administered by Delaware Greenways and does not require Lewes Byway Committee manpower but will be one of the Lewes Byway's demonstration projects. This project was used to provide match money for the Federal Highway(FHWA) Corridor Management Plan(CMP) for the Lewes byway grant application, and makes it a bi-State effort with New Jersey as well (good for both projects).

There is discussion about how far out the initial build project will go -Nassau, Vineyards, Route 5 at Coolspring. This is yet to be determined.

#### **4. Corridor Management Plan FHWA Grant Funding Update**

A total of \$25,000 was raised as match funding for resubmitting the Federal Highway Lewes Byway grant application. The application was completed by Delaware Greenways and submitted on April 9, 2010. This includes, \$5,000 cash from Senator Simpson, \$5,000 cash from Rep. Ruth Briggs, \$5,000 from an in kind match for services from the Delaware River and Bath Authority for planning the Lewes-Rehoboth Half Moon Trail in Cape Henlopen State Park and \$10,000 in kind match for services from the University of Delaware Regional Planning Project for work done in the Lewes area. This funding if approved in the late fall of 2010 would probably be available to use in January 2010.

#### **5. Corridor Management Plan Work Plan**

After discussion it was decided by vote that the Lewes Byway Committee will commence work on the Corridor Management Plan with \$7,500 available cash (\$5,000 in funding from Rep. Pete Schwartzkopf and \$2,500 in funding received from the University of Delaware Sea Grant Program). The funding will be used to begin work on the Public outreach part of the Plan to refine goals and objectives and work toward agreement on strategies and recommendations for preserving the corridor. A tentative draft of a work plan was reviewed and will be revised at the next meeting. A meeting with Jim Falk of the Regional Planning project is scheduled to determine how the byway project and regional planning project can work together to reach desired outcomes and conserve limited resources.

After some discussion it was moved that: *"The monies donated by Pete Schwarzkopf and the Sea Grant planning group be used to fund moving ahead at this time with the public outreach component of the 'Lewes Byway -Gateway to the Nation' CMP.* The committee also voted to retain Delaware Greenways to begin the public outreach part of the CMP.

#### **6. Work Plan Scheduling**

Mark described a CMP work plan in general, pointing out the parallel processes for both public consensus and technical data gathering.

Gail suggested we talk to the Regional Planning Group that is developing in this area to see how to integrate our work plans and work schedules to conserve limited resources and reach desired outcomes for the CMP effort. Barbara reported a Regional Planning meeting for about 80 people is to be held by the Regional Planning Group on June 23 -called Regional Planning 101, with other sessions to follow.

## **7. Next Steps**

Mark and Gail will meet with Jim Falk from UD and Barbara to discuss the way forward.

Make plans to hold a public informational meeting or Advisory Committee meeting to collect all interested persons plus members of the previous Advisory Committee together again and begin Step Two of the designation process: Corridor Management Plan.

Various methods of reaching out were discussed. Dan Parsons will ask the Sussex County mapping department to get names and addresses for us for our Byway area. Other sources were: HOA for all affected developments; Managing Growth Around Lewes; Greater Lewes Foundation; press releases to local media; each member should use the resources at their disposal.

All Committee members indicated their willingness to actively help with the small focus group process for gathering down-to-earth observations and suggestions to build consensus on strategies and recommendation for enhancement and preservation of the Lewes Byway corridor.

It is suggested that all committee members look on the Brandywine Valley Byway site on [www.delawaregreenways.org](http://www.delawaregreenways.org) and find the Brandywine Valley Corridor Management Plan. There is a matrix that shows the topics that each focus group will be working on to develop the recommendations and suggested strategies together with the strategies and recommendations developed for the Brandywine Valley Scenic Byway.

## **8. Agenda Items for Next Meeting**

Call to Order Name Change Update from DelDOT; Half Moon Trail Update; Regional Planning Update; Plan the CMP Public Outreach/Advisory Committee Meeting.

The next meeting will be held on Monday May 24, 2010. 9:00 ARE, City Hall.

Meeting adjourned 10:40 am.

Respectfully submitted,

Gail Van Gilder Chairperson

**Ad-Hoc Lewes Scenic & Historic Byway Committee Meeting Minutes**

**May 24, 2010**

A meeting of the Ad-Hoc Lewes Scenic and Historic Byway Committee was held on May 24, 2010 at 9 am in Council Chambers at City Hall, in accordance with proper notification, with the following members present: Barbara Vaughan, Ron Smith, Mike DiPaolo, Mark Chura, Gail van Gilder (Chair), Dave Ennis, Diane Wilson, Helen S. Waite, Dan Parsons. Mike Tyler was absent.

The meeting was called to order at 9:10 am

**1. Minutes**

The April 26, 2010 minutes were amended in Item #4 to remove the term "cash" after donation amounts in sentence 2, and to return the name of the "Delaware River and Bath Authority" to "DR Bay Authority". The minutes were approved as amended.

**2. Name of Byway**

The Mayor answered the Chair's letter notifying the Mayor of the Byway's name change saying he didn't think it was necessary to do so. The Mayor did think that the Chair should write to Council, however, including a copy of Mayor/Chair correspondence to see whether they would prefer to be notified.

There is no information as yet on what DeIDOT thinks about Lewes having Scenic *and* Historic on our own signs (not DeIDOT's), The Byways Program Coordinator, Maria Andaya, is very ill and often absent.

**3. Trails and Funding Update**

Mark showed us the most recent map of the Half Moon Trail. Meetings will be scheduled with Lewes HOA, North Shores HOA and other communities affected by the location of the trail project. These will run from the end of May through June. Mark will keep us apprised of the dates so that we can attend them if we wish,

Gail says we are waiting for information on our grant request and expect answers in October, Meanwhile, to provide backup, legislators have been responsive in the amounts noted last meeting (4/26/10) in Item 4.

**4. Regional Planning Update**

Barbara reported that the first Regional Planning training workshop would be held on Wednesday June 23 from 8 am to 4 pm at the Virden Center. The entire Lewes Byway Committee is on the invitation list. It will be conducted by Harrison Rue, a planner well known for keeping attendees focused and on-task with deliverables, Barbara says she will be sending our committee a bio of Mr. Rue and a draft agenda by the end of today.

## **5. Corridor Management Plan Work Plan**

Using the matrix found in the back of the Brandywine Valley CMP document, Gail and Mark discussed how the Lewes CMP could look. Many parts of the goal/strategy and action matrices are common to almost all Byways, so we might as well take advantage of work well-done elsewhere and "borrow" it for our own purposes. However, we also want something that will actually reflect what our roads need. This part will be fulfilled in large measure by Focus Groups for each road, each group creating their own list of tasks, strategies, responsibilities, time line etc. These would then be consolidated to reflect the entire Byway.

Advisory Committee members -we have lists from a sign-in sheet from the Nomination process, as well as a chart. We should all take these lists home and amend as we have the information. Information should be sent to Diane Wilson (imdwilson@comcast.net) by June 14. We agreed that *all information* would be sent to *all Committee members* so that we are all informed equally.

From this data base work we should be able to develop an Advisory Committee that reflects the community today (presidents of HOA frequently change, people move away etc.). It was suggested a briefing document or review be sent to all invitees with their invitation. After we get the Advisory Committee up and "running", we should have a meeting in September. After that the Focus groups should meet and begin the detail work of the CMP.

The next meeting will be held in July -date, time and location TBA.

Meeting adjourned 10:55 pm.

Respectfully submitted,

Gail van Gilder, Chairperson



**Ad-Hoc Lewes Scenic & Historic Byway Committee  
Meeting Minutes  
Friday July 30, 2010**

A meeting of the **Ad-Hoc Lewes Scenic and Historic Byway Committee** was held on July 30, 2010 at 10:00 am in Council Chambers in Lewes City Hall, in accordance with proper notification. The following members present: Barbara Vaughan, Ron Smith, Mike DiPaolo, Mark Chura, Gail van Gilder (Chair), Helen S. Waite, Diane Wilson, and Dan Parsons. Mike Tyler and Dave Ennis were absent.

The meeting was called to order at 10:05 am.

**1. Minutes**

The May 24 2010 minutes were approved as read.

**2. Half-Moon Trail Update**

Mark reported on a meeting he conducted with the Town of Lewes Greenway Committee and local stakeholders along the Lewes-Georgetown portion of the proposed rail with trail near the Nassau Grove subdivision. Reception was generally favorable.

When Mark presented this to the Lewes City Greenway Committee, they recommended that the project be constructed in defined phases, beginning, for instance, with the Cape Henlopen Drive portion.

There are a number of connections that still need to be worked out. One place will be the area going over the Lewes- Rehoboth Canal; others other areas include where the rail line crosses Kings Highway, then Savannah Rd., and finally County Route 9 at Coolspring Rd.

Partnership opportunities will be developed as they come along. The Chamber of Commerce will also be contacted for their input on commercial stakeholders.

**3. Corridor Management Plan Update**

- FAC #1 Power Point – Delaware Greenways

- The PowerPoint was created for the First Advisory Committee Meeting with additional information for the group. Comments included: looks great; need greater contrast in text with background; punctuation; reorganize to match with Subcommittee work topics; reduce text; and give greater emphasis on other parts of CMP beyond transportation.

- **Date of first Advisory Committee Meeting**

Tuesday September 21, 2010 at 5:30 pm, in new public Boat Ramp Conference Room  
Mark will call Fish & Wildlife to check on availability.

- **First Phase CMP funding Status**

Mark has written a letter to be submitted by the City of Lewes (as sponsor) to request transfer of committed Community Transportation Funds for Lewes Byway CMP first phase plan.

- **Lewes Byway CMP Advisory Committee Invitation & Invitee List**

- Diane Wilson's efforts for putting together this data base were recognized. . Putting the list into Excel will help with the ease of sorting by category, which will ease the task of ensuring completion (Helen will help Diane with this task). It was suggested that the Chamber of Commerce be contacted for a list of commercial entities who should be invited. A list from City Hall of all the Commissions extant should also be solicited. The lead for these efforts will need to be identified.
- It was agreed that a letter should be written by the Chair to all Commissions inviting them to send one representative person to be part of the Lewes CMP Advisory Committee. Replies should be sent to Diane Wilson, who could then add these names to the data base. Diane will then email the completed data base, sorted by category (homeowner's assn., non-profit, commercial, school etc.) to all Ad-Hoc committee members who will then email back corrections.
- Other suggestions of people to include are: Rusty Trout (Lewes Ice Plant), Eddy Truitt for Awning co, Lewes Body Works, Jeff Meredith (Sussex Tree); Active Pest Works (all New Rd commercial people); Jeannine O'Donnell (State farm).

The Committee's next meeting will be held in August (date TBD) to finalize arrangements for the FAC # 1 in September.

Meeting adjourned 11:20 pm  
Respectfully submitted,

Gail van Gilder,  
Chairperson

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY**

**AD-HOC COMMITTEE**



**MEETING MINUTES**

**APRIL 23, 2012**

**Net House**

**Attendees:** - Gail Van Gilder, Barbara Vaughan, Victor Letonoff, David Ennis, Ronal Smith, Helen Waite, Mark Chura

**Absent:** Dan Parsons, Michael Tyler, Michael DiPaolo

The meeting was called to order at 1.12 p.m. Gail Van Gilder started the discussion and focused on several issues that will come up as the CMP process moves forward. Gail noted that at some stage CMP recommendations would be noted by road segment in order for those interested in site specific recommendations to more easily follow them. She noted that key CMP issues of responsible parties and timing had been included in the matrix revision that the group had, however, getting buy-in from those responsible parties to actually take on this work would come later in the process. Gail indicated that for recommendations where a responsible party would not step forward, those recommendations would not be included in the final CMP.

Gail mentioned the upcoming April 30 Advisory Council meeting and that an additional Advisory Council and a Public Meeting would need to occur in May. Gail noted that funding was now in place for the next phase of the CMP. Barbara Vaughan suggested that Sussex County be approached for additional funding. Gail indicated that much of the remaining CMP work would focus on meeting the federal requirements but hoped available funding could also be used to get into implementation issues. The latter would require DelDOT approval of an amended work plan.

Gail discussed the role of the new DelDOT Byway Coordinator Ann Gravatt. Ann is an engineer and longtime DelDOT employee. Ann's experience will be a major asset to the program. She will be attending on April 30.

The group discussed the need to create a new smaller group out the committee structure to date called an "Executive Committee". It was suggested that this group could also be called a "Steering Committee" Gail indicated that this would be a working group that would help guide development

of the CMP. Included in that group (per DelDOT's request) will be state agency personnel from DNREC and Cultural and Historic Affairs, as well as Sussex County and City of Lewes representatives. Discussion then focused on the need to get representatives from each of the roads and several names were suggested.

Dave Ennis indicated that those involved in the next phase of the project should have had some previous involvement of time in the Byway work to date. Gail asked for help with the April 30<sup>th</sup> meeting. Barbara and Helen Waite agreed to assist with set up, sign in and clean up. Barbara will make several calls to help spark attendance.

Mark Chura walked the group through the recommendation matrix as revised. It was agreed that any member who had suggested changes to the matrix as drafted should contact mark by the end of the business day on Wednesday.

The meeting was adjourned at 2:30 p.m.

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY**

**AD-HOC COMMITTEE**



**AD HOC COMMITTEE**

**MEETING MINUTES**

**AUGUST 10, 2012**

**1:30 PM to 4:00 PM**

**Net House, Canal Front Park, Lewes, DE 19958**

**Committee Members in Attendance**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Mike DiPaolo	Lewes Historical Society	mike@historiclewes.org
Dave Ennis	Ad-Hoc Committee	davidennisllc@aol.com
Ann Gravatt	Byway Coordinator, DelDOT	Ann.gravatt@state.de.us
Diane Wilson	Lewes Greenway and Trans	imdwilson@comcast.net
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
Ronal Smith	Gills Neck Road	Ronal22@verizon.net
Michael Tyler	Sussex Cyclists	Ah3000@surfbest.net
Gail VanGilder	Delaware Greenways	gvangilder@comcast.net
Helen Waite	Ad Hoc Byway Committee	Hwaite@gmail.com
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org

**Members of the Public in Attendance**

John Mateyko	Pilottown Road	johnmateyco@verizon.net
--------------	----------------	-------------------------

**MINUTES: The April 23, 2012 minutes were approved as read.**

**ATTACHMENTS:**

Handouts from the meeting:

1. Questionnaire Matrix
2. PowerPoint Printout

**ITEMS DISCUSSED**

1. Gail welcomed everyone to the meeting and reviewed the purpose of the meeting, indicating that the purpose was to bring the Committee up to date on the outreach effort, review the results of the analysis of the questionnaires, discuss the requirements of a Corridor Management Plan (CMP) and review the consultant selection process.
2. Status of the outreach effort: Gail indicated that it has been completed with the analysis of the questionnaires. A formal report will be completed in the next few weeks. She distributed the analysis and told the group that the questionnaires were informative but that there seemed to be a lot of misunderstanding as to what the designation of a Byway was meant to accomplish. But the questionnaires also indicated that preservation was the most important issue with the public and PAC members that responded. Ann Gravatt indicated that this meant that improving public understanding of the process is a key issue as the CMP moves forward.
3. To set the stage for the next phase of the project, Gail reviewed the requirements for a CMP. Referring to the handout, she indicated that of the 10 items listed, the first two have been completed. Similarly, the recommendations and strategies matrix is a good start on the Action Plan. The other items are the technical requirements all CMPs must include but that given the planning initiatives that Lewes has completed in recent years; the CMP will not have to start from scratch on many items.
4. In response to a question, Gail noted that the vision and goals can be adjusted in the CMP as new information emerges. She also went on to discuss the importance of the Byway story and how it ties the work of the Ad Hoc Committee together with the CMP. But she indicated that because of the work of the Ad Hoc Committee, it is also possible to better tailor the scope of work for the CMP to include concept plans for key recommendations and targeted efforts to address other issues such as the carrying capacity of the road system and signing. She indicated that the available budget would be examined to determine how much work could be done in this area.
5. The Group made the following recommendations:

- a. American Discovery Trail needs to be considered in the CMP planning process
    - i. The Cape Henlopen Drive section was highlighted as a key link to be considered
    - ii. There is a new area representative for the trail. Mike Tyler will get his contact information.
  - b. Concept Plans. The group decided to include as many concept plans as the available budget would permit, recognizing that the level of detail is a factor to be considered. Seven potential plans were discussed:
    - i. Incoming roadway gateways
    - ii. Junction and Breakwater Trail into Lewes
    - iii. Pilottown Turnaround at the boat ramp
    - iv. Cape Henlopen Drive tree canopy
    - v. Kings Highway streetscape
    - vi. Savannah Road streetscape
    - vii. Context sensitive upgrade to Canary Creek Bridge
  - c. The issue of street right of way is a key factor in developing the concept plans and other infrastructure recommendations. For the state owned roads, Ann will find out the existing rights of way.
  - d. The partial sidewalks on Pilottown Road were discussed. While the City is moving forward on a walking path on the park side of the road, there will still be missing links which must be addressed.
  - e. Mike updated the group on the Junction and Breakwater Trail in the Gills Neck Road area. It was noted that a number of the questionnaires were completed before DelDOT completed its trail plan. Mike indicated that the route of the trail will be on an off road alignment behind the residential development between Gills Neck Road and Freeman Highway. It would then follow Freeman Highway off-road to Gills Neck Road where it would turn towards Lewes on Gills Neck Road as a shared lane.
  - f. The right turn lane on Savannah Road at the Dairy Queen was deemed out of context by the group and Ann was requested to look into the possibility of eliminating it.
6. Ann Gravatt then reviewed the consultant selection process that DelDOT would manage. She indicated that the process as operated by DelDOT meets the federal requirements and allows for competition based upon the quality of a firm's proposal and not the lowest bid. She indicated that Delaware Greenways would be preparing the technical scope for the Corridor Management Plan. Gail indicated that the scope would be reviewed by the Ad Hoc Committee prior to formal submission to DelDOT. Once the scope was received and approved by DelDOT, it would be advertised on their website. Firms would then submit a proposal. DelDOT would then shortlist the firms, weeding out non-responsive submittals,

and identifying the five to ten best proposals depending upon the number of submittals received. A selection committee would be established for the final review.

7. Action Items:

- a. Jeff and Gail to prepare the scope of work for the CMP.
- b. Jeff and Ann to follow up regarding the travel demand model.

Page Intentionally Blank

*FOCUS GROUP MEETINGS*

**New Road Focus Group of Lewes Byway -Meeting # 1**

**Wed October 20, 2010 pm City Hall**

**Present:** David Ennis, Joe Hoechner, Bernie Gilmore, Gay Knapp Marini, Frosty McDaniel, Charles Sheppard Sr., Helen Waite, Jack Emery, Henry Evans (Cape Gazette), Barbara Vaughan, Mark Chura, Gail Van Gilder.

After a short general introduction to the Byway process by Chairperson Gail VanGilder, Executive Director Mark Chura presented a Power Point Presentation that gave an overview of the Lewes Historic Byway and the key objectives of the Corridor Management Plan development.

Mark noted that the Half Moon Trail has already been identified as a demonstration project for the Lewes Byway, and its completion will be very helpful in making the Lewes Byway multi-modal. It will run as a rail-with-trail from Georgetown to somewhere west of Route One, where it may become simply a rail trail. DelDOT is still evaluating options at this time.

Barbara Vaughan noted that the Lewes Town Council is working to develop an accurate definition of "open space" for planning and zoning purposes. Currently it is synonymous with "natural areas." There are on-going initiatives to come up with something equally satisfying to all members of the development conversation.

It was noted, as part of the presentation, that access to existing and proposed trails that are within the Byway corridor will be important. The group discussed briefly the presentation concept of Inner and Outer Greenbelts for Lewes. The Byway CMP process will need to flesh out these concepts and formulate specific recommendations.

In answer to a question, it was noted that the Showfield development annexation is formally on hold at the request of the owners. On a related issue, the LT rezoning court case is still under appeal. Any discussion of how the Byway process might address specific concerns with this area will be difficult until that case is resolved.

The presentation noted that for historic structures to be bought and preserved there must be both a willing owner and a willing buyer. A voluntary preservation program exists, currently funded by the DE Tax Credit Program, although new guidelines are being formulated. Once these have been published, Lewes Town Council will hold a public forum on the subject, possibly in January or February of 2011.

Mark wrapped up the overview presentation by noting that a successful Corridor Management Plan identifies what the community believes are the important issues to address that preserve and enhance community assets. The Byway Strategies and Action Plan will outline multiple projects that embody the community's vision for the Byway. These actions and strategies must be arranged in order of priority. This plan will identify projects with finish dates of 1-2 years, and then another group that should be concluded in three to five years. A final set of projects will be identified as long term with projected completion dates of five to ten years from the date of the Plan's acceptance.

Another important element of the Plan is the identification of what agency or organization will be the lead for each of the projects.

#### Commentary from Group Members

- Some members liked, and one member questioned, the DelDOT plan from a few years ago to improve New Rd while adding 4' wide bike paths. No DelDOT funding was ever assigned to that planning project
- Committee members identified bike access (or lack thereof), flooding and public access for fishing and kayaking in the Canary Creek bridge area as point of concern.
- One member suggested that the Canary Creek Bridge be raised with longer approaches on firmer ground, a place for kayaks/canoes to put in and areas for people and their children to fish and crab safely was discussed.
- As discussions progress on specific improvements along New Road, it was agreed that the appropriate landowners be contacted and invited to join our discussions.
- In regards to current DelDOT plans for New Road, it was suggested that Ralph Reeb from DelDOT Planning be invited to discuss issues in more detail.
- A suggestion was made to bury underground telephone poles and wiring in an area from 4th St to Pilottown Rd.
- It was suggested that some kind of vegetative buffer between the Ice House property and New Rd. be considered.
- The question of bicycle safety along New Road from Pilottown Road to the 4<sup>th</sup> street University Access Road was discussed. It was suggested that this section needed to be analyzed. Marked access from the 4<sup>th</sup> street intersection into the City needs to be addressed.
- The Half Moon rail with trail concept was support by Committee Members.
- A multi-modal Gateway and/or Trail Head at Nassau Road was discussed. This area was seen as an excellent opportunity to meet multiple needs including possible commercial tie-ins. A Bike share like those in Montreal, Copenhagen, and Chicago etc. could be available. Other buildings in this area were recommended for evaluation for restoration.
- Preservation of open space along New Road was considered important by members. However, the cost of acquisition and management of such lands could be an issue. It was suggested that where lands could not be permanently protected, a substantial buffer between the developed property and New Road should be recommended.
- Preservation of the view shed from New Road down Lynn Road was also considered important by Committee members. The property owned by Groome United Methodist Church was recognized as an important viewshed along New Road.
- The group discussed the comer property along New Road and Nassau Road that contains the Nassau Market, orchard and flower fields. This property, along with its traditional uses, is considered an important component of Lewes-area history as well as a defining feature of the New Road Gateway.

It was suggested that large scale maps including property ownership information be available for the group's next meetings.

**Next Subcommittee Meetings: Wednesday, November 10<sup>th</sup> at 2 pm, at the Net House, Canal Front Park. Monday November 22 at 5:30 pm, at the Net House, Canal Front Park**

**Advisory Committee Meeting # 2: Tuesday, January 25<sup>th</sup> at 5:30 pm at DNREC's Lewes Field Station (end of Pilottown Rd -stay left at entrance).**

Respectfully submitted,

Helen S Waite Byway Specialist

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE**

**New Road Focus Group**

**CORRIDOR MANAGEMENT PLAN**

**November 10, 2010**

**Minutes**

A meeting of the Historic and Scenic Byways Ad-Hoc Committee New Road Focus Group was held on Wednesday, November 10, 2010 in the Net House at Canalfront Park, commencing at 2 pm, with the following people present: Frosty McDaniel, Dave Ennis, Gary Stabley, Joe Hoechner, Gay Knapp Marini, Charles Sheppard Sr., and Gail Van Gilder. The October 20, 2010 minutes were approved as read.

**New Road Focus Group of Lewes Byway - Meeting #2**

Scenic Byway Ad Hoc Committee Chair Gail Van Gilder gave a short introduction on Corridor Management Planning and indicated that this meeting would be mainly devoted to working on viewshed preservation and looking at options for a bike path both off-road and on-road. She brought parcel based maps of New Road to look at possible options for preserving a greenbelt of open space along the north side of New Road as well as bike path options.

Dave Ennis, New Road Focus Group Chair and Gail Van Gilder spoke about the need for a long term vision for the area. They said we need to consider all possibilities and not limit the discussion to current availability of funding for projects. If we put a plan in place now then future land acquisitions or bike path construction can get done as development projects are proposed or as funds become available. This was done on the Northern Delaware Greenway over twenty years ago and no one thought it was possible to accomplish all the land preservation and bike path connections. Today it has been completed and over 10 miles of open space with hiking and biking paths connect the Delaware River to the Brandywine River. Without a plan it would never have been done.

Dave Ennis used the Canary Creek development as an example of how both preservation and development can be accommodated. This project was recently accomplished on New Rd. largely through the efforts of Mark Chura. Dave described the significant archeological finds that were discovered on this site (Russell site and the Beebe Hospital site). These sites have been preserved. He felt that New Road is an archeological treasure chest that we should think about preserving.

The committee members were able to identify most of the owners of the undeveloped lands on a parcel basis. Some combination of the already preserved lands at the University of Delaware, the recently preserved Capano land between Canary Creek and UD together with parts of the Lingo Townsend parcels, the Methodist Church parcels and Knapp properties could form a greenbelt on

the North side of New Road. The church owns the private road between their two parcels. This would be a long term project that the future Scenic Byway Management Committee could work on. They also identified areas along New Road where road shoulders could be improved for a bike lane.

There are wider shoulder areas along New Road between Fourth Street and entrances to the Reserves at Pilottown development. Homeowners along New Road across from UD property as you approach 4<sup>th</sup> Street own two feet of the paved shoulder. It is not all DelDOT right of way (see map). The committee requested that we get aerial maps of the area from DelDOT that were done when they were considering widening New Rd. a few years back to get a better look at the shoulders.

It was mentioned that there are existing greenway trails at Pilottown Village and Pilottown Reserves that we should consider connecting to New Road and the Rail Trail. Ask Nina Cannata for maps.

Dave Ennis stated that Ralph Reeb from DelDOT has said that DelDOT has no plans for widening New Road and that they are looking at the Lewes to Georgetown Rail Trail as the best way to accommodate the best way to accommodate bike traffic on a safe off-road path through the area. Committee members said that bikers will still use New Road as the most direct route to UD and the Town of Lewes and therefore indicated a strong desire to continue to see what can be done to improve shoulders on New Road. Connections to developments need to be built to get nearby residents to use the Rail Trail instead of New Road.

The consensus of the committee was that they prefer an off-road bike path on the north side of New Road where feasible with improved on-road connections if needed.

The committee agreed that protecting the tree line along New Road is an important component of preserving the view. Dave Ennis has agreed to photograph the tree line along New Road to use for study and inclusion in the Corridor Management Plan. Joe Hoechner mentioned that he thinks the trees encourage deer on the road and he is afraid he will hit a deer with his car.

Dave Ennis gave an overview of the open space that has been preserved by the State of Delaware along New Road. The University of Delaware sold 260 acres of land to the State for \$3.1 million to be preserved as open space. Sixty six acres of this land has been leased to the City of Lewes. Working through DNREC the University recently tried to arrange a swap with land they own near White Clay State Park in Newark to get the 260 acres back. Lewes residents objected to the loss of open space and the swap was not completed. UD, at a City Council meeting this week, proposed that they would like to acquire 47 acres of dredge spoils instead that includes the windmill site. Dave Ennis will try to get a map of this new proposed exchange of open space since it was not available at the City Council meeting this week.

Dave Ennis reported that DelDOT is still looking at the feasibility of building an underpass at Route 1 and New Road to create a safe left hand turn for southbound traffic trying to turn left onto New Road, especially boat trailers going to the DNREC boat ramp on Pilottown Road. Property will need

to be purchased at Nassau Bridge for this project. He also said the possibility of building a roundabout on the University entrance road has been mentioned as well.

The Red Mill Barn in Nassau was listed in the Cape Gazette this week as up for sale at an upcoming Sheriffs sale. It was strongly suggested that our committee look into this sale now as this building could be a large part of the New Road Gateway project.

Respectfully submitted,

Gail van Gilder, Ad Hoc Committee Chairperson

**Lewes Scenic Byway Ad Hoc Committee Corridor Management Plan November 22, 2010**

**New Road Focus Group Meeting #3 Minutes**

Present: Helen Waite, David Ennis, Nina Canata, Mark Chura, Foster McDaniel, Joe Hochner, Gail Van Gilder

The meeting began with a short update by Gail Van Gilder on what has been done in previous Focus Group meetings and the November 10, 2010 minutes were approved as read. The City of Lewes new draft zoning map was presented to use for committee discussion.

A synopsis of the greenbelt and future bike trail along New Road was presented. Potential bike routes and connections to existing and planned greenway trails were reviewed with Nina Canata, Chair of the Lewes Greenways Committee and Lewes Planning Board Member. The Canary Creek Greenway Trail could be extended to New Road and cross over to connect with a future off road bike path. Nina Canata will check her greenway maps for possible connections to New Road. It was suggested that we ask Mike Tyler to look at the maps for potential bike connections and routes.

Dave Ennis stated that there is an existing bike lane on New Road that runs the entire length of Nassau Station development. His has a letter indicating that this is a dedicated bike lane that was built as part of the Nassau Station development.

Mark Chura gave a presentation on the Half Moon Rail Trail between Lewes and Georgetown. Regional Planning is looking at having train service from the Queen Anne Railroad Station in Lewes to Georgetown. This is the same railroad line currently used by SPI Pharma on Cape Henlopen Drive and is not very cost effective for DelDOT to operate for one user. Mark Chura is working with DelDOT to build a trail parallel to the rail line, commonly referred to as a "Rail Trail" or "Rails with Trails". He indicated that at some point a decision will need to be made as to where the Rail Trail will end coming from Georgetown. It could end at the Queen Ann Railroad on Kings Highway or it could continue further along the rail line to the Lewes Library area. It may not be feasible to cross the Lewes Rehoboth Canal on the existing train bridge as it has to be opened and closed to allow boat traffic to pass on the canal. The rail trail could connect to the shoulder on Freeman highway and cross over the Lewes Rehoboth Canal on the Freeman Highway Bridge and then continue to Cape Henlopen State Park.

Foster McDaniel stated that some residents of Nassau Station development really like the idea of having their development connect to the Half Moon Rail Trail.

Joe Hochner suggested that we look at the possibility of working with State Parks to tie in the rail trail with the historic railroad line in Cape Henlopen State Park that was used for military purposes in World War II.

## *Lewes Historic Byway: Gateway to the Nation*

The New Road Scenic Byway gateway plan concept was discussed and the committee was asked to give some thought as to where it should be located and what it might look like. The consensus was that it belongs at the beginning of New Road towards Route 1. Mark Chura said that the Red Bam at this location did not sell at the Sheriff's Sale last week. Dave Ennis wanted to make sure that we knew that there is an open space parcel in this area that belongs to the Knapp family that has been kept as a park in memory of their daughter.

The committee discussed tourism opportunities on New Road. The major tourism attractions are crabbing, kayaking and fishing on Canary Creek. It was again noted that any changes to the road or bridge at Canary Creek should accommodate these activities. Hiking, biking and bird watching in the natural areas adjacent to the University of Delaware property are very popular attractions. New Road is the main access from Route 1 to the new DNREC boat ramp on Pilottown Road. The Knapp family would like to see a Farmers Market on some of their property at Nassau Orchards to continue the legacy of their family farm that used to be there. There are boutique shops at the historic Ice House on New Road and the new windmill at the University of Delaware has become quite a tourist attraction. Finally, the open space vistas on the Northwest side of New Road are some of the best views along the Lewes Scenic Byway.

Gail VanGilder gave a short presentation on the potential effects of climate change and sea level rise on the City of Lewes. Delaware Sea Grant, in partnership with the City of Lewes and ICLEI, a national consulting firm headquartered in Boston, is currently working on a pilot project to determine how the City of Lewes can best prepare for natural hazard and climate change impacts. It is thought that sea level rise could have continuing impacts on New Road properties as the water level rises. New Road residents are aware that parts of the road often floods after heavy rains and agree that the bridge at Canary Creek needs to be raised as it is a major evacuation route out of Lewes. Dave Ennis and Helen Waite will get contour maps and indicate low lying areas on properties along New Road on the maps. They will contact the Soil Conservation District in Georgetown and the Tax Ditch Authority to get information on flood studies and John Schroeder from the Sussex Land Trust. This information will then be reviewed by the committee to determine the areas most likely to be impacted by sea level rise.

Delaware Greenways will continue to gather all the recommendations made by the committee for prioritization at the next meeting.

The meeting was adjourned at 7:30 p.m.

Next meeting is scheduled for January 19, 2011 at 2 p.m.

**Lewes Scenic Byway Ad Hoc Committee Corridor Management Plan**

**January 12, 2012**

**New Road Focus Group Meeting #4 Minutes**

Present: Helen Waite, David Ennis, Nina Canata, Frosty McDaniel, Joe Hochner, Barbara Vaughan

The fourth meeting of the New Road Focus Group was called to order at 7:30 p.m. at the Net House.

A revised and updated draft of the Strategy and Recommendation Matrix for the Lewes Scenic Byway was handed out for review by the committee. It included recommendations for the entire Byway and some specific recommendations for New Road. The committee reviewed each of the recommendations and made comments that will be included in the next draft.

After a discussion of the revised matrix, all of the recommendations were supported by the committee with some very minor typographical corrections. The following recommendations were specifically focused on:

1. The need to get a bypass Road constructed to the new boat ramp.
2. Preserving open space along New Road and the Great Marsh.
3. Improving and connecting safe bicycle pedestrian shoulders and off road trails.
4. Options for the use of the open space reserved on the Capano property that is being developed.

The meeting was adjourned at 9 p.m.

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE – Gills Neck Road Meeting No. 1**

**November 8, 2010**

**Minutes**

A meeting of the Historic and Scenic Byways Ad-Hoc Committee was held on Monday, November 8, 2010 in the Net House at Canal Front Park, commencing at 7:30 pm, with the following people present: Laurie Carter, Ed and Jean Fleming, Melvin and Pat Hennessy, Alison Parsell, Ronal Smith, Mark Chura, Gail van Gilder, Helen S. Waite, Keith Monigle, and Charles Meyer.

**Gill's Neck Focus Group of Lewes Byway -Meeting # 1**

Gail van Gilder gave a brief introduction to the Byway process, what the Lewes Byway has accomplished thus far and what still needs to be done. She explained the "gateways to the nation" concept as well as the function of focus groups within the CMP process.

Mark Chura followed up with parts of the Power Point presented to the Advisory Committee, giving further background to the attendees.

There were questions about who or what a Scenic Byway is for, and what was a conservation easement. Mark responded that a conservation easement was a way of conserving natural land 'as is' by remunerating the owner in return for possession of the development rights to his/her property. The owner would continue to use his/her property (horse farm, small grain farm etc.) as they were, but not develop it. It could be sold, but not developed in the future.

Scenic byways are primarily for the people who live along them, and planning ahead for visitors, travelers and tourists is a way of keeping the best aspects of the byway by managing the places that would be particularly affected by traffic.

Issues as described by participants:

Almost everyone present voiced concern over the safety of bike traffic, especially in the S-curves.

After a great deal of discussion it was decided that the preservation of the eastern side of Gills Neck, particularly down by the Canal, is very important so that everyone can see the scenic views of the Canal, marsh grasses etc. It is very uncertain whether it would be possible to obtain a conservation easement from Mrs. Hazell Smith's niece (who is understood to be her heir).

Preservation of the west side of the road is important -wonderful views of open fields currently exist.

There was concern that the existing bike path running from Kings Highway to Hawkseye Development was not being maintained. This occurred apparently because of a jurisdictional dispute (now resolved) between DelDOT and DNREC.

Cadbury has no acceleration or deceleration lanes outside its entrances, creating bottlenecks on Gills Neck.

Poor signage at the end of the Junction and Breakwater Trail where it ends in the Hawkseye development causes cyclists unfamiliar to the area to travel towards Lewes via Gills Neck Rd. In fact, there is only one sign that says "To Lewes" and points down Gills Neck toward the S-curves.



**Lewes Scenic Byway Ad Hoc Committee  
Corridor Management Plan  
Minutes  
November 29, 2010**

**Gills Neck Road Focus Group Meeting # 2**

Present: Alison Parsell, Ronal Smith, Melvin Hennessy, Pat Hennessy, Ed Fleming, Gail Van Gilder, Helen Waite, Mark Chura

A meeting of the Gills Neck Focus Committee was held at the Net House at Canal Front Park on Monday November 29, 2010 at 7:30 p.m.

**Half Moon Trail (Junction and Breakwater component)**

Mark Chura continued the discussion from the last meeting on the options for either an on-road or off-road extension of the Junction Breakwater Trail from the Hawk's Eye Entrance on Gill's Neck Road into Lewes. The stretch of Gills Neck Road at the "blind curve" going towards downtown Lewes presents serious safety challenges for on-road biking. Mark presented an aerial map showing the DelDOT right of way (ROW) on Gills Neck Road. Since the ROW varies from 31 ft. from centerline, to 17 ft. along most of the road, there would have to be significant property acquisition in order to have an on-road bike path. (There is one very short stretch where it is reduced to 12 ft.). All agreed this was not a viable option, since the DelDOT standard bike path is a minimum of 4 ft., and requires one on each side.

It was agreed that the preferred option would extend the existing off-road trail to the Wolfe Pointe entrance, at which time the trail would cross the road and meander through the woods across the other side of Gills Neck Road. The trail would go behind the houses and then parallel Gills Neck Road until it intersected the railroad ROW. This would require either acquiring easements or purchase of property to accommodate a safe off- road trail.

The Junction Breakwater trail now extends to the intersection of Gills Neck Road and Kings Highway across from Cape Henlopen High School. It was the consensus of the committee that this trail segment, together with an on-road bike path from Cape Henlopen High School into town via Freeman and Kings Highways, be properly signed and marked.

When the Showfield property gets planned for future development, it was the consensus of the committee that there should be safe bike paths included to connect the Junction Breakwater trail to downtown Lewes and the Lewes to Georgetown Rail Trail via Monroe Street. Showfield has not come back to the City of Lewes for annexation approval.

Mark Chura answered questions about what kind of surface the trail would have. Chura suggested that Black top is best and wider is better especially for being in the woods so that users are not self-restricted in any way such as people pushing strollers etc. It is also much easier to maintain for the long term. He also addressed the concern that people won't use the bike trail, but will still go on Gills Neck Road. He said that if the trail is well designed it will be attractive and look like a new adventure, enticing travelers along it. Some people will still use Gills Neck Road and it is their right to do that since it is a public road.

Mark Chura gave an update on the Half Moon Trail. The rail service now runs to SPI Pharma on Cape Henlopen Drive. DelDOT is considering stopping it at the Queen Anne Railroad station or at the Route 9 intersection at Coolsprings as it is expensive to maintain for only one user. Some committee members would like to see the Rail with Trail transition to a Rail trail at the old Queen Ann's station. Other members suggested the rail with trail run to Cape Henlopen State Park.

### **Viewshed Preservation**

A discussion on the strong desire of the committee to secure the preservation of the canal front section of the Hazel Smith property was continued from the last meeting. It was recommended that we explore ways to permanently protect this parcel as an intact "estate". The property should be considered as an extension of a significant state resource area as it is directly across the Canal from Cape Henlopen State Park

The Committee suggested that if it was not feasible to preserve this property, then a cooperative effort with the owners to create scenic buffers and preserve the area between house and the highway bridge for its scenic view and public fishing access should be pursued. The Hazel Smith property is one of the most significant scenic views on Gills Neck Road and contributes enormously to its scenic intrinsic quality.

The narrow piece of property along the canal from the railroad bridge to the Smith property was discussed. This parcel may also be a contributing factor in preserving the view along the canal. The committee asked that the property owner contacted regarding their plans for this property.

Lands along the Lewes Rehoboth Canal are both leased to and held in fee simple title by the property owners on the other side of Gills Neck Road. Recommendations should be made to the City on keeping this view permanently protected.

The other significant view is that across from the Hazel Smith estate and now referred to as Showfield, which includes the historic barn. Preserving this view should receive high priority as part of the Showfield development plan.

At the other end of Gills Neck Road is the Zwaanendael Farm owned by Mitchell family. It was the consensus of the committee that we should talk with the owners about possible continued preservation as the agricultural district designation expires this year. A suggestion was made to talk with Jane or Bob Mitchell about the possibility of using this farm for an organic farm venture. The son, Robert is a state apiarist. At a minimum, if the property does get developed the committee recommends a landscaped buffer with a bike path along the front of any future planned development.

The property is currently zoned for agriculture or residential use only, and all efforts should be made to keep this zoning intact, with the possibility of a limited development plan an option.

### **Gateway**

The Committee suggested that the scenic byway Gateway to Gills Neck Road should be done as a joint project with the Kings Highway Gateway and the entrance to Cape Henlopen High School. A tree lined boulevard along Gills Neck Road from the intersection with Kings Highway was the vision recommended, with the possibility of landscaped medians, safe pedestrian crosswalks, a separated bike path, split rail fencing, and curbed storm sewers instead of ditches be included in the design. Acceleration/deceleration lanes at the entrance to Cadbury should be included. Mark Chura said that DelDOT is planning on softening up the curve at Cadbury, and will get the latest plans for this stretch of road.

Alison Parsell will set up a meeting with Carol Holzman at Cadbury with Mark Chura, Helen S. Waite and Gail Van Gilder.

The meeting was adjourned at 9:10 pm.

**Lewes Scenic and Historic Byway**

**Ad Hoc Committee Meeting**

**Gills Neck Road Focus Group Meeting**

**Meeting #3**

A meeting of the Lewes Scenic Byway Ad Hoc Committee Gills Neck Road Focus Group was held on January 19, 2012 at 7 p.m. at the Net House.

The following were in attendance: Ed and Jean Fleming, Melvin and Pat Hennessey, Alison Parsell, Ronal Smith, Mark Chura, Gail van Gilder, Helen S. Waite, Keith Monigle, and Charles Meyer, John Mateyco, Dave Ennis, Diane Wilson, Barbara Vaughan, Joe Hoechner and Victor Letonoff

All members of the Pilottown Road Focus Group, the New Road Focus Group, Kings Highway Focus Group and the Ad Hoc Committee were invited to attend this meeting. Gail Van Gilder explained that to date we have had four Focus meetings with reasonably good attendance and each group has reviewed the Matrix of Strategies and Recommendations for the Byway Corridor Management Plan. Since each group has had very constructive comments on the entire set of recommendations for all roads, it was concluded at the end of last Fridays meeting that we would invite all participants in the process to attend this meeting which was originally for Gills Neck attendees only so that everyone could review the updated recommendations at one time.

The main concern of the Gills Neck Road residents is the increased bike traffic due to the Junction Breakwater Trail. The Gills Neck Road residents will contact DelDOT as it is a serious safety concern with many bikers biking in the middle of the winding road to get into the Town of Lewes. Bikers continue to take the shortest route to town rather than using the off road bike trail to Kings Highway.

Questions were raised as to whether or not DelDOT has worked out an easement agreement with the Lingo family for a bike path through the proposed Showfield development to take the bike traffic of Gills Neck Road.

The 78 strategies and recommendation were reviewed again and all revisions made from the previous Focus Group meetings were approved.

Mark Chura stated that at the conclusion of this meeting, Delaware Greenways will organize the recommendations into more specific categories, add suggestions on potential responsible parties for implementation and prioritize their implementation. This information will then be presented at a Public Advisory Committee meeting to be held later this year.

The meeting was adjourned at 8:30 p.m.

**HISTORIC & SCENIC BYWAY AD-HOC COMMITTEE – Pilottown Road/Front Street**

**January 18, 2011**

A meeting of the Historic & Scenic Byway Ad-Hoc Committee was held on January 18, 2011 in the Net House at Canalfront Park, commencing at 3:30 p.m. with the following people present: John Mateyco, Gail Van Gilder, Tracy Mulvaney, Joe Hochner, Helen Waite, Mark Chura, Barbara Vaughan, City Council, Victor Letonoff (City Council).

**Pilottown Road/Front Street Focus Group of Lewes Scenic Byway -Meeting #1**

Gail Van Gilder, Chair of the Lewes Scenic Byway Ad-Hoc Committee, gave an introduction to the Byway process. She described the Byway process, what the Lewes Byway has accomplished thus far, what still needs to be done to complete the process and the benefits of the Byway designation for Lewes. She explained the Lewes Scenic Byway..."Gateway to the Nation" concept and how it will be used to interpret the Byway story and the purpose of the Focus Group meetings.

Mark Chura, Executive Director of Delaware Greenways and Byway consultant then followed with a more in depth power point presentation with examples of context sensitive design ideas that can be used to help preserve and enhance the Byway as changes takes place over time.

The three main topics that the Focus group will work on along Pilottown Road and Front Street are

1. Preservation, conservation and enhancement of the Byway corridor
2. Transportation, traffic and safety including bike and pedestrian issues
3. Tourism, marketing and signage

The following topics were discussed:

**Improving safe pedestrian and bike access along Pilottown Road**

John Mateyco brought a master plan map done by Andropogon Associates for the Canalfront Park to show how Pilottown Road could be made more walkable by completing Phase III of the Master Plan that included a walkway from the end of the park trail to Pilottown Road heading Northwest on Pilottown Road. According to City Councilman Ted Becker there are land owner issues that would need to be resolved before this walkway could be built. The land leases do not become due until 2020. Mark Chura suggested we meet privately with the owners to see if there is any possibility of securing an easement.

Additional discussion followed on the possibility of extending a pathway along Pilottown road on the Canal side and the question was raised as to where the road right of way ends. Mark Chura will try to get a right of way analysis done.

The question of when the new road to the boat ramp at the end of Pilottown Road will be built was raised. When the new boat ramp was built at the end of Pilottown Road a new road was planned to be built connecting New Road with the end of Pilottown Road through the University of Delaware property. There was a strong consensus among committee members that building this road as soon as possible should be a priority as it would greatly reduce the traffic on Pilottown Road and make it safer for bikes and pedestrian. The Department of Transportation transferred some of the funds to DNREC and DNREC is supposed to get the road built. This project began in 2006. Committee members stressed that this is a public safety issue that should have high priority.

### **Water Taxi**

A new water taxi has been proposed to run along the Lewes Rehoboth Canal between Lewes and Rehoboth with possible trips to Milton and Milford. This project would utilize the canal more as a transportation route, add a new tourism and transportation destination along Pilottown Road and Front Street and decrease traffic on local roads. The water taxi would stop at the dock on Front St.

### **Preserve and Enhance the Viewshed at the Northwest End of Pilottown Road**

The scenic quality of the end of Pilottown Road could be enhanced in a number of ways, beginning at the DeVries monument and heading north including Greenhill Light, the Boat Yard and the University of Delaware property. Old boats left on the University of Delaware property could be stored out of sight to improve curb appeal of the university property, the boat yard could be landscaped and or buffered and the entrance to Greenhill light enhanced. Suggestions were made that we work to insure that all of the marshland is permanently preserved and that the gravel running into the marsh be addressed. It was mentioned that the Army Corps of Engineers may have a 100 year lease on some of the marshland. All of the historic properties at the end of Pilottown Road could benefit from additional interpretation and enhancements to improve their tourism potential.

### **Outdoor Square**

An additional suggestion was made after the meeting by a committee member that we discuss recommending that the Lewes Chamber of Commerce work towards providing enhancements to Market Street and the adjacent park that would allow it to be used for outdoor restaurant seating or events by closing the street at certain times of day to create a downtown outdoor square. This will be discussed at the next meeting.

The meeting was adjourned at 5 p.m.

The next meeting will be held on February 9, 2011.

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE- Pilottown Road/Front Street**

**CORRIDOR MANAGEMENT PLAN**

**January 12, 2012**

**Minutes**

**Attending:** John Mateyko, Joe Hoechner, City of Lewes Planning Board; Barbara Vaughan, City Council; Victor Letonoff, City Council; Ted Becker, City Council Mark Chura, DGI

The third meeting of the Pilottown Road/Front Street Focus Group was called to order at 4 p.m. A revised and updated draft of the Strategy and Recommendation Matrix for the Lewes Scenic Byway was handed out for review by the committee. It included recommendations for the entire Byway and some specific recommendations for Pilottown Road and Front Street. The committee reviewed each of the recommendations and made comments that will be included in the next draft.

Almost all of the recommendations were supported by the committee with some changes. The following recommendations were specifically focused on:

- “Look at opportunities to expand public access to canal front leased lands along Pilottown Rd as existing leases expire.” Ted Becker noted that all leases would be aligned for renewal in 2025.
- “Remove “Create outdoor squares that could be used at certain time of day for restaurant seating or events by closing the street at appropriate locations”. This had been previously discussed in prior meetings.
- Committee reinforced need to address 1812 parking lot in terms of landscape improvements

The meeting was adjourned at 5:30 p.m.

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE- Savannah Road**

**CORRIDOR MANAGEMENT PLAN**

**January 21, 2011**

A meeting of the Historic & Scenic Byway Ad-Hoc Committee was held on January 21, 2011 in the Net House at Canalfront Park, commencing at 3:30 p.m. with the following people present: Representative from Beebe Hospital, Joe Hoechner, City of Lewes Planning Board; Barbara Vaughan, City Council; Mark Chura, DGI; Gail Van Gilder, Mike Tyler

**Savannah Road Focus Group of Lewes Scenic Byway -Meeting #1**

Gail VanGilder, Chair of the Lewes Scenic Byway Ad-Hoc Committee, gave an introduction to the Byway process. She described the Byway process, what the Lewes Byway has accomplished thus far, what still needs to be done to complete the process and the benefits of the Byway designation for Lewes. She explained the Lewes Scenic Byway..."Gateway to the Nation" concept and how it will be used to interpret the Byway story, context sensitive design and the purpose of the Focus Group meetings. Strategies and recommendations will be made by the committee and then taken to the larger Advisory Committee and the Ad-Hoc Committee for approval. They will be prioritized in categories of 0-3 years, 3-5 years and 5-10 years and beyond.

The three main topics that the Focus group will work on along Savannah Road are

1. Preservation, conservation and enhancement of the Byway corridor
2. Transportation, traffic and safety including bike and pedestrian issues
3. Tourism, marketing and signage

The following topics were discussed:

- Extend the Byway to the End of Savannah Road. Byway program prefers that we include the whole road and it is the Gateway to Lewes.
- Keep scale of buildings and streetscape modest to reflect historic Lewes along the entire length of Savannah Road. Use context sensitive design whenever changes are made along Savannah Road.
- Discourage combining lots by obtaining conditional use permits.
- Encourage parking behind buildings on Savannah road.
- Work with Lewes in Bloom to enhance the streetscape on Savannah Road as the Gateway to Lewes, similar to what has been done on Kings Highway.
- Address Sea Level Rise as parts of Savannah Road frequently flood during storms.
- Extend the sidewalk the entire length of Savannah Road filling in any missing sections for safe pedestrian access.
- Add bricked crosswalks.
- Maintain the shoulder as a bike lane.

*Lewes Historic Byway: Gateway to the Nation*

- Improve the tree canopy by planting new trees and maintaining the health of existing trees. Ask City Tree Committee for help with this project. Better organize the banner placement on Savannah Road Add signage for tourism resources such as directions to the Zwanandael Museum. Work with property owners to create context sensitive murals when painted on walls. Traffic at Zwanandael Museum corner: This has been looked into, but it has been determined that there is not much that can be done to improve the traffic flow in summer. Solar speed signs on Savannah Road are working well. Filling Station Restaurant colors could be more in keeping with the historic context of Savannah Road. Determine where the Half Moon Trail will connect to Savannah Road. Improve the streetscape at Cape Henlopen High School and plant trees. Work with Beebe Hospital to improve the streetscape and insure the preservation of the original hospital building as an historic resource.
- Enhance the streetscape and parking lot at the Dairy Queen as a prominent site and destination at the beginning of Savannah Road. Consider annexing Highland Acres into the City of Lewes.

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE- Savannah Road Focus Group**

**CORRIDOR MANAGEMENT PLAN**

**January 13, 2012**

**Minutes**

**Attending:** Representative from Beebe Hospital, Joe Hoechner, City of Lewes Planning Board; Barbara Vaughan, City Council; Mark Chura, DGI

The fourth meeting of the Savannah Road Focus Group was called to order at 12 noon. A revised and updated draft of the Strategy and Recommendation Matrix for the Lewes Scenic Byway was handed out for review by the committee. It included recommendations for the entire Byway and some specific recommendations for Savannah Road. The committee reviewed each of the recommendations and made comments that will be included in the next draft.

The matrix recommendations were supported by the committee with a few minor changes and requests for clarification. The following issues were specifically discussed:

- Expand Byway Corridor to at least Wescoats Corner.
- Determine if the new “building billboard” painted at the Lewes boundary near the Railroad crossing could be removed.
- Provide details on how rail crossing at Savannah road will be made safe for bike and pedestrian users once the Rail with Trail project is fully designed.
- Speed and weight limitations noted for Kings Highway were questioned relative to increased impacts to Savannah road residents.

The meeting was adjourned at 1:20 p.m.

**Lewes Scenic Byway – “Gateway to the Nation”**

**Cape Henlopen Drive Focus Group – Friday June 10, 2011**

Present: Jim Johnson, Merlin Beil, Barbara Vaughan, Gail Van Gilder, Mark Chura, HSW

The meeting was begun at 4:15 pm at the Net House, Pilottown Rd.

An overview of Designation process was given by Gail Van Gilder.

Mark provided more Sussex County overview, including opportunities now being discussed of joining with other byways around Delaware Bay and Delmarva Peninsula.

For instance: the Blue Crab Byway (Eastern Shore MD) is considering joining up with Lewes Byway, Lower Eastern Shore Heritage Council Byway, and also across w Cape May to create National Byways. This creates opportunities for synergies w programming for historic tours etc.

J Johnson, Executive Director of DRBA agrees that signage at DRBA (Lewes) ferry terminal is not the best - softer, gentler signage what they really want. DRBA is looking at ways to not have to maintain things to save costs. “Perfectly willing to try to work on things.”

Milton Beil, representing Fort Myers, is working with architects to create a World War II museum for the gun battery within Cape Henlopen State Park. The newly crafted visuals were very impressive.

The summer intern with City is charged with looking at traffic and seeing how well it works, how easy it is for visitors to get around. This could be very helpful to support Lewes Byway observations.

The projected trail through the Park will also be important to connect to Rehoboth Beach (Gordon’s Pond). The Lewes Byway may also want to add trees as a project where there are power poles to soften the look of the road.

Adjourned 5.00 pm

Next Meeting: Friday June 17, 2011. 4 pm, Net House.

**Lewes Scenic Byway – “Gateway to the Nation”**

**Cape Henlopen Drive Focus Group – Meeting II**

**Net House, Canalfront Park, Front St**

**Friday June 17, 2011**

Present: Lou Papp (Cape Shores), James Johnson (DRBA), Gail Van Gilder, Mark Chura, Helen S. Waite

The meeting was opened at 4:11 pm.

Gail gave a short overview of the nomination application, and corridor management plan, and discussed our last meeting.

Mark talked about the Half-Moon Trail, using maps. DelDOT is looking at making this a rail trail, because with a trail *with* rail due to its width, there will be 175 homeowners and 11 crossings whose space and safety requirements must be negotiated. However, SPI Pharma as the sole user of the line from Georgetown eastward is unwilling to use trucks instead of rail because it is more expensive.

Because there have been so few people at these meetings, we are not yet able to make recommendations. Mark and Gail will go to each of HOA meetings to ask, and schedule more meetings.

DRBA is concerned about the “ins and outs” of DRBA. There are backups from ferry in summer, also Cape Henlopen State Park and residents from neighboring developments all at the same time. Although this only occurs in a couple of months each year, it is still a problem. DRBA would rather see the bike path be off the road for safety of users.

Port Lewes and Pilot Pointe must be made aware of this process. See above.

Cape Shores homeowners are interested in adding canopy and landscaping to their collective property to make the road better screened and protected, creating a nice buffer. The HOA does spend some money every year. Lou could provide a plant list with numbers for us as a measure of potential cost for a demonstration project there.

*Lewes Historic Byway: Gateway to the Nation*

Gateway – mitigate some sign clutter, and design (size, color etc.); use Gateway continuity for all relevant signs with identifying features. Enhancements to Gateway function and form would be appreciated.

Plans for CHD, classification of Cape Henlopen Drive & Freeman Hwy (arterial, major collector road) would affect grant possibilities and will be discussed next meeting.

Next Meeting: Friday, July 29, 2011; 5:00 pm.

Meeting adjourned at 5:15 pm.

Respectfully submitted,

Helen S. Waite, Byway Specialist,

Delaware Greenways Inc.

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY**

**CAPE HENLOPEN DRIVE FOCUS GROUP**



**MEETING AGENDA**

**APRIL 27, 2012**

A meeting of the Cape Henlopen Drive Focus Group was held on April 27, 2012 at the Net House at 2 p.m. Attendees present were Lou Papp, Cape Shores; Mark Chura, DGI; Merlin Beil, Fort Miles; Ted Pfarrer, SPI Pharma; Mike Porch & Heath Gehrke for Scott Green, DRBA; Gail Van Gilder, Barbara Vaughan.

Scott Green has replaced Jim Johnson as head of the DRBA. He has given us his full support for the project and has assigned two staff people to work with us and represent him at meetings: Mike Porch and Heath Gehrke. We were pleased to learn that the DRBA has endorsed the Bay to Bay Byway in New Jersey and that our DRBA representatives have been attending their meetings making them quite familiar the Byway program and its benefits.

The purpose of this meeting was to review the matrix of strategies and recommendations as revised by earlier Focus Group comments. Gail Van Gilder stated that it has been somewhat difficult to meet with homeowners on Cape Henlopen Drive during the winter months since most property owners are mainly in Lewes during the season from May thru September. For this reason the meeting was delayed to April 27, 2012 to give the Cape Henlopen Group the opportunity to review the recommendations before the upcoming Advisory Committee Meeting on April 30, 2012.

A general overview was given by Gail Van Gilder on the work done to date on revising the recommendations by the other Focus Groups, the work done by the President of Port Lewes Homeowners Association on recommendations for Cape Henlopen Drive, the Corridor Management Plan (CMP) requirements and CMP grant received from the FHWA. After discussion on the recommendations, the recommendations were approved as presented.

The meeting was adjourned at 3:30 p.m.

*Lewes Historic Byway - Gateway to the Nation*



**Kings Highway Focus Group of Lewes  
Byway – Meeting # 1**

**November 1, 2010 2 pm**

**Net House at Canal Front Park**



**Present:** Chrys Dudbridge, Judy Eger, Jack Emery, Victor Letonoff, Marianne Metz, Louise Pfarr, Fran Richmann, Ted Spencer, Tobe and Barbara Tobias, Diane Wilson, Helen Waite, Gail van Gilder.

Scenic Byway Ad-Hoc Committee Chairperson Gail Van Gilder gave a short general introduction to the Byway process, she explained the three levels of Byway committees (Ad-Hoc, Advisory, Focus Group), “, the benefits of the Corridor Management Plan (CMP) process for the community, federal funding for Byways, using context sensitive design standards vs. ASHTO standards for DelDOT projects, and what we are required to accomplish in these CMP Focus Groups. She also answered several questions.

It was suggested we get attendees from the “lower” part of Kings Highway. Helen said she would call the Epifanios.

The group went around the table sharing thoughts on issues that were important to themselves and to Kings Highway. Kings Highway is defined for these purposes as reaching from the tri-corner of Kings Highway, Savannah Rd and East Third St to the intersection of Gills Neck Road opposite the entrance to Cape Henlopen High School.

**Issues as described by participants:** Almost every person mentioned the *unsafe speed of vehicles of all kinds* along the narrow road, especially when front doors and sidewalks have very little buffer between them and the street. The street is *noisy* as well, since the hospital, fire department and dairy are all in the vicinity, and all use trucks.

Specific problems included:

- Cars speeding when hospital shifts change and hospital workers use Kings Highway to get to Route 1
- School buses are noisy and have trouble turning at the corners
- Speed laws are not being enforced

## *Lewes Historic Byway: Gateway to the Nation*

- Noise and weight of large commercial trucks;
- Speed and sometimes sirens of emergency and fire vehicles, especially at night; and,
- Bad sightlines turning onto Kings Highway because cars are parked too close to the corners
- Although the Police Force monitor shows a relatively low average rate of speed for Kings Highway, it was pointed out that the many visitors to the Library are often only traveling 10 or 11 mph when they pass it, since they're just pulling out of Adams Ave. Since this would adversely affect the average rate of speed, the monitor should be placed elsewhere for a more accurate reading in the future.

Other areas of concern included issues apparently now being addressed by Mike Tyler and the Pedestrian and Bike Safety Committee of the Lewes City Council. It was requested that we have Mike on hand at our next meeting to give an update on his committee's work.

### **Some solutions suggested by participants:**

- Consider making recommendations for both historic/residential section of the road and commercial parts of the road
- Install traffic calming measures (bump-outs, crosswalks, large pots/landscaping etc.)
- Additional policeman to be present to manage hospital shift changes, and school dismissal times.
- Consider using a "Topi", a dip in road that acts like a speed bump (used in Mexico), or a "Traffic Tables".
- Use solar-powered monitors like those on Savannah Rd. but keep larger monitor off road.
- Use bricked or brick-stamped asphalt for crosswalk definition.
- Separate extended shoulders from road with guard rail, or use visual barrier to keep walking schoolchildren protected (from strip mall to high school).
- Report concerns to City Council.
- Use four-way stop signs at certain intersections.
- Have a traffic light somewhere on the in-town portion.

### **Some countering thoughts to suggested solutions were made as follows:**

- Civility is important when enforcing the law – Lewes sees itself as a courteous and civil town.

- Because the road is narrow, it can seem that cars are going faster than they are actually clocked.
- Traffic-calming bump-outs on this narrow road could be unsafe (for emergency vehicles) and take up existing parking spaces.
- There are only two policemen per shift. The new police chief is settling in and making gradual changes, but it takes time. The number of traffic stops has been gradually increasing during the year.

**Other areas of concern from participants:**

- Preserving the tree canopy is important. Brenda Brady is Tree Commissioner for Parks and Recreation. A survey of all city trees is being done including health, location, performance etc. The City of Lewes is paying attention.
- New ordinances are being considered to keep canopy thick – e.g. if they take one tree down, they will put in two replacements.
- 80% of tree canopy is on private property – e.g. Bride and Groom trees.
- Dipping, slanted driveways make walking difficult in areas.
- The Library is in a state of flux about whether the building and its services will remain at the current location, or move to another location within another five years
- Moving the library could make a big difference to traffic volume on Kings Highway. But, it does contribute to the quality of life for Lewes residents.
- Recent Library surveys show there are about 18,000 patrons of the Library, many of whom live outside the City of Lewes (15000 live outside the City of Lewes and 3000 live within the City). About 96% of patrons use their cars to reach the Library. The proposed Rail Trail could help reduce library on road traffic. We should consider adding a spur from the Rail Trail to Cape Henlopen High School. Sidewalks are also needed to connect Kings Highway sidewalks to the High School.
- Snowfield development if built as suggested by developers will impact Kings Highway traffic through Monroe Ave very seriously – Lewes Planning and Zoning has a great deal of data on projected traffic patterns on Kings Hwy.
- 2010 census projects that population will increase in Sussex County by 57% by 2040.
- We must plan ahead to preserve the things we value most about Lewes.
- Remove clutter of electrical wires from the streetscape, whether burying or restringing along center of backyards. Move poles off sidewalks.

*Lewes Historic Byway: Gateway to the Nation*

- Street lights should be replaced with period looking street lamps to reflect the historical era, lamps should also use down lighting to reduce light pollution.

**Next Meetings: *Friday, November 19, 2010 Net House 2 pm***

Respectfully submitted,

Helen S. Waite, Byway Specialist (302 236-2437)

Gail Van Gilder, Byway Coordinator

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE**

**November 19, 2010 Minutes**

A meeting of the Historic & Scenic Byways Ad-Hoc Committee was held on Friday, November 19, 2010 in the Net House at Canalfront Park, commencing at 2:00pm, with the following people present: Judy Eger, Jack Emery, Victor Letonoff, Tobe Tobias, Diane Wilson, Lee Ann Wilkinson, Nadine Wick, Ed Waples, Helen Waite, and Gail van Gilder.

**Kings Highway Focus Group of Lewes Byway -Meeting # 2**

Minutes from Meeting # 1 were approved as read. Gail van Gilder welcomed the committee and introduced new attendees.

A short review of traffic issues discussed at last week's meeting followed with committee members again emphasizing the need to slow the speeding on Kings Highway, the need to try using stop signs (including a stop sign at the Library and three/four way stops at other intersections) to slow traffic and possibly a "traffic table". A sidewalk connection needs to be made from De Vries Circle to the High School so that students can walk to school safely.

The discussion in this meeting was focused mainly on the more commercial end of Kings Highway, outside the historic district. The committee reviewed the property owners and zoning in that area using the City of Lewes' proposed zoning map.

Suggestions were made as to how the commercial areas could be enhanced as follows:

- Create a landscaped boulevard along the section of the Byway from Gills Neck Rd to where the miniature light house stands today to welcome visitors to Lewes.
- Raise awareness of property owners that they are on a scenic byway and encourage landscaping.
- Work with Lewes in Bloom to enhance these areas, as they are also very interested in plantings and landscaping here.
- Get more commercial property owners involved in the Byway Committee.
- Work with the Cape Henlopen High School on parking for the Junction & Breakwater Trail. Ed Waples will check on this.

## *Lewes Historic Byway: Gateway to the Nation*

- Talk with Lowder Mitchell about the future preservation of his farm. This should have high priority.

A future Gateway to Kings Highway was discussed and recommendations made as to where it should go and how it should look. The Lewes Scenic Byway is composed of gateway roads entering Lewes from both the land and the sea. For this reason it has been called the Lewes Scenic Byway...Gateway to a Nation. The concept is to have a gateway entrance at each road welcoming visitors to the scenic byway. Kings Highway is one of the three land gateways to Lewes. The other roads are Savannah Rd and New Rd. Each gateway entrance would have common elements in their design although all would be somewhat different depending on the land available for a gateway. Victor Letonoff said that his idea of a gateway on Kings Hwy would be open space and landscaping rather than a hardscape. Some thought it might be a combination of both. Design will be done as funding becomes available.

There was consensus among the committee that the gateway location should be at Gills Neck Rd and the Cape Henlopen High School entrance. It should be part of a boulevard design for that stretch of road and include the open space at the Lowder Mitchell farm, if it can be permanently preserved.

The presentation on the Half Moon Trail (Rail Trail) was deferred to the next meeting. Gail van Gilder asked the committee to look for other possible connections with the City of Lewes other than Monroe Ave, as there is not enough space for a bike lane as it enters Kings Highway.

A discussion then followed on the need for safe bike access to the Junction & Breakwater Trail on Gills Neck Rd. Members again expressed concern about using Monroe Ave as the connection with Showfield for bikers. The committee would like to see an off-road bike path through the developed Showfield property to get bikers off Gills Neck road down by the Canal. More bike education programs would help to educate bikers on both rules and etiquette of the road. However, it was noted that this will not help with tourists, so posting "rules of the road for bikers" should be considered.

The committee reviewed the tourist attractions on Kings Highway that include the Lewes Public Library together with Stango Park, and the Zwaanendael Museum with the adjacent Visitors Center (Fisher-Martin House) and park. Including a visitor center with adequate parking at a future gateway to Lewes was mentioned as an option for the future. Ask Betsy Reamer (Ex Dir. Chamber of Commerce) to participate on this committee.

The possibility of the Lewes Public Library moving to another site was discussed as this could have a large impact on the scenic corridor along Kings Highway. City Councilman Victor Letonoff said he did not think there was much interest on the part of the City to move the Library to another site at this time. They are looking at ways to improve/expand the Library on site.

The Committee was unanimous in its desire to keep the Library at the current location and preserve Stango Park as an arboretum/parkland. Having the Library in Lewes is an enormous resource for the town and contributes greatly to the quality of life. Once the Half-Moon rail trail is

*Lewes Historic Byway: Gateway to the Nation*

built, Library users will be able to access the existing Library by bike on the off-road trail, which will ultimately connect to Georgetown, thereby reducing traffic and improving Library access.

The meeting was adjourned at 4 pm

Next Meeting: tentatively...Monday, December 13, 2010 Net House 2 pm

Respectfully submitted,

Gail Van Gilder, Byway Coordinator

### **Kings Highway Focus Group #3**

#### **Minutes December 13, 2010**

The third meeting of the Kings Highway Focus Group was called to order at 2 p.m.

**Attendees included:** Jack Emery, Pastor Dave Munro, Denise Emery, Fran Richmann, Victor Letonoff, Louise Pfarr, Ted Spencer, Joe Hoechner, Judy Eger, Nadine Wick, Mary Anne Metz, Bob Fortier, Roy Tobias, Diane Wilson, Gail Van Gilder and Helen Waite.

Gail VanGilder gave a brief update from our last meeting and introduced participants. It was noted that Betsy Reamer and Mike Tyler were invited to attend this meeting, but were not able to attend. Mark Chura and/or Gail VanGilder will contact them to get their input and comments as recommended by the committee at our previous meeting. New attendees included representatives from the Baptist Church on Kings Highway.

#### **Commercial Properties**

Jack Emery, Committee Chair gave a brief update on his work to date. He has been contacting the owners of commercial properties on Kings Highway. He has contacted Mr. Pizza, Coldwell Banker, Cooper Realty and the Dutch Bakery. The owner of Mr. Pizza indicated that he would like to see the traffic speed slowed down on Kings Highway as that would be good for his business. He is supportive of enhancing landscaping in front of his business to enhance the Scenic Byway. A suggestion was made by the committee that awnings could improve the look of some of the commercial businesses where appropriate.

#### **Speed:**

Jack Emery brought up the issue of speed again and the committee agreed that speeding vehicles and lack of enforcement of posted speed limits is their number one concern. The committee would like to ask DelDOT about the possibility of posting "No thru Trucks" signs on Kings Highway.

#### **Signage:**

Jack Emery suggested that signage could be improved on the Scenic Byway. Gail Van Gilder said that we could consider recommending that Lewes City Council consider a sign ordinance with uniform standards for the Scenic Byway roads. A discussion followed on "Changeable Message Boards". The consensus of the committee was that "changeable message boards" should be restricted on the byway and that it would be beneficial to improve signage along the byway as part of the Corridor Management Plan. The Baptist Church stated that they understand the benefits of restricting the moving signs, but are unable to take a position at this time without discussing it with their church. Changeable message boards are prohibited in the City of Lewes, but are still permitted on lands

governed by Sussex County Council. Therefore, this would only be an issue on a very small part of the Byway outside of City limits.

### **Historic Road Designation**

Gail Van Gilder suggested that the committee might want to explore the feasibility of getting the road placed on the National Register of Historic Places. The properties on Kings Highway have been inventoried and designated as part of an "historic district", but the road itself has not been designated. It was suggested by committee members that much of the work has probably already been done as part of the historic district application and that we should be able to use that information to reduce the need for a new inventory. Gail Van Gilder stated that we would need the help of committee members to accomplish this recommendation as the Lewes Historic Society does not have the resources to get this done. Fran Richmann strongly agreed. We would need the support of both the City of Lewes Historic Preservation Commission and/or the Lewes Historic Society to be the lead agency. It was suggested that we talk with Barbara Vaughan, Elaine Zimmerman and Hazel Brittingham to get more information on this topic. Gail Van Gilder has been in touch with Mike DiPaolo from the Lewes Historic Society on this subject who was enthusiastic about this proposal. The committee agreed that exploring the feasibility of getting Kings Highway placed on the National Register should be included as a recommendation in the Corridor Management Plan.

### **Half Moon Trail (Bike/ Pedestrian Issues)**

Gail Van Gilder gave an overview of the proposed trail that will run from Georgetown to the Queen Anne Station and the Lewes Library. The Rail Trail will probably not cross the Lewes Rehoboth Canal because of difficulty with opening and closing the Canal railroad bridge, but would use Freeman Highway Bridge instead. She asked the committee for suggestions on the best way to connect the proposed Half Moon Rail Trail to Kings Highway. The committee felt that since Monroe Street is shown in the Showfield Plan as the main bike/pedestrian connector between the Showfield property and Kings Highway, it would be important for the committee to continue to monitor any new plans presented to City Council for development of this property. The consensus of the committee is that Monroe is not adequate to accommodate bike, pedestrian and motorized traffic as the road is too narrow especially at the intersection of Kings Highway and Monroe Street. They suggested that another possible access point could be built as part of an expanded library and parking lot if the library remains at its current site. The suggestion was also made to consider closing Monroe Street to motorized traffic and use it as a bike/pedestrian access. This would require routing the cars and trucks to the lower end of Kings Highway. The committee would like to ask DelDOT about the possibility of posting "No thru Trucks" signs on Kings Highway.

When the library begins its planning, the committee will monitor any public library planning meetings with the intention of working towards incorporating bike/pedestrian paths in any future plans for expanding the Library at the current site.

### **Next Steps**

The Byway consultant team will assemble the information received from the Focus Group into a list of Strategies and Recommendations to be included in the Corridor Management Plan. These recommendations will then be prioritized in one to three year, three to five year and five to ten year time frames. This will then be brought back to the committee for review before going to the Advisory Committee for approval. This will take some time as there are three more Byway Focus Groups that need to meet. (Savannah Rd., Pilottown Rd. and Cape Henlopen Drive) before the public outreach process is complete.

The meeting was adjourned at 3:30 p.m.

**HISTORIC & SCENIC BYWAYS AD-HOC COMMITTEE- Kings Highway Focus Group**

**CORRIDOR MANAGEMENT PLAN**

**January 6, 2012**

**Minutes**

Attending: Edward Waples, Cape Henlopen Schools; Jack Emery, Kings Highway resident, Joe Hoechner, City of Lewes Planning Board; Barbara Vaughan, City Council; Victor Letonoff, City Council; Gail Van Gilder, Lewes Byway Coordinator; Mark Chura, Delaware Greenways

The fourth meeting of the Kings Highway Focus Group was called to order at 2 p.m. at the Net House. A revised and updated draft of the Strategy and Recommendation Matrix for the Lewes Scenic Byway was handed out for review by the committee (see attached). It included recommendations for the entire Byway and some specific recommendations for Kings Highway. The committee reviewed each of the recommendations and made comments that will be included in the next draft.

Almost all of the recommendations were supported by the committee with minor changes. The following recommendations were viewed as needing additional study, input or revisions:

1.7 "Look at opportunities to expand public access to canal front leased lands along Pilottown Rd as existing leases expire." Barbara Vaughan will check out the new lease agreements and determine the expiration date of the leases to see if this is feasible in the near term or if this is very long term.

2.4 "Develop a process and plan to address Sea level rise in specific areas of the corridor prone to flooding." Barbara Vaughan and Victor Letonoff suggested we support the Governor's Sea Level Rise Council Recommendations and include the ICLEI report in the appendix of the plan.

2.10 "Maintain the integrity of the two lane typical section and bridges between all small communities along the corridor" Joe Hoechner stated that he would like to see Freeman Highway become a four lane bypass. Other members of the committee disagreed with this idea as it would be out of context with Byway goals and objectives. There was consensus on improving intersections with context sensitive design.

3.5 "Create outdoor squares that could be used at certain time of day for restaurant seating or events by closing the street at appropriate locations". Barbara Vaughan thought that this would be difficult to do on City property and may not be feasible.

5.2 "Seek and secure public and private resources to preserve and enhance working landscapes and significant viewsheds along the Byway." Barbara Vaughan suggested we add information on tax credits available for land preservation.

The meeting was adjourned at 3:30 p.m.

*Lewes Historic Byway: Gateway to the Nation*

*PROJECT ADVISORY COMMITTEE MEETINGS*

**Lewes First Scenic Advisory Meeting**

**Tuesday September 22, 2010**

**Lewes Field Station of Division of Soil and Water, DNREC**

Mark Chura gave a presentation that laid out what the Byway process is, where we have been with the Lewes Scenic Byway so far (designated a Scenic Byway in 2009), the important historic, scenic and cultural intrinsic qualities of Lewes, and what steps need to be taken to develop an excellent Corridor Management Plan.

To help collect information from the invited Advisory Committee members on their observations and thinking about the roads serving as the Byway, attendees were asked to fill out three colored cards with information. The yellow, blue and pink cards all asked for certain types of information (see headers). What follows is an exact transcription of what everyone wrote.

Visioning Exercise (20 attendees) *Transcription of colored cards (HSW -DGI)*

Yellow -Priorities for Enhancement (18 Responses)

1.     a. Beautify railroad crossings  
       b. Better visitor parking (larger)
2.     a. Bike lanes on New Rd  
       b. Bike lanes completed on Gills Neck Rd  
       c. Landscaping and trees on Gills Neck Rd.
3.     a. New Rd. -watch out for flooding  
       b. Kings Highway -look nice in and out of town.
4.     a. Safety, shoulders/lanes  
       b. Natural habitation (greening)
5.     a. Create and pave road shoulders for biking and walking.  
       b. Create off road parking areas for vehicles whose owners want to walk or bike in natural areas
6.     a. Enhanced bike and walking trailheads in town/beach.  
       b. New Rd. issues  
       c. Savannah Rd. and Kings Hwy Gateways

*Lewes Historic Byway: Gateway to the Nation*

7.
  - a. More friendly walkable areas
  - b. Clean up entrance on Savannah Rd.
  - c. Landscaping
8.
  - a. Bike lanes New Rd
  - b. Landscapes at portals to Lewes
  - c. Bridge at New Rd -only one where you drive down to cross!!
  - d. Signage to complement byways, entrances
9.
  - a. Road/street improvements
  - b. Safety
  - c. Pedestrians
  - d. Bicycles
  - e. Autos with boat trailers or other trailers. Most roads/streets too small for turns at corners.
10.
  - a. Use natural materials (of) for construction possibly with nautical theme
  - a. No electric lighting along routes.
  - b. Connectivity with Junction & Breakwater Trail and other trails (American Discovery Trail)
11.
  - a. Bike paths
  - b. Some signage
12.
  - a. Signage -Eliminate commercial signage.
13.
  - a. Savannah Rd gateway to Lewes
  - b. The ugly parking lot across from Library where trains used to stay (Ed. Queen Anne railroad?)
  - c. Around the old Ice House on New Rd -incorporate Ice House and Lewes Dairy as history.
14.
  - a. Enhance the New Rd area where Orchard is located
15.
  - a. To encourage the addition of bike lanes
  - b. To encourage the planting of trees along the byways.

- c. To encourage walkability beyond the city limits
  
- 16.
  - a. Pedestrian and/or bike ways added.
  - b. Better management of flooded areas.
  - c. View as leaving ferry on Kings Hwy enhanced somehow to represent beauty of Lewes (first impression and we want to encourage tourists to stay in Lewes.)
  
- 17.
  - a. Signs
  
- 18.
  - a. Land along Pilottown Rd.
  - b. More bike access and pedestrian
  - c. Reduction of industrial-type barriers at various points (i.e. Bridges and merge lanes.)

Blue Priorities for Enhancement

- 1.
  - a. Use historical designation for preservation.
  - b. Identify and preserve open spaces by purchase/easement.
  - c. Vista along Gills Neck water view is critical-impact of Showfield?
  
- 2.
  - a. Resources to maintain conservation and preservation
  - b. Property owner agreement
  - c. Maintain land value
  
- 3.
  - a. Buy development rights between road and great scenic views. For example between Gills Neck Rd and Lewes-Rehoboth canal or New Rd and marsh.
  - b. Preserve views of natural areas that are already protected such as Great Marsh and Delaware Bay.
  
- 4.
  - a. The preservation of the view corridor standing on top of the Freeman Bridge 360 degrees. Work with landowners to do so.
  - b. Work on Kings Highway and landowners like Louder Mitchell and Lingo/Townsend. Preserve all space currently designated as open space in Lewes as such.
  
- 5.
  - a. Bringing in experts
  - b. Plantings

*Lewes Historic Byway: Gateway to the Nation*

- c. Keeping open space.
  
- 6.
  - a. Slow down construction of developments.
  - b. Keep design of buildings within semi-historic design -no ultramodern allowed.
- 7.
  - a. Agricultural lands around the perimeter of Lewes
  - b. Better info and marking of the significance of the DeVries monument.
  - c. Entrance at King's Highway with Balance of park and traditional scale houses.
- 8.
  - a. Protect Fort Miles
  - b. Cape Henlopen park
- 9.
  - a. Restoring and preserving the existing historic structures in the town. Funds to maintain the buildings.
  - b. Building on beachfront on Lewes Beach should be curtailed.
  - c. Maintaining Lewes Beach area and any remaining natural areas.
- 10.
  - a. Preservation -natural areas and buildings
  - b. Protection of Open Space.
- 11.
  - a. Better access signs for historical district
- 12.
  - a. Funding of ongoing maintenance requires proposed changes
- 13.
  - a. Preserve WW II outlook towers.
- 14.
  - a. Good signs and appropriate placement for good viewing and understanding.
  - b. Wildlife interpretation plaques strategically located.
  - c. Historic markers.
- 15.
  - a. How get future generations involved?
- 16.
  - a. Views of the Canal
  - b. Where possible, maintain connections to the farms and fields around Lewes.
  
- 17.
  - a. Vistas on Kings Highway between railroad tracks and high school.

- b. History around/near the Ferry terminal (sailors' graveyard), Pilot station
- 18. a. Conservation -views of the Bay
- b. Preservation -keeping historical buildings intact as part of the Byway.

Pink Priorities for Enhancement

- 1. a. Having local control
- 2. a. Flow of all forms of movement (Vehicle, pedestrian, bicycle)
- b. Excessive signage that doesn't produce results (i.e. pedestrian crossing)
- c. Public transportation options
- 3. a. Accommodating pedestrian and bike traffic on Gills Neck Road and New Rd
- b. Interaction with the County to sensitize them to the need to keep the parts of several of the Byways which are part of the gateways of Lewes consistent with the rhythm and of Lewes.
- 4. a. State/County participation (good luck with County!!)
- b. Property rights strongholds
- c. Getting funding
- d. Transportation/parking
- 5. a. Establishing actual property boundaries and rights of way so we know what we're actually dealing with.
- b. Consensus of county, state and city to work together, especially due to roads affected.
- c. After creation, stewardship and support.
- 6. a. Pedestrian and bike safety.
- b. Saving scenic vistas.
- 7. a. Initial planning -"Buy In" by all state, residents.
- b. Funding
- c. On-going upgrades and improvements.
- 8. a. Low bridge 'New Road' -resultant flooding

- b. Maintain views of water, natural vistas
  - c. More canopy where possible
- 9.
- a. Inadequate bike paths esp. on New Road and Gill's Neck Rd
  - b. Beautification of approaches
  - c. Flooding at Canary Creek on New Rd
  - d. Flooding between bridge and beach on Savannah Rd
- 10.
- a. pedestrian/bike safety
- 11.
- a. Pedestrian and cyclist safety and accommodation as motorist volume increases
  - b. Buy-In of adjacent homeowners and businesses to proposed greenway recommendations.
- 12.
- a. Multi-modal use especially for bicycles
  - b. Interconnectivity that is intuitive.
  - c. Context-sensitive design and landscape.
- 13.
- a. How do you influence a road over which you have no control?
  - b. Bike paths are needed.
  - c. How do you maintain or improve privately owned paths?
- 14.
- a. Flooding issues on New Rd and at times Kings Highway near railroad tracks
  - b. Making sure that changes made are followed through and kept up to date. All hard work done through this project is maintained and not let go.
  - c. Maintaining the look of the town and character of the town.
- 15.
- a. Development (proposed)
  - b. Safety
  - c. Friendliness
- 16.
- a. Traffic-safety
  - b. Protect environment
- 17.
- a. Bridge on New Rd.

18. a. Sufficient funds for maintenance.  
b. Coordinated effort with other future plans i.e. county, state
19. a. Development in future  
b. Traffic bottle-neck at Savannah, King's Highway -intersection is bad and doesn't flow well.

Next steps are to form focus groups around each of the six roads and to meet three times (usually) to come to consensus on the best options for the road. The topic areas include: strategies and goals for enhancing and preserving intrinsic qualities; transportation and safety issues; tourism and marketing; and specific ways to achieve the goals set forth, with specific names of persons or other entities responsible for moving the process forward.

Members signed up for various groups and will be notified of the first meeting. After that, members will work together to find mutually convenient times to meet.

Respectfully submitted,

Helen S. Waite, Byways Specialist Delaware Greenways Inc.

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY**

**AD-HOC COMMITTEE**



**ADVISORY COMMITTEE**

**MEETING MINUTES**

**APRIL 30, 2012**

**4:00 PM to 6:00 PM**

**DNREC Field Office 901 Pilottown Road, Lewes, DE 19958**

**ATTENDEES**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
David Bernheisel	Overfalls	bernheisel@juno.com
Nick Blendy	Federal Highway Administration	nick.blendy@dot.gov
Nina Cannata	Planning/Greenways	nina.cannata@state.de.us
Nick Carter	Lingo Realty, Wolfe Runners	nick.carter@verizon.net
Mark Chura	Chura Associates	mark@assc-chura.com
Pat Cooper	Director CHSP	Patrick.cooper@state.de.us
Paul Ekrich	City Manager, Lewes	<a href="mailto:pekrich@ci.lewes.de.us">pekrich@ci.lewes.de.us</a>
Dave Ennis	Ad-Hoc Committee	davidennisllc@aol.com
Ann Gravatt	Byway Coordinator, DelDOT	Ann.gravatt@state.de.us
Bryan Hall	Office of State Planning	Bryan.hall@state.de.us
Beckie Healey	Lewes Library	<a href="mailto:beckiehealey@comcast.net">beckiehealey@comcast.net</a>
Joe Hoechner	Planning Board, Pilottown Village	jhmalls@aol.com
Victor Lentenoff	Lewes City Council	<a href="mailto:lentonoff@aol.com">lentonoff@aol.com</a>
Hugh (Frosty) McDaniel	President, Pilottown Park HOA	frostymcdaniel@comcast.net
Tracy Mulveny	President, Canal Front Park	tmulveny@comcast.net
Lou Papp	Cape Shores Homeowners	Loudot2@verizon.net
Allison Parsell	Pres., Wolfe Runne HOA	Alison@parsellfuneralhomes.com
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
Betsy Reamer	Executive Director, C of C	inquiry@leweschamber.com
Ronal Smith	Gills Neck Road	Ronal22@verizon.net
Michael Tyler	Sussex Cyclists	Ah3000@surfbest.net
Gail VanGilder	Delaware Greenways	gvangilder@comcast.net
Barbara Vaughn	Representing Mayor of Lewes	babsv@udel.edu
Helen Waite	Ad Hoc Byway Committee	Hwaite@gmail.com

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
John Mateyco	Pilottown Road	johnmateyco@verizon.net
Marc Lopez	Lewes Homeowners Assn.	Lopez.marc.antoine@gmail.com
Barbara Walsh	Port Lewes	brownridge@verizon.net
Rob Morgan	Cape Shores	Robmorgan322@gmail.com
Jim Ford	Mayor, City of Lewes	jimfordiii@aol.com
Elaine Pease	Lewes City Projects	eplease@ci.lewes.de.us
Phillip Franz	NESEA	pfranz@f2arch.com
Nikky Fisher	DRBA	Nikky.fisher@drba.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org

## **ITEMS DISCUSSED**

### **I. Update on Corridor Management Plan Project and Focus Group Meetings**

After introductions of the attendees, Gail VanGilder brought everyone up to date by reviewing the two step process to achieve official Byways Designation, indicating that the first step, 'nomination' has been completed, and we are into the second step, developing the Corridor Management Plan (CMP). In the process of describing the current status, she indicated that, in the past, funding had been a challenge until the Lewes State Legislative Delegation of Representatives Schwarzkopf and Briggs and Senator Simpson stepped forward with a series of grants from the Community Transportation Fund. Those grants funded all of the public outreach and strategy development work to date which is concluding with today's meeting and the public meeting set for later this spring.

The result of the funding has been a set of strategies and recommendations emerging from a series of meetings of the ad hoc committee, the project advisory committee and focus group meetings centered on each roadway comprising the Byway. The purpose of today's meeting is to reach agreement on the strategies and recommendations developed to date and get them ready for presentation to the public.

Further, the effort has resulted in the award of a grant from the Federal Highway Administration through DelDOT to complete the Corridor Management Plan. The federal grant will enable the detailed supporting studies and activities required by both DelDOT and the Federal Highway Administration to be completed for state designation.

Gail asked everyone to be sure to fill out the questionnaire they received as they entered the conference room.

### **II. Update from the Mayor of Lewes**

Mayor James L. Ford, III then addressed the Project Advisory Committee. He thanked everyone for their efforts in getting the Byway planning to this point. He discussed that the Byway Planners need to look beyond the borders of Lewes because what happens outside the City affects the City. While Council thinks beyond the city borders, they have little influence on events and decisions. He hoped that the Byway would foster a greater level of cooperation between the City, County and the State.

Mayor Ford also discussed the Walkability Conference set for Thursday, June 14. Funded by an EPA grant, the purpose of this conference is to consider walkability relationship to economic development and Green City tourism, health and fitness, general sustainability and 'Greening' of the community, public safety for schoolchildren and for seniors independent living and "aging in place". He was assisted in his explanation by Nick Blendy of the Federal Highway Administration and John Mateyko, Chair, Sustainable Delaware NESEA's Green City Program. The funding for the program came from a unique partnership of USDOT (FHWA), the EPA and HUD to improve sustainability of the country's communities by using the existing federal programs in coordination with one another.

### III. Update on Future Byway Funding

Ann Gravatt, DelDOT's Byways Coordinator was then introduced by Gail. Ann discussed her role as the point person on Byways at DelDOT. She indicated that she will be participating in all activities to develop and manage the state's byways. Indicating that federal funding sources that byways have traditionally relied upon are in flux, she told the group that they are still available. While some states that have totally relied on federal funding will be significantly affected, she described Delaware as different and that the difference is seen in how the City has funded the efforts to date on the Lewes Byway.

Ann indicated that she couldn't predict what the picture for federal funding of byway activities will be after the election. There are still grant opportunities available and she suggested that the Byway Planners monitor websites such as [byways.org](http://byways.org) and the byways resource center. She indicated that DelDOT's sister agencies including DNREC, DEDO and the DRBA might also be sources of funding.

Finally, she indicated that the connection with New Jersey's Bayshore Heritage Byway provides an opportunity to expand the reach of the Lewes Byway.

### IV. New Jersey's Bayshore Heritage Byway

Jeff Greene, transportation planner for Delaware Greenways, presented a PowerPoint Presentation describing New Jersey's Bayshore Heritage Byway. The Byway which extends for 121 miles along New Jersey's Bayshore, follows the county road system and links both natural and cultural sites. There are three connections to Delaware: most germane to the Lewes Byway is the linkage via the Cape May Lewes Ferry. Jeff noted the similarities between Cape May and Lewes and further north, between the Route 9 Byway in Delaware and the Bayshore Byway. He also noted two other connection points: the Three Forts Ferry between Fort Mott in New Jersey and Delaware City in Delaware. The third connection is the Delaware Memorial Bridge. He went on to indicate the increased tourism potential by coordinating activities of both byways, the potential to increase the length of visits and the possibilities of connecting the Route 9 Byway with the other two.

On another topic, he mentioned the other related initiatives going on in the Coastal Sussex Areas.

### V. Presentation of Lewes Byway Recommendation Matrix

Mark Chura presented the matrix of strategies and recommendations that emerged from the focus groups by the ad hoc committee conducted over the past several months. His presentation also contained the matrix. He also indicated that the presentation would be the basis for the presentation at the public meeting set for later in the spring.

He indicated that the work to date would form the basis of the formal Corridor Management Plan. Since the basic work on strategies is nearing completion, the next phase of CMP development could concentrate on the technical requirements of the CMP. He indicated that the primary intrinsic quality of the Lewes Byway is historic and that preservation, conservation, and enhancement of the natural and cultural resources are central to the Byway. Mark also noted the importance of transportation issues as they relate to the Byway, stating that the ad hoc committee envisioned both land and sea gateways, including New Road, Savannah Road, Kings Highway, Cape Henlopen Drive and the Cape May Lewes Ferry. They also saw the general issues of the lack of shoulder space, roadway flooding, incomplete/inconsistence shoulder treatment and the need to ingrain context sensitive solutions and design into the improvements to the transportation network. Nick Blendy noted that emphasizing the public safety component of the projects coming out of the CMP would help with securing federal grant funding for Byway activities.

Following are the comments the attendees brought forward for consideration. It was agreed that the matrix would be updated with the group's comments for the upcoming public meeting. He asked that comments on the matrix that arise after today's meeting be forwarded to Gail VanGilder by Friday, May 4, 2012. Gail's email address is: [gvangilder@comcast.net](mailto:gvangilder@comcast.net).

Comments on the matrix are as follows:

1. Add Sussex County as responsible party in first goal, second strategy in the Matrix which discusses the concept of 'gateways'.
2. Extension of the Junction and Breakwater Trail into Lewes: alternate along Gills Neck Road is not correct.
3. The possibility of adding a parallel bike path along New Road between Freeman Road and Cape Henlopen Drive should be considered. The shoulders on Cape Henlopen Drive are not consistent for bicyclists. However the group decided to also include upgrading the shoulders along New Road for a bike lane. A suggestion for a turning lane into the residential developments was also made. A seasonal traffic signal was also mentioned for the ferry entrance.
4. There is a need for a bike connection on New Road between 4<sup>th</sup> Street and Pilottown Road.
5. A question was raised regarding applying the state's complete streets policy to bridge modifications. Ann indicated that DelDOT applies the complete streets policy on all projects.
6. It was noted that the Manual on Uniform Traffic Control Devices (MUTCD) that governs all signs in the public right of way of a road calls for signing that is typically larger than the current signs. Ann advised the group to avoid calling for new signs given the new MUTCD.
7. The old signing between Freeman Highway and the Ferry was noted as attractive as well as informative. The current signing is not as easy to read and lacks landscaping. Signing to the Ferry should be improved and made attractive. Replace the existing sign with the more context sensitive boat that used to be there.
8. The attendees expressed a consensus to retain the existing road widths on the Byway to the extent possible.
9. Joe Hoechner suggested widening Freeman Highway to four lanes. There was no support for this recommendation at this time. Another suggestion for the Freeman Highway was the inclusion of safe bike/ped crossings on Freeman Highway.
10. Ron Smith asked about the road to the new Boat Ramp that was supposed to be built when the Boat Ramp was moved to the end of Pilottown Road. He wanted to know why it was delayed and when it would be built.

11. There was a discussion of the advantages of tree lined boulevards with 'boulevard' defined as a road with a median. It was agreed that such treatments would be considered as appropriate with the attendees wanting to retain the existing look of the roads.
12. There was a discussion of the project website. Ann Gravatt suggested that when a consultant is retained to prepare the CMP, designing and managing the website be included in the consultant's scope of work.
13. Agri-tourism should be included with eco-tourism when discussing the types of tourism to be attracted to the Byway area. Similarly, the Lewes Farmers Market should be included in the attractions.
14. Ann indicated she can make available to the byway effort the services of the University of Delaware and Dr. David Ames when considering the historical resources of the area. She indicated that he has developed a catalogue of sites listed in national and state registers as well as potential sites. She also suggested an 'app' that tourists can use to navigate to historic sites.
15. Mark noted that when the next phase of the CMP gets underway, the ad hoc committee that got the project to its current status could become the formal management committee that oversees the Byway when the CMP is completed. Gail stated that we will form a smaller Advisory Steering Committee to meet on a more regular basis as we work on the CMP. It would be composed of representatives of city, county and state agencies, elected officials and focus group representatives.
16. John Mateyco mentioned that there is the possibility to garner additional funding by emphasizing the health benefits and the economic development potential of the additional walking and bicycling that the strategies discussed today would offer.

## VI. Next Steps

Gail reviewed the next steps with the group. She indicated that the public meeting would be set for later this spring, most likely in June. Following that, the Ad Hoc Committee will work on a request for proposals to be issued to the consultant community to complete the CMP.

A new map of the Byway will be prepared for the public meeting as recommended by the Committee.

The group also decided to add the legislators to the future Steering Committee.

Gail then adjourned the meeting at 6:00 PM.

Page Intentionally Blank

*PUBLIC MEETINGS*

PLEASE PRINT!

MAY 31, 2012

LEWES HISTORIC BYWAY  
 "GATEWAY TO THE NATION"  
 PUBLIC MEETING  
 SIGN IN SHEET

No.	Name	Address	Phone Number	Email Address
1	Phyllis Soborzenski	Plot Town Rd		
2	E. Soborzenski			
3	Jon Blewett	Delaware Coast Press	302-537-1581, ext 201	jblewett@dmg.gannett.com
4	H. J. Evans Jr.	CAPE GAZETTE		
5	MICHAEL R. TYLER	10 Duke Knoll		
6	Joe Stewart	221-2 <sup>nd</sup> ST.	19958	JSTEWART@COURT REPORTERS AND MORE.com
7	JANICE ERICH	415 EAST CREEK SHORES	703-509-7771	janice.erich@gmail.com
8	Tim Campbell	35204 Overfalls Dr. N.	302-645-7950	tcynthiangcampbell@gmail.com
9	Steve Nopiecki	35000 Overfalls Dr. N.	215-705-8533	
10	Kevin Krasnow	35226 Overfalls Dr. N.	302-703-2748	
11	Janice Pinto	112 Rodney Ave	302-827-2011	janicepinto@msu.com

PLEASE PRINT!

MAY 31, 2012

LEWES HISTORIC BYWAY  
 "GATEWAY TO THE NATION"  
 PUBLIC MEETING  
 SIGN IN SHEET

No.	Name	Address	Phone Number	Email Address
12	Robin Krawitz	PRESERVATION DE	302-383-8507	rkrawitz@desu.edu
13	Rebbie Simmons	33 De Vries Circle	302-645-6970	Camp04@aol.com
14	FRED BEAUFORT	6 BLUE HERON		
15	Lori A Swift	112 Rodney Ave	302-827-2011	
16	BARBARA MARVEL	105 PORT LEWES	302-645-5937	
17	Carol DeCatur	34 Shipcarpenter Sq.	645-7058	
18	Louis DeCatur	" "	" "	" "
19	Anthony Zecola	33512 Creekside Dr	502-725-7186	302-725-7186 Tonyzecola@khou.com
20	Roberta Kennedy	123 Honohan Sikes Circle	645-7714	
21	Barbara Despard	35602 Perogaine Rd	302-703-2121	
22				

Lewes Historic Byway: Gateway to the Nation

MAY 31, 2012

PLEASE PRINT!

LEWES HISTORIC BYWAY  
"GATEWAY TO THE NATION"  
PUBLIC MEETING  
SIGN IN SHEET

No.	Name	Address	Phone Number	Email Address
1	Bonnie Oster	901 Savannah Rd, Lewes	645-4853	bonnieoster@gmail.com
2	DAVID ENNIS	50 Harborview Rd Lane	645-8123	DAVIDHENNISLUC@AOL.COM
3	Nina D'Amico	212 West Ferry St	645-9590	grategrat@broadcast.net
4	Alison Parsell	16838 Ketch Ct.	645-9445	alison@parsellfanerulhomes.com
5	Joan Deaver		645-6657	
6	Rob Morgan	415 E. Cape Shoals Dr.	644-2711	ROBMORGAN322@GMAIL.COM
7	John Carter	35224 OVERFALLS	598-3814	ASHLANDGR@AOL
8	Kim Anziani	312 Pilottown Rd		
9	Joe Heciman	305 S. ...		JHMCUS@AOL.COM
10	Alice Guerrant	Div of Hist-Cul Affairs 21 Pine Green, Dover	302-736-7412	alice.guerrant@state.de.us
11	Rick Simms	33 DEWEES CIRCLE	302-645-0970	

MAY 31, 2012

PLEASE PRINT!

LEWES HISTORIC BYWAY  
"GATEWAY TO THE NATION"  
PUBLIC MEETING  
SIGN IN SHEET

No.	Name	Address	Phone Number	Email Address
12	Paula Lina	Creekside Dr	430-4340	pepperrde@yahoo.com
13	PATTY SILKOFF	Tarpon Rd		
14	EWIE SILKOFF	"	827-2284	ecsoff@yahoo.com
15	BLUE CHANDLER	33580 CREEKSIDE		LEWES
16	Peggy	"	745-0311	PSLCHANDLER@GMAIL
17	Ted Becker	224 Sand St	645-8774	Ted.Becker@verizon.net
18	Christine Beske	500 DuPont Ave	644-8312	cbgardenseverly@net
19	Christy Lewis	10 Duchess Ct.	745-2229	
20				
21				
22				

Has to be Lewes area

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY**

**AD-HOC COMMITTEE**



**LEWES SCENIC BYWAY PUBLIC MEETING  
MINUTES  
MAY 31, 2012**

---

Following are the minutes of the public meeting conducted at the Lewes Library on May 31, 2012 beginning at 7:00 PM and ending at 9:00 PM.

Handouts:

1. Byway Basics, a description of the National and State Byways Programs and a summary of what makes the Lewes Byway an important part of the Lewes community.
2. Meeting Agenda
3. CMP Recommendation Matrix

The following items were discussed:

1. Gail Van Gilder opened the meeting and welcomed those in attendance. She introduced the presenters. She described the two steps of the byway designation process and the current status of the Lewes Byway. She indicated that the initial public outreach process comes to an end with this public meeting which establishes the recommendations relative to the Byway that grew from the Byway Advisory Committee and the Focus Group meetings held for each roadway. The recommendations were then combined and refined. In the next step, the recommendations will be elaborated upon, additional technical information developed and additional public involvement will be conducted.
2. Ann Gravatt, the State Byways Coordinator for DelDOT, spoke next. She concentrated upon the potential for future funding, reminding everyone that the debate in Congress to reauthorize Transportation Funding will most likely result in changes to the Byways Program, and meaning that Byways must compete for the same funding that roads and bridges compete for. It could become part of a Block Grant program. She also indicated that because of the continuing resolutions passed by Congress, the Byways Program remains a separate program with its own funding for the time being. She encouraged us to look at other potential funding streams and to contact the Delaware Congressional delegation.
  - a. Question: How many Byways are in competition: Ann indicated that there were 261 applications for \$100 million in federal funds.

*Lewes Historic Byway: Gateway to the Nation*

- b. Question: Is safety included? Ann indicated that the buzz word was livability and safety is included in the definition of livability.
  - c. Question: Some of the Byway Roadways go into the county. Can they be included? Yes, they can be added with justification so it is important to work with Sussex County.
3. Gail continued to respond to questions regarding issues of concern to the attendees:
- a. Question: How close will the Byway come to my property? The answer is no closer than today. No roadway widening is proposed as part of the recommendations you will hear tonight.
  - b. Will the Byway affect the placement of billboards? No. Existing ones are grandfathered and no new ones are permitted. This is by federal regulation.
  - c. A gentleman received a 'right to enter' letter from DelDOT for some potential trail construction. He asked what it meant and whether it was a taking of his property. Ann Gravatt answered that it wasn't regarding a taking of his property. It was to inform you that surveyors needed to access your property so that they could perform their field measurements.
4. Mark Chura then began a PowerPoint Presentation which explained the elements of a Corridor Management Plan, the history of the Lewes Byway and the intrinsic values of the Lewes Byway. Then he reviewed the 88 recommendations one at a time to insure everyone had a chance to comment. Numerous times, he was asked questions and received comments. Here is a rundown of the comments and questions:
- a. Nina Cannata, Chair of the GW Committee wanted to be sure that the Byway CMP reflected the Interpretative Plan recently completed for the Greenhill Light. She also wanted the Bayshore Initiative to recognize it as well.
  - b. An attendee asked why New Road was included in the Byway. Mark indicated that it passes by prime viewsheds of the Great Marsh and of Canary Creek. In addition, historical maps show pagan dikes along the road.
  - c. A question was asked regarding the recommendation to prohibit through trucks from Kings Highway. The fear is that it would put through trucks on other roads. Another person asked if we could do this on all the Byway roads. Another indicated that the trucks had to use some roads to make their deliveries.
  - d. Tim Campbell asked about re-routing the JB trail away from the Breakwater development and objected to the proposed cutting of trees to build the trail. Gills Neck Road is narrow and windy with little right of way and not conducive for bicycle travel without major improvements. He did not think that people would use the trail towards the High School and Kings Highway since Gills Neck Road is the preferred route. DelDOT needs to be contacted to determine if a new routing has been identified.

*Note: DelDOT recently announced that they have acquired easements from property owners to construct the Junction and Breakwater Trail along an off road routing that travels behind the Breakwater residential community connecting directly to the Freeman Highway. According to DelDOT, design work is progressing.*

- e. Further, regarding Gills Neck Road, several other attendees were concerned about safety on Gills Neck Road regardless of which trail option was eventually pursued by DelDOT. They urged DelDOT to act on this issue as a high priority.

- f. An attendee was concerned about boat traffic on Pilottown Road and that bicycles are not a good mix with the boats which are particularly wide. He urged the connector road through the University to be constructed to address the issue.
  - g. An attendee asked that utilities be urged to place utilities underground. Mark indicated that high cost is a factor in the decision to place utilities underground.
  - h. An attendee asked the status of extending the Gordon's Pond Trail system to connect the Rehoboth Area to Lewes through Cape Henlopen State Park. Mark indicated that it was an important part of the Plan.
  - i. When Mark asked about comments regarding prioritizing improvements, an attendee rose to urge safety improvements to Gills Neck Road to be a high priority.
5. Gail returned to the front and asked everyone to email any comments to her at [gvangilder@comcast.net](mailto:gvangilder@comcast.net). She also urged the attendees to fill out the questionnaire.

## A2. REFERENCE MATERIALS

Byway Basics

Mapping

EPA Walkability Study

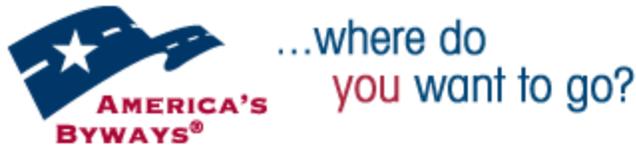
Possible Greater Lewes Foundation Initiates

New Jersey Bayshore Heritage Scenic Byway Connection Map

August 10, 2012 Ad Hoc Committee Meeting Handout

News Articles

## BYWAY BASICS



### **THE NATIONAL SCENIC BYWAYS PROGRAM**

The vision of the Federal Highway Administration's National Scenic Byways Program is "To create a distinctive collection of American roads, their stories and treasured places."

The National Scenic Byways (NSB) Program was established under the Intermodal Surface Transportation Efficiency Act of 1991, and reauthorized in 1998 under the Transportation Equity Act for the 21st Century. Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. There are 150 such designated Byways in 46 states. The Federal Highway Administration promotes the collection as the America's Byways®.

This program is founded upon the strength of the leaders for individual Byways. It is a voluntary, grassroots program. It recognizes and supports outstanding roads. It provides resources to help manage the intrinsic qualities within the broader Byway corridor to be treasured and shared. Perhaps one of the underlying principles for the program has been articulated best by the Byway leader who said, "the program is about recognition, not regulation."



### **DELAWARE BYWAYS PROGRAM**

The Delaware Byways Program showcases the natural beauty and unique features of the state and fosters the preservation of natural, cultural and historic resources, while benefiting economic development through tourism and recreational opportunities. Delaware's Program is a collaborative effort of Delaware's citizens, local, state and federal government. During the 2000 legislative session, the General Assembly passed Senate Bill 320 authorizing the Delaware Department of Transportation (DelDOT) to develop the Delaware Scenic and Historic Highways Program. Senate Bill 320 required that the program be developed under the guidance of the State Scenic and Historic Highways Advisory Board and it required that the Board be comprised of a wide range of interests. Members of the Board include representatives of county government, other state agencies, the outdoor advertising industry, the real estate industry and various environmental and

historic preservation advocacy groups. The Program has since been rebranded as the Delaware Byway Program

There is one National Scenic Byway in Delaware – the Brandywine Valley Scenic Byway. Additional State Byways include the Red Clay Byway, Route 9 Coastal Heritage Byway, Harriet Tubman Byway, Western Sussex Byway and the Lewes Historic Byway.

**WHAT IS A BYWAY?**

In Delaware, a State Byway is a transportation route which is adjacent to or travels through an area that has particular intrinsic scenic, historic, natural, cultural, recreational or archeological qualities. It is a road corridor that offers an alternative travel route to our major highways, while telling a story about Delaware's heritage, recreational activities or beauty. It is a route that is managed in order to protect its special intrinsic qualities and to encourage appreciation and/or development of tourism and recreational resources.

**WHY WOULD YOU WANT TO SEEK THIS DESIGNATION FOR A ROADWAY?**

Byway designation provides official recognition of the special nature of a roadway corridor. This designation will heighten awareness and recognition of the community seeking the designation and help to boost community pride.

Additional community benefits can include:

- Increased business, tax revenue, and jobs from tourist dollars.
- Federal and state funding for planning and developing a corridor management plan.
- Federal matching funds to implement the recommendations of the approved Corridor Management Plan
- Protection for a resource that may become threatened.
- Improved maintenance for your road.
- Access to resources and expert assistance in managing the corridor.
- Identification on state highway maps, leading to more tourism opportunities for the area.
- Assistance from state offices of economic development and tourism.

**RELATIONSHIP TO PERSONAL PROPERTY RIGHTS**

When a roadway is designated as a Delaware Byway, a Corridor Management Plan (CMP) must be developed and approved with thorough public involvement. The required process for CMP development involves property owners and other affected parties working in a collaborative discussion of future plans for the highway corridor and its associated resources. The preparation of the CMP provides a means to consider the interests of all affected parties. Byway designations must respect the views of those who work live and own property along the Byway. A CMP is non-regulatory and is NOT INTENDED to tell property owners what to do with their property, restrict the use of property, nor place any additional burdens on property owners.



### **LEWES HISTORIC BYWAY**

The Lewes Scenic and Historic Byway is a contiguous road network that, taken as a whole, captures the remarkable 378 year history of the greater Lewes area. The individual segments of this route include New Road, Savannah Road, Kings Highway, Front Street/Pilottown Road, Gills Neck Road, and Cape Henlopen Drive. Each roadway, together with its adjacent landscapes, represents land and sea gateways to Lewes that evolved over different periods of the area's history. Both physically and historically, they have played a vital role in the town's development and reflect the town's evolution since 1631. The stunning views found along the designated route reflect Lewes' natural beauty, maritime origins and rich history, and the conservation of these attributes provides the focus for this application to the Delaware Scenic and Historic Highway Program.

The State of Delaware's program has established a process for designating scenic and historic roads that consists of two principal steps: 1) submission of a nomination application; and 2) preparation and submission of a corridor management plan (CMP). In preparing the nomination application, the organizing entities must undertake a public involvement process that demonstrates broad public interest and support. The Lewes Historic Byway nomination application was submitted to DelDOT and subsequently approved in June 2009. The first stages of the CMP process began in December 2010.

To be designated a Scenic and Historic Highway a road must exhibit at least one outstanding intrinsic quality that is "considered representative, unique, irreplaceable, or distinctively characteristic on an area." There are six intrinsic qualities recognized by the federal and state programs. These qualities include:

**Scenic** Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic and historic highway 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.

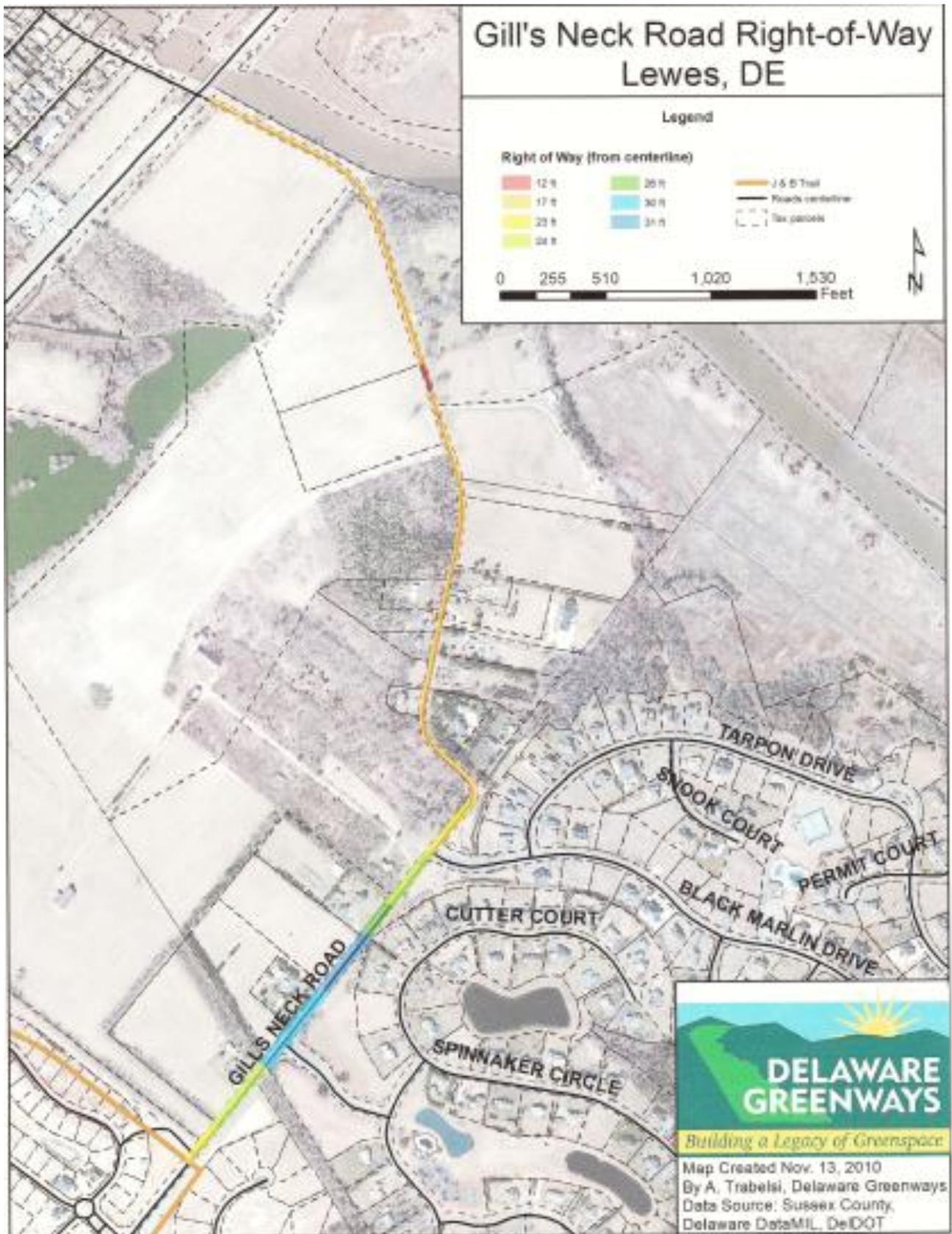
**Cultural** Quality is evidence and expression of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, ritual, festivals, speech, food, special events, vernacular architecture, etc. that are currently being practiced. The cultural 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. The 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.

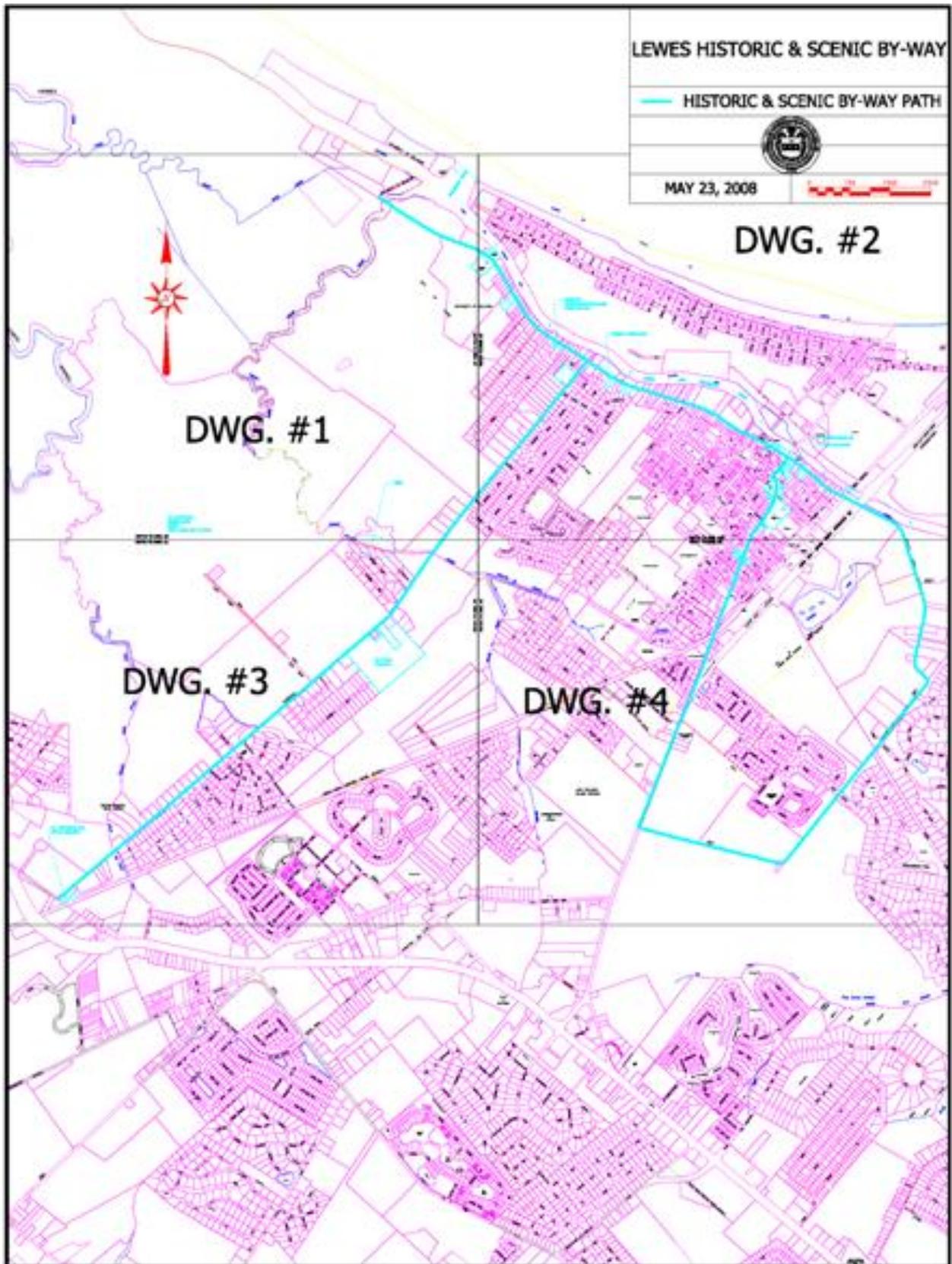
**Archeological** Quality involves those characteristics of the scenic and historic highway corridor that provide physical evidence of historic or prehistoric human life or activity that is visible and capable of being inventoried and interpreted. The corridor's archeological interest, as identified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

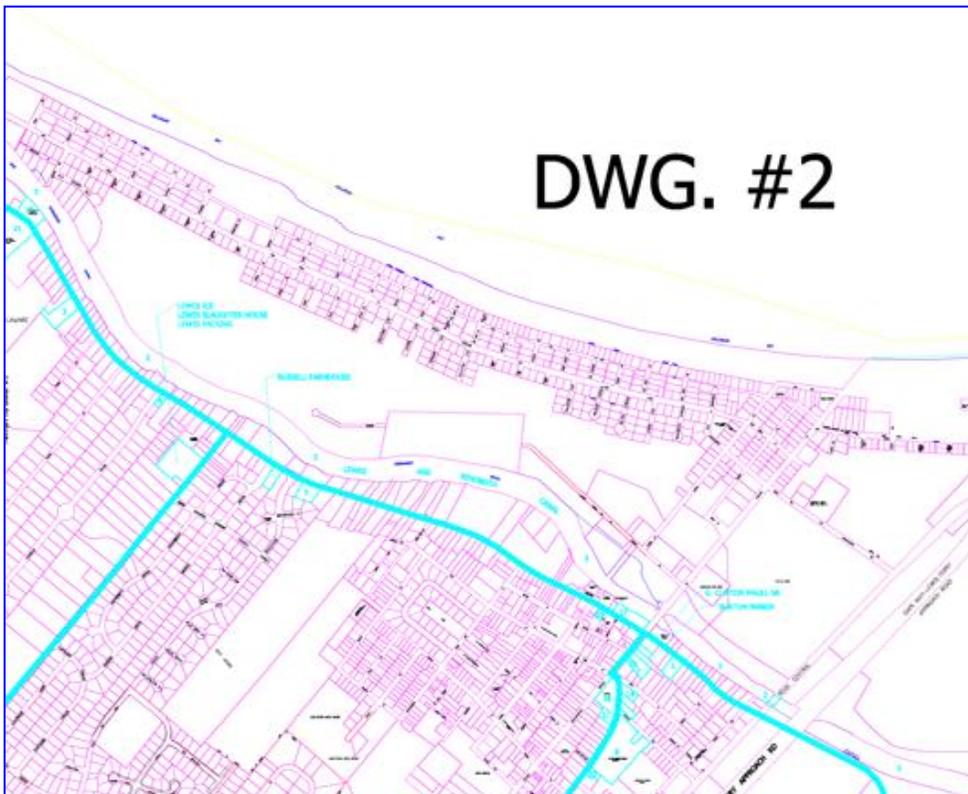
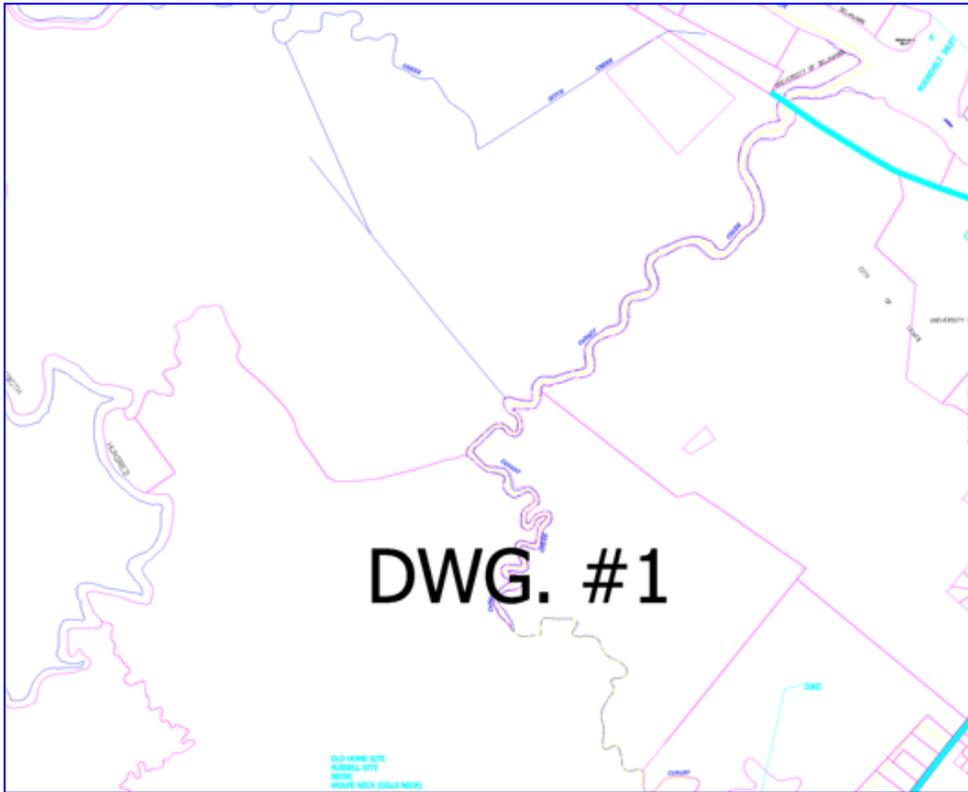
After extensive review and discussion of the intrinsic qualities of the Lewes Byway, it was determined that the primary quality was historic. Each of the remaining qualities above, with the exception of cultural, was identified as a secondary quality for the Lewes Byway.

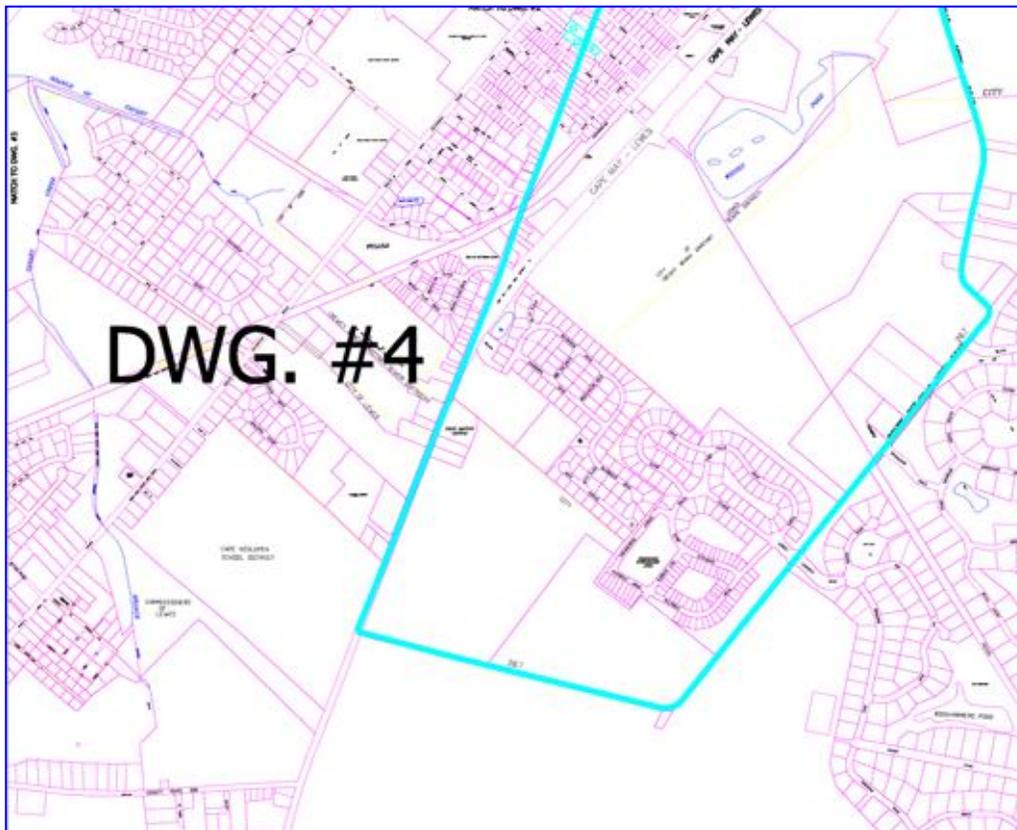
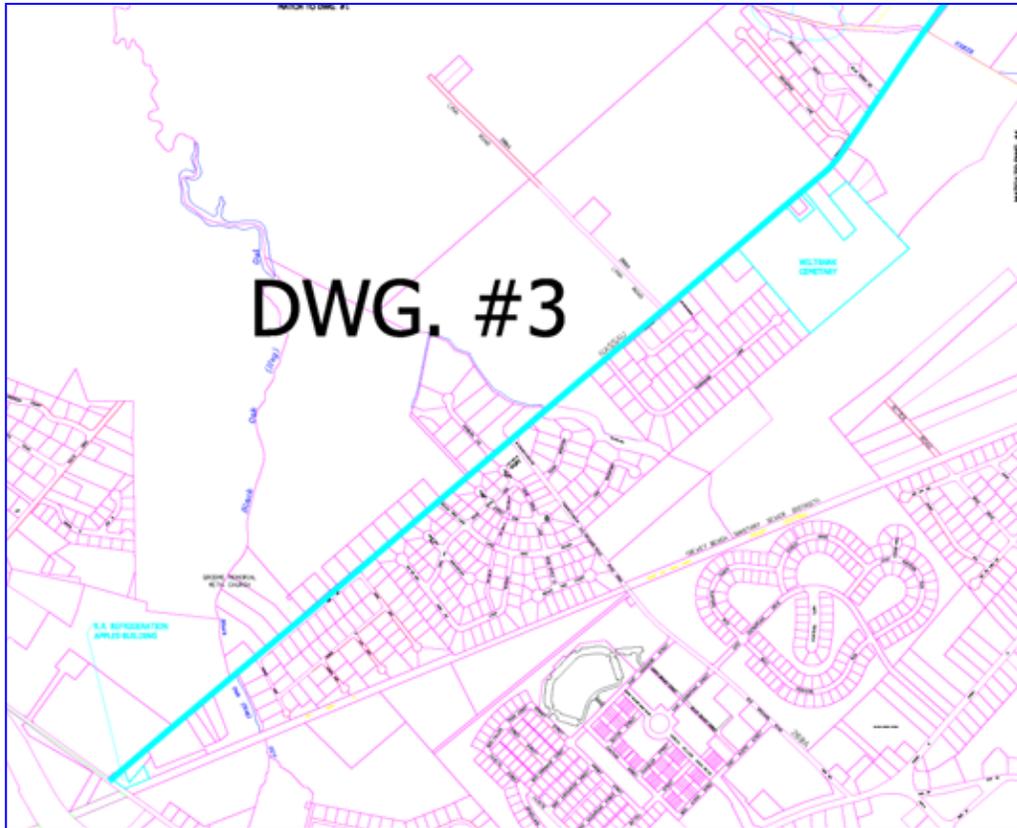
*Note: Information in this document has been pulled from a number of state and federal program guidance documents.*



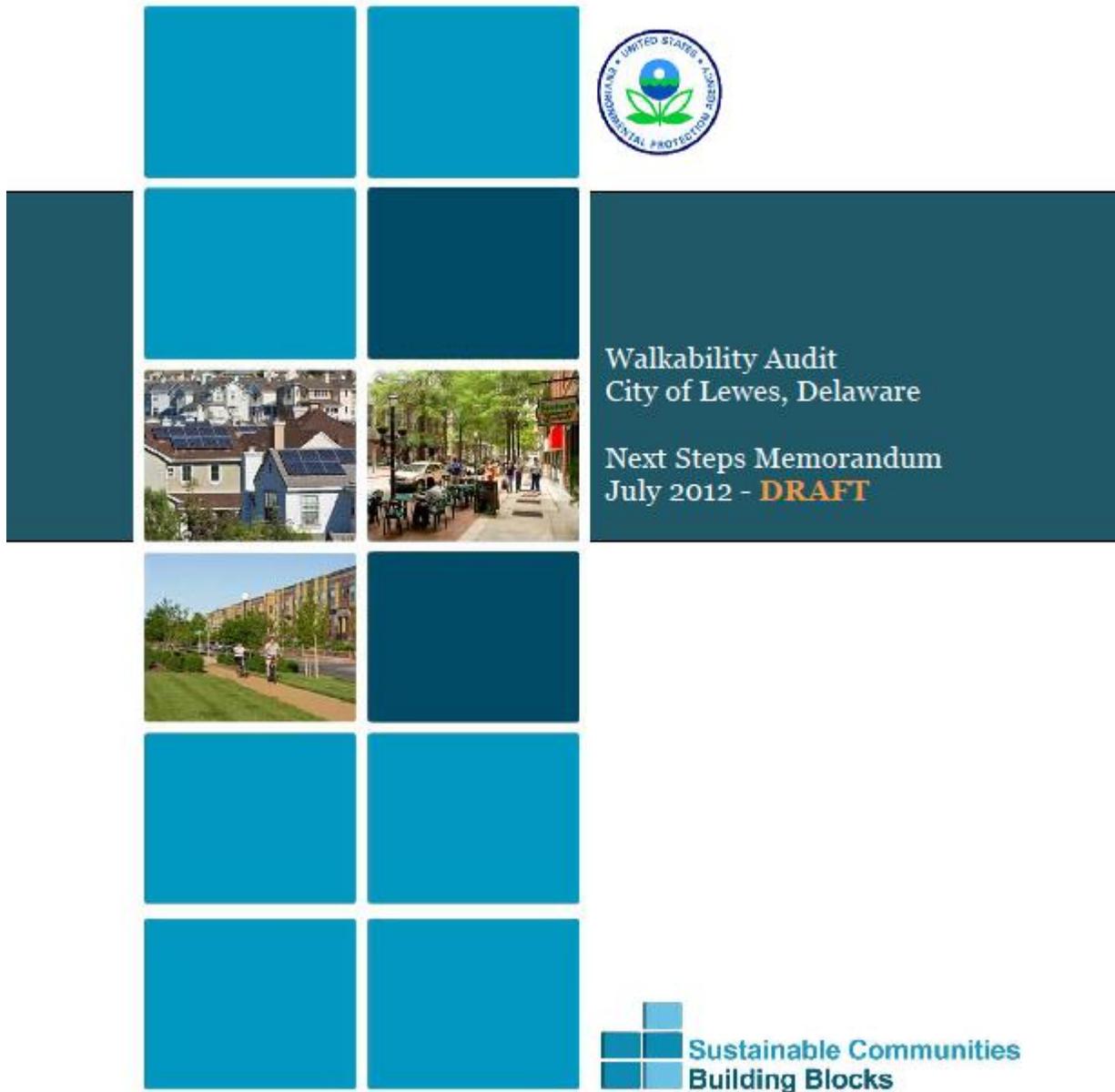
*Lewes Historic Byway: Gateway to the Nation*







Page Intentionally Blank



The central dark teal panel contains the following text and images:

Walkability Audit  
City of Lewes, Delaware

Next Steps Memorandum  
July 2012 - **DRAFT**



**Sustainable Communities Building Blocks**  
Walkability Audit for Lewes, Delaware  
Next Steps

---

**1. INTRODUCTION**

The U.S. Environmental Protection Agency (EPA) selected the town of Lewes, DE for the Sustainable Communities Building Blocks technical assistance associated with improving safety, public health, and economic development in the community by increasing walkability. A centerpiece of this technical assistance centered on a day long workshop that included a Walkability Audit and an evening public presentation. This memorandum describes the walkability workshop activities held on June 14, 2012, and focuses on the outcomes of the workshop and next steps that the community may undertake as a result of this technical assistance. EPA Contractor Katharine Ange, AICP, of Renaissance Planning Group led the Walkability Audit with the assistance of Mike Callahan, also of Renaissance Planning Group, and in partnership with city staff and local citizens and Marie Holman of the EPA's Region 3. Specific outcomes of the workshop included the identification of new partnerships to help implement specific projects and foster more active living in the community, identification of specific infrastructure issues to address, and next step actions to increase awareness and improve overall walkability throughout the community.

**2. WORKSHOP EVENTS**

The technical assistance centered on a day-long workshop held at St. Peter's Episcopal Church that included a morning presentation followed by a Walkability Audit that covered a one and a half mile route in the downtown area including Pilottown Road, New Road, and Fourth Street (see Figure 1). The presentation highlighted the benefits of walkability, key principles of walkability and examples of treatments to improve walking conditions. The Walking Audit exercise encouraged participants to observe existing conditions of the streets, sidewalks and other aspects of the built environment important for walkability. Throughout the day, there were between 20 and 40 local community participants engaged in the activities.

After the audit, participants reconvened in small working groups to review their notes and observations captured through the survey tool and to discuss next steps options for improvements to make the area more walkable. The small groups also discussed ways to increase walkability citywide and consider walkability in routine and ongoing activities. Based on the discussions during the day, the contractor prepared a summary presentation for the general public held that evening at the Lewes Public Library. This presentation covered some of the basics of walkability and included the observations of the audit and potential next steps. On the day after the audit and presentations, the contractor met with city officials at the Lewes campus of the University of Delaware to review the events and next steps, and discuss the contents of this memo.

**3. KEY ISSUES + STRATEGIES**

Lewes is a historic town with a strong tourist-based economy oriented toward waterfront living and access to the Delaware Bay and Atlantic Ocean. Tourists and residents alike are also attracted to the city by its compact and walkable streets lined with mature landscaping and distinctive buildings and architecture. In 2005 the city reconstructed its main commercial corridor of 2<sup>nd</sup> Street with an emphasis on creating a more walkable environment to support the strong retail and restaurant base located in downtown. Lewes also promotes bicycling throughout the community and was recently given a bronze award as a Bicycle Friendly Community from the League of American Bicyclists. Integral to the city's success has been an engaged and active citizenry, a supportive City Council and mayor, and the city's Bicycle and Pedestrian Advisory Committee.

**Sustainable Communities Building Blocks**  
Walkability Audit for Lewes, Delaware  
Next Steps

---

Despite the many positive aspects of the city's infrastructure, officials have identified areas that could be improved. For instance, the city recently worked with the University of Delaware to study the feasibility of a jitney service. While the city is connected to the Delaware Transit Corporation's (DART's) network, there is not frequent year-round local service connecting the city's top destinations. The jitney service proposed through the study would connect destinations that are just beyond the comfortable walking distance (often considered a distance of 1/4 mile) such as the library, beach, and downtown. One of the key issues identified by participants was the need to create an overall multi-modal network for the city that allows residents and visitors to move around without a car. An enhanced walking environment coupled with strategies such as the jitney service, and a water taxi are just some of the ideas discussed at the workshop to address this issue.

Given the strong existing pedestrian network in town, the Walking Audit primarily focused on gaps in the network and maintenance issues. Several of the issues may be addressed in the short term and potentially without the large expenditures associated with a major infrastructure project. Additionally, some of the concerns could also be addressed by raising awareness and educating the public on walkability. Some of the key smaller scale issues identified during the audit include the following:

- Landscaping is overgrown in many places. This makes it difficult and uncomfortable for pedestrians to traverse the sidewalk.
- In some locations, particularly along Pilottown Road, the sidewalk is crumbling or has been covered by encroaching grass or other landscaping.
- Property owners are not aware of the existing ordinances and codes that regulate landscaping and sidewalk repair.
- Curb cuts are prevalent in the city, especially in the newer subdivisions to the west of the historic street grid visited during the audit. The sidewalk slope and cross slope changes rapidly at the curb cuts presenting a dangerous condition for people using wheelchairs and an uncomfortable environment for people walking or jogging along the sidewalk.
- The farmers market on Pilottown Road lacks permanent bicycle racks.
- Uneven or missing brick pavers along Pilottown Road create a tripping hazard and make the sidewalk difficult to traverse for people with disabilities.
- Signage and furniture are welcome amenities in the downtown area, but some shopkeepers have placed them in a position that obstructs the pedestrian walkway.
- Bollard lights along 2<sup>nd</sup> Street are too bright at night and can reduce a motorist's ability to see pedestrians approaching the nearby crosswalk.
- Truncated dome pads, which alert people with a vision impairment to the presence of a street crossing, are not well located at some downtown intersections.

Other issues identified during the audit are broader in nature and will require the collaboration of many stakeholders at local, regional, and state levels of government. Three key locations were identified by participants as priority areas for improvement to enhance pedestrian and bicycle safety. The first of these locations is the intersection of Savannah Road and Front Street/Gills Neck Road. All pedestrians and bicyclists traveling between downtown and the beach area, or along the designated bike route along Gills Neck Road, go through this intersection, which is just south of the Lewes-Rehoboth Canal. Each corner of the intersection has very narrow sidewalks, which are further constrained by utility and sign poles. Only one side of the

**Sustainable Communities Building Blocks**  
Walkability Audit for Lewes, Delaware  
Next Steps

---

intersection has a pedestrian signal. Given these constrained pedestrian conditions, the traffic volume and speeds of cars traveling through this intersection also make it uncomfortable for pedestrians.

Another area of concern is the Pilottown Road corridor. It serves as an important east-west connector between the Lewes campus of the University of Delaware, a marina and boat ramp, parks and the farmers' market, residential areas, businesses, and downtown Lewes. Along most of the street the sidewalk is present only the south side of the street and it is in need of maintenance in several areas, as described earlier. This stretch of roadway is also frequented by bicyclists, and there is a need to educate motorists to "share the road." One particular concern is the frequent presence of trucks pulling boat trailers to and from the marina. A proposed Connector Road between New Road and Pilottown Road could alleviate some of this traffic and improve comfort and safety for pedestrians and bicyclists. The stretch also features a problematic intersection at Ocean View Boulevard. There is no crosswalk at this location despite a crossing distance of nearly 100 feet. The turning radius for eastbound Pilottown Road traffic turning onto Ocean View Boulevard is also an issue. Here a long turning radius allows vehicles to maintain a high speed and lengthens the crosswalk distance, which creates an uncomfortable and potentially dangerous environment for pedestrians. While Ocean View Boulevard does include a median near the intersection, it does not extend close enough to Pilottown Road to provide a refuge for pedestrians crossing the wide street.

A third area of concern is the New Road corridor between its intersections with 4<sup>th</sup> Street and Pilottown Road. New Road is an important connection to the Lewes campus of the University of Delaware and provides a connection to the waterfront and Pilottown Road for people living in the adjacent residential areas. Despite its importance as a connector on the northwestern side of the city, the street lacks a sidewalk on either side and the right-of-way is too narrow in places to allow even a small shoulder. New Road also lacks curbs and vehicles turning east onto Pilottown Road can easily travel over the sidewalk at the intersection. This intersection also marks the end of a continuous sidewalk on Pilottown Road, which limits pedestrian access to the University. Trucks pulling boats to and from the marina is also a concern on New Road. Comfort for pedestrians and bicyclists on New Road may be improved if the Connector Road is built. Despite the needs in this area, right-of-way constraints are an obstacle to improving the corridor in a cost-effective manner.

Additional areas of concern outside of the walkability audit route identified by some workshop participants include the lack of a contiguous pedestrian connections such as:

- Connecting the core of Lewes downtown with the High School just south of town. There is a gap in the sidewalk that makes it difficult to walk the corridor. Connecting this gap could also enhance connections between Savannah Road, Kings Highway (Rte. 268/9) and the future rail trail planned in this area.
- Creating stronger visual and pedestrian connections between Blockhouse Pond walking trail, Savannah Road and neighboring streets. Currently the primary access from Savannah Road is through the busy hospital parking lot.
- Creating stronger pedestrian connections between downtown Lewes and the beachfront. While there are sidewalks on at least one side of Savannah Road and a large paved shoulder, the sidewalks overlap with several commercial driveways and the area is prone to flooding. Enhancements to the existing sidewalk network could include wider sidewalks and access management of oversized driveways, along with creative green infrastructure strategies that help mitigate or abate flooding, which is common

**Sustainable Communities Building Blocks**  
 Walkability Audit for Lewes, Delaware  
 Next Steps

---

throughout Lewes, through specially designed curbs and planting strips to collect water, and parking lots and sidewalks made of pervious surfaces.

**ACTIONS/ TIMEFRAMES/ RESPONSIBILITIES**

The key to an effective walkability audit and EPA's Building Blocks program is to cultivate champions who will carry the knowledge gained from the technical assistance forward to address the community's health and accessibility needs on a comprehensive and consistent basis. Toward that end, the Lewes Walkability Audit involved several key community representatives who pledged to apply the ideas and concepts to other areas of the City and to further generate interest and involvement from residents and other stakeholders. During post-audit workshop discussions, the participants defined the next step action items listed in the table below. These actions reflect ideas generated from the workshop process. The pursuit of these actions is fully at the discretion of the local participants and the communities they represent and serve.

Action	Purpose	Lead Entities	Timeframe
<b>A. Plans and Policies</b>			
Expand the use of walkability audits to other parts of the city. A potential area for the next audit is Kings Highway (Rte 268/9) in the vicinity of the high school.	To identify improvements in other parts of the city and build support citywide for an environment more supportive of walking.	Bicycle and Pedestrian Advisory Committee or ad hoc committee	100 days
Launch an educational campaign about the importance of keeping sidewalks clear of obstructions such as landscaping, parked vehicles, and trash cans. Utilize the quarterly newsletter that accompanies public works bills and community groups such as Lewes in Bloom.	To raise awareness of the importance of walkability to the local economy and the harmful effects on walkability that result from encroaching landscaping and other obstacles.	Mayor and City Council, Board of Public Works, Bicycle and Pedestrian Advisory Committee	100 days
Ask the Beebe Medical Center to consider expanding the Lewes Steps Out for Fitness program to a year-round program.	To encourage people to walk more as a form of exercise.	Mayor and City Council	100 days

**Sustainable Communities Building Blocks**  
 Walkability Audit for Lewes, Delaware  
 Next Steps

Action	Purpose	Lead Entities	Timeframe
Investigate the feasibility of establishing an interest-free loan program for sidewalk repairs. Also include educational information in the quarterly public works newsletter about how residents should go about repairing sidewalks and how to coordinate their work with the city government.	To use an incentives approach to encourage residents to repair crumbling sidewalks abutting their property.	Street Improvement Committee	3 to 6 months
Initiate a citywide multimodal and intermodal plan to identify the full range of non-vehicular connections (walk, bike, jitney, pedi-cab, buses, water taxis, and ferries) and network needs for the city. Include consideration of opportunities for additional parking and intermodal connections with new park and ride center being planned by DelDOT south of town.	Develop a robust multimodal network plan to enhance non-vehicular mobility and identify specific needs that can be addressed through a range of funding partners.	Street Improvement Committee, Board of Public Works, Bicycle and Pedestrian Advisory Committee	1-2 years
Apply for "Creating a Green Streets Strategy" technical assistance from the EPA.	To help the city address issues associated with flooding and stormwater management through street design. This citywide problem may grow worse in coming years as the sea levels continues to rise.	Mayor and City Council; Street Improvement Committee and Bicycle and Pedestrian Advisory Committee	1 -2 years

**Sustainable Communities Building Blocks**  
 Walkability Audit for Lewes, Delaware  
 Next Steps

<b>B. Physical Infrastructure</b>			
Initiate a project with the Delaware Department of Transportation (DelDOT) Safe Routes to School program (or Alternative Transportation Program under MAP-21) to improve the connection between Lewes and the Cape Henlopen High School.	To initiate a project that would close a key gap in the existing sidewalk network.	Bicycle and Pedestrian Advisory Committee; they are already in contact with the Safe Routes to School coordinator	100 days
Initiate discussions with DelDOT about improving the Pilottown Road corridor, the Savannah Road/Front Street and Gills Neck Road intersection, and Savannah Road connection between historic downtown and beachfront for pedestrians and bicyclists traveling between the University, the beach, and the downtown area. Incorporate these needs into the Delaware Scenic Byways Corridor management plan.	Identify specific improvements and position corridor for potential state funding associated with Scenic Byways program.	Mayor and City Council to initiate discussions.	100 days
Paint a crosswalk at Pilottown Road and Ocean View Boulevard. Investigate extending the median on Ocean View Boulevard to provide a pedestrian refuge and adjusting the turning radius and curb location on the western side of the intersection.	To improve safety and pedestrian comfort at a key intersection along Pilottown Road.	Street Improvement Committee, Bicycle and Pedestrian Advisory Committee	3 – 12 months
Conduct a feasibility study for intersection improvements to enhance pedestrian safety at Savannah Road and Front Street/Gills Neck Road.	To improve safety and pedestrian comfort at key intersection in town to further encourage walk access between downtown and beach front.	Street Improvement Committee, Bicycle and Pedestrian Advisory Committee	3-12 months

**Sustainable Communities Building Blocks**  
 Walkability Audit for Lewes, Delaware  
 Next Steps

Add signage directing pedestrians to bathrooms in the downtown area; also consider studying all signage in the city with the objective of eliminating unnecessary signs and adding signs that will help pedestrians find key destinations.	To help pedestrians find bathrooms and other features.	Bicycle and Pedestrian Advisory Committee	3 – 12 months
<b>C. Interagency Coordination and Stakeholder Partnerships</b>			
Initiate conversations with Beebe Medical Center to explore feasibility of additional partnerships between hospital and community to fund small and large scale infrastructure projects that support active living and prevent injuries.	Engage public health officials as part of solution to addressing walkability issues in town.	Mayor and City Council	100 days
Hold a joint meeting between the Bicycle and Pedestrian Advisory Committee, the Lewes Mitigation Planning Team, and the Board of Public Works to discuss potential walkability improvements identified throughout the audit.	To increase collaboration between the city committees and boards with an interest and role in the walkability of Lewes.	Mayor and City Council	100 days
Engage non-profit community partners such as University of Delaware (Sea Grant program), Greater Lewes Foundation, Lewes in Bloom, Farmer's Market and Greater Lewes Community Village to further next steps identified in this memorandum.	To help raise awareness of walkability issues, address short term maintenance needs and further position city for grants or other funding from non-traditional sources.	Mayor and City Council	3-12 months

In summary, the Lewes Walkability Audit provided local stakeholders, city staff and elected officials with tools and techniques for identifying walkability issues and raising awareness of issues throughout the city. Participation in the audit was robust; participants included key city staff, elected and appointed officials, and concerned citizens. Additional workshops that will follow present an opportunity for these stakeholders to share information and knowledge about how the city's streets can become even more walkable.

**Sustainable Communities Building Blocks**  
Walkability Audit for Lewes, Delaware  
Next Steps

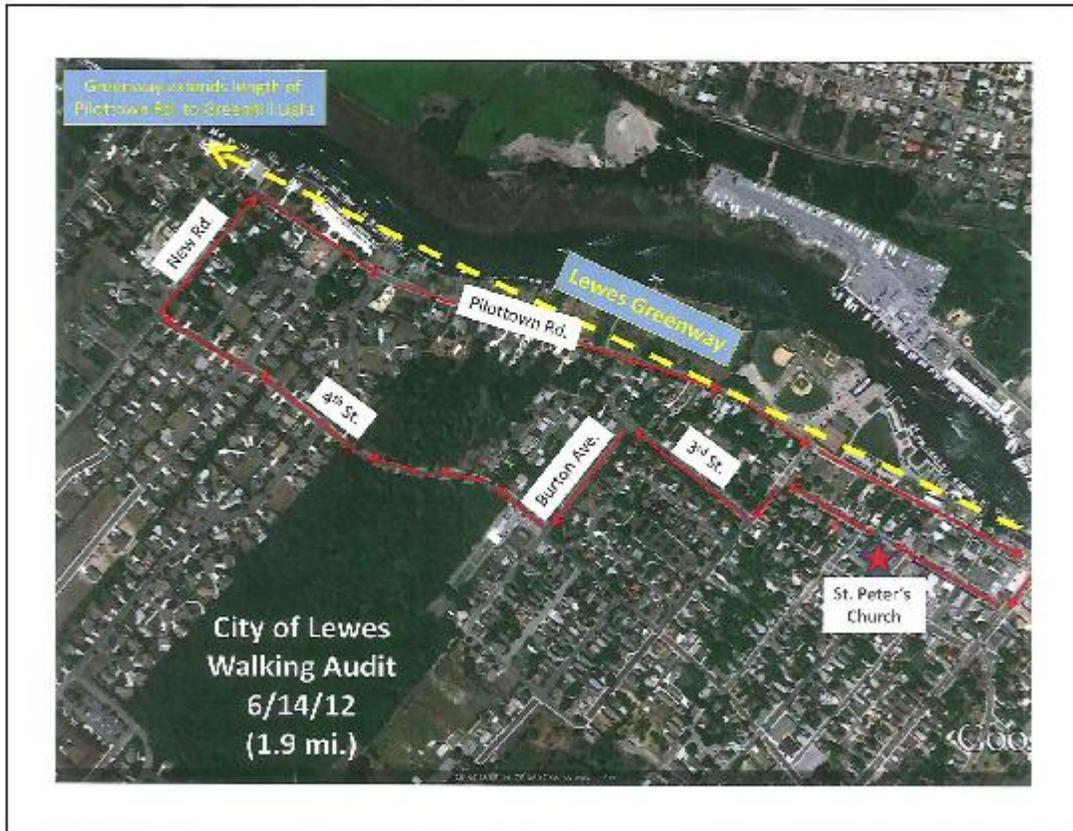
---

**4. APPENDIX**

**Additional Resources**

- Walkable and Livable Communities Institute: <http://www.walklive.org/>
- U.S. EPA Building Blocks for Sustainable Communities: <http://www.epa.gov/dced/buildingblocks.htm>
- U.S. EPA Green Infrastructure Program: <http://water.epa.gov/infrastructure/greeninfrastructure/>
- Delaware DOT Scenic Byways Program: [http://www.deldot.gov/information/community\\_programs\\_and\\_services/byways/index.shtml](http://www.deldot.gov/information/community_programs_and_services/byways/index.shtml)

Figure 1 – Lewes Walking Audit Route



- Photos from Walkability Audit (to be included in final draft)

Page Intentionally Blank



**POSSIBLE  
GREATER LEWES FOUNDATION  
INITIATIVES**

May 19, 2010

Prepared by Patricia Faux & Bruce Galloway





## INTRODUCTION

The recent Greater Lewes Foundation's "Future Scan" visioning effort, undertaken with the help of local leaders and citizens, identified three elements as the top priorities to be addressed by the community in order to maintain and improve the quality of life in the greater Lewes region. These are Mobility, Neighborhoods and the Green Framework. In order to ensure that Lewes continues to be the "jewel" of Delaware and one of the most attractive locations on the East Coast, the most important issues that Greater Lewes Foundation (GLF) can tackle in the next few years are those that help maintain and improve these three elements.

The "Future Scan" vision plan suggested many ways to tackle these elements independent from the recommendation for a coordinated sub-area plan for the Greater Lewes region. A number of these recommendations are appropriate tasks for the Foundation to undertake or support. Using the "Future Scan" findings as a springboard, the following report offers for consideration a series of large and small initiatives that are targeted to improve Mobility, Neighborhoods and the Green Framework. We recommend that the GLF Board consider these programs and projects. Any of these initiatives could be done independently of the recommended, overall Sub-Area Plan and all of them would help to achieve the three key elements of the Greater Lewes Vision. As the 400<sup>th</sup> anniversary of Lewes will be celebrated in 20 years GLF might wish to select at least one significant project to mark that occasion.

### Mobility Initiatives

1. Lewes-Rehoboth Canal Boat Water Taxi Project
2. Lewes-Henlopen Summer Transit Project
3. Downtown Parking Projects
4. Trail Network/New Rail Trail Projects (5 possible segments)
5. 100 Points of Connection Program
6. Greater Lewes Mobility Guide

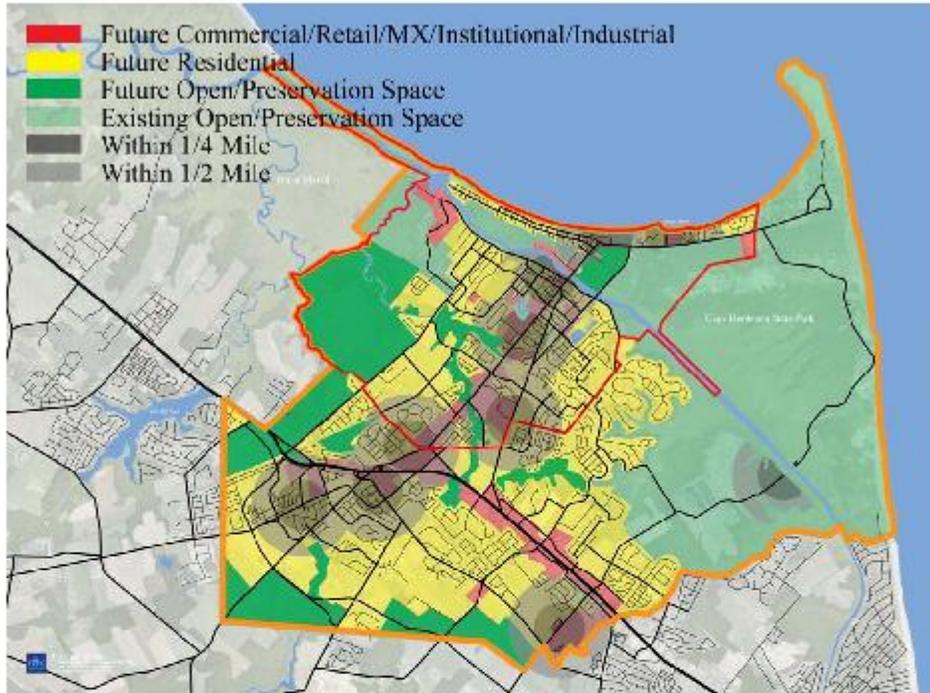
### Neighborhood Initiatives

7. Canary Creek Park Project
8. Cape Henlopen State Park South Expansion Project
9. Lewes Canalfront Park Building Enhancement Project
10. Beebe Community Garden Project

### Green Framework Initiatives

11. Greater Lewes Open Space Program
12. Voluntary Open Space Fund Program
13. Greater Lewes Community TDR and Mitigation Bank Program
14. On-call Strategic Planning Assistance Service Program
15. Targeted Preservation Site Seed Money & Negotiation Program
16. Greater Lewes Park District Formation





Future Scan Community Vision

## MOBILITY INITIATIVES

### 1. Lewes-Rehoboth Canal Boat Water Taxi Project

The Foundation could fund a detailed feasibility study and business plan for a water taxi service between Lewes and Rehoboth with a future stop south of Cape Henlopen State Park. This effort should be done with input from both towns and in partnership with those prepared to create the stops, purchase boats and operate the service. It should identify target user groups and their needs. Depending on the study results, further support might be considered for the next summer season.





## 2. Lewes-Henlopen Summer Transit Project

The Foundation could help fund a pilot summer season jitney service project. A loop route should be selected in collaboration with the City of Lewes and key points of origin and destination such as hotels and bed & breakfasts. The project could lease or purchase a few festive branded vehicles to circulate people from a remote lot, downtown, and back and forth to the beaches and ferry. Funding might cover the vehicles, stop signage/benches, and a route map/brochure. Depending on the results of the first season, further support could be considered. A jitney/trolley style vehicle that allows easy on/off with bags and beach equipment would be ideal. A successful example currently operates in Annapolis with 4 to 8 passenger electric vehicles.



Transit Network Concept Map

## 3. Downtown Parking Projects

The Foundation could identify, plan, design, and construct four or five small, attractive parking projects in the downtown area to add to the downtown parking supply. We recommend that these sites incorporate sustainable design features and be carefully fitted into the character of the town. A feasibility study should be done to select projects. If a mixed use parking structure behind Wilmington Trust is determined to be the desired solution, an appropriate role for GLF in facilitating that site could be explored.





#### 4. Trail Network/New Rail Trail Projects

The Foundation might help to plan and implement one or more of the key trails projects being considered around Greater Lewes:

**4.1. The Greater Lewes/Georgetown Rail Trail on the LR railroad.** This trail would interconnect the entire Greater Lewes area. It would extend from the Vineyards area in the outer limits of Greater Lewes through the City and out to Cape Henlopen State Park. In addition to internally connecting the entire Greater Lewes area, it will become part of a larger County and regional trail network as funding becomes available from other parties. Together with the trail in the proposed Canary Creek Park Project, this system will form a great pedestrian "X" through Greater Lewes.

**4.2 Kings Highway Greenway.** A buffer zone or narrow greenway could be created along one side of Kings Highway starting at Gills Neck Road across from the high school to create a better connection and sense of arrival for the town. The greenway might be an access easement within the current farmland easement and include other lands as is feasible. The design should include a hiker/biker path that is set back from the street by an ample grassy lawn and shaded by a double row of flowering or shade trees. The distinctive tree plantings and walk should extend as far as possible along the Highway.

**4.3 Lewes to Ferry Link:** A project with a trail, streetscape and town gateway plantings might be done to overcome the "open wasteland" appearance near the Ferry and leading into town along Cape Henlopen Drive & King Highway. This design should provide an attractive arrival Lewes image to ferry users, a coherent street character from the Ferry to the Canal and a pedestrian and bike friendly environment.

**4.4 Lewes Beach Link:** This reach-the-beach project would improve and complete pedestrian and bike ways from both the Savannah Rd. and Freeman Hwy. bridges out to the Lewes Beach. A safe well defined path should be added on the right side of Savannah.

**4.5 Gills Neck Greenway Link:** An offer of matching funds might be made to Del-DOT to catalyze the construction of the planned Bike Greenway along Gills Neck Road. This needed project would remove the gap in the current network and create a safe connection between the Town and the Junction & Breakwater Trail.



**5. 100 Points of Connection Program**

The Foundation could establish a “micro grant fund” to help local groups retrofit existing neighborhoods for greater connectivity. A brief brochure could be prepared explaining the program and identifying possible project types and sizes. A map and list of possible connections among or within neighborhoods could be included to help people initially identify projects. An annual competitive application process could follow. Applicants might ask for a grant to supplement neighborhood funds, provide supplies for volunteer efforts, or match other grants. Projects that might be selected include trail extensions or sidewalk additions that correct gaps in the network, green space creation, and local street connections.

**6. Greater Lewes Mobility Guide**

The Foundation could fund the design, printing, and distribution of a Mobility Guide with walking routes, trails, transit, and other features described to help Greater Lewes residents and visitors understand how to get out and about without their cars. The guide should also publicize new and upcoming trail projects.



Trail Network Concept Map

Prepared by Patricia Faux & Bruce Galloway

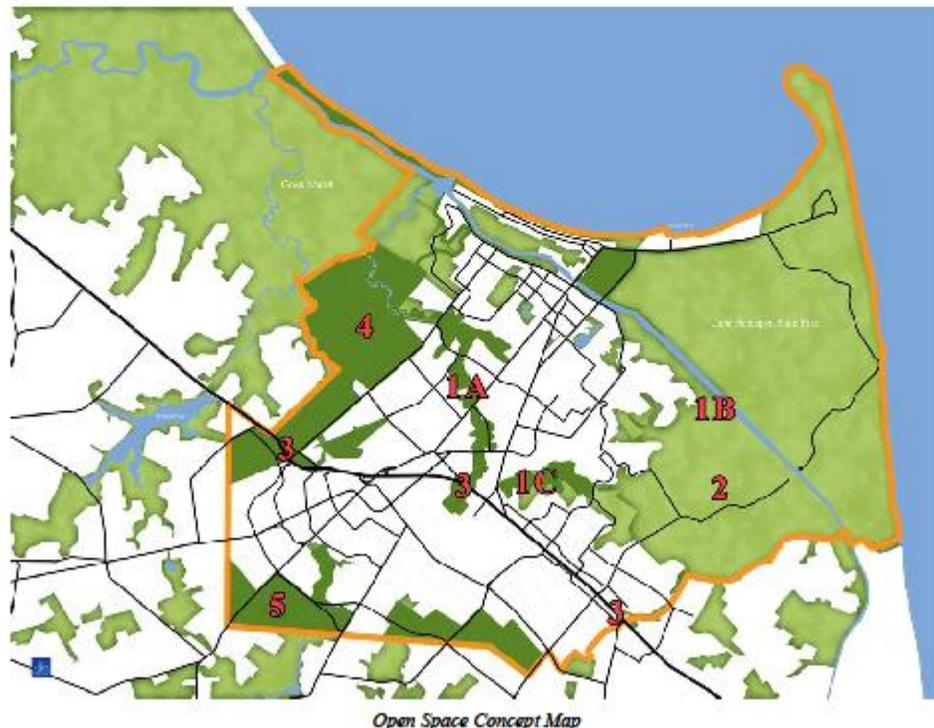




## NEIGHBORHOOD INITIATIVES

### 7. Canary Creek Park Project (1A & 3 on the Open Space Concept Map)

The Foundation could plan, design, and build a public park in the Canary Creek stream valley in partnership with the City or others. This greenway park could extend three miles from Route 1 through the Great Marsh to the Canal and create several distinctive green gateways for Lewes proper. The park should include a trail along its length that connects to abutting neighborhoods and intersects with the planned railroad trail to create a large loop or "X" in Greater Lewes. The Canary Creek trail could link to a future intermodal transit center near the high school and the Kings Highway Greenway Project. The park could also include small activity areas along its length, some stream front drive segments, and ecological enhancements, stream and habitat protection elements. Special attention must be given to tidal conditions, potential wetlands flooding, and other sensitive conditions. Either as part of this project or as a separate item, GLF could work with the State to create attractive solutions to storm water management, flooding and storm surge issues in the New Road corridor as it crosses Canary Creek.



Prepared by Patricia Faux & Bruce Galloway





**8. Cape Henlopen State Park South Expansion Project (2 on the Open Space Concept Map)**

The Foundation could work with the State, the local sewer service groups, the Lewes Board of Public Works, the Fort Miles Historic Association, and the Friends of Cape Henlopen State Park to plan, design, and build an expansion of the State Park on the west side of Canal. This park expansion could provide peak season park access via a walking trail and/or a jitney. With new access and a remote parking lot here this project could reduce the beach traffic coming through Lewes proper.

The park should include a parking lot trail head and seasonal State Park entrance by the Canal, a foot/jitney bridge over the Canal, a water taxi stop, and a seasonal jitney trail from the parking lot to the beach. The new trail should extend back to the existing Breakwater Trail and out to the neighborhoods along Route 1. A canal front trail loop might also be added.

A second, no less important function of the expanded park, might be leveraged environmental benefits in the form of newly-created or conserved habitats and wetlands. In cooperation with the Board of Public Works, the park might also be considered for sustainable renewable energy elements and such community benefits as grey water reuse via a purple pipe distribution system.

**9. Lewes Canalfront Park Building Enhancement Project**

The Foundation might elect to do improvements to the Park building at Lewes Canalfront Park to dress-up its appearance and convert it to an energy-efficient green building.

**10. Beebe Community Garden Project**

The Foundation might elect to provide design services and assist in the funding of the Community Garden being planned by the Hospital on their large plot of land between Kings Highway and Savannah Road. Given its location, this garden project could be treated as an expansion of Project #4.2, the Kingsway Greenway, to create a more significant landmark, gateway, & town amenity that is readily accessible on foot or bicycle.

**GREEN FRAMEWORK INITIATIVES**

The Foundation could partner with others to plan, fund, and conserve open space and key conservation properties in several ways:

**11. Greater Lewes Open Space Program**

Establish a “drive” to save open space. Set a defined goal for the number of new preservation acres to be gained by 2020. Set a second goal that every Lewes and Greater Lewes home should be within a 5-minute walk of a public or private community green space. An oversight committee of the entities capable of contributing to new open space should be formed or identified. This group should monitor progress, keep the community informed, and provide help through the use of conservation techniques such as the following items below.





**12. Voluntary Open Space Fund Program**

Set up a voluntary open space fund drive to collect funds for acquisition of land and conversation easements. Perhaps local land developers would be willing to make a small voluntary donation to the fund for each house they sell. The collected funds might be used either for direct purchase or as matching money to obtain grants.

**13. Greater Lewes Community TDR and Mitigation Bank Program**

Set up a non-profit entity to buy, hold, and sell development rights and environmental mitigation credits. Landowners wishing to conserve their sites might sell these rights to this entity who could then sell them to developers and other entities who wish to use them.

**14. On-call Strategic Planning Assistance Service Program**

GLF could engage a specialist team to provide help to targeted farmers and property owners considering conservation of some of their land holdings. This service would help owners assess and design plans to create value and revenues without development. This could involve a combination of low impact activities, easements, mitigation credits, wetland banks, etc. One focus of this program might be to target the undeveloped properties that are identified for annexation into the town per their comprehensive plan.

**15. Targeted Preservation Site Seed Money & Negotiations Program**

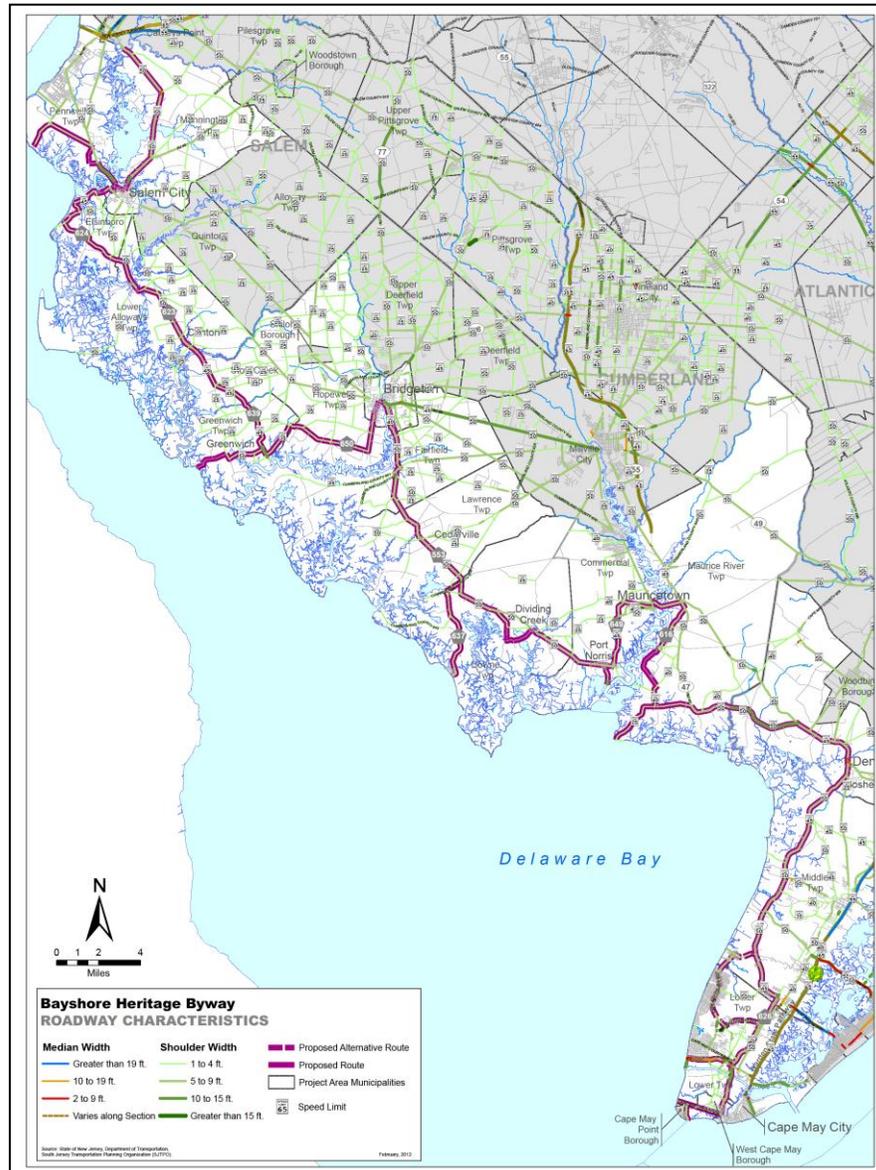
Target prime sites for conservation and protection, publicize them, and meet with owners to craft a mutually agreed upon conservation plan. Ensure that the offsite impacts of creating open space or leaving land fallow are considered and understood by the “neighbors.” Sites in the New Road-Black Hog area and the Canary Creek stream valley could be starting points. (3, 4, & 5 on the Open Space Concept Map)

**16. Greater Lewes Park District Formation**

As a means to begin implementation of the Greater Lewes Vision, the GLF might task their consultants with creating the language and agreements needed to form a Greater Lewes Park District entity as permitted by current State legislation.



*Lewes Historic Byway: Gateway to the Nation*





*Corridor Management Planning:  
Ad Hoc Committee Meeting  
August 10, 2012*

## **Lewes Historic Byway – Gateway to the Nation**



## **AGENDA**

- Project Update
- Corridor Management Plan Overview
  - ✓ Carrying Capacity Plan
  - ✓ Stewardship Plan
  - ✓ Gateway Plan
- Next Steps
- Next Meeting date
- Adjournment



## STATUS OF CORRIDOR MANAGEMENT PLANNING

- Public Outreach Completed
    - ✓ Ad Hoc Committee Meetings held
    - ✓ Focus Group Meetings held
    - ✓ Project Advisory Committee Meetings held
    - ✓ Public Meetings held
    - ✓ Questionnaire Analysis (Completed)
  - Strategies and Recommendations Matrix Completed based upon public input
  - Working on Report documenting Public Outreach Effort
- 



## PUBLIC OUTREACH REPORT STATUS

### Table of Contents

- Introduction
    - ✓ Committee Structure
    - ✓ Funding
  - Outreach Process
    - ✓ List of Meetings with Summary of Each Meeting
    - ✓ Summary of Questionnaires
  - Issues to be Addressed in the Corridor Management Plan
    - ✓ Integration with Municipal, County and State Initiatives
  - Matrix of Strategies and Recommendations
-



## DELDOT CMP REQUIREMENTS

- Vision and Goals Statement
- Public Outreach Program with documentation
- Identification and Stewardship Plan for Intrinsic Qualities including resource preservation, enhancing existing development and accommodating new development
- Tourism Development Plan including assessment of potential, and strategies to maximize visitor experience
- Marketing and Promotion including signage plan
- Resource Interpretation including locations distributing information
- Support and Implementation Plan including relationship to comprehensive plan
- Funding Plan covering implementation of the CMP
- Transportation and Safety including context sensitive design guidelines, accommodating commercial traffic, bicycles and pedestrians as well as outdoor advertising control
- Short Term Action Plan



## APPENDIX REQUIREMENTS

- Nomination Application
- Physical Description of the Route(s)
- Representative Photographs
- Intrinsic Quality Map
- Intrinsic Quality Resource Inventory
- A statement of why the proposed Byway merits designation
- Description of what the traveler will see
- Public involvement including meeting minutes, news articles, letters of support and concern



## MAIN PRIORITIES OF FOCUS GROUPS (1)

- Highest priority is the preservation and enhancement of the gateway roads and viewsheds
- BUT keep all roads and streets one travel lane per direction.
- Livability and growth must be balanced
  - ✓ Improve coordination with Sussex County



## MAIN PRIORITIES OF FOCUS GROUPS (2)

- The Corridor Management Plan must develop specific actions. This effort MUST develop:
  - ✓ Stewardship Plans that:
    - Develop context sensitive design guidelines for transportation and the public street right of way
    - Standards to accommodate new development in the historic context of Lewes
  - ✓ Develop a better understanding the transportation carrying capacity of the City



## MAIN PRIORITIES OF FOCUS GROUPS (3)

- Design at a PEDESTRIAN level and NOT at a vehicular level because Lewes is a pedestrian village
  - ✓ Lewes is a walkable community, not a pass through community



## CORRIDOR MANAGEMENT PLAN OUTLINE EXAMPLES FROM OTHER STATES

### NEW YORK

#### SCENIC BYWAY CORRIDOR MANAGEMENT PLAN FOR SELECT HISTORIC LONG ISLAND PARKWAYS

- 1 - Introduction
- 2 - Corridor Context
- 3 - Inventory of Intrinsic Qualities
- 4 - Parkways Assessment
- 5 - Interpretive Plan
- 6 - Tourism and Marketing
- 7 - Action Plan

### NEW JERSEY

#### UPPER FREEHOLD HISTORIC FARMLAND BYWAY

- I. Introduction to Byway Corridor
- II. Corridor Characteristics
- III. Corridor Planning Policies and Regulations
- IV. Transportation Assessment
- V. Management Strategy Plan
- VI. Implementation Plan and Schedule



## BYWAYS GRANT INFORMATION



**Project Summary 2011**  
SB-2011-DE-56636: **Lewes**  
**Byway...Gateway to the Nation, Corridor**  
**Management Plan**

### Approved Funding:

- Total Approved: \$124,321.00
- Match: \$25,009.00
- Federal: \$99,312.000

### Details

- 21 month schedule
- Funding through DelDOT
- DelDOT monitors project

### Project Roles

- City of Lewes: Project Sponsor
- Delaware Greenways: Project Manager and Transportation Planner

# Lewes scenic byway focus group gets on the road

Groups to help design features

By Henry J. Evans Jr.  
hevans@capegazette.com

The first meeting of Lewes's scenic and historic byways focus group has begun discussing preserving historic vistas and improving safety on New Road.

The group of about 10 people met Wednesday, Oct. 21, in City Hall.

In spring 2009, Lewes completed the first step in having six roads - Kings Highway, Savannah Road, Gills Neck Road, New Road, Pilottown Road and Cape Henlopen Drive - make up Sussex County's first scenic and historic byway.

Gail Van Gilder, chairwoman of the Lewes Scenic Byway Committee, said focus groups would help identify the lead agency for certain projects, and would prioritize what could be done immediately and what should be done one, three or five years in the future.

A different focus group for each of the roads will meet at least three times to develop strategies and recommendations, including transportation and safety improvements, tourism, signage and interpretation ideas.

"If several homes were built next to New Road, it wouldn't look like it does now. What's important to the community?" asked Mark Chura, executive director of Delaware Greenways and one of the focus group's facilitators.

Chura said participation of those who own land adjacent to the scenic roadways is essential

to develop the lands' best features. He said the scenic and historic byway program can't tell property owners what to do with their land but can talk to them about how certain things could be preserved or changed.

"Is this a view that's important to you?" Chura asked, showing a photo of a golden field fronting New Road and backed by woodlands. The focus group said the view is important. Groome United Methodist Church in Lewes owns the property.

Chura said if houses were built in the area, they could be placed behind the tree line where they wouldn't be as visible from New Road.

"At the end of the day you want the landscape to be as harmonious as possible," he said.

New Road presents numerous transportation challenges. Motorists towing boats use the road heavily during spring and summer. Brave bicyclists also use the road despite narrow shoulders that disappear not far from Pilottown Road.

"New Road's not even safe for cars," said Charlie Sheppard, a focus group participant.

"From Canary Creek out, how safe can it be for bicyclists?" asked Gay Knapp Marini, who owns property along the road.

Knapp Marini said she didn't think plans that would increase bike traffic on the road would be a good idea. One suggested solution is to develop the infrequently used railroad line running between Nassau and Lewes as a rail-trail for cyclist and pedestrians. Nassau could feature a bike-share station where motorists could leave their vehicles and pedal or walk into town.

**NEWS**

**Cape Gazette**

The Canary Creek bridge segment of the road floods frequently. The bridge's bright steel guardrail is a visual misfit; it's surrounded by marsh. Chura suggested the guardrail could be replaced with Corten, steel that darkens to a deep, rustic color.

Joe Hoechner, who owns a home near New Road, brought in a line drawing showing how steeper approach ramps to the bridge would elevate it out of the flood zone and also add visual interest. The Federal Highway Administration and Delaware De-

partment of Transportation administer the state's byway program. The next New Road focus group meetings will be at 2 p.m., Wednesday, Nov. 10, and at 5:30 p.m., Monday, Nov. 22, in the net house next to the Lewes Canal-front Park on Front Street.

Cape Gazette

# Grant will fund Lewes byway plan

## Van Gilder: Planning to take two years

By Henry J. Evans Jr.  
hevans@capegazette.com

Lewes will receive \$99,000 for development of a corridor management plan for the city's scenic and historic byway.

The money is part of a \$1.3 million grant from the U.S. Department of Transportation to the Delaware Department of Transportation.

The funds will be used to assist with construction, safety improvements, and planning assistance along Delaware highways.

U.S. Sen. Tom Carper and Sen. Chris Coons and Rep. John Carney announced the \$1.3 million grant award Aug. 19.

"These grants will promote innovative new practices that will help improve the experience of those traveling on Delaware's roads and scenic byways," Carper said.

In April 2009 the Lewes Scenic and Historic Byway Committee submitted a \$120,000 grant request to fund its corridor management plan.

Lewes must complete the plan within five years to retain its byway designation.

The plan includes corridor preservation strategies and rec-

ommendations and would be developed with public input, involving residents, community organizations, businesses, developers and institutions.

Six roads in the city - Kings Highway, Savannah Road, Gills Neck Road, New Road, Pilot-town Road and Cape Henlopen Drive - have been designated as the Lewes Scenic and Historic Byway. The roads make up Sussex County's first scenic and historic byway.

Gail Van Gilder, chairwoman of the Lewes Scenic & Historic Byway Committee, said the program is especially fortunate to get the grant in light of national economic conditions.

She said the grant provides 80 percent of the corridor development plan's cost, and state legislators have provided about \$20,000, which pays the balance.

Van Gilder said it would take a couple months to receive the money, which would be handled by DelDOT.

Van Gilder said she thinks it would take about two years to develop all segments of the corridor management plan, which would include funding methods, tourism and marketing enhancement, land use, transportation, environment, infrastructure and land acquisition.

"In a byways sense, historic is just as important as scenic," Van Gilder said about land and prop-

Continued on page 22

## Lewes

Continued from page 21

erty acquisition.

Although most of the byway is within Lewes city limits, some lies in areas of unincorporated Sussex County.

She said it is important for citizens to be involved in development of the plan, and for the committee to consult and coordinate with county officials.

"The nice thing about the byways program is that people in Lewes are very supportive of it," Van Gilder said. She said the committee is working with a citizen focus group discussing the final byway component, Cape Henlopen Drive, and gateway entrance designs for each byway street.

The byway program is designed to preserve, enhance and protect scenic vistas and historic landscapes showing the area as some place special, said Mark Chura, executive director of Delaware Greenways, a nonprofit organization that conserves and protects open space, helps create livable communities and works to preserve scenic land-

scapes.

The Lewes Scenic and Historic Byway is Delaware's fourth, including Brandywine Valley Scenic Byway and Red Clay Valley Scenic Byway, both in New Castle County, and the Route Coastal Heritage Scenic Byway that stretches from New Castle County to Kent County, south of Dover.

Last spring, DelDOT approved Lewes' application to designate scenic and historic byway.

The Federal Highway Administration and DelDOT administer the state's byway program.

The six roads that make up Lewes' byway form a continuous network of land and sea gateways to the city.

Other projects receiving grants include: \$521,000 for environmental planning for the Garasches Lane project, connecting Business US 13 to US 1 in Wilmington; \$300,000 for bridge construction using innovative pre-stressed concrete beams on West Avenue Railroad over Isaac Branch in Wyoming; \$271,400 to improve signs and safety indicators along Delaware byways; and \$92,339 for assistance in planning Hometown Overlay District in Greenville.



Thank you for your purchase! An email will be sent to [jgreenepa@verizon.net](mailto:jgreenepa@verizon.net) for your records.  
Your day pass has been authorized until Nov 28, 2012 at 10:53 AM.

Day Pass Expires: Nov 28, 2012 at 10:53 AM

## Lewes byway planners seeking public input

Survey asks a few questions

By Henry J. Evans Jr. | Jun 12, 2012

Share



Photo by: Henry J. Evans Jr.

Ann Gravatt, Delaware Department of Transportation state byway coordinator, explains federal funding of such programs to people at a recent Lewes Scenic and Historic Byway public meeting. Listening is Gail Van, Guilder, right, Lewes byway committee chairwoman.

**LEWES** — Lewes is moving closer to establishing a scenic and historic byway as officials collect public comment about a corridor management plan, that will detail the vision, goals and responsibilities for conserving and enhancing the byway.

About 40 people attended a May 31 byway open house and information meeting at the Lewes Public Library.

Lewes Historic Byway – Gateway to the Nation, would emphasize Lewes’ place in history as the first town in the First State.

The 12-mile corridor comprises Kings Highway, Savannah Road, Gills Neck Road, New Road, Pilottown Road and Cape Henlopen Drive.

The Delaware Department of Transportation’s June 2009 approval of the byway designation qualified Lewes for federal funding to develop a corridor management plan, which will also contain strategies and recommendations to establish the byway and balance concern for resources and opportunities to promote tourism.

### Take the byways survey

The Lewes Scenic and Historic Byway Committee is asking the public to answer a five-question survey that will be used to help develop a corridor management plan.

The management plan will contain strategies and recommendations to establish the corridor, and list entities

The plan would serve as a living document with sufficient flexibility to be used for the next five to 10 years.

Mark Chura, principal of Chura & Associates, presented a slideshow detailing features of the byway. Most people had previously viewed the presentation and were familiar with its content.

Answering a frequently asked question, Chura said none of the byway is on private property. “The entire byway is within DelDOT’s right-of-way,” he said.

Chura, a consultant, is assisting with byway development and is working in coordination with Delaware Greenways,

### biz/orgOffers®

#### In the Market Dining

**2007 Toyota won't last long!**  
By i.g. Burton - BMW - Nov 27

**\$5 Lunch Special is Open Face ...**  
By Frogg Pond - Nov 27

**Year round Rentals**  
By RE/MAX Associates - Nov 27

**Open for Lunch 11:30 today...**  
By Nage - Nov 27

**2009 Mercedes-Benz CLK**  
By i.g. Burton - ... - Nov 27

**Purple Parrot...**  
By Purple Parrot Grill - Nov 27

**NEW LISTING Whites Creek Manor**  
By Barbara Green, Ocean ... - Nov 27

**Dinner & Belly Dancing Show**  
By Semra's Mediterranean ... - Nov 26

**Great House Rt. 24 East of Love ...**  
By Barbara Green, Ocean ... - Nov 27

**Try our Elvis Burger tonight! \$5 ...**  
By Frogg Pond - Nov 26

**iPhone Covers by Local Artist**  
By George Thomasson, ... - Nov 27

**\$8 Burgers and \$9.99 Turkey ...**  
By J D's Filling Station - Nov 26

**Center of town, great for ...**  
By Rehoboth Dream Homes - Nov 27

**Celebrate New Years Eve 2012**  
By Hooked Seafood and ... - Nov 26

**Just Reduced! Luxury Home on ...**  
By Pat Campbell-White's ... - Nov 27

**Burger Mondays.....**  
By Purple Parrot Grill - Nov 26

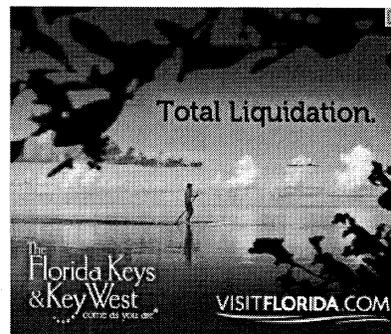
**Milton-Cannery Village-REDUCED**  
By Bill and Allyn ... - Nov 26

**\$6 Burgers and Wings- NFL Football**  
By Port - Dewey Beach - Nov 26

**Wolfe Pointe Home**  
By Bill and Allyn ... - Nov 26

**LUNCH TIME!!!**  
By Modern Mixture - Nov 26

Auto | Dining | Real Estate | All Offers >



### Business Search

Search:

responsible for stewardship. [View a matrix of byway committee recommendations.](#)

The survey asks:

1. What are the top three priorities from the list of byway recommendations?
2. Which three recommendations should be low-priority?
3. Are there entities responsible for implementing byway plans that have not been identified?
4. Are there recommendations that should be considered but have not been listed?
5. Do you live on a byway road and if so which one?

Gail Van Guilder, byway committee chairwoman, said additional public comments are needed but, for the time being, there's no internet site set up to receive them.

To submit comments, email Van Guilder at [gvangilder@comcast.net](mailto:gvangilder@comcast.net). She said the public is also welcome to leave written comments at Lewes City Hall, addressed to City Councilwoman Bonnie Osler. Osler represents mayor and council on the byway committee.

But, Gravatt said, consolidation hasn't happened because Democrats and Republicans haven't been getting along.

She said about \$20 million of federal funding is available and states have requested more than \$100 million for projects.

Gravatt said direct federal funding of byways remains intact for the time being, but that could change. She said direct funding of the program would mean the money is provided specifically for byways.

But if programs are consolidated, Gravatt said Delaware's byways have an important advocate.

"We have strong support for the byway program from the Secretary of Transportation," she said referring to Shailen Bhatt, DelDOT secretary.

To ensure continued federal funding, Gravatt recommended citizens write to the state's Congressional delegates.

"Tell them the byways are important to you," Gravatt said. She said people who support the Brandywine Valley Scenic Byway in New Castle County have an ongoing letter-writing campaign. Letters of support are a leverage tool keeping byways in front of federal officials, Gravatt said.

Lewes City Council members Ted Becker, Fred Beaufait and Bonnie Osler, and Sussex County Councilwoman Joan Deaver, attended the meeting.

For additional information about Lewes's and other Delaware byways go to [www.delawaregreenways.org](http://www.delawaregreenways.org).

the Lewes byway committee, DelDOT and other stakeholders.

#### Byway survey

The public's responses to a byway questionnaire would help with the corridor management plan, said Gail Van Gilder, chairwoman of the Lewes Scenic and Historic Byway Committee.

Over the past several months, focus groups comprised of area residents and commercial stakeholders, gathered information used to compile a list of byway recommendations.

The extensive list ranges from landscape enhancements along Cape Henlopen Drive between Freeman Highway and Cape Henlopen State Park, to forming a network that would link Gordons Pond Trail to an extension of the Junction and Breakwater Trail at Gills Neck Road and tie into the Lewes to Georgetown Rail with Trail.

Van Guilder said after receiving more public comment, the byway panel would soon seek requests for proposals from scenic byway consulting firms to help with the corridor management plan.

She said Delaware Greenways, the Lewes byway committee, City of Lewes and DelDOT would review proposals and a consultant could be hired next month.

#### Securing project money

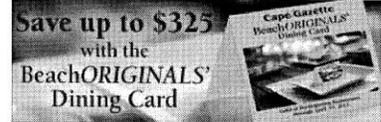
Lewes' byway project has received a \$100,000 federal grant to pay for corridor management plan development.

Ann Gravatt, DelDOT's state byway coordinator, explained about ongoing efforts in Congress to consolidate Federal Highway Administration projects. Funding for numerous programs, including byways, is controlled by the administration.

If programs were consolidated, states would be given the money and would decide how to use it.

#### Recent BizMembers:

Lewes Really  
Lost and Found Dog Rescue Adoption Center  
Rehoboth Beach Jazz Festival  
Nage



#### Upcoming Events

**Today**  
All Day Cape Competitive Cheerleading Squad fundraiser  
8:00 AM - 4:00 PM Bus trip to Washington, D.C. focuses on the impact of the Civil War on American Society  
8:30 AM - 9:00 AM Line Dancing (Advance and Beginners)  
9:00 AM Worcester Preparatory School Open House  
10:30 AM Preschool Story Time & Craft  
1:30 PM - 2:00 PM Food For Thought



#### Real Estate



**Rehoboth Beach | \$1,099,500**  
Tranquil setting in Kings Creek Country Club  
This breathtaking home on the 9th tee of the Kings Creek ...  
[More Details »](#)



**Lewes | \$1,799,000**  
Beautiful home for sale in Lewes Beach  
Beautiful 5 bedroom, 5 bathroom, 3-story home with ...  
[More Details »](#)





Mark Chura, principal of Chura & Associates, reviews existing and proposed elements of the Lewes Scenic and Historic Byway – Gateway to the Nation. Chura spoke at a recent meeting seeking public comment on the byway. Seated at table are Gail Van Guilder, Lewes byway committee chairwoman and Jeff Green, Delaware Greenways. (Photo by: Henry J. Evans Jr.)

**Select Luxury  
Penthouse with  
Ocean Views in  
Rehoboth Beach!**

Offering for sale a  
"One of a Kind" 2  
story luxury ...  
**More Details »**

The Woodlands of  
Peppers Creek.  
Wooded Sites Creek-  
side ...  
**More Details »**



**Lewes |  
\$2,375,000  
Stunning Water  
Front Property in  
Cape Shores**

This 4 bedroom, 4.5  
bathroom home in  
Cape Shores on the ...  
**More Details »**



**Milford |  
\$749,000  
Prime Hook Beach,  
BAYFRONT!**

Own a piece of  
paradise with this  
beautifully kept  
home ...  
**More Details »**

**NOTES**