

# Lewes Scenic and Historic Byway

## Gateway to the Nation Appendix 1: Existing Travel Conditions and Byway Map



Cape May - Lewes Ferry



Lightship Overfalls



Delaware Breakwater Lighthouse



Canary Creek



Hazzell Smith House



Pre-War Savannah Road



Zwaanendael Museum



Fort Miles

Prepared for:

OCTOBER 2015

CITY OF LEWES  
SUSSEX COUNTY  
DELAWARE DEPARTMENT OF TRANSPORTATION

Prepared by:  
DELAWARE GREENWAYS  
LARDNER/KLEIN LANDSCAPE ARCHITECTS, PC

*The Corridor Management Plan project is funded by a grant from the Federal Highway Administration's National Scenic Byway Program and legislative grants provided by Delaware State Senators Ernesto Lopez and Gary Simpson and Delaware State Representatives Peter Schwartzkopf, Ruth Briggs and Joseph Booth.*





## INTRODUCTION

The purpose of this report is to examine and establish the existing transportation context of the roadways of the Lewes Historic Byway: Gateway to the Nation.

As an Appendix to the Corridor Management Plan, this report will inform the comprehensive evaluations of the Corridor Management Plan and as such will not contain recommendations.

## TRANSPORTATION INFRASTRUCTURE

The historic nature of the City makes it a special place. A tight grid system of streets, closely spaced historic buildings, and unique neighborhoods along with its beaches and scenery make the city and its surroundings special. Given the size of the community—a year-around population of 2,800 that swells to almost 50,000 in the summer—and its special qualities, it is very unlikely that increases to the capacity of the transportation system are feasible or acceptable. However, there are sections of the Byway that may face development pressures and may change in character where capacity improvements not only are feasible but will most likely be required of developers.

### DESCRIPTION OF THE BYWAY ROADWAYS

The Lewes Historic Byway includes six roadways with very different transportation characteristics, all contained within the City of Lewes and surrounding Sussex County, Delaware. As such the six roadways pass through very different character areas ranging from the downtown area of Lewes, through turn of the century residential areas to modern subdivisions and through environmentally sensitive open spaces. Roadway travel conditions range from light traffic to severely congested, conditions typically found in a resort where traffic conditions change dramatically from season to season. The roadways of the Byway are as follows:

- 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 State Route 1 and Lewes Beach
- Kings Highway between State Route 1 and Savannah Road
- Gills Neck Road between Kings Highway and Savannah Road
- Cape Henlopen Drive between Savannah Road and Cape Henlopen State Park

Figure 1 shows the Byway roadways:



**FIGURE 1: ROADWAYS OF THE LEWES HISTORIC BYWAY**

The following paragraphs describe the transportation characteristics of the six roadways comprising the Byway.

*PILOTTOWN ROAD/FRONT STREET*

Pilottown Road/Front Street extends between the Boat Ramp at Roosevelt Inlet and Savannah Road. Along its Route, between Roosevelt Inlet and Harborview Road, serves the Hugh R. Sharp campus of the University of Delaware and several industries. Between Harborview Road and Shipcarpenter Street, it has residents in the south side and open space on the north side, including Canalfront Park. East of Shipcarpenter Street, the buildings are closely spaced, typical of a downtown area. Pilottown Road has two 10 foot travel lanes and sidewalks for most of its length on its south side and on its north side along Canalfront Park. Between Shipcarpenter Street and Savannah Road, there are sidewalks on both sides of the street. Throughout its length, bicyclists must ride with traffic.

*NEW ROAD*

New Road extends from Nassau Road to Pilottown Road. It is a two lane roadway. Between Nassau and Canary Creek, it is rural in nature with scattered subdivisions on the west side and agricultural uses and open space on the east side. North of Canary Creek, the subdivisions are more common and take on a more urban nature as New Road approached Fourth Street. Between Fourth Street and Pilottown Road, New Road takes on a more urban character with businesses in the west side



and single family homes on the east side. New Road has one 10 foot travel lane in each direction and shoulders are present at the more recent subdivisions. For its entire length, bicyclists must ride with traffic and there are no facilities for pedestrians.

### *SAVANNAH ROAD*

Savannah Road extends from State Route 1 to the Lewes Beach. It changes character several times throughout its length. From State Route 1 to the Georgetown-Lewes Running Track, it is a two lane road with 11 foot lane. There are two 11 foot travel lanes and 8 foot shoulders. There are some sections with curbs but most of this section there are none. From the Georgetown Running Track to Third Street/Kings Highway, there are two travel lanes with two parking lanes. Curb and sidewalks are present for most of this section. Between Third Street/Kings Highway and Front Street/Gills Neck Road, Savannah Road is has one travel lane in each direction and a center left turn lane. In this section, which comprises the downtown area, there numerous crosswalks. Between Front Street/Gills Neck Road, Savannah Road consists of one 11 foot travel lane in each direction with a shoulder on the east side and curb and sidewalks on the west side. Parking is permitted on the west side. Bicyclists heading to the beach can use the shoulder as a bicycle lane but the return trip must be made with traffic in a shared lane. Savannah Road is an evacuation route in the event of a disaster.

### *KINGS HIGHWAY*

Kings Highway extends from State Route 1 and Savannah Road. It is comprised of two sections: The first section extends from State Route 1 to the intersection with the Freeman Highway and includes a spur which divides the turning movements among two intersections on State Route 1. The second section begins at the intersection with the Freeman Highway and Third Street/Savannah Road.

The section from State Route 1 and Freeman Highway operates with two 12 foot travel lanes and two eight foot shoulders. There are no sidewalks. Bicycles can use the shoulders and avoid the travel lanes. Most of the land uses along this section are rural. There are active development projects proposed for most of the farmland along this section of Kings Highway which, if acted upon will change the character of this section of Kings Highway from rural to suburban.

The section between the Freeman Highway and Third Street/Savannah Road is two lanes wide with parking permitted on the west side. Sidewalks are provided on both sides of the roadway. Bicyclists must share the roadway with automobiles. Lining this section are single family houses, many of which are historic.

Like Savannah Road, Kings Highway is an evacuation Route.

### *GILLS NECK ROAD*

Gills Neck Road extends between Kings Highway and Savannah Road, travelling east from Kings Highway and then looping back to the west under the Freeman Highway to Savannah Road at Front Street. Gills Neck Road is a two lane roadway.

Recent development activity has widened the formerly two lane roadway with 10 foot lanes and no shoulders to 11 foot travel lanes and five foot shoulders in the vicinity of the residential developments along its route. Because shoulders are not consistent along its route, bicyclists must navigate its sharp curves in the travel lanes. There are no sidewalks although the Junction and Breakwater Trail parallels Gills neck road as it approaches Kings Highway.

*CAPE HENLOPEN DRIVE*

Cape Henlopen Drive extends for the entrance to Cape Henlopen State Park to Savannah Road. It is a two lane road with 12 foot travel lanes and eight foot shoulders except in the area from the Freeman Highway to the entrance to the Cape May-Lewes Ferry where it widens to four lanes. Bicyclists can use the shoulders to avoid travelling with vehicles. There are no sidewalks. Land uses along Cape Henlopen Drive comprise of several condominium developments and several small industrial firms. Mostly, it passes through open space and serves the beaches.

LENGTH OF THE BYWAY ROADWAYS

The length of the byway roadways are shown in Table 1.

**Table 1: Lengths of the Byway Roadways.**

Roadway	From	To	Total Length	Length (mi)	City of Lewes Length (mi)	Sussex Co. Length (mi)
New Road	Nassau Road	Kansas Court	2.77	0.54		0.54
	Kansas Court	Old Orchard Road		0.35		0.35
	Old Orchard Road	Canary Creek		0.98		0.98
	Canary Creek	Park Road		0.33	0.33	
	Park Road	Fourth Street		0.43	0.43	
	Fourth Street	Pilottown Road		0.15	0.15	
Pilottown Road/Front Street	Boat Ramp Driveway	Park Road	1.55	0.31	0.31	
	University Loop Road	Rodney Avenue		0.40	0.40	
	Rodney Avenue	New Road		0.29	0.29	
	New Road	Ocean View Boulevard		0.14	0.14	
	Ocean View Boulevard	Ship Carpenter Street		0.18	0.18	
	Ship Carpenter Street	Savannah Road		0.25	0.25	
Savannah Road	City Limits	Third Street	2.56	0.96	0.96	
	Georgetown Lewes RR	City Limits		0.03		0.03
	Third Street	Front Street		0.10	0.10	
	Georgetown Lewes RR	Road 268A		0.31		0.31
	Road 268A	DE Route 1		0.63		0.63
	Front Street	Beach Parking Lot		0.54	0.54	
Cape Henlopen Drive	Savannah Road	Freeman Highway	1.53	0.32	0.32	
	Freeman Highway	Ferry Parking Lot		0.38	0.38	
	Ferry Parking Lot	Cape Henlopen State Park		0.83	0.83	
Gills Neck Road	Kings Highway	City Limits	2.17	1.75		1.75
	City Limits	Savannah Road		0.42	0.42	
Spur to Rt. 1	Kings Highway	DE Route 1	0.15	0.15		0.15
Kings Highway	DE Route 1	Gills Neck Road	2.35	0.94		0.94
	Gills Neck Road	Henlopen Gardens		0.40		0.40
	Henlopen Gardens	Freeman Highway		0.23	0.23	
	Freeman Highway	Georgetown Lewes RR		0.14	0.14	
	Georgetown Lewes RR	Savannah Road		0.64	0.64	
<b>Total Length of Byway Roadways</b>			<b>13.10</b>	<b>13.10</b>	<b>7.03</b>	<b>6.07</b>

As can be seen, about half of the Lewes Historic Byway lies outside the City of Lewes in an unincorporated area of Sussex County. Within the incorporated City of Lewes, the City administers land use and zoning. Outside the City, Sussex County government administers land use and zoning. All of the Byway roadways except for Gills Neck Road in the city are state maintained roadways. The city maintains the section of Gills Neck Road inside the city limits.

### THE EXISTING TRANSPORTATION SITUATION

Traffic volumes and conditions along the Byway roadways are typical of a summer resort area. During the high season, June, July and August, traffic volumes are twice as high as they are in the winter months. Figure 2 illustrates the summertime average daily traffic volumes for the byway

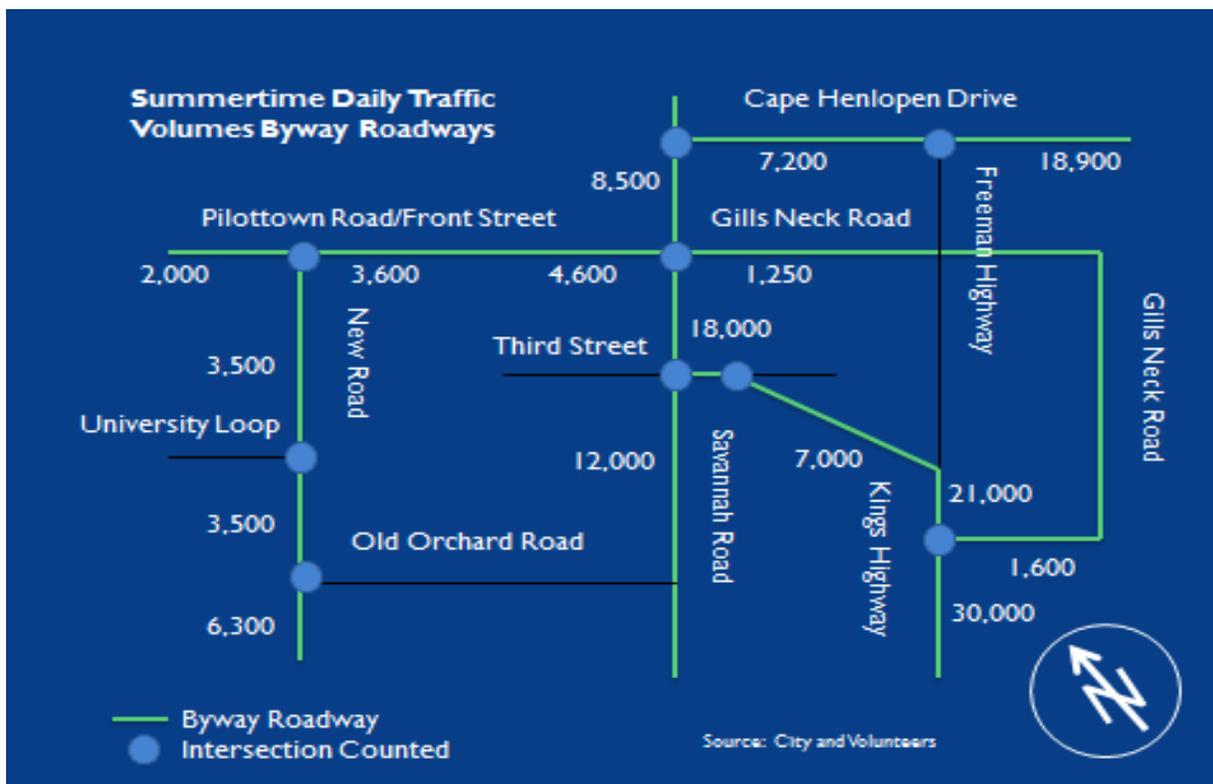


FIGURE 2: AVERAGE SUMMERTIME DAILY TRAFFIC FOR THE BYWAY ROADWAYS

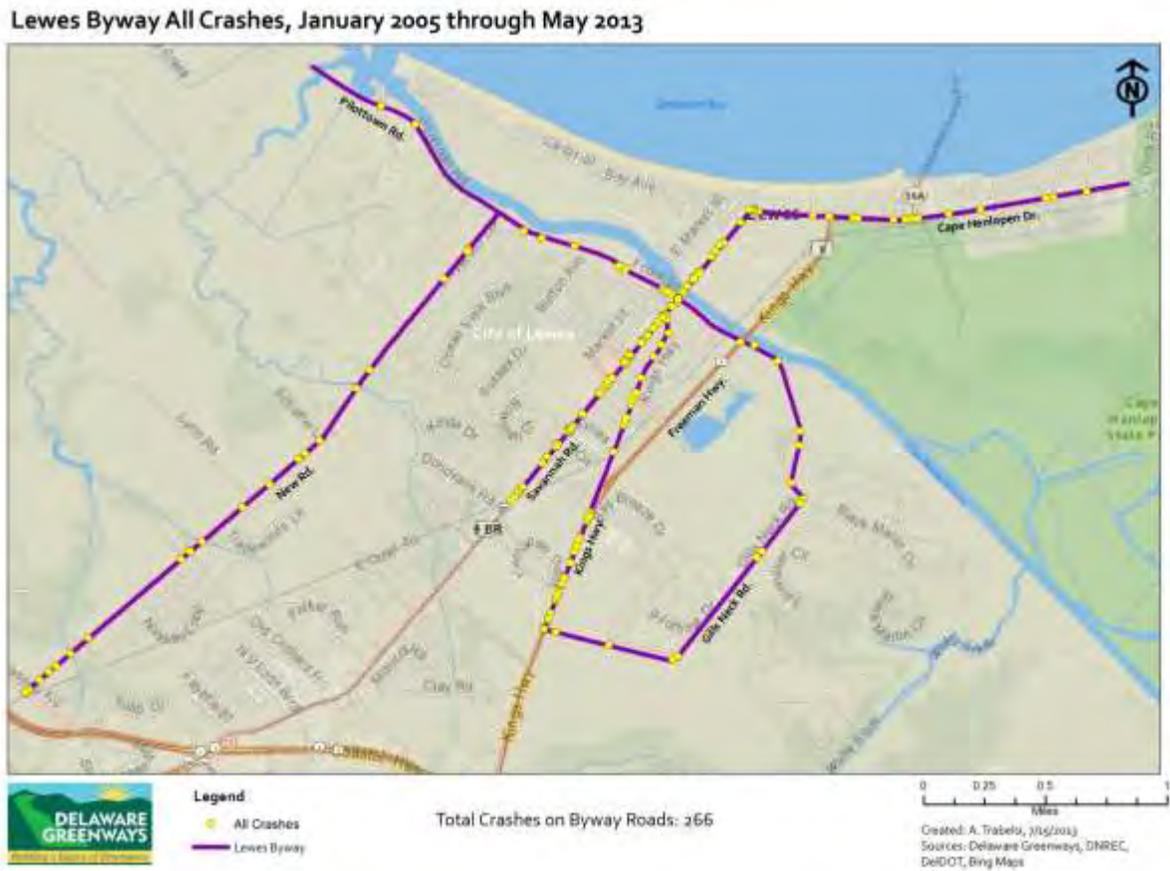
roadways. As shown in the figure, Kings Highway between State Route 1 and Gills Neck Road carries 30,000 vehicles per day. Of that number, about one third continues on Kings Highway towards the downtown area. In the downtown area, Savannah Road carries 18,000 vehicles per day in the downtown area and less on either side. The other byway roadways carry substantially less traffic.

### THE SAFETY SITUATION

Crash data was provided by the Delaware Department of Transportation for the period beginning January 1, 2005 until July 31, 2013, an analysis period of eight years and seven months. During that

period 266 crashes occurred on the Byway Roadways which include Cape Henlopen Drive, Pilottown Road/Front Street, Gills Neck Road, Kings Highway, New Road and Savannah Road.

Figures 3 and 4 are maps that highlight the crash locations. Figure 1 shows all of the crashes by location and Figure 2 show the pedestrian and bicycle crashes. The pedestrian and bicycle crashes include only those in which the first harmful event or collision regardless of fault was a pedestrian or bicycle.



**FIGURE 3: LEWES BYWAY CRASHES**

Review of Figure 1 reveals a cluster of crashes in the center of Lewes on Savannah Road and Kings Highway. The closely spaced intersections, high pedestrian concentrations and high level of activities indicate a need to review safety in this area.

A second area of concern is the cluster on Kings Highway between the Freeman Highway and Gills Neck Road. The concentration of activities at the High School and pedestrians and bicyclists accessing the Junction and Breakwater Trail represents a concern.

Two pedestrian and six bicycle crashes occurred on the Byway roadways during the analysis period. Although there are no clusters, the pedestrian and bicycle crashes on Savannah Road and on Cape Henlopen Drive indicate attention should be given to the safety of those modes on these Byway roadways.

Table 2 illustrates the number of crashes by roadway.

As shown in the table, Kings

Highway has 43% of the crashes along the Byway roadways with Savannah Road at 21%.

Table 2: Crashes By Road

Road Name	No. Crashes	Pct.
Cape Henlopen Drive	21	8%
Gills Neck Road	14	5%
Kings Highway	115	43%
New Road	28	11%
Pilottown Road/Front Street	32	12%
Savannah Road	56	21%
<b>Total</b>	<b>266</b>	<b>100%</b>

Lewes Byway Bicycle and Pedestrian Crashes, January 2005 through May 2013



FIGURE 4: LEWES BYWAY PEDESTRIAN AND BICYCLE CRASHES



There were 54 injuries and two fatalities during the reporting period. Three of the injuries were pedestrians and eight were bicyclists. There were no pedestrian or bicyclist fatalities reported. According to police reports, 9% of the crashes involved alcohol.

Forty-five percent of the crashes occurred during four month period of June, July August and September as might be expected in a summertime resort area. Poor weather and night time conditions did not produce a spike in crashes on any of the Byway roadways.

The results of the crash analysis indicate that when considering transportation related recommendations, careful attention should be given to the crash clusters on Kings Highway and on Savannah Road.

**PUBLIC TRANSPORTATION**

Public transportation in Lewes consists of the Cape May-Lewes Ferry, the shuttle service it operates and a single bus route operated by DART-First State.

The Delaware River and Bay Authority operates a popular ferry service between Cape May, New Jersey and Lewes, Delaware. During the summer months, it carries between 1,800 and 2,400 vehicles per day, both ways. It also carries both bicyclists and pedestrians. The ferry operates between 12 and 14 trips in each direction during summer weekend days depending upon demand. The schedule varies but the trips average about one per hour throughout much of the day. Tables 3 and 4 illustrate the schedule and patronage for the ferry operation on August 17, 2013, also the count day for the volunteers.

**Table 3: Cape May-Lewes Ferry Schedule and Patronage for Saturday, August 17, 2013, Arriving Ferries**

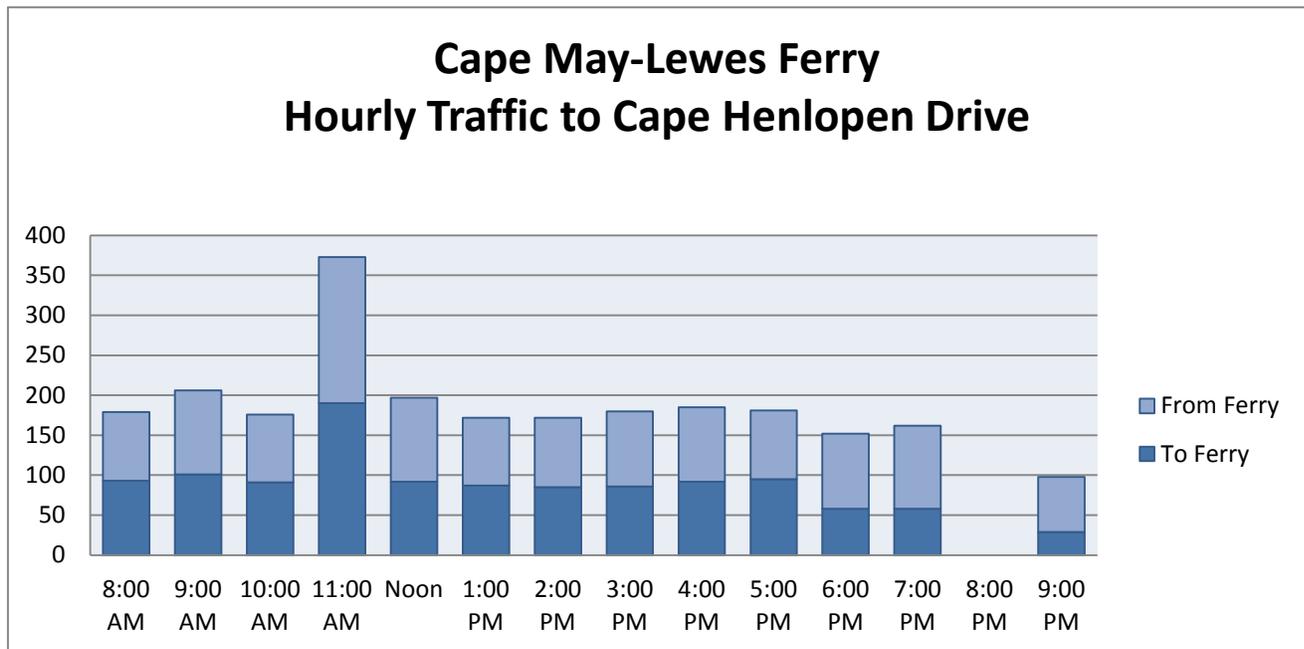
Source: Delaware River and Bay Authority

Cape May to Lewes	Depart Cape May	Arrive Lewes	Finish Unloading	Vehicles
1	6:30 AM	7:55 AM	8:15 AM	86
2	7:30 AM	8:55 AM	9:15 AM	105
3	8:30 AM	9:55 AM	10:15 AM	85
4	9:30 AM	10:55 AM	11:15 AM	91
5	10:15 AM	11:40 AM	Noon	92
6	11:00 AM	12:25 PM	12:45 PM	105
7	Noon	1:25 PM	1:45 PM	85
8	1:00 PM	2:25 PM	2:24 PM	87
9	1:45 PM	3:10 PM	3:30 PM	94
10	2:30 AM	3:55 PM	4:15 PM	93
11	3:30 PM	4:55 PM	5:15 PM	86
12	4:30 PM	5:55 PM	6:15 PM	94
13	6:00 PM	7:25 PM	7:45 PM	104
14	9:00 PM	9:25 PM	9:45 PM	69

**Table 4: Cape May-Lewes Ferry Schedule and Patronage for Saturday, August 17, 2013, Departing Ferries**

Source: Delaware River and Bay Authority

Lewes to Cape May	Begin Loading	Depart Lewes	Vehicles
1	7:40 AM	8:00 AM	93
2	8:55 AM	9:15 AM	101
3	9:55 AM	10:15 AM	91
4	10:55 AM	11:15 AM	94
5	11:35 AM	Noon	96
6	12:25 PM	12:45 PM	92
7	1:25 PM	1:45 PM	87
8	2:25 PM	2:45 PM	85
9	3:10 PM	3:30 PM	86
10	3:55 PM	4:15 PM	92
11	4:55 PM	5:15 PM	95
12	5:55 PM	6:15 PM	58
13	6:55 PM	7:25 PM	58
14	9:10 PM	9:30 PM	29



**FIGURE 5: HOURLY TRAFFIC PATTERNS OF THE CAPE MAY-LEWES FERRY FOR AUGUST 17, 2013**

While the schedule varies due to both conditions on the Bay and demand, the data can be analyzed to understand the impact of traffic on Cape Henlopen Drive and on the Freeman Highway. Figure 5 illustrates the traffic entering the ferry parking lot and the traffic leaving it. As can be seen, the schedule keeps it fairly level throughout the day by spacing one arriving and one departing trip per hour except for the 11:00 AM hour where the schedule overlaps with two arriving and departing trips in the same hour.

DART First State operates Bus Route 206 between Georgetown, the Rehoboth Park and Ride Facility and Lewes. Additionally, the Delaware River and Bay Authority operates two shuttle routes, the first between the Ferry Terminal on Cape Henlopen Drive and the second between the Ferry Terminal and the Outlet Shopping Centers on State Route 1. Figure 6 illustrates the routes of the transit services.

### THE TRAIL NETWORK

An extensive trail network is emerging in the Lewes Area. Figure 7 illustrates the trail network that parallels or intersects the Byway. The existing trails are shown in red on the map and the proposed trail extensions are shown in blue. There are three major trails that serve the Lewes area. Two of the trails connect Lewes and Rehoboth Beach. The Gordon's Pond Trail traverses through Cape Henlopen State Park towards Lewes. The Junction and Breakwater Trail also connects Rehoboth Beach and Lewes but travels along a route that parallels State Route 1. Both trails will connect to a proposed trail head at the new library proposed to be located at Monroe Avenue near Freeman Highway. Plans are underway to construct a rail with trail along the existing state-owned

Georgetown Running Track. As sections of trails are completed, the number of bicyclists and pedestrians continue to increase.



**FIGURE 2: PUBLIC TRANSPORTATION MAP**



**FIGURE 7: OFF ROAD TRAILS MAP**

# 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



Hazell 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**

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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

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## 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*

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## 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.

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## 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	Aglío	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	

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<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.

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## 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**

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?
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

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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

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<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>
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*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

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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*

<b>Topic Areas</b>	<b>Goal</b>
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> <i>A. - 1 to 2 years</i> <i>B. - 3 to 5 years</i> <i>C. 5 to 10 years</i>
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>		
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## 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>
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## 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**

<b>Pursue opportunities for additional public fishing opportunities and trail development.</b>	<b>City of Lewes Parks and Recreation/Greenways and Trails Commissions, DNREC</b>	<b>B</b>
<b>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.</b>	<b>DNREC, DeIDOT, City of Lewes Greenways and Trails/Parks and Recreation Commissions</b>	<b>B/C</b>
<b>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.</b>	<b>City of Lewes</b>	<b>C</b>

## 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>
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## 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***

<p>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</p>	<p>City of Lewes, University of Delaware, Division of Historic and Cultural Affairs</p>	<p><b>B</b></p>
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## RECOMMENDATION MATRIX

### **TRANSPORTATION AND PUBLIC SAFETY**

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

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	City of Lewes, Byway Management Committee	A/B
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.	City of Lewes, Byway Management Committee	B/C

## 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
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## RECOMMENDATION MATRIX

### **TRANSPORTATION AND PUBLIC SAFETY**

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

<p>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.</p>	<p>DelDOT</p>	<p style="text-align: center;">A</p>
<p>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.</p>	<p>DelDOT, DNREC, City of Lewes, Sussex County</p>	<p style="text-align: center;">A/B</p>
<p>Expand distribution of existing brochures or flyers on bike/pedestrian etiquette and safety at key locations throughout the trail network.</p>	<p>DelDOT, City of Lewes Bike and Pedestrian Advisory Committee</p>	<p style="text-align: center;">A</p>

## 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

<b>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.</b>	City of Lewes, DeIDOT,	<b>A</b>
<b>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</b>	DeIDOT, DRBA, DNREC, City of Lewes	<b>B</b>
<b>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.</b>	City of Lewes, DeIDOT	<b>B/C</b>
<b>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</b>	DeIDOT, DNREC	<b>A/B</b>

## 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
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## 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>	DelDOT	A/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>	DelDOT, DRBA, City of Lewes	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>	Sussex County	A

## 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>	<b>City of Lewes, Sussex County, State Planning Office</b>	<b>A/B</b>
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## 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>
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## 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>
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## **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
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## 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>
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## 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.

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## APPENDIX

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

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## 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.

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*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
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**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.

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*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 Hennessy, 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.

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- 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.

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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.

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**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

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- 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.

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- 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.

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- 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

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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.



*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

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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

- 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>
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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.

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*PUBLIC MEETINGS*

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MAY 31, 2012

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

No.	Name	Address	Phone Number	Email Address
1	Phyllis Soborowski	Rt 1 + Fawn Rd		
2	S. Schuyler			
3	Don Blewett	Delaware Coast Press	302-537-1581, ext 201	blewett@delawarecoastpress.com
4	H. J. Evans Jr.	CAPE GAZETTE		
5	MICHAEL R. TYLER	10 Drake Knoll		
6	Joe Stewart	221-2 <sup>nd</sup> ST	19958	JStewart@delawarecoastpress.com
7	JANICEER CH	415 EAST PINE SHORES	703-567-7771	janiceer@comcast.net
8	Tim Campbell	35204 Overfall Dr. N. 1 <sup>st</sup> & 2 <sup>nd</sup> streets	302-645-7950	tcampbell@comcast.net
9	Steve Narducci	35000 Overfall Dr. N. 1 <sup>st</sup> & 2 <sup>nd</sup> streets	215-705-8533	
10	Kevin Krasnow	35226 Overfall Dr. N. 1 <sup>st</sup> & 2 <sup>nd</sup> streets	302-703-2145	
11	Janice Pinto	112 Rodney Ave	302-827-2011	janicepinto@comcast.net

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MAY 31, 2012

LEWES HISTORIC BYWAY  
 "GATEWAY TO THE NATION"  
 PUBLIC MEETING  
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No.	Name	Address	Phone Number	Email Address
12	Robin Krautz	Preservation DE	302-383-8507	rkrautz@desu.edu
13	Robbie Simmons	33 De Vries Circle	302-645-6470	camp04@comcast.net
14	FRED BEAUFAIT	6 Blue Heron		
15	Lori A Swift	112 Rodney Ave	302-827-2011	
16	BARBARA WARDEN	105 port Lewes	302-645-5937	
17	Carol DeCatur	34 Ship Carpenter Sq.	645-7058	
18	Louis DeCatur	" "	" "	
19	Anthony Zecola	33572 Creekside Dr	502-726-7186	302-726-7186 TonyZecola@shaw.com
20	Russell Kennedy	123 Howard Street	645-7116	
21	Barbara Despard	35602 Perseus Rd	302-703-2121	
22				

Lewes Historic Byway: Gateway to the Nation

MAY 31, 2012

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

No.	Name	Address	Phone Number	Email Address
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2	DAVID ENNIS	50 Harborward Rd Lane	645-8123	DAVIDENNISLUC@GMAIL.COM
3	Nina D. Lawant	212 West Fenwick St	645-4590	grator@att.net
4	Alison Parsell	16838 Ketch Ct.	645-9445	alison@parsellfanclubhomes.com
5	Joan Deaver		645-6657	
6	Rob Morgan	415 E. Co. Street	644-2711	ROBMO@GMAIL.COM
7	John Carter	35224 CWERFACLS	598-3814	ASHCANDGR@AOL
8	Kim Anzures	312 Pilottown Rd		
9	Joe Hockanson	305 S. ...		JHMOUSE@AOL.COM
10	Alice Guarrant	211 ...	302-736-7412	alice.guarrant@statebus.com
11	Rick Simms	33 DUKES CIRKE	302-445-0770	

MAY 31, 2012

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

No.	Name	Address	Phone Number	Email Address
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13	Patti Silfrant	Tampa Rd		
14	Eileen Silfrant	"	827-2284	eesilf@yahoo.com
15	Bruce Chandler	33580 CREEKSIDE		LEWES
16	Peggy	"	745-0311	PSILCHANDLER@GMAIL
17	Tom Berke	221 Sand St	645-812	Tom.Berke@verizon.net
18	Christine Berke	500 N. Post Ave	644-8312	cbgardensever@verizon.net
19	Christy Lewis	10 Duchess Ct	745-2229	
20				
21				
22				

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY**

**AD-HOC COMMITTEE**



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

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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

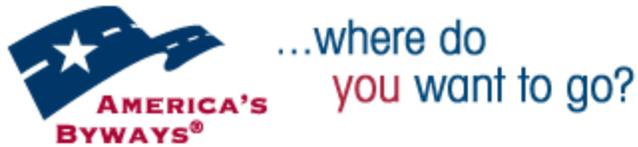
Possible Greater Lewes Foundation Initiates

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.

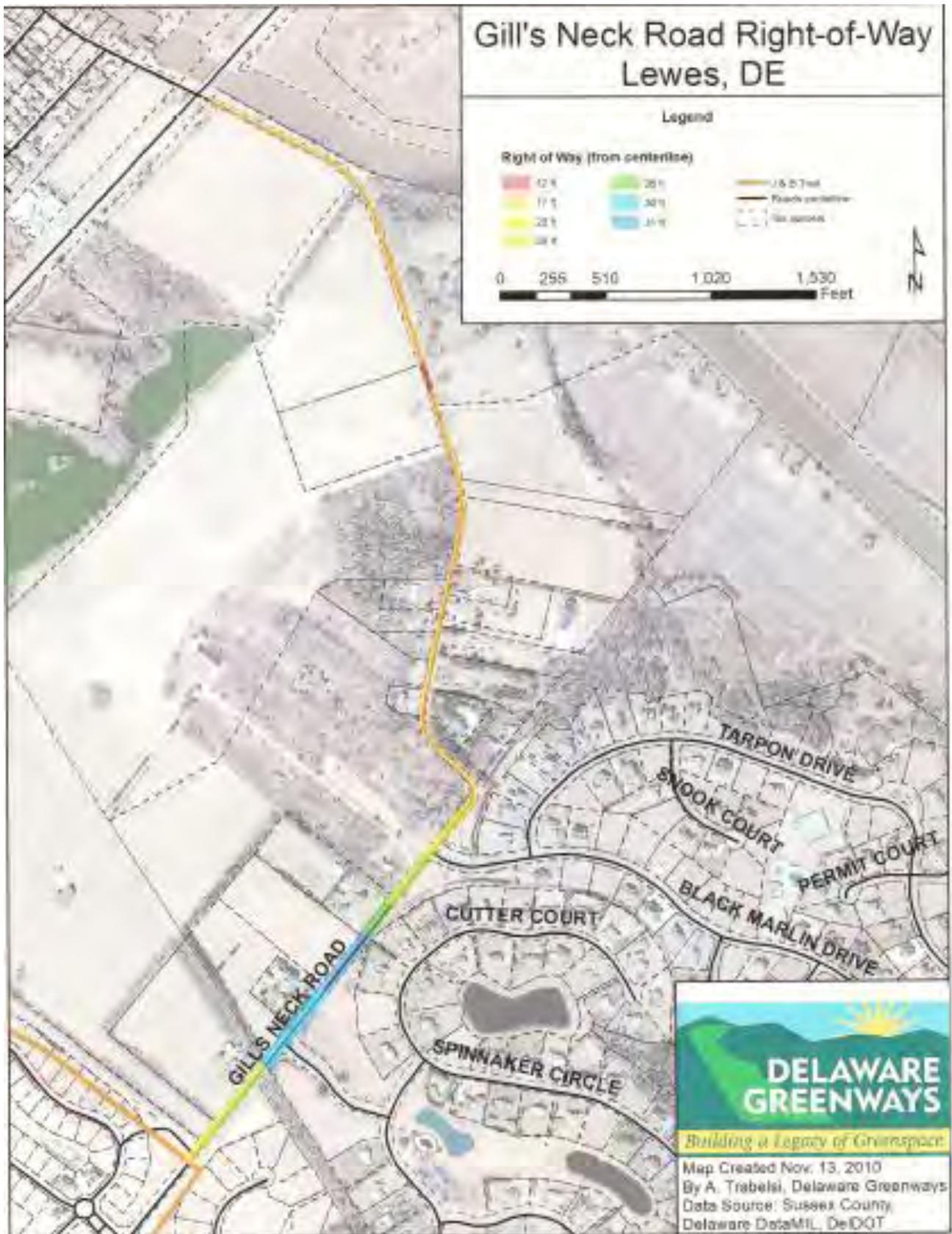
**Recreational** Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences including, but not limited to, 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.

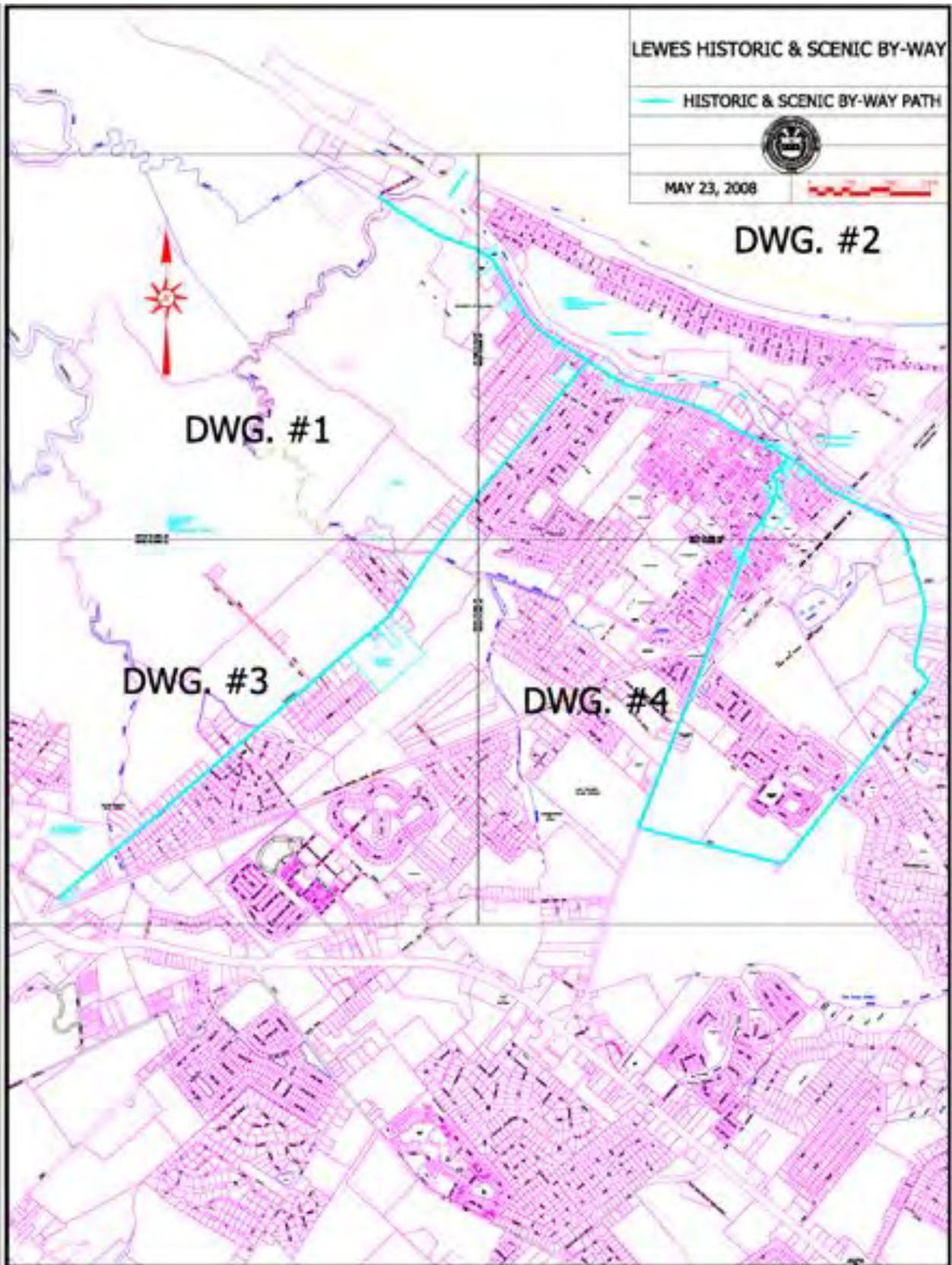
After extensive review and discussion of the intrinsic qualities of the Lewes Byway, it was determined that the primary quality was historic. Each of the remaining qualities above, with the exception of cultural, was identified as a secondary quality for the Lewes Byway.

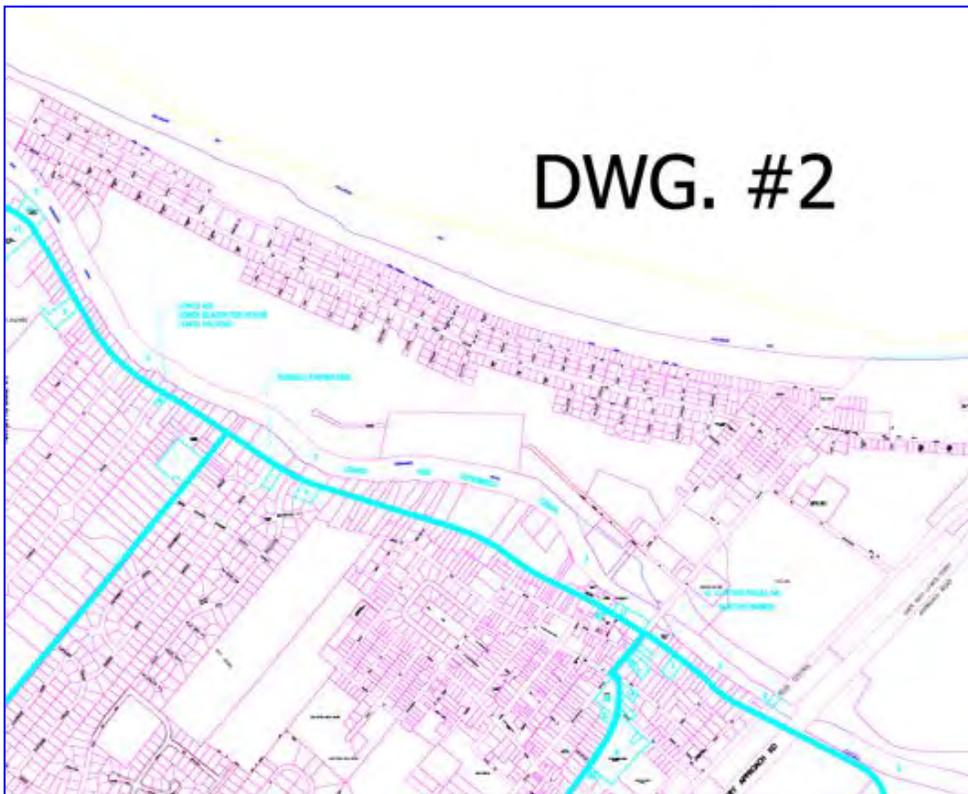
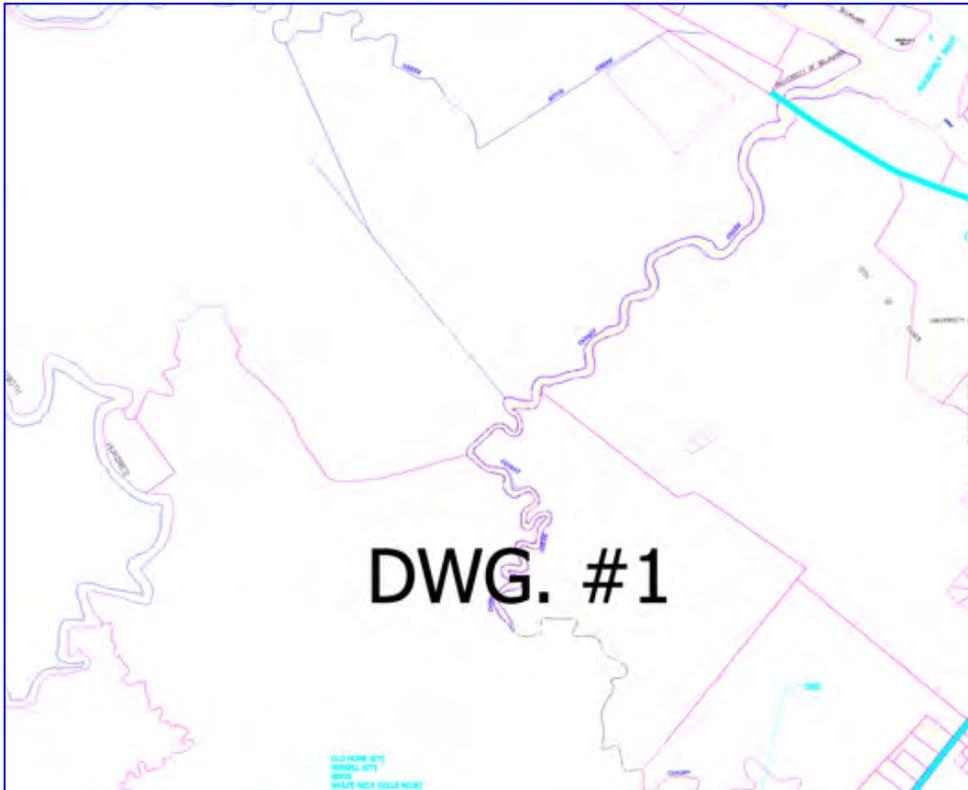
*Note: Information in this document has been pulled from a number of state and federal program guidance documents.*

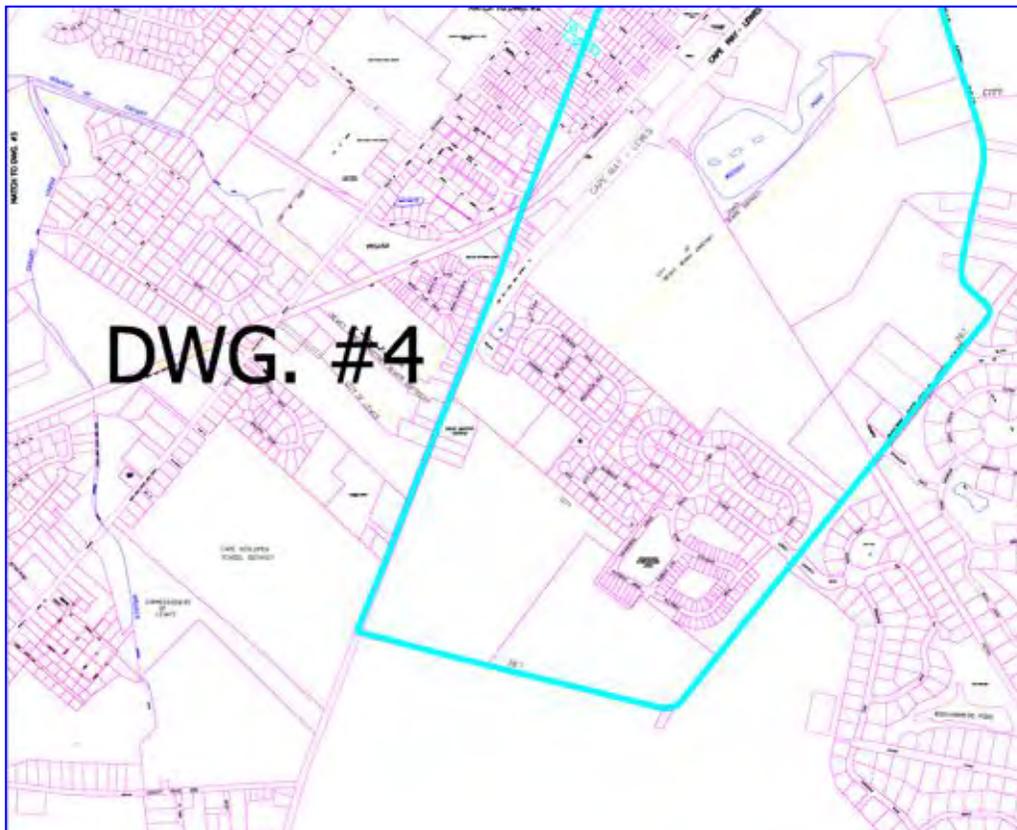
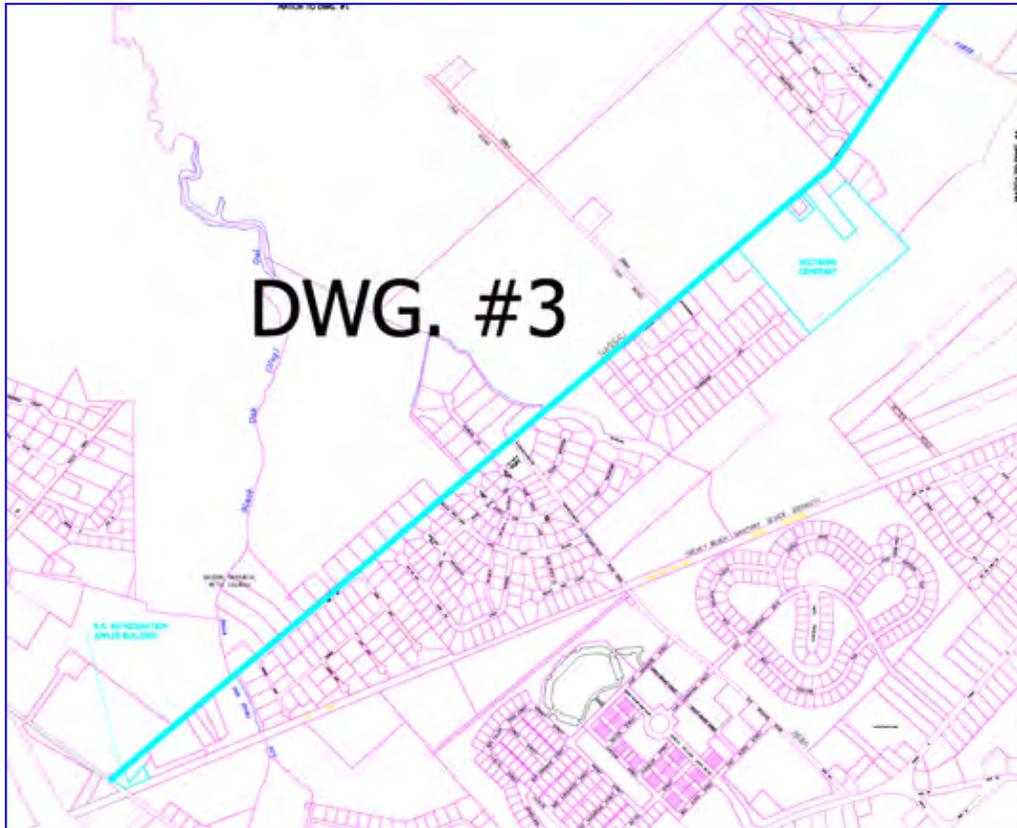
Lewes Historic Byway: Gateway to the Nation



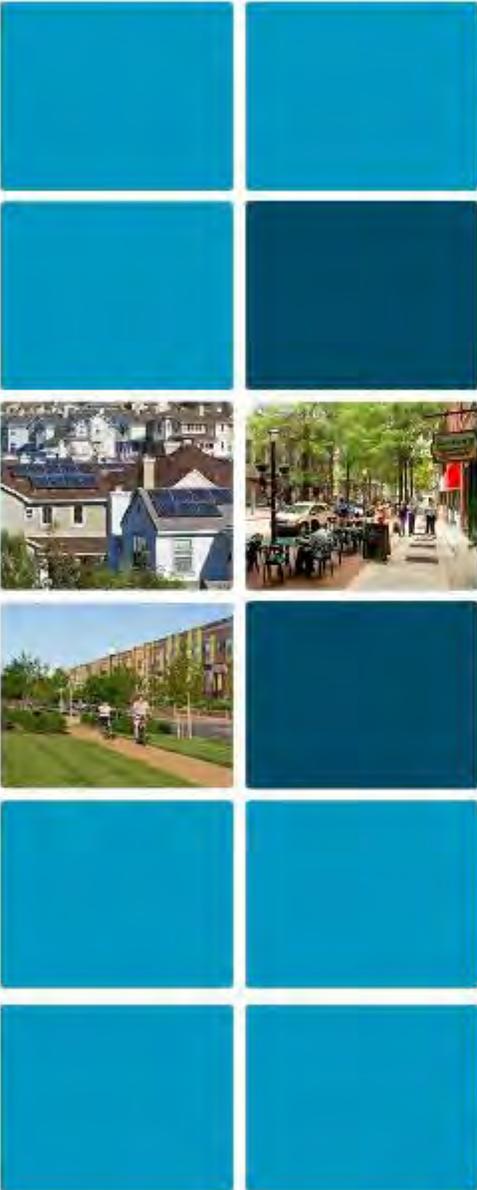
*Lewes Historic Byway: Gateway to the Nation*







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Walkability Audit  
City of Lewes, Delaware

Next Steps Memorandum  
July 2012 - **DRAFT**



Sustainable Communities  
Building Blocks

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

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**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  
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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**  
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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**  
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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

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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

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<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

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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**  
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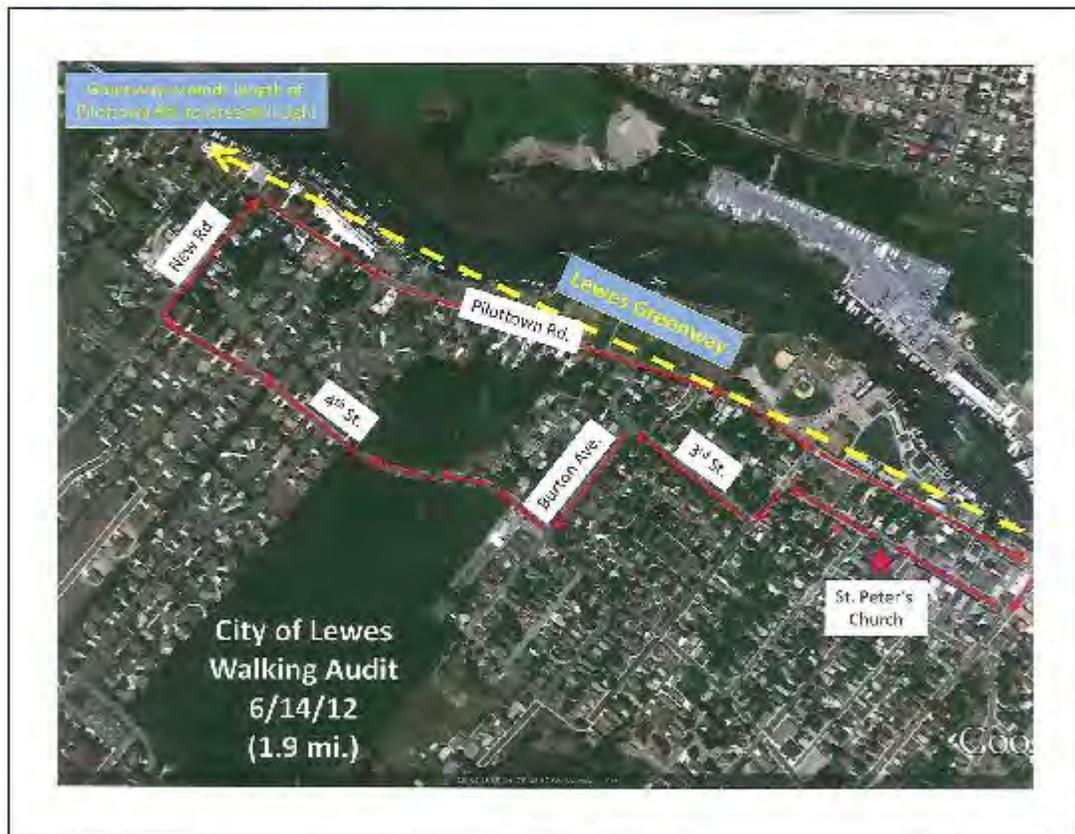
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**4. APPENDIX**

**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)

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Mobility, Neighborhoods & the Green Framework

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# **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

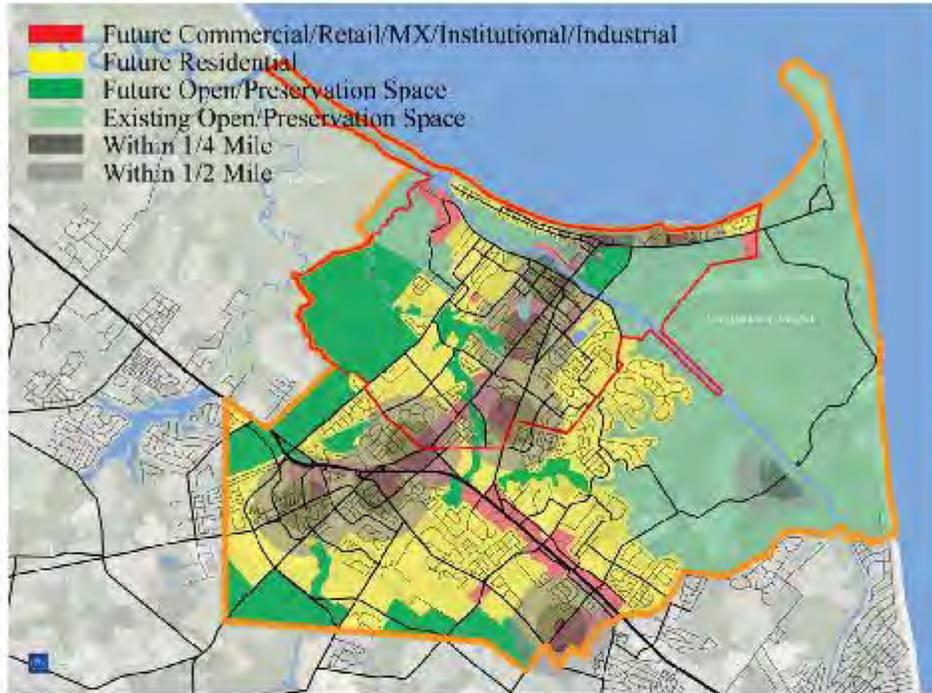
### Neighborhood Initiatives

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**

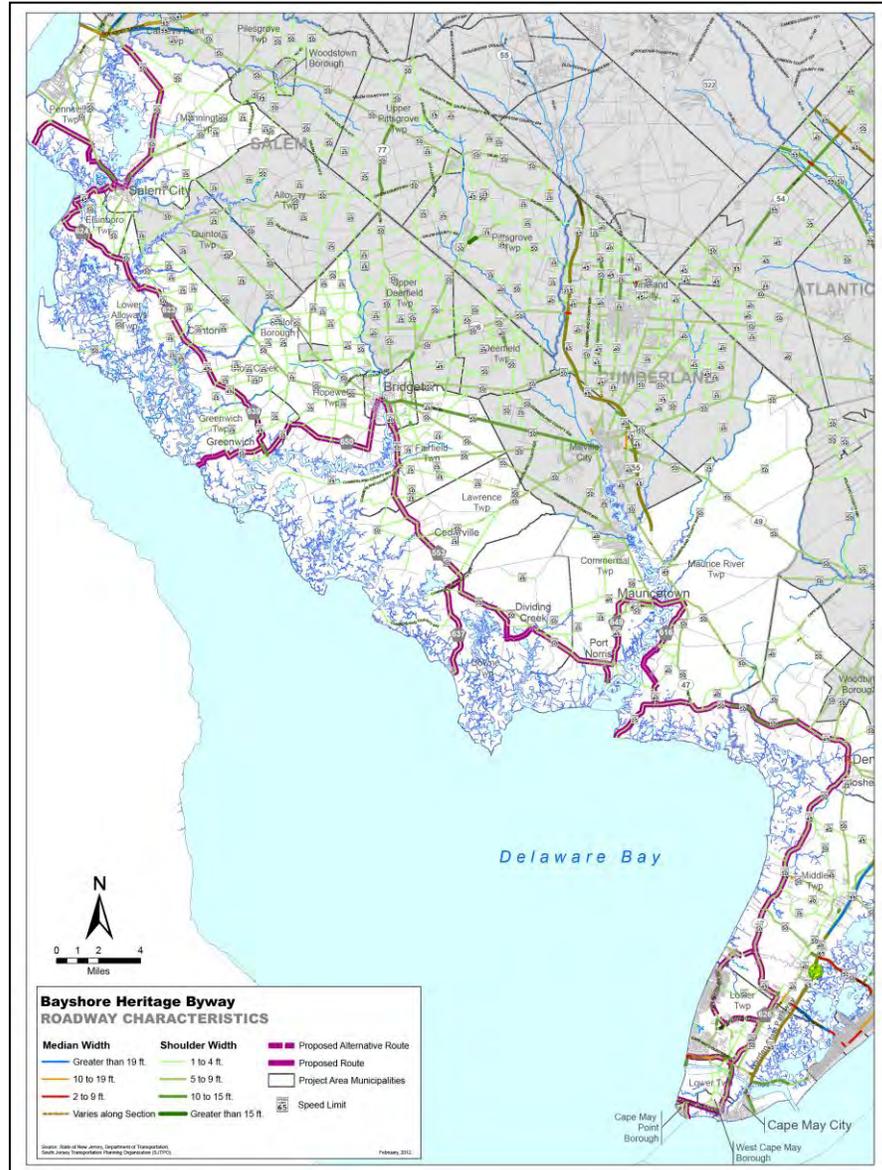
Target prime sites for conservation and protection, publicize them, and meet with owners to craft a mutually agreed upon conservation plan. Ensure that the offsite impacts of creating open space or leaving land fallow are considered and understood by the "neighbors." Sites in the New Road-Black Hog area 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.

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## Lewes byway planners seeking public input

Survey asks a few questions

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

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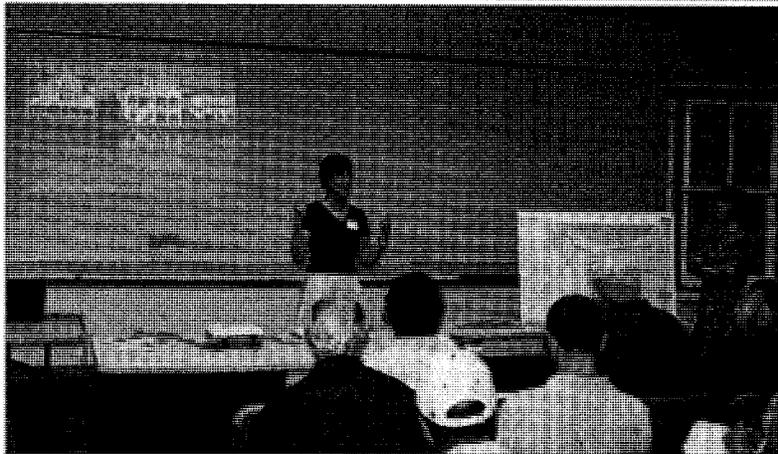


Photo by: Henry J. Evans Jr.

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.

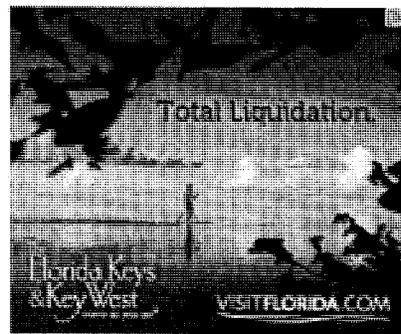
Answering a frequently asked question, Chura said none of the byway is on private property. “The entire byway is within DelDOT’s right-of-way,” he said.

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
- Celebrate New Years Eve 2012**  
By Hooked Seafood and ... - Nov 26
- Center of town, great for ...**  
By Rehoboth Dream Homes - Nov 27
- Burger Mondays.....**  
By Purple Parrot Grill - Nov 26
- Just Reduced! Luxury Home on ...**  
By Pat Campbell-White's ... - Nov 27
- \$6 Burgers & Wings- NFL Football**  
By Port - Dewey Beach - Nov 26
- Milton-Cannery Village-REDUCED**  
By Bill and Allyn ... - Nov 26
- LUNCH TIME!!!**  
By Modern Mixture - Nov 26
- Wolfe Pointe Home**  
By Bill and Allyn ... - Nov 26

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### 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

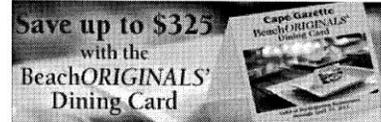
Lewes' byway project has received a \$100,000 federal grant to pay for corridor management plan development.

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 »**



## Lewes Historic Byway: Gateway to the Nation



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.)

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Penthouse with  
Ocean Views in  
Rehoboth Beach!**

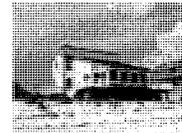
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Wooded Sites Creek-  
side ...  
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**NOTES**

# Lewes Scenic and Historic Byway

## Gateway to the Nation

### Appendix 3: Nomination Application



Cape May - Lewes Ferry



Lightship Overfalls



Delaware Breakwater Lighthouse



Canary Creek



Hazzell Smith House



Pre-War Savannah Road



Zwaanendael Museum



Fort Miles

Prepared for:

OCTOBER 2015

CITY OF LEWES  
SUSSEX COUNTY  
DELAWARE DEPARTMENT OF TRANSPORTATION

Prepared by:  
DELAWARE GREENWAYS

*Delaware Scenic and Historic Highway  
Nomination Application*

# **LEWES SCENIC AND HISTORIC BYWAY**

*City of Lewes and Sussex County, Delaware*

*Submitted to*

**Delaware Department of Transportation  
Division of Planning**

*Submitted by*

**Delaware Greenways Inc.**

*Sponsored by*

**City of Lewes Mayor and Council**

*Prepared by*

**Delaware Greenways Inc.**

Mark A. Chura

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

Helen Waite

*For*

**City of Lewes  
Delaware Department of Transportation**

***January 2009***

This project was made possible through a grant from University of Delaware Sea Grant College Program

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# Chapter 1

## *Introduction*

### **1.1 Project Overview**

The Lewes Scenic and Historic Byway is a continuous 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, Pilottown Road, Savannah Road, Kings Highway, 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 its evolution since 1631. The stunning views found along the designated route illustrate 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.

Come by land; come by sea, motor, sail, hike or bike to the Historic Lewes Byway. Travel along these byways or gateways to Lewes and the whole history of the founding of America will unfold before you. Lewes is one of the top three travel destinations in the State of Delaware with some of the most outstanding historic, scenic, natural and recreational resources in the state.

### **1.2 The Delaware Scenic and Historic Highways Program**

Initiated in 2000 by the Delaware General Assembly with passage of Senate Bill 320, the Delaware Scenic and Historic Highways Program, administered by the Delaware Department of Transportation (DelDOT), seeks nominations which are "adjacent to or travel through an area that has particular intrinsic, scenic, historic, natural, cultural, recreational or archaeological qualities." The route must also "offer an alternative travel route to our major highways, while telling a story about Delaware's heritage, recreational activities or beauty."

The State Scenic and Historic Highways Advisory Board outlined the Vision, Goals and Objectives for the program as follows:

#### **Vision for the Delaware Scenic and Historic Highways**

The Delaware State Scenic and Historic Highways 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.

Sites and features of the State Scenic and Historic Highways are apparent to all who travel Delaware roads, and the Program enjoys broad public participation and support.

## **Goals for Delaware Scenic and Historic Highways**

1. Evaluate and designate State Scenic and Historic Highways.
2. Protect and/or enhance State Scenic and Historic Highways and their resources through a coordinated management program while ensuring the safe operation of these routes.
3. Benefit economic development through tourism and promote byway-related educational and recreational opportunities.
4. Monitor and evaluate the implementation of the State Scenic and Historic Highways Programs to ensure it continues to meet the needs of the State and its citizens.

## **Designation Process**

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. In preparing the nomination application, the organizing entities must undertake a public involvement process that demonstrates broad public interest and support.

### **Step 1 – Nomination Application**

Submission of the nomination application includes an inventory and evaluation of the corridor's intrinsic qualities in concurrence with the national scenic byways standards. There are six potential intrinsic qualities. They are:

- Archaeological
- Cultural
- Historic
- Natural
- Recreational
- Scenic



Roosevelt Inlet, where Lewes-Rehoboth Canal meets Delaware Bay

To be designated as a Delaware Scenic and Historic Highway, the nominated roadway must possess at least one of these intrinsic qualities to outstanding degree. Consequent to successful review of the nominating application and designation by the Delaware Secretary of Transportation, the nominating sponsors must complete a corridor management plan for the roadway within five years. The sponsor for the route may then be eligible to apply through DelDOT to the Federal Highway Administration for grant funds to assist with the completion of a Corridor Plan and/or may use the state designation status to assist in seeking funding from other sources to assist with the Corridor Plan.

## **Step 2 – Corridor Plan**

Preparation of the corridor plan includes creating a long-term vision for the Scenic and Historic Highway and establishing a two-to three-year action plan for its implementation, developed collaboratively with all those who have an interest in the future of the byway. The corridor plan describes “the goals, strategies and responsibilities for conserving and enhancing a scenic and historic highway’s most valuable qualities.” Upon approval of the corridor plan by the Secretary of Transportation, the roadway is fully recognized as a Delaware Scenic and Historic Highway. As a result of this recognition, the roadway may have special signs installed, may be recognized on state maps and may be promoted through the Delaware Tourism Office. The byway will also continue to be eligible for project funding through the national scenic byway program

The designation affects permits for new off site/off premises signs (outdoor advertising signs that are placed on one property, but advertise goods or services available on another property) on any roads controlled by the Highway Beautification Act of 1965. New off premises outdoor advertising signs are not permitted along state Scenic and Historic Highways. This rule does not affect existing outdoor advertising signs.

The primary benefits of recognition as a Scenic and Historic Highway include raising the awareness of residents and visitors about the special character of the roadway, promoting the stewardship of the corridor's resources, and establishing the roadway as an asset in the economic development of the region where it is located.

### **1.3 The Lewes Scenic and Historic Byway**

The City of Lewes nestles in the lee of Cape Henlopen at its entrance to Delaware Bay, defending its mouth, sheltered from the winds and waves of the Atlantic Ocean. For centuries this little settlement has grown benefiting from the resources of land and sea, providing a transitional refuge and gateway between each.

From its beginnings as the first town in Delaware, Lewes for many years functioned as the County Seat of Sussex County as befitted its importance to mariners and farmers from the interior. When the western portions of Sussex County became inhabited, the logistics of governance required that the County Seat be moved further west to Georgetown. The tactical and economic importance of the sea and coast to Sussex County and the nation never declined, however, and many infrastructure projects over the years in Lewes and its harbor on both a State and Federal level attest to this recognition.

The question could be asked “Why not concentrate on Kings Highway alone as the proposed Byway, a historic road which used to run from Lewes through Dover to Wilmington?”

During the Colonial period, the major north-south road in Sussex County was one of several Kings Highways established by statute in 1752 as part of a system of these roads. The collective roadway at one time extended all the way to Wilmington along the line of the head of tidal navigation, linking the small landing communities that developed at these strategic points. It ran northwards from Lewes to Cedar Creek and St. Matthews Anglican Church (built in 1707), to Dover, and thence to Wilmington. It was essentially a road as far east as it could almost be. Minor roads ran from Lewes southwest to Indian River and southeast to the Inlet.

The construction of major north-south roadways in Sussex County did not begin until the late eighteenth century, and with the establishment of the county seat in Georgetown, were located further west down the length of the state. The function of the Kings Highway system was superseded by newer “state” roads, and eventually in the twentieth century, by DuPont Highway (Route 113). As a result, Kings Highway can only be found in vestigial pieces between Lewes and Wilmington, and the track is too sketchy to be considered for Scenic and Historic Highway status. Kings Highway in Lewes, however, has been lovingly preserved along with the other nominated roads, and is endowed with character and life worth sharing with every traveler.

As one of the earliest permanent settlements in Delaware, Lewes has many significant historic houses and archaeological sites, as well as a diverse natural charm based on multiple ecosystems

including woodland, field, salt marsh and beach dunes. This diversity is one of the reasons that the beaches and fields of Lewes, Delaware form part of the Great Atlantic Flyway, a major migration route for birds, and a major mating and spawning ground for horseshoe crabs. These attributes are unique to the Delaware coast and in particular Lewes, and have been recognized at both the regional and national level.

In the spirit of preserving the past and present for the future, the Lewes Scenic and Historic Byway seeks designation as a Delaware Scenic and Historic Highway. These “gateway” roads possess outstanding historic, natural and recreational qualities, as shown by this application.

The highest priority for byway preservation and enhancement efforts will be the gateway roads themselves. Preservation activities will focus on creating the necessary public incentives to encourage voluntary, private conservation and historic preservation efforts. In the commercial parts of the roadways, the success and vitality of the businesses located there will be of primary importance. Similarly, the needs and interests of farms, institutions and visitor attractions will be likewise respected and made part of the plan.

The following Mission Statement and Goals were developed based on input from the Advisory Group meetings, public meetings and interviews with individuals and interest groups. The purpose of these statements is to guide the Byway planning efforts so that they stay focused on the needs of the individuals, communities and businesses along the gateway roads.

### **Mission Statement**

The Lewes Scenic and Historic Byway Committee aims to preserve and enhance the gateways to Lewes, its treasured landscapes, its rich heritage and its outstanding natural resources in a manner sensitive to the needs of the many individuals, communities and businesses that help shape it.

### **Goals**

- Support and encourage efforts to maintain and restore historically significant buildings and sites located along the designated Byway.
- Preserve the natural scenic and historic character of the Byway.
- Identify the “points of entry” or “gateways” of Lewes on New Road, Pilottown Road, Savannah Road, Kings Highway, Gills Neck Road and Cape Henlopen Drive, and create plans that identify appropriate signage, landscape and other standards.

- Encourage and support tourism opportunities and cultural events that support local businesses, consistent with preserving the qualities of the corridor, and sensitive to the residential and ecological needs along the corridor.
- Work with state and local tourism officials as well as the community to advance initiatives that plan for and effectively manage seasonal tourism travel.
- Maintain the character of the corridor using context sensitive design approaches for land use and transportation changes. These changes must be sensitive to the needs of pedestrians, bicyclists and wildlife.
- Support initiatives that sustain agriculture and maritime activities consistent with preserving or improving existing natural habitats within the corridor.
- Support and assist efforts to secure public and private funds that will permanently protect key vistas and open space parcels of significance.
- Secure funding to support further archaeological research in the area, including sites along New Road and at the north end of Pilottown Road. Nominate sites to the National Register as appropriate.
- Work with stakeholders to identify and preserve agricultural and open space lands within corridor to create a greenbelt in and around the greater Lewes area.

## **1.4 Organization of the Application**

This Nomination application is organized in four chapters with accompanying maps and appendices. The application addresses all of the requirements for designation outlined in the Delaware Scenic and Historic Program guidelines.

### **Chapter One – Introduction**

Chapter 1 briefly gives the background of the application processes and describes the nature and characteristics of the gateway roads.

### **Chapter Two – Roadway Character and Corridor Definition**

Chapter 2 delineates the physical personality of each road segment, their general boundaries and notable features. Each of the six roads is described, including land uses.

### **Chapter Three – Intrinsic Qualities and Associated Resources**

Chapter 3 begins with a Statement of Significance for the roadway. It identifies primary, and secondary intrinsic qualities and outlines how the byway supports each of them. Associated Resources that support the intrinsic qualities are provided, with further documentation to be found in the Appendices.

### **Chapter Four – Public Involvement**

Chapter 4 follows the process of public involvement in this application, without which no corridor plan could hope to succeed. Supporting information on the public process, including a list of the primary participants, can be found in the Appendices.

## Chapter 2

### *Description and Experience of the Corridor*

Chapter 2 of this application reviews the character of the roadways that form the byway and outlines the traveler’s visual experience based upon topography, road layout, roadside visual character, and adjacent uses. The Lewes Scenic and Historic Byway Corridor Definition map is shown below and depicts some of these features.



### **2.1 Roadway Character and Corridor Definition**

The proposed Scenic and Historic Byway is a continuous route of six road segments that is composed of the “Gateway Roads of Lewes” and together provide travelers with an educational and visually engaging experience. It illustrates the rich history of Lewes from native settlements to present day through an interconnected and interdependent network. The “Gateways from the Land” are Kings Highway, Savannah Road and New Road. They are of historical significance, serving as gateways into historic Lewes from Route One from south and north for most travelers. The “Gateways from the Sea” are Pilottown Road, Gills Neck Road, and Cape Henlopen Drive and highlight the scenic views and natural beauty along the Lewes and Rehoboth Canal and the beach, extending to the coast at points farthest east and west along the Lewes coastline. The character of each roadway varies, as the route travels from working farmland through a settled

historic district replete with nationally recognized architecture, and ends at miles of beautiful preserved beaches, nature trails, and bird sanctuaries.

A unique aspect of this corridor is its potential for multimodal transport, whether vehicular, on foot or bicycle. There are several trails adjacent to the corridor, and crosswalks and signage exist in a number of places for those who bike and/or walk along the corridor itself. Low speed limits and winding narrow roads characterize many parts of the designated route and help to calm traffic. Existing and well-maintained trails connected to the proposed corridor include the Historic Lewes Greenway, the Coastal Heritage Greenway, the Junction and Breakwater Trail, and thirteen miles of trails and pathways within Cape Henlopen State Park. Of special note is that fact that the American Discovery Trail, which stretches from Delaware to California,



*View of Gills Neck Road with Cape Henlopen, Atlantic Coastal Woodlands and the Park in the background. Cadbury Retirement and Assisted Living Community is building in the foreground and other developments are planned for the farmland seen here. The rural quality of this road consistent with safety concerns requires Context-Sensitive planning, available with this designation.*

crosses the corridor several times on its way to its eastern terminus within Cape Henlopen State Park.

The proposed corridor reflects a comprehensive history of Lewes, each part containing thematic representatives of different periods. The route is bounded along the coast by the Great Marsh at the northwestern reaches of Lewes at Pilottown Road and by the dunes and beaches of Cape Henlopen State Park to the northeast. The historic land gateways of Kings Highway, Savannah Road and New Road all extend to the Lewes and Rehoboth Canal. Savannah Road, Kings Highway, Pilottown/Front Street and Gills Neck Road converge at the Savannah Road Bridge in

the heart of downtown historic Lewes where the Zwaanendael Museum and the Fisher-Martin House with the Visitor Information Center is located. New Road ends less than a mile west at Pilottown Road. From the canal, Savannah Road then extends across the bridge to the coast at Lewes Beach. The route then turns northeast along Cape Henlopen Drive to Cape Henlopen State Park. The route serves as a maritime gateway, and the numerous docks and marinas found along Pilottown Road and Gills Neck Road, with the Cape May-Lewes Ferry terminus on Cape Henlopen Drive all speak to the constant flow of maritime traffic in and out of Lewes.

In addition to their historic merit, each gateway road has its own distinct attributes of streetscape, spatial character, and adjacent uses. Each road was selected using standards that paid attention to scale, changes in terrain, scenic vistas, natural resources and/or ecosystems, and recreational activities. The selection of the route addressed and incorporated the ideas, directions and concerns of Lewes citizens and other participants in the effort, through a series of widely publicized workshops and open houses.



*This corner on Gills Neck Rd. in particular needs careful attention due to the safety needs of cyclists, and its de facto function of calming traffic. These roads formerly led to residences (now removed) and are close to important archaeological sites.*

## 2.2 Kings Highway

### Location

From Cape Henlopen High School to its intersection at Savannah Road.

### Length

1.5 mile

### Visual Character

Public education buildings and fields, open farmland, modest commercial followed by many historic residential and public structures, including a museum.

### Description

Cape Henlopen High School was built on open farmland in 1976 to incorporate the high school populations of Rehoboth Beach, Lewes and Milton. Another school structure is being built right next to it and expects to open its doors in fall of 2009. This part of the roadway is open, surrounded by working farms, although suburbanization is encroaching rapidly.

The Lowder Mitchell family maintains a Century Farm here. This is a Delaware Department of Agriculture designation recognizing working farms that have remained in a family intact for over 100 years. The Mitchells operated a popular farm stand at the side of the road in the summer for many years.

A modest commercial area follows, some businesses occupying repurposed older homes. A small shopping center faces the road, on property originally belonging to the farmhouse that, with its old trees still stands next to it. Warehousing and mixed small business follow next along the route.

Kings Highway shares its function to this point with County Route 9 East, which was expanded to accommodate traffic to the Delaware River and Bay Authority's Ferry Terminal on Cape Henlopen Drive. Also called Freeman Highway, this road veers right and southeast, while King's Highway turns left into historic Lewes passing a beautifully landscaped island, maintained by Lewes in Bloom, a local award-winning non-profit group.

The road crosses a spur of the old Junction and Breakwater Railway and immediately on the right is the pocket park and arboretum named after Al Stango, former mayor of Lewes, connected with the community-built and supported Lewes Public Library. The mature, native



*The home of  
Colonel David Hall*

trees blend harmoniously with equally mature shrubs and trees in the historic gardens around the nearby old and beautifully maintained homes.

This part of Lewes is very pedestrian-friendly, with most necessities well within walking distance – schools, hospital, churches, groceries, library, museums, cultural amenities, and parks. This segment extends all the way to Savannah Rd.

Many houses are on the National Historic Register. Lewes Presbyterian Church and its churchyard are very old and distinctive. The Fisher-Martin House is home to the Lewes Chamber of Commerce and sits next to a period-authentic herb garden, also maintained by Lewes in Bloom.

On the peninsula formed by the confluence of Kings Highway and Savannah Rd, stands the Zwaanendael Museum, a most unique building. It was designed to look like the ancient City Hall in Hoorn, Holland and was built in 1932 to commemorate the 300<sup>th</sup> anniversary of the first Dutch settlement. A formal park with fountain, brick walks and benches provides shade and respite for weary travelers.



*Lewes Presbyterian Church, established 1692, houses the oldest Presbyterian congregation in Delaware.*

*The Fisher-Martin house was brought on-site from Coolspring, and is a perfect example of its period.*



## 2.3 Savannah Road

### Location

Middle prong of the three roughly-parallel entrances into Lewes. From the railroad tracks of the Junction & Breakwater Railroad northeast towards the Canal Bridge, over the bridge and down to Lewes Beach. Intersects with Kings Highway, Front St., Gills Neck Road and Cape Henlopen Drive.

### Length

2.25 miles

### Visual Character

Mixed, running from residential, academic fields and buildings, graveyard, institutional (Beebe Medical Center and doctor's offices), restaurants, beach commercial, to beach residential.

### Description

Savannah Road, formerly known as South Street or State Street, is perhaps the city's most frequently used gateway. Originally this roadway ended at Canary Creek, whose headwaters originate just east of Savannah Road. Indeed, the road's name is derived from the grassy and marshy fields into which the creek disappeared as it made its way out of town.



*View of Canalfront Park and floating docks  
from Savannah Road Bridge*

## **Associated Resources**

### **Schools**

Lewes has a rich legacy of education and the earliest reference to education in the town dates back to the 1690s. The Register House, located at the site of the current Zwaanendael Museum, was a well-known local school. Consolidation of the small school districts that existed both in town and throughout the rural areas outside of Lewes resulted in the creation of the Lewes Union School, located at the site of the current Beebe Medical Center. When this School became too small and outdated to meet the town's educational needs, a new school was built in 1920 at the corner of Savannah Road and what is now Sussex Drive. The school was expanded over the years and currently serves as the Ninth Grade Academy for Cape Henlopen High School.

### **Bethel Cemetery**

The largest cemetery within the City of Lewes is located on Savannah Road and is named Bethel Cemetery. It is shared by Bethel Methodist Church, located on Fourth Street and Groome Methodist Church at the corner of Dewey Avenue and Savannah Road. Several notable graves are located in Bethel including the graves of the Beebe brothers, founders of Beebe Hospital.

### **Beebe Medical Center**

Beebe Hospital of Lewes was established in 1916 by the brothers Dr. James and Dr. Richard Beebe, and was the first hospital in Sussex County. It has expanded through the years to include a Woman's Health Pavilion, Heart Center and a recently expanded Emergency facility. In 2009, it is the largest employer in Lewes

### **Lewes Fire House**

One of the oldest continually operational fire departments in Delaware, the Lewes Fire Department was established in 1996 and has had two different stations on Savannah Road.

### **Zwaanendael Museum**

The Zwaanendael Museum, (see 2.4 Kings Highway) also faces Savannah Road and provides an impressive backdrop for special events in Lewes, especially the many parades that make their way down Savannah Road.

### **Zwaanendael Club House**

Originally built as a Sussex Trust bank, the Zwaanendael Club, a member of the General Federation of Women's Clubs, now occupies the small brick structure at the corner of Third Street and Savannah Road. The Club provides scholarships to local students and publishes a local telephone directory each year. The members of the Zwaanendael Club featured prominently in the dedication of the DeVries Monument (see 2.4 Pilottown Road), their members appearing in the most famous photograph of the dedication.

**Hugheyville**

Until the construction of a drawbridge over Lewes Creek in the early 20<sup>th</sup> century, Savannah Road ended at the canal with the first span to the beach located at Market Street. On Lewes Beach, between Massachusetts Avenue and Bay Avenue, a small neighborhood developed called Hugheyville, consisting of poorer, working class white families. Several of the houses of this neighborhood remain.

## 2.2 New Road

### Location

Runs approximately north-east from Nassau Road, perpendicular to Route 1, and ends at Pilottown Road at the canal.

### Length

2.8 miles

### Visual Character

The northwest side of New Road is dominated by working fields, retired orchard, salt marsh and wooded areas. The opposite side is being more actively suburbanized with developments ranging from small older ones with modest houses to newer developments featuring larger homes.

### Description

The roadway is transected by three waterways, all of which ultimately drain into Delaware Bay. Surrounding the two tributaries of Black Hog Gut are significant wooded wetland areas off limits to hunting, and home to a variety of wildlife. Canary Creek is tidal and rises and falls within salt marsh, bordered by trees. Canary Creek bridge is a locally famous crabbing spot. In summer when not cut by DeIDOT, the roadside wildflowers have always been a major attraction.

Wildlife and birds are frequently seen here - Snow and Canada geese settle in the roadside fields to shelter and graze. The waterways adjacent to New Road represent the gateway to the Great Marsh and nationally recognized Prime Hook Wildlife Refuge.



*Retired Nassau Orchards in background; cut flower operation in foreground. Corner of Nassau and New Roads.*



*Wooded area around tributary of Black Hog Gut.*

At the north end are parts of the old Nassau Station, one of the depots for the Junction and Breakwater railroad. The University of Delaware College of Marine and Earth Sciences has a secondary entrance on the northwest side of New Road close to Lewes' city limits that has been sculpted like the rest of the graduate campus to withstand heavy wind forces. It is landscaped with many native species of trees. Closer in to Lewes the houses become more densely sited. The old Lewes Ice plant also stands close to Pilottown Road, now retrofitted to house several small businesses.



*Newly harvested fields of winter rye.  
Wooded wetlands behind.*



*Canary Creek vista from crabbing bridge, with salt marsh in summer growth. These marshes provide critically important spawning and nesting grounds for fish, birds, crabs etc. The sun rises over the distant trees providing many spectacular morning views throughout the seasons.*

## ***Gateways from the Sea***

### **2.5 Pilottown Road/Front Street**

#### **Location**

From the Great Marsh at Roosevelt Inlet on the northwestern end, parallel to the Lewes-Rehoboth Canal to Shipcarpenter St where it becomes Front St, thence to the intersection at Savannah Road at the foot of the Savannah Road bridge.

#### **Length**

1.8 miles

#### **Visual Character**

Marine activity along the canal side of the road, with great natural views of water, wildlife and sky. Residential land use for 90% of the landward side, becoming mixed commercial or academic at the extreme ends.



*Aerial view of canal showing intersection of Savannah Road, at bridge with Gills Neck Road (bottom) and Front Street, becoming Pilottown Road just after tennis courts. Note Overfalls Light Ship Museum on canal, center right.*

## Description

Along Pilottown Road, docks and small marinas characterize the canal side, with salt marsh pressing against them and across the canal. A few trees break the wind.

At the northwestern end is the new DNREC-administered boat ramp and capacious truck-and-trailer parking area, serving Lewes and wide surrounding areas. Next come some of the University of Delaware's research buildings and a harbor that is home to the University's research vessels, including the new flagship *R/V Hugh R. Sharp* and a privately maintained oil-spill reclamation vessel (*Del River*). Landward, beginning at the marsh that spreads as far as one can see, there are some significant archaeological sites marking pre-historic settlements, and the first landings of European settlers in these parts.

The University of Delaware College of Marine and Earth Sciences has its primary entrance here, opposite Roosevelt Inlet. The 62-acre campus houses two major buildings containing laboratories, offices, classrooms, and modern electronic meeting-facilities - all the appurtenances of a modern academic center. The buildings and campus themselves have been built and terraformed to withstand the heavy forces of hurricane winds to which they have been subjected from time to time. Parking lots are protected by berms; there are no long straight roads to conduct wind energies and berms and shrubs protect ground floor windows

Next door to the College property is the Lewes Dairy, which is one of the last surviving dairies in Sussex County. Collecting and processing milk from surrounding farms, the products of Lewes Dairy are distributed to and highly sought after by homeowners and restaurants from Delaware to Washington D.C. Locally owned for several generations, Lewes Dairy trucks and tankers are frequently seen driving the roads into and out of Lewes.

The DeVries Monument was erected in 1909 by the State of Delaware to celebrate the 300<sup>th</sup> anniversary of Henry Hudson's exploration of Delaware Bay. A small landscaped roadside stop marks its location just south of the entrance to the College.

Opposite this is St. Peter's Episcopalian Cemetery, guarded by brick walls. It is thought to be the oldest burying ground in the State, having been in use since 1685. A second cemetery closer to town belongs to Saint George's AME congregation, and is the site of the Champion hackberry tree in the State of Delaware.

Homes along Pilottown were originally modest dwellings, but are now very mixed with luxurious two-story houses. Lots become narrower as the traveler approaches the city center, and the landscaping is more ambitious. Many Victorian homes once owned by River and Bay Pilots add great character to Pilottown Road.

In town, there are two Little League fields on the Canal-side of the road, followed by the City's new Canalfront Park. The Overfalls Lightship (currently being re-hulled elsewhere but destined for return as a tourist attraction), and the Lewes Historical Society's Life

Saving Station are adjacent to the former boatyard that will accommodate green spaces for picnicking and walking, canal front boardwalk and a community building.



In 1930 lands along the bank of the Lewes Canal between Shipcarpenter Street and New Road were designated for acquisition by the town of Lewes with the goal of creating the town's first "greenway". Originated by then Lewes Mayor James T. Thompson, the creation of this "ornamental boulevard" was not initially well received by many of the owners and took many years to implement. A number of homes located along the banks were moved to other sections of the town. It has become, however, one of the signature vistas of Lewes.

The Cannonball House, so-called because a cannonball from the bombardment of Lewes in April, 1813 struck it and can still be seen lodged in the foundation, stands across the corner from the Post Office. It has been restored by the Lewes Historical Society and houses their Marine Museum.

The War of 1812 Park, or Memorial Park, commemorates the engagement with the British, and showcases the Battery, a row of four cannon used to defend the town. It is to be found right behind the town docks, on Front Street and provides a nice spot of greenery in the summer.

Mixed commercial establishments including the red brick Lewes Post Office, complete the approach to Savannah Road.



*Memorial Park commemorates the War of 1812. Note cannon, one of four in the Battery. Note large yacht at City docks.*

## 2.6 Gills Neck Road

### Location

Running south-east from the traffic light opposite the entrance to Cape Henlopen High School around in a large, winding loop to run (heading north-west) parallel to the Lewes-Rehoboth Canal and finally to connect with Savannah Road at the foot of the Canal bridge, opposite Pilottown Road.

### Length

2.5 miles

### Visual Character and Land Use

Suburbanizing farm fields, with narrow winding roads and large master-planned communities, country estate and scenic canal views. Homes closest to the intersection with Savannah Road at the bridge are part of Lewes' Historic District, where mature trees and vegetation hold sway.



*View of the Canal looking towards the Freeman Highway, built to accommodate traffic to and from the Delaware Bay and River ferry terminus. Boats are traveling down the canal to the Inland Bays.*

## Description

The first half of the road closest to Kings Highway is pedestrian friendly, bordered by a five-foot recreational path that connects the high school and five nearby developments directly to the Junction and Breakwater Trail. This is a biking and walking corridor that begins in the Hawkseye development and links Lewes to Rehoboth. It was constructed on the rail bed of the old J & B Railroad line to Rehoboth. Future plans call for continuation of the Junction and Breakwater Trail to parallel Gills Neck Road to the City Limits and to connect the trail to the town of Georgetown to the west. The existing connection from the Junction and Breakwater Trail along Gills Neck Road is among the most scenic segments and is heavily traveled by cyclists and hikers, especially in the summer months.



*Approach to Hazell Smith estate*

Beneath Freeman Highway there is a small gravel parking lot that allows for recreational opportunities such as crabbing and fishing. As part of the Smith estate the area around the

overpass is relatively undeveloped and allows scenic views of salt marshes and forested wetlands. Otis H. Smith, Mayor of Lewes was the original owner of the historic Smith estate located along the latter half of Gills Neck Road. He was the first president of Fish Products Company, the largest menhaden processing operation in the country. Ironically, the odors emanating from the plant limited adjacent residential development, thus preserving these highly valued and scenic coastal lands for future generations.



*Fields across the road from the Canal – part of Smith estate. Note non-rotting concrete fence.*

Located approximately 100 yards away from the Freeman Highway overpass, the Lewes Railroad Bridge was constructed by the Delaware, Maryland, and Virginia line in 1869 when the Junction and Breakwater line was serving Lewes. This is a rare surviving example of a swing bridge that can be operated by one person.

Right next to Savannah Road and the Savannah Road bridge are several historic houses, including the Barnes-Marvil House, owned by Dr. James Marvil, founder and first president of the Lewes Historical Society.

Gills Neck Road connects with Savannah Road and Front Street adjacent to the Savannah Road bridge that crosses the Lewes and Rehoboth Canal at the center of town. The vistas along this corridor, and at the bridge crossing, are among the most scenic in Lewes.

## 2.7 Cape Henlopen Drive

### Location

Cape Henlopen Drive runs northeast parallel to the beach from its intersection with Savannah Rd at Lewes Beach, to Cape Henlopen State Park.

### Length

1.5 miles

### Visual Character and Land Uses

Beaches, residential, master-planned communities, working harbors (Delaware River and Bay Authority Ferry terminus, land base for the Pilots Association for the Bay and River Delaware,) industry and Atlantic Coastal Forest located on State Park lands.

### Description

Cape Henlopen Drive is pedestrian friendly with low speed limits and bike paths on both sides of the road. With its historic lighthouses, picturesque harbors, oceangoing vessels and beachfront communities, Cape Henlopen Drive embodies Lewes' national appeal as a summer beach destination for both tourists and locals alike.



*Watching the ferry from Lewes Beach.*

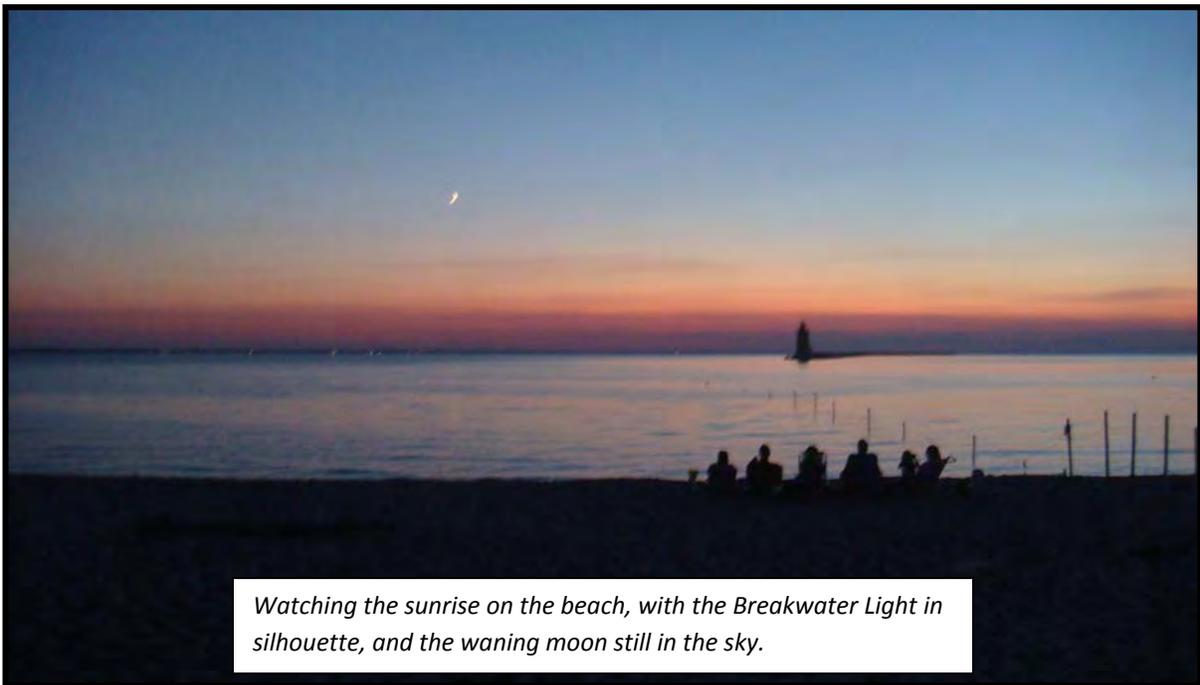
The Drive provides scenic views of the Delaware Breakwater East End Lighthouse. Built in 1885, the 49 foot tall structure was deactivated in 1996 and is currently open to the public through guided tours. Positioned so that it could be seen from both the harbor and the ocean, the light originally had a fourth order Fresnel lens that was replaced with an airport style beacon in 1973. The exterior of this lighthouse was renovated in 1999 and is currently used as a day marker. The Lighthouse is a favorite with amateur and professional photographers and has often been featured in state and national publications.

The Pilots Association for the Bay and River Delaware maintains a land base for out-of-town pilots in the old Lewes Coast Guard Station, immediately next to the Cape May-Lewes Ferry Terminus. The Pilots' Association also operates a highly sophisticated RADAR tracking and

communication station that was the first privately-funded and operated Vessel Traffic Information Service (VTIS) in the country.

The Cape May-Lewes Ferry terminus, which unites two of the Mid-Atlantic's historic seaside towns, is a large and busy purpose-built harbor and tourist center. The transport service has carried over 11 million vehicles and 34 million passengers across the 17-mile mouth of Delaware Bay during its 40-year history of operations. At least one of the five impressive vessels that comprise the fleet can be seen at any one time from the surrounding coastline during the summer months.

Closest to the Park on the right is the mineral extraction plant of SPI Pharma Group, formerly the Barcroft Company. Magnesium, principally, is extracted from seawater and shipped out to form the basis for milk of magnesia and other products. A slow-moving train fetches and removes tank cars once or twice a week along the original Breakwater and Junction line. The tree-lined plant has been in place for 39 years.



At the end of the Drive, the 7,000-acre Cape Henlopen State Park preserves a wealth of natural beauty, and wildlife that annually attract thousands of visitors from all over the country. Once a strategically important World War Two-era military post, Cape Henlopen now boasts some of the state's finest swimming beaches and salt water fishing areas. Gordon's Pond Wildlife Area features a unique saltwater impoundment. Along the coast, the Great Dune rises 80 feet above sea level, and further inland, the famous "walking dunes" slowly move across the pine forests. A broad salt marsh stretches along the park's western boundary. Cape Henlopen features 13 miles of walking trails and is the eastern end of the national American Discovery Trail, whose western terminus is in California.

## Chapter 3

### *Intrinsic Qualities and Associated Resources*

#### 3.1 Introduction

Applicants for designation under Delaware’s State Scenic and Historic Highway program must show how the corridor exemplifies at least one of six “intrinsic qualities” identified by the National Scenic Byway program. These qualities are listed in Chapter 1. As stated in the program guide, applicants must

- Identify and provide documentation for the primary intrinsic quality under which the road corridor merits designation; and
- Include a description of any secondary intrinsic qualities that also support this designation.

The Lewes Scenic and Historic Byway’s primary intrinsic quality is *Historic*. This corridor is among the most historically significant in the State of Delaware. The unique visual and “small town” character of Lewes and its immediate environs are the direct result of this regionally significant 378-year history and its surviving legacy. Lewes is the First Town in the First State in the United States of America.

Prominent within that legacy and a direct prerequisite of it are the natural characteristics that give Lewes its identity and character. Due to this special combination of land and sea, a secondary intrinsic quality for the corridor is *Natural*. This quality closely supports the corridor’s primary intrinsic quality and indeed was critical for the initial establishment and consequent prosperity of the town. Both the *Historic* and *Natural* qualities of the Lewes Scenic and Historic Byway are of regional significance. The regional importance of the corridor’s *Scenic*, *Recreational*, and *Archaeological* qualities also support the byway designation and make them secondary qualities..

Chapter 3 discusses the primary and secondary intrinsic qualities of the Lewes Scenic and Historic Byway. Resources associated with the intrinsic qualities are identified both in the text and on a map found at the end of the chapter. A full listing of the historic sites is included in an appendix to this nomination application.

### **3.2 Statement of Significance**

The establishment of a settlement on the site of old Pilot Town, now an integral part of the City of Lewes, played a pivotal role in the legal process that led eventually to the formation of the State of Delaware. The relative prosperity afforded by the sea and all its related occupations, plus its physical location at the mouth of Delaware Bay, promoted the preeminence of Lewes as the first County Seat of Sussex County. Kings Highway for many years was the only road that connected the southern county of Sussex with the state capital of Dover and the economic center of Wilmington.

The importance of a good harbor, of lighthouses for major shipping channels, of rescuing passengers and crews of foundering ships, of a cadre of pilots who could accurately guide vessels up and down the Delaware Bay, and of defending Delaware Bay shipping in more modern times, have all gained Lewes the attention of the Mid-Atlantic region and the nation. The activities required to carry out all these tasks have formed, then depended on the presence of the roads nominated as the Lewes Scenic and Historic Byway. The network so formed facilitates movement along the coast and canal, and through the gateways into and out of Lewes. By extension they have influenced the development and evolution of the whole lower portion of the State of Delaware. The legacy of Lewes' past is seen everywhere along these roadways.

### **3.3 Primary Intrinsic Quality: Historic**

As outlined in the Statement of Significance, the designated corridor of the Lewes Scenic and Historic Byway allows visitors and residents alike to experience and appreciate the historical significance and natural scenic beauty of Lewes. The route unites the landscapes and places that are the legacy of those who shaped the region. The enduring narratives of this landscape are seen in the byway's surviving historic buildings and corollary resources. An understanding of these resources can help residents and visitors to see the value of this unique town, and its roadways.

The history of Lewes and its immediate environs can be divided into developmental themes, from pre-history to the suburban development of today. These thematic periods have been adapted from the historic contexts outlined in the *Delaware Statewide Comprehensive Historic Preservation Plan* and folded together with information from *The History of Sussex County, Delaware* by Harold B Hancock (Sussex County Bicentennial Committee, 1976), and other resources. Adaptations have been made to illuminate Lewes' special contribution to the growth of Sussex County, and to reveal the differences that Lewes' physical placement on the coast at the mouth of the Delaware Bay has made to its own evolution. Each of the thematic periods contains stories that help to illustrate the significance of the designated gateway roads and the appropriateness of their inclusion as a State Scenic and Historic Highway. Together these narratives provide a comprehensive way to understand the town's historic resources and the stories associated with them.

Each of the byway's six thematic periods is summarized below. Following each summary, the types of resources associated with the period are outlined. An inventory of surveyed historic resources is included in an appendix to this application. During the next phase of this study - the corridor planning process, - these resources will be analyzed in more detail.

#### **Period 1 – Pre-History and Early European Settlement, 10,000BC – AD 1700**

Archaeological evidence, much of it obtained from sites accessible from the designated roadways, suggests that Indians fished and hunted in the tidal bays and shallow rivers around present-day Lewes thousands of years ago. The first Europeans were Dutch, then English settlers who arrived in the early 17<sup>th</sup> century. Lewes was important as a trading center with the Indians, and for a long time the only town in Sussex County. No wonder pirates and others saw it as a prize for the plucking!

Towards the end of the century, Scotch-Irish settlers began to arrive, followed by Quakers. Hancock refers to this period as "Indians, pirates, Maryland invaders and warring European nations."

At this time, transport was mainly by water as there were numerous creeks to carry boats. Footpaths and cart tracks sprang up later, following many of the water routes, especially the Whorekill ("kill" being Dutch for river), now (after significant dredging and other modifications) the Lewes-Rehoboth Canal. Pilottown Road, Gill's Neck Road and Cape Henlopen Drive are three such old "cart track" roads.

## **Associated Resources**

### **Archaeological Resources**

The archaeological record provides the only reliable way of understanding prehistoric and early historic periods of the corridor. American Indian sites are a fragile and vulnerable component of the landscape and are known to be present in several places close to the proposed Lewes Scenic and Historic Byway roads. Most are close to water, as are the roads. Deeds and other writings indicate where buildings may have stood in the nascent town of Lewes, and how they were used (churches, prisons, hotels). The character and significance of the archaeological record is outlined in a subsequent section of this chapter on the byway's *Archaeological* qualities.

## **Period 2 – Agriculture and Milling, 1730-1880**

Stability and prosperity characterize much of this period. Agriculture became the mainstay of settlers in the interior. Dwellers in and around Lewes were more likely to practice specialties, and deeds mention pilots, merchants, tanners, bricklayers, carpenters, blacksmiths, attorneys, ship carpenters and physicians. The first gristmill in Sussex County (powered by wind) was set up in Lewes, and export of agricultural (rye, corn, tobacco) and processed goods (lumber, cedar shingles, salt, iron) was very important. Similarly, imports were equally necessary to the inhabitants. The roadways of the Byway became important as gateways, moving goods into and out of the port of Lewes. In 1759, the only road from Lewes northward through Dover was named Kings Highway.

Shipyards for the repair and construction of vessels began at an early date, and although not actively pursued to the same degree in modern days, ships and vessels of all kinds are always docked along the Lewes-Rehoboth canal and provide much scenic pleasure for the traveler. Notable for the time was the boatyard owned by Peter Lewis, a black ship carpenter, located on the canal at the foot of Shipcarpenter Street.

## **Associated Resources**

### **Farmsteads**

The land around Lewes was sandy, fertile and relatively flat, perfect for agriculture. Immediately surrounding the Town of Lewes there were many farms, with their buildings and outbuildings. Mostly these were of wood, there being little or no stone on the Delmarva Peninsula. As the farm families grew, farms were divided to support more family members and more homes built. Although many of these farms have been bought up and merged, the individual identities of each family's original fields can often be seen by the presence of small family graveyards, visible from the gateway roads. New Road and Savannah Road both have these types of sites.

### **Wharves**

Lewes was primarily a town that depended on the sea for its livelihood. Kings Highway led directly down to the Whorekill and over the new Market Street bridge to the shore. Docking and the need to load and off-load goods led to the development of wharves, several times over the years, sometimes funded by the Federal Government. Their remains can be seen from Cape Henlopen Drive and also in the present day marina community on the Lewes-Rehoboth canal. Access to the wharves of the early town was one of the primary reasons for the development of the byway's roads.

## **Period 3 – Industry, 1770-1965**

The development of small communities centered around grist and saw mills, located on ports and fords, each with their own churches, post offices and schools began, in this period throughout Sussex County. The construction of the Delaware Railroad in the 1850's stimulated the birth and growth of these towns. The County Seat of Sussex County moved to Georgetown in 1791, and Lewes' preeminence diminished shortly afterwards. However, the change in the County seat provided an impetus for the extension and improvement of existing roads to connect Lewes with the rest of Sussex County.

Increased opportunities for transport through the interior of Sussex County allowed for the rapid increase in production of agricultural goods. Unlike New Castle County and even Kent County, Sussex County remained agriculturally based, even in its industries (corn, blackberries, strawberries, peaches and menhaden). Lewes benefited greatly from the railroads, and an extensive system of rails was built around and through the town. The rails can be seen intersecting Savannah Road and Kings Highway, and provide a pleasing scenic contribution to the traveler's experience along the Byway Corridor.

Otis H. Smith, nine-term mayor of Lewes, was owner with his brothers and sisters of a chain of fishing companies that included 14 processing plants and 150 vessels in the U.S. and South America. The Lewes plant occupied the land where Cape Shores residential development is now, and was reached via Cape Henlopen Drive. The influence of the Fish Products Company on the City of Lewes cannot be overstated. It was the town's biggest employer and one of the most successful businesses ever to call Lewes home. The only extensive estate to be found in Lewes is owned by Hazell Smith, widow of Otis H Smith, located on Gills Neck Road, giving that part of the road a distinctly genteel character.

## **Associated Resources**

### **Railroads and Railroad Structures**

After 1850, railroads became the primary means of shipping goods and moving passengers between towns and cities. In Lewes, a passenger depot was located close to the Lewes Public Library, which is adjacent to Kings Highway. The rails for the Junction & Breakwater railroad picked up packed menhaden from the fishery factory on Cape Henlopen Drive. They are still in use to transport pharmaceutical magnesium from the SPI Pharma plant located adjacent to the Cape Henlopen State Park. Another depot was located at Queen Anne's Station off Pilottown Road. A third was in Nassau at the top of New Road, where agricultural produce (apples, peaches, milk) was shipped. A fruit-packing factory was also located there, as was Best's grain mill, dry goods store, and milk processing facility. These buildings are still there and function, although some have been adaptively re-used for office and commercial use. The history and success of these agricultural businesses are entwined with the character of New Road, which today still reflects that agricultural heritage.

Further south at the end of Franklin Avenue (branches off Kings Highway) convenient to the tracks, was a tomato canning facility built by Morris and Sons, sold twice, and in operation until 1936.

The Queen Anne Pier was built from Lewes Beach into the Delaware Bay to allow docking for an early ferry service that ran between Lewes and Cape May, N.J. It was the terminus of the Queen Anne Railroad. Due to a lack of traffic, the railroad closed down in 1924. The pier was wrecked in February 1936 by ice floes so large they prevented navigation of the Bay and River. It was partially restored, but this pier too was destroyed by winter storms. Pilings may be seen from Lewes Beach.

The first rail bridge across the Lewes-Rehoboth Canal was wooden and was used from the late 1860s until 1916 when the Pennsylvania Railroad replaced it as part of a large modernization project. It is a steel horizontal swing bridge, a rare example of this kind of bridge operable by a single person, and was a crucial element during the years when the

railroad was a vital part of both the menhaden fishing industry and Fort Miles. The bridge was renovated in 1997. It is still used for commercial purposes.

### **Fishing Pier**

Located on the premises of, and maintained by Cape Henlopen State Park, is a 900-foot long fishing pier, part of which has been burned out and repaired. It is locally referred to as the “Iron Pier”. Built almost to completion in 1890, it was to have been used for “government purposes”. Never completed to its original 2000-foot plan, it nonetheless was an important transport pier for the military during World War II. It is now a source of great recreational enjoyment for local fishermen.

## **Period 4 – Marine Infrastructure, Waterway Improvements, and Strategic Defense, 1765 – 1945**

Marine shipping was very valuable, as were men’s lives, and anything that could be done to lessen the risk of working in wind and waves was important to the Federal government and to the State of Delaware. The channel through the mouth of the Delaware Bay close to Delaware is deeper and has fewer shoals than along the New Jersey shore; even so, many ships met a tragic end off Cape Henlopen. The British Colonial Government built a hexagonal stone lighthouse one mile inland from the shore in 1765, off the point of Cape Henlopen. It stood for 162 years before erosion undermined it.

Additional improvements to the harbor included the building of the Delaware Breakwater - the inner wall - in 1829, followed by the National Harbor of Refuge breakwater – the outer wall – in 1901. A reporting station for the Philadelphia Maritime Exchange was built on the Delaware Breakwater in 1875. In 1884 the Delaware Breakwater Marine Hospital (later Quarantine Station) was built, and in 1884 the Lewes Life-Saving Station was commissioned. In 1896 the Pilots’ Association for the Bay and River Delaware was formed – a new Association, but an old and important profession in Lewes.

Likewise, the waterways into and out of Lewes required management to improve transportation. In 1775 the first bridge across the Creek was built at Market Street. In 1912, the U.S. River and Harbor Act of that year authorized the Lewes and Rehoboth Canal and digging began. By 1937, Roosevelt Inlet at the beginning of the Canal was opened for access to Delaware Bay, and smaller vessels were able to move freely into and out of the Inland Bays from Lewes. Many fishing vessels typically sheltered on the Canal, and a boatyard was constructed to accommodate the repairs and building required.

Located as the Cape is at the mouth of Delaware Bay, the beaches and dunes next to Cape Henlopen were the perfect site for the strategic defense of both shipping and the great trade

centers of Philadelphia and Wilmington during World War II. Previously known as the Harbor Entrance Control Post, Fort Miles was named after Lt.-Gen. Nelson A. Miles (a historic Indian fighter and former Army Chief of Staff) in 1941. The fortifications were greatly expanded to include 16 major caliber weapons, bunkers barracks, administration buildings and a pier. Cable was laid on the sea bottom across the channel to listen for submarines, and a number of fire towers were set up within the 5000-acre fort, with some existing further down the coast. It was the second largest coastal fortification in the United States at the time of its construction.

While it was operational, the Fort housed over 2,200 soldiers, both men and women. It did not see any action, but 14 vessels were sunk off the coast, out of range of the guns. By 1958, Fort Miles was no longer of strategic importance, and 543 acres of the base were turned over to the State of Delaware, forming the heart of Cape Henlopen State Park. The Fort Miles Historical Society was formed in 2004 to preserve and refurbish some of the guns and sites, and it is now a great attraction for tourists and residents alike. The only road into the State Park and Fort Miles is Cape Henlopen Drive.

Society was affected by the increasing ease with which vessels could now communicate with land, and the recreational aspects of the beach and water began to appeal to people with some leisure time. Improving road and railroad traffic, including the Ferry, encouraged travel for no other reason than pleasure. In 1938, the first Lewes Yacht Club clubhouse was erected on Cedar Avenue. Club members own and maintain a large marina on the Canal, but also encourage sailing in the smallest sailboats, sponsoring regattas and competitions with other yacht clubs.

The Public Boat Ramp originally located on the Canal at the foot of Shipcarpenter Street, was moved by DNREC to the end of Pilottown Road in 2008. Now boaters with varying crafts have access to the salt water.

## **Associated Resources**

### **Breakwater Structures**

Both the Breakwaters can be seen from Lewes Beach and Cape Henlopen Drive, as can most of the marine infrastructure mentioned above. The Philadelphia Maritime Exchange post was moved around over the years and is currently located in the tower closest to the actual Cape.

### **Lewes Coast Guard Station**

Although the original building was moved to Rehoboth, the Pilots' Association now uses the current building on the site of the Lewes Life Saving Station as a land-base for pilots waiting for return trips to Philadelphia. It can be seen from Cape Henlopen Drive.

## **Canal Bridges**

The old Market Street Bridge was originally used to herd cows to grazing on Lewes beach, and can be inferred by the absence of buildings where it first existed on Front Street. A “boat restaurant” is moored in the spot and now occupies the space where the footings for the bridge must have been.

When boat traffic increased in number and vessel size, a new bridge became necessary. The replacement drawbridge was located a couple of blocks upstream and was opened in 1983, having taken two years to build. It is a major feature of the lower part of Savannah Road and is the site of some of the best scenic views of Lewes’ docks and canal frontage. Artists and photographers are especially fond of this site.

## **Roosevelt Inlet**

The Inlet also contains the ocean-going research vessels of the College of Marine and Earth Sciences, access to Canary Creek from the Broadkill River, and is the site of at least one major buried shipwreck. Pilottown Road is the only road to provide access to the further reaches of the Inlet. It is near the site of the first landings of the Dutch.

## **Public Boat Ramp**

The Doxsee Seafood processing plant stood at the end of Pilottown Road until 2005, but was demolished to make way for the new State boat ramp. Fishing for leisure is an extremely popular social and economic activity. This site has archaeological resources located close by.

## **Marine Museum**

Also known as the Cannonball House due to a cannonball lodged in the foundation, fired from a British ship in the War of 1812, it houses many marine artifacts. The Lewes Historical Society maintains the museum, and is in the process of renovating and upgrading the display space and storyboards.

The Zwaanendael Museum also houses many marine artifacts.

## **Fort Miles**

The construction and enhancement of Fort Miles required many resources and much labor. The observation towers were so well built that although they were only supposed to last for 25 years, most are still standing and a few have been refurbished to allow access to the top with views looking out over the sea and coastal landscape.

## **Submerged Shipwrecks**

Two particularly famous nearby shipwrecks have provided much information about naval shipboard life and commercial ventures – *HMS DeBraak* and the *Severn*. The DeBraak in particular has been well documented.

## **Period 5 – Urbanization 1818 – present**

In 1818, Lewes was incorporated as a town by an act of the Delaware Assembly, although the town was named such by William Penn in 1682. The Delaware General Assembly met in Lewes for two years in 1780 and 1781, and many Lewes residents were involved in the governance of Delaware. Indeed, six Delaware governors were either born right in or close to Lewes, and several are buried in local church graveyards.

With the advent of the railroad in 1807, a housing boom occurred with 150 new houses being built by 1887. The materials for these dwellings were transported to Lewes by rail. Most of these homes were heated by coal, brought to them by the railroad. The first Sanborn Maps of Lewes date from 1891 and list the population then at 1800 people. Detailed portions include a stretch of Kings Street (now Kings Highway) as well as Front St.

Many churches and their graveyards, schools, a Post Office, a hospital, a fire department and a separate building for the City Hall all speak to the regularizing of life in Lewes as an “urban” center in an agricultural setting. Following the Byway routes in a loop allows residents and travelers to take in and appreciate the history of the Lewes area, scene by scene, from its early beginnings to today’s coastal small town.

Other evidences of urbanization included a sewer system, electrical lighting, telephone, city water and other appurtenances of modern living. The Lewes Board of Public Works was established by the Delaware General Assembly in 1901.

### **Associated Resources**

#### **Houses of Worship**

Churches had been established long since and were a regular feature of Kings Highway (Lewes Presbyterian Church), and Savannah Road (Groome United Methodist Church). Graveyards were also found in these places, as well as Pilottown Road (St. Peter’s Episcopal Church on Second St, St. George’s AME) and their open flat presence and air of antiquity contribute to the special presence of these roads.

There were many other places of worship built within the gridded streets of Lewes. A newcomer to the Lewes end of New Road is Trinity Faith Christian Church, established in 1988, with a predominantly African-American congregation.

## **Post Office**

In 1803 a Post Office was established in Lewes, with the current large, red brick building being completed on Front Street in 1915.

## **Schools**

Schools were becoming established during this period. An academy conducted on the site of the now-Zwaanendael Museum (Savannah Road and Kings Highway), was in place about 1795. Lewes Union School with a high school department was established in 1875. Four young women graduated as the first class in 1879. This school was located where the current Beebe Medical Center stands (Savannah Road).

Lewes High School was originally housed in a large brick building just west of the Groome United Methodists graveyard on the north side of Savannah Road.

Richard A. Shields Elementary School was built adjacent to the Lewes High School, and was dedicated in 1967.

In 1971, the State Educational Advancement Act precipitated the formation of the Cape Henlopen High School through the amalgamation of the high schools of Milton, Rehoboth Beach and Lewes. The school itself was built just outside of town on Kings Highway and began offering classes in 1976. A replacement structure is currently being built right next to the older one, and is expected to open its doors in September 2009. Its fields and brick buildings contribute to a collegiate atmosphere to this portion of Kings Highway, and the end of Gills Neck Road, at its junction with Kings Highway.

## **Hospital**

Drs. James and Richard C. Beebe established Beebe Hospital on Savannah Road in 1916. It has outgrown its original site over the years and now maintains satellite centers on Route 24 and in Millsboro. It is very competitive in cardiac, orthopedic and general surgery with other regional hospitals. The presence of the hospital has made Lewes very attractive to persons looking for a congenial place to retire.

## **Lewes Historical Society**

The Historical Society was formed in 1961 with the purpose of preserving for future generations the structures and artifacts from Lewes' early days. The Ryves-Holt House on Second Street, thought to be the oldest standing wooden house in continuous use in Delaware, serves as its Visitors Center.

## **Museums and Monuments**

The Zwaanendael Museum was erected to commemorate the 300<sup>th</sup> anniversary of the settlement of Lewes. It is a replica of the town hall in Hoorn, Holland, the birthplace of David Pieter DeVries, the man who funded the first settlement of present-day Lewes. It is decidedly distinctive and its location between Kings Highway and Savannah Road make it prominent in any perambulation about Lewes.

Other historic destinations include the Cannonball House Marine Museum, the Overfalls Maritime Museum (National Register of Historic Places), the Fisher-Martin House and the Lewes Historic Complex, managed and maintained by the Lewes Historical Society.

## **Historic District**

In 2004, Lewes City Council adopted Historic Preservation District Regulations, and appointed a seven-member Commission that began to review applications for external changes to residential structures in the Historic District in October 2004. Shortly after the Commission began, Mayor and Council approved three extensions of the Historic District at the request of property owners.

The Historic Preservation Commission joined the previously existing Commercial Architectural Commission that reviews all changes and building plans for commercial properties in the entire city. Commission members, along with Lewes Building Officials acting as *ex officio* members of both Commissions, provide support for the Commissions' work.

## **National Register of Historic Places**

The U.S. Department of the Interior placed much of Lewes' central area on the National Register. A listing of these sites and houses is in an appendix of this application.

## **Commercial Areas**

A few small zones of commercial activity have grown to support the adjacent residential neighborhoods in the town. Second Street and Front Street have the largest concentration including jewelers, fashionable boutiques, upscale gift stores, a five-generations-old ice cream store, hotels, inns, bed and breakfasts and several restaurants. Maritime businesses extend along Anglers and Savannah Roads on the opposite side of the canal. All these establishments, and the activity found around them on summer evenings are characteristic of the present day Byway and reminiscent of its past.

## **Period 6 – Rural-Suburban Development, 1980 to present**

Because of the historic character and largely intact historic fabric that are the foundation and essence of the city, Lewes is being increasingly sought out both as a tourist destination and as a second home and retirement community. In 2006 Lewes was recognized as one of a “Dozen Distinctive Destinations” by Preserve America. In 2008, the town was nationally recognized as a “Preserve America Community” by the Department of Housing and Urban Development. The Preserve America Communities program recognizes and so designates communities that protect and celebrate their heritage, use their historic assets for economic development and community revitalization, and encourage people to experience and appreciate local historic resources through education and heritage tourism programs.

In the open areas outside of Lewes proper, planned developments have been constructed and are now the dominant development pattern.

### **Associated Resources**

#### **Residential Subdivisions**

Over the last thirty years, numerous historic homes adjacent to the town’s historic district have been renovated and restored. Many of the new homes built along these same streets have been done in a manner sensitive to the history and architectural styles of Lewes. Along the Bay, and especially close to the beach and canal, small homes have been purchased, demolished and larger ones erected in their stead. In the Historic District, replacements and renovations are subject to review. Two subdivisions within the precincts of Lewes have been built in the last 25 years with generally modest homes, and well-cared for landscaping.

#### **Landscapes**

As is the history of virtually all of the east coast, the Atlantic coastal forest was cleared decades ago to make way for agriculture, business and housing. Expansive agricultural fields and landscapes remain intact along New Road and Gills Neck Road. Salt marsh views off Pilottown Road, New Road, Front Street, Savannah Road and Gills Neck Roads create an array of scenic vistas that complement the historic fabric of the town. The juxtaposition of these historic and scenic natural landscapes is a critically important component of the byway’s landscape character.

## **Status and Integrity of Resources**

A combination of official recognition, informal interpretation and physical integrity give the Lewes Scenic and Historic Byway the ability to interpret significant trends in American history. Federal, state and local preservation programs have already recognized the significance of the corridor's historic resources. For example, the Preserve America Community designation in 2006, was one of only two in the entire State. Many of Lewes' historic resources retain a high degree of physical integrity.

The State Historic Preservation Office in conjunction with the University of Delaware has already surveyed many historic buildings and archaeological sites in the corridor. The Lewes Historical Society surveyed them again in 2005. Many of these resources are individually listed on the National Register of Historic Places. In addition, there is a locally recognized Historic District, plus a Historic Preservation Commission and Architectural Review Commission to review changes within the City. Individually surveyed historic resources are listed in an appendix to this study.

### 3.4 Secondary Intrinsic Quality: Natural

Situated between the Delaware Bay and Inland Bays watersheds, the Lewes Scenic and Historic Byway traverses several diverse and noteworthy natural ecosystems.

The most important natural resource is the sea, and its impact on Lewes and the Byway has been and always will be more significant than any other. The presence of the sea and the effect of wind and tide have a major effect on almost all the other natural resources to be found here, whether vegetable, animal or mineral.

The corridor is situated on the Atlantic Coastal Plain, which is characterized by gentle rolling hills and by sand and gravel aquifers. Lewes' fresh water comes from groundwater, or the confined aquifers below. Until recently, every farmhouse and residence outside Lewes had its own surface well. Water companies now dig proprietary wells and manage water supplies for developments. Farmers have begun to irrigate certain crops and the long moving arms of the equipment may be seen in their fields on hot summer days. Lewes has its own well field situated just off the designated byway, next to Cape Henlopen District Office.

The designated corridor is home to an abundance of wildlife, salt marsh and some forest. The estuarine and wetland ecosystems found within these areas are critical for the continued health of Delaware Bay and the City of Lewes. The Great Marsh, a five-square-mile salt marsh that winds along Pilottown Road and past the Savannah Road Canal Bridge, bounds the seaward side of the Lewes and Rehoboth Canal, absorbing tidal flow during storms and high tides, protecting homes on the shore, and providing cover and habitat to local flora and fauna. Saltwater wetlands, and intertidal mud flats are part of this ecosystem. The Atlantic Coastal Forest found along Cape Henlopen Drive provides protection to inland Lewes from winds during major storms, serving as a second line of defense behind the Cape Henlopen dune system. The Forest is made up of scrubby pines, hackberries, junipers and similar wind and salt resistant species. Few trees get very tall due to the wind.



Given its unique location and wealth of wildlife, Cape Henlopen State Park is one of the most significant protected areas in Delaware. The Gordon's Pond Wildlife Area features an unusual saltwater impoundment. Along the coast, the Great Dune rises 80 feet above sea level, and further inland, the famous "walking dunes" slowly move across the pine forests. The diversity of habitat within the park makes it a valuable home to many species of bird, reptile, and mammal. During the summer the park actively protects the nesting areas of piping plovers, a threatened species of shorebird. A survey of the park by the Delaware Natural Heritage Program found that it contains eight rare animal species, 12 rare natural communities, such as low lying swales amid dunes, and 34 rare plant species. There are orchids, cranberries, globally rare rush species, and rare corn snakes and tiger beetles found throughout the park, reflective of a unique environment that has retained much of its original character.



The inland segments of the Byway transected by streams (e.g. New Rd, Savannah Rd) contain fragmented but still intact wooded corridors such as might have been seen before European settlement. New Road is transected by two tributaries of Black Hog Gut, which meander through forested wetland, salt marsh to the Broadkill River and the Delaware Bay. The green corridors contain such species as tulip poplar, sassafras, oak, black cherry, swamp maple, and holly, and allow natural movement of species of turtles, frogs, deer, and birds, among many. Traditional nesting sites of less usually seen birds such as kingfishers, great horned owls, red-tailed hawks and other raptors can remain undisturbed.

The DDA Forest Service's *Big Trees of Delaware* identified two Champion trees along the designated route - a large hackberry along Pilottown Road and a giant ginkgo along Kings Highway - according to selection standards that include circumference, height, and average crown spread. There also two large bald cypress trees planted as Bride and Groom trees (the couple never married!) on Kings Highway.

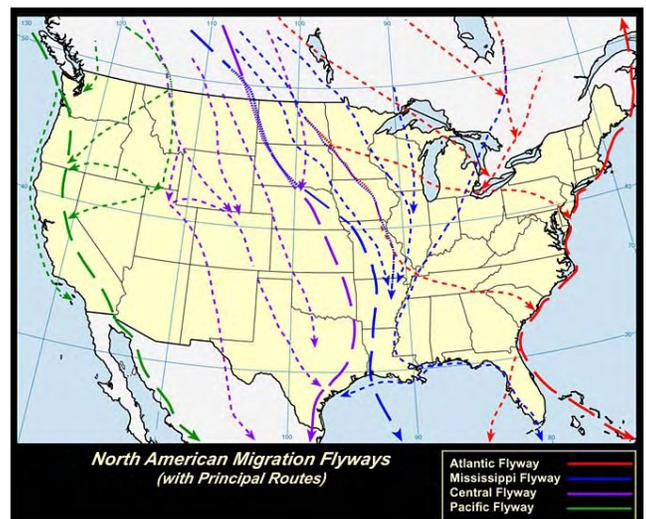
The Century Farm fields of the Lowder Mitchell family, and the fields of the Townsends, Groome United Methodist Church and others all contribute to the natural beauty of the route and serve as an important local water recharge areas.

## Associated Resources

### Birds

Each spring, hundreds of thousands of shorebirds converge on the shores of the Delaware Bay. Surveys have shown that the Delaware Bay is the second largest stopover location in the Western Hemisphere for northward bound shorebirds. Estimates of anywhere from 300,000 to more than a million shorebirds stop at the Delaware Bay each year on their way north. They stop to consume vast numbers of horseshoe crab eggs, which provide the fuel they need to continue their journey to the Canadian Arctic. The flyway embraces several primary migration routes and many more that are important as tributaries. The Atlantic Flyway route from the northwest is of great importance to the migratory waterfowl such as canvasbacks, redheads and lesser scaups that winter on the waters and marshes south of Delaware Bay. The coastal route of the Atlantic Flyway, which in general follows the coastline, has its northern origin in the eastern Arctic islands and the coast of Greenland. This is a regular avenue of travel.

In June, over 125 species of birds (including 25 species of warblers) and large numbers of butterflies and dragonflies have been counted.



## Horseshoe Crabs

Each spring, the Delaware Bay also hosts one of Nature's most amazing and bizarre annual rituals: the mass mating and spawning of horseshoe crabs. Hordes of famished red knots, ruddy turnstones, sanderlings, semipalmated sandpipers, and others stop here to replenish their exhausted fat stores before continuing the arduous journey from Latin America to their Arctic breeding grounds.

Unfortunately, the horseshoe crabs for a variety of reasons are not returning in the vast numbers they have in the past, and the migrating birds' welfare is now threatened.



The timeless shapes of mating horseshoe crabs submerged in the receding tide, unchanged from the dawn of time.

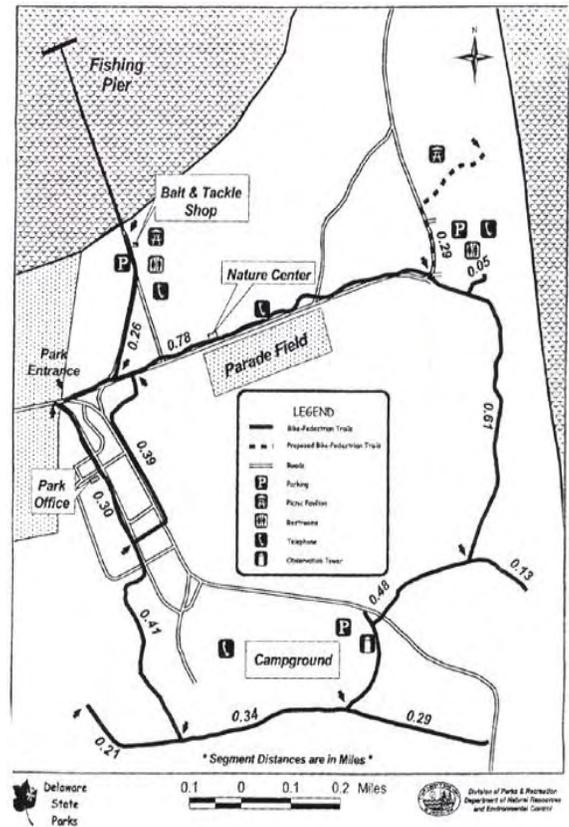
### 3.5 Recreational Qualities

Home to world-class beaches and preserved parkland, the Lewes Scenic and Historic Byway provides direct access to a wide range of outdoor recreational activities. Biking, walking, sailing, kayaking, beach combing, swimming, deep-water fishing, surf-fishing, dolphin and whale watching from boats, birding, and camping are just a few of the things that can be enjoyed. Lewes itself is very amenable to strolling, with mature trees, pocket parks and well-signed historic treasure at every turn. Trails that connect with the designated corridor include the Lewes Heritage Greenway, the American Discovery Trail, the Coastal Heritage Greenway, the Junction & Breakwater Trail, and thirteen miles of trails and pathways within Cape Henlopen State Park.

### Associated Resources

#### Cape Henlopen State Park

On the water where the Delaware Bay meets the Atlantic Ocean, the 7,000-acre park is home to the famous "walking" sand dunes, nature trails with guides, a nature center, camping bathhouses, tennis courts, recreation areas and areas for surf fishing and swimming. The park, located in Lewes, is home of the "Great Dune" and WWII Observation Towers. The park's open spaces feature many other activities. A picnic pavilion and the "Officer's Club" building can both be reserved for group events. An 18-hole disc golf course encourages friendly competition, and basketball courts promote more active exercise. Winter hunting is permitted in some areas of the park, however a hunting permit is required. Annual events such as the Kite Festival and the Halloween Fantasy Trail are family favorites. The park also conducts a variety of entertaining recreational programs, including natural history lectures, outdoor concerts, seaside seining, and bird watching.



#### Junction & Breakwater Trail

The Junction and Breakwater Trail is a 6-mile long "rail trail" located on the southwestern side of Cape Henlopen State Park connecting Lewes and Rehoboth

Beach. It is the third rail-trail built in Delaware and it is the longest in the state. It follows the former Penn Central Rail Line that once transported passengers to the Methodist resort camp at Rehoboth, along the Atlantic coast.

The Junction and Breakwater Trail gets its name from the rail line that ran between Lewes and Rehoboth in the late-1800s. One of the two bridges on the trail is an 800-foot long railroad bridge built in 1913. Renovated as part of the trail development, it provides views of coastal wetlands and a World War II observation tower on the coast.

### **American Discovery Trail**

The American Discovery Trail is a coast-to-coast hiking and biking trail across the mid-tier of the United States. It starts on the Delmarva Peninsula at the Atlantic Ocean, ends on the northern California coast at the Pacific Ocean, and is signed on over 6,800 miles of trail. It has its eastern terminus at Cape Henlopen State Park in Delaware near the bunker overlook.



### **Lewes Heritage Greenway**

The purpose of the Lewes Greenways Committee is to promote the connection and protection of open space through conservation, education and recreation within the City of Lewes and adjacent corridors. Signs identifying the roadways as part of the Greenway are in place, and with the recent addition of city streets, the alignment of the Greenway parallels segments of the Byway.

### **3.6 Scenic Qualities**

The physical landscape of the designated corridor is characterized by a wide variety of views that include the wide-open vistas of sea and sky, past the picturesque harbor and tall masts of docked ships, to salt marsh and farm fields, to the narrow winding roads and tall trees of well-kept properties and back to the serene water of the Canal and its green marshy edges.

Cape Henlopen State Park, Cape Henlopen Drive and portions of Pilottown Road provide some of the most beautiful scenic vistas in Delaware. Historic properties along Kings Highway and Savannah Road present some of the most historically significant and visually striking architecture in the region. New Road and Gills Neck Road contain outstanding stretches of preserved farmland and forested corridors. The designated corridor presents an abundance of scenic views and changing environments that reflects the diversity of Lewes's historic and natural resources.

#### **Scenic Views**

##### **Canary Creek**

Canary Creek and the Great Marsh account for over 2,000 acres of preserved salt marshes. Part of this area is protected as the Prime Hook National Wildlife Refuge. New Road, which represents the gateway to the Great Marsh system crosses over Canary Creek, and contains a wide shoulder along the bridge, which allows visitors to stop and observe the water and the accompanying wildlife in the area. It is also a favorite crabbing spot with locals and a launching point for kayakers.



### **Lewes Beach**

Lewes Beach, located at the northern terminus of Savannah Road, is a public beach visited by thousands during the summer months. Ferries departing from the Cape May-Lewes ferry terminal and the East End and Harbor of Refuge lighthouses at Cape Henlopen State Park rest in the background. The breakwaters are always a reminder of the times when the sea is not so beneficent.



### **Lewes and Rehoboth Canal**

The Lewes and Rehoboth Canal connects the Broadkill River to Rehoboth Bay, and forms a portion of the Intracoastal Waterway. The canal borders Pilottown Road and a portion of Gills Neck Road. Marinas and salt marsh lie in the background, making for a striking, busy environment enlivened by boats and maritime activity. The view of Lewes from the canal bridge has been painted and photographed extensively.

### **Preserved Farmland**

The farmland found along Gills Neck Road and New Road represents Lewes agricultural heritage. Fields are tilled by the Townsend family who grow corn, soybeans and small grains (rye, wheat) in rotation.

## **Kings Highway Historic District**

Kings Highway contains many historic homes that date back to the 17<sup>th</sup> century. The Zwaanendael Museum, Fisher-Martin House and Colonel David Hall House lie at the northern end of the road, making for a beautiful environment amid the diversity of large trees found throughout the area. Due to its proximity to downtown Lewes, this area is heavily visited during the summer months.



## **Lewes in Bloom and Second Street Renovation**

A local non-profit organization, Lewes In Bloom, was formed to beautify Lewes and enter into the small town category in America-In-Bloom competition. The committee won first place in 2003 for beautification of the town. Many lovely planters are placed on corners, in front of shops in the commercial district (Second, Third and Front streets), and kept flourishing throughout the summer. Large hanging baskets hang from the new light standards.

Lewes in Bloom also maintains several major plantings throughout the City. Volunteers working with the Parks and Recreation Department manage other plantings.

Second Street was entirely renovated in 2006, including burying the wiring underground, laying all new paver sidewalks, installing new lighting, and creating better parking configurations. Benches and planters were acquired, and the whole effect is very attractive. Savannah Road and Front Street have been enhanced with planters and benches outside the shops. Even the canal bridge has firmly-secured planters on its railings.

### **3.7 Archaeological Qualities**

Archaeological resources are associated with all of the thematic contexts outlined in Section 3.3 of this chapter, entitled “Primary Intrinsic Quality - *Historic*.” These resources are a significant legacy of the past and have the potential to yield important information about the region’s history and past cultures. Sites related to many different periods, both on land and in the water, have been investigated within the corridor, and additional sites remain to be identified. The Archaeological resources of Lewes and environs are important for supporting the Byway’s primary intrinsic quality - *Historic*.

In deference to the vulnerability of local archaeological resources, the Lewes Ad-Hoc Historic and Scenic Byway Committee will not include the exact locations of these resources in this public document but will append them to documents for the DelDOT Byways Review Committee separately.

#### **Period 1 – Pre-History and Early European Settlement, 10,000BC – AD 1700**

Archaeological investigations are the primary source of information about the cultures of American Indians who occupied the Delmarva Peninsula for thousands of years. American Indian and European trade goods are sometimes found at the same sites, giving clues to the patterns of early interaction between cultures.

##### **Associated Resources**

##### **Indian and Europeans co-existing in the same place**

One example of a site indicating occupancy of the same site at the same time by Indians and Europeans is found in this general area. It was described by Dan Griffith, former State Director of the Division of Historical and Cultural Affairs, as perhaps the sole remaining unspoiled site of this kind. The Sickoneysinck Indians have been identified as living in the Byway corridor.

The Pagan Creek dike is 700 feet long and is believed to have been built by early settlers across the wetlands to facilitate passage to Delaware Bay.

There are at least three sites located in the Byway corridor that qualify for National Registration of Historic Places.

##### **Ancient Burying Ground (Pilottown Road)**

The cemetery owned by St. Peter’s Episcopal Church was evidently “...the only known ancient place of a burying ground for the towne of Lewis”, according to the Sussex County Court records of 1687. Sussex Archaeological Association investigations (1952 to 1955) discovered four unmarked graves, thought to be from the second Dutch settlement in 1658.

### **Historic Houses (Pilottown Road, Front Street, Gills Neck Road, Savannah Road)**

There are many historic houses on these roads, some already on the National Register of Historic Places. A list is found in an appendix of this nomination application.

### **Period 2 – Agriculture and Milling – 1730 – 1880**

Many of the farmsteads along the Byway have been abandoned or modified as the area has changed in character. Still a number remain, or their sites remain, identified by great trees that grew next to the houses, or the graveyards where the families still lie. Farmhouses, barns, outbuildings, farm lanes and other features can help to explain settlement patterns and agricultural practices.

### **Period 3 – Industry, 1770 – 1965**

Many of the original agricultural industries have disappeared as more efficient forms of making a living became available, and transportation became easier. Many of the buildings used to process fruits, for instance still remain, as well as tools and equipment. Investigations of these resources can provide information on the history of these sites, industrial technology and the lives of some of the people who worked there. Informal, local preservation efforts have been made with some of these sites, most notably on New Road, and parts of Kings Highway.

### **Period 4 – Maritime Infrastructure, Waterway Improvements and Strategic Defense – 1765-1945**

The sea is a harsh mistress and leaves little evidence behind. What there is, is difficult to retrieve. Conversely, once the soon-to-be archaeological material is beneath the waves and in the mud, it often remains in good condition. The beaches and marshes along the coastal and canal-side roads (Pilottown Road, Gills Neck Road and Cape Henlopen Drive) bear witness to the constant struggle of the inhabitants of Lewes with the elements.

### **Associated Resources**

#### **Shipwrecks**

Five hundred shipwrecks have been documented at the mouth of the Delaware Bay and represent a source of archaeological harvest that has been generally difficult to reap. Two famous shipwrecks are those of *HMS DeBraak*, which sank off Cape Henlopen in 1798, supposedly carrying huge amounts of bullion and wealth; and the *Severn*, which sank inside the protection of the Cape in 1774, close to present-day Roosevelt Inlet.

The *DeBraak* was in the service of His British Majesty, and several thousand artifacts, as well as her sixteen guns, were recovered in the 1980's.

The *Severn*, by contrast, was a commercial vessel en route from England, bearing goods from all over the known world, including South Africa and Germany. A beach replenishment operation in 2004 led to the chance discovery of the precise location of the wreck.

### **Queen Anne's Pier**

Remnants of the pilings from this once-important pier can still be seen sticking out of the sand on Lewes Beach.

## **Period 5 – Urbanization 1818 – present**

Although urban environments frequently uproot the past and unwittingly destroy the evidence of early settlement, they occasionally protect valuable resources that might otherwise be disturbed. Parking lots and building foundations can cover resources for many generations, awaiting an opportunity to be discovered in the future. A great deal about urban life during earlier periods can be learned through archaeological investigations in the city.

## **Period 6 – Rural-Suburban Development, 1980 to present**

Archaeological surveys undertaken before the construction of new subdivisions, commercial ventures and road improvements, can identify sites that might otherwise remain unknown. Obtaining information from these sites before it is lost can help to awaken the past, and at the same time, accommodate change.

### **Associated Resources**

One such site is close to a major development. In a report from 1960, investigators from the Sussex County Archaeological Society called it "...the largest of the prehistoric settlements..." It has been shown to contain a number of burial sites. Current development plans will not disturb the site directly, but there is concern about the potential effects of construction runoff.

Work undertaken for a large company in Lewes in the early 2000's in preparation for their current rebuilding turned up materials that substantiated the presence of Prehistoric man in this area. There were also materials from the early settlers, of differing origin.

## **Chapter 4**

### ***Public Involvement and Support***

The effort to designate the road network inclusive of King's Highway, Savannah Road, New Road, Pilottown Road, Gill's Neck Road and Cape Henlopen Drive as the Lewes Scenic and Historic Byway, is a community-based initiative formed as a result of great interest in preserving and enhancing this scenic and historic corridor. Work on the nomination process began in February 2008 and was completed in February 2009.

During the application process a number of meetings were held with a variety of stakeholders. The opinions and comments of residents, farmers, business owners, realtors, organizations and institutions located along the roadways were carefully solicited and considered. These meetings provided information on the background and process of the Delaware Scenic and Historic Highways Program and in particular the Lewes Scenic and Historic Byway proposal. Feedback was generally strongly positive, and on January 30, 2009, the Advisory Committee voted unanimously to submit the nomination application for the Lewes Scenic and Historic Byway.

#### **4.1 Previous Planning Initiatives**

The roadways that form part of the proposed Lewes Scenic and Historic Byway have long been recognized for their historic nature and scenic beauty. Community interest and involvement in the preservation and enhancement of these qualities had been demonstrated in the following initiatives that predate the current designation effort.

##### **Lewes Historical Society**

The Lewes Historical Society was formed in 1961 to preserve the physical fabric of Lewes' rich and varied history. This included the purchase and formation of the Lewes Historic Complex. Many significant buildings were brought here, many others restored *in situ* and designation to the National Historic Register sought for several others. Other important elements of Lewes' life have been cared for such as the lightship *Overfalls*, located now between Pilottown Road and the Canal.

##### **Lewes Greenway Committee**

The Lewes Greenway Committee is a City of Lewes committee appointed by the Mayor of Lewes. It was formed in 1997 to promote the connection and protection of open space through conservation, education and recreation within the City of Lewes and adjacent corridors. The draft master plan was completed in 2007 and includes all of the roads in the Scenic & Historic Byway route.

## **Delaware Greenway and Trails Council**

The Delaware Greenway and Trails Council is a State of Delaware council that acts in an advisory capacity to the Secretary of DNREC. Members are appointed by the Governor of Delaware. The Council meets on a quarterly basis. It was established on July 7, 1992 by the Governor.

## **Delaware Greenways – Lewes Heritage Greenway**

Delaware Greenways is a statewide non-profit 501c3 organization created in 1990.

It is committed to the preservation and enhancement of Delaware’s natural, scenic, historic, cultural and recreational resources. The organization works to leverage public and private investment to create greenways and trails, to preserve open space, historic and scenic resources and to create livable communities. Delaware Greenways initiated the formation of the Lewes Greenway Committee in 1997 and the Lewes Scenic and Historic Byway Committee in 2008. The Lewes Scenic and Historic Byway is a project of Delaware Greenways.

## **Managing Growth Around Lewes**

Managing Growth Around Lewes was formed in 2007 as a coalition of concerned citizens interested in preserving the scenic and historic qualities of Lewes. They held a “Smart Growth” conference on how to better manage growth in Lewes in November 2007 and brought in a consultant from Scenic America who encouraged Lewes residents to designate its scenic and historic roads as Scenic Byways.

## **American Discovery Trail**

The American Discovery Trail is the first coast-to-coast national trail stretching from Cape Henlopen State Park in Lewes to Pt. Reyes National Seashore, California. It includes several of the roads in the Lewes Scenic and Historic Byway such as Cape Henlopen Drive, Kings Highway, Savannah Road, Pilottown Road and New Road.

## **Mayor James Thompson**

James Thompson was Mayor of Lewes from 1900 to 1930. In 1930 he aggressively worked to lay the groundwork for an “ornamental boulevard” along the Lewes-Rehoboth Canal that created the extensive open space along Pilottown Road. It is one of the town’s landmark vistas and still exists today thanks to his vision and determination. The boulevard involved legislative initiative by Mayor Thompson in Dover and persistent efforts over the years to clear the houses and other buildings along the canal banks.

## **Preserve America**

Preserve America is a White House initiative launched in 2003, and developed in cooperation with a number of Federal agency partners to encourage and support community efforts for the preservation and enjoyment of our priceless cultural and natural heritage.

Historic preservation and natural resource conservation can be great catalysts for community action and citizen empowerment, and our cultural and natural heritage assets can provide the spark and focus for economic development, community pride, and public service. Tourism is a major national industry, and heritage tourism is fast becoming a significant part of local and regional economies.

Lewes is one of just three Preserve America Communities in Delaware and applied for and was awarded that designation in 2006, in time for the 375<sup>th</sup> anniversary of the establishment of the first Dutch settlement.

### **Greater Lewes Foundation**

The mission of this non-profit Foundation is to maintain and improve the quality of life in the greater Lewes region. Founded in 2000 in response to a proposed townhouse development on the waterfront served by Front Street, citizens of Lewes came together to buy the property in question and design and build a green community space called Canalfront Park. Since then they have provided funds and grants annually to such groups as the Overfalls Maritime Museum Foundation, the Zwaanendael Women's Club, Delaware River and Bay Foundation, the Lewes Historical Society and several others. They are currently involved in a project called Futurescan, an effort to identify both the greatest risks facing greater Lewes over the next decade, and the top priorities for Lewes residents and elected officials to address. Issues include transportation, access to critical services, demand on natural resources, population growth and the increasing median age of Lewes residents.

## **4.2 Nomination Application**

Lewes City Council voted to create an Ad-Hoc Historic and Scenic Byway Committee in February 2008. Gail Van Gilder, Chairwoman of the Brandywine Valley Scenic Byway Committee who also owns a house in Lewes, was appointed Chairwoman. Other members were appointed over the next few weeks and the first meeting held March 17<sup>th</sup> at the Lewes Public Library. Delaware Greenways was invited to participate due to their extensive experience with this process, and to provide staff support. Maria Andaya from the DelDOT Scenic and Historic Highways program presented an outline of the Nomination process and answered questions. Dr David Ames from University of Delaware's Center for Historic Architecture and Design pledged support and advice, if needed.

The purpose of the Committee was to prepare a nomination application for consideration by DelDOT for their Historic and Scenic Byways designation. Discussions over the next few meetings concerned the benefits of such a designation, what the requirements were, what roadways should be included, what inventories were needed, and who would undertake them. At this point there was no expert consultation engaged to assist.

Lewes City Council required that meetings be conducted in accordance with City Bylaws, so each meeting had an agenda and notes were taken. A compilation of agenda and notes are in an appendix of this application. All meetings were open to the public, with dates and locations published ahead of time.

A Resource Inventory developed by the Greater Lewes Foundation was used as the starting point for further work. Delaware Greenways compiled inventories for each of the intrinsic qualities, by roadway. Several committee members assisted with this effort, and provided aerial photography.

So rich in qualifying characteristics is the Byway that enough material was amassed to support the nomination in five of the six categories.

## **Advisory Committee**

In May 2008 the Committee sent an invitation to about eighty people, inviting them to participate in the first meeting of the Advisory Committee on June 2. Everyone who expressed an interest in serving on the Advisory Committee was invited to join. Individuals serving on the committee included representatives from State legislature, non-profit planning groups, institutions (local churches on the route, Beebe Hospital, Cape Henlopen School District), civic associations, businesses, governmental planning agencies, city departments and federal agencies.

New members joined the committee throughout the process. Approximately 25-40 people attended Advisory Committee meetings and public meetings on the byway. All of these meetings were open to the public. A list of participants is included in an appendix to this study.

## **First Advisory Committee Meeting**

The first Advisory Committee meeting was held on June 2, 2008 at Lewes Public Library. At the meeting, members of Delaware Greenways presented information on the Delaware Scenic and Historic Highways Program. They conducted an overview of the corridor planning process and provided examples of successful initiatives elsewhere in the state.

During the second half of the meeting, attendees were asked to consider the Byway's assets and problems, a potential vision for the Byway, and any obstacles to the implementation of that vision. A question and answer period followed. Minutes were compiled and mailed to all participants.

## **Consultations, Interviews, and Meetings**

In addition to the regular Ad Hoc Committee meetings, the Advisory Board meetings and the Public Workshop individual meeting and/or telephone interviews were held with anyone who requested a meeting or called. Meetings were held with representatives from the University of Delaware on New Road, the Delaware River and Bay Authority on Cape Henlopen Drive, the Lewes Historic Preservation Commission, Groome United Methodist Church on Savannah Road and New Road, Wolfe Runne Homeowners Association on Gills Neck Road, Lingo Real Estate, John Gaadt Consulting, Dr. David Ames, John Milner Associates, Lewes City Council and the Delaware Department of Transportation.

## **Second Advisory Committee Meeting**

A second meeting was held on September 29, 2008 in two-part format first to inform new members about the Nomination Application process, and in the latter half, to update all members on the progress of the Ad-Hoc Committee since that first meeting. As in the first meeting, a Power-Point presentation was given, and consideration of assets and problems, plus a vision for the Byway was solicited from attendees.

A draft proposal from the Ad-Hoc Committee of Mission Statement and Goals were presented, as well as the most recent inclusion of roads, as suggested at the first Advisory Committee meeting. The Advisory Committee voted to accept the Mission Statement and Goals as read, as well as the proposed route for the Byways corridor.

January 20, 2009 was set as a date for a Public Workshop.

## **Public Workshop**

The advertised Public Workshop was held on January 20, 2009 in an Open House format. Attendees were invited to come and visit various stations describing various aspects of the Nomination process including Mission Statement, Goals and Objectives, Identification of Key Scenic and Historic Resources, and a Description of the Nomination process. Draft large-scale maps of the proposed corridor were lined up along the wall. Members of the Ad-Hoc Committee were standing by to answer questions and discuss concerns if needed. Attendance was consistent with previous meetings and several useful suggestions made. These were discussed and incorporated where applicable by the Ad-Hoc Committee at a later date.

### **4.3 Appendices to this Application**

Appendices to this nomination application include a number of documents related to public involvement and support.

#### **Maps**

Maps showing Gateway route and various features.

#### **Photolog**

Numbered series of photos related to Historic Quality Resource Inventory.

#### **Historic Quality Resource Inventory**

Lists of historic resources identified on the Lewes Historic and Scenic Byways Features map, as well as those referred to in the text, are included in an appendix to this study.

## **Ad-Hoc Committee Members**

A list of the members of the working committee and their affiliations is in an appendix to this nomination application.

## **Advisory Committee Members**

The current list of Advisory Committee members is included in an appendix. About 20-25 of the members on this list have regularly attended Advisory Committee meetings and the Public Workshop.

## **Meeting Notices and Agenda**

This appendix includes copies of meeting notifications and agenda for Ad-Hoc Committee meetings, Advisory Committee meetings and the Public Workshop held during the planning process. Slides from the Power Point presentation given by Delaware Greenways are in note form.

## **Power Point Slides**

Slides from presentations made to the Advisory Committee Members and public meetings.

## **Newspaper Articles**

Several newspaper articles describing the effort are included in this appendix.

## **Letters of Support**

Delaware Greenways has received numerous letters of support for designation of the Lewes Historic and Scenic Byway as a State Scenic and Historic Highway. Copies of letters received to date are included in this appendix. Copies of additional letters that are received will be forwarded to DeIDOT.

## **Letters of Concern**

No letters of concern have yet been received by Delaware Greenways. However, copies of any letters that are received will be forwarded to DeIDOT.

# Lewes Scenic and Historic Byway

## Gateway to the Nation Appendix 4: Transportation Management Report



Cape May - Lewes Ferry

## Appendix 4: Transportation Management Report



Lightship Overfalls



Delaware Breakwater Lighthouse



Canary Creek

Lewes

Cape Henlopen State Park



Hazell Smith House



Fort Miles

Prepared for:

**CITY OF LEWES  
SUSSEX COUNTY**

**DELAWARE DEPARTMENT OF TRANSPORTATION**

Prepared by:  
**DELAWARE GREENWAYS**

**OCTOBER 2015**



Pre-War Savannah Road



Zwaanendael Museum



# PREFACE

This report is designed to inform the Corridor Management Plan regarding traffic and transportation issues affecting the Lewes Historic Byway. It represents a collective effort of members of the Lewes Historic Byway Ad Hoc Committee who volunteered countless hours collecting traffic data and attending meetings guiding the planning effort supporting the Corridor Management Plan. This analysis also was supported by the Delaware Department of Transportation, DNREC, The Delaware River and Bay Authority, the City of Lewes and Sussex County, whose advice and guidance were invaluable in developing the recommendations brought forward by this effort.

While the analysis contained herein is related to the Byway which is located both inside the City Limits and in the County, the conclusions reached and the recommendations have general utility to the entire City and its surroundings and should be accepted as such.

The analysis identifies challenges that require the cooperation of all levels of government and the residents and businesses of the area to address and solve. The authors hope that this report provides the basis for the entire community and their leaders to act.

# ACKNOWLEDGEMENTS

This report was funded by a grant from a grant from the Federal Highway Administration's National Scenic Byway Program. Additional funding was provided by Senators Ernesto Lopez and Gary Simpson, Representatives Peter Schwartzkopf and Ruth Briggs and Joseph Booth. In addition, many hours of volunteered time was provided by members of the Lewes Scenic and Historic Byways Committee and many other civic minded residents of the City of Lewes and the surrounding area of Sussex County. Members of the Lewes Scenic and Historic Byways Committee are:

- Gail vanGilder - Chairperson
- Michael DiPaolo - Lewes Historic Society
- Dan Parsons - Historic Preservation Planner, Sussex County
- David Ennis
- Diane Wilson
- Ronal Smith
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- Bonnie Osler – Councilperson (former liaison)
- Dennis Reardon – Councilperson (current liaison)
- Mike Tyler - Pedestrian and Bicycle Advisory Committee
- Helen Waite

Additionally, the Committee would also like to thank Mayor Ted Becker, former Mayor James Ford and City Manager Paul Eckrich.



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## INTRODUCTION

Lewes was the site of the first European settlement in Delaware, a whaling and trading post that Dutch settlers founded on June 3, 1631 and named Zwaanendael. The colony had a short existence, as a local tribe of Lenni Lenape Indians wiped out the 32 settlers in 1632. But the settlement was re-established as Lewes in 1662 by a group of Mennonites. To this day, Lewes proudly calls itself the first town in the first state.

The Public Outreach Program for the Lewes Historic Byway: Gateway to the Nation has identified significant concerns related to traffic mobility, particularly during the summer months. Residents and visitors alike are finding congestion affects their enjoyment of the City and its attributes and, as time goes on, there is real concern that the situation will worsen detrimentally affecting the City and the Byway.

The historic nature of the City makes it a special place. A tight grid system of streets, closely spaced historic buildings, and unique neighborhoods along with its beaches and scenery make the city and its surroundings special. As a result, it is very unlikely that major transportation improvements that increase the capacity of the current street system are feasible or acceptable in this community with a year-around population of 2,800 that swells to almost 50,000 in the summer.

Accordingly, the demands for mobility must be managed by mode, time and route of travel. This report examines the magnitude and patterns of existing travel, how travel demand in Lewes might change in the future and the potential strategies and management techniques that might be employed to make getting around the City easier.

This analysis accompanies and supplements the Corridor Management Plan (CMP) for the Byway. The recommendations of this analysis were developed in conjunction with the CMP.

## ANALYSIS PROCESS

The study process involved four distinct steps with the final product being suggested strategies and recommendations that can be adopted by implementing agencies such as the City of Lewes, Sussex County and DeIDOT. The steps are:

- **Data Collection and Compilation:** This step involves collection of transportation data so that a picture of the existing transportation situation can be compiled.
- **Data Analysis and Estimation of Carrying Capacity:** An understanding of the capacity of the transportation network is needed to determine where the system is operating in relation to its capacity to function as a system. This step also includes identification of the categories of users of the transportation system both today and into the future.
- **Identification and Evaluation of Potential Recommendations:** the outcome of the two previous steps will lead to a series of recommendations that will be evaluated in this step. Conducted in conjunction with the development of the CMP, the potential recommendations will also be aligned with the recommendations of the CMP.

- Development of a Transportation Management Plan: This step is the formalization of the recommendations into a cohesive plan. It is likely that components of this step will be completed in subsequent efforts.

### THE LEWES HISTORIC BYWAY: GATEWAY TO THE NATION STUDY AREA

There are two geographic areas that affect the management of transportation in the City of Lewes: The City and its Byway and the larger region, including the region’s transportation spine, State Route 1 and the surrounding areas of Sussex County. Figure 1 shows the regional setting for the City of Lewes.

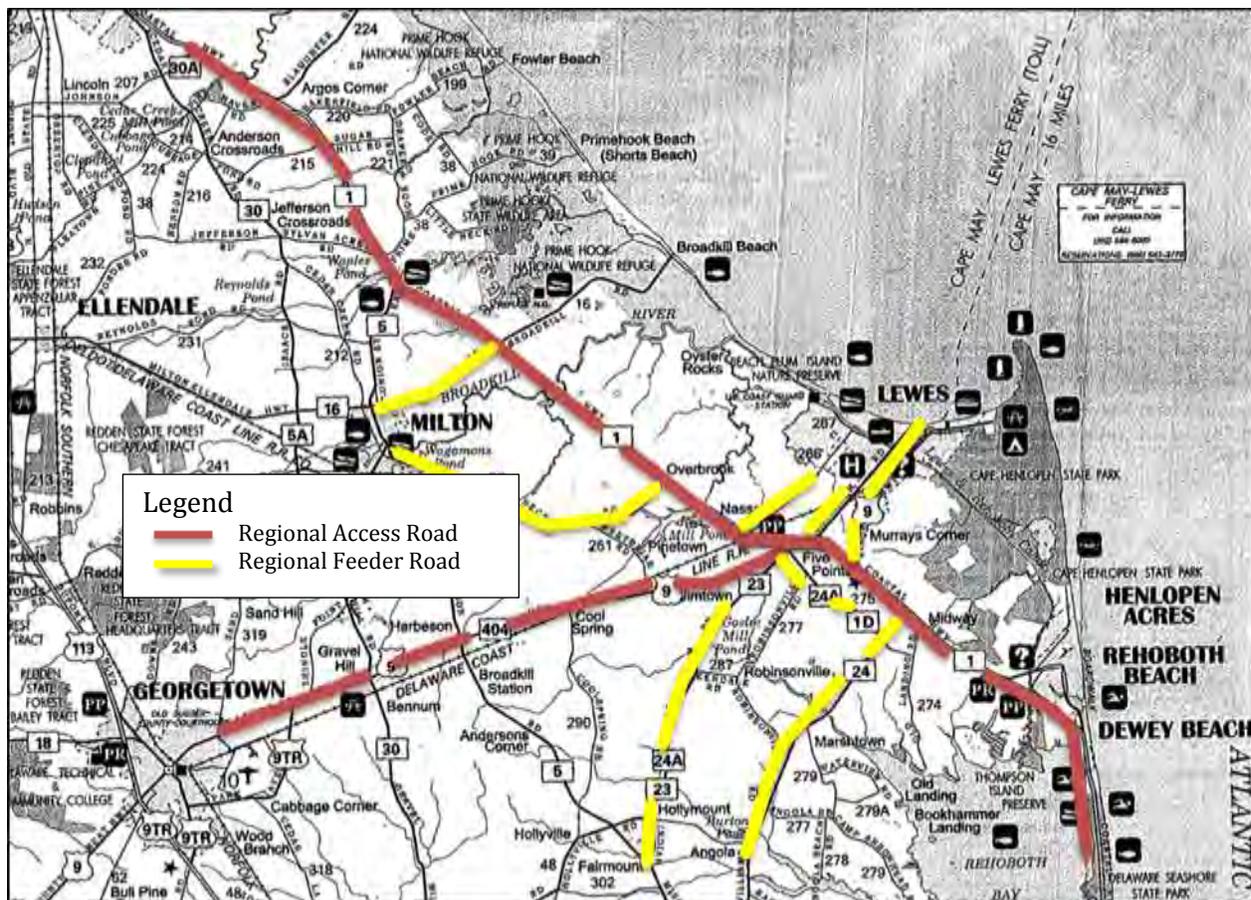


Figure 1: Regional Context Map

Most of the regional and tourist traffic into Lewes arrives via State Route 1 and US Route 9 which are shown in red in the figure. In yellow are the feeder roads that bring traffic from the developed areas outside Lewes into the City.

Figure 2 shows the roadways and trails within the City and its immediate vicinity as well as the Lewes Historic Byway.

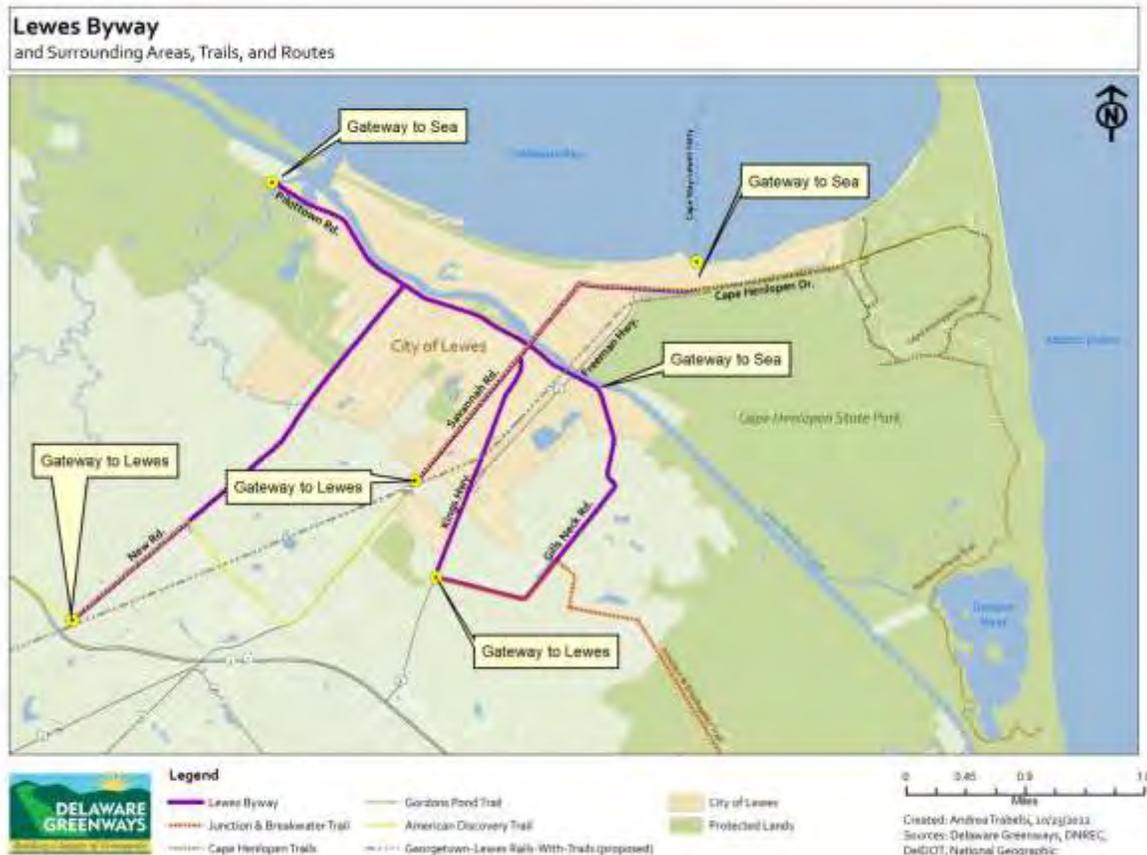


Figure 2: Immediate Study Area Map

In the figure, the Byway is shown in purple. Trails are shown in red. In addition, the map shows the 'Gateways' from the land and from the sea. These gateways will play a key role in managing the Byway roadways. As shown on the figure, the Lewes Historic Byway consists of the following roadways:

- 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.

## TRANSPORTATION DATA COLLECTION

Data was collected to determine the traffic patterns within the City of Lewes. The data was supplemented with data provided by other primary sources.

### TRAFFIC VOLUME COUNTS

On Saturday, August 7, 2013, twenty-six volunteers gathered at the Net House in Canal Front Park in an unprecedented effort to ‘count vehicles’.



**Figure 3: Some of the Volunteers gathering to compare notes from a successful day. Councilwoman Bonnie Osler, front left, hosted the volunteers at the City’s Net House in Canal Front Park.**

The volunteers counted autos and trucks, towed boats, bicycles and pedestrians at nine intersections strategically selected based upon observation of traffic conditions during the summer by Ad Hoc Committee members and consultation with the members of the City’s Traffic Committee. Traffic count data was collected between the hours of 4:00 PM to 6:00 PM on Saturday, August 17, 2013 at the following intersections:

1. Pilottown Road (Front Street) and New Road
2. New Road and University Connector
3. New Road and Old Orchard Road
4. Savannah Road and Cape Henlopen Drive
5. Savannah Road, Front Street and Gills Neck Road
6. Savannah Road and Third Street
7. Kings Highway and Third Street
8. Cape Henlopen Drive and Freeman Highway
9. Kings Highway, Gills Neck Road and Cape Henlopen High School Driveway

Figure 4 illustrates the intersections counted.



Figure 4: Intersections Counted

The City of Lewes periodically places a radar based traffic counter around the City. Data collected by the City during the summer of 2013 was used to factor the two hour counts collected by the volunteers and develop estimates of daily traffic volumes as well as hourly traffic counts for an average summer day.

Figure 5 illustrates the data collected by the City for Savannah Road. Similar data was collected by the City for New Road as well and is shown in Figure 6.

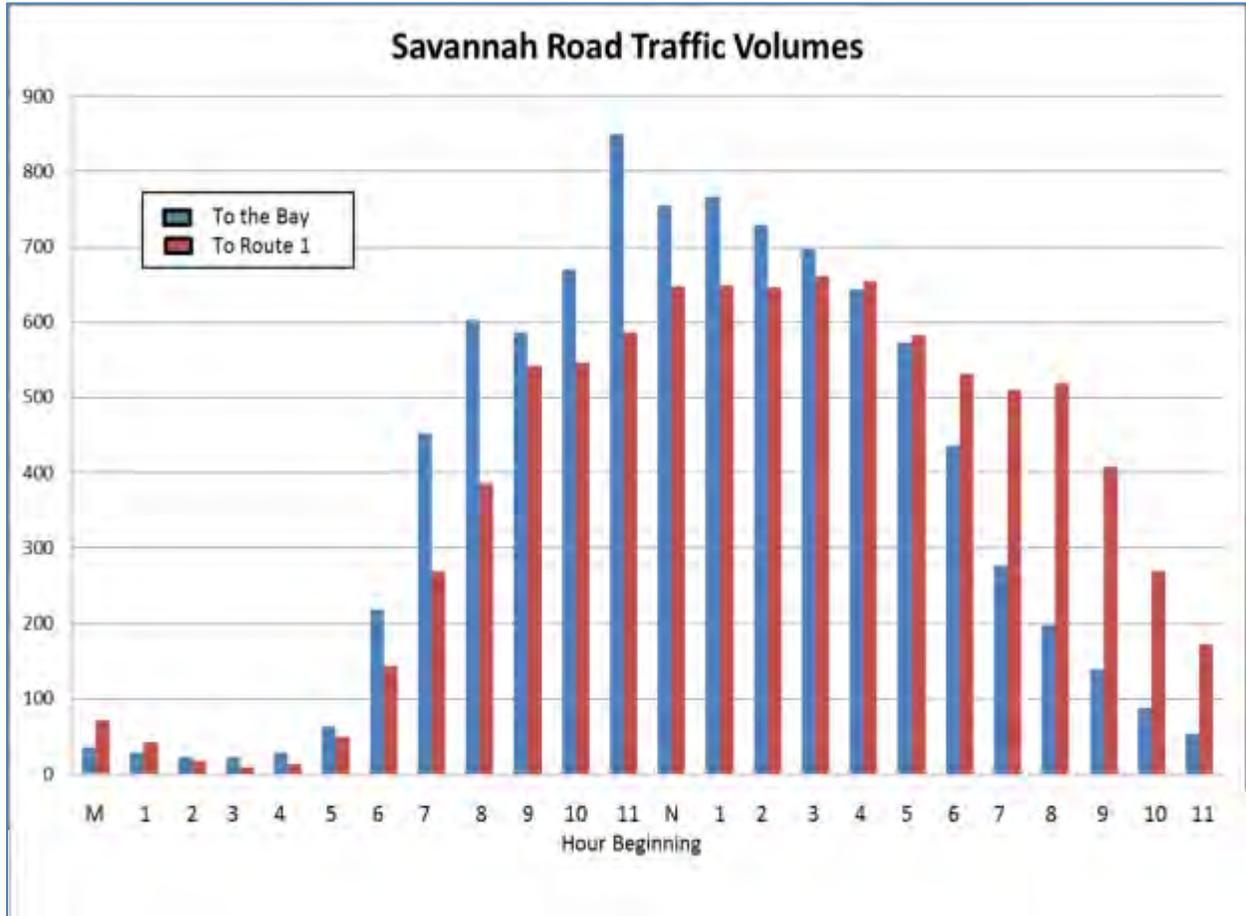


Figure 5: Savannah Road Daily Traffic Volumes distributed across an average summer weekday.

As shown in Figure 5, there is a significant peak flow to the beaches and to downtown Lewes. The return flows occurring later in the day are spread over more hours and extend into the evening.

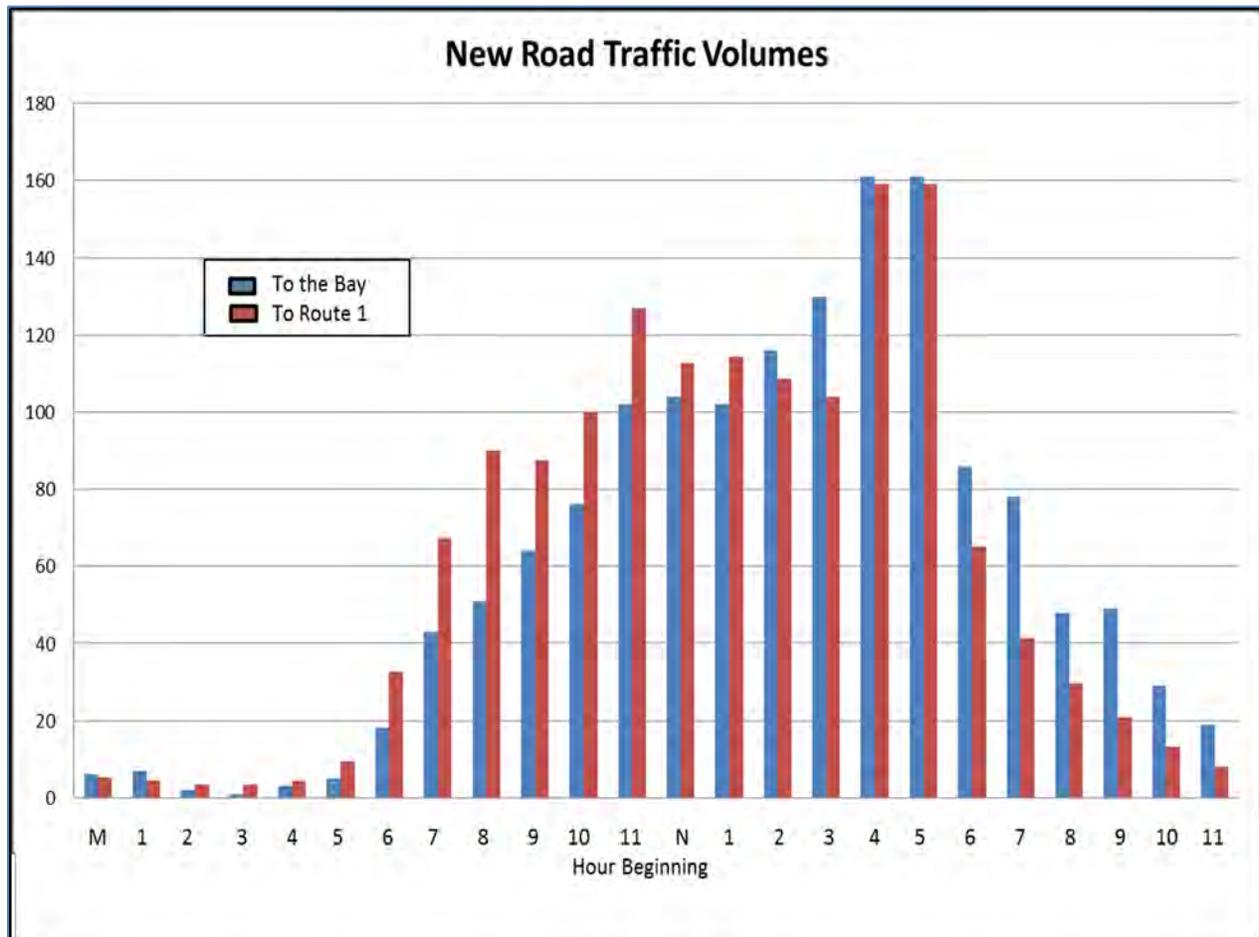


Figure 6: Savannah Road Daily Traffic Volumes distributed across an average summer weekday.

New Road traffic patterns seem to peak in the late afternoon. Interestingly, New Road is the alternative route when Savannah Road begins to congest. In fact, when the volunteers were collecting traffic data, Savannah Road was congested at times and may explain the high traffic volumes noted in the graph.

The hourly volumes noted in Figures 5 and 6 were used in two ways. First, each direction and each hour was summed to develop estimates of daily traffic volumes for a summer day. Second, the relationship of each hour and each direction to the total daily volume for that direction was used to factor the remaining hours of the day that were not counted by the volunteers.

Figure 7 illustrates the daily summertime volumes for each of the links of the byway roadways.

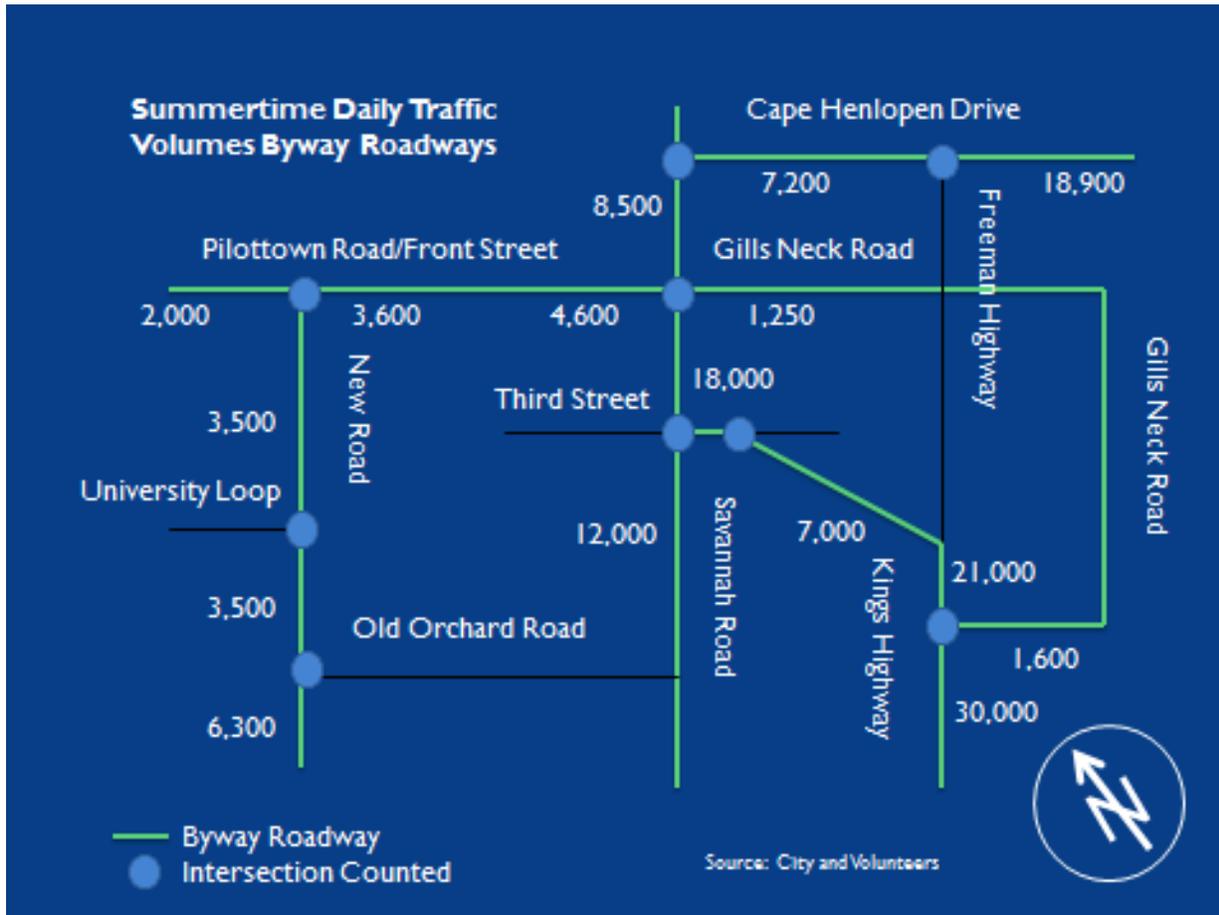


Figure 7: Average summertime daily traffic for the Byway roadways.

As shown in the figure, the highest daily volumes are along the Kings Highway corridor and along Savannah Road. Kings Highway volumes reach 30,000 vehicles per day near the High School, which was not in session and during the count day, there were no events held. On Savannah Road, daily volumes range up to 18,000 vehicles per day. August 17 was a sunny day and many vehicles were observed to be originating from the beach parking lots. New Road carried 6,300 vehicles per day between Nassau and Old Orchard Road.

It is revealing to compare summertime traffic volumes in the winter to summertime traffic volumes. As previously noted, traffic volume data is often collected by the City of Lewes for a number of purposes. On Savannah Road, data was collected in August 2013 and this past winter in February 2013. Figure 8 illustrates the volume differences.

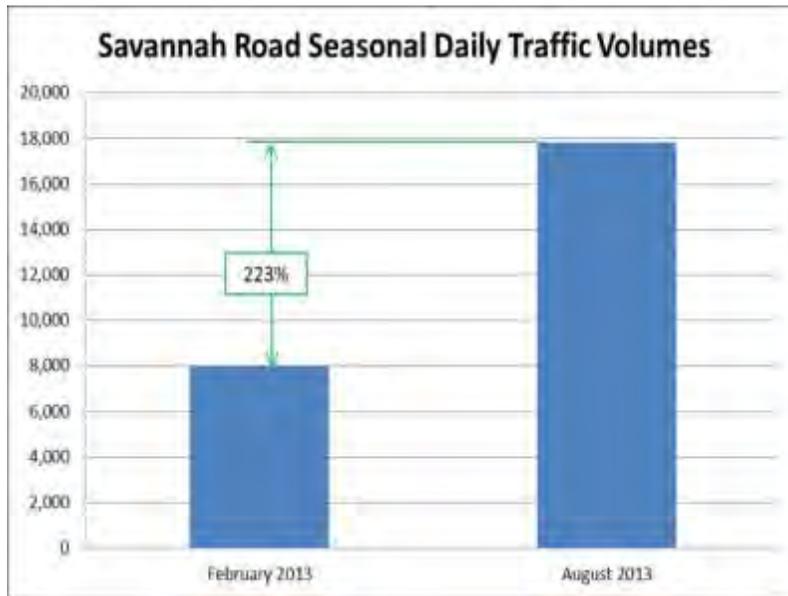


Figure 8: Comparison of daily traffic volumes on Savannah Road in the summer and in the winter.

As shown in the figure, there is a significant difference in the level of traffic with summer volumes 223% greater than winter traffic volumes.

State Route 1 is also subject to wide seasonal variations in traffic volumes. DeIDOT operates a permanent traffic count station just north of Nassau. A permanent counting station collects traffic volume data continuously, 24 hours per day, every day, and all year. Review of the data reveals similar increases. On weekdays, the increase is 244%, on Fridays, the increase

is 181% and on Saturdays, the increase is 213%.

### HOURLY TRAFFIC VOLUMES BY MODE OF TRAVEL

As previously noted, the volunteers divided the vehicle classes into motorized vehicles, then isolated boat trailers as a separate category, and counted bicycles and pedestrians as well. The volumes in the following figures are for the peak traffic hour of the intersection; that is, the four highest consecutive 15 minute periods of the two hour count period between 4:00 PM and 6:00 PM on August 17, 2013. Also shown in the table is the peak hour factor. This factor is a measure of the variability of traffic during the peak hour. The factor is a ratio of the total peak hour traffic divided by four times the highest fifteen minute traffic volume with the lower the number meaning the higher the variability of traffic volumes during the peak hour. Factors above 0.95 indicate very constant traffic throughout the peak hour while factors below 0.85 indicate highly variable traffic. Highly variable traffic would be characterized by large differences in size of platoons of vehicles flowing through the intersection while less variable traffic means more consistent platoons.

The peak hour and peak hour factor varied for each of the intersections as shown in Table 1.



**Table 1: Intersection Traffic Factors**

Intersection	Peal Hour	Peak Hour Factor
Pilottown Road (Front Street) and New Road	4:15 PM to 5:15 PM	0.86
New Road and University Connector	5:00 PM to 6:00 PM	0.97
New Road and Old Orchard Road	4:30 PM to 5:30 PM	0.91
Savannah Road and Cape Henlopen Drive	4:00 PM to 5:00 PM	0.91
Savannah Road, Front Street and Gills Neck Road	4:00 PM to 5:00 PM	0.96
Savannah Road and Third Street	4:30 PM to 5:30 PM	0.89
Kings Highway and Third Street	4:15 PM to 5:15 PM	0.86
Cape Henlopen Drive and Freeman Highway	4:15 PM to 5:15 PM	0.90
Kings Highway, Gills Neck Road and Cape Henlopen High School Driveway	4:30 PM to 5:30 PM	0.83

Review of the table indicates that as traffic approached Front Street and Savannah Road, traffic volumes grew more consistent with higher peak hour factors, indicating a more constant pressure from traffic volumes. Further, the higher peak hour factors in the center of Lewes mean even the smallest variances in traffic change the time of the peak hour.

Figure 9 shows the late afternoon traffic volumes for the Lewes Historic Byway intersections. The specific turning movement diagrams are shown in the appendix. Table 2 lists the intersections and their total intersection peak hour motorized vehicle volumes in order from highest to lowest.

**Table 2: Total Intersection Peak Hour Traffic Volume**

Intersection	Total Intersection Traffic Volume
Kings Highway, Gills Neck Road and Cape Henlopen High School Driveway	1,493
Cape Henlopen Drive and Freeman Highway	1,412
Savannah Road and Third Street	1,184
Savannah Road, Front Street and Gills Neck Road	1,047
Savannah Road and Cape Henlopen Drive	846
New Road and Old Orchard Road	500
Pilottown Road (Front Street) and New Road	354
New Road and University Connector	340
Kings Highway and Third Street	301

As shown in the table, The majority of the traffic passing through the community uses Kings Highway and Freeman Highway. The second highest corridor is Savannah Road followed by New Road.

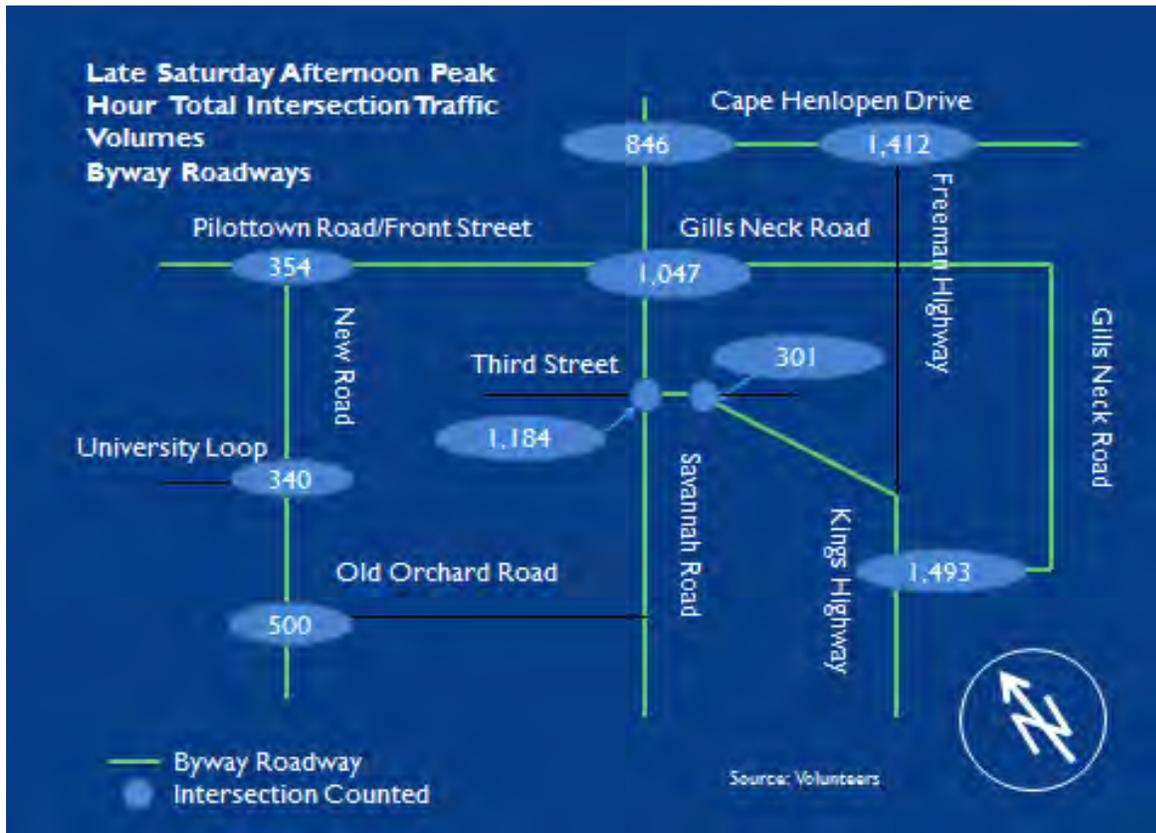


Figure 9: Late Saturday Afternoon Total Intersection Peak Hour Traffic Volumes

A major concern arising from the public outreach effort was the presence of vehicles pulling boat trailers. The narrow streets of the City make maneuvering these sometimes large trailers difficult.

Table 3 illustrates the total number of vehicles towing boat trailers at each of the study intersections.

Table 3: Total Intersection Peak Hour Boat Trailer Volumes

Intersection	Total Intersection Boat Trailer Volume
Pilottown Road (Front Street) and New Road	19
Savannah Road and Cape Henlopen Drive	17
Savannah Road, Front Street and Gills Neck Road	16
New Road and Old Orchard Road	8
New Road and University Connector	5
Kings Highway, Gills Neck Road and Cape Henlopen High School Driveway	2
Savannah Road and Third Street	1
Kings Highway and Third Street	1
Cape Henlopen Drive and Freeman Highway	0

As shown in the table, the highest number of trailers with boats was along Front Street/Pilottown Road in the vicinity of New Road followed by Cape Henlopen Drive near Savannah Road. The volunteers indicated that during other hours of the day, boat trailer traffic was higher than was counted on New Road but that the number of boat trailers on Front Street was important to consider in the analysis.

Bicycle traffic was also examined in the count program. Figure 10 illustrates the total intersection peak hour bicycle volumes.

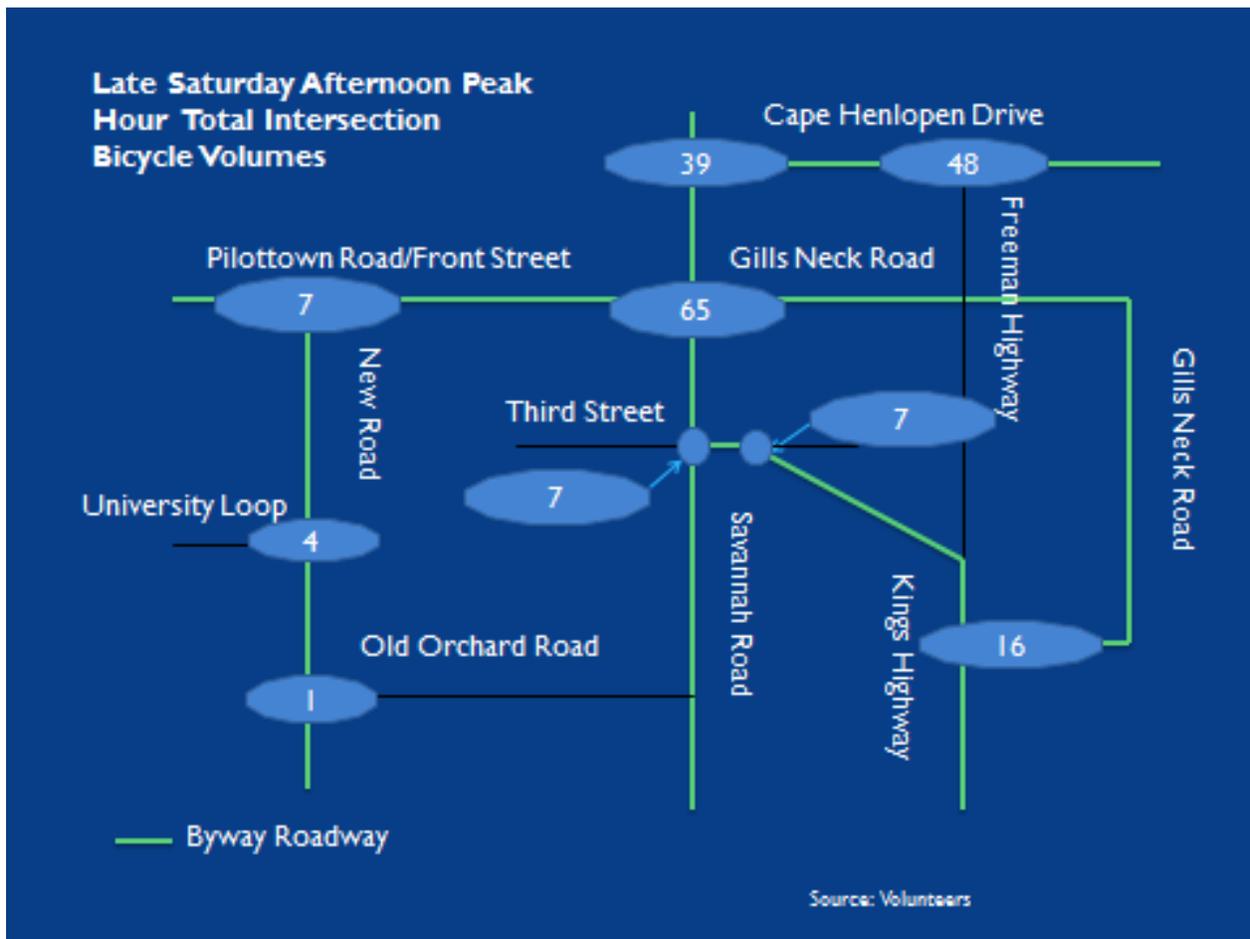


Figure 10: Late Saturday Afternoon Peak Hour Bicycle Volumes

As shown in the figure, there is a concentration of bicycles along the Cape Henlopen Drive Corridor and into the downtown area via Savannah Road. Of note is that the existing end of the Junction and Breakwater Trail at the High School carried little bicycle traffic. Most of the trail bicycle traffic followed Gills Neck Road to Savannah Road and Front Street. Additionally, the bicycle traffic on Cape Henlopen Drive is significant, emanating from Cape Henlopen State Park, the residential developments and the Cape May Lewes Ferry.

Interestingly, a number of the volunteers who live along the New Road Corridor reported that they would bicycle more if New Road was made safer for bicyclists. The lack of shoulders for most of its length and the narrow travel lanes make bicycling unpleasant along New Road. Overall, throughout the City, for the dinner hour, the number of bicyclists on the roadways is significant and a key factor to be considered as the study proceeds.

The volunteers also recorded pedestrians at the intersections that were counted. Figure 11 illustrates the number of pedestrians at the study intersections along the Byway.

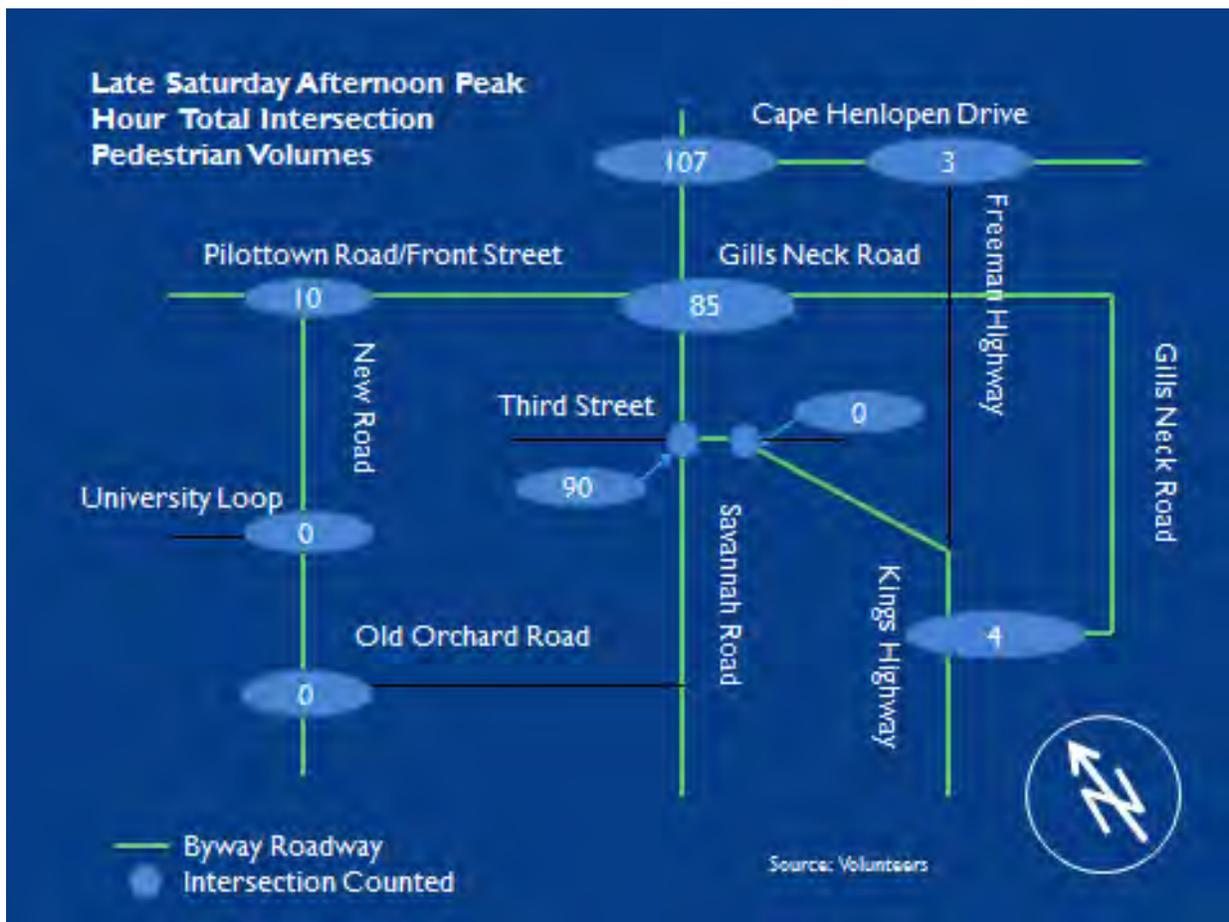


Figure 11: Late Saturday Afternoon Peak Hour Pedestrian Volumes

Review of the figure indicates that a substantial number of pedestrians were observed along Savannah Road from Cape Henlopen Drive to Third Street.



## ESTIMATION OF THE CURRENT CARRYING CAPACITY OF BYWAY ROADWAYS

Loosely defined, carrying capacity is the amount of activity or use that can be handled by a system before it begins to deteriorate. Another way to describe carrying capacity is determining how much use (e.g., travel demand) a given setting (or transportation system) can absorb, before capacity is exceeded. Carrying capacity refers to a systemic breakdown in which the entire system begins to fail, as opposed to just a bottleneck where failure is localized.

The most prominent measure of the carrying capacity of a transportation system is level of service. Level of service has many definitions. In Lewes, traffic volumes vary greatly seasonally and throughout the day in all seasons. Congestion occurs seemingly randomly. A good example is how weather affects traffic volumes in the summer. Good beach days, sunny, warm surf, clear sky, attracts more beach goers than cloudy days with cold surf. Saturdays are change-over days for rental properties. When combined with good beach days can jam up the roadway network as can late afternoon traffic leaving the beach and folks headed to the downtown area for dinner. Similarly, market days create congestion as does events at the High School. Therefore, when considering carrying capacity, the analysis must consider all hours of the day and not just the typical commuter peak as in most jurisdictions.

The volunteers collected traffic count data for just two hours. In order to develop a traffic picture for an average summer day in Lewes, the traffic count data collected by the City for Savannah Road and for New Road was utilized. The hourly data collected by the City was converted to a percentage of the daily traffic. See figures 5 and 6. Then those percentages were applied to the total intersection volume data collected by the volunteers and graphs were prepared showing the total intersection volumes for the nine intersections.

To accurately describe carrying capacity, this analysis assumes that all of the intersections analyzed are controlled by a traffic signal if they are not already signalized. The reason is that as traffic increases, it is reasonable that the intersections would be signalized to adequately accommodate the increasing traffic demands. Additionally, the intersections were not improved through the addition of new travel lanes, turning lanes or turn prohibitions.

To adequately assess carrying capacity, the analysis must establish the amount of total intersection traffic that the intersection can accommodate without backing up. This, then, is the practical definition of carrying capacity of a specific intersection. To quantify this definition, a level of service scale has been developed for the City of Lewes. This scale is shown in Table 4.



**Table 4: Level of Service Description**

Level of Service	Percent of Capacity
A	Less than 55%
B	55% to 64%
C	64% to 73%
D	73% to 91%
E	91% to 109%
F	Greater than 109%

Percent of capacity is defined by the maximum number of vehicles that can be serviced by the intersection in one hour without backing up. Because the capacity of an intersection is relatively constant even as traffic patterns change, a direct relationship can be established between the volume passing through an intersection and the relationship of that volume to the capacity of an intersection.

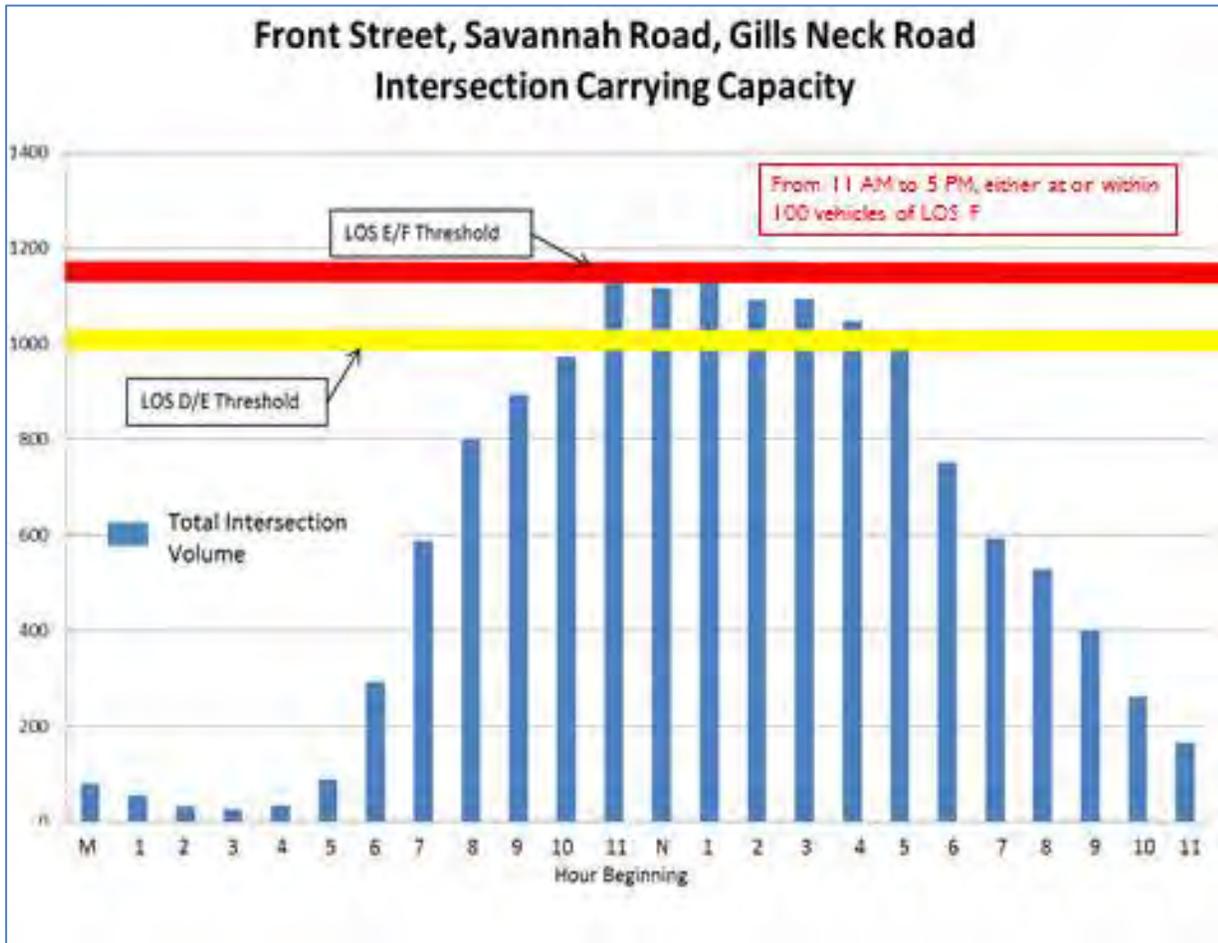
To the daily traffic volume graphs of the nine intersections, the percent of capacity was determined for the count period and then, traffic volume was added until level of service 'F' was achieved. The current level of service and the level of service 'F' volumes were then noted on each of the graphs.

## SAVANNAH ROAD CORRIDOR

### *STREET TRAFFIC ANALYSIS*

Savannah Road provides direct access to downtown Lewes, the canal front and the Lewes beaches. Figure 12 illustrates the carrying capacity of the intersection of Front Street, Savannah Road and Gills Neck Road. The vertical blue bars illustrate the total intersection traffic volumes for each hour of the day. During the period of time when the volunteers were collecting traffic volume data, between the hours of 4:00 PM to 6:00 PM, the intersection was operating at Level of Service E, above 90% of the capacity of the intersection to accommodate traffic. However, when the other hours were analyzed, the intersection approaches its carrying capacity in the middle of the day when the business district is at its busiest and the beach-goers are on their way to the beach.

During the count period, many beach-goers were going home for the dinner hour and the traffic flows were unbalanced with the heaviest volumes traveling southbound on Savannah Road causing long platoons of waiting at the traffic signal.



**Figure 12: Carrying Capacity of the Intersection of Front Street, Savannah Road, and Gills Neck Road**

At the intersection of Third Street and Savannah Road, illustrated in Figure 13, the situation is similar. While the intersection is also operating at Level of Service E, and is close to its carrying capacity, these adjacent major intersections, along with the Second Street Intersection, act as a system. Pedestrians crossing at the marked crosswalks cause traffic to stop and yield the right of way (as should be the case) and congestion ripples through the system.

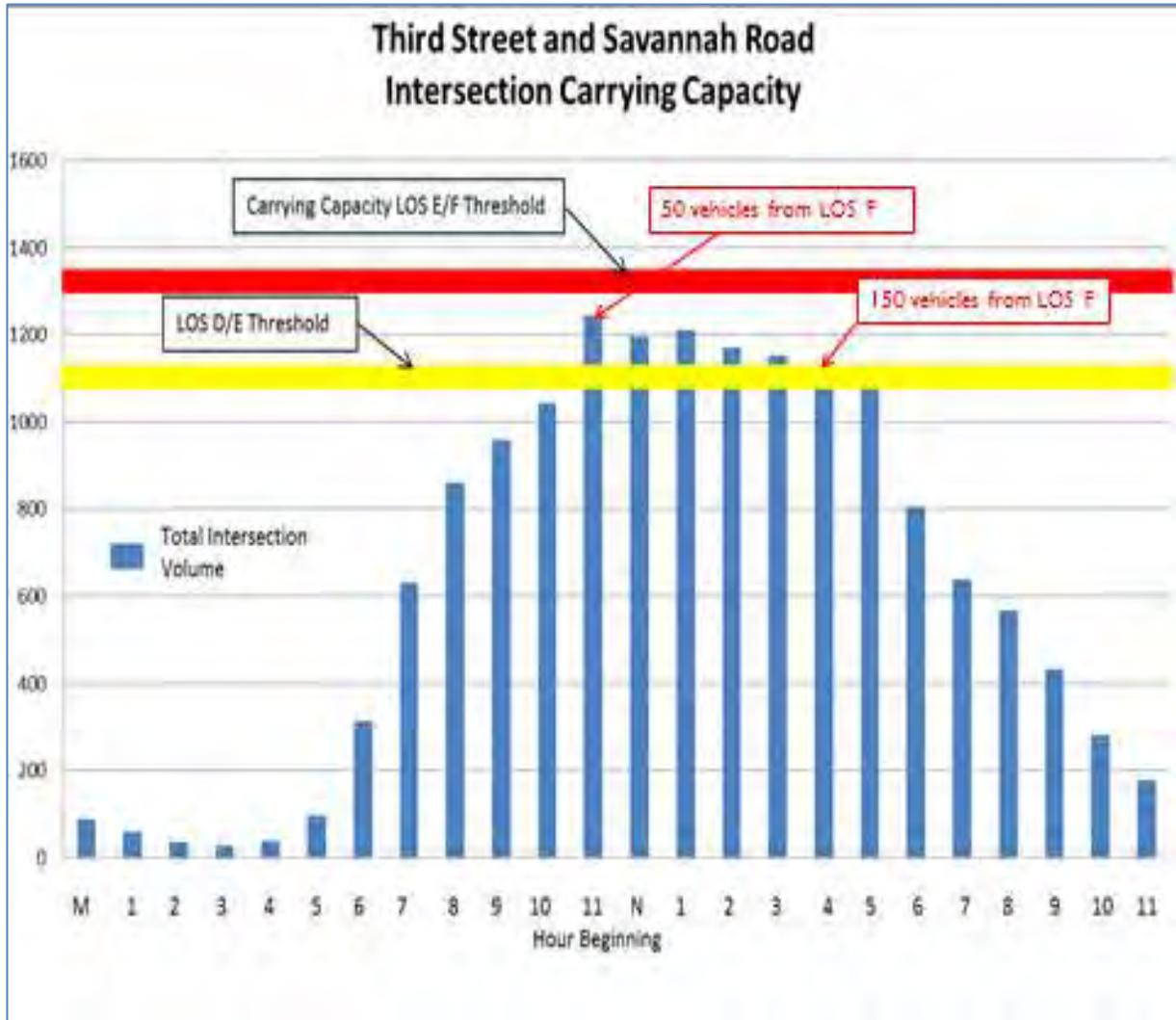


Figure 13: Carrying Capacity of the Intersection of Third Street and Savannah Road

The intersection of Savannah Road and Cape Henlopen Drive, shown in Figure 14, carries fewer vehicles throughout the day than the Front Street and Third Street intersections. It is currently operating at Level of Service B during the count period and for most of the day. This means that there is a lot of room for traffic increases before carrying capacity is reached. Observations note that the driveways and cross streets in the area, and in particular, the open curb cut at the Dairy Queen with its constant flow of customers increases congestion at the intersection.

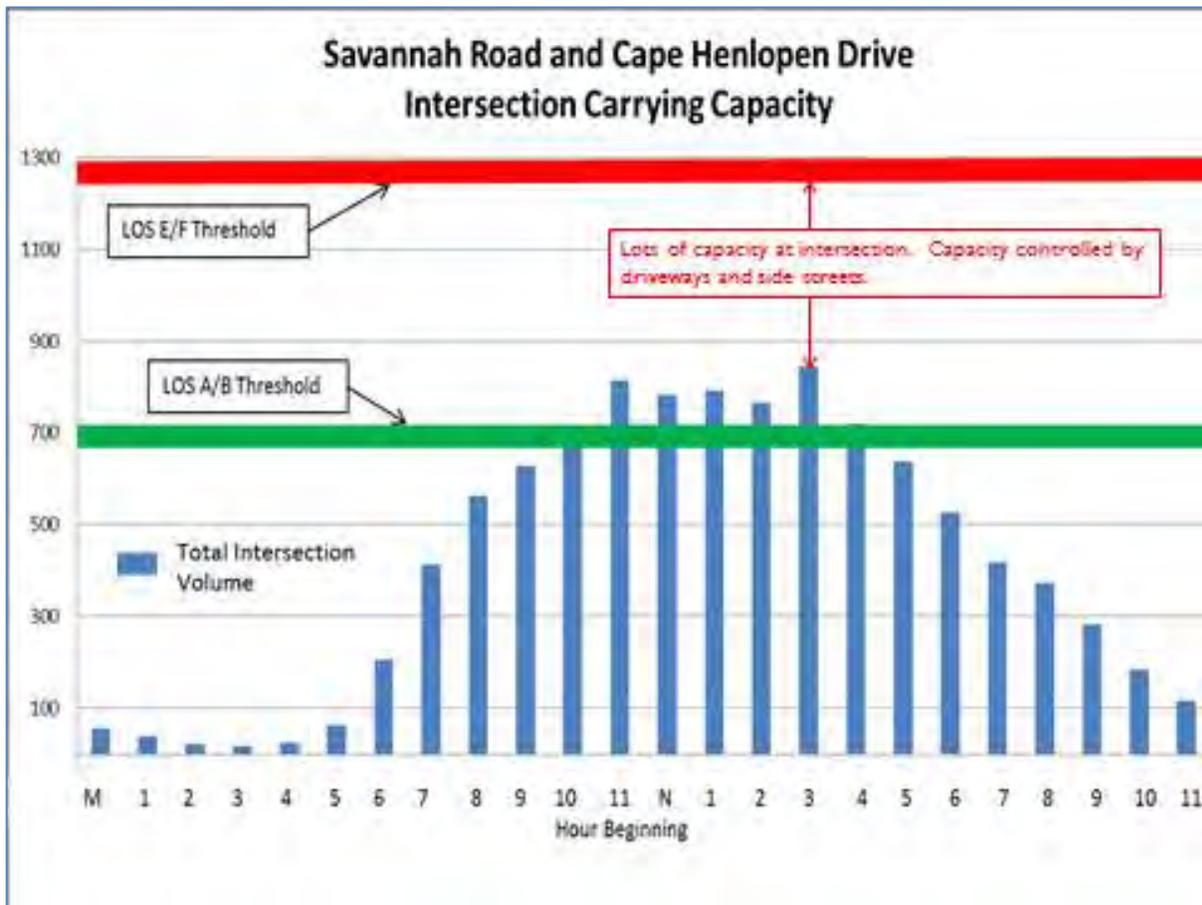


Figure 14: Carrying Capacity of the Intersection of Savannah Road and Cape Henlopen Drive

### BEACH PARKING ANALYSIS

Many beach goers use Savannah Road to travel to the beach parking lot at the end of the Savannah Road. Taken together with the beach parking lot on Cape Henlopen Drive, some 382 parking spaces are available to beach goers within Lewes. Beach parking is metered between May 1 and September 30 of each year. There is a two hour minimum parking fee at the Savannah Road lot. It should also be noted that residents between the canal and the Bay park at their houses and walk to the beach.

Figure 15 illustrates parking conditions at the two parking lots throughout the year.



November 16, 2013



March 30, 2007

Winter Months: Parking lots are empty



May 29, 2006

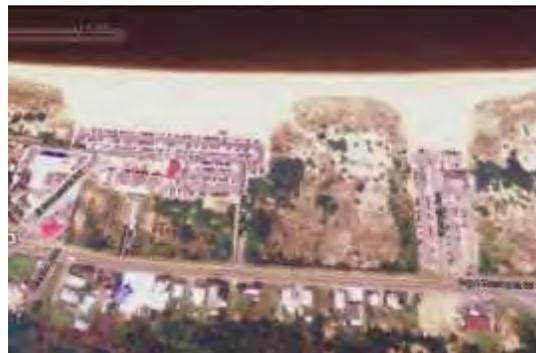


August 31, 2005

Shoulder Months: Parking lots are about half full



July 13, 2010



July 16, 2006

Summer Months: Parking lots are full

Figure 15: Beach Parking Conditions (Source: Google Earth)



As shown in the figure, the parking lots are full on a typical summer day. But there is a second problem: Because beach parking is at a premium, during peak times, when there are more people searching for spaces than there are spaces, motorists drive around looking for parking and add to the congestion. Table 5 shows the number of people traveling north of Cape Henlopen Drive on Savannah Road. While some turn off on side streets and into driveways, many continue on to the parking lot. If only 40% of the traffic leaving the intersection of Cape Henlopen Drive and Savannah

**Table 5: Parking Analysis Savannah Road Beach Lot**

Hour Beginning	Filled Spaces	Excess Demand
9:00 AM	196	0
10:00 AM	212	0
11:00 AM	232	39
12:00 PM	232	49
1:00 PM	232	27
2:00 PM	232	21
3:00 PM	232	1
4:00 PM	212	0
5:00 PM	195	0
6:00 PM	153	0

Road on Savannah Road want to park in the beach lot, between 11:00 AM and 3:00 PM, parking demand exceeds supply at that lot. If the percentage increases to 50%, the number of motorists who cannot find a place in that lot to park more than doubles. For example, the 39 trips into of the parking lot at 11:00 AM are actually 78 trips into and out of the parking lot. If 50% of the traffic on Savannah Road wants to park at the beach parking lot, then the number increases by almost 2.5 times to 189. When that is the case, traffic on Savannah Road at Cape Henlopen Drive could increase between 25% at 11:00 AM and at the critical noon hour.

In short, the lack of parking is critical in that excess demand is forced to circulate unnecessarily on the Lewes Street Network.

*SAVANNAH ROAD SUMMARY*

To summarize the three locations analyzed along the Savannah Road Corridor:

- Front Street/Gills Neck Road: This is the key intersection that controls carrying capacity. It can't take much more traffic before its carrying capacity is reached.
- Third Street: This intersection is also a controlling intersection and can't take much more traffic either.
- At either Front Street or Third Street, as little as one to two vehicles per minute in the afternoon could exceed carrying capacity. That's about 10% more traffic. Further, the need to provide pedestrian crossings throughout this section of Savannah Road also increases congestion as vehicles stop for pedestrians in the crosswalks.
- Cape Henlopen Intersection controlled by adjacent side streets and driveways.

- The demand for beach parking oftentimes exceeds the supply during the summer months. When this occurs, it puts added strain on the capacity of the street system.

## KINGS HIGHWAY, FREEMAN HIGHWAY AND CAPE HENLOPEN DRIVE CORRIDOR

### STREET TRAFFIC ANALYSIS

The Kings Highway, Freeman Highway and Cape Henlopen Drive corridor provides direct access to the Cape May Lewes Ferry and Cape Henlopen State Park. It also provides access via Kings Highway to the eastern side of town and to the residential subdivisions along Cape Henlopen Drive and Gills Neck Road. It also provides the quickest access to the Lewes beaches. Two intersections were analyzed in this corridor: Kings Highway, Gills Neck Road and the Cape Henlopen High School Driveway and the intersection of Freeman Highway and Cape Henlopen Drive.

Figure 15 shows clearly that this intersection is currently operating in excess of its carrying

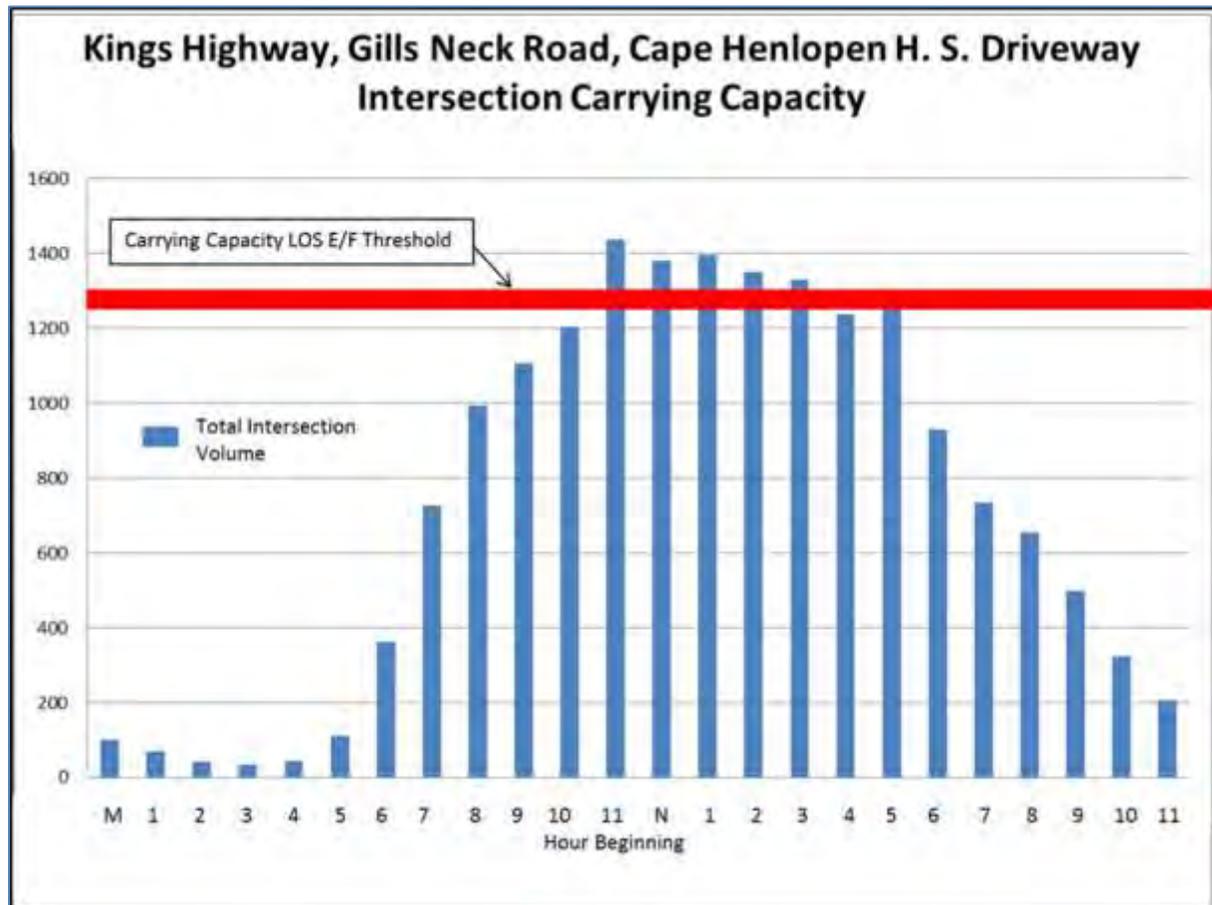


Figure 16: Carrying Capacity of the Intersection of Kings Highway, Gills Neck Road and the Cape Henlopen High School Driveway

capacity. As with the other intersections, the peak period is in the middle of the summer day. School was not in session and there were no events at the High School.

Figure 16 shows the intersection of Freeman Highway and Cape Henlopen Drive. This intersection currently has plenty of capacity remaining, operating at Level of Service B throughout the day. Even though this intersection services the second highest number of vehicles, the reason it operates

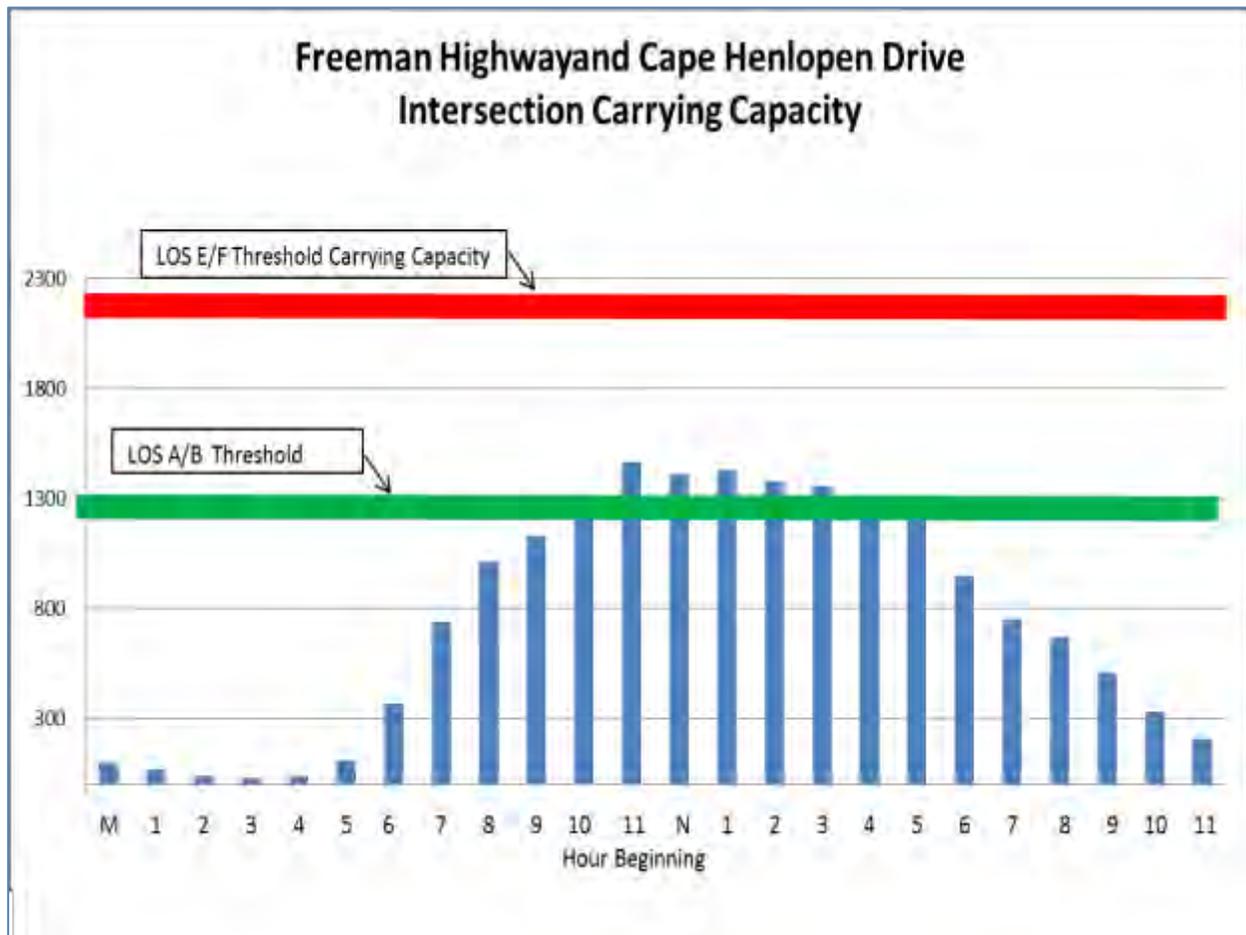


Figure 17: Carrying Capacity of the Intersection of Freeman Highway and Cape Henlopen Drive

so well is the separate right turn roadways and left turning lane on Cape Henlopen Drive.

**CAPE MAY-LEWES FERRY**

The Delaware River and Bay Authority operates a popular ferry service between Cape May, New Jersey and Lewes, Delaware. During the summer months, it carries between 1,800 and 2,400 vehicles per day, both ways. It also carries both bicyclists and pedestrians. The ferry operates between 12 and 14 trips in each direction during summer weekend days depending upon demand. The schedule varies but the trips average about one per hour throughout much of the day. Tables 6



and 7 illustrate the schedule and patronage for the ferry operation on August 17, 2013, also the count day for the volunteers.

**Table 6: Cape May-Lewes Ferry Schedule and Patronage for Saturday, August 17, 2013, Arriving Ferries**

Cape May to Lewes	Depart Cape May	Arrive Lewes	Finish Unloading	Vehicles
1	6:30 AM	7:55 AM	8:15 AM	86
2	7:30 AM	8:55 AM	9:15 AM	105
3	8:30 AM	9:55 AM	10:15 AM	85
4	9:30 AM	10:55 AM	11:15 AM	91
5	10:15 AM	11:40 AM	Noon	92
6	11:00 AM	12:25 PM	12:45 PM	105
7	Noon	1:25 PM	1:45 PM	85
8	1:00 PM	2:25 PM	2:24 PM	87
9	1:45 PM	3:10 PM	3:30 PM	94
10	2:30 AM	3:55 PM	4:15 PM	93
11	3:30 PM	4:55 PM	5:15 PM	86
12	4:30 PM	5:55 PM	6:15 PM	94
13	6:00 PM	7:25 PM	7:45 PM	104
14	9:00 PM	9:25 PM	9:45 PM	69

**Table 7: Cape May-Lewes Ferry Schedule and Patronage for Saturday, August 17, 2013, Departing Ferries**

Lewes to Cape May	Begin Loading	Depart Lewes	Vehicles
1	7:40 AM	8:00 AM	93
2	8:55 AM	9:15 AM	101
3	9:55 AM	10:15 AM	91
4	10:55 AM	11:15 AM	94
5	11:35 AM	Noon	96
6	12:25 PM	12:45 PM	92
7	1:25 PM	1:45 PM	87
8	2:25 PM	2:45 PM	85
9	3:10 PM	3:30 PM	86
10	3:55 PM	4:15 PM	92
11	4:55 PM	5:15 PM	95
12	5:55 PM	6:15 PM	58
13	6:55 PM	7:25 PM	58
14	9:10 PM	9:30 PM	29

Source: Delaware River and Bay Authority

While the schedule varies due to both conditions on the Bay and demand, the data can be analyzed to understand the impact of traffic on Cape Henlopen Drive and on the Freeman Highway. Figure

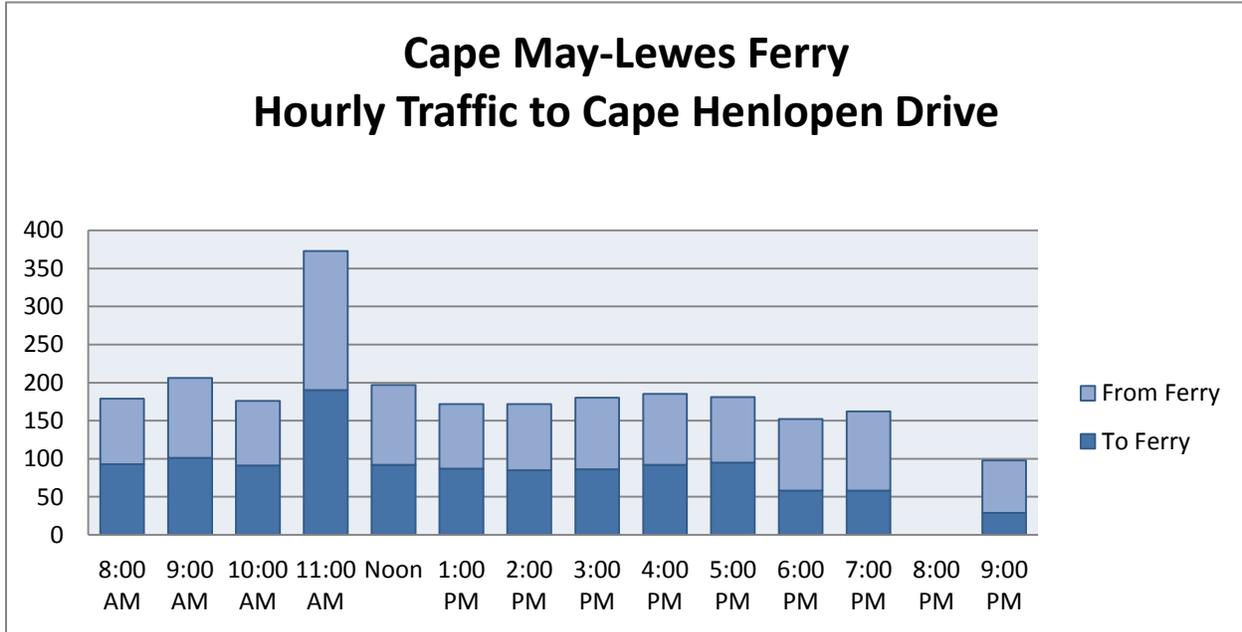
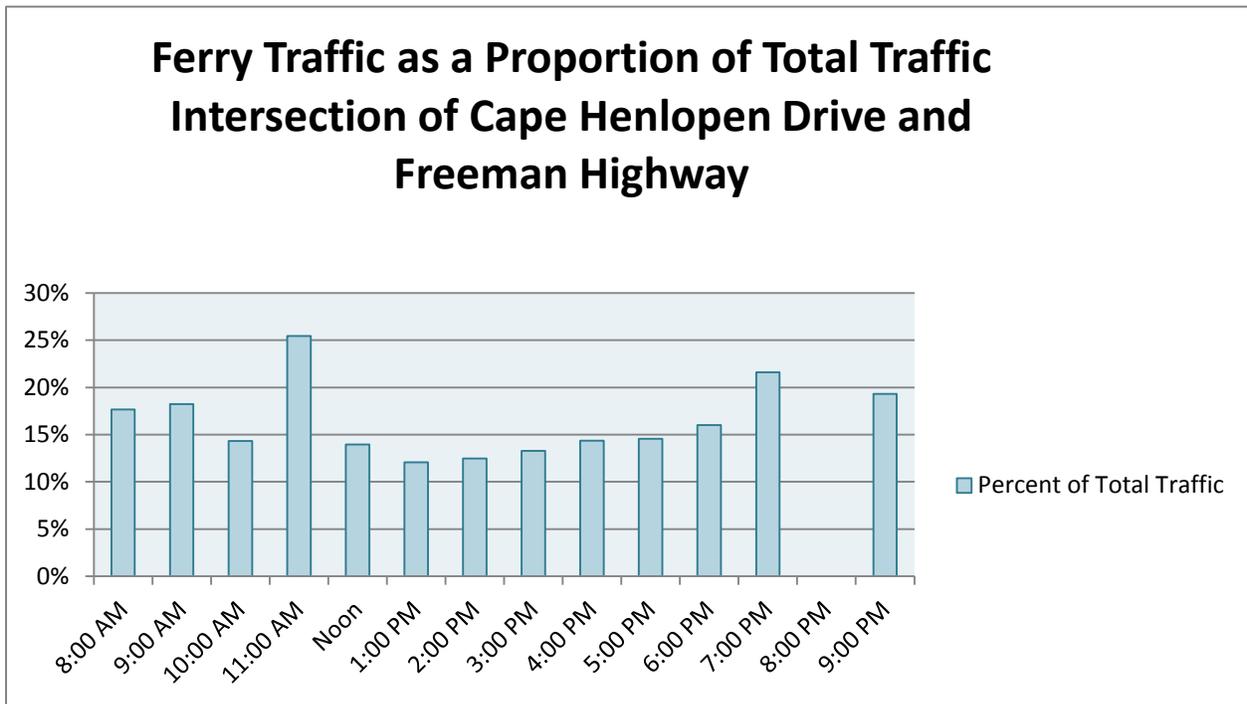


Figure 18: Hourly Traffic Patterns of the Cape May-Lewes Ferry for August 17, 2013

18 illustrates the traffic entering the ferry parking lot and the traffic leaving it. As can be seen, the schedule keeps it fairly level throughout the day by spacing one arriving and one departing trip per hour except for the 11:00 AM hour where the schedule overlaps with two arriving and departing trips in the same hour.

Adding about 200 trips per hour to Cape Henlopen Drive uses a portion of the carrying capacity of that roadway. Using the efforts of the volunteers, it is possible to assess the impact. Figure 19 illustrate the proportion of traffic to and from the Cape May-Lewes Ferry at the intersection of Cape Henlopen Drive and Freeman Highway.



**Figure 19: Ferry Traffic as a Percentage of Total Traffic at the Intersection of Cape Henlopen Drive and Freeman Highway**

As shown in the figure, ferry traffic ranges from 12% to 25%.

#### *CAPE HENLOPEN STATE PARK*

The Cape Henlopen State Park provides a range of outdoor activities ranging from hiking, bicycling, camping and bathing at two breaches. Some 125,000 automobiles pass through its gates each year. DNREC’s Division of State Parks does not record daily or hourly visitation to its state parks but does maintain a monthly tabulation. While they have recently increased the number of parking spaces available, on some days, observations show that visitors are turned away, requiring them to double back, adding to the congestion along Cape Henlopen Drive. Figure 20 illustrates the monthly distribution of visits.

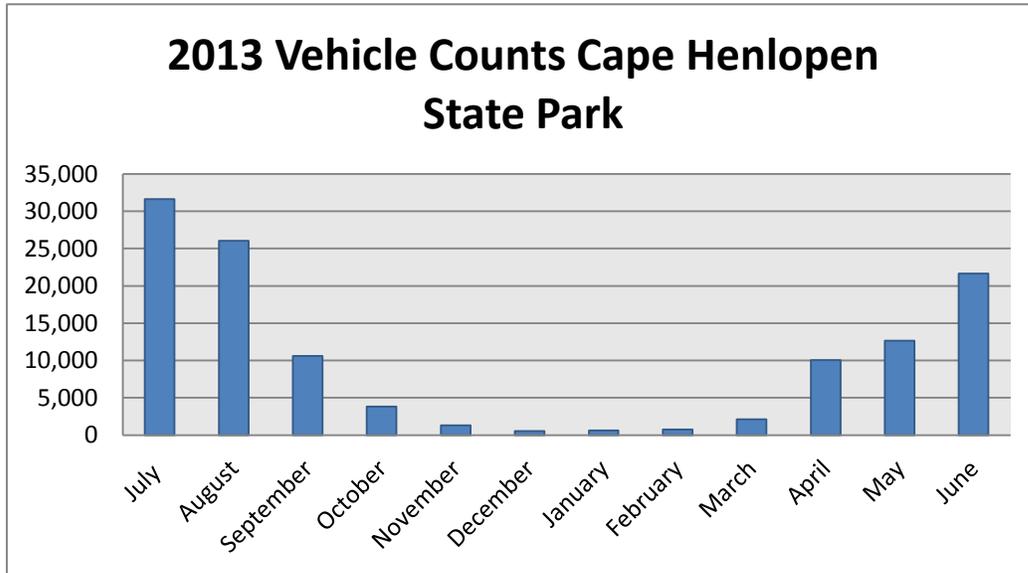


Figure 20: 2013 Vehicle Counts at Cape Henlopen State Park

As shown in the figure, July is the month with the highest visitation with in excess of 30,000 visits. August visitation was second highest at just over 25,000 visits.

***KINGS HIGHWAY AND FREEMAN HIGHWAY CORRIDOR SUMMARY***

To summarize the Kings Highway and Freeman Highway Corridor, the following is noted:

- Kings Highway, Gills Neck Road and the Cape Henlopen High School Driveway Intersection: This intersection currently operates over capacity for much of a typical summer day. It should also be noted that unlike the other roadways studied, this intersection could be improved by adding additional lanes.
- About 1/3 of the traffic passing through the intersection continues on Kings Highway into or out of the downtown area of Lewes.
- The intersection of Freeman Highway and Cape Henlopen Drive has lots of capacity available; it's a big intersection.
- Traffic to and from the Cape May-Lewes Ferry can represent as much as 25% of the traffic at the intersection of Cape Henlopen Drive and Freeman Highway, representing as many as 200 vehicles at the intersection.
- Cape Henlopen State Park attracts about 125,000 vehicles per year with more than 30,000 visits during the month of July.

## NEW ROAD CORRIDOR

The New Road Corridor serves a number of residential areas, the University of Delaware, Canal Front Park and the DNREC's Boat Launch. When Savannah Road and Kings Highway are congested, it serves as a relief valve for those familiar with Lewes.



Figure 21: Carrying Capacity of the Intersection of Pilottown Road and New Road

This intersection operates well within its carrying capacity. Similarly, the other two intersections analyzed, New Road and Old Orchard and New Road and University Connector, operate within their carrying capacity. Of concern, however, is additional traffic. While it could be accommodated along New Road, as it makes its way to the downtown area, even if its only one or two vehicles per minute, carrying capacity will be exceeded there.



## PLANNED/PROPOSED DEVELOPMENTS

Developments not only along the Byway roadways but also nearby, also may affect the carrying capacity of the Byway. This section examines the developments that have the most impact to the carrying capacity of the Lewes Historic Byway. The source of information for this section is the approved traffic impact study for the Showfield Development.<sup>1</sup>

The City of Lewes Planning Commission, the Sussex County Planning Department and the Delaware Department of Transportation are responsible for reviewing developments submitted to them. The City and County are responsible for considering development proposals against their respective zoning ordinances and subdivision and land development ordinances. DelDOT is responsible for reviewing development proposals against their roadway access standards and the level of service mitigation improvements against their road design and traffic engineering standards. While there is some coordination among the agencies listed, each agency is enabled only to follow its regulations and not enter the other agency's areas of responsibilities. Normally, this means that the city and the county review the land use issues and DelDOT stays close to the roadway operation and design issues. As a result, if a development proposal meets or the underlying land zoning requirements or is rezoned so that the new requirements are met, if the access and level of service requirements of DelDOT are met, the project is typically approved.

Based upon the submitted and approved traffic impact studies, the following planned/proposed developments listed in Table 8 could potentially impact the Byway.

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<sup>1</sup> Orth-Rodgers & Associates, Inc., Traffic Impact Study Showfield Proposed Residential Development, October 17, 2007. DelDOT Subdivision Engineers consider this study to be the best assessment of future traffic conditions on the eastern side of Lewes. While it was prepared in 2007, few if any of the developments contained therein have been built.



**Table 8: Planned/Proposed Developments East Side of Lewes, DE**

Development Name	Location	Description	Peak Hour Trips to the External Roadway System		
			AM	PM	Sat
Showfield Residential Development	Freeman Highway and north and west of Gills Neck Road	198 single family detached houses and 409 single family attached houses.	307	389	348
Gills Neck Road Subdivision	Southeast corner of Gills Neck Road and Kings Highway	507 multi-family residential units, 100 room hotel, 1,000 seat performing arts center, 151, 290 sq. ft. of office, 265,700 sq. ft. shopping center, 4,000 sq. ft. drive-in bank, 8,000 sq. ft. high turnover restaurant and a 5,700 sq. ft. high turnover restaurant.	986	1,381	1,832
Jones Property Subdivision	Northbound side DE RT 1 east of Kings Highway	178 townhouses and 12,000 sq. ft. office building.	101	114	99
Cadbury Retirement Community	North of the proposed Gills Neck Road subdivision (see above)	82 apartments and 48 cottages.	10	14	39
Senators Residential Development	East of the residential portion of the Gills Neck Road Subdivision (see above)	242 single family houses	179	237	226
Breakwater Residential Development	Northeast of and adjacent to the Cadbury Development	80 single family homes and 105 townhouses	119	151	155
Hawkseye Residential Development	Northeast of and next to the Senators development	162 single family homes	123	165	155
<b>Total Trips Generated by the potentially Impacting Developments</b>			<b>1,825</b>	<b>2,451</b>	<b>2,854</b>

As can be seen, the developments listed in Table 8 will generate about 1,800 trips in the morning commuter peak, 2,450 trips in the afternoon peak and in excess of 2,800 trips during the Saturday peak hour, typically in the early afternoon.

Not all of the development generated trips affect the Byway and not all the trips that affect the Byway arrive at the choke points such as in the downtown area. As a result, each development, should it be constructed, will have a differing impact based upon their location on the roadway network, the land uses proposed and where the proposed access points are located.

An assessment was made of the level of traffic that the developments would add to the Byway intersections that are the focus of this study. The traffic impact study for the Showfield development documents an assignment of development traffic to the following intersections:

- Savannah Road, Front Street and Gills Neck Road
- Savannah Road and Third Street
- Kings Highway and Third Street
- Cape Henlopen Drive and Freeman Highway
- Kings Highway, Gills Neck Road and Cape Henlopen High School Driveway

It should be noted that this traffic will travel through other intersections on the Byway but it such analysis was beyond the scope of the traffic impact study process. Figures 22, 23 and 24 illustrate the development traffic for the morning, afternoon and Saturday peak hours, respectively.

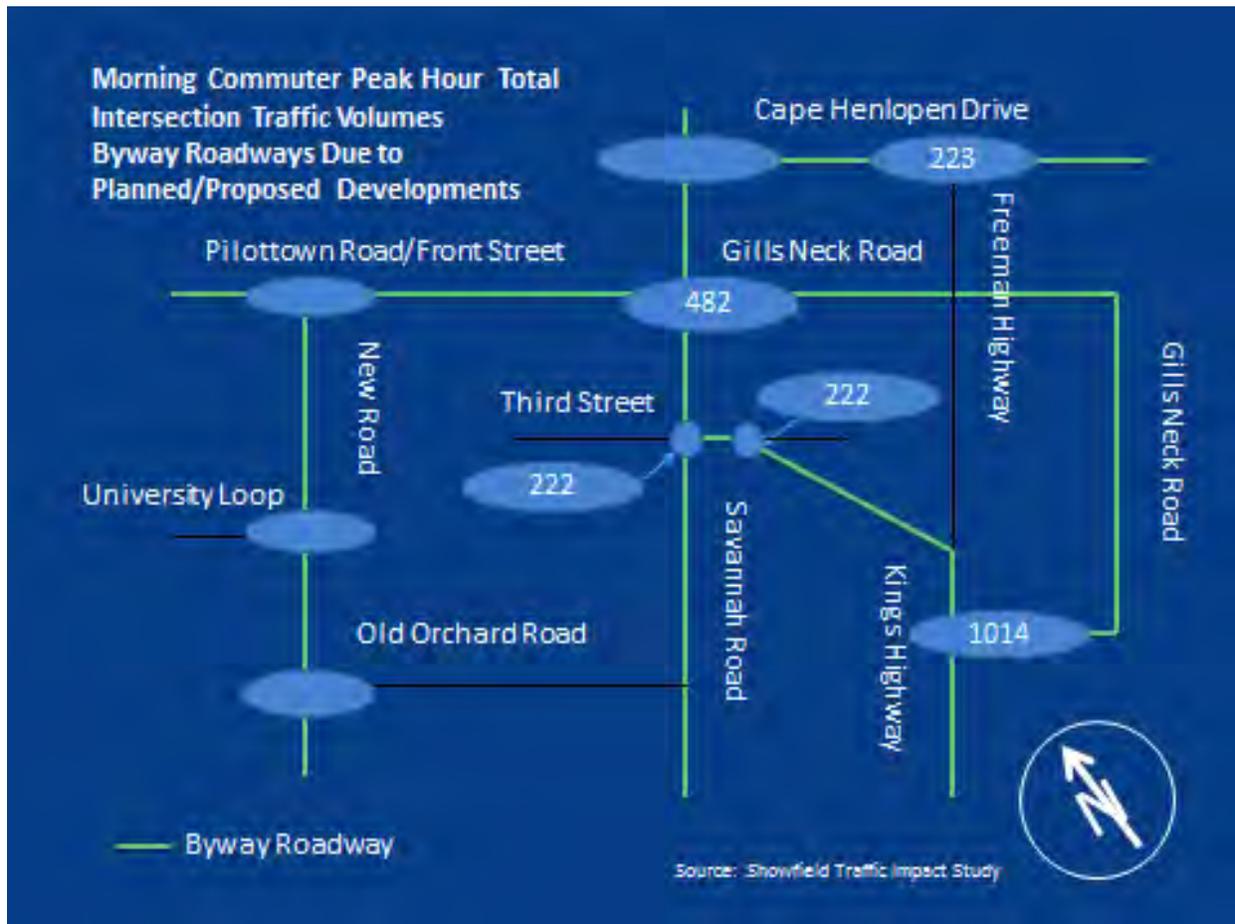


Figure 22: Morning Peak Hour Development Generated Traffic

As shown in Figure 22, during the morning peak hour, when commuters are the dominate traffic pattern, 482 additional vehicles can be expected to pass through the intersection of Front Street and Savannah Road with slightly less than half that passing through Third Street and Savannah Road and Kings Highway and Third Street. The intersection of Cape Henlopen Drive and Freeman Highway will experience an increase of 223 vehicles in the morning peak hour. The most significant increase in traffic is at the Kings Highway and Gills Neck Road intersection with 1,014 vehicles added in the morning peak hour. As will be seen in the following figures, the morning peak hour experiences the lightest increase in traffic of a typical day.

Figure 23 shows the afternoon peak development generated peak hour traffic. This peak typically carries commuter traffic returning home and in the summer, beach and recreational traffic from Cape Henlopen State Park as well as shopping traffic from the proposed and from existing shopping centers.

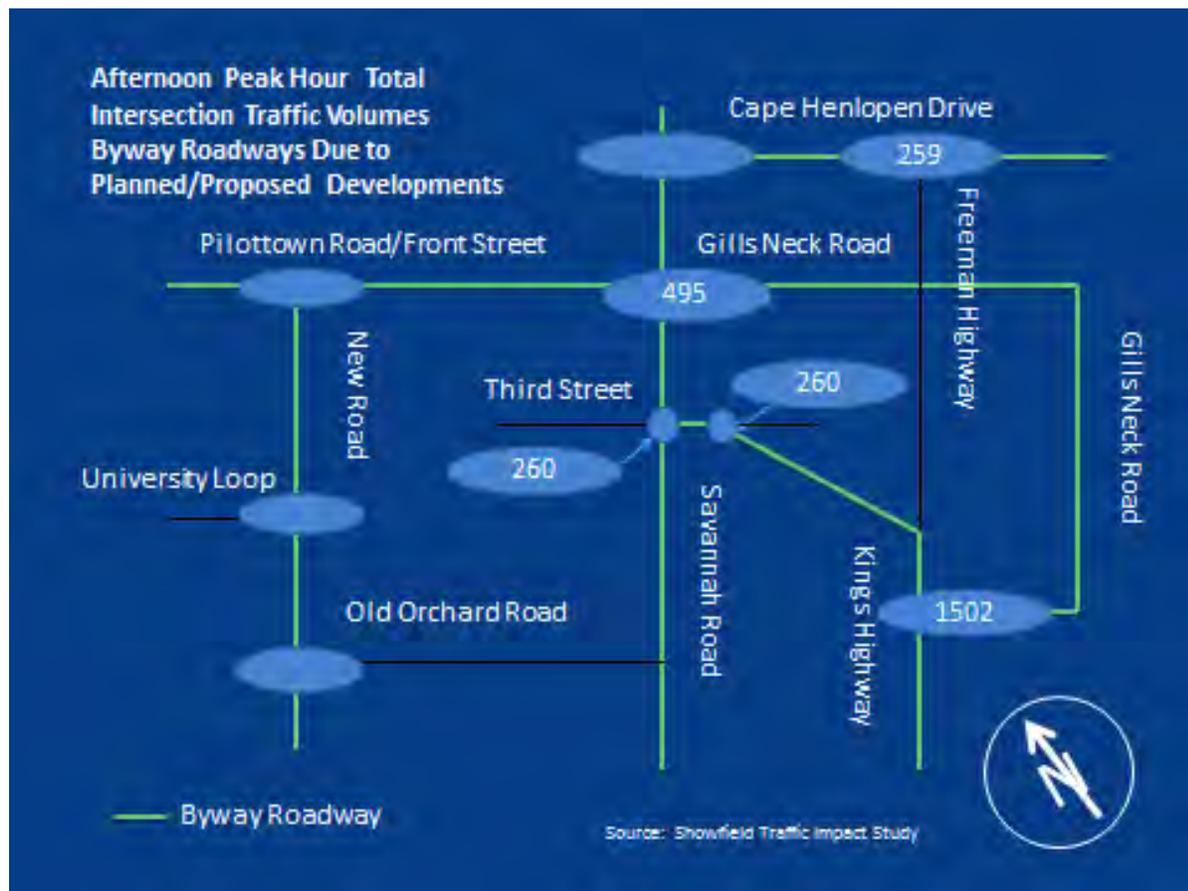


Figure 23: Afternoon Peak Hour Development Generated Traffic

As can be seen in Figure 23, traffic at the intersection of Savannah Road and Front Street will carry an additional 495 vehicles due to the proposed developments with the intersection of Savannah Road and Third Street and the intersection of Third Street and Kings Highway each carrying 260

additional vehicles in the afternoon peak hour. The Kings Highway and Gills Neck Road intersection will carry an additional 1,502 vehicles and the intersection of Cape Henlopen Drive and Freeman Highway will carry an additional 259 vehicles in the afternoon peak hour.

Figure 24 illustrates the Saturday peak hour traffic volumes generated by development traffic. This peak hour typically occurs during the early afternoon when recreational traffic is on the roadways and rental unit change-overs are well underway. In addition, this is also a peak shopping center traffic period.

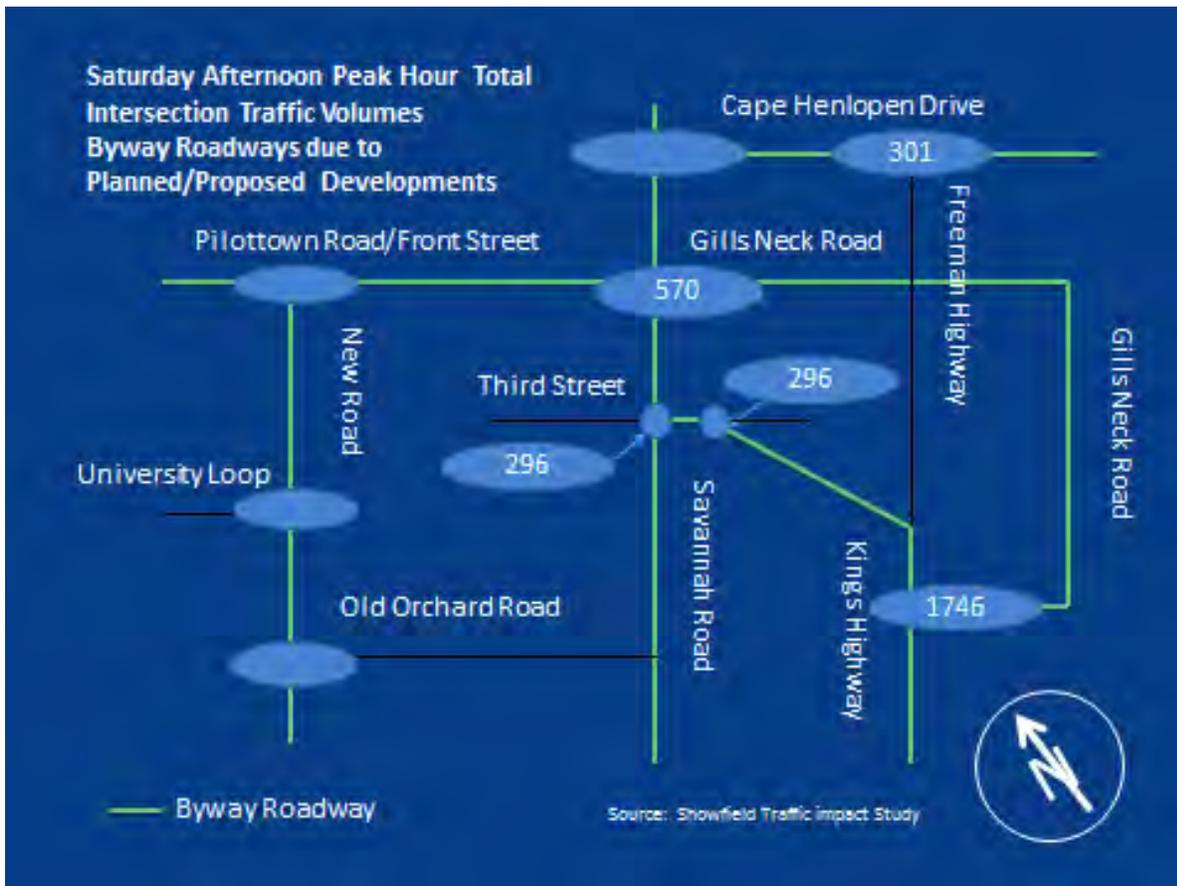


Figure 24: Saturday Peak Hour Development Generated Traffic

As shown in the figure, Saturday is the highest of the peak periods analyzed in the traffic impact study. At the intersection of Front Street and Savannah Road, development adds 570 new vehicles to the intersection in the Saturday peak hour. During the same peak hour, the intersections of Third Street and Savannah Road and Third Street and Kings Highway will experience an increase of 296 vehicles. The intersection of Kings Highway and Gills Neck Road will experience an increase of 1,746 vehicles and the intersection of Freeman Highway and Cape Henlopen Drive will experience an increase of 301 vehicles in the Saturday Peak Hour.



Table 9 highlights the increases and the resultant levels of service at the intersections on the eastern side of Lewes.

**Table 9: Impact of Development Traffic**

Intersection	AM Peak					PM Peak					PM Peak				
	Base Volume	Development Traffic	Total Future Traffic	Percent Increase	Resultant Level of Service	Base Volume	Development Traffic	Total Future Traffic	Percent Increase	Resultant Level of Service	Base Volume	Development Traffic	Total Future Traffic	Percent Increase	Resultant Level of Service
Savannah Road, Front Street and Gills Neck Road	802	482	1284	60%	F	1117	495	1612	44%	F	1021	570	1591	56%	F
Savannah Road and Third Street	861	222	1083	26%	D	1126	260	1386	23%	E	1210	296	1506	24%	E
Kings Highway and Third Street	262	222	484	85%	A	326	260	586	80%	A	271	296	567	109%	A
Cape Henlopen Drive and Freeman Highway	1013	223	1236	22%	A	1410	259	1669	18%	C	1244	301	1545	24%	C
Kings Highway, Gills Neck Road and Cape Henlopen High School Driveway	993	1014	2007	102%	D	1396	1502	2898	108%	D	1281	1746	3027	136%	D

Notes:

1. Base volume from count data collected by the volunteers and factored using City of Lewes data.
2. Development traffic from Shofield Traffic Impact Study as approved by DeIDOT.
3. Proposed improvements by the developers will improve the level of service at the intersection of Kings Highway, Gills Neck Road and the High School Driveway to Level of service D from Level of Service F.

As shown in the table, even though Savannah Road is remote to the development area, it will be impacted by the developments, especially at Front Street with increases in traffic of as much as 60% with the critical Saturday peak hour increasing 56%. The current situation has the intersection below its carrying capacity but the developments push it beyond its carrying capacity.

The improvements along Kings Highway near Gills Neck Road and the High School, required by DeIDOT for the development projects to proceed include an additional travel lane in the northbound direction on Kings Highway and double left turn lanes for all major intersections including major development access points. These represent substantial improvements and will result in a substantially wider Kings Highway and Gills Neck Road.

### THE EXISTING AND FUTURE CARRYING CAPACITY SITUATION

Taken together, the downtown area of Lewes, especially along the Savannah Road corridor is currently perilously close to exceeding its carrying capacity in the downtown area. One or two additional vehicles per minute would breach the Carrying Capacity ceiling and if the developments along Kings Highway are constructed, the carrying capacity will be exceeded.

The Kings Highway/Freeman Highway corridor already exceeds its carrying capacity at the high school. The major developments proposed for this area will result in major improvements and the carrying capacity in the area will not be exceeded. Other Byway Roadways operate generally below carrying capacity BUT they have the capacity to deliver more traffic to Savannah Road downtown.

Transportation management strategies should be developed to manage use of the roadway capacity especially throughout Lewes, even where the levels of service will remain acceptable into the future as this study has shown that development in one area affects traffic conditions in other areas of the City.



Such strategies need to maintain ease of access to those who have a destination in the center of Lewes and provide for pedestrians and bicycles throughout the Byway Roadways.





## ASSESSMENT OF POTENTIAL RECOMMENDATIONS

Assessment of the carrying capacity of the Lewes Historic Byway reveals two major areas of concern:

1. The development of appropriate context sensitive improvements required to mitigate the traffic impacts of development proposals in the Kings Highway/Gills Neck Road area and for all Byway roadways of the Lewes Historic Byway.
2. Management of traffic due to events, tourism, the beaches and Cape Henlopen State Park.

As previously indicated, roadway expansion in the Lewes area will most likely be limited to mitigating or offsetting the traffic impacts of development and accommodating increased pedestrian and bicycle volumes through optimization of the public rights of way which accommodate streets and roadways, trails and greenways. This is due to the fact that there is only one way in and one way out of Lewes By vehicle: State Route 1. Sure, the Cape May Lewes Ferry provides access to Lewes but the traffic it adds to the system is small compared to the traffic going to and from State Route 1. Adding capacity to the existing roadway system only speeds traffic to the end of the road or to the next bottleneck with only minor decreases in roadway delay or travel times.

### What are Context Sensitive Solutions?

Context sensitive solutions is first a collaborative, interdisciplinary approach to transportation challenges that involves all stakeholders in developing a transportation facility design that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

Adapted from the Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report, March 2007

### MITIGATION OF TRAFFIC IMPACTS OF DEVELOPMENT TRAFFIC

There are several developments proposed for the Kings Road and the Gills Neck Road Corridor. Some are in the pipeline, some are under construction and some are still in the planning stages. All of the developments are outside the municipal boundaries of the City of Lewes and approval of the developments is under the jurisdiction of the County of Sussex. The Delaware Department of transportation retains jurisdiction of the roadway improvements. History shows that while there is some coordination between the County and DelDOT, it has not included a process that results in transportation improvements that are context sensitive. As such, the improvements are designed to be as large as possible and with little, if any, consideration to aesthetics.

Figure 25 illustrates the location of the developments along Gills Neck Road and Kings Highway and the potential improvements that could potentially be required to mitigate the traffic impact of the developments. As with any development assessment, it is subject to schedule and scope changes by the developer-proponent and changes due to agency negotiations as part of the approval process. To that extent, the purpose of this section is to describe how context sensitive solutions can be

injected into the development process at the County level and at DeIDOT. That process has already begun with the development of a commitment on the part of DeIDOT to cooperate with the developers in the area and the Ad Hoc Byway Committee to develop a Master Improvement Plan for the affected Byway roadways.

At the County level, the commitment is more general as County Council must ratify the result of negotiations between the Byway Committee and the developers as part of the development approval process.

The Master Improvement Plan will reflect the following policy documents and references:

- Context Sensitive Solutions for Delaware Byways, Delaware Department of Transportation, June 2011.
- Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, A Recommended Practice of the Institute of Transportation Engineers, 2009
- Delaware Byways Workshops, a Context Sensitive Champions Program Report, summarizing the results of a Context Sensitive Byways Workshop for Byways sponsored by DeIDOT, Delaware Greenways and Partnership for Public Spaces, September 2011.
- A Guide for Achieving Flexibility in Highway Design, American Association of State Highway and Transportation Officials, 2004
- Executive Order No.6, State of Delaware Complete Streets Policy, December 2009.
- Smart Transportation, Planning and Designing Highways and Streets that Support Sustainable and Livable Communities, New Jersey Department of Transportation Pennsylvania Department of Transportation March.
- Standards and Regulations for Subdivision Streets and State Highway Access.
- Sussex County Code Book which includes the County Zoning Regulations and other applicable standards.

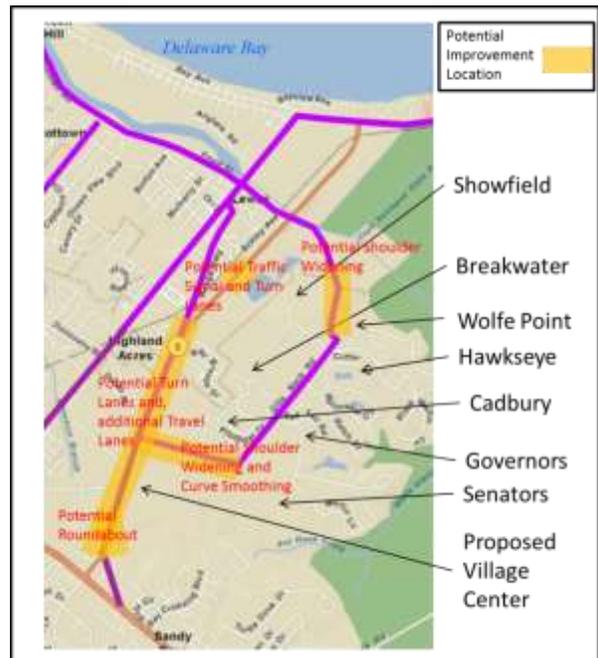


Figure 25: Proposed Developments and Potential Roadside Improvements, Gills Neck Road and Kings Highway

While there are conflicts among the policy, regulations and guidelines, the designation of the Lewes Historic Byway cannot be ignored. The Master Improvement Plan will be designed to recognize the designation of the Byway and emphasize the provisions of context sensitivity over normal practice. As such, roadsides shall be landscaped to preserve the viewsheds that exist today yet provide the visibility and access to the developments both residential and commercial to insure their success.



Figure 27: Landscaped Roadside

pedestrians or sidewalks for pedestrians are provided. Roadside landscaping is a feature that provides a more pleasing environment for travel and roadside activity and calms traffic. Brick crosswalks should also be considered in conjunction with other attractive design elements. Figure 27 illustrates a well landscaped median which would be a desirable feature should additional travel lanes above the current two be warranted.

Figure 26 illustrates the elements of context sensitivity. As shown, the key elements are narrower travel lanes – instead of 12 foot lanes, 10 or 11 foot lanes. Shoulders could be narrowed, particularly if side paths for bicycles and



Figure 26: Landscaped median in a commercial area.

### GILLS NECK ROAD TRAFFIC

In order to gain an additional understanding of Gills Neck Road, the volunteers again monitored vehicular, bicycle and pedestrian traffic at two locations over Labor Day weekend, August 30 and 31, 2014. The specific issue to be addressed was whether bicycle and pedestrian traffic was sufficiently high to warrant special consideration and treatment as part of DeIDOT’s development regulation responsibilities and provide insight into the available alternatives.

Figure 28 illustrates the monitoring stations staffed by the volunteers. Location 1 was where Gills Neck Road passes under the Freeman Highway and Location 2 was at the curve where Gills Neck Road curves towards Kings Highway. This is also the location where the Junction and Breakwater Trail intersects with and parallels Gills Neck Road on its way to Kings Highway. Traffic on Saturday, August 30, 2014, was monitored between Noon and 2:00 PM. On Sunday, August 31, 2014, traffic was monitored between 10:00 AM and Noon.

Table 10 illustrates the two hour volumes for autos, bicycles and pedestrians and Table 11 illustrates the peak hour data within the two hour periods shown in Table 10. The data collected confirmed that there are a significant number of bicycles that use Gills Neck Road. The number of

bicycles is significantly higher in the vicinity of the Junction and Breakwater Trail than at the Freeman Highway overpass.

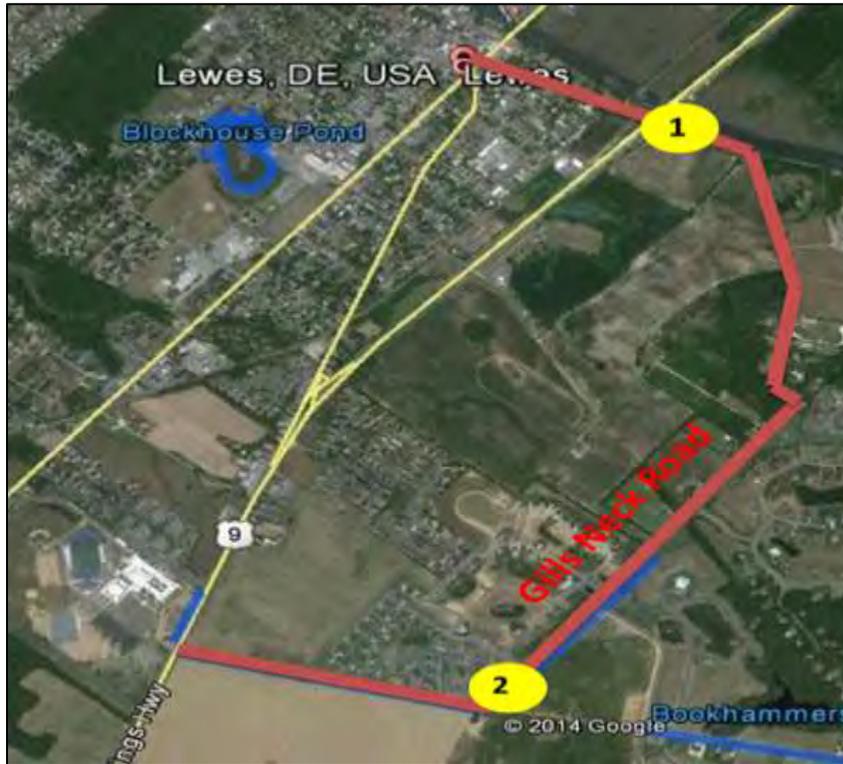


Figure 28: Gills Neck Road Traffic Monitoring Locations

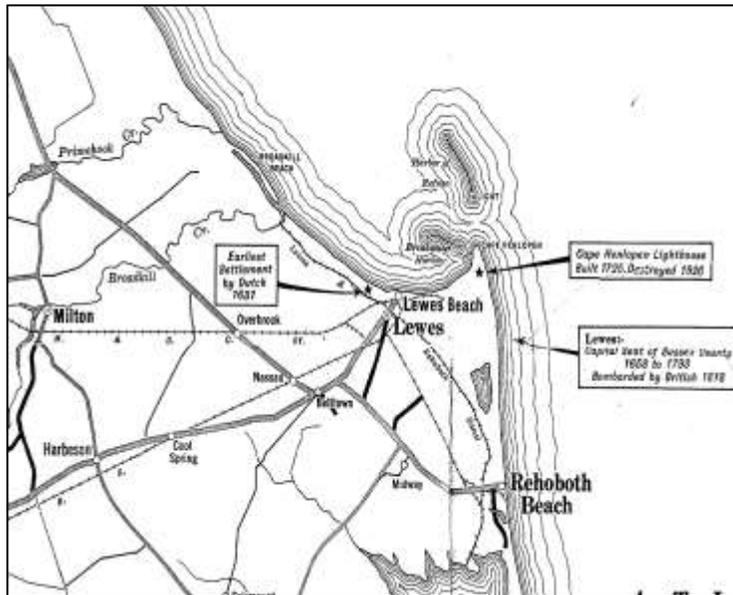
The bicycle volumes are significant and warrant special consideration. DeIDOT is planning an extension of the Junction and Breakwater Trail that will connect to Downtown Lewes. See a description of the trails related to the Lewes Byway in the Reducing Vehicle Demand section below.

**Table 10: Gills Neck Road Two Hour Volumes**

Location 1: Gills Neck Road at Freeman Highway				
Day	Time	Autos	Bikes	Peds
Saturday	Noon to 2:00 PM	216	202	5
Sunday	10:00 AM to Noon	175	137	13
Location 2: Gills Neck Road at the Junction and Breakwater Trail				
Day	Time	Autos	Bikes	Peds
Saturday	Noon to 2:00 PM	498	196	14
Sunday	10:00 AM to Noon	446	192	30

**Table 11: Gills Neck Road Peak Hour Volumes**

Location 1: Gills Neck Road at Freeman Highway				
Day	Time	Autos	Bikes	Peds
Saturday	Noon to 1:00 PM	98	132	1
Sunday	11:00 AM to Noon	46	63	0
Location 2: Gills Neck Road at the Junction and Breakwater Trail				
Day	Time	Autos	Bikes	Peds
Saturday	1:00 PM to 2:00 PM	274	97	2
Sunday	10:30 AM to 11:30 AM	235	96	16



Some of the roadways in the Lewes area are historic. As shown in Figure 29, in 1932, State Route 1 as we know it today did not exist south of what today is US Route 9 and Savannah Road. It used Clay Road which, on its way to Rehoboth, aligns with the right of way for existing State Route 1 as it nears Rehoboth. Kings Highway as it extends from the center of Lewes to Clay Road has also been a transportation corridor for many years. These rights of way are historic and should be noted and preserved as such.

**Figure 29: 1932 State Highway Map, Lewes Area**  
 Source: DeIDOT

**MANAGE DEVELOPMENT GENERATED TRAFFIC**

The following recommendations are designed to provide an ongoing process to preserve and enhance the Lewes Historic Byway and permit already zoned development to occur in a manner conducive to maintaining the context of the Lewes Historic byway:

1. Form a strong alliance between DeIDOT, the City of Lewes, Sussex County, and the Lewes Byway Management Entity ensuring compatibility in land use design along the Byway roadways. The alliance should include land use, zoning, and transportation issues within its portfolio of issues and an important consideration is to achieve compatibility between the land development and zoning codes of the City of Lewes and the County of Sussex.
2. Use the Master Improvement Plan process to establish design guidelines for roadside and median environments as well as roadway design elements such as landscaping, selection of paving materials such as brick while recognizing that safe design is the first priority.
3. Work with developers to consider development designs that reduce impact to the Byway Roadways and provide encouragement to use alternative and active modes of transportation such as public transportation, bicycling and walking. Make full use of the aggressive trails and pathways program underway at the state level.
4. Recognize that the Byway roadways are by federal and state policy, multi-modal and should be designed not to speed traffic through an area but rather to provide access to the venues and attractions of the byway at a lower speed to provide. Traffic calming strategies should be employed as appropriate.

5. Use the summer high season traffic conditions for developing traffic mitigation strategies. Develop a Traffic Improvement District to encompass the roadways of the Lewes Historic Byway. Within the District, allow for mitigation strategies other than roadway widening such as enhancements to the public transit and jitney systems (see the sections below) and the traffic management system, additional bicycle and pedestrian improvements and enhancements and additions to the trail and greenway system. This report has demonstrated that additional capacity improvements alone only speed traffic to the next bottleneck and do not truly add capacity to the network.

### MANAGEMENT OF TRAFFIC

This report has demonstrated that the carrying capacity of the Byway roadway network is close to being reached during the summer tourist season. The summer is also the time of major civic events in the City as well as large beach crowds and capacity crowds at Cape Henlopen State Park. As previously noted, there are times that capacity is reached in all three areas causing long back-ups and disappointed visitors who cannot access their intended venue. Some visitors traveled hours only to be disappointed – and frustrated – within a short distance of their destination.

Management of traffic destined to and along the Byway roadways is a key element of enhancing the Byway experience. Management of traffic is defined as using the available transportation infrastructure at its maximum efficiency through communications to the public and among responsible agencies, coordination of actions across agencies, management of incidents and events and providing alternative means of access. There is no formal traffic management plan in place for the Lewes area and for coastal Sussex County. However, initial coordination has begun. The governmental agencies involved include:

- Delaware Department of Transportation (DelDOT)
- City of Lewes
- County of Sussex
- Delaware State Police and City Police
- Cape May Lewes Ferry
- Cape Henlopen State Park
- Lewes Chamber of Commerce
- Southern Delaware Tourism
- DART First State



**Figure 30: Delaware's Emergency Management Complex in Smyrna, DE**

Primary responsibility for traffic management in Delaware rests with DeIDOT. The City of Lewes has requested that DeIDOT convene the noted agencies to begin developing a traffic management plan and DeIDOT will assist the City of Lewes in developing a Traffic Management Plan.

The elements of a traffic management plan for the Lewes area and for Coastal Sussex County as there are clear regional traffic management needs. It is reasonable that the coordinating agency for implementation and implementation the Plan rest with DeIDOT.

The Transportation Management Center, located in Smyrna, Delaware, is the nerve center of the state's emergency management system. The Traffic Management Center operates 24 hours per day, seven days per week and is never closed.

The Center manages three separate but related systems:

- *Control Systems.* Major sub-systems: Computerized Traffic Signal System, Gate Control Monitoring System, Transit Vehicle Monitoring System, Incident Management System, and Event Management System.



Figure 31: Control Room at the Traffic Management Center



Figure 32: Traffic Management Systems

- *Monitoring Systems.* Major Sub-systems: Video Monitoring System, Electronic Detection System, Aerial Monitoring, Motorist Assistance Patrol, #77 Cellular Reporting Service, Weather/Flood/Road Surface Monitoring System, Electronic Toll Collection –EZ-Pass,



Electronic Payment System, Interface to Police/Fire Computer Aided Dispatch, Electronic Red Light Enforcement.

- Informational Systems. Travelers Advisory Radio System, Dynamic Message Sign System, Real-time Web Site, Kiosks, Telephone Information System, Automated Commercial Vehicle Operations, Transportation Channel on Cable TV.

The Traffic Management System for the Lewes Area will comprise elements from these systems.

The major issues the ultimate Traffic Management Plan should address are:

1. Events/Overcrowded Conditions: Summertime traffic in Coastal Sussex is heavy and frustrating for tourists and visitors to navigate. Already, the TMC monitors traffic conditions on Route 1, adjusts traffic signal timing and uses the dynamic message signs to inform motorists of incidents and traffic conditions. The system must also provide notice and direction to motorists of:
  - a. Local events and street closures
  - b. Closures at Cape Henlopen State Park
2. Detection – both video and non-video: Detection of traffic conditions is a critical element. Cameras along with constant volume and speed detection should be placed at key locations which are subject to congestion that is non-recurring.
3. Pre-planning for Congestion – The Traffic Management Center works with local and county officials, emergency responders and event venues to develop plans for events, incidents and weather.

Congestion is defined by the Transportation Research Board as “Congestion is travel time or delay in excess of that normally incurred under light or free-flow travel conditions”. There are two types of congestion: recurring and non-recurring. Recurring congestion is regular congestion that is predictable such as a commuter would face on a routine basis or on a Friday in the summer on State Route 1 heading to the shore communities.

The second type is non-recurring. The most common non-recurring construction is due to incidents such as accidents or emergency road work. Another type is event related traffic; the most notable would be for a NASCAR race at Dover Downs.

### MANAGE EVENTS AND OVERCROWDING

As a popular resort area and a community with many civic activities, it is only inevitable that there are conflicting events and traffic patterns. Complicating matters is the limited capacity at the beaches for parking and at Cape Henlopen State Park. When capacity at the municipal beach parking lots is exceeded, visitors continue to circulate, adding to the congestion. When Cape Henlopen State Park reaches capacity either on the beaches or in their parking lots, the gates to the park are closed and folks either wait on Cape Henlopen Drive for an opening or turn around and look for something else to do.

The Traffic Management System previously described is a tool that can be used to coordinate events and inform motorists of the capacity situation well in advance of their arrival in the Lewes area. But that still leaves the problem of providing alternatives but without alternatives in the Lewes area, the economic value of the visit is lost. Accordingly, a method to manage arrivals is warranted. The Division of State Parks maintains a historic record of visitation and the City manages the parking meter system, both of which can pinpoint using the historic data when the potential for overcrowding is present. For those days and hours, consideration should be given to a reservation system or an advance purchase system. In addition to speed payment of entrance fees, consideration should be given to the use of E-Z Pass technology.

Consideration should also be given to remote parking located in conjunction with the Jitney routes. Such parking could be at existing underutilized parking at commercial properties, church parking lots, and school parking lots before committing to constructing additional parking spaces.

### IMPROVE PUBLIC TRANSIT

Figure 31 illustrates the current public transportation services in the Lewes area. There are two



Figure 33: Public Transportation Facilities

services provided:



Figure 33: Bus Stop in Zion National Park Courtesy of Shutterstock

- DART First State Route 206 between Georgetown, Lewes and Rehoboth.
- DRBA Shuttle Service between the Cape May Lewes Ferry and downtown Lewes and a second route between the Ferry Terminal and the Park and Ride facility in Rehoboth. This service also serves the Tanger Outlets.

Cape Henlopen State Park is not currently served by public transportation. As the parking lots overflow on certain summer days, strong consideration should be given to extending the Route 206 bus to serve the

State Park. A section of the parking field or a point along a park roadway could be allocated to a

bus stop with a waiting area. Figure 33 illustrates an example of a bus stop in Zion National Park.



Figure 34: Jitney Network Concept.  
 Source: Patricia Faux and Bruce Galloway, Futurescan Project

Jitney service has been proposed a number of times over the years as a means of connecting the venues with in Lewes to its neighbors outside the city. Two major studies assessing the feasibility of a jitney service have been prepared.

The City of Lewes has considered establishing a jitney service. Several service concepts have been suggested. One of

the concepts is shown in Figure 34. In order to design and operate a sustainable service, a detailed analysis by a planner that specializes in assessing the feasibility of such a service should be retained. Such an assessment could be fundable through grants such as through the CMAQ Program of the Federal Highway Administration or the Transportation Alternatives Program managed by DelDOT. Ongoing sponsorships could be solicited from the businesses and venues served.



Jitney service should connect residents and visitors to the venues and businesses. As such, consideration should be given to basing the service at the proposed Lewes Park and Ride at Five Points, serving the hotels and major shopping centers along Route 1, the downtown area and points in between. Service to the residential areas is important as well as service to the beaches and Cape Henlopen State Park. Several routes should be considered for comprehensive service as well as easy transfers between routes.

### **REDUCE VEHICULAR DEMAND**

As this report demonstrates, the roadway and street network is operating close to its carrying capacity in the downtown area of Lewes and along Kings Highway. In the downtown area, expanding the vehicle carrying capacity of the streets is not a solution for the Byway roadways or for any other streets in the City of Lewes. The Lewes area has an aggressive program to construct trails which will serve to connect a number of areas together. Already, the trails are attracting bicycles, walkers and joggers in ever increasing numbers. Expanding the trail network to include the New Road Corridor would continue to reduce trips by automobile. Extending sidewalks reduces barriers to pedestrian circulation and, based upon experience elsewhere, would also increase the number of pedestrians and as such reduce the need to drive short distances.

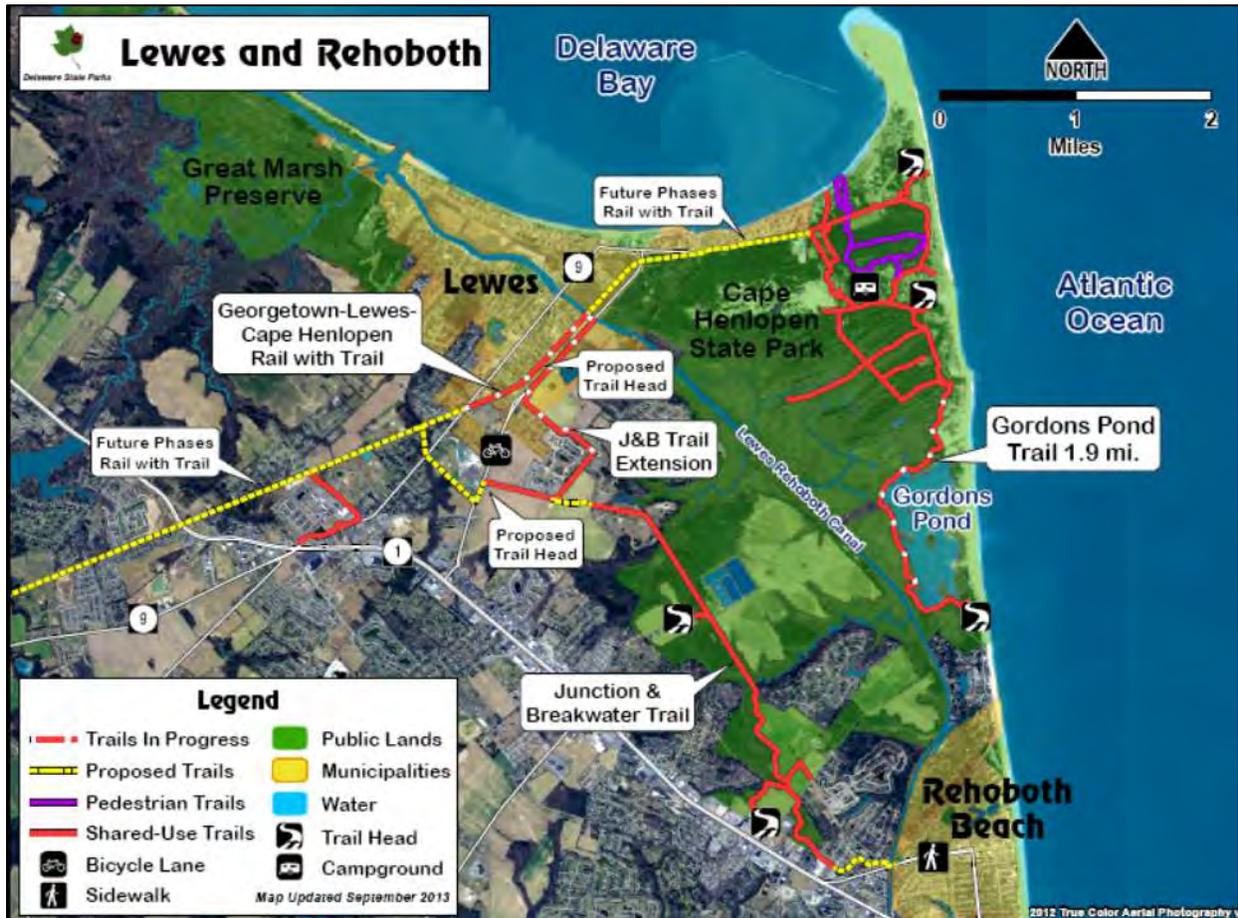


Figure 35: Trails Connecting Lewes and Rehoboth Beach  
Map courtesy of DeIDOT

Figure 35 illustrates the trails connecting Lewes and Rehoboth as well as the Georgetown-Lewes Trail. Of importance is the section of the Junction and Breakwater Trail as it nears Gills Neck Road and then proceeds to Lewes. The Junction and Breakwater and Gordon’s Pond Trail are heavily used by bicyclists and walkers. A recent survey of 350 users of the Junction and Breakwater Trail users showed that 81% of the users were bicyclists and 90% used the trail for recreational and healthy living reasons. For more information on the survey see the report titled, “Coastal Sussex Connectivity Study”<sup>2</sup>

Figure 36 illustrates the recommended trail and sidewalk improvements beyond the trail plan for Lewes and Rehoboth.

<sup>2</sup> Delaware Greenways, Coastal Sussex Interconnectivity Study, June 2012.



Figure 36: Proposed Trail and Sidewalk Improvements

Additionally, observations along several roadways including Gills Neck Road suggest the need for education of bicyclists and motorists so as to promote courtesy and safety. Such strategies that have worked in other locations are:

- Leaflets describing the ‘rules’ for cycling and safety. Leaflets would be distributed at hotels, at bike shops, at information kiosks, by merchants, posted at trailheads, on bike racks and by police.
- When stopping motorists or bicyclists, police (state, county and city) should use judgment in issuing citations so as to not provide a reason that discourages visitors from returning.

### IMPROVE WAYFINDING SIGNING AND VISITOR INFORMATION SERVICES

Byway traffic consists of residents going about their daily lives, season long or extended stay visitors and short term visitors and day trippers. The first two are familiar with the area and they need little to no wayfinding signing. On the other hand, the shorter term visitors do. And that signing needs to be coordinated with printed and online materials. This section covers the on-street component of the visitor experience.

There are a number of locations in the Lewes area that provide printed material and face to face assistance to visitors: The Lewes Historical Society Headquarters, the Lewes Chamber of Commerce, Lewes City Hall, the Lewes Public Library, the Capemay Lewes Ferry Terminal and Cape Henlopen State Park. With the construction of the park and ride lot at Five Points, a new

opportunity to intercept visitors as they come into the Lewes area emerges<sup>3</sup>. It is recommended that a visitor’s center be constructed at the facility. Such a facility could also serve all of the resorts and venues of Coastal Sussex.

Using the visitor’s center as a gathering point, signing could take off from there and direct visitors to groups of Lewes Byway destinations such as:

- The Cape May Lewes Ferry, the Beaches and Cape Henlopen State Park via Kings Highway
- The Historic and Downtown Lewes via Savannah Road
- The Great Marsh and Pilottown Road via New Road.

Routes to other Coastal Sussex destinations could be established as well.

The Delaware Manual on Uniform Traffic Control Devices which sets the standards for signing on all public streets and highways in the state. An example of signing that meet the standards is shown in Figure 37.

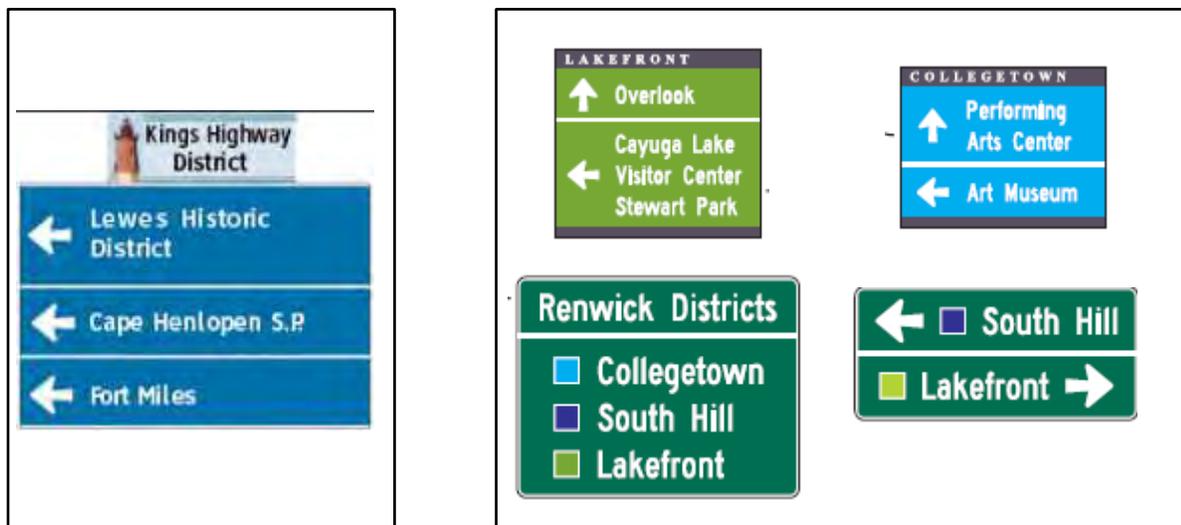


Figure 367: Wayfinding signs that meet the standards of Delaware’s MUTCD

Today, many visitors use their smart phones to plan their trip and to navigate to destinations. In response to that, DeIDOT’s Byway Program has been developing an App that will assist visitors to access the resources and venues along Delaware’s six byways. The Department has decided to use a ‘crowd sourced App’ called TAGWHAT. This App depends upon individual venues websites and links them together by locating them on maps and through itineraries. The website is:

<http://www.tagwhat.com/>. The DeIDOT’s Byway Coordinator will work with the TMC as the TAGWHSAT App is finalized to see how the TMC’s investigations for implementing enhanced

<sup>3</sup> Since the proposal of a Park and Ride Lot at the former Wright Chrysler property, another location for a park and ride lot has been proposed in Five Points Village.



interface with social media/networking could work with TAGWHAT to receive and disseminate information on transportation conditions within the State of Delaware.

## IMPLEMENTATION PLAN

This chapter will consider how the recommendations outlined in the previous chapter should be implemented. Recommendations cover a wide range of topics, all of which affect how vehicular traffic is managed in a context sensitive manner. The topic areas are:

- Mitigation of the Impacts of Development Traffic
- Management of Traffic
- Improve Public Transit
- Reduce Vehicular Demand
- Improve Wayfinding and/Visitor Information Services

Each of the five topic areas for which recommendations were developed are interrelated so for each to be fully effective, all must be implemented. Further, all recommendations assume that one of the key stakeholders will be the Byway Management Entity<sup>4</sup>.

### MITIGATION OF DEVELOPMENT TRAFFIC

This topic is particularly important in the Kings Highway/Gills Neck Road area where the number of developments will change the context of the Byway landscape and significantly add to the traffic volumes on both roadways. However, there is a substantial amount of developable land along the New Road Corridor which could also change the context of the Byway landscape and its scenic viewshed. Table 12 shows the recommendations and recommends implementation responsibilities.

**Table 12: Mitigation of Development Traffic**

Rec. No.	Recommendation Title	Description	Lead Stakeholder	Potential Funding Source
1	Landscape Master Plan	Develop a master plan describing the potential roadway improvements and recommendations to landscape them so as to retain the context of the Byway	DelDOT	Developers, Transportation Alternatives Program, Community Transportation Funds

<sup>4</sup> All recommendations require and assume that the Managing Entity for the Lewes Historic Byway be involved as a primary stakeholder representing the Byway as per DelDOT Policy. The Lewes Scenic and Historic Byways Committee, commonly known as the Ad Hoc Committee, is currently acting as the management entity for Byway affairs.



Rec. No.	Recommendation Title	Description	Lead Stakeholder	Potential Funding Source
2	Context Sensitive Design	Implement a policy that all transportation improvements along the Byway be designed to be sensitive to the context of the Byway and in accordance with the policy documents adopted by DelDOT for Byways.	DelDOT	Individual project funding sources.
3	Improved Coordination among the City, County and Developers	So many times the visions of the City and the County as to what type and amount of development is acceptable differ. Developers respond to that vision with their proposals. Better coordination among the three would address that issue.	Byway Management Entity	Volunteer Time
4	Establish a Traffic Improvement District	Implement a Traffic Improvement District to enable traffic mitigation strategies to include improvements to other modes of transportation including the public transportation system, the jitney system when established, traffic management system and the trails and greenway system.	DelDOT	Developers
5	Preserve and Recognize the Historic Transportation Rights of Way	Kings Highway, Savannah Road, Gills Neck Road and Front Street/Pilottown Road make up key segments of the Lewes Historic Byway. The rights of way should be recognized as historic and preserved as such.	DelDOT	DelDOT

### MANAGEMENT OF TRAFFIC

A resort area, with its influx of visitors and with all of the activities taking place at multiple venues presents complex set of demands on the transportation system. This set of recommendations represents a start towards the development of a formal plan with a set of policies and procedures that will be designed to minimize the number of times and durations of those times when traffic overwhelms the system. Table 13 illustrates the recommendations related to the management of traffic.



**Table 13: Management of Traffic**

Rec. No.	Recommendation Title	Description	Lead Stakeholder	Potential Funding Source
1	Develop a Traffic Management Plan	Work with DelDOT’s Traffic Management Center to develop a Traffic Management Plan that manages the vehicular demand on the roadway system using the Control Systems at the TMC.	DelDOT	CMAQ
2	Coordinate Special Events	Develop an office within the City with the responsibility to coordinate the traffic management for events.	City of Lewes	City Funds
3	Manage Beach Parking	Include an element in the Public Transportation Plan to provide alternative transportation to the beach on overflow days.	City of Lewes	CMAQ Funds
4	Manage Visitation to Cape Henlopen State Park	Develop a plan to manage the number of visitors to the Park to reduce the days when it is necessary to close the Park to visitors. Such strategies that could be part of managing visitation would be a reservation system for parking and implementation of E-ZPass for payments.	Division of State Parks	State Funds
5	Dynamic Message Signing	Include information regarding Lewes and Cape Henlopen State Park in the dynamic message system, on the traffic operations center radio station (AM 1380) and on the social media apps it manages.	DelDOT	DelDOT

Note that recommendations 2, 3, 4, and 5 will be integral to the Traffic Management Plan described in Recommendation No. 1.

### IMPROVE PUBLIC TRANSIT

Public transportation is a key element in managing on street traffic. With only one bus route and a shuttle service provided by the Delaware River and Bay Authority, consideration should be given to creating a more comprehensive public transport system. Table 14 illustrates the recommendations that will lead to the enhancement of public transportation services.



Table 14: Improve Public Transit

Rec. No.	Recommendation Title	Description	Lead Stakeholder	Potential Funding Source
1	Develop and Implement a Jitney Service for Greater Lewes	Given the level of summertime visitation to Lewes, Jitney Service should be designed and implemented. The first step is a comprehensive assessment of demand and market. A consultant specializing in transit service planning should be brought on board to perform this analysis.	City of Lewes	CMAQ funds, private grant money and developers
2	Extend Bus Route 206 to Cape Henlopen State Park	Extending this route to the state park would provide an opportunity to manage traffic and parking enabling additional people to enjoy the facilities while reducing traffic to and from the park.	DART-First State	Bus Fares and DART funds provided by the state
3	Construct the park and ride lot at the former Wiggins Property	The proposed park and ride lot will serve as a transit center similar to the Rehoboth park and ride lot. In addition, due to its location at the beginning of the resort area, it can also serve as a visitor's center.	DART-First State	Federal and State funding.
4	Provide for Remote Parking along transit and jitney routes with bus shelters	Intercepting visitors, especially day-trippers at remote parking lots will reduce parking demand at the beaches and at the State Park. It will also reduce trips on the Byway roadways.	DelDOT	CMAQ funds, and developers

### REDUCE VEHICULAR DEMAND

This report has shown that increasing the capacity of the roadways of the Byway will not increase the capacity of the roadway system. The overriding reason is that Lewes is connected to only one major transportation artery: State Route 1. Vehicles either have to use or cross State Route to enter Lewes. Further, the carrying capacity of the street network is almost reached and with continued development could be exceeded. Therefore, the only answer is to reduce vehicular demand yet retaining access to the venues and activity centers of Lewes. Table 15 shows the recommendations to reduce vehicular demand through improving conditions for bicycles and pedestrians.



Table 15: Reduce Vehicular Demand

Rec. No.	Recommendation Title	Description	Lead Stakeholder	Potential Funding Source
1	Complete the Junction and Breakwater Trail	Complete the Junction and Breakwater Trail along and across Gills Neck Road and to the Library-Trailhead in a manner sensitive to the neighborhoods through which the trail passes.	DelDOT	DelDOT
2	Connect the Junction and Breakwater Trail to the Multi-Use Path along Kings Highway and extend the multi-use path on Kings Highway as development occurs	The Multi-use path on Kings Highway will connect developments and provide an alternative routing for Junction and Breakwater Trail users to access the proposed trail head at the proposed Lewes Public Library.	DelDOT	Developers and DelDOT
3	Implement the Proposed Byway Trail and Sidewalk Recommendations	Figure 35 illustrates the trail and sidewalk recommendations developed in conjunction with the Byway Corridor Management Plan.	DelDOT and State Parks as applicable	DelDOT
4	Fourth Street Bike Boulevard	An alternative pathway for bicycles and pedestrians connecting New Road to the downtown area would assist bicyclists and pedestrians who feel uncomfortable riding and walking along Pilottown Road.	City of Lewes	City Funds
5	New Road Trail	Bicyclists and pedestrians find New Road as uncomfortable to bicycle on and walk along. A parallel, multi-use trail would address this situation.	DelDOT	DelDOT

### IMPROVE WAYFINDING AND VISITOR INFORMATION SERVICES

Providing visitor information has been a priority of the tourism agencies and business groups in the Lewes Area. However, the Byway provides an opportunity to enhance and coordinate this service and relate it to the Byway through a wayfinding sign system. Table 16 shows the wayfinding and visitor information system as it relates to the transportation system.



**Table 16: Improve Wayfinding and Visitor Information Services**

Rec. No.	Recommendation Title	Description	Lead Stakeholder	Potential Funding Source
1	Revise the Park and Ride Lot Plans to Include Visitor Information	By adding an informational kiosk or a fully staffed visitor center, the Park and Ride lot would be the first stop for a visitor when arriving in the Lewes Area.	DART-First State	DelDOT TIP
2	Wayfinding Signing	Using the Byway as the access to Lewes, provide a system of wayfinding signs. Develop an advisory committee and retain a consultant to design the system.	Lewes Chamber of Commerce	Tourism Industry, State Office of Tourism
3	Implement TAGWHAT	TAGWHAT is a crowd-sourced repository of information for a given location. To the extent possible, its implementation will be coordinated with the social media platform operated by the TMC.	DelDOT	DelDOT Operating Funds

# Lewes Scenic and Historic Byway

## Gateway to the Nation Appendix 5: List of Existing Sites and Attractions



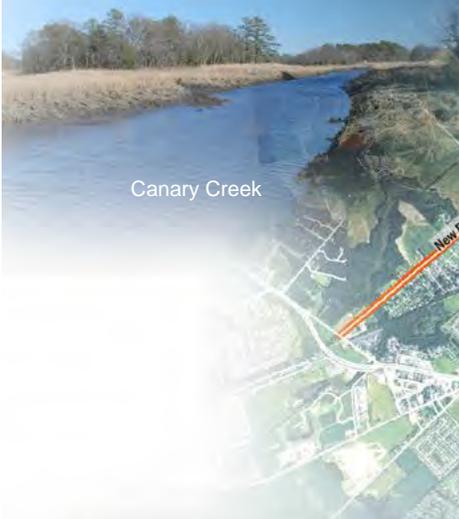
Cape May - Lewes Ferry



Lightship Overfalls



Delaware Breakwater Lighthouse



Canary Creek



Hazell Smith House



Pre-War Savannah Road



Zwaanendael Museum



Fort Miles

Prepared for:

**CITY OF LEWES  
SUSSEX COUNTY**

**DELAWARE DEPARTMENT OF TRANSPORTATION**

**OCTOBER 2015**

Prepared by:  
DELAWARE GREENWAYS  
LARDNER/KLEIN LANDSCAPE ARCHITECTS, PC

*The Corridor Management Plan project is funded by a grant from the Federal Highway Administration's National Scenic Byway Program and legislative grants provided by Delaware State Senators Ernesto Lopez and Gary Simpson and Delaware State Representatives Peter Schwartzkopf, Ruth Briggs and Joseph Booth.*



Lewes Byway, DE  
Web Resources, Visitor Readiness, and Themes

Site	Delaware Tourism (visitdelaware.com)	Southern Delaware (visitsouthern.delaware.com)	Lewes Chamber of Com. (leweschamber.com)	Visitor Readiness	Theme
1812 Memorial Park			√	Limited Service Attraction	Maritime Heritage
Boat Hole Marina	√	√		Limited Service Attraction	
Breakwater Harbor of Refuge	√	√	√	Limited Service Attraction	Maritime Heritage
Cannonball Maritime House/Museum	√	√	√	Limited Service Attraction	Maritime Heritage
Cape Henlopen State Park and Campground	√	√	√	Full Service Attraction	
Cape May Lewes Ferry	√	√	√	Full Service Attraction	
Cape Water Taxi	√	√	√	Full Service Attraction	
De Vries Monument	√		√	Self-guided Site	
Delaware Breakwater Lighthouse	√	√	√	Limited Service Attraction	
Delaware History Trail	√			Limited Service Attraction	
Delaware Junction and Breakwater	√	√	√	Self-guided Site	
Delaware Wine and Ale Trail	√	√		Limited Service Attraction	
DGT Cape Henlopen State Park	√		√	Limited Service Attraction	
DGT Lewes Historical Society	√		√	Full Service Attraction	
Fisher Martin House	√		√	Limited Service Attraction	
Fisherman's Wharf	√	√	√	Limited Service Attraction	
Fort Miles Historical Area- Cape Henlopen State Park	√	√	√	Limited Service Attraction	Military
Harbor of Refuge Light Station	√	√	√	Limited Service Attraction	Maritime Heritage
Henlopen Bike Route	√			Self-guided Site	
Hiram Rodney Burton House	√		√	Limited Service Attraction	
Lewes Canal/Lewes Boat Ramp	√	√	√	Self-guided Site	
Lewes Canalfront Park	√	√	√	Full Service Attraction	
Lewes Chamber of Commerce	√	√	√	Limited Service Attraction	
Lewes Historic District	√	√	√	Full Service Attraction	
Lewes Historical Society	√	√	√	Full Service Attraction	
Lightship Overfalls Maritime Museum	√	√	√	Limited Service Attraction	Maritime Heritage
Nassau Valley Vineyards	√	√	√	Limited Service Attraction	
Pirates of Lewes Expedition	√		√	Limited Service Attraction	
Ryves Holt House	√	√	√	Full Service Attraction	
Zwaanendael Museum	√	√	√	Full Service Attraction	

**Key**

√ Site referenced on Web site

Top Things to Do in DE

Other Attractions/ Visitor Services

Outdoor Recreation

Historic/Cultural

**Visitor Readiness Definitions**

**Full Service Attractions** are currently ready for all types of visitors. They are open regular hours and days of operation; they provide visitor services (rest rooms, accessibility, visitor information, etc.); and they offer professional interpretive programming

**Limited Service Attractions** can accommodate visitors but have limited hours, interpretation, and visitor facilities.

**Self-Guided Sites** are publicly accessible sites where self-guided interpretive exhibits or materials are available but where no staffing or visitor services are present.

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# Lewes Scenic and Historic Byway

## Gateway to the Nation Appendix 6: Meeting Minutes



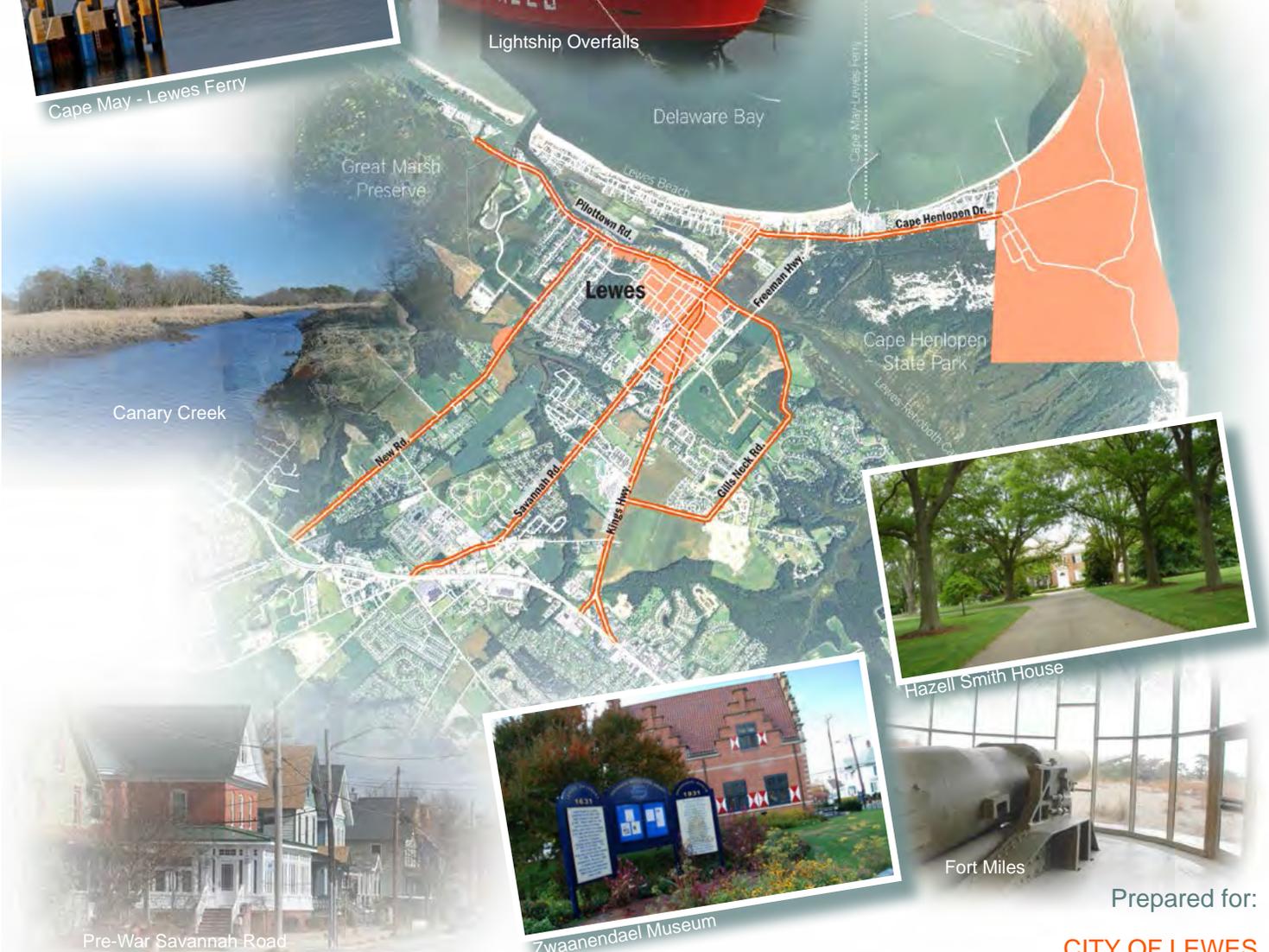
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**CITY OF LEWES  
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# APPENDIX 6

## MEETING MINUTES

This Appendix compiles the minutes of the Lewes Scenic and Historic Byway Committee, a committee officially recognized by the City Council of the City of Lewes to develop the Corridor Management Plan for the Lewes Scenic and Historic Byway. At the beginning, the Committee served as an Ad Hoc Committee and the name stuck. The Ad Hoc Committee and the Lewes Scenic and Historic Byway Committee are the same. As an official Committee of the City, the Committee followed the open meeting rules of the City all meetings were duly advertised and all agendas and minutes were published on the City's website as required. All meetings were open to the public.

Prior to the beginning of the preparation of the Corridor Management Plan, the Committee met many times, conducted focus group meetings and held formal public meetings. A tabulation of those meetings and the minutes from those meetings are contained in the Public Outreach Report which is included in this document as Appendix 2.

The following is a tabulation of the meetings held by the Committee:

Meeting No.	Date
1	June 6, 2013
2	September 24, 2013
3	January 14, 2014
4	April 8, 2014
5	May 13, 2017 <sup>1</sup>
6	June 10, 2014
7	July 8, 2014
8	August 12, 2014

Meeting No.	Date
9	September 9, 2014
10	October 9, 2014
11	November 13, 2014
12	December 10, 2014
13	January 8, 2015
14	June 16, 2015
15	July 30, 2015

## PUBLIC MEETING REPORTS

There were also two public meetings conducted. The purpose of the first public meeting held on November 13, 2014 was to obtain feedback from the public on the conservation, preservation, enhancement, and transportation strategies that will be included in the Corridor Management Plan. The second public meeting was conducted on September 14, 2015 to present the draft Corridor Management Plan. The reports for each public meeting are included.

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<sup>1</sup> This meeting re-convened and concluded the May 13, 2014 agenda on May 27, 2014.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
JUNE 6, 2013  
3:00 PM to 5:00 PM  
Council Chambers, Lewes City Hall**

**Committee Members in Attendance**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Mike DiPaolo	Lewes Historical Society	mike@historiclewes.org
Barbara Vaughn	Planning Commission	babsv@udel.edu
Ann Gravatt	Byway Coordinator, DelDOT	Ann.gravatt@state.de.us
Diane Wilson	Lewes Greenway and Trails	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

**Guests**

Ted Becker	Deputy Mayor	ted.becker@verizon.net
Fred Beaufait	City Council	fbeaufait@comcast.net

**ATTACHMENTS:**

Handouts from the meeting:

1. Agenda
2. PowerPoint Printout
3. Minutes of the August 12, 2012 Meeting (for approval)
4. Traffic count information sheet

*Lewes Historic Byway - Gateway to the Nation*

## ITEMS DISCUSSED

1. Gail welcomed everyone to the meeting and reviewed the published agenda for the meeting. Then she asked the attendees to review the minutes of the August 12, 2012 meeting. Mike Tyler made a motion and Ronal Smith seconded it to approve the minutes as written. It was unanimously passed.
2. Gail reviewed the status of the project indicating that the Public Outreach Report has been completed signaling the end of the first phase of the Corridor Management Plan process. The second phase was now beginning.
3. Ann Gravatt reviewed the funding and Consultant Selection Phase. Ann indicated that all funding is in place to complete the Corridor Management plan and that notice to proceed would be issued in two phases. The first to begin the transportation analysis will be issued shortly and the second in July. The consultant selection process will begin in July and a consultant will be on board later this summer. DelDOT and Delaware Greenways make up the consultant selection committee.
4. Gail then reviewed the components of the Corridor Management Plan and the status of each. (Note: The PowerPoint Presentation from the meeting that has the outline of that discussion is attached to the minutes for reference. The comments and issues raised by the attendees are presented herein.) Gail indicated that the Vision and Goals statement that was adopted during the byway nomination process is still in effect but could be revised should the Committee choose based upon new information and findings. None of the attendees saw a need to re-open the Vision and Goals statement at this time.
5. Gail continued to describe the status of the elements as follows:
  - a. Stewardship Plan for Preservation and enhancement of the Intrinsic Qualities
  - b. Synthesizing current planning initiatives with the Byway:
    - i. City Planning Initiatives (Committees and Commissions, etc.)
    - ii. County Planning Initiatives (Planning, Public Works, etc.)
    - iii. State Planning Initiatives (DNREC, DEDO, etc.)
  - c. Prepare context sensitive solutions for existing and new development when preservation is not an option
  - d. Public outreach going forward will continue the meeting structure we have been following and involve at least one or two more public and PAC meetings.
  - e. Preliminary Recommendations contained in the Public Outreach Report will need to be re-examined technically as well as to determine if they are fundable.
  - f. Gateways design has been recommended as an early action project. Several on the Committee commented on the gateways.
6. Helen Waite asked about the end point of the Byway on new Road. It was noted that it ends at Nassau Road.

*Lewes Historic Byway - Gateway to the Nation*

7. Gail summarized the consultant's proposed work plan. She first indicated that it was subject to refinement during the consultant selection process. The elements of the program follow:
  - a. Develop a plan for the stewardship of the Byway's Intrinsic Qualities as noted above
  - b. Develop Tourism and Marketing Plan that reflects the current plans of both the City and the County.
  - c. Develop a strong Interpretive Plan.
  - d. Develop the Lewes Byway Story
  - e. General Concept plans for Incoming roadway gateways (general concept)
  - f. Prepare up to six concept plans to describe the recommended infrastructure improvements. Suggested locations include:
    - End of Pilottown Road/Turnaround at Great Marsh
    - Cape Henlopen Drive tree canopy, bike lanes, pedestrian walkway.
    - Kings Highway between high school and light house -- bike lanes, landscaping.
    - Savannah Road at Dairy Queen/Cape Henlopen Drive bike lane redesign
    - Context sensitive upgrade to Canary Creek Bridge (The Committee wants a context sensitive design for when in the future the bridge is rehabilitated. Integrate fishing and access for kayaks. Jeff Greene indicated that some of the bridges have fishing walkways and that might be a solution here.)
    - Gills Neck and Savannah Road intersection
  - g. Develop a plan for outdoor advertising control
  - h. Develop a Funding Plan, an Implementation Plan and an Action Plan
8. Gail then led a discussion on forming a Steering Committee for CMP planning purposes. She suggested that the committee consider using the Ad Hoc Committee as a Steering Committee and then add the most knowledgeable people involved in the different topic areas for the Corridor Management Plan as needed. She indicated that there has been much prior planning done and we should integrate that planning into the CMP. The Committee agreed and after discussion, committee members suggested various people for the following topic areas. Ted Becker suggested that we get a list of commissions from the City to insure that they are included. Ted then indicated that the following committees meet and bring recommendations back to the Ad Hoc Committee for taking action by vote. A summary list based upon that discussion follows.

<b>Committee</b>	<b>Committee Chair</b>	<b>Committee Members</b>
Viewshed	Helen Waite	John Mateyko, Tree Commission (John Feliciani)
Historic Preservation	Mike DiPaolo	Ronal Smith, Barbara Vaughn, Historic Preservation Commission, State Division of Historic and Cultural Affairs
Trails and Greenways	Diane Wilson	Nina Cannata
City Council Coordination	Bonnie Osler	City Council
Open Space Preservation	Dave Ennis	Ronal Smith, Wayne Holden, DNREC (State Parks, Fish and Wildlife) City Park and Rec Commission
Tourism and Marketing	Barbara Vaughn	Scott Thomas, Dan Parsons, Betsy Reamer, DEDO (State Office of Tourism)
Sussex County Coordination	Dan Parsons	
Traffic/Transportation	Jeff Greene,	John Mateyko, Mike Tyler, City Traffic Committee (Fed Beaufait)
Gateways	Consultant	John Mateyko, Mike Tyler, Barbara Vaughn, Helen Waite, DRBA
Strategies and Recommendations	Bonnie Osler	
City Planning Commission	Barbara Vaughn	City Planning Commission
Sea Level Rise		Mitigation Commission on Sea Level Rise, DNREC
Photographs	Bonnie Osler	Mike Tyler
Byway Story	Consultant	

9. Ann reviewed the Byway Program from the state’s perspective and, in particular what her office has been working on. Most prominent and applicable to the Lewes Byway was a smart phone app based of each of the state’s byways. The website for the app follows:

<http://www.tagwhat.com/>

The app enables the user to log on to information about each byway and the sites along the byway in real time as they drive along. Information is posted by each or by the byway organization. DelDOT plans a separate channel on the ‘tagwhat’ site for the state’s byways.

10. Traffic/Transportation Study was discussed next. Jeff described the traffic and transportation studies that would be undertaken as part of the Corridor Management Plan. There are two studies to be undertaken:

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- a. Transportation Assessment of Byway Roadways
  - b. Transportation Management Plan Study
11. The first study is the normal one completed as part of every Corridor Management Plan. It includes the following elements:
  - a. Physical Inventory of Byway Roadways
  - b. Missing, Broken Pedestrian and Bicycle Links
  - c. Tour Bus access
  - d. Bus/Taxi/Water Taxi Access
  - e. Safety Scan
  - f. Transportation Context
  - g. Problem Identification
12. Jeff indicated that the second study was suggested by the Ad Hoc Committee as a result of the comments that came out of the public outreach program. Gail interjected that this was the number one issue we heard. In developing the work plan for this study, Jeff indicated that he began with the Carrying Capacity Plan prepared for the City. He indicated that it defined the problem: the carrying capacity of the City's roadways was exceeded. It did not address what to do about it. That was the purpose of the second study. Jeff told the group that he viewed it as a management study. In short, there were few if any opportunities to add capacity to the system so we had to find ways to manage the capacity we have better so that people would be encouraged to come to Lewes but while here to use their cars less. He also indicated that this was consistent with the tourism planning by the City and keeping existing businesses strong.
13. Jeff stated that the Ad Hoc Committee would define carrying capacity for the City by determining when traffic conditions become intolerable. By knowing when carrying capacity is reached, we can then design strategies to better manage the capacity we do have. He then talked about the locations that best define carrying capacity. The group discussed a number of locations but settled upon the following:
  - a. Savannah Road and Cape Henlopen Drive (Dairy Queen)
  - b. Savannah Road, Front Street and Gills Neck Road
  - c. Kings Highway, Gills Neck Road and the High School
  - d. Freeman Highway and Cape Henlopen Drive
  - e. New Road and Pilottown Road
14. Jeff described the need to collect traffic count data. The data would be intersection turning movement counts. He passed around an information sheet regarding how count data would be collected. It was decided to collect the data on a Saturday between 3:00 PM and 5:00 PM. Two dates were suggested: July 13 and July 20. The Committee indicated a willingness to solicit for volunteer counters. Jeff and Gail will settle upon a date and inform the Committee. Depending upon the complexity of the location, 5 people per intersection would be needed. Based upon the number of volunteers, the intersections would be prioritized. Volunteers would be needed from about 2:00 PM until 5:00 PM for training and collection of count sheets and other materials.

15. Bonnie Osler asked how the traffic study would help manage the traffic better. Jeff explained that the data would assist identifying the parts of the system that break down and the events that start that process. It would quantify what was happening so that management strategies could be developed that would enable countermeasures to be put in place that reduce the time and/or extent of the problem. Examples are establishing linkages with DelDOT's Traffic Control Center, the State Parks to alert incoming traffic of parking conditions, working with the motels and others for shuttle services, etc. The study will develop a series of recommendations that the City and others can follow up with.
16. The meeting was adjourned at 5:00 PM.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
SEPTEMBER 24, 2013  
7:00 PM to 9:00 PM  
Council Chambers, Lewes City Hall**

**Committee Members in Attendance**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Ann Gravatt	Byway Coordinator, DelDOT	Ann.gravatt@state.de.us
Barbara Vaughn	Planning Commission	babsv@udel.edu
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
Dave Ennis	Lewes Resident	DavidHENNISLLC@aol.com
Diane Wilson	Lewes Greenways and Trails	imdwilson@comcast.net
Gail VanGilder	Delaware Greenways	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Ronal Smith	Gills Neck Road	Ronal22@verizon.net

**Guests**

Ted Becker	Deputy Mayor	ted.becker@verizon.net
John Mateyko	Lewes Resident	johnmateyko@verizon.net
Eric Van Gilder	Lewes Resident	Eric.VanGilder@gmail.com

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## **ATTACHMENTS:**

Handouts from the meeting:

1. Agenda
2. PowerPoint Printout
3. Report of the August 17, 2013 Traffic Count Day Proceedings (for approval)

## **ITEMS DISCUSSED**

1. Gail opened the meeting by asking everyone to introduce themselves. She indicated that the main purpose of the meeting was to review the results of the traffic study that resulted from the efforts of the 26 volunteers who counted traffic on August 17.
2. She asked for a motion to approve the Traffic Count Day Report which will serve as the minutes of that days meeting of the Committee. It was unanimously approved.
3. Because not many of the volunteers were present, she presented certificates of appreciation to those who were there: Diane Wilson, Dave Ennis, and Eric Van Gilder. She then asked the others present to assist in getting the certificates to the remaining volunteers.
4. She said that information about the Byway Program is available for those unfamiliar with the program but because everyone was familiar, she dispensed with agenda items 4a and 4b with the assent of those in attendance.
5. Gail then discussed the status of the Corridor Management Plan using the PowerPoint Presentation and the slide of the schedule. She indicated that we were on schedule and anticipated to have the planning consultant which DelDOT was in the process of selecting on board for a December meeting of the Committee. Ann Gravatt indicated that while that was the plan, it was also a bit optimistic. She said that she is committed to push the process along to meet that goal.
6. Gail then turned the meeting over to Jeff Greene who discussed the attached presentation. Gail said that the presentation was designed to be informal and those present should feel free to ask questions along the way. Jeff then began the presentation. A copy of the presentation is attached to the minutes.
7. The conclusions of the study to date are:
  - a. The carrying capacity of the intersection of Kings Highway and Gills Neck Road is currently exceeded. The carrying capacity of the intersections of Third Street and Savannah Road and Front Street and Savannah Road are almost exceeded.
  - b. None of the other intersections are in danger of exceeding their respective carrying capacities but because a percentage of traffic passing through these intersections ends up in the downtown area of Lewes, the intersections along Savannah Road in the downtown area are in danger of exceeding their carrying capacities if development or traffic increases for any reason occur.

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8. The comments of the Committee members and the ensuing discussion of his initial report on the Transportation Management Study follow:
  - a. Ted Becker said add dates to the studies in the presentation.
  - b. Barbara Vaughan said we needed to integrate the Comp Plan update due in 2015 into the Corridor Management Plan (CMP).
  - c. Bonnie Osler said we needed to add the Lewes City Council Traffic Committee Study and new Library planning which is looking at Jitney service.
  - d. Ted Becker said the Connector Road between New Road and the Boat Ramp is starting construction. We should get a copy of the plans from City Manager.
  - e. Jeff Greene indicated that the CMP comes up with strategies, not specific recommendations for implementation.
  - f. He indicated that eight intersections were counted on August 17. The carrying capacities are therefore assessed for the 'high season'. He will add a date to the City count data graphic as to when it was collected. All data is in two directions. There is a higher volume of traffic per lane on Route 1 in Nassau than on Route 95 in Churchman's Marsh.
  - g. It was commented that bike volumes are typically highest between 10 and 11am.
  - h. Dave Ennis suggested we encourage beach goers to go down other roads than Savannah and consider making East 3rd Street one way to Gills Neck Road.
  - i. Barbara Vaughan said big green signs make people think Freeman Highway is Lewes. The existing signs need to be less major highway oriented. She also wants the DRBA to be included in the traffic committee discussions. Wayfinding signing is needed. The intersection of Front Street and Savannah Road is main problem in traffic flow. Kings Highway and Gills Neck is worst intersection.
  - j. Dave Ennis said new developments planned for New Road will affect capacity causing the intersection of Pilottown Road and New Road to reach capacity.
  - k. Diane Wilson said the Greenway Committee wants to improve sidewalks or construct a path for walking and biking on Pilottown Road. Sidewalk conditions are very poor for walkers. City does not own all parcels on Pilottown Road on the canal side making it difficult to build an off road path.
  - l. Ted Becker suggested we share this traffic study presentation with City Council, City Planning Commission and the Chamber of Commerce.
  - m. Bonnie Osler suggested that Jeff model traffic from the Senators and Governors developments to tell us how they will affect downtown intersections.
  - n. Ted Becker suggested we factor in how many times Cape Henlopen Park closes due to filled parking lots.

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- o. Dave Ennis suggested DelDOT consider acquiring property on New Road to prevent it from reaching capacity since it is main evacuation route. Also Canary Creek Bridge floods and could impact evacuation.
  - p. Gail Van Gilder suggested we use developer impact fees to pay for a jitney service.
  - q. Dave Ennis said if developments outside of City of Lewes use the beach they should contribute to a jitney service.
  - r. John Mateyco suggested a public bike share program with all towns participating would be valuable. A bike rental place downtown would be needed. He indicated that bike share is for short bike trips, like a taxi. You pay for rental time only.
  - s. Gail Van Gilder said we need to have signage in place before new Gordon's Pond Trail opens to direct bikers when they come out of park on Cape Henlopen Drive to avoid the type of problems that have occurred at Junction Breakwater Trail due to lack of signage.
9. Ann Gravatt from DelDOT reviewed the consultant selection process. She indicated that the selection process would be through DelDOT's process and that a public advertisement would be made and a Committee would shortlist the respondents to about three or four firms. Interviews would be conducted and a selection made. She indicated that Delaware Greenways representatives were on both selection committees.

The committee concluded with a discussion about the DelDOT project approval process which only requires developers to pay impact fees to improve the closest intersection to the development site without considering the impact of the traffic increase on intersections beyond the actual development such as down town Lewes or the Lewes beaches where much of the traffic will travel. Traffic studies for developments need to show impact on all nearby intersections and especially down town Lewes intersections and intersections on roads to Lewes beaches which are already often at capacity in high season. Traffic studies need to include numbers during high season given that we are a beach community. We should work with DelDOT to change the traffic study requirements. Some Lewes Roads are close to their maximum carrying capacity in summer and new developments already approved will result in major traffic congestion. Beaches are often at capacity as well on summer weekends. Clearly traffic needs to be better managed. The CMP will make recommendation to improve traffic management.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
JANUARY 14, 2014  
Noon to 2:00 PM  
Council Chambers, Lewes City Hall**

**Committee Members in Attendance**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Ann Gravatt	Byway Coordinator, DelDOT	Ann.gravatt@state.de.us
Barbara Vaughan	Planning Commission	babsv@udel.edu
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
Dave Ennis	Lewes Resident	DavidHEnnisLLC@aol.com
Diane Wilson	Lewes Greenways and Trails	imdwilson@comcast.net
Gail VanGilder	Delaware Greenways	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Ronal Smith	Gills Neck Road	Ronal22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee	Ah3000@surfbest.net
Jim Klein	Lardner/Klein	Jim.Klein@lardnerklein.com
Mike DiPaolo	Lewes Historic Society	mike@historiclewes.org

*Lewes Historic Byway - Gateway to the Nation*

### Guests in Attendance

Ted Becker	Deputy Mayor	ted.becker@verizon.net
John Mateyko	Lewes Resident	johnmateyko@verizon.net
Ric Moore	Lewes Community Partnership	ricmoore@lewescommunitypartnership.org
Joe Hoechner	Planning Commission	jhmalls@aol.com
Maryann Ennis	New Road Area Resident	maryannennis@aol.com

### ATTACHMENTS:

Handouts from the meeting:

- Agenda
- Lewes Kick-off Handout
- Lewes Kick-off Start-up Handout
- List of PAC Committee Members
- Minutes of the September 24, 2013 meeting for approval

### ITEMS DISCUSSED

1. Gail Van Gilder opened the meeting by welcoming the committee members and guests. She went around the room introducing the committee members and guests.
2. Ric Moore, described the Lewes Community Partnership. He indicated that it was an organization dedicated to engaging in a conversation that would lead to a safe and livable Lewes. He invited everyone to visit their website, [www.lewescommunitypartnership.org](http://www.lewescommunitypartnership.org). He also invited everyone to a public meeting scheduled for January 26, 2014.
3. The minutes of the September 24, 2013 meeting were unanimously approved as read.
4. Gail asked Jeff Greene and Ann Gravatt to describe a meeting with DNREC Secretary Collin O'Mara. A summary of the meeting follows:
  - a) Yesterday, I attended a meeting at DNREC with Steve Borleske, Ann Gravatt and Karen Bennett to discuss the next steps in the marketing of Delaware's Bayshore Byway (Route 9). Sec. Collin O'Mara and Dep. Sec. Dave Small were also in attendance. Several items came out of that meeting that relate to the Lewes Byway.
    1. Collin is very interested in extending Delaware's Bayshore Byway to Lewes and ultimately completing a Byway that encircles the Delaware Bay.
    2. There is a lot of activity in the communities along the Bay between Kitts Hummock and Prime Hook. Karen Bennett DNREC reported that these communities would like to be added into the Byway. In fact, she indicated that it is something like a groundswell of opinion in that direction. They already think of themselves as 'Discovery Zones'.

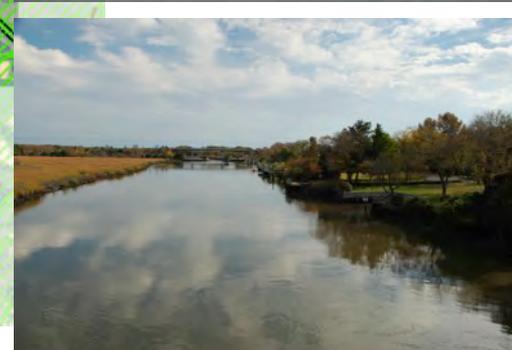
*Lewes Historic Byway - Gateway to the Nation*

3. DNREC and DRBA have been talking about expanding the ferry service between Delaware City and Salem, NJ. We should contact Scott Green at DRBA.
  4. Collin is interested in developing a brand and positioning for the Byway, integrating it with the Bayshore Initiative. He indicated that he is willing to support funding requests for this work and work with DEDO and the tourist agencies. Outside expertise will probably be required at some point but he would like some initial work to get underway as soon as possible to begin to develop a path forward.
  5. The Lewes Byway effort should consider the activities of the communities to the north and the best way to coordinate given that there are common interests in preserving the natural areas and the Bayshore.
  6. US DOI Secretary Jewell plans to come to Delaware in May to celebrate the arrival of the Red Knots. There is an opportunity to link up events along the Bayshore at that time.
5. Gail then introduced Jim Klein as the consultant that will lead the Committee through the remainder of the Corridor Management Plan process.
6. Jim then led the Committee through a PowerPoint presentation describing the work program and how his work on prior Corridor Management Plans informs the Lewes Byway CMP. He indicated that the starting point was the Public Outreach Report. (Contact Jeff Greene if you need a copy of the report.) Jim indicated that in the Public Outreach Report was a matrix of items he will be working on and working with the Committee to refine into action items.
7. The centerpiece of the project is six topical meetings. He described the six meetings of the Committee as shown in the second handout beginning, "Where are we now?" Comments from Committee Members and Guests are as follows:
- a) Ted Becker indicated we should reach out to Southern Delaware Tourism.
  - b) Ric Moore asked how the Indian and African experience will be taken into account. Jim responded through the telling of the Byway story.
  - c) John Mateyko urged the Committee to reach out to Sen. Carper's office for Homeland Security funding.
8. Barbara Vaughan brought up the topic of extending the Byway to Route 1. A discussion followed in which the Committee considered each extension separately. Ann Gravatt indicated that the byway roadways could be extended with a vote of the Committee to start the process and then vetting the extensions with the public. Gail indicated and Ted Becker concurred that the concept of extending the roadways must also be brought before City Council. Votes were taken as follows:
- a) Savannah Road: Barbara moved, Mike Tyler seconded, passed unanimously
  - b) Kings Highway: Ronal moved, Barbara seconded, Passed unanimously.
  - c) Park Connector: Dave Ennis moved, Barbara seconded, passed unanimously.
  - d) Clay Road was discussed but no motion was made to include it.

*Lewes Historic Byway - Gateway to the Nation*

9. Ann indicated that it would be acceptable to indicate the potential extensions as dashed lines on the maps until vetted with the public.
10. History of Lewes Roadways was discussed. Clay Road was the first Kings Highway. State Route 9 once was part of an Indian Trail connecting Lewes to Albany, NY. Jeff indicated that if historic road maps were available, he would include them in the CMP. Mike DiPaolo indicated he would assist in getting the maps.
11. Jeff summarized the traffic work indicating the following:
  - a) The study was conducted to represent traffic conditions in the high season – June, July and August.
  - b) Savannah Road is close to exceeding its carrying capacity in the area between Third Street and Front Street.
  - c) Kings Highway at Gills neck Road exceeds its carrying capacity today.
  - d) Intersections also New Road and Cape Henlopen Drive have capacity remaining but development on these roadways, even if only a small percentage ends up on Savannah Road in the downtown area, will cause Savannah Road to exceed its carrying capacity.
  - e) Management strategies will be developed in conjunction with the Corridor Management Plan.
12. Gail reviewed the locations where concept plans denoting what we'd like to see the gateways look like and serve as the theme for the rest of the corridor. After some discussion, the following locations were confirmed as the locations the Committee preferred to be sketched:
  - a) Kings Highway (two locations)
  - b) Cape Henlopen Drive
  - c) Canary Creek Bridge on New Road
  - d) Savannah Road between Cape Henlopen Drive and the Canal
  - e) Savannah Road at Front Street and Gills Neck Road
  - f) The end of Pilottown Road
13. Jim Klein will review the locations and for the next meeting develop preliminary sketches so that the Committee can determine that the location is acceptable and that the approach is in line with expectations of the Committee.
14. Dates for upcoming meetings were set for noon at City Hall as follows:
  - a) April 8
  - b) May 13
  - c) June 10
  - d) July 8
  - e) August 12

*Lewes Historic Byway - Gateway to the Nation*



# Lewes Historic Byway Gateway to the Nation Corridor Management Plan



# Corridor Management Planning Experience



Delaware River Valley, PA



Journey Through Hallowed Ground, VA, MD, PA



Brandywine Valley, DE



Bayshore Heritage Byway, NJ



Historic National Road, MD



Millstone Valley, NJ



Star-Spangled Banner, MD



Religious Freedom, MD



Michener's Chesapeake, MD



Savannah River, SC



Palisades Parkway, NY



Taconic Mountains, NY



Monongahela Byway, WV



New River Gorge, WV



Housatonic Highlands, CT



Collinsville, CT



Route 169, Northeastern CT



Route 146, Guilford/Branford, CT



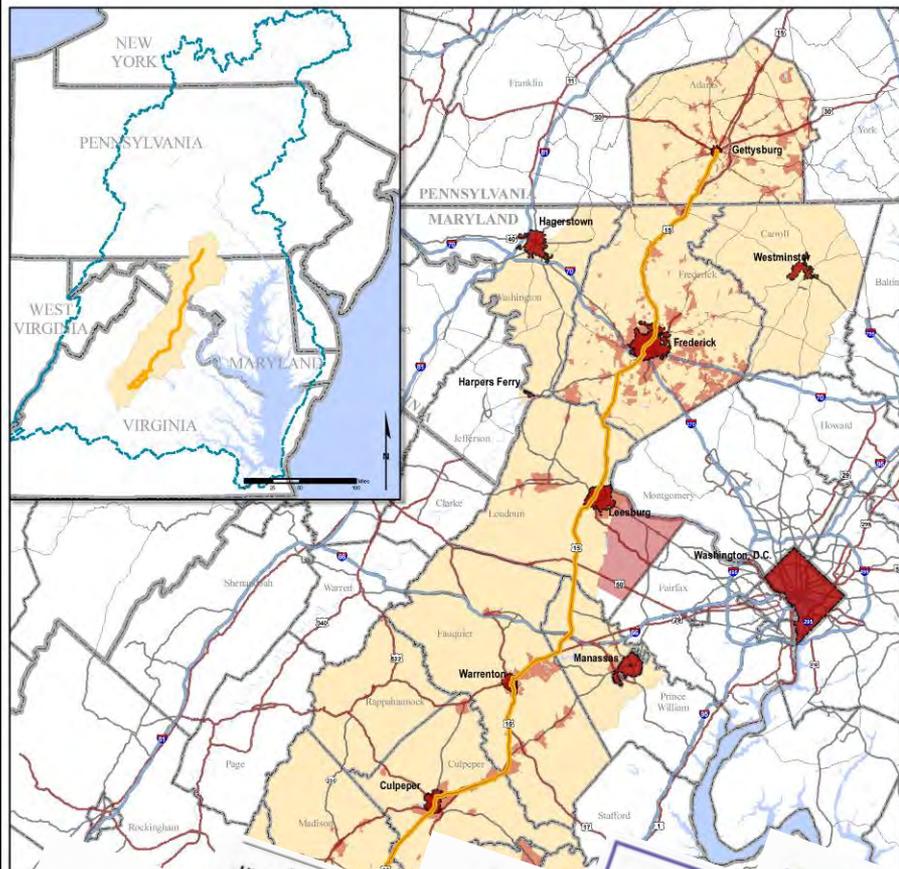
Lewes Historic Byway: Gateway to the Nation



# Brandywine Valley Scenic Byway, Delaware



# Journey Through Hallowed Ground



Lewes Historic Byway: Gateway to the Nation

HERITAGE strategies



# Pennsylvania's Delaware Valley Scenic Byway



## MARTINS CREEK - COMMUNITY DESIGN AND TRAFFIC CALMING: 611 / LITTLE CREEK ROAD INTERSECTION



**A** Perspective Sketch of Intersection  
View Looking Towards Ahern's Cafe and Little Creek Road



Existing Vehicular Circulation (parking, roadways)  
Existing Vegetated Area - Approx. (grass, trees, shrubs)  
Existing Structures

Proposed Vehicular Circulation (parking, roadways)  
Proposed Pedestrian Circulation (sidewalks, plazas)  
Proposed Vegetated Area - Approx. (grass, trees, shrubs)  
Existing Structures

Existing Vehicular and Pedestrian Circulation

Proposed Vehicular and Pedestrian Circulation



Plan View of Proposed Modifications to 611/ Little Creek Road Intersection



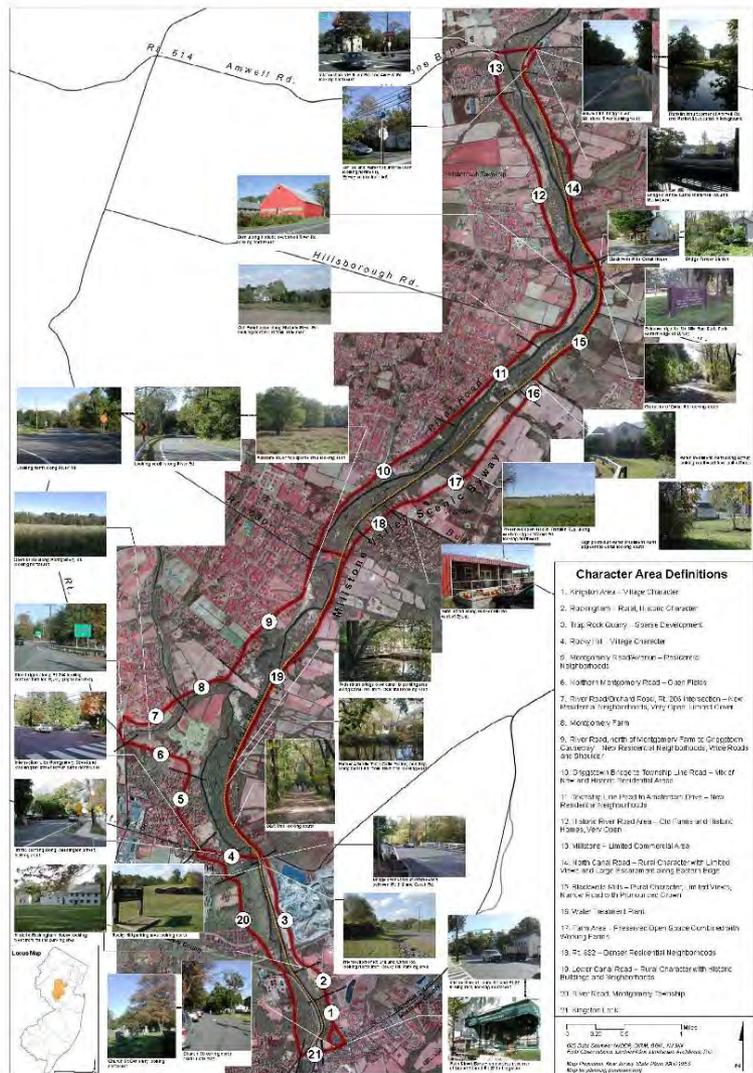
## Delaware River Valley Scenic Byway



Lewes Historic Byway: Gateway to the Nation



# Millstone Valley Scenic Byway, NJ



Map 1  
**Millstone Valley Scenic Byway**  
**Key Views/Visual Inventory**



# Heritage Strategies – State and National Heritage Areas



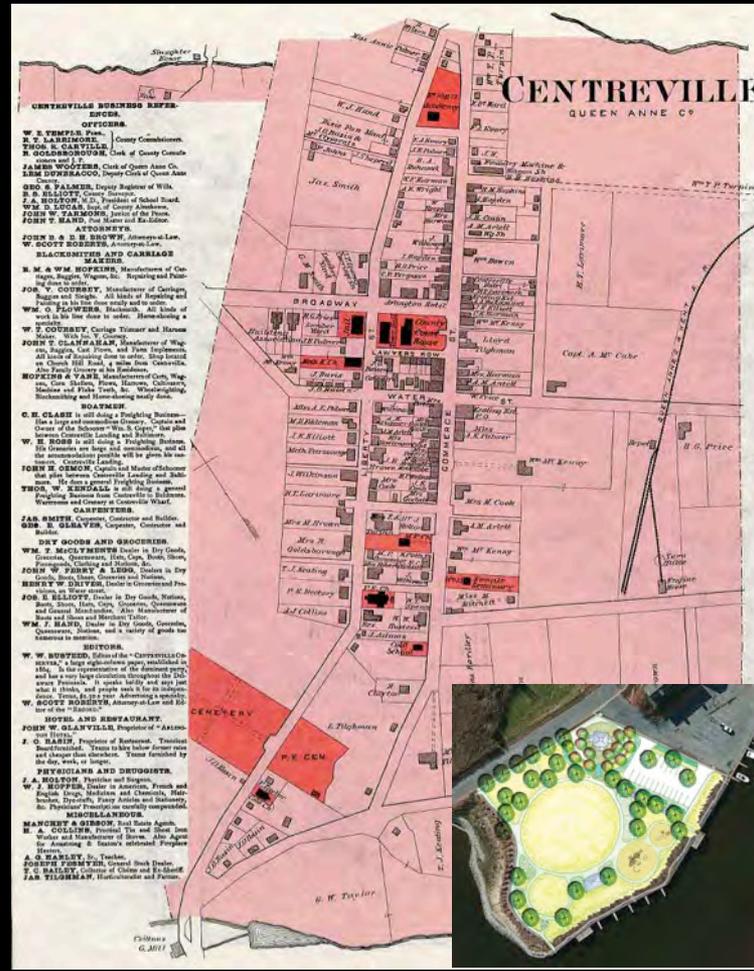
Silos & Smokestacks National Heritage Area • Lincoln Highway Heritage Corridor • Lower Eastern Shore Heritage Area  
Endless Mountains Heritage Region • Stories of the Chesapeake Heritage Area  
Delaware & Lehigh National Heritage Corridor • Anacostia Trails Heritage Area • Lancaster-York Heritage Area  
Lower Susquehanna Heritage Greenway • Shenandoah Valley Battlefields National Historic District  
Crossroads of the American Revolution National Heritage Area • Abraham Lincoln National Heritage Area  
Sangre de Cristo National Heritage Area • Niagara Falls National Heritage Area



*Lewes Historic Byway: Gateway to the Nation*



# Heritage Strategies – State and National Heritage Areas

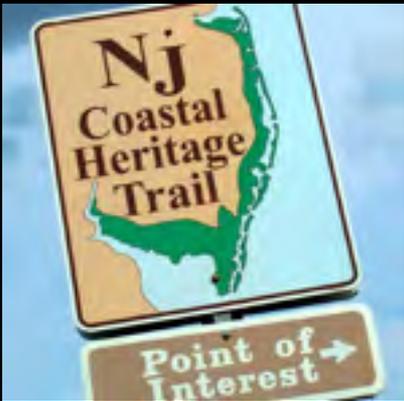


- Stories of the Chesapeake Heritage Area – management plan
- Chesapeake Country National Scenic Byway – interpretive plan
- Town of Centreville Heritage Trail – implementation

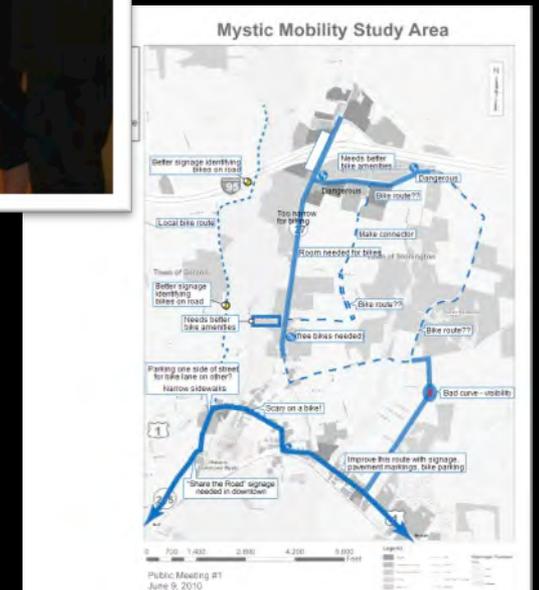
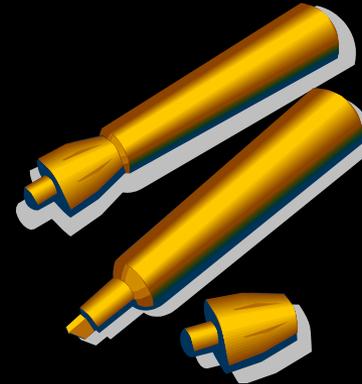
# Bayshore Heritage Byway



Example: Bayshore Heritage Byway Advisory Committee meeting in Cape May, New Jersey



# FHI many ways to involve the public in the planning process



# SC #1: Stewardship (discussion of gateways and context)



# SC #2: Enhancement (Emphasis on roadway and travel)



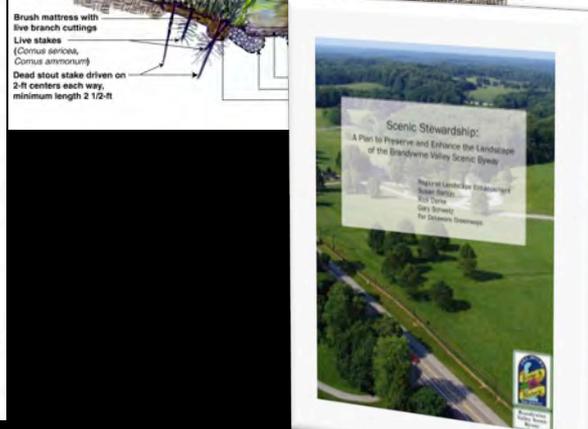
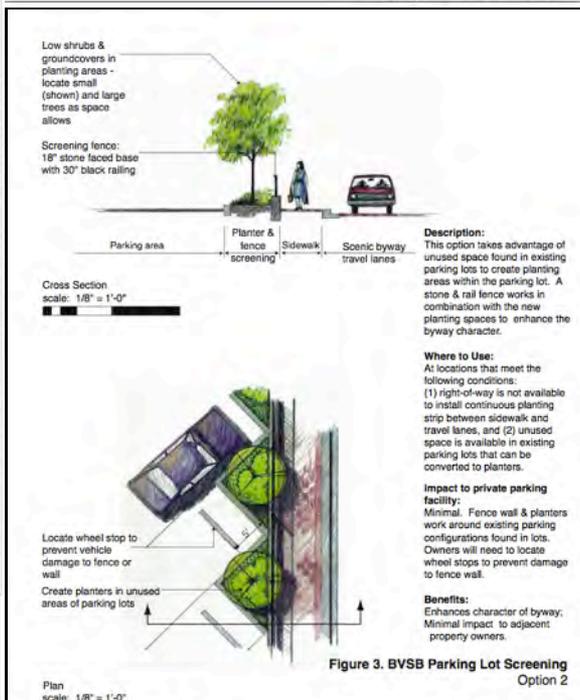
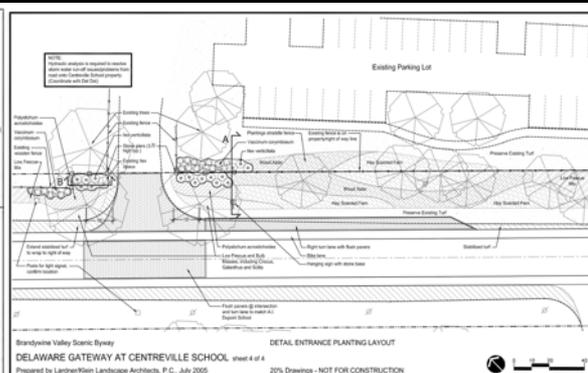
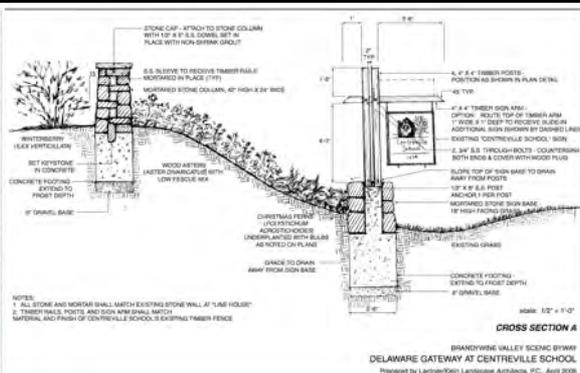
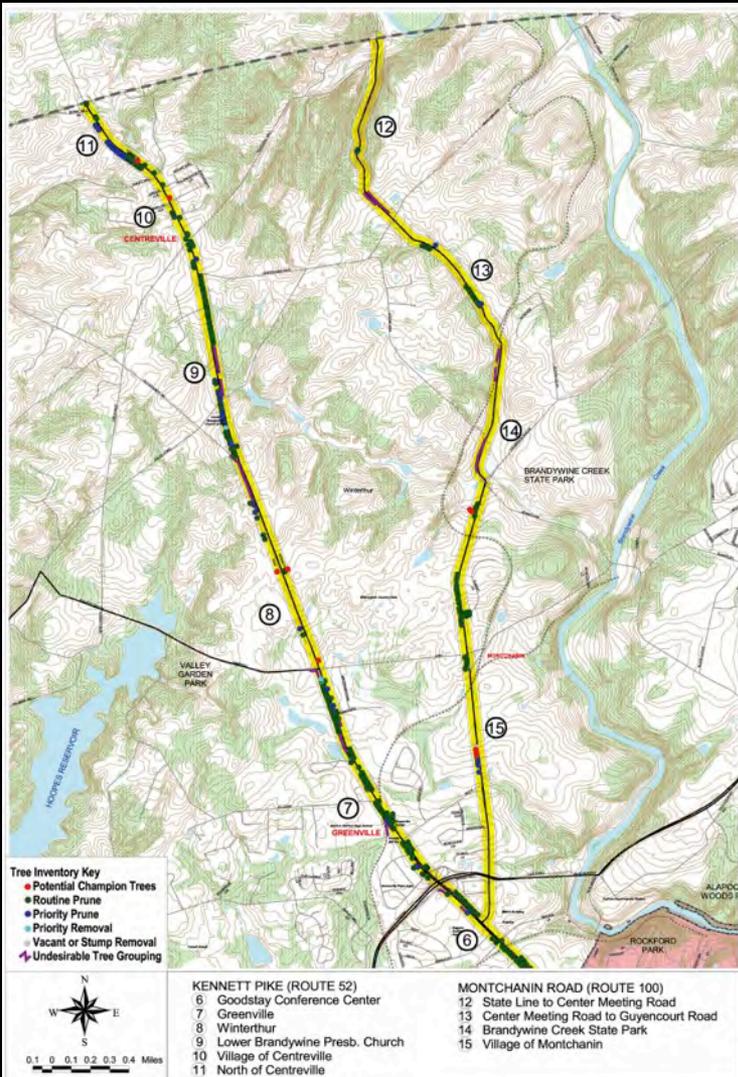
Lewes Historic Byway: Gateway to the Nation



# Example: Flight 93 National Memorial Travel Corridor Study

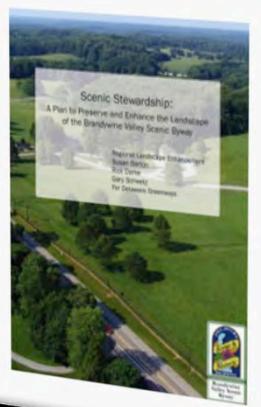


# Example: Brandywine Valley Scenic Byway



**BRANDYWINE VALLEY SCENIC BYWAY**  
Kennett Pike and Montchanin Road Tree Inventory

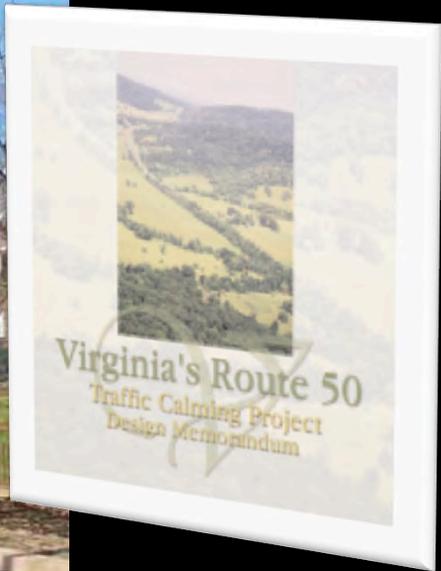
**Figure 3. BVSB Parking Lot Screening Option 2**



# Example: Route 50 Context Sensitive Solutions Approach



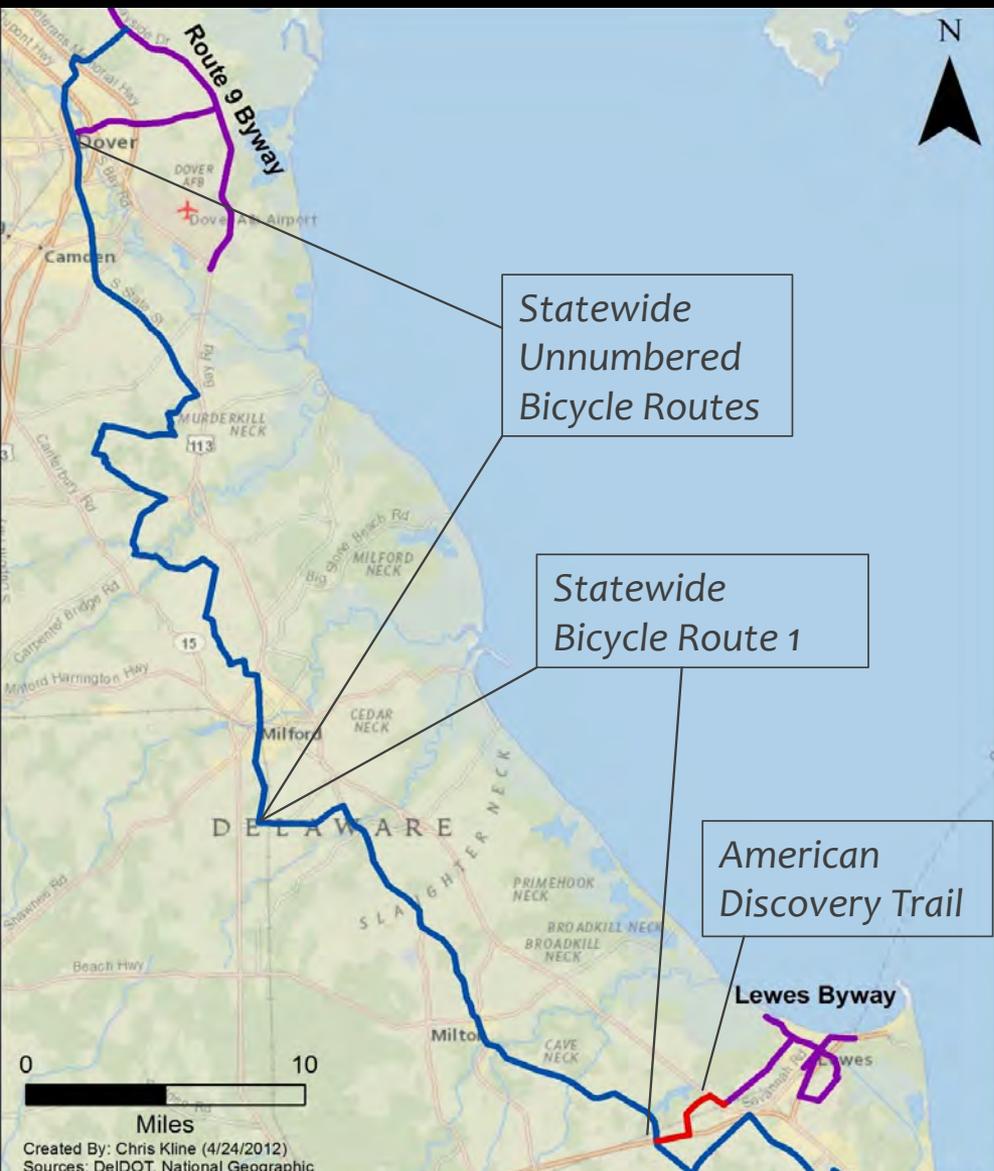
Rural Route 50, Virginia



# Example: Star-Spangled Banner NHT: Rural Villages



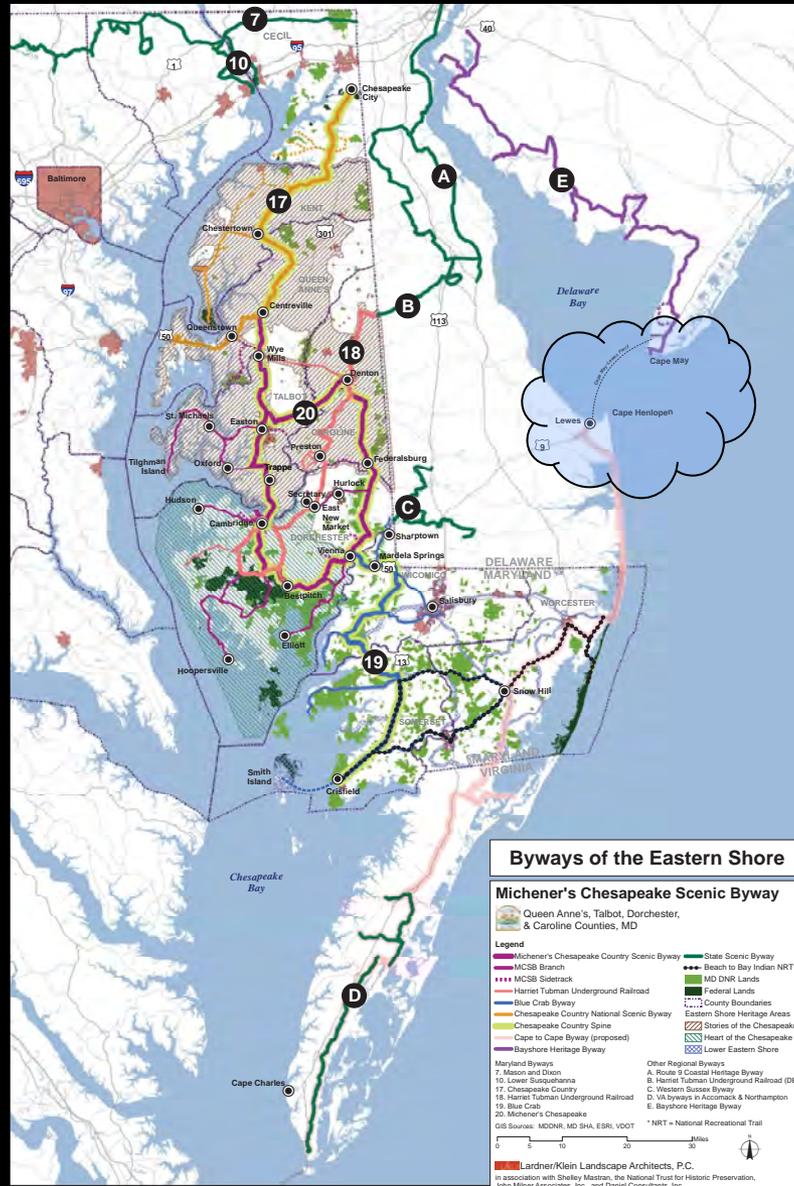
# SC #3: Heritage Tourism



Lewes Historic Byway: Gateway to the Nation



# Example: Chesapeake Country and Delmarva Byways



Lewes Historic Byway: Gateway to the Nation



# SC #4: Interpretation and Education



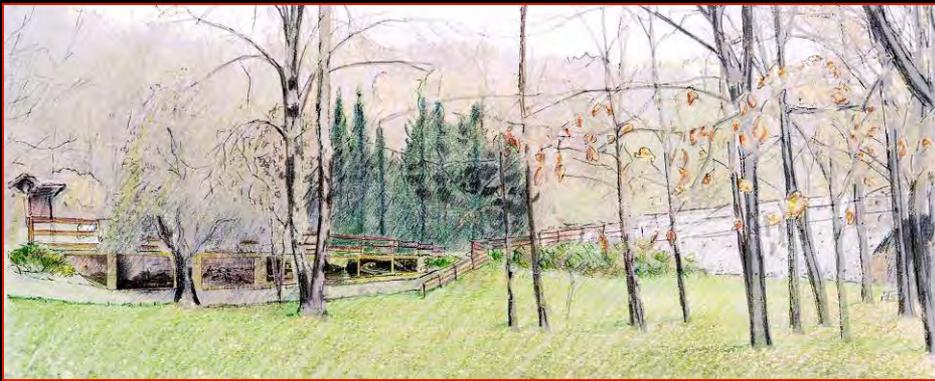
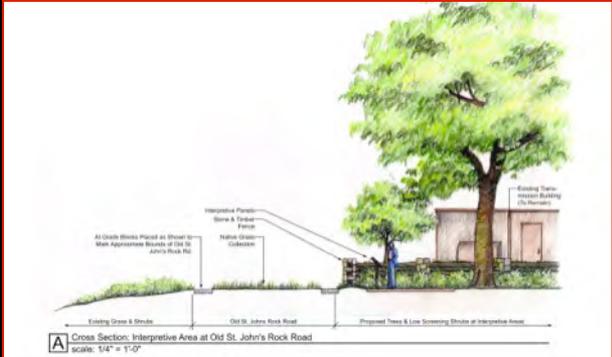
Photo by the Partnership for the Delaware Estuary



Lewes Historic Byway: Gateway to the Nation

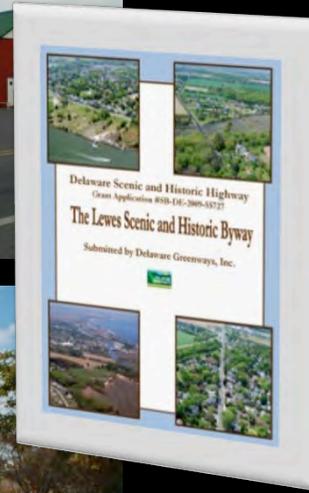


# Maryland Historic National Road



# Use CMP Effort to Help Lewes Advance Community Goals

- Vision and Goals.
- Documentation of Public Involvement Efforts
- Stewardship of Intrinsic Qualities
- Tourism Development
- Marketing and Promotion
- Resources Interpretation
- Support and Implementation

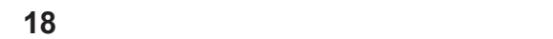
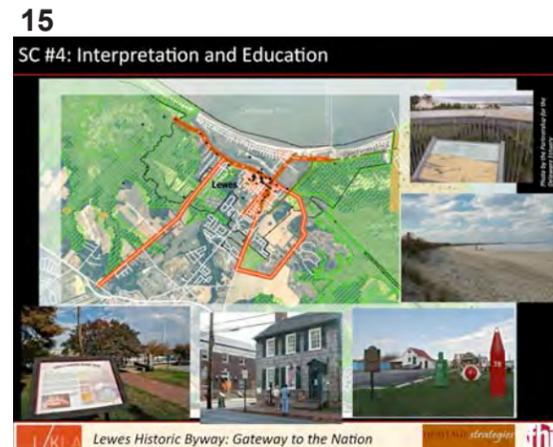


# Approach: Translate public input into CMP language and actions

- Vision and Goals.
- Documentation of Public Involvement Efforts
- Stewardship of Intrinsic Qualities
- Tourism Development
- Marketing and Promotion
- Resources Interpretation
- Support and Implementation

1. Conservation and Enhancement
2. Transportation and Travel Experience
3. Heritage and Nature-based Tourism
4. Interpretation and Education
5. Byway Management
6. Draft Plan Review and Implementation





Use CMP Effort to Help Lewes Advance Community Goals

- Vision and Goals.
- Documentation of Public Involvement Efforts
- Stewardship of Intrinsic Qualities
- Tourism Development
- Marketing and Promotion
- Resources Interpretation
- Support and Implementation



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

Plan Development Kick-off Meeting  
14 January 2014

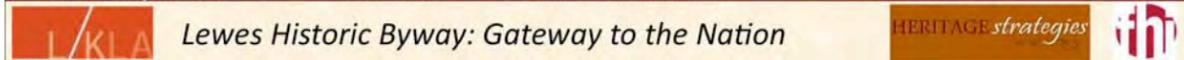


**L/KLA** LANDSCAPE ARCHITECTS  
in association with  
Heritage Strategies, LLC  
Fitzgerald and Halliday

# Corridor Management Planning Experience



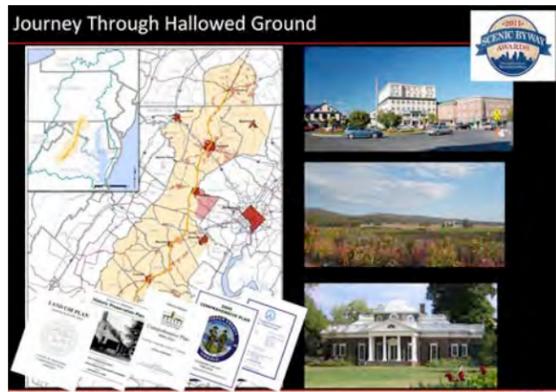
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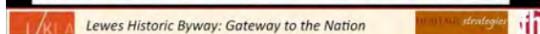


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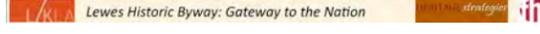
## Heritage Strategies – State and National Heritage Areas



## 7 SC #1: Stewardship (discussion of gateways and context)



## 9 Example: Flight 93 National Memorial Travel Corridor Study



## 11 Example: Route 50 Context Sensitive Solutions Approach

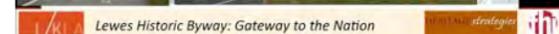


## 13

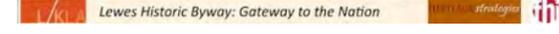
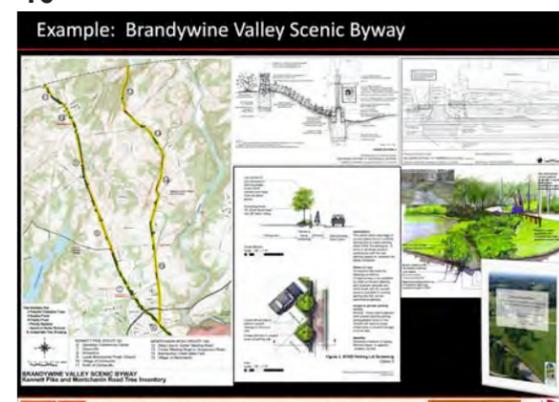
## Bayshore Heritage Byway



## 8 SC #2: Enhancement (Emphasis on roadway and travel)



## 10 Example: Brandywine Valley Scenic Byway



## 12 Example: Star-Spangled Banner NHT: Rural Villages



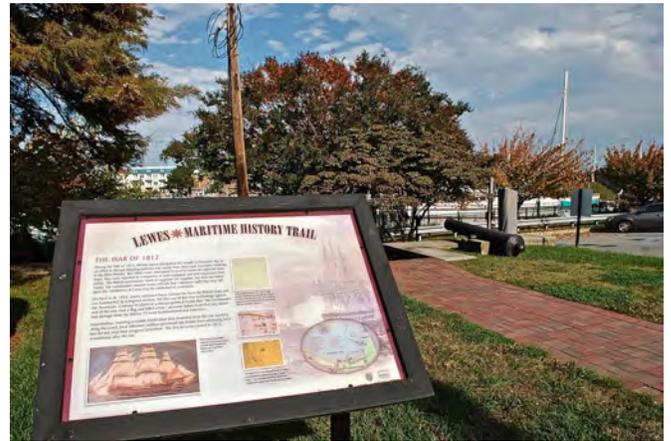
## 14



## Where are we now?

In practical terms, the byway sponsor, Delaware Greenways, Inc. and their project partners must, in order to gain designation as a Delaware Scenic and Historic Highway, complete a corridor management plan that describes “the goals, strategies and responsibilities for conserving and enhancing a scenic and historic highway’s most valuable qualities.” Having already completed the Step 1 application establishing its significance, the project partners, can also use the corridor planning process to raise the awareness of residents and visitors about the special character of the roadway, promoting the stewardship of the corridor’s resources, and establishing the touring route as an economic development asset for the greater Lewes region.

But more than just practicality and awareness is needed to develop a truly visionary and useful corridor management plan. With funding for the National Scenic Byway Program zeroed out and with future funding certainly in doubt, the plan has to find ways to help capture the imagination of the citizens of Greater Lewes—to help them visualize a future in which its treasured landscapes, its rich heritage and its outstanding natural resources



are preserved and maintained in a manner that is sensitive to the needs of the many individuals, communities and businesses that help shape it in the first place. Relating byway management priorities with the efforts associated with other regional visioning efforts, such as the Greater Lewes Foundation Future Scan process are also critical to its success.

## What’s next?

Lardner/Klein Landscape Architects, along with Heritage Strategies and Fitzgerald and Halliday, Inc. will assist Delaware Greenways and their project partners to sort through all of the great ideas that were generated as part of the initial focus group meetings and through the Project Advisory Committee. *The challenge lies in how to translate the identified priorities into specific actions in today’s highly competitive environment for funding.*

We have learned through Delaware’s Bayshore Initiative, as well as our neighboring state’s initiatives, that byways need to think regionally to thrive.

- Byway projects and programs have to be linked to larger regions and related programs (such as sea-level rise, rural or community-based



economic development, the “get outdoors” movement, local food and community-based agriculture, compete streets, and heritage- and nature-based tourism) to be competitive in the funding environment.

- Visitors rarely travel to a “county” or travel to a “road.” But, byways provide a strong community-based structure for managing and providing access to resources associated with heritage- and nature-based tourism, regional

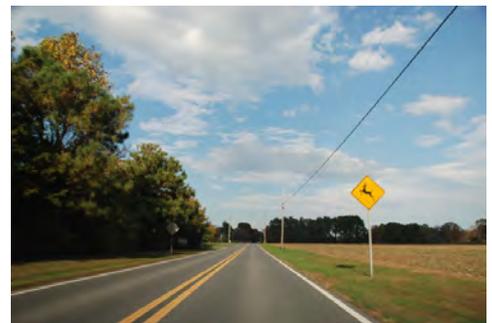
and community-based trail networks, “Main Street” communities, and regional arts and entertainment programs.

- Byways contribute to the regional economy by serving as a spine associated with a coordinated set of experiences—whether visiting and learning about a community or region’s heritage as part of an interpreted itinerary, or getting outdoors to explore a region’s natural beauty while getting exercise.

### Proposed Steering Committee Meetings

The project team will work together with Delaware Greenways and all of the project partners to organize and conduct a sequence of six Ad Hoc/Steering Committee meetings around the topics identified through the public engagement process conducted to date and documented in the Public Outreach Report. The team’s initial thoughts after reviewing these documents would be that the top issues (as identified in the report) could be organized into the following topical meetings.

- 1. Conservation and Enhancement of the View and Context** – would address the issues of preserving open space, greenways and trails; creating buffers to preserve Byway viewsheds; designing a Gateway Plan; and, introducing Context Sensitive Design guidance (leading to the development of a plan for stewardship and related maps showing conservation and preservation priorities).
- 2. Enhancement of the Travel Experience** – continuing the discussion of Context Sensitive Design guidance as it would be applied to address issues of traffic congestion (Delaware Greenways), managing boat and trailer traffic on the Byway network and improving walkability and bikeability on Byway roads. Discussion of the gateways and illustrations of proposed treatments will continue from the first meeting.
- 3. Heritage- and Nature-based Tourism** – would address the issue of the need to integrate the Lewes Historic Byway with other byways and trails, extend the Byway into Sussex County on Savannah Road and Kings Highway and coordinate the interpretation along the route as a means of extending visitor stays and reaching potential visitors during the shoulder seasons and beyond (leading to a framework for tourism marketing and promotion). Coordinating the byway management with the Delaware Bayshore Initiative will need to be a critical part of the discussion. DNREC’s Delaware Bayshore



Initiative “will collaboratively build on the region’s reputation as a unique and beautiful natural resource, and help improve the shoreline economy by encouraging more Delawareans and visitors to enjoy it through activities such as recreational fishing, hunting, boating and ecotourism.” (<http://www.dnrec.delaware.gov/Pages/Delaware-Bayshore.aspx>)

**4. Interpretation and Education** – the tremendous stories associated with Lewes unique history and significance and its magnificent natural setting are a big factor in why people choose to visit Lewes and choose to live there—either seasonally or year-round. This meeting would focus on how to organize those stories and topics into a framework for interpretation and education that comprises the “Byway Story” and how to tell that story in a coordinated way.

**5. Byway Management** – this meeting would focus on the action plan by grouping programs and project ideas together in a coordinated way in pursuit of potential funding from programs related to sea level rise, community-based economic development, getting outdoors and regional programs for arts and culture. Sea level rise is a particularly important issue and using the Byway to link together related programs such as conservation and adaptation has great potential to bring additional resources to address this issue.



**6. Draft Plan Review and Implementation** - this meeting would focus on reviewing the draft plan and the associated public comments, and agreeing on the proposed revisions prior to publishing the results.

Two Advisory Committee Meetings would be interspersed, perhaps combining the topics of Conservation, Enhancement and Context Sensitive Design for one of the two sets of meetings, and Heritage Tourism, Interpretation and Education, and Management as the second. The two public meetings could be incorporated in a similar fashion, or conducting them at the beginning and end of the process.

The project team recognizes that the already completed recommendations and strategies matrix developed through the public outreach effort is a great start at defining the Action Plan. We also recognize the importance of the concept plans and illustrations as a way to help the greater Lewes community to visualize how the byway can help achieve some of the multi-faceted community objectives. The Lardner/Klein team has utilized these types of drawings directly in the pursuit of outside funding. The illustrations fit more naturally into the topics of the first two meetings—where enhancement and context sensitive design would be discussed.

### Proposed Schedule

By structuring the meetings around groups of topics identified in the Public Outreach effort, the Byway can help project partners at the City, County and the State to foster a greater level of cooperation and collaboration when they see how the very site specific ideas might fit into broader projects and programs at a more regional level. The following schedule shows the tasks from the “Request for Proposals” on the left, and the proposed steering committee meetings noted on the schedule at the right.

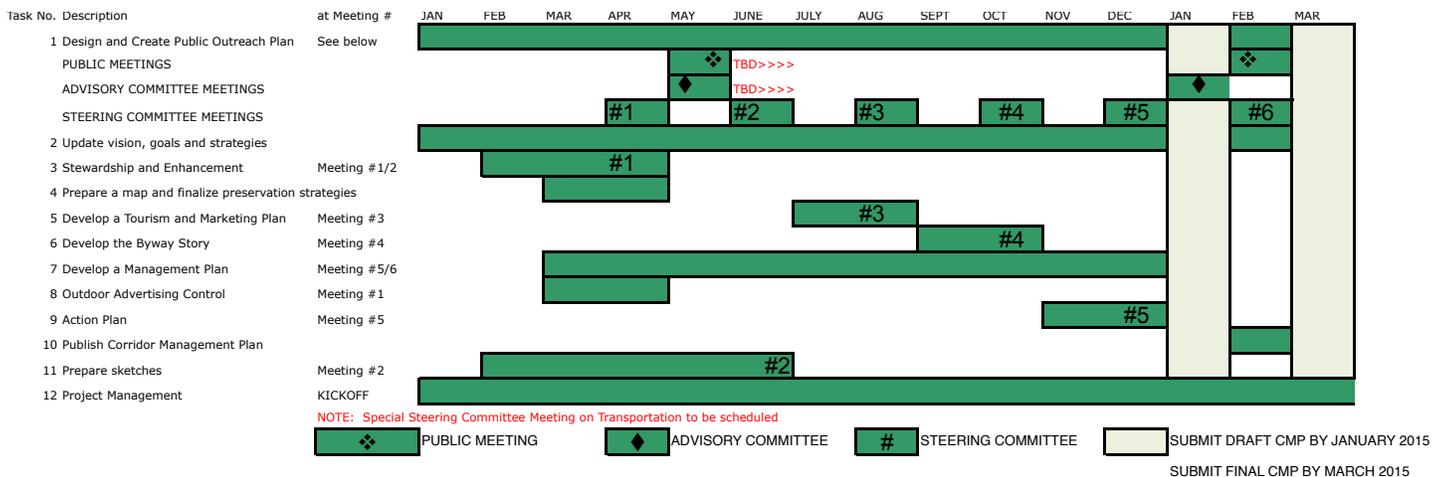


Questions about the next steps?  
Please contact:

**Delaware Greenways, Inc.**  
Jeff Greene, Transportation Planner  
jgreene@delawaregreenways.org  
or 302-655-7275

Gail van Gilder  
gvangilder@comcast.net

**Lardner/Klein Landscape Architects**  
Jim Klein, Byway Consultant at  
jim.klein@lardnerklein.com  
or 1-800-337-1370



**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
APRIL 8, 2014  
Noon to 2:00 PM  
Council Chambers, Lewes City Hall**

**Committee Members in Attendance**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Ann Gravatt	Byway Coordinator, DelDOT	Ann.gravatt@state.de.us
Barbara Vaughan	Planning Commission	babsv@udel.edu
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
Helen Waite	New Road	hwaite@gmail.com
Gail VanGilder	Chair, Ad Hoc Committee	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Ronal Smith	Gills Neck Road	Ronal22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Jim Klein	Lardner/Klein	Jim.Klein@lardnerklein.com
Mike DiPaolo	Lewes Historic Society	mike@historiclewes.org

**Guests in Attendance**

Ted Becker	Deputy Mayor	ted.becker@verizon.net
John Mateyko	Lewes Resident	johnmateyko@verizon.net
Ric Moore	Lewes Community Partnership	ricmoore@lewescommunitypartnership.org
Joe Hoechner	Planning Commission	jhmalls@aol.com
Maryann Ennis	New Road Area Resident	maryannennis@aol.com
Rob Morgan	Cape Shores	Robmorgan322@gmail.com
Ned Butera	Lewes Library	Nedb52@gmail.com
Fred Beaufait	City Council	fbeaufait@comcast.net
Dennis Reardon	City Council	Dreaeden2004@comcast.net
Jim Falk	University of Delaware Sea Grant	jfalk@udel.edu
Ed Goyda	Lewes Library	Ed.goyda@lib.de.us
Beckie Healey	Lewes Library	beckiehealey@comcast.net
Karen Bennett	DNREC Division of Fish and Wildlife, Bayshore Initiative	Karen.bennett@state.de.us
Anthony Gonzon	DNREC Division of Fish and Wildlife, Bayshore Initiative	Anthony.gonzon@state.de.us
Nick Roth	Cape Gazette	nickroth@capegazette.com

**ATTACHMENTS:**

Handouts from the meeting:

- Agenda
- Byway Character Areas
- Lands with Conservation Interest
- Lewes Enhancement Opportunities
- Meeting PowerPoint Presentation
- Minutes of the January 14, 2013 meeting for approval

**ITEMS DISCUSSED**

1. Gail Van Gilder opened the meeting by welcoming the committee members and guests. She went around the room introducing the committee members and guests.

2. Jim Klein discussed the very complex land use and natural resource patterns found in greater Lewes and proposed using Lewes historical development patterns as an organizational framework to help tie the management of the byway into that greater Lewes context. Jim began by describing the kinds of gateways that are already found in Lewes, whether associated with Route 1, at key travel decision points such as at Savannah Road and Route 268A or at the City of Lewes municipal boundary. Jim went on to describe the lands within the greater Lewes area that have been identified by other governmental and non-governmental organizations as having conservation value with the wetland and flood-prone areas creating fingers of open space that intersected with each byway. Jim went further to talk about the long standing interest in creating a greenbelt around Lewes (connecting the two larger open spaces associated with Cape Henlopen and the Great Marsh). Jim presented five options for making those greenbelt connections from the Great March across New Road, Savannah Road, and Kings Highway, linking to Cape Henlopen. The open space greenbelt(s) could then serve multiple purposes.
3. Barbara Vaughan expressed that open space is defined in the ordinance and some is in the public domain and some is privately owned. She also indicated that open space could be inserted into development proposals.
4. Jim indicated that the scope of work calls for the development of a total of five more detailed concept development studies for specific sites and areas that should be considered priorities for enhancements. These could include gateways and/or destinations as well as other roadway specific enhancements such as streetscape work, pedestrian and bicycle safety, etc. Jim described the locations showed annotated diagrams and photographs of the sites that had been discussed by earlier by the committee with some adjustments and then invited comments:
  - a) End of Pilottown Road: There is an opportunity to link to trails and establish a visitor's center. Karen Bennett will check into whether the trail is open to the public. The Coast Guard also needs to be consulted as a potential partner
  - b) Beach side of Savannah Road/Cape Henlopen Drive: Opportunity to develop a multi-modal ped-bike pathway to the beach. Shade trees were suggested as a consideration,
  - c) Savannah Road near the railroad crossing (future crossing of the Lewes/Georgetown Trail): Opportunity to transition from the built environment to the natural environment and demonstrate how Savannah Road can change from a car only culture to a pedestrian culture. This is also the location of a City of Lewes entry sign.
  - d) Kings Highway and Gills Neck Road: This is a neighborhood gateway that could be a system of parks with a roadway in it. It could also be an opportunity to coordinate with proposed development and develop a mixed use development and or neighborhood with a street network similar in scale to the City of Lewes street grid as opposed to a typical box shopping center in a sea of parking. The network of streets would potentially spread out the traffic demand rather than force it all onto one intersection.

- e) New Road at Canary Creek Bridge: This gateway could be a pedestrian/bicycle crossing of the creek with a foot path along it. The bridge itself is not slated for reconstruction as it is not that old. This site could also demonstrate some of the cross town linkages from New Road to UD and to Savannah Road.
5. Jim indicated that there were additional gateways that he thought might be important to discuss or substitute for these five sites. They are:
- a) Cape Henlopen Drive near the Ferry coordinating with the Gordon's Pond Trail as it heads to the trail head at the new Library.
  - b) Gills Neck along the Canal featuring a footpath and addressing the preservation of the lands around the Hazell Smith property
  - c) A linear gateway along Savannah Road from the Railroad crossing to the new Library Trail Head.
  - d) Gateway at New Road near Nassau. The New Road link on the Byway starts there.
6. Questions during the presentation:
- a) Mike Tyler reported on the potential of a bike trail associated with the Nassau Bridge carrying Route 1 over the proposed Georgetown Trail and the railroad. There is also the potential to include a roadway designed to carry boats.
  - b) Mike also reported on the possibility to use Donovan's Road as a connection between Savannah Road and New Road. This possibility has been considered before.
  - c) Mike also reminded the group of the road with bike path through the University and that it ought to be included in the discussion as well as a bicycle connection from Route 1 along Kings Highway and then along Freeman Highway.
  - d) Barbara Vaughan mentioned that because sections of the Byway and development along and affecting the Byway are outside the City, the group ought to engage with the County. Dan Parsons indicated that he is trying to set up a dialog with the county's planners and Council but has had no success so far. He indicated that he has forwarded all the materials we have produced to date to his bosses at the County. Gail indicated that we have been coordinating, mostly through Joan Deaver who couldn't attend today. She indicated that we will renew our request for a meeting through Joan.
  - e) Gail indicated that the proposed development in town on Fourth Street could be a park or part of it could be dedicated as open space should a development be approved for that site. Jim asked if the park was on the byway and the consensus is that the area is central to Lewes and while not immediately adjacent is close and is visible from New Road, Pilottown Road (Front Street) and Savannah Road.

7. Jim Klein discussed funding opportunities available to implement the recommendations of the Corridor Management Plan.
  - a) To preserve the Great Marsh, Jim indicated that there is interest at the Nature Conservancy and Conservation Fund to work with state and federal agencies to partner on conservation easements and other related conservation efforts. Karen Bennett indicated that federal funds to protect habitat could be matched by state government on a one to one or a three to one basis. National coastal wetlands and other government programs are also available. There is a current solicitation for projects through DNREC for coastal wetland protection. There are other grant sources that the Nature Conservancy is looking into but all sources have requirements and many limit the use of the land by the public
  - b) Karen also indicated that the Division of State Parks is aware of funds to acquire parkland.
  - c) Karen further explained that the Bayshore Initiative which she is leading is tracking habitat protection, habitat restoration and water quality grants. Typical, matching fund requirements are 25% to 50 % and in-kind services are permitted. The key link to the byway is in water quality or in open space protection where streams or wetlands cross or link to the byway.
  - d) Ann Gravatt brought the group up to date on Transportation Alternative grants. This is the successor program to Transportation Enhancements except that there is no line item at the federal level like with the former TE grants. TA grants are competitive not only with all programs (bridge, highway projects, etc.) at the federal level but states can establish a set aside or not. Fortunately, DelDOT has set funds aside for the program and is accepting applications. The match is 20% like with the former TE program. Eligible projects are overlooks, streetscapes (within the existing right of way but Byways can go outside the existing right of way), and gateways. The project must be a roadway project.
  - e) Ann described the trail program which is separate from the TA program. A project could include flood mitigation. The DE Greenways and Trails Council also provide grant funding. Water Quality grants can be used as can CMAQ funding.
  - f) Ann and Jim mentioned the Federal Lands Access Program which is designed to improve access to federal lands. In this case, it could be to improve access to navigable waters. Another round is opening soon.
8. Barbara mentioned that tree lined streets were needed along Kings Highway and New Road. Funding for trees could be from the Delaware Forest Service or the Delaware Department of Agriculture.
9. Ric Moore spoke about the Highland Heights development proposal which is visible from the Byway. He indicated that open space should be required for the view corridors from the Byway.
10. A discussion ensued as to whether the Comprehensive Plan had the force and effect of law.

11. The proposal for making Kings Highway and Gills Neck Road into Boulevards like Bancroft Parkway in Wilmington was also discussed. Ann is monitoring the development proposals but it was suggested that the Committee meet with the County and with DelDOT to express our desires. Dan Parsons will continue to try to get us a meeting with County Council.
12. The minutes of the January 14<sup>th</sup> meeting were approved unanimously upon a motion from Barbara Vaughan and a second from Mike Tyler.
13. The meeting was then adjourned unanimously.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
MAY 13, 2014  
Noon to 2:00 PM  
Council Chambers, Lewes City Hall  
CONTINUED  
MAY 27, 2014  
10:00 AM to Noon  
DNREC Lewes Field Office**

**Committee Members in Attendance on May 13, 2014**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Ann Gravatt	Byway Coordinator, DelDOT	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Bonnie Osler	Lewes City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Mike DiPaolo	Lewes Historic Society	<a href="mailto:mike@historiclewes.org">mike@historiclewes.org</a>

**Guests in Attendance on May 13, 2014**

Ric Moore	Lewes Community Partnership	<a href="mailto:ricmoore@lewescommunitypartnership.org">ricmoore@lewescommunitypartnership.org</a>
Maryann Ennis	New Road Resident	<a href="mailto:maryanneennis@aol.com">maryanneennis@aol.com</a>

**Committee Members in Attendance on May 27, 2014**

Name	Organization/Representing	Email Address
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Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Dave Ennis	New Road	<a href="mailto:Davidhennisllc@aol.com">Davidhennisllc@aol.com</a>

**Guests in Attendance on May 27, 2014**

Susan Moerschel	State Parks	<a href="mailto:Susan.Moerschel@state.de.us">Susan.Moerschel@state.de.us</a>
John Mateyko	Lewes Resident	<a href="mailto:johnmateyko@verizon.net">johnmateyko@verizon.net</a>
Joe Hoechner	Planning Commission	<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>
Maryann Ennis	New Road Area Resident	<a href="mailto:maryannennis@aol.com">maryannennis@aol.com</a>
Rob Morgan	Cape Shores	<a href="mailto:Robmorgan322@gmail.com">Robmorgan322@gmail.com</a>

**ATTACHMENTS:**

## Handouts:

- Agenda(Both dates)
- April 8, 2014 Minutes for approval (May 13)
- Lands with Conservation Interest (Both dates)
- Character Area Maps (Both dates)

- Character Questionnaire (Both dates)
- Property owner tabulation and location map (Both dates)
- Potential Gateway Locations (Both dates)
- Character Area Tabulation for Discussion (May 27)

### **ITEMS DISCUSSED (May 13)**

1. Gail Van Gilder opened the meeting by welcoming the committee members and guests. She went around the room introducing the committee members and guests.
2. Minutes: Approved unanimously via a motion by Ronal Smith and a second by Mike DiPaolo.
3. Gail discussed upcoming meeting times and dates as she had been receiving comments that the Tuesday at noon isn't as convenient as we originally thought. After much discussion, it was decided to maintain the Tuesday dates and adjust the times as needed. Gail indicated that as a result of the meeting with Todd Lawson at the County, we were invited to hold a regular committee meeting and invite county staff since some of the Byway is outside the City. Ted Becker cautioned that an official committee cannot conduct business outside the city limits but it could hold a workshop meeting. Gail also indicated that there would need to be several meetings, the first being with staff to introduce them to the Byway, and then the County Council to gain their support. The third meeting would be to work on issues related to the Corridor Management Plan. Gail thought that the traffic meeting would be the best one to hold with the County. She and Dan will work on arranging the meetings.
4. Gail then discussed the meeting with Sussex County Executive Todd Lawson. In addition to Gail and Todd, also in attendance at that meeting were Dan Parsons and Jeff Greene. At the meeting, Todd was brought up to date on the Lewes Byway. Todd indicated that the County should be involved in the Byway Program and thanked Dan for his efforts. But he cautioned that given the politics of the County, a program that discourage economic development would not be supported and his advice to the group was to work with developers to build support for the program by working together on issues of joint agreement. Todd also encouraged us to work with the Chambers of Commerce and other economic development groups. Gail indicated that Byways across the country encourage tourism.
5. Barbara Vaughan asked Gail to attend the upcoming Planning Commission meeting as the Lingo Townsend development was on the agenda.
6. Gail introduced the questionnaire that Jim Klein had prepared to guide the discussion of the character areas. The questionnaire had been sent out in advance of the meeting. Several of the members had filled in their questionnaires and submitted them. Due to time constraints, Gail asked the members to fill it out for discussion at the next meeting. However, a general discussion of the questionnaire followed.
  - a) New Road: Concern was expressed about the land Lingo owns and the Church's land in front of it (parcels 6, 7, and 8 on the County's Parcel Map). Could some of that land be donated for a bikeway, such that it could connect to the Park Road trail? Side paths could be

part of the development plan. It was recommended that the church, Knapp (another property owner) and Lingo be contacted to determine if this is a possibility.

- b) There may be a possibility of funding from the State's Trails and Greenway Council. (\*Note: it was later determined that funding from this source is only available for trails on public lands other than DelDOT. This trail would either be on DelDOT right of way or private property.
  - c) The Trails Committee wants to connect the Park Road Trail to Fourth Street to provide a connection to Downtown Lewes.
7. Barbara Vaughan noted that the Comprehensive Plan Update process is well underway. They are considering contacting large property owners to determine their future plans. She also invited Gail to attend the May 21 Planning Commission meeting to participate in the discussion of contacting property owners and the letter that the Planning Commission would be sending out.
  8. The Committee discussed whether the Freeman Highway should be added as one of the Byway roadways as it has one of the most iconic views of Lewes. If the Committee agreed, it would be necessary to bring the decision to the public at the next public meeting. No decision was made on this issue.
  9. Discussion turned to Kings Highway and the preservation of open space in and around the Lingo Townsend and Louder Mitchell development proposals, Parcels 17 and 18. The conclusion was to work with the developers to develop context sensitive roadway designs, walkways, paths and landscaping.
  10. Barbara Vaughan urged that all gateways be tree lined.
  11. Regarding Gills Neck Road, two issues were discussed. First, it was noted that the property between Gills Neck Road and the canal was privately owned. Therefore, the only way to keep those properties within the context of the area is to work with the land owners individually. The Hazel Smith property was discussed next. She sold the land opposite her house and the developer has planted a line of trees to screen the future development. It was agreed that we should meet with her.
  12. Concern was expressed regarding the HyPoint Dairies property on Pilottown Road. The zoning should be checked to determine the potential for adaptive re-use of the building.
  13. Adjournment: Moved by Helen Waite and seconded by Dan Parsons. Passed unanimously.
  14. Because the discussion of the questionnaires was not completed, it was decided to meet May 27 to continue the discussion.

## ITEMS DISCUSSED (May 27)

1. Gail opened the meeting and welcomed everyone. She insured a quorum was present. Then she introduced the attendees and explained that this was a continuation of the meeting of May 13<sup>th</sup>. She indicated that the next meeting will be June 10, 2014 at City Hall at Noon.
2. In continuing the meeting, she asked that the group list the most important views on each of the Byway roadways. Note: parcel numbers reflect the County produced parcel map. The list as called out by the members of the Committee follow:
  - a. New Road
    - i. Parcels 6 and 7: Groome Church with Lingo in the back.
    - ii. Parcel 1 in the Nassau area
    - iii. Parcel 2 H. Knapp
    - iv. Canary Creek area
  - b. Savannah Road
    - i. Canal view on both sides of the bridge
    - ii. Lewes Beach
    - iii. Marsh area between the Canal and Lewes Beach
    - iv. Railroad tracks and the open space area (cinder block building detracts but building owner permits city welcome sign)
  - c. Kings Highway
    - i. Parcel 19: Mitchell Farm
    - ii. Parcel No. 18: Old barn on Townsend property
    - iii. Historic District, especially Zwaanendael Museum and Stango Park
    - iv. Lighthouse Triangle Area
    - v. Need to screen the water plant
  - d. Gills Neck Road
    - i. Hazel Smith properties across from Showfield including the horse pastures
    - ii. Smith house
    - iii. Canal views from Hazel Smith Property to Savannah Road
  - e. Pilottown Road
    - i. Curve at the monument
    - ii. Canalfront Park and all canal views
    - iii. Victorian houses
    - iv. Greenhill Light
    - v. Great Marsh
  - f. Front Street
    - i. 1812 Park
  - g. Cape Henlopen Drive
    - i. Beach plums on permanent protected open space on beach side of road
    - ii. State Park loblolly pine forest on South side of road between Freeman Highway and SPI Pharma plant

3. Susan Moerschel described the progress DNREC is making on a trail that connects CHSP to Lewes. She indicated that DNREC has retained an engineer to plan the bike trail and that there would be several alternate alignments considered. Jeff Greene asked about connecting the proposed trail to the Ferry Terminal and the developments along the way. Susan indicated that it is possible if the connection is on DNREC property. She indicated that her agency cannot construct trails off their property.
4. Barbara Vaughn suggested that since the Byway is both within and outside the city, the name of the Byway be changed to the Greater Lewes Historical Byway. Ron Smith moved and Diane Wilson seconded a motion to change the name. During the discussion, it was indicated that the name change needed to be brought forward at the public meeting should this motion pass. Before the name change would become official. As discussion continued, it was evident that additional discussion was needed before the vote should be taken. Ron then moved to table the motion and Helen Waite seconded a motion to table the original motion. It passed unanimously.
5. Gail indicated that the Committee needed to give direction to the consultant regarding the gateways. The Committee decided the following locations would be the gateways:
  - a. New Road: Nassau area.
  - b. Savannah Road: Savannah near Five Points (Uncle Willies and the BP station). Note: Jeff to check the ownership of the available land. Also the railroad/future trail crossing at City Limits.
  - c. Kings Highway: Beginning at intersection of Clay Road and Kings Highway and running along Kings Highway heading north. Create a tree lined gateway with landscaped medians, brick crosswalks, sidewalks.
  - d. Cape Henlopen between Ferry Terminal and Freeman Highway and possibly tie in the lookout tower.
6. Jeff showed a table titled "Bringing the Byway into Context." The purpose of the attachment is to consider potential roadway and roadside improvement needs for each character area and what acceptable improvements might be. The goal was to seek the Committees input but as time was running short, Jeff was asked to take the first crack at the table and forward it to the Committee.
7. A new LED electronic sign has been installed on Savanna Road near Route 1. It generated consternation with the Committee and suggested that the Corridor management Plan make a strong statement about the need for sign control and sign design guidelines.
8. Street trees were then discussed. The City has a Tree Commission but the consensus is that it needs a strong ordinance. This will be a topic at a future meeting.
9. The intersection of Front and Savannah needs to be sketched with the purpose of dressing up the intersection. The intersection is not on a level plane and that restricts any additional

pedestrian improvements and there are flower boxes on the railings there but it could be dressed up. Particularly, the 1812 Park corner could use improvement.

10. Recommendations:

- a. Develop a model sign for property owners to use on Byway
- b. Work on a sign ordinance to limit electronic signs on byway along County Roads
- c. Work on a tree ordinance/talk with John Feliciani, Lewes Tree Commissioner
- d. Support habitat of Monarch Butterfly along Byway (contact Jack Gallagher at UD)
- e. Savannah Road and Front St and Gills Neck Road as the Crossroads of Lewes should get special attention
- f. Create an elevated bike path thru marsh from Freeman Highway to town
- g. Meet with Parcel Funeral Home to work on context sensitive design for their new building
- h. Talk with Bob Wooten, owner of shopping center on Savannah Road, near BP Station as he may be interested in doing something to enhance the area at his location
- i. Talk with Ferry about reducing size of their overhead signs/ gateway at Ferry and protecting the view from bridge along Freeman Highway

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
June 10, 2014  
Noon to 2:00 PM  
Council Chambers, Lewes City Hall**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Ann Gravatt	Byway Coordinator, DelDOT	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Bonnie Osler	Lewes City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronal22@verizon.net">Ronal22@verizon.net</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Diane Wilson	Lewes Greenways and Trails	<a href="mailto:jmdwilson@comcast.net">jmdwilson@comcast.net</a>
Jim Klein	Lardner-Klein Landscape Architects	<a href="mailto:Jim.Klein@lardnerklein.com">Jim.Klein@lardnerklein.com</a>
Elizabeth Watson	Heritage Strategies LLC.	<a href="mailto:ewatson@heritagestrategies.com">ewatson@heritagestrategies.com</a>

**Members of the Public:**

Susan Moerschel	State Parks	<a href="mailto:Susan.Moerschel@state.de.us">Susan.Moerschel@state.de.us</a>
John Mateyko	Lewes Resident	<a href="mailto:johnmateyko@verizon.net">johnmateyko@verizon.net</a>
Joe Hoechner	Planning Commission	<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>
Maryann Ennis	New Road Area Resident	<a href="mailto:maryannennis@aol.com">maryannennis@aol.com</a>
Rob Morgan	Cape Shores	<a href="mailto:Robmorgan322@gmail.com">Robmorgan322@gmail.com</a>
Nikky Fisher	DRBA Ferry Terminal Manager	<a href="mailto:Nikky.fisher@drba.net">Nikky.fisher@drba.net</a>
Henry Baynum	City of Lewes Building Department	<a href="mailto:hbaynum@ci.lewes.de.us">hbaynum@ci.lewes.de.us</a>

**ATTACHMENTS:**

Handouts:

- Agenda
- May 13-27 Minutes for Approval
- PowerPoint Presentation

**1. Call to Order**

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. She went around the room introducing the committee members and guests.

**2. Minutes**

- a) ACTION: Approved unanimously as amended via a motion by Ronal Smith and a second by Barbara Vaughan.

**3. Sussex County Meeting Update**

- a) Gail announced that the second meeting with Sussex County staff will be held after the July 8<sup>th</sup> Committee meeting.

**4. Enhancement and Preservation Concepts Character Areas and Gateways**

- a) Jim Klein and Elizabeth Watson delivered a prepared presentation which is attached to the minutes. The following are the comments from the committee members and the public:
  - i) As a result of the presentation, Barbara Vaughan invited Gail to attend the next meeting of the Planning Board to begin a conversation with the project team, the County and the City.

- ii) John Mateyko suggested that because walking is the first mode of transportation after a disaster, it may be possible to fund some of the recommendations of the Corridor Management Plan from disaster funds. He suggested we contact Sen. Carper's office for additional information.
  - iii) New Road: Mike Tyler and Barbara Vaughan noted that old plans exist for trails and might be housed at DelDOT Planning. Ann Gravatt said she would arrange a meeting with Bobbi Geier.
  - iv) Gail indicated that public services such as water and sewer can guide growth. This needs to be a part of the Comprehensive plan now underway.
  - v) Jim Klein asked the group for a consensus on the major thrust of the Byway roadways:
    - (1) New Road: Conservation Corridor, gateway route
    - (2) Savannah Road: Historic Corridor, gateway route
    - (3) Kings Highway: Guiding and shaping growth, gateway route
    - (4) Gills Neck/Pilottown/Front/Cape Henlopen: Access to places people seek out.
  - vi) Mike Tyler pointed out that in environmentally sensitive areas, best practices for development should be required.
  - vii) Joe Hoechner indicated that there are no county parks in Sussex County. He further indicated that the best way to preserve land is to purchase it with restrictions so that it remains open space forever.
  - viii) It was noted that there is land at the intersection of New Road and Nassau Road. Susan Moerschel noted that this land is not permanently preserved as it is only an agricultural easement. She noted that there are groups other than government that can purchase land to preserve it.
- b) Jim Klein presented the Scenic Views, Gateway, Destinations and Enhancement Opportunities Map. The following are the comments received:
- i) Helen Waite noted the site of the original settlement and cemetery on Pilottown Road.
  - ii) John Mateyko noted that overall drainage pattern is important to understand history. Gail indicated that some of the flooding is wind driven. Jim Klein indicated that he will layout the watershed.
  - iii) Susan Moerschel indicated that the open space areas by the Dairy Queen, while state land, can be developed due to the manner of acquisition. She indicated that there might be other such lands in Lewes and they should be identified.

- iv) Susan further indicated that she has a GIS layer of protected lands but not lands protected by the City. Jim Klein indicated that he will update his mapping accordingly.
- v) The Greenways and Trails Plan and its relation to the Byway roadways was discussed next. The group agreed that Pilottown Road provided access to the Canal, Gills Neck Road was the primary access to the Junction and Breakwater Trail and the potential for trailheads should be considered at the Byway/Trail Crossing locations.
- vi) Joe Hochner indicated the importance of the kayaking population and that the Canary Creek and kayakers must portage across Pilottown and New Roads due to the bridge clearances.
- vii) The members discussed how to compute development area for developable parcels near the Byway. The consensus was that the development area should be what is remaining after buffers, scenic areas, environmental areas are deducted. Then development should be clustered on the developable area.
- viii) A discussion of the proposed developments in the Kings Highway/Gills Neck Road areas yielded the conclusion that a meeting should be held with Lingo-Townsend. It was hoped that the developer would attend the Committee meetings as well. Barbara Vaughan and Gail Van Gilder agreed to meet with the developer to begin the dialog.

## **5. Next Steps, Next Meeting, Adjournment**

- a) Gail Van Gilder announced that the next meeting of the Byway Committee would be July 8, 2014 at noon here in City Hall. The topic would be traffic and the beginning of our discussion of the traffic related recommendations for the Corridor Management Plan. Gail then mentioned that since the last meeting of the Committee, two meetings were held. The first was with SPI Pharma regarding their plans for the future and with Nikky Fisher, Manager of the Lewes Terminal of the Cape May-Lewes Ferry.
- b) Jim Klein asked that the Committee members send ideas for a logo and he suggested the historic lighthouses as a start. He will also lay out design principles.
- c) Ann Gravatt requested that work begin on the Corridor Management Plan text and Jim agreed to begin work.
- d) Jeff Greene was requested to invite Fred Beaufait, Chair of the City's Traffic Committee to the next meeting.
- e) The Committee decided to plan for a public meeting in September.
- f) \_\_\_\_\_ moved that the meeting was adjourned and \_\_\_\_\_ seconded the motion and it passed unanimously.

Submitted by  
Jeff Greene,

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
July 8, 2014  
Noon to 2:00 PM  
Council Chambers, Lewes City Hall**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Bonnie Osler	Lewes City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Diane Wilson	Lewes Greenways and Trails	<a href="mailto:imdwilson@comcast.net">imdwilson@comcast.net</a>

**Members of the Public:**

Kim Ayvazian	Citizen	
Dennis Reardon	Counsel to City Counsel	
Joe Hoechner	Planning Commission	<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>
Rob Morgan	Cape Shores	<a href="mailto:Robmorgan322@gmail.com">Robmorgan322@gmail.com</a>

**ATTACHMENTS:**

Handouts:

- Agenda
- June 10, 2014 Meeting Minutes for Approval
- PowerPoint Presentation

**1. Introduction of Committee members and Guests**

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. She went around the room introducing the committee members and guests.

**2. Minutes**

- a) ACTION: Approved unanimously as presented based upon a motion from Barbara Vaughan and a second by Mike DiPaolo.

**3. Transportation Improvement Program**

- a) Gail opened the meeting stating the purpose was to present the first part of the transportation component of the Corridor Management Plan. She indicated that this topic would take more than one meeting. She said that Kings Highway would be discussed at the next meeting as additional information was needed to develop recommendations as it is the subject of major development proposals. Information was still being gathered about those proposals from the developers and from DelDOT. She then introduced Jeff Greene to discuss the transportation recommendations.
- b) Jeff presented a PowerPoint Presentation which is appended to the minutes. He began by indicating that his analysis began with the transportation recommendations from the Public Outreach process. He indicated that the recommendations from that process were in line with the findings of his analysis. Further, he indicated that DelDOT was working on a number of the recommendations already.
- i) Construct Park Road and parallel trail. Underway.

- ii) Extend a multi-use trail along Massachusetts/American Legion Avenues to the Georgetown Lewes Trail
  - iii) Make Cape Henlopen Drive more bicycle and pedestrian friendly. Evaluate traffic signal at ferry entrance.
  - iv) Address bicycle safety concerns on Gills Neck Road
  - v) Create a trailhead at the proposed Lewes Library. (Underway).
  - vi) Create a multi-use trail on Kings Highway to the Lewes Georgetown Trail
  - vii) Install sidewalks entire length of Savannah
  - viii) Post no thru trucks on Kings Hwy in the historic area.
  - ix) Extend shoulder along New Road for increased bicycle and pedestrian safety and consider a trail paralleling New Road
  - x) Reconstruct Canary Creek Bridge to allow fishing and kayaking or build a separate pedestrian/bicycle bridge.
- c) Comments on the slide were as follows:
- i) Dennis Reardon suggested New Road be designated an official evacuation route by DelDOT especially for the residents west of New Road who live along and must use Pilottown Road so that they do not have to travel across town to Savannah Road. Note: DelDOT is reluctant to do this as the road currently floods and they'd have to substantially raise it.
- d) Jeff presented the slides showing the trail network (existing and proposed) and sidewalks as well as the Needs and Gaps slide. Comments on the four slides were as follows:
- i) Helen indicated that the shoulder in the section of Orchard between New Road and the railroad was not bicycle or pedestrian friendly. Jeff will check that.
  - ii) Kim Ayvazian was concerned about construction traffic due to the Park Road project.
  - iii) Mike Tyler indicated that shoulders were acceptable for most bicyclists but he recognized that off road trails were best for families. He also indicated that experienced riders were fine riding with vehicular traffic.
  - iv) Helen asked which side of the tracks that the rail with trail was going along Cape Henlopen Drive. Jeff indicated that at the last meeting, it was indicated that it was still under study.
- e) Jeff indicated that the proposal for a park and ride lot at Five Points was awaiting funding for construction.

- f) He then presented the crash data. There were 266 crashes on the Byway roadways between 2005 and 2013 and during that same period, there were six bicycle crashes and two pedestrian crashes. He indicated that 70% of the crashes were in clear, dry weather.
  - i) Barbara Vaughan asked if the crash rate was increasing or decreasing. Jeff indicated that was pretty low and was stable.
  - ii) Mike Tyler asked if the bike crashes involved a vehicle. Jeff indicated that he would check. (Each involved a car).
  - iii) Kim indicated that the crash cluster at the Savannah Road Bridge/Front Street intersection indicates that traffic must be managed better. Jeff indicated that the same condition existed at the Third and Savannah intersection. A discussion ensued about how Third Street and Kings Highway intersect. Mike Tyler indicated that consideration of changing the yield sign for a stop sign had been suggested. Others had ideas but there seemed to be no consensus within the attendees if the traffic control there should be changed.
- g) Jeff presented the congested location slide. He indicated that the locations on Savannah Road and on Kings Highway were documented by the traffic study volunteers. The locations on Route 1 were documented by other studies but were obvious to the group. Jeff indicated that capacity adding improvements; e.g., roadway widening on a large scale was not reasonable as it would only speed traffic to the end of the road quicker where it would be jammed up anyway. The real solution was to manage traffic by shifting people out of cars and onto bicycles and on foot. He indicated that if 10% of the trips now in cars would be made another way, congestion would be markedly less.
  - i) Helen asked if you get people out of cars, where will they park. She indicated that additional park and ride lots would be needed.
  - ii) Mike DiPaolo indicated that the High School parking lot was empty most of the summer months.
  - iii) Kim described traffic conditions over the July 4<sup>th</sup> weekend. She indicated that there were four simultaneous events in downtown Lewes which along with the good weather caused general gridlock such that emergency vehicles could not get through. The City also took down the no parking signs and folks parked on both sides of the street. A number of other Committee members confirmed her description. They urged the City to reinstall the no parking signs.
  - iv) Jeff indicated that he would set up a meeting with DelDOT's head of their Traffic Management Center regarding what they could do to assist in the management of traffic. He also indicated that the City and the State Park would also need to coordinate to manage traffic. While the City and the Park would need different approaches, it is possible that the coordinating with DelDOT's TMC might provide a way to manage the traffic peaks due to events or just lots of visitors. Strategies for the Park might be a

reservation system for peak periods, advance warning on Route 1, remote parking and jitney service.

- h) The next slide was the non-location specific transportation improvements. The improvements follow:
  - i) Complete the trail and pathway system.
  - ii) Implement a traffic management system in conjunction with DelDOT, the City and State Parks to manage overflows of traffic when State Park and beaches are at capacity.
  - iii) Direct beach, ferry and state park traffic to the Freeman Highway
  - iv) Direct boat trailer traffic to the Boat Ramp via New Road and Park Road
  - v) Expand current transit and jitney service provided by DRBA to cover the Lewes area and especially the beaches and trail heads.
  - vi) Encourage bicycle rental shops to establish kiosks in motel clusters and in shopping centers to encourage bicycle use by visitors.
  - vii) Implement a wayfinding system sized for a pedestrian and bicyclist.
- i) Comments on the above recommendations follow:
  - i) Barbara suggested bike rental kiosks could be located at parking lots.
  - ii) Dennis Reardon indicated that the City is working with Jolly Trolley on a jitney system to provide service on special weekends. He also indicated that DRBA wants to get out of the jitney business.
  - iii) Mike Tyler indicated that concentrations of events could benefit from coordination and from a program such as bike share. Jeff indicated that bike share would work well if the beach towns coordinated. Mike indicated that many visitors bring bikes along with them.
  - iv) Dennis Reardon said that there is a restroom on the beach side of the canal that is only open during the summer. He thought it would be beneficial if it was open year around.
  - v) Barbara Vaughan indicated that signing is a major issue facing the City. She would like to see signs consolidated and a strong recommendation from this committee would go a long way. A wayfinding system is also needed.
  - vi) Diane Wilson suggested that a parking garage should be built at the proposed park and ride lot.
- j) Jeff then presented the site specific recommendations. They are as follows:
  - i) Construct a parking area at the end of Pilottown Road.

- ii) Upgrade Fourth Street to a Neighborhood Greenway to provide access to downtown Lewes.
- iii) Upgrade the shoulders on Cape Henlopen Drive to Savannah Road and provide bicycle connections to the beaches. Connect to the proposed rail with trail.
- iv) Connect the Ferry access and the residential developments along Cape Henlopen Drive to the proposed rail with trail.
- v) Restripe Savannah Road for a bicycle lane on both sides and construct a sidewalk on the northbound side.
- vi) Develop context sensitive design guidelines for development sponsored roadway improvements and roadsides.
- vii) Extend sidewalks from Old Orchard Road across the RR Tracks to the existing sidewalk.
- viii) Construct a parallel pathway for bicycles and pedestrians from Old Orchard Road to Fourth Street.
- ix) Construct a pull off area for fishing at the Canary Creek Bridge.
- x) Construct a continuous sidewalk from the end of Pilottown Road to its intersection with New Road.
- k) Barbara Vaughan, Helen Waite, Mike Tyler and Ron Smith recalled a DelDOT study of New Road that involved a trail conducted by DelDOT about ten years ago. They suggested we contact Bobbi Geier of DelDOT.
- l) The group discussed the possibility of raising the elevation of New Road so it could be an evacuation route.
- m) Mike Tyler indicated that New Road property owners own right up to the road.
- n) Barbara Vaughan indicated that acquiring property would be very expensive.
- o) The group discussed the Fourth Street Bicycle Boulevard recommendation. Comments in that recommendation were as follows:
  - i) Commuter traffic to Beebe Hospital uses the street.
  - ii) Traffic calming would be needed first.
  - iii) That the above two issues might be in conflict. Jeff responded that this was a policy matter for the town to decide. Should it be a commuter route or a neighborhood street? Once that decision is made, he indicated, that the appropriate recommendations could be made. The purpose of the recommendation was to find an appropriate route for bicycles from New Road to the down town area.

iv) Mike Tyler indicated that he thought more experienced riders felt comfortable on Pilottown Road but families might benefit from a bicycle boulevard.

**4. Sussex County Update**

a) Gail noted that she and Jeff would be meeting with Lawrence Lank and Vince Robertson.

**5. Next Steps, Next Meeting, Adjournment**

a) Next Steps: Jeff will prioritize the proposed improvements, develop planning level costs, and meet with DelDOT subdivision engineers and their Traffic Management Center.

b) Next Meeting: August 12, 2014 at the DNREC Office at the Boat Ramp. The time of the meeting is 10:00 AM.

c) Meeting was adjourned at 2:15 PM.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
August 12, 2014  
10:00 AM to Noon  
DNREC Field Office Lewes, DE**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Diane Wilson	Lewes Greenways and Trails	<a href="mailto:jmdwilson@comcast.net">jmdwilson@comcast.net</a>
Dennis Reardon	Lewes City Council Committee Liaison	<a href="mailto:dreardon@ci.lewes.de.us">dreardon@ci.lewes.de.us</a>
Jim Klein	Lardner Klein	<a href="mailto:Jim.Klein@lardnerklein.com">Jim.Klein@lardnerklein.com</a>

**Mayor and Council:**

Name	Organization/Representing	Email Address
Rob Morgan	Lewes City Council	<a href="mailto:rmorgan@ci.lewes.de.us">rmorgan@ci.lewes.de.us</a>
Fred Beaufait	Lewes City Council/Deputy Mayor	<a href="mailto:fbeaufait@ci.lewes.de.us">fbeaufait@ci.lewes.de.us</a>
Bonnie Osler	Lewes City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>
Ted Becker	Mayor	<a href="mailto:tbecker@ci.lewes.de.us">tbecker@ci.lewes.de.us</a>

**Members of the Public**

See attached sheets for those in attendance.

**ATTACHMENTS:**

Handouts:

- Agenda
- July 8, 2014, 2014 Meeting Minutes for Approval
- PowerPoint Presentation

**1. Introduction of Committee members and Guests**

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. As there were many people present who weren't familiar with the Lewes Byway and the Corridor management Plan process, Gail explained the program. She also welcomed the attendees to follow the process by attending the upcoming committee meetings.

**2. Minutes**

- a) ACTION: Approved unanimously as amended based upon a motion from Mike Tyler and a second from Barbara Vaughan and a second by Mike DiPaolo.

**3. Sussex County and DelDOT Meetings**

- a) Gail described the results of a meeting with Lawrence Lank and Vince Robertson, Sussex County Planning Director and Sussex County Planning Board Solicitor, respectively. She indicated that the County was agreeable to participating in the Byway process and looked forward to inviting the Byway planning team to a Council briefing. She indicated that the County Planners wanted to work with the Committee on issues such as landscaping, buffering, and land preservation. We were cautioned that the County is very protective of property rights and they suggested we work with developers cooperatively and if an agreeable solution emerged, they could support it.

- b) Two meetings were conducted with DelDOT. The first was with Gene Donaldson of the Traffic Management Center (TMC) in Smyrna. The TMC has traffic monitors on all major roadways up and down the state and in many cities but not yet in Lewes. They monitor traffic conditions on a 24-7 basis and can assist areas plan for events. Gene indicated his willingness to work with the City of Lewes, the DRBA, State Parks, the County and others on a traffic management plan for the Lewes area and the Byway. Gail indicated that mayor Becker has agreed to host a traffic management meeting to start the planning process.
- c) The second meeting with DelDOT was with the Subdivision Engineers in the Dover Office. We learned that DelDOT was reviewing a series of roadway improvements on Gills Neck Road and at the intersection of Kings Highway and Gills Neck Road. The curve at Cadbury and Hawkseye will be flattened this fall and the intersection improvement and widening of Gills Neck Road sometime later. Gail indicated that in the presentation, we would show the plans DelDOT provided to us of the improvements. Gail indicated that we have an opportunity to consider gateway treatments and need to work cooperatively with the developers and DelDOT to insure that the results maintained the character of the Byway. She said that a coordinated integrated design was needed and that the High School, the developers, DelDOT, DRBA, the County and the City need to be involved in the process.

#### **4. Linkage of Gateway, Context Sensitive Design Elements and Roadway Recommendations by Roadway**

- a) Gail introduced Jim Klein of Lardner/Klein, the planning consultant for the project. Jim then began his presentation by reviewing the results of the previous meeting and would demonstrate how the transportation proposals could be made sensitive to the context of the Byway and the community. His presentation is appended to the minutes.
- b) After the presentation, Gail invited the attendees to ask questions.
- c) Paul Collins: There are real traffic problems getting from Gills Neck Road onto Kings Highway and then to Route 1 by car. Gail responded that due to funding issues at DelDOT due to the decline in revenues and the I-495 Bridge, it was unlikely that there would be money for improvements to Route 1 or any other road. Projects are being scaled back or eliminated up and down the state.
- d) Sally Packard: She was concerned about quality of life, safety and access in that order. She specifically mentioned the S-curve on Gills Neck Road, the proposed location of the entrance to Showfield opposite Wolfe's Point and selling houses in flood prone areas with few ways to evacuate.
- e) Unknown: Also mentioned the safety of Gills Neck Road along the S-curve especially for bicycles. Jeff Green indicated that it may be possible to connect bicycle trails through neighborhoods to provide an alternative route for bicycles instead of Gills Neck Road.
- f) Bill Williams: Wondered where all the cars coming into town would park and thought that any gateway would be overshadowed by the shopping centers in terms of attractiveness.

Gail indicated that you shouldn't assume that the centers will be unattractive. Jeff indicated that the shopping centers should be connected to provide access and better traffic management. He also indicated that events would be coordinated under the proposed traffic management plan.

- g) Sally Packard said take bikeways out of the city.
- h) George Rudgers asked if Byways could interface with utilities and signage. Gail answered affirmatively.
- i) Sandy Spence indicated that she lives outside the City but finds it hard to travel in the City on Saturdays and that since most of the Byway is outside the City the Committee also work with other groups. Dave Ennis indicated that such was the case.
- j) Margaret Wiebe asked about the proposed park and ride. Jeff indicated it was proposed for a former car dealer on Route 1 at Five Points, was designed and awaiting construction funding. He also indicated that the City was looking into Jitney Service.
- k) Jane Lord asked to whom we advocate context sensitive design to. Gail indicated that the Byway acts as a facilitator to make this happen.
- l) John Mateyko asked what the next step was to engage a comprehensive plan of Kings Highway and Gills Neck Road. Gail indicated that the federal funding for the Corridor Management Plan was just to develop a plan. Additional funding would be needed to develop the design.
- m) Donald Burgess asked for signs and additional enforcement of the curves on Gills Neck Road. Gail indicated that she spoke to DelDOT regarding the landscaping on the outside of the curve and they indicated that it can be accommodated on the outside of the curve and will accomplish a measure of traffic calming. She noted that the section between Kings Highway and the curve would also be improved and landscaping would help there as a traffic calming measure.
- n) Ric Moore asked whether the Corridor Management Plan and the City's Comprehensive Plan are integrated. Barbara Vaughan indicated that they were. Jeff indicated that he has been providing the Comprehensive Plan consultant with the materials the Byway Committee has reviewed.
- o) Dave Ennis encouraged the attendees to contact their representatives to coordinate with this committee.
- p) Janice Pinto thanked the Committee for their good work. She reminded the Committee that sidewalks were needed along Pilottown Road. She also wondered if a bike path on the canal side was considered. Jeff indicated that extending sidewalks on the house side of the street to Park Road was a recommendation but that due to the large amount of private land, a bike path was not recommended. Since traffic was fairly low north of New Road, bikes could safely share the travel lane with traffic.

- q) Gail called for a motion to pursue a coordinated improvement plan with DelDOT and the developers in the Kings Highway/Gills Neck Road area. \_\_\_\_\_ made that motion, \_\_\_\_\_ seconded it and the Committee passed it unanimously.
- r) Gail reminded the group that Cape Henlopen State Park is planning to extend a trail along Cape Henlopen Drive into the park but is having funding and infrastructure issues.
- s) John Mateyko urged the Committee to move forward with a comprehensive focus to their planning. He believes that good circulation is the key to the total planning effort and that the work of the Byway Committee is important to encourage.

**5. Next Steps, Next Meeting, Adjournment**

- a) Next Steps: Next Meeting: September 9, 2014 at the DNREC Office at the Boat Ramp. The time of the meeting is 10:00 AM.
- b) Motion to adjourn: Helen Waite, seconded by Mike Tyler and passed unanimously.
- c) Meeting was adjourned at 2:15 PM.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
September 9, 2014  
10:00 AM to 1:00 PM  
DNREC Field Office Lewes, DE**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Diane Wilson	Lewes Greenways and Trails	<a href="mailto:jmdwilson@comcast.net">jmdwilson@comcast.net</a>
Dennis Reardon	Lewes City Council Committee Liaison	<a href="mailto:dreardon@ci.lewes.de.us">dreardon@ci.lewes.de.us</a>
Jim Klein	Lardner Klein	<a href="mailto:Jim.Klein@lardnerklein.com">Jim.Klein@lardnerklein.com</a>
Ann Gravatt	DelDOT	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>

**Mayor and Council:**

Name	Organization/Representing	Email Address
Bonnie Osler	Lewes City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>
Ted Becker	Mayor	<a href="mailto:tbecker@ci.lewes.de.us">tbecker@ci.lewes.de.us</a>

**Members of the Public/Guests**

Name	Organization/Representing	Email Address
Mike Porch	Delaware River and Bay Authority	<a href="mailto:Mike.porch@drba.net">Mike.porch@drba.net</a>
Scott Thomas	Southern Delaware Tourism	<a href="mailto:scott@visitsoutherndelaware.com">scott@visitsoutherndelaware.com</a>
Sandy Spence		<a href="mailto:Sandyspence325@gmail.com">Sandyspence325@gmail.com</a>
Joe Hoechner		<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>
Danielle Swallow		<a href="mailto:Swallowtail5215@gmail.com">Swallowtail5215@gmail.com</a>
George Rudgers		<a href="mailto:gerudco@gmail.com">gerudco@gmail.com</a>
Pat O'Hanlon		<a href="mailto:Pohanlon1@comcast.net">Pohanlon1@comcast.net</a>
Betsy Reamer	Lewes Chamber of Commerce	<a href="mailto:inquiry@leweschamber.com">inquiry@leweschamber.com</a>
Bill Wagamon		<a href="mailto:billwagamon@comcast.net">billwagamon@comcast.net</a>
Allyn Wagamon		<a href="mailto:Allyn.wagamon@comcast.net">Allyn.wagamon@comcast.net</a>
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Denise Bridgens		<a href="mailto:db@argonavisit.com">db@argonavisit.com</a>
Mary Jo Porreca		<a href="mailto:Maryjo27@me.com">Maryjo27@me.com</a>
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Andy Palumbo		<a href="mailto:apalumbosr@comcast.net">apalumbosr@comcast.net</a>
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Judy Burgess	Cadbury	<a href="mailto:indburgess@verizon.net">indburgess@verizon.net</a>

## ATTACHMENTS:

### Handouts:

- Agenda
- August 12, 2014 Meeting Minutes for Approval
- PowerPoint Presentation

### 1. Introduction of Committee members and Guests

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. She indicated that the meeting had two parts to it. The first part discussed tourism and the second a continuation of the discussion regarding Gills Neck Road and Kings Highway.

### 2. Minutes

- a) ACTION: Approved unanimously as amended based upon a motion by Ron Smith and seconded by Diane Wilson. Revised minutes will be posted on the City's website.

### 3. Meeting Dates

- a) Gail indicated that several committee members and the County could not attend meetings on Tuesdays. After coordination with the DNREC facility staff and some discussion by the Committee, it was decided that the upcoming meeting dates would be as follows: 10/9, 11/13, 12/4, 1/8.

### 4. Public Meeting

- a) Jim Klein discussed different concepts for the public meeting to gather as much public input as possible. He has submitted a proposal to do a walk-shop which is a tour of the key locations along the Byway to point out ideas and concepts for public discussion. Gail indicated that the format would be the topic of further discussion with Jim Klein, Delaware Greenways and DelDOT. The date of the meeting will be set shortly. **Note: The Public Meeting date was set right after the meeting as November 13, 2014 at the DNREC Field Office. The Project Team is working on the meeting time, duration and activities. Please mark your calendars.**

### 5. Tourism Presentation

- a) Gail van Gilder explained that enhancing tourism was an important objective of the Byway Program. She indicated that the intrinsic values approved for the Lewes Byway were historic, natural, scenic, recreational and archeological. The discussion that will follow, she indicated, was to develop a tourism program that highlights the intrinsic values of the Byway and will discuss how the Byway can enhance tourism.
- b) Jim Klein then led the group through his presentation and a handout which is appended to the minutes.

- c) Jim's first issue was a visitors center that would intercept visitors on Route 1. Gail indicated that this could be at the proposed park and ride lot at Five Points. Barbara Vaughan indicated it could be a partnership involving DelDOT and the tourist agencies and make it a regional center. Scott Thomas indicated it could start as a kiosk and grow from there. Additional parking would be needed, however. Travel information and information on conditions would also be a part of the center.
- d) Gail indicated that a signing plan was needed to inform visitors of the various venues as well as information on conditions in advance and after the visitors center. Jeff indicated that the sign strategy should include the location and services at the park and ride/visitors center.
- e) Scott discussed the market for visitors to Lewes indicating that Lewes is a niche market. Visitors like the experience of Lewes as opposed to the other coastal communities. A discussion of the market ensued:
  - i) Betsy Reamer indicated that there is a Bed and Breakfast market but that several have closed over the past few years due to the lack of midweek visitors. Mayor Becker indicated that the market is a repeat visitor market and that there was a challenge to the market from the Route 1 chain hotels.
  - ii) Jim Klein indicated that organizing to capture the experiences of the current visitors combining the natural and historic features is important. Two major tourist attractions are the beaches and birding. Combining these features into a program or itinerary that can be marketed is a key element of the tourism plan.
  - iii) Scott indicated that birding weekends could be organized and based in Lewes.
  - iv) Sandy Spence indicated that the Bayshore is an international birding destination. Mike Tyler indicated that birders fly in from all over the world.
  - v) Scott said that the canal is also a center of activity and acts like an intercoastal waterway for kayaks and boats.
  - vi) Mike Tyler indicated that the trail system is an asset that can get folks off the beaches.
- f) Jim Klein said that the Greenhill light at the end of Pilottown Road is the anchor of the north end of the Byway. Diane indicated that there is a good potential for securing funding for this project.
  - i) Barbara Vaughan thought it would be a good idea to extend the Maritime history Trail to the light.
- g) Scott and Mike were very supportive of the American Birding Association's move to Delaware City. This is an element that will solidify linking the two sides of the Delaware Bay together. Ann Gravatt then discussed the potential of linking the Lewes Byway to the

extended Delaware Bayshore Byway and the New Jersey Bayshore Heritage Byway to form a loop around the bay improving access to all of the natural and historic areas.

- h) Gail discussed the overcrowding and the ability of the venues in and around Lewes to handle peak crowds. She described the overcrowding at the beaches, suggesting a real time info system for travelers warning them before they get to the Lewes area that the Park was closing due to the lack of parking or because the beaches were overcrowded. She indicated that a meeting would be conducted with DelDOT, the City, State Parks, the DRBA, Dart and the County to develop a plan for traffic management.
- i) Ron Smith indicated that there was no directional signing on the bike paths so bicyclists know the best route to downtown Lewes from the Junction and Breakwater trail (as one example).
- j) Mike Tyler indicated that he wasn't interested in attracting more people, just making the experience better.
- k) Betsy Reamer suggested that a goal of partnering with existing tourism agencies be added to the Corridor management Plan.
- l) Gail indicated that the topic of the next meeting would be the Byway story. With that she closed the first part of the meeting.

## **6. Gills Neck Road/Kings Highway**

- a) Gail opened the second part of the meeting with a status report. She said that DelDOT is preparing a master plan for both roadways to include the roadway and roadside improvements which would be shared with the Committee. The goal was to develop context sensitive improvements reflective of the Byway yet balance the needs of traffic and access to the proposed developments.
- b) Jeff Greene reported that several Committee members had conducted traffic and bicycle counts over the Labor Day weekend. He indicated that he hadn't completed the analysis of the count data but he indicated that bicycles represented about 20% of the vehicle counts and that was a significant finding. This means that the appropriate solution was not a wider shoulder; rather he indicated that a separate trail was preferable. Several members thought that there would always be bicyclists on Gills Neck Road regardless of the trails. Others indicated that property owners along the way didn't want widening and others may not after the amount of widening was revealed to them, regardless if there were any bicycles present.
- c) Concern was expressed regarding the proposed density of development and the danger of sea level rise and the effect of the new residents on the ability to evacuate in an emergency.
- d) Gail spoke about the proposed improvements and their status:

- i) The curve softening project will start soon. It is going forward as is. There is a chance to add landscaping later through other developments. There is room and DelDOT is OK with that so long as it is not in the 'clear zone'. Concern was expressed that softening the curve would speed traffic. (Note: the design speed of the curve is 35 mph). DelDOT was asked to sign the curve for 35 mph.
- ii) Landscaping along Gills Neck Road would begin when the Governor's project is completed which should be in about one year.
- iii) Showfield: DelDOT is now reviewing the project and the Committee will be kept informed regarding the review. It is a part of the master plan discussed earlier.
- iv) Concern was raised regarding noise generated by construction traffic.

#### **7. Next Steps, Next Meeting, Adjournment**

- a) Next Meeting: October 9, 2014 at the DNREC Office at the Boat Ramp. The time of the meeting is 10:00 AM.
- b) Meeting was adjourned at 1:00 PM.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
October 9, 2014  
10:00 AM to 12:00 PM  
DNREC Field Office Lewes, DE**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Ronal Smith	Gills Neck Road	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
David Ennis	New Road	<a href="mailto:Davidhennisluc@aol.com">Davidhennisluc@aol.com</a>
Jim Klein	Lardner Klein	<a href="mailto:Jim.Klein@lardnerklein.com">Jim.Klein@lardnerklein.com</a>
Ann Gravatt	DelDOT	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>
Mike DiPaolo	Lewes Historical Society	<a href="mailto:mike@historiclewes.org">mike@historiclewes.org</a>

## Members of the Public/Guests

Name	Organization/Representing	Email Address
Marie Mayor	Candidate House of Reps.	<a href="mailto:Mariemayordistrict20@gmail.com">Mariemayordistrict20@gmail.com</a>
Jenna Beard	Southern Delaware Tourism	<a href="mailto:iennab@visitsutherndelaware.com">iennab@visitsutherndelaware.com</a>
Sandy Spence		<a href="mailto:Sandyspence325@gmail.com">Sandyspence325@gmail.com</a>
Kathy Regan	Breakwater	
Danielle Swallow		<a href="mailto:Swallowtail5215@gmail.com">Swallowtail5215@gmail.com</a>
Margaret Wiebe	Hawkseye	<a href="mailto:mmwiebe@comcast.net">mmwiebe@comcast.net</a>
B. R. Breen	Citizen-Guest	<a href="mailto:Br_breen@yahoo.com">Br_breen@yahoo.com</a>
Betsy Reamer	Lewes Chamber of Commerce	<a href="mailto:inquiry@leweschamber.com">inquiry@leweschamber.com</a>
Barbara Moritz	Citizen	<a href="mailto:abcmoritz@yahoo.com">abcmoritz@yahoo.com</a>
Richard Moritz	Citizen	<a href="mailto:abcmoritz@yahoo.com">abcmoritz@yahoo.com</a>
Kathy Rey		<a href="mailto:Kathy@gmail.com">Kathy@gmail.com</a>
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Mary Jo Porreca		<a href="mailto:Maryjo27@me.com">Maryjo27@me.com</a>
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Richard Derr	Breakwater	<a href="mailto:Rise.shine@comcast.net">Rise.shine@comcast.net</a>
Andy Palumbo		<a href="mailto:apalumbosr@comcast.net">apalumbosr@comcast.net</a>
Sue Early	Rehoboth Beach Film Society	<a href="mailto:sue@rehobothfilm.com">sue@rehobothfilm.com</a>

### ATTACHMENTS:

Handouts:

- Agenda
- September 9, 2014 Meeting Minutes for Approval
- Lardner Klein Memo

### 1. Introduction of Committee members and Guests

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. She reviewed the agenda, indicating that the main purpose of the meeting is to review the tourism presentation made at the September 9<sup>th</sup> meeting.

## **2. Minutes**

- a) ACTION: Approved unanimously as amended based upon a motion by Barbara Vaughan and seconded by Ronal Smith.

## **3. Meeting Dates**

- a) Gail reminded the Committee that the next Committee meeting was set for November 13, 2014 at 10:00 at the DNREC facility followed at 3:00 PM by the Advisory Committee and at 7:00 PM by the Public Meeting. She noted that after the Committee meeting, there will be a 'walk-around' of key locations along the Byway for those that want to participate.

## **4. Tourism Presentation Review**

- a) Gail led a review of the Jim Klein memo first presented at the last meeting.
- b) Goal 1: Barbara Vaughan suggested that the first goal be revised from enhancing the quality of life for visitors to emphasizing the quality of the experience. Mike Tyler agreed saying that this is not a beach town with a boardwalk but a historic town with a heritage.
- c) Barbara also indicated that the Library owns property in the Village of Five Points and that should be considered as a visitors center.
- d) Revise strategy 1 to say build partnerships with tourism organizations and the Chamber of Commerce.
- e) It was noted that Delaware Greenways maintains a website for the Lewes Byway. Ann noted that DelDOT is using a crowd sourced Tagwhat App for the Byways and is buying a channel for all of the state's byways. The channel now has a comprehensive resource list that was prepared by the University of Delaware Center for Historic Architecture and Design.
- f) Gail indicated that a bullet should be added related to protection of natural resources.
- g) Marie Mayer indicated that management was a better work than protect for the goal.
- h) Barbara Vaughan indicated that the choice of the word should be made after a discussion with the Division of State Parks.
- i) Southern Delaware tourism is emphasizing eco-tourism. Off-season eco-tourism should also be considered.
- j) Dave Ennis indicated that jitney service should also include the Park as well as other points in the Lewes area.

- k) Delete specialty lodging in the second bullet of the second goal. Specialty lodging has not been defined nor should it be singled out.
- l) Delete the goal, Spread out Visitation..... and move those bullets to the second goal.
- m) Dave indicated that someone from the University should be added to the Committee.

## **5. Byway Story**

- a) Gail introduced the Byway Story as the topic for the next meeting. She indicated that the story was integral to the Byway and important in tying the resources and intrinsic values of the Byway together. She asked for a discussion of the elements that the story should include. Jeff Greene indicated that there is always one element that drives the story. He indicated that for the Bayshore Byway, it was the water. All things emanated from the water from the natural areas to the lifestyle of the residents. Mike DiPaolo indicated that for Lewes, it was its location at the mouth of the estuary. Barbara and Mike both pointed to the history that has already been written by the Historical society and the words in the Comprehensive Plan.
- b) Mike indicated that Lewes was at the mouth of the most important waterway in colonial America. It was that location that caused settlers and those to follow to adapt.
- c) At one time, Lewes was the largest fishing port in terms of pounds of fish landed. The odor from the fisheries discouraged development.
- d) The development of Cape Henlopen State Park mirrors a large part of the history.

## **6. Gills Neck Road/Kings Highway**

- a) Gail described the master plan as developed by DelDOT.
- b) The curve smoothing project was set to begin this spring without landscaping included. Gail indicated that there was a possibility it could be included as part of a subsequent development project: Governors. Ann Gravatt indicated that the Subdivision Engineers will require the landscaping as part of Governors.
- c) Ron Smith indicated that crossing Kings Highway on the Junction and Breakwater trail was difficult in the face of traffic turning left from Gills Neck Road. Gail indicated that a median would help the crossing.
- d) Barbara Vaughan moved and Ron Smith seconded a motion to prepare a letter to DelDOT to support a median at the intersection of Gills Neck and Kings Highway to assist turning movements and provide for landscaping.
- e) Barbara then moved and Mike DiPaolo seconded that a separate letter that Gills Neck Road remain as is with a separate bike path/multi-use trail paralleling it.

**7. Next Steps, Next Meeting, Adjournment**

- a) Next Meeting: November 13, 2014 at the DNREC Office at the Boat Ramp. The time of the meeting is 10:00 AM.
- b) Meeting was adjourned at 1:00 PM.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
November 13, 2014  
10:00 AM to 12:00 PM  
DNREC Field Office Lewes, DE**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	babsv@udel.edu
Allison Parcel	Filling in for Ronal Smith	
Gail VanGilder	Chair, Ad Hoc Committee	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Nina Cannata	Lewes Greenways and Trails/Planning Commission	<a href="mailto:Nina.cannata@state.de.us">Nina.cannata@state.de.us</a>
Diane Wilson	Lewes Greenways and Trails	<a href="mailto:imdwilson@comcast.net">imdwilson@comcast.net</a>
Peter Benton	Heritage Strategies	pbenton @heratigestrategies.com
David Ennis	New Road	Davidhennisluc@aol.com
Jim Klein	Lardner Klein	Jim.Klein@lardnerklein.com
Ann Gravatt	DelDOT	Ann.gravatt@state.de.us
Marcos Salavesria	Lewes Historical Society	<a href="mailto:marcos@historiclewes.org">marcos@historiclewes.org</a>
Dennis Reardon	City Council	<a href="mailto:Dreardon2004@comcast.net">Dreardon2004@comcast.net</a>
Betsy Reamer	Lewes Chamber of Commerce	<a href="mailto:inquiry@leweschamber.com">inquiry@leweschamber.com</a>
Hal Godwin	Sussex County Government	<a href="mailto:hgodwin@sussexcountyde.gov">hgodwin@sussexcountyde.gov</a>
Ted Becker	Mayor, City of Lewes	<a href="mailto:Ted.Becker@verizon.net">Ted.Becker@verizon.net</a>

## Members of the Public/Guests

Name	Organization/Representing	Email Address
Merlin Beil	Ft Myers Historical Society	<a href="mailto:Mbeil5@comcast.net">Mbeil5@comcast.net</a>
Doug Spelman	Canary Creek Community and Lewes Greenways and Trails Filling in for Mike DiPaolo	<a href="mailto:douglasspellman@gmail.com">douglasspellman@gmail.com</a>
Pat Cooper	DNREC Parks	<a href="mailto:Patrick.cooper@state.de.us">Patrick.cooper@state.de.us</a>

## ATTACHMENTS:

### Handouts:

- Agenda
- October 9, 2014 Meeting Minutes for Approval
- Lardner Klein Memo
- Note: Separate meeting report for the two public meeting sessions.

### 1. Introduction of Committee members and Guests

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. She reviewed the agenda, indicating that the main purpose of the meeting is to work on the byway story and its interpretation.
- b) She then reviewed the agenda for the entire day, first describing the 'walk around' immediately following the committee meeting along Pilottown Road and inviting everyone in attendance to participate. Then she reviewed the agenda for the two public meetings, the first one at 3:00 PM and the second at 7:00 PM. She explained that the meeting would begin with a brief presentation of our progress and the information we are soliciting public comment on, several minutes of general questions and then informal discussions at the boards placed around the room.
- c) She cautioned the committee that there may be many questions regarding Kings Highway and Gills Neck Road, although that is only one of the proposals to be considered at the meeting. She indicated that proposed changes to these roads are still a 'work in progress' and that a meeting with DelDOT was upcoming for the following Tuesday on the proposed Kings Highway/Gills Neck Road intersection expansion. Based upon the comments we have been receiving from the community, she continued that our consultants have prepared a rendering of the Kings Highway/Gills Neck intersection that shows what our byway consultants believe would fit the context of the area and we would be discussing it at the

DelDOT meeting. So as to not leave any false impressions, she emphasized again that this was a work in progress and no decisions have been made. She then gave some specifics:

- i) Gills Neck Road: The cross section has not been set and there are several alternatives including shoulders, a parallel separated trail, or some combination. DelDOT says that it mandated by the Governor to follow its Complete Streets Policy unless we can get a waiver from this policy. This policy would include two travel lanes, two shoulders and a bike path on both sides of the road.
- ii) We are asking DelDOT to bring a context sensitive plan for Gills Neck and Kings Highway that is reflective of the Byway to the public. The plan needs to speak to the roadways and to the trails and how it will be implemented.
- d) Ann Gravatt indicated that she has not seen any plans (subdivision or highway) for the Showfield Project; she has only seen the traffic study. She encouraged the Committee to reach out to the County and the Plus process. She indicated that DelDOT's publication, Context Sensitive design for Delaware's Byways was being considered. She indicated that she will let us know when the Showfield Project comes in for review.
- e) Gail then asked everyone to introduce themselves.

## **2. Minutes**

- a) Revisions: 4g. Correct the spelling of Marie Mayor's name.
- b) ACTION: Approved unanimously as amended based upon a motion by Diane Wilson and seconded by Dave Ennis.

## **3. Draft Interpretive Goals and Strategies for Discussion on 11-13-14**

- a) Gail introduced Jim Klein who introduced Peter Benton. Peter passed out a draft memo to guide the discussion.
- b) He first described his initial impressions upon coming to Lewes. The historic core is an attraction in and of itself. He indicated that there are two audiences: those already here and those to be attracted. A large part of the attraction is the adaptive re-use of the buildings to preserve the historic core. He also noted the great nearby attractions that include the beaches, the State Park and the Great Marsh. As a downside, he noted the difficulty in orientation for a new visitor.
- c) While literature and guides were available as well as visitor information locations, there was no identity and wayfinding that reinforced the identity as a destination. He indicated that the Byway could be a coalescing element that introduces the big picture. He noted the key elements to consider are:
  - i) Mode of travel to Lewes
  - ii) Orientation of approach

- iii) Consistent, unified presentation
- d) So much is visitor ready such as the Pilottown Road corridor and Cape Henlopen Drive. The roads connecting Lewes to Route 1 are a longer term project. Lewes is the southern anchor to the Bayshore Initiative and the communities and natural areas to the north.
- e) In the bullet: “Kings Highway and Gills Neck Road – Rediscovering Lewes”, delete “re” from “Rediscovering Lewes” to say Discovering Lewes.
- f) Peter recommended that one organization be responsible for developing and maintaining a consistent identity.
- g) Jim Klein indicated that the story should begin at Route 1 at all Byway entrances or gateways. There is a need to find ways to link the county to the city.
- h) Dave Ennis wanted to be sure that the CMP reflected the fact that Lewes is a year-around community with activities going on all year.
- i) Peter will prepare a theme statement for each of the four bullets in the memo and who can best tell the story. The Maritime History Trail will be a coordinating element in the story. He also indicated that there needs to be a coordination of experiences along the trails and roadways and that each has a different story line that needs to be told.
- j) Nina Cannata described a plan for the green Hill Light developed some 14 years ago. She believes that this would be a great starting point.
- k) Jim Klein identified opportunity sites for gateways and interpretation. Peter indicated that he would recommend priorities for developing them.
- l) Dave Ennis indicated that New Road has identified Native American sites along its length. As part of a development proposal, Bebee Hospital did a study of New Road that found them. Further, he indicated that several rare birds were identified in the Great Marsh.
- m) Ann Gravatt questioned whether the Byways or the area created the brand. Jim responded that the Bayshore was the overriding umbrella, then the byways and then the destinations. He recommended using the branding by the city as a base but use elements of the existing brands in all areas. He said he would develop a branding structure using existing designs. Ann indicated that each of the state’s byways was getting a rack card. She would be coordinating with the Byways on the design. After supplying an initial quantity, Ann indicated that the rack card would be designed to be reproducible by the Byway Management Entities.
- n) Dave Ennis indicated that he believes there is a potential for hot-spots of information and he gave an example being a sunken ship map at the Historical Society. He said maritime history is central to the history of Lewes. He said that the map could be available on line and QER codes could be used to highlight locations around the City on the Byway. Barbara Vaughan indicated that some elements of history such as the DeBrock is more of a state than a city issue but that a core value of Lewes is its connection to the sea. She indicated

that she would get a map too us of Canal Front Park and the trail through it considered several years ago.

#### 4. Gills Neck/Kings Highway

- a) Gail indicated that she is requesting that DelDOT do a master plan for both roadways, but her efforts are a work in progress. She indicated that she had an upcoming meeting with DelDOT and the legislators on November 18<sup>th</sup> and would report back on the results.
- b) She asked Hal Godwin how best to work with the County on Byway issues. She indicated that the proposed and potential developments in the Gills Neck and Kings Highway area were of concern but that the Byway and the residents of the City had no vote or input into the process. He indicated that the County follows a process set bylaw. The Planning Commission can recommend a plan but Council may not concur and override the Commission. Council has traditionally been very property rights oriented. He recommended that the Byway Committee make a presentation to the new Council in January, concentrating on partnering opportunities, what a Byway is and context sensitive design elements. He also suggested that if we wanted to be sure that an issue will be considered by the Planning Commission or Council that we get it on the agenda in advance of the meeting.
- c) Comments on the memo should be emailed to Peter Benton.

#### 5. Next Steps, Next Meeting, Adjournment

- a) Next Meeting: December 4, 2014 at the DNREC Office at the Boat Ramp. The time of the meeting is 10:00 AM. **NOTE: AFTER THIS MEETIGN, IT WAS DECIDED TO CANCEL THE DECEMBER 4<sup>TH</sup> MEETING AND MOVE IT TODECEMBER 10, 2014 AT 9:00 AT CITY HALL**
- b) Meeting was adjourned at 12:00 PM. Jim Klein took several members of the Committee for a walking tour of Pilottown Road.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
December 10, 2014  
9:00 AM to 11:00 PM  
City Hall, Lewes, DE**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Mike DiPaolo	Lewes Historical Society	<a href="mailto:mike@historiclewes.org">mike@historiclewes.org</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Diane Wilson	Lewes Greenways and Trails	<a href="mailto:imdwilson@comcast.net">imdwilson@comcast.net</a>
Rob Morgan	Lewes City Council	<a href="mailto:robmorgan322@gmail.com">robmorgan322@gmail.com</a>
David Ennis	New Road	<a href="mailto:Davidhennislc@aol.com">Davidhennislc@aol.com</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Ann Gravatt	DelDOT	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Dennis Reardon	City Council	<a href="mailto:Dreardon2004@comcast.net">Dreardon2004@comcast.net</a>
Bonnie Osler	Lewes City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>

**Members of the Public/Guests**

Name	Organization/Representing	Email Address
Sen. Ernie Lopez	State Senate, Lewes	<a href="mailto:Ernesto.lopez@state.de.us">Ernesto.lopez@state.de.us</a>
Rep. Steve Smyk	State House of Representatives, New Road area	<a href="mailto:Steve.smyk@state.de.us">Steve.smyk@state.de.us</a>
Denise Bridgens		<a href="mailto:Dlb22.argo@gmail.com">Dlb22.argo@gmail.com</a>
Joe Hoechner		<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>
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Bob Wallace		<a href="mailto:Rb.wallace@hotmail.com">Rb.wallace@hotmail.com</a>
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David Stuart		<a href="mailto:davidstuart17033@gmail.com">davidstuart17033@gmail.com</a>
Linda Dickey		<a href="mailto:lindadickey.art@outlook.com">lindadickey.art@outlook.com</a>
Ernie Soffronoff		<a href="mailto:ersoff@yahoo.com">ersoff@yahoo.com</a>

## ATTACHMENTS:

### Handouts:

- Agenda
- November 13, 2014 Minutes of the Ad Hoc Committee Meeting Meeting Minutes for Approval
- List of Strategies for the Corridor Management Plan

### 1. Introduction of Committee members and Guests

- a) Gail Van Gilder opened the meeting by welcoming the committee members and guests. She reviewed the agenda, indicating that the main purpose of the meeting is to work the recommended strategies to be included in the Corridor Management Plan as well as update the Committee on the Gils Neck Road ad Kings Highway situation.
- b) Based upon a motion by Barbara Vaughan and a second by Diane Wilson, the minutes of the November 13, 2014 Committee Meeting was approved unanimously.

### 2. Kings Highway and Gills Neck Road

- a) Gail reported that DelDOT was going ahead with the original plan to improve the intersection of Gills Neck Road and Kings Highway which adds turning lanes to the intersection but does not have any context sensitive elements included. While the legislators were willing to fund the addition of context sensitive improvements, given that right of way would be required as well as utility and additional drainage facilities, there would not be sufficient funding to do any meaningful additions of context sensitive elements to the project. The project could start this spring.
- b) Our legislative delegation of Reps Smyk and Schwartzkopf and Sen. Lopez will, however, fund a master plan for the Gills Neck Road-Kings Highway corridors beginning at Route 1 and extending to the Kings Highway/Freeman Highway split. Ann Gravatt went into additional detail by saying that the master plan would balance property rights with the purpose of the Byway, its Corridor Management Plan (CMP) and zoning. Ann indicated that she will be working to transfer the legislative funding and retain a consultant. She envisions that the master plan could be finished this summer. There will be a public process and the Byway Management Entity will be part of the process. She encouraged the formation of the Byway Management Entity as soon as possible. She recommended that the master plan be listed in the recommended strategies included in the CMP.
- c) Ann then announced that the Showfield Development plans have been submitted for DelDOT review. She explained that there is no public process included in the Regulations for a public process on a development plan submitted for DelDOT review. Because the plan is on the Byway, in her capacity of State byway Coordinator, she will have the opportunity to review the plans. Then she indicated that she is providing the Committee with the opportunity to review them and she will submit the Committee's comments to the Department's reviewers. She promised a response to the comments that the Committee submits. Ann went on to say that because of the mandated time limits imposed upon DelDOT to review a development plan, Showfield will not be included in the master plan discussed above.
- d) John Mateyko commented that he believes that the Byway is a good vehicle to protect Lewes from over-development. He implored the Committee to stay active in this issue. He said that the DelDOT process is a negotiation and the Committee should insist that the policies like complete streets be waived to keep the roads like Gills Neck narrow. A general discussion of how to apply complete streets as a policy on the Lewes Byway followed. Gail Van Gilder noted that as a policy, DelDOT must follow it but they also can waive the policy if good reason exists to do so. Mike Tyler indicated that he is working with DelDOT to revisit the Executive Order that led to the policy. Mike also indicated that bike paths could be replaced by multi-use trails paralleling the road in question. Ann indicated that DelDOT has decided that the cross section of Gills Neck Road would be two 10 foot travel lanes and a five foot wide paved shoulder on each side.
- e) Barbara Vaughan noted that the developers that are active in the Lewes area are not present at our meetings. She asked Ernie Lopez and Steve Smyk to participate in the

process so that the land development reviews in the County are better coordinated with the transportation reviews of developments by DelDOT.

- f) Dave Ennis indicated that the legislative delegation could be helpful by working with the County to develop a common set of policies that would aid in the development and enhancement of both the Nanticoke Heritage byway in Western Sussex County and the Lewes Byway. Ann Gravatt indicated that now would be a good time to step up efforts with the County as they just hired a new planner.
- g) Sen. Lopez indicated that the Master Plan was not inexpensive but the Lewes delegation believed that it was important enough to do not only because they 'get' the issues involved but also because they see the value in approaching this problem in a comprehensive manner. At the urging of Helen Waite, the Committee recognized the presence of Sen Lopez and Rep. Smyk, noted that Rep. Schwartzkopf had a conflict with the time of the meeting and, along with the audience, gave the three legislators a round of applause for their assistance in helping address this difficult challenge through a master Plan process.
- h) Rep. Smyk believed that the City should consider annexation of the Kings Highway. He explained that there could be a cost savings to the state when improvements to the highway are proposed. He also thanked the group for taking on the Byway as a project and making substantial progress. He indicated that he will work towards the goal of getting the Byways of the state recognized in the PLUS Process managed by the Office of State Planning and Coordination. He asked that the Committee keep the legislators up to date on the progress of the Byway.
- i) John Mateyko recalled that a planner named Randall Aaron prepared a plan remarkably similar to the plan developed by Lardner Klein for a median and landscaping on kings Highway. He would try to dig up the plan for the group. Mike Tyler indicated that he would supply the Safe Routes to School plan the Bicycle and Pedestrian Committee was working on with DelDOT.
- j) Dave Stuart told the Committee that a trail connection connecting the Junction and Breakwater Trail from Gills Neck Road to downtown Lewes is needed now.
- k) It was noted that Hazell Smith has passed away and that the future of her property is unknown.
- l) The Committee discussed contacting County Council to inform them of our progress.

### **3. Recommended Strategy Table**

- a) General: The Committee thought that the table was thorough and well done. John Mateyko informed the group that Senator Carper's office should be contacted for funding opportunities related to flood control and flood mitigation. He said the Committee should coordinate with DEMA and FEMA for emergency access.

- b) Based upon the Committee's discussion, Jeff Greene was requested to revise the table of Recommended Strategies. That table is attached to the minutes.
- c) Goal 7 which relates to the management of the Byway will be the subject of the January meeting of the Byway Committee.

**4. Next Steps, Next Meeting, Adjournment**

- a) Diane Wilson announced to the Committee that this would be her last meeting as she is moving to Florida. The Committee gave her their vote of thanks for many years of service to the Lewes Community and the Byways committee.
- b) Next Meeting: January 8, 2015 at the DNREC Office at the Boat Ramp. The time of the meeting is 9:30 AM.
- c) Meeting was adjourned at 12:00 PM.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
January 8, 2015  
9:30 AM to 11:30 AM  
DNREC Field Office, Lewes, DE**

**In attendance:**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Ronal Smith	Gills Neck	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Nina Cannata	Lewes Greenways and Trails	<a href="mailto:Nina.cannata@state.de.us">Nina.cannata@state.de.us</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
David Ennis	New Road	<a href="mailto:Davidhennisluc@aol.com">Davidhennisluc@aol.com</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Jim Klein	Lardner Klein	<a href="mailto:jim.klein@lardnerklein.com">jim.klein@lardnerklein.com</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>
Ann Gravatt	DelDOT State Byways Coordinator	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>

**Members of the Public/Guests**

<b>Name</b>	<b>Organization/Representing</b>	<b>Email Address</b>
Curt Smith		<a href="mailto:gairesmith@starpower.net">gairesmith@starpower.net</a>
Andy Mollura		<a href="mailto:amollura@verizon.net">amollura@verizon.net</a>
Denise Bridgens		<a href="mailto:Dlb22.argo@gmail.com">Dlb22.argo@gmail.com</a>
Joe Hoechner		<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>

Jay Tomlinson		<a href="mailto:jaytherep@gmail.com">jaytherep@gmail.com</a>
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Hal Godwin	Sussex County	<a href="mailto:hgodwin@sussexcountyde.gov">hgodwin@sussexcountyde.gov</a>
John Mateyko	Lewes	<a href="mailto:johnmateyko@verizon.net">johnmateyko@verizon.net</a>
Ric Moore	Lewes Community Partnership	<a href="mailto:ricmoore@sallc-net.com">ricmoore@sallc-net.com</a>
David Stuart		<a href="mailto:davidstuart17033@gmail.com">davidstuart17033@gmail.com</a>
Betsy Reamer	Lewes Chamber of Commerce	<a href="mailto:betsyreamer@comcast.net">betsyreamer@comcast.net</a>

## ATTACHMENTS:

### Handouts:

- Agenda
- December 10, 2014 Minutes of the Ad Hoc Committee Meeting for Approval

### 1. Approval of Minutes

Based upon a motion by Helen Waite and a second by Mike Tyler, the minutes of the December 10, 2014 meeting were unanimously approved.

### 2. Byway Management Entity

- a. Gail explained that the purpose of the Byway Management Entity was to oversee the day to day operations of the Byway over the long term and, in the process, implement the recommendations of Corridor Management Plan. Currently, the Scenic and Historic Byways Committee is an official committee of the City of Lewes. But because the Byway is also in the County, the role of the County needs to be clarified and explored. Gail recommended that for the time being, the responsibility of the management of the Byway remain with the City while the role of the County is decided. Intimately, she indicated that the ideal solution was a joint city-county committee but that would need legislative action at both the city and the county levels.
- b. Barbara Vaughan explained that the City and County have always had a good working relationship and that, based upon her meeting with Todd Lawson, County Executive; she considers it prudent to pursue the issue at this time.
- c. Gail reminded the group that there were no US DOT Byways funds for management entities. However, funding was available for project included in the Corridor Management Plan but the Management Entity was in competition for such funding.
- d. Ann Gravatt noted that the Transportation Alternatives Program (TAP) was available and there would be an announcement shortly as to how to apply. Again, there was a

- limited amount of funds in the program and the best projects would receive funding. There is a 20% match requirement so that the Management Entity would have to find that money from legislators or other sources.
- e. Barbara Vaughan supported the Entity submitting a request for this year's budget and Gail indicated that one would be submitted.
  - f. Hall Godwin discussed presenting the Byway story to County Council and he would assist us. He asked us to submit a business plan and show how the funds would be used; the challenges the funds would help address, and the value of the mission.
  - g. Gail indicated that Linda Dickey had volunteered to assist with presentations, newsletters, news releases, etc.
  - h. Ann noted that she had funding for two actions: develop a 'rack card' that informs of the Byway and can be widely distributed and easily reprinted and second, signing the Byway route.
  - i. Gail noted that the CMP would contain short term actions, some of which are now underway and others will get underway before the CMP is approved. For example, the Context Sensitive Master Plan for Gills Neck Road and Kings Highway has been funded.
  - j. Gail reminded everyone that there would be a presentation to the SAND group in the afternoon and everyone was invited.
  - k. There seemed to be agreement that the size of the Management Committee needed to grow to be more effective in implementing projects. Jim Klein suggested if that is the direction, that the Committee establish a core group to lead the larger committee.
  - l. Gail indicated that the name of the Management Entity is important given that the ultimate recommendation is to have a joint City-County Committee. She asked called for a motion to establish a Committee, leaving the official name for after the Committee is formed.
- m. A Motion to establish a Management Committee to implement the Corridor Management Plan for the Lewes Historic Byway to be comprised of stakeholders with no specific number defined with an executive committee of 13 to 21 members and at least four sub-committees was then passed unanimously.**

### **3. Byway Signing Plan**

- a. Several in attendance remarked that sign pollution is the big problem. Gail indicated that there needed to be a coordinated plan. Jim presented ideas related to signing, including route markers needed to be part of the plan.
- b. Destinations/things signed for would include: Route Markers, Historic Lewes gateways, Delaware History Trail, American Discovery Trail, DE State Park, etc.
- c. Jim explained that there was a hierarchy of signs with safety first. Regarding the Byway story, he indicated that as it was a maritime story, the coastal areas are important and destinations such as Overfalls needs to be considered for signing as do the

environmental areas such as the Great Marsh and the beaches. The theme of the signs needs to reflect the story.

**4. Next Steps and Adjournment**

- a. The next step is to prepare the CMP and then distribute it to the Committee for comment. Following that, it is distributed to the public. The next meeting will be after the CMP is submitted to the Committee.
- b. Gail indicated that the Villages would be submitted for the PLUS process review.

The meeting adjourned at 11:45 AM

CITY OF LEWES      **LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
June 16, 2015  
9:30 AM to 11:30 AM  
Beacon Motel Conference Room, Lewes, DE**

**In attendance:**

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Ronal Smith	Gills Neck	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Nina Cannata	Lewes Greenways and Trails	<a href="mailto:Nina.cannata@state.de.us">Nina.cannata@state.de.us</a>
David Ennis	New Road	<a href="mailto:Davidhennisluc@aol.com">Davidhennisluc@aol.com</a>
Ann Gravatt	DelDOT State Byways Coordinator	<a href="mailto:Ann.gravatt@state.de.us">Ann.gravatt@state.de.us</a>

**Members of the Public/Guests**

Name	Organization/Representing	Email Address
Bonnie Osler	City Council	<a href="mailto:bonnieosler@gmail.com">bonnieosler@gmail.com</a>
Ted Becker	Mayor, City of Lewes	<a href="mailto:ted.becker@verizon.net">ted.becker@verizon.net</a>
Fred Beaufait	City Council	<a href="mailto:fred.beaufait@comcast.net">fred.beaufait@comcast.net</a>
Joe Hoechner		<a href="mailto:jhmalls@aol.com">jhmalls@aol.com</a>

**ATTACHMENTS:**

Handouts:

- Agenda

1. Gail Van Gilder opened the meeting indicating that the main purpose of the meeting was to discuss an opportunity to submit an application for a Transportation Alternatives Project (TAP) and that City Council has asked the Byways Committee to consider it, as it is located on the Lewes Byway. The project would have three parts:
  - a. Savannah Road Ped Bike Improvements and Streetscape: The potential project limits would be from the canal bridge to the beach parking area. This part would have repairs to the sidewalk on the west side, a multi-purpose trail (boardwalk/sidewalk/bike lane on some combination) on the east side. Consider items such as street lighting, crosswalks, etc.
  - b. American Legion Drive Trail: A multi-purpose trail would be constructed along American Legion Drive to about midway to Freeman Highway where an observation platform would be constructed. (Note: the routing along American Legion Drive was decided on in the field following the meeting).
  - c. When the Gordon's Pond/Georgetown-Lewes Trail was completed from Cape Henlopen Park to the Library, the trail would be extended to that trail along the railroad.
2. A number of attendees were concerned about permitting and the agencies that would be involved. Nina Cannata indicated that there would need to be a joint permitting meeting with the Army Corps of Engineers and DNREC and that she knows the lead person for that function, Tom Noble. She offered to speak to him. Because of the connection to the Gordon's Pond Trail, coordination with State Parks was going to be needed. Carol Richardson, Chair of the City's Park and Rec Committee should be involved. Coordination with the Evergreen development will also be needed.
3. The location of the trail was of concern. We needed to identify a routing that was eligible for permitting.
4. Gail invited everyone to walk Savannah Road after the meeting.
5. Ann Gravatt described the application process and indicated that all that was needed was a letter of interest describing the project. DelDOT assigns a consultant to evaluate all submitted TAP projects, develop a concept design, review permitting needed, and develop a cost estimate. The consultant works with the project sponsor to develop the best alternative possible and meets goals of the TAP program of enhancing the multi-modal network. She indicated that the management of the TAP program was her responsibility.
6. The amount of right of way on Savannah Road was questioned. Ann indicated that she would check into how much is available.
7. Gail reviewed the status of other open issues:
  - a. The Master Plan: Ann Gravatt projected that the Gills Neck Road/Kings Highway Master Plan project would start the first week of August. The delay was due to the change over to the new fiscal year.

- b. The Corridor Management Plan Draft for Committee review: The Draft CMP will be completed shortly. The Committee will then be asked to project their comments.
8. The Committee then adjourned to the field to review the proposed TAP project.

The meeting adjourned at 11:45 AM at the front of the Beacon Hotel after the field walk was complete.

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**AD HOC COMMITTEE  
MEETING MINUTES  
July 30, 2015  
2:00 PM to 4:00 PM  
City Hall, Lewes, DE**

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	<a href="mailto:babsv@udel.edu">babsv@udel.edu</a>
Ronal Smith	Gills Neck	<a href="mailto:Ronald22@verizon.net">Ronald22@verizon.net</a>
Gail VanGilder	Chair, Ad Hoc Committee	<a href="mailto:gvangilder@comcast.net">gvangilder@comcast.net</a>
Jeff Greene	Delaware Greenways	<a href="mailto:jgreene@delawaregreenways.org">jgreene@delawaregreenways.org</a>
Nina Cannata	Lewes Greenways and Trails	<a href="mailto:Nina.cannata@state.de.us">Nina.cannata@state.de.us</a>
Dan Parsons	Sussex County	<a href="mailto:dparsons@sussexcountyde.gov">dparsons@sussexcountyde.gov</a>
David Ennis	New Road	<a href="mailto:Davidhennisluc@aol.com">Davidhennisluc@aol.com</a>
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	<a href="mailto:Ah3000@surfbest.net">Ah3000@surfbest.net</a>
Marcos Salavesria	Lewes Historical Society	<a href="mailto:marcos@historiclewes.org">marcos@historiclewes.org</a>
Helen Waite	New Road	<a href="mailto:hwaite@gmail.com">hwaite@gmail.com</a>

**Members of the Public/Guests/Volunteers**

Name	Organization/Representing	Email Address
Linda Dickey	Helping with Communications	<a href="mailto:lindadickey.art@outlook.com">lindadickey.art@outlook.com</a>
Dick Cecil	Historic Preservation Comm.	<a href="mailto:dick_cecil@yahoo.com">dick_cecil@yahoo.com</a>
Margaret Weibe	Hawkseye	<a href="mailto:mmweibe@comcast.net">mmweibe@comcast.net</a>
Hal Godwin	Sussex County Government	<a href="mailto:hgodwin@sussexcountyde.gov">hgodwin@sussexcountyde.gov</a>
Paul Collins	Breakwater	<a href="mailto:collins35207@gmail.com">collins35207@gmail.com</a>
Denise Bridges	Breakwater	<a href="mailto:DLB22.argo@gmail.com">DLB22.argo@gmail.com</a>

Mike Dunmyer	Lewes Resident	<a href="mailto:midunmyer@gmail.com">midunmyer@gmail.com</a>
Betsy Reamer	Lewes Chamber of Commerce	<a href="mailto:betsyreamer@comcast.net">betsyreamer@comcast.net</a>
Linda Palmer	Lewes Resident	<a href="mailto:rlpalmerde@comcast.net">rlpalmerde@comcast.net</a>
Deborah Brown	Senators Lewes	<a href="mailto:Chargeitdb@comcast.net">Chargeitdb@comcast.net</a>
Anne Melandandri	Senators Lewes	
Patti Drago	Senators Lewes	<a href="mailto:pat_drago@msn.com">pat_drago@msn.com</a>
Jay Tomlinson	Senators Lewes	<a href="mailto:jaytherep@gmail.com">jaytherep@gmail.com</a>
Elizabeth Owen	City of Lewes Resident	<a href="mailto:owen120@aol.com">owen120@aol.com</a>
Dave Stuart	Breakwater Homeowners	<a href="mailto:davidstuart17033@gmail.com">davidstuart17033@gmail.com</a>
John Mateyko	Lewes	<a href="mailto:johnmateyko@verizon.net">johnmateyko@verizon.net</a>
Scott Thomas	Southern Delaware Tourism	<a href="mailto:scott@gmail.com">scott@gmail.com</a>

## ATTACHMENTS:

Handouts:

- Agenda
- January 8, 2015 Minutes of the Ad Hoc Committee Meeting for Approval
- June 16, 2015 Minutes of the Ad Hoc Committee Meeting for Approval

### 1. Approval of Minutes

MOTION: Ronal Smith moved that the minutes of the January 8 and June 16 meetings be approved pending correction of some grammatical errors in the June 16 minutes Barbara Vaughn asked that item 2.b of the January 8 minutes have the words “regarding this topic” added to the end of the sentence. Mike Tyler 2nd the motion and it was passed unanimously.

### 2. Short Term Action Plan

Gail Van Gilder commented that she had received many positive comments about the quality of the Plan. There were a few comments that are worthy of discussion and they include adding items to the Short-term action plan (STAP). Gail explained that an item on the STAP is not to be confused with a longer-term project plan – for example, seeking funding for a future project belongs on the STAP even though the project is long term. She cited the Savannah Road Street Sign project – there was funding available and we took it and ran with it. She suggested that the list in the CMP be replaced with this much-expanded list and offered it for discussion:

1. Form a joint City of Lewes /Sussex County Management Entity

- a. Raise Funding to Hire a Part Time Byway Manager or Find a Volunteer Manager
- 2. Brand the Byway
  - a. Hire a branding professional to come up with the best name and logo for marketing the Byway.
- 3. Review subdivision proposals on Byway roads and make comments
- 4. Advocate for implementation of the Traffic Management Plan in the CMP
- 5. Advocate for safe biking shoulders and/or off road bike path on New Road including a boardwalk across Canary Creek for both a safe bike/ped crossing over Canary Creek and nature based activities
  - a. Work with DelDOT on the funded Kings Highway/Gills Neck Road Master Plan Pursue funding and submit application for Savannah Rd. streetscape project in the Lewes Beach Commercial district
- 6. Advocate for priority trail linkages
  - a. Begin to position the Great Marsh as a Destination for Wildlife Viewing/Birding at the end of Pilottown Road by considering the following Great Marsh projects
  - b. Work with the Delaware Historical Society to extend the Maritime History Trail to the Great Marsh
  - c. Interpret the Great Marsh and Greenhill Light for educational purposes
  - d. Seek funding for a wildlife viewing boardwalk
- 7. Advocate for preservation of the Great Marsh
- 8. Coordinate with County and City to ensure that future development projects along the Byway are responsive to Byway Management efforts to enhance the Byway
- 9. Work with DelDOT to install Byway route marking signs in correct locations
  - a. Raise funding for a coordinated wayfinding signage plan
- 10. Update Lewes City Council and Sussex County Council/Planning and Zoning on Byway activities.

Gail then requested additional comments from the group.

- a. Dan Parsons requested that the short-term action plan be amended to include a set up a joint management entity that includes the County and the City. Dave Stuart and Gail thought that was a good point and the group thought it should be pursued.
- b. Great Marsh – extend maritime trail and would include working with the Greenways group to complete. While Nina Canatta thought the project would take time to develop, she agreed the project should be included in the STAP to get the process started.

MOTION: Helen Waite moved that the Great Marsh project be moved to the STAP. Ron Smith 2nd. All were in favor.

- c. New Road/Canary Creek: There was discussion about the Canary Creek pedestrian and bike path alongside the existing bridge. That project is not on the STAP but can be added later.

The committee needs to create a policy document about New Road improvements.

Dave Ennis stated that years ago Mayor Smith asked DELDOT to put a bike path along New Road and instead they widened the road. Unfortunately, with increased pedestrian and bike traffic the road has become dangerous. The cost of acquiring land and mitigating wetlands is very high. There are many problems to overcome. New Road is not an official evacuation route despite signage in Lewes. Jeff Greene reported that Governor Markell says funding is down for byway project and we should look to creative ways to raise money – like finding matching grants.

MOTION: Helen Waite moved that Canary Creek Boardwalk on New Road be added to the STAP. Dave Ennis 2nd. There were 6 votes in favor and 2 against. The motion passed.

Jeff Greene recommended a focus group study New Road to find ways to make it more bike and pedestrian friendly.

MOTION: Mike Tyler moved to review the document to make New Road pedestrian and bike friendly. Helen Waite 2nd. The vote was unanimous in favor.

### **3. Additional Comments**

On pages 52 & 53, Dave Stuart recommended adding enhancement of the appearance of New Road as a priority.

Jay Tomlinson (Senators) recommended adding a project to enhance the appearance of all roads in the CMP. The CMP will be revised accordingly.

- a. Cape Henlopen-Lewes Georgetown Rail Trail: Jeff Greene mentioned that the state park is planning an extension of the trail from the State Park to the new Library, which will serve as a trailhead.
- b. Jay Tomlinson suggested arranging the Projects in the list of Strategies by roadway. Gail will talk to Jim Klein about preparing a chart that sorts roads and priorities.
- c. Patty Drago – Senators – emphasized that time is of the essence in moving these changes through. She also emphasized the importance of preserving land along New Road.
- d. On page 25, adding the Townsend Barn as a priority was mentioned.
- e. Betsey Reamer has marketing materials from the Chamber she wishes to have included.
- f. We have about a month to make further changes to the CMP. Barbara Vaughn suggested we get as much input from the public as we can. She suggested submitting a press release.
- g. Gail reported that she met with the Lewes/Cape May Ferry representatives and they are concerned about a safe bike pathway out of the ferry. They will pay the costs to install and landscape such a path.

#### 4. Changing the Byway Name and Branding the Byway

Gail suggested that the Byway name be changed and via a previous email submitted several ideas to the Committee as follows:

Lewes Historic Byway -- Gateway to the Nation

Lewes Historic Byway -- Gateway to the Sea

Lewes Bayshore Byway -- Gateway to the Nation

Lewes Bayshore Byway -- Gateway to the Sea

Lewes Bayshore Byway -- Red Coats to Red Knots

Gail discussed the need to brand the Lewes Byway project and described an excellent presentation she attended in Dover in which the Bayshore Byway presented its branding, logo and marketing information. She will reach out to the consultant that did the Bayshore work to get a proposal for helping Lewes produce a brand and logo. Adding a lighthouse is an important element for Lewes.

MOTION: Ron Smith moved that we use Lewes Scenic & Historic Byway – Gateway to the Nation title for now and change the title later should we wish, and to add branding to the STAP. Helen Waite 2nd and the motion passed 7/1.

#### 5. Public Meeting

We will need to hold a public meeting and Gail will discuss that with Ann Gravatt. Presentation to the city could take place at its August 10 or September 14 meeting. There was discussion about whether or not the county needs to approve the plan. That is to be determined. A joint city/county council committee was suggested. A 5 or 7 p.m. time might bring more people to the meeting. **NOTE: SUBSEQUENT TO THE MEETING THE SEPTEMBER 14TH DATE WAS CHOSEN. THE PUBLIC MEETING WILL BE HELD ON THAT DATE BEGINNING AT NOON AT THE DNREC FACILITY ON PILOTTOWN ROAD.**

Jeff reviewed ways to hold a public meeting which includes either stations with information and individuals to answer questions OR a power point presentation followed by comments.

#### 6. Next Steps and Adjournment

Complete the comment process and schedule and hold a public meeting.

MOTION TO ADJOURN at 4:30 passed unanimously.

Respectfully submitted,

Linda Dickey and Jeff Greene



**LEWES SCENIC & HISTORIC BYWAY AD-HOC COMMITTEE  
PUBLIC MEETING REPORT  
November 13, 2014: 3:00 PM and 7:00 PM: PUBLIC MEETING/OPEN HOUSE  
DNREC Field Office at the Boat Ramp  
Lewes, DE**

To: Lewes Scenic and Historic Byways Committee  
From: Delaware Greenways, Inc.  
RE: Public Meeting Report  
Date: December 23, 2014  
CC: Alice Erickson, City of Lewes

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Attached is the report on the November 13, 2014 Public Meeting which we prepared to document the proceedings. We waited to be sure that we have received all written comments and we have included them in the report for the record.

We are submitting this report to the Committee as well as the guests who have been attending our meetings and we are asking the City to post the report on its website.

As was stated at the Public meeting, the comments received will become part of the record and are currently helping to shape the Corridor Management Plan which is well underway.

We thank everyone who attended and participated in the discussions at the public meetings.



Lardner/Klein Landscape Architects, P.C.

## Memorandum:

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To: Jeff Greene, Gail van Gilder, Distribution  
From: Jim Klein, Kristen Ahlfeld (FHI) and Leslie Black (FHI)  
Cc: Ann Gravatt, DelDOT  
Date: 09 December 2014  
Subject: Advisory and Public Meeting Summary

### Background

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In December 2012, Delaware Greenways on behalf of the Lewes Scenic and Historic Byways Ad Hoc Committee published an interim public outreach report designed to provide a basis for the continuing development of the CMP. The document represented the proceedings and findings of the Public Outreach part of the CMP and involved many residents, businesses, community leaders, elected and government officials. The outreach report identified a broad potential range of visions, goals, and strategies for consideration in the development of the corridor management plan.

In January of 2014, Delaware Greenways along with the consulting team led by Lardner/Klein Landscape Architects (the planning team), began the process of developing the CMP by refining the potential vision, goals and strategies based on further analysis by the planning team and the Ad Hoc Committee.

The results of these efforts were shared at two meetings at the Delaware Department of Natural Resources and Environmental Control (DNREC), Lewes Field Facility, 901 Pilottown Road, Lewes, DE on November 13, 2014:

- Lewes Scenic and Historic Byway Advisory Committee Meeting at 3 PM;  
and
- Lewes Scenic and Historic Byway Public Meeting at 7 PM.

### Meeting Organization and Publicity

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The purpose of these meetings was to obtain feedback from the public on the conservation, preservation, enhancement, and transportation strategies that will be included in the corridor management plan.

Publicity for the meetings included:

- Distribution of a meeting notice and follow up flyer to an email list of over 200 people developed through the 2012 outreach process;
- Distribution of a media release through DelDOT's MYDeDOT distribution list (<http://www.delDOT.gov/home/newsroom/release.shtml?id=5338>), and a longer version sent directly to the Cape Gazette; and

- The Cape Gazette ran an article in its Friday, November 7, edition (<http://capegazette.villagesoup.com/p/meetings-set-for-lewes-scenic-and-historic-byway-corridor-management-plan-nov-13/1263406>)

Both meetings were well attended. 85 people attended the Advisory Committee Meeting at 3pm and 60 attended the 7pm meeting.

The public meetings shared a similar format and agenda. For both in-person meetings, and after brief remarks by the facilitator, Kristen Ahlfeld of the planning team, Gail van Gilder, chair of the Ad Hoc Committee provided introductory remarks and introductions. Lewes Mayor, Ted Becker made a brief statement at the 3pm Advisory Committee meeting thanking the Ad Hoc Committee for the effort to date, which included the initial work needed to successfully nominate the route as a Delaware Scenic and Historic Highway in 2010. Council member Dennis Reardon offered similar remarks for the evening Public Meeting.

Gail van Gilder then introduced Jim Klein of Lardner/Klein Landscape Architects, who provided a presentation on the process for developing the Corridor Management Plan to date and summarized the recommendations that were contained on six display boards exhibited at the side and back of the room. The presentation and display boards can be viewed at:

Presentation:

[http://www.lardnerklein.com/lewes/lewes\\_pubmeet\\_111314.htm](http://www.lardnerklein.com/lewes/lewes_pubmeet_111314.htm)

Display Boards (warning—this is a large file—26mb):

[http://www.lardnerklein.com/lewes/lewespublicmeeting111014\\_final.pdf](http://www.lardnerklein.com/lewes/lewespublicmeeting111014_final.pdf)

After the presentation, general questions about the corridor management plan process were asked of the planning team. The transcription of the comments and feedback received during the discussion is included as Attachment 1. Kristen Ahlfeld then directed participants to view the displays and ask questions or make comments on the sticky-note pads at each display. The transcription of these comments is included as Attachment 2.

The meeting handout included both an annotated map of the byways showing the locations of critical views and enhancement areas and a comment form.

The handout can be viewed at:

[http://www.lardnerklein.com/lewes/lewes\\_pubmeethandout111014.pdf](http://www.lardnerklein.com/lewes/lewes_pubmeethandout111014.pdf)

and the comment form can be viewed at:

[http://www.lardnerklein.com/lewes/Lewes\\_commentform111314.pdf](http://www.lardnerklein.com/lewes/Lewes_commentform111314.pdf)

Attendees were encouraged to submit the comment forms at the meeting or take them home and return them to Gail van Gilder or Jeff Greene by December 1, 2014.

The transcription of the comment forms is also included in Attachment 2.

### Workshop Summary

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The results of the meeting upon review of the comments and input provided generally was very supportive of the corridor management planning effort. Some of the key comments included:

1. Participants at both meetings were asked about the proposed extension of the byway out to the Coastal Highway along Kings Highway and Savannah. General comments were positive and no negative comments were received. The importance of managing the whole route was noted as well as the need for the gateways.
2. General comments on the overall management emphasis for each of the routes (as shown on Board 1) were positive. Multiple comments were noted about retaining the narrow, small town look and feel of the roads. Several questions and comments were noted about how alterations as proposed by DelDOT for Gills Neck (softening the curve) and for the intersection of Gills Neck and Kings Highway (adding turn lanes) were consistent with the historic nature of the two roads.
3. General comments regarding the conservation and preservation strategies noted on Board 2 were positive. Suggestions included making sure that archeological resources as well as Native American and African American history were incorporated into the conservation (and interpretation) strategy.
4. General comments regarding transportation strategies reflected the concern by many participants about traffic exceeding current capacity during peak periods, the need to reduce conflicts between bicyclists and automobiles, the support for encouraging alternative modes of travel, increasing trail connectivity, and using technology to help manage and reduce travel demand.
5. Participants supported the application of context sensitive solutions as a tool to ensure that the roadways character defining features were maintained over time. The concepts of a boulevard for Kings Highway and using innovation in stormwater management to both increase water quality and enhance the visual quality of the routes were both generally supported. Concerns were expressed about the complexity and coordination required to make it work, the follow through on promises made by developers, and wanting to make sure that the capacity of the road would handle future demand. Suggestions were made to extend the concept out to Clay Road intersection.
6. The gateway concept on only one side of the road was preferred by those that made comments. The breakwater lighthouse was noted as a better icon. A concern was also expressed about making sure that gateway treatments retain the small town look and feel, rather than look too much like a resort.
7. The concept of a separated multi-use pathway along New Road and fishing access along a boardwalk over Canary Creek that is part of the trail was supported, coupled with concerns about the narrowness of and speeding on New Road increasing the safety concerns. Additional concern was expressed about creating a destination for fishing access would only exacerbate the

- conflicts between bicycles and cars. The idea of a separated pathway was noted as a great idea.
8. The issue of bicycle safety on Gills Neck was noted on multiple boards and on comments received. Some comments received supported the widening of shoulders on Gills Neck, while others supported the idea of building the multi-use pathway to provide facilities for novice and family riders separated from the roadway (the planned alignment). Many comments received reflected the need to retain the character of the road and seek a solution that increases bicycle and pedestrian safety while preserving the roadway character.
  9. The need for pedestrian and bicycle safety measures on Pilottown Road were noted including the suggestion that a pathway should be on the canal side, not on the residential side.

**ATTACHMENT 1**  
**LEWES HISTORIC BYWAY PUBLIC ADVISORY COMMITTEE MEETING**  
**NOVEMBER 13, 2014**  
**3 p.m. to 5 p.m.**

**SUMMARY OF PUBLIC COMMENTS/DISCUSSION**

Questions/Comments & Responses (*noted in italics*):

Kings Highway - is it a historic byway; not much historic reference or influence is mentioned here. *The goal will be to relate traditional historic development with development changes over time and new story that is being created with development.*

Question on Board 5: Enhance the visual quality and travel experience of the byway (Kings Hwy and Gills Neck Road) - how is that represented? *Landscaping is the key to buffering views from the road, with sidewalks, bike path, and center median elements to enhance the gateway.*

The ninety-degree turn on Gills Neck Road is historic - the developer wants to straighten it - goodbye history! The ninety-degree turn is dangerous.

Are you leaving bike path as-is? It deadheads into traffic (audience agrees with this issue). *DelDOT representative, Ann Gravatt, noted the issue.*

Do you make the policy/zoning changes? *We are an advisory committee - not regulatory. This is a designation of the byway - provides opportunity to be at the table with DelDOT early on to ensure a better plan for the community.*

*Each property has its zoning approved by the County. DelDOT approves road design criteria including context-sensitive design. DelDOT does not have authority on the property.*

*For the Byway, we need to understand community priorities. For example, a wider median equals a wider right-of-way to purchase and greater cost - it is important to find out what is important to the community.*

Why can't DelDOT consider other outlet to the development to protect against extra traffic on Gills Neck Road? *DelDOT is involved in "Plus" preliminary land use. The Byway Committee needs to formalize involvement when developments are at the early stage. The Showfield plan went through Planning & Zoning and is approved. Only course is through DelDOT.*

How can citizen groups coordinate with the Byway Committee? *Speak with Gail Van Gilder and Jeff Greene to establish communications.*

How long does this process take? *The second phase of this initiative will be completed in April 2015.*

What is full build-out capacity in population and resulting roadway impacts? *The study team will get back to the committee with a response.*

**LEWES HISTORIC BYWAY PUBLIC MEETING  
NOVEMBER 13, 2014  
7 p.m. to 9 p.m.**

**SUMMARY OF PUBLIC COMMENTS/DISCUSSION**

Questions/Comments & Responses (*noted in italics*):

What is the timing/schedule? *This plan will be done in April 2015. There will be one more public meeting before then. As part of this effort, there will be a recommendation that DelDOT accept the Corridor Management Plan. There will be short term recommendations that can be implemented right away as well as medium and long term recommendations that can be phased.*

Who will fund the recommendations? *The Byways Committee will work cooperatively with groups to collaborate; know sources of funding that can be applied for and be ready to implement.*

How much influence will the plan have on developers regarding the scenic byway? *The Committee is meeting with developers and they seem to be supportive. This effort enhances the value and marketing appeal of their development as well.*

Where does increase in traffic volumes fit in? *DelDOT requires developers to mitigate traffic impacts to offset use of capacity.*

There is a concern about traffic near high school. *Traffic counts identified that 1/3 of traffic goes downtown and 2/3 of traffic goes to state park and ferry.*

Have you considered public transportation for Route 1? *Yes, currently there is one bus and the ferry operates a jitney. We have preliminary recommendations that instead of ending bus downtown, continue the route.*

Have commercial trucks been taken into consideration - trucks pose a real hazard for cyclists. *We have counted trucks as part of the analysis; the road around the University should make a difference. The trail expansion will also take cyclists off the road.*



Lardner/Klein Landscape Architects, P.C.

**ATTACHMENT 2**  
**LEWES SCENIC AND HISTORIC BYWAY**  
**COMMENTS RECEIVED**  
**NOVEMBER 13, 2014**

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
General/Purpose of the Plan	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Expand the scope out to Route 1! Will reduce confusion about where things are and how to get to them. Will address pressing safety and mobility issues on major feed routes into Lewes.</li> <li>• Issue - bikes on New Road. New Road has no shoulder or space for bikes and is consistently full of litter. Hard to believe this is a byway.</li> <li>• Make sure multi-use paths are wide enough for bikes and pedestrians (Gordon's Pond Boardwalk is too narrow - do not make the same mistake).</li> <li>• I support all efforts to limit/reduce housing and retail development in this byway area.</li> <li>• Overall, I like the plan - keep up the good work!</li> <li>• I support the plan to include</li> </ul>

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703-739-0973 (fax)

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
			<p>Kings Highway and Savannah Road in the byway west to Highway 1.</p> <ul style="list-style-type: none"> <li>• Along with everything else, be sure to accentuate both Native American and Black American history with all of the European and American historic sites. This is often neglected, ignored or suppressed in the telling of the Lewes history. Also, more should be done to show the role of menhaden fish as central to Lewes history.</li> <li>• As residents of Breakwater, we encourage cooperation between the Showfield and Gills Neck road improvement projects.</li> </ul>
<b>Conservation/Preservation</b>	<ul style="list-style-type: none"> <li>• Too much bike traffic on Gills Neck Road - it's only a matter of time before someone is seriously hurt.</li> <li>• Extending Gills Neck Road might help the traffic pattern</li> <li>• Extend Monroe, Kings, and Gills Neck</li> <li>• Can't imagine the parking implications for visiting Lewes</li> </ul>	<ul style="list-style-type: none"> <li>• Scenic entrance on Kings Highway sets scene for tourists. Gateway signage important. Good job!</li> <li>• No Victorian homes beyond Road (except Orr house)</li> <li>• More subtle signage and landscaping is better for Lewes Gateway on Savannah</li> <li>• Could you mention an example of Sussex County notification signage is now at corner of Park Road and Samantha Drive. December</li> </ul>	

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		11 hearing for Point Farm Re-zoning.	
<b>Transportation</b>	<ul style="list-style-type: none"> <li>The sidewalk should be on the canal side of Pilottown Road and not on the residential side of the road (near the Lewes Dairy portion of Pilottown Road)</li> </ul>	<ul style="list-style-type: none"> <li>Respect the historic, pre-auto scale of old scale of old Lewes and build to that scale</li> <li>Bicyclists on Pilottown Road is a huge problem; trucks and vehicles with boats put all of us with bikes at huge risk</li> <li>Very important for safety. Also great for recreation and useful for some functional travel by bike (light shopping, trips to Five Points for lunch, etc.)</li> <li>Pedestrian safety on Kings Highway - should use flags downtown or blinking lights at pedestrian crossings so you don't take your life in your hands</li> <li>Use light rail to reduce traffic coming into the area; tie in with other management alternatives for local movement</li> <li>Bicycles on Gills Neck Road are a problem</li> <li>Safety of rides of biked is paramount on Gills Neck Road; wider lanes is good, but separate lanes is best</li> <li>The shoulder on Cape Henlopen Drive is already</li> </ul>	<ul style="list-style-type: none"> <li>Before additional \$ are designated for the extension of the byway on Kings and Savannah, please address safety issues for the increased bicycle and pedestrian traffic on New Road. The increased new development has increased this traffic and it will continue to grow. We hope a plan can be in place before someone is killed just trying to avoid the speeding cars.</li> <li>Separate cyclists from motor vehicles.</li> <li>Augment current plans with light rail links to the Northeast Corridor (Wilmington?). Reduces the volume of motor vehicles coming into the area. Allows tourists to extend their day/stay without impacting their mobility locally.</li> <li>Signs from the bike trail on Gills Neck and Kings Highway (across from high school).</li> <li>Needs signage to get to Cape Henlopen and the ferry via Freeman Highway.</li> <li>New Road is a beautiful</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		<p>great for biking to the beach. It just needs to be kept in good repair like the road itself</p> <ul style="list-style-type: none"> <li>The County would like to have the proposed bike trail go through Smith's Properties to take the bikes off Gills Neck Road</li> </ul>	<p>byway, however, without an extensive widening of the road and other supports for bicyclists, it is a dangerous road. Large trucks (Lewes Dairy, construction trucks, as well as boat trailers, etc.) make this road hazardous because there is physically no place for bicyclists to go with these huge trucks traveling continually on New Road. The Canary Creek Bridge would also need replacement.</p> <ul style="list-style-type: none"> <li>I support efforts to expand bike paths to get bikers off of the narrow roadway of Gills Neck Road.</li> <li>I support safety and mobility with minimal speeds being maintained and limited expansion of the roadways.</li> <li>I support the plan including continuation to Route 1.</li> <li>Please also include in the plan things that will keep traffic at a reasonable speed and provide safe places for pedestrians to walk and cross the streets</li> <li>We are avid bicycle riders, and are concerned that changes will be made before</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
			<p>thorough consideration has been given to various alternatives to improve cyclist, pedestrian, and motor traffic on these roads. We feel a separate bicycle path is needed for safety improvements and to maintain the scenic integrity of the road.</p> <ul style="list-style-type: none"> <li>• First, is there some way to highly encourage bike riders to use the bike trail instead of the road in places where the bike trail is available? Many times people are riding their bikes on the road while the bike trail sits empty, where the bike trail runs directly next to the road.</li> <li>• Second, a shoulder is desperately needed on Gills Neck Rd. Even if most of the trails are going to eventually be off Gills Neck Rd. bikers joggers and walkers use this road in great numbers. Not having a shoulder is a HUGE safety issue.</li> <li>• Last, bikers need to be encouraged to ride single file on this road (Gills Neck). There are many curves and when they ride 2-3 abreast it</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
Context-Sensitive Design/ Visual Quality	<ul style="list-style-type: none"> <li>• Need ped bridge next to Savannah Road over canal; it would also be an excellent recreational feature</li> <li>• This is gorgeous but....with the future development along Kings Highway (across the street from C.H. High School) more traffic lanes will be needed, not less. Kings Highway becomes very backed up at times now.</li> <li>• Berm at breakwater back of Cadbury to improve connections between developments</li> </ul>	<ul style="list-style-type: none"> <li>• Arch over Savannah - first oversize truck!</li> <li>• Use the Breakwater Light</li> <li>• Keep roads at historic, narrow scale; add capacity with walking paths</li> <li>• Cross walking path to Kings Highway (Beebe Strip)</li> <li>• Views - need view of downtown Lewes from Marina District</li> <li>• Gills Neck/Kings Highway concept no good - needs to include Clay/Kings intersections as well</li> <li>• Stormwater management essential and no. #1 priority</li> <li>• Walking route through Blackhouse Pond Park to Beebe Street</li> <li>• Rain gardens, not stormwater retention ponds at Lingo's shopping center</li> <li>• King's Highway at Gills Neck Road:                             <ul style="list-style-type: none"> <li>○ Consider the impact of eminent domain in road widening</li> <li>○ Excellent work, however, hugely complex, need cooperation and support of developer and towns</li> </ul> </li> </ul>	<p>is also unsafe.</p> <ul style="list-style-type: none"> <li>• Again the huge amount of traffic needs to be of paramount consideration to bicyclists</li> <li>• Curves are o.k. on Gills Neck - move the bicyclists</li> <li>• Again, along New Road where the community of Reserves of Pilottown begins there is a pool of water does not ebb and flow and frankly is unsightly. This area would need to be attended to.</li> <li>• I see the signage and graphics being the least of importance at the point.</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		<ul style="list-style-type: none"> <li>○ How to avoid being crushed by the details, funding and lip service from developers</li> </ul>	
<b>Recreation Opportunities/ Trail Network</b>	<ul style="list-style-type: none"> <li>• New Road only 20' wide. No bikes should use.</li> <li>• Raise New Road at bridge 3'. Floods at high tide with wind from east.</li> <li>• Making Canary Creek Bridge (on New Road) a destination will only increase the very dangerous conditions for bicyclists on New Road</li> <li>• Walking or interpretive trail - great idea!</li> </ul>	<ul style="list-style-type: none"> <li>• Cross town path from New Road to Savannah Road</li> <li>• Improve walking path in grass of Pilottown Road</li> <li>• Longer, connected bike paths will draw riders as tourists</li> <li>• Pathway for walking and/or biking between communities such as Breakwater and Bay Breeze</li> <li>• Bad curve (inbound) New Road before Canary Creek Bridge</li> <li>• Extension of greenway trail on canal side of Pilottown Road</li> </ul>	<ul style="list-style-type: none"> <li>• I support the continual development of the trail system across Gills Neck Road</li> </ul>

**LEWES HISTORIC BYWAY PUBLIC ADVISORY COMMITTEE MEETING**  
**NOVEMBER 13, 2014**  
**3 p.m. to 5 p.m.**

**SUMMARY OF PUBLIC COMMENTS/DISCUSSION**

Questions/Comments & Responses (*noted in italics*):

Kings Highway – is it a historic byway; not much historic reference or influence is mentioned here. *The goal will be to relate traditional historic development with development changes over time and new story that is being created with development.*

Question on Board 5: Enhance the visual quality and travel experience of the byway (Kings Hwy and Gills Neck Road) – how is that represented? *Landscaping is the key to buffering views from the road, with sidewalks, bike path, and center median elements to enhance the gateway.*

The ninety-degree turn on Gills Neck Road is historic – the developer wants to straighten it – goodbye history! The ninety-degree turn is dangerous.

Are you leaving bike path as-is? It deadheads into traffic (audience agrees with this issue). *DeIDOT representative, Ann Gravatt, noted the issue.*

Do you make the policy/zoning changes? *We are an advisory committee – not regulatory. This is a designation of the byway – provides opportunity to be at the table with DeIDOT early on to ensure a better plan for the community.*

*Each property has its zoning approved by the County. DeIDOT approves road design criteria including context-sensitive design. DeIDOT does not have authority on the property.*

*For the Byway, we need to understand community priorities. For example, a wider median equals a wider right-of-way to purchase and greater cost – it is important to find out what is important to the community.*

Why can't DeIDOT consider other outlet to the development to protect against extra traffic on Gills Neck Road? *DeIDOT is involved in "Plus" preliminary land use. The Byway Committee needs to formalize involvement when developments are at the early stage. The Showfield plan went through Planning & Zoning and is approved. Only course is through DeIDOT.*

How can citizen groups coordinate with the Byway Committee? *Speak with Gail Van Gilder and Jeff Greene to establish communications.*

How long does this process take? *The second phase of this initiative will be completed in April 2015.*

What is full build-out capacity in population and resulting roadway impacts? *The study team will get back to the committee with a response.*

**LEWES HISTORIC BYWAY PUBLIC MEETING**  
**NOVEMBER 13, 2014**  
**7 p.m. to 9 p.m.**

**SUMMARY OF PUBLIC COMMENTS/DISCUSSION**

Questions/Comments & Responses (*noted in italics*):

What is the timing/schedule? *This plan will be done in April 2015. There will be one more public meeting before then. As part of this effort, there will be a recommendation that DeIDOT accept the Corridor Management Plan. There will be short term recommendations that can be implemented right away as well as medium and long term recommendations that can be phased.*

Who will fund the recommendations? *The Byways Committee will work cooperatively with groups to collaborate; know sources of funding that can be applied for and be ready to implement.*

How much influence will the plan have on developers regarding the scenic byway? *The Committee is meeting with developers and they seem to be supportive. This effort enhances the value and marketing appeal of their development as well.*

Where does increase in traffic volumes fit in? *DeIDOT requires developers to mitigate traffic impacts to offset use of capacity.*

There is a concern about traffic near high school. *Traffic counts identified that 1/3 of traffic goes downtown and 2/3 of traffic goes to state park and ferry.*

Have you considered public transportation for Route 1? *Yes, currently there is one bus and the ferry operates a jitney. We have preliminary recommendations that instead of ending bus downtown, continue the route.*

Have commercial trucks been taken into consideration – trucks pose a real hazard for cyclists. *We have counted trucks as part of the analysis; the road around the University should make a difference. The trail expansion will also take cyclists off the road.*

**LEWES SCENIC AND HISTORIC BYWAY  
COMMENTS RECEIVED AT STATION BOARDS  
NOVEMBER 13, 2014**

**Comments Received at the 3 p.m. Advisory Committee Meeting**

Board #1:

None

Board #2: Conservation and Preservation

- Too much bike traffic on Gills Neck Road – it's only a matter of time before someone is seriously hurt. Extending Gills Neck Road might help the traffic pattern
- Extend Monroe, Kings, and Gills Neck
- Can't imagine the parking implications for visiting Lewes

Board #3:

- The sidewalk should be on the canal side of Pilottown Road and not on the residential side of the road (near the Lewes Dairy portion of Pilottown Road)

Board #4:

- Need ped bridge next to Savannah Road over canal; it would also be an excellent recreational feature

Board #5:

- This is gorgeous but....with the future development along Kings Highway (across the street from C.H. High School) more traffic lanes will be needed, not less. Kings Highway becomes very backed up at times now.
- Berm at breakwater back of Cadbury to improve connections between developments

Board #6:

- New Road only 20' wide. No bikes should use.
- Raise New Road at bridge 3'. Floods at high tide with wind from east.
- Making Canary Creek Bridge (on New Road) a destination will only increase the very dangerous conditions for bicyclists on New Road
- Walking or interpretive trail – great idea!

**Comments Received at the 7 p.m. Public Meeting**

Board #1:

None

Board #2: Conservation and Preservation

- Scenic entrance on Kings Highway sets scene for tourists. Gateway signage important. Good job!

- No Victorian homes beyond Road (except Orr house)
- More subtle signage and landscaping is better for Lewes Gateway on Savannah
- Could you mention an example of Sussex County notification signage is now at corner of Park Road and Samantha Drive. December 11 hearing for Point Farm Re-zoning.

#### Board #3:

- Respect the historic, pre-auto scale of old scale of old Lewes and build to that scale
- Bicyclists on Pilottown Road is a huge problem; trucks and vehicles with boats put all of us with bikes at huge risk
- Very important for safety. Also great for recreation and useful for some functional travel by bike (light shopping, trips to Five Points for lunch, etc.)
- Pedestrian safety on Kings Highway – should use flags downtown or blinking lights at pedestrian crossings so you don't take your life in your hands
- Use light rail to reduce traffic coming into the area; tie in with other management alternatives for local movement
- Bicycles on Gills Neck Road are a problem
- Safety of rides of biked is paramount on Gills Neck Road; wider lanes is good, but separate lanes is best
- The shoulder on Cape Henlopen Drive is already great for biking to the beach. It just needs to be kept in good repair like the road itself
- The County would like to have the proposed bike trail go through Smith's Properties to take the bikes off Gills Neck Road

#### Board #4:

- Arch over Savannah – first oversize truck!
- Use the Breakwater Light
- Keep roads at historic, narrow scale; add capacity with walking paths
- Cross walking path to Kings Highway (Beebe Strip)
- Views – need view of downtown Lewes from Marina District

#### Board #5:

- Gills Neck/Kings Highway concept no good – needs to include Clay/Kings intersections as well
- Stormwater management essential and no. #1 priority
- Walking route through Blackhouse Pond Park to Beebe Street
- Rain gardens, not stormwater retention ponds at Lingo's shopping center
- King's Highway at Gills Neck Road:
  - Consider the impact of eminent domain in road widening
  - Excellent work, however, hugely complex, need cooperation and support of developer and towns
  - How to avoid being crushed by the details, funding and lip service from developers

Board #6:

- Cross town path from New Road to Savannah Road
- Improve walking path in grass of Pilottown Road
- Longer, connected bike paths will draw riders as tourists
- Pathway for walking and/or biking between communities such as Breakwater and Bay Breeze
- Bad curve (inbound) New Road before Canary Creek Bridge
- Extension of greenway trail on canal side of Pilottown Road

**LEWES SCENIC AND HISTORIC BYWAY  
SUMMARY OF PUBLIC COMMENTS RECEIVED FROM COMMENT CARDS**

**NOVEMBER 13, 2014**

**Question 1: Purpose, Key Issues and Opportunities**

- Expand the scope out to Route 1! Will reduce confusion about where things are and how to get to them. Will address pressing safety and mobility issues on major feed routes into Lewes.
- Issue – bikes on New Road. New Road has no shoulder or space for bikes and is consistently full of litter. Hard to believe this is a byway.
- Make sure multi-use paths are wide enough for bikes and pedestrians (Gordon's Pond Boardwalk is too narrow – do not make the same mistake).
- I support all efforts to limit/reduce housing and retail development in this byway area.
- Overall, I like the plan – keep up the good work!
- I support the plan to include Kings Highway and Savannah Road in the byway west to Highway 1.
- Along with everything else, be sure to accentuate both native American and Black American history with all of the European and American historic sites. This is often neglected, ignored or suppressed in the telling of the Lewes history. Also, more should be done to show the role of menhaden fish as central to Lewes history.

**Question 2: Preserve the Character of the Lewes Historic Byway**

- The potential for zoning changes along New Road are a citizen concern.
- New Road would be a wonderful start to a historic journey. It would travel past the area of first harbor (Canary Creek) in the 1600's, come close to the fort near the Lewes Dairy on Pilottown Road, go past Victorian homes along the canal, past the overfalls, etc. into town. It would need to be constructed however with a great concentration on improved safety.
- I support all efforts to maintain the small, historic flavor of Lewes.
- Add St. George's Cemetery (and original church site) with historical marker/sign and a few parking spots on Pilottown Road to plan.

**Question 3: Improve the Safety and Mobility of the Byway Routes**

- Before additional \$ are designated for the extension of the byway on Kings and Savannah, please address safety issues for the increased bicycle and pedestrian traffic on New Road. The increased new development has increased this traffic and it will continue to grow. We hope a plan can be in place before someone is killed just trying to avoid the speeding cars.
- Separate cyclists from motor vehicles.
- Augment current plans with light rail links to the Northeast Corridor (Wilmington?). Reduces the volume of motor vehicles coming into the area. Allows tourists to extend their day/stay without impacting their mobility locally.

- Signs from the bike trail on Gills Neck and Kings Highway (across from high school).
- Needs signage to get to Cape Henlopen and the ferry via Freeman Highway.
- New Road is a beautiful byway, however, without an extensive widening of the road and other supports for bicyclists, it is a dangerous road. Large trucks (Lewes Dairy, construction trucks, as well as boat trailers, etc.) make this road hazardous because there is physically no place for bicyclists to go with these huge trucks traveling continually on New Road. The Canary Creek Bridge would also need replacement.
- I support efforts to expand bike paths to get bikers off of the narrow roadway of Gills Neck Road.
- I support safety and mobility with minimal speeds being maintained and limited expansion of the roadways.
- I support the plan including continuation to Route 1.
- Please also include in the plan things that will keep traffic at a reasonable speed and provide safe places for pedestrians to walk and cross the streets

**Question 4: Enhance the Visual Quality and Travel Experience of the Byway (Extend the Byway, Gateways, Linking Stormwater Management and Aesthetics)**

- Again, along New Road where the community of Reserves of Pilottown begins there is a pool of water does not ebb and flow and frankly is unsightly. This area would need to be attended to.
- I see the signage and graphics being the least of importance at the point.

**Question 5: Enhance the Visual Quality and Travel Experience of the Byway (Kings Highway and Gills Neck)**

- Again the huge amount of traffic needs to be of paramount consideration to bicyclists
- Curves are o.k. on Gills Neck – move the bicyclists.

**Question 6: Use the Byway to Complete a Greenway and Trail System**

- I support the continual development of the trail system across Gills Neck Road.

**Subject:** Comments on Gills Neck Road Project

**Date:** Saturday, November 15, 2014 6:38:48 PM Eastern Standard Time

**From:** Barbara Moritz <abcmoritz@yahoo.com>

**To:** jim.klein@lardnerklein.com <jim.klein@lardnerklein.com>

As residents of Breakwater, we encourage cooperation between the Showfield and Gills Neck road improvement projects.

We are avid bicycle riders, and are concerned that changes will be made before thorough consideration has been given to various alternatives to improve cyclist, pedestrian, and motor traffic on these roads. We feel a separate bicycle path is needed for safety improvements and to maintain the scenic integrity of the road.

Thank you for your consideration.

Richard & Barbara Moritz  
35071 Zwaanendael Ave  
Lewes, DE 19958

**Subject:** Fwd: Scenic byways

**Date:** Wednesday, November 12, 2014 10:16:01 AM Eastern Standard Time

**From:** Patti <patti58@comcast.net>

**To:** jim.klein@lardnerklein.com <jim.klein@lardnerklein.com>

Sent from my iPad

Begin forwarded message:

**From:** Patti <[patti58@comcast.net](mailto:patti58@comcast.net)>

**Date:** November 12, 2014 at 10:14:21 AM EST

**Cc:** "[jim.klein@lardnerklein.com](mailto:jim.klein@lardnerklein.com)" <[jim.klein@lardnerklein.com](mailto:jim.klein@lardnerklein.com)>

**Subject:** Scenic byways

I live in Wolfe Pointe, a development on Gills Neck Rd. I drive my car and ride my bike on this road. I have 2 big concerns ( and one smaller one) First, is there some way to highly encourage bike riders to use the bike trail instead of the road in places where the bike trail is available? Many times people are riding their bikes on the road, while the bike trail sits empty, where the bike trail runs directly next to the road.

Second, a shoulder is desperately needed on Gills Neck Rd. Even if most of the trails are going to eventually be off Gills Neck Rd. bikers, joggers and walkers use this road in great numbers. Not having a shoulder is a HUGE safety issue.

Last, bikers need to be encouraged to ride single file on this road. There are many curves and when they ride 2-3 abreast it is also unsafe.

I hope your committee is seriously considering these issues. Thank you for the time you are putting into this project and for listening to the people who live in our community.

Sincerely,  
Patricia Hocker  
(302) 542-4118

Sent from my iPad

## **Lewes Historic Byway Comments**

November 30, 2014

Remarks by David A Stuart, 35102 Roebuck Lane, Lewes DE 19957

Request for comments on meetings of Thursday, November 13, 2014.

**1. Purpose, Key Issues and Opportunities:** I agree fully with the purpose of the Byways project. Lewes is so unique, having pre-revolutionary history, settlement by the Dutch and English and being the original capital of the first state of the union. It has a rich colonial, revolutionary and early American history that is worthy of preserving for future generations. Lewes is unique in its nautical history and its trading center and defense of the Delaware Bay. The environment surrounding Lewes have so much to offer in terms of outdoor adventure and discovery that it would be a shame to lose its unique properties without thinking long and hard about development that would permanently alter the unique history of Lewes and its surroundings.

**2. Preserve the Character of the Lewes Historic Byway.** This question doesn't make that much sense to me. I thought the purpose of the plan was to link the future development projects together to help preserve and enhance the history in the vicinity of Lewes. In short, the present plan DOES THIS TO A GREAT DEGREE but there are probably enhancements that would preserve more of the history and the unique character of Lewes. I think the present plan is fine and I would not hesitate to adopt it. Let's not delay implementing the present plan. If there are additional historical preservation projects identified in the future, these can be added then.

**3. Improve the safety and mobility of the Byway Routes.** I understand that the first priority of DelDOT is to ensure public safety. In Lewes and the Delaware coastal region, there are very good existing pedestrian and bicycle trail systems that literally interconnects with hundreds of miles of roads and bikeways.

But let's take, for example, the bike route on the Coastal Highway between Lewes and Rehoboth which is part of the existing network of bikeways. I frankly think that section is dangerous and will not use it, preferring Breakwater Trail because it is a dedicated foot traffic/bicycle trail only. The Coastal Hwy route are not suitable for foot traffic. Even the bike routes on Plantation Rd parallel to Coastal Hwy. are contiguous with the roadway and are not suitable for foot traffic. By contrast, the recently developed Gordon Pond Trail in Cape Henlopen Park, designed for foot and cycle only traffic, is an example of the outstanding outdoor opportunities in the area. The same can be said of the Breakwater trail from Rehoboth to the outskirts of Lewes. These examples point the need for pathways that are beautiful and that are separated, wherever possible from roadways that carry cars, trucks and buses. The separate pathways are truly unique and very positive addition parts of the trail system. AND there are many more opportunities for new recreational and scenic preservation and low impact development in the Lewes area, which are

proposed in the Byway Plan (BYWYP).

It is my belief that implementation of the BYWYP will improve the attractiveness and property values of the Lewes vicinity for generations to come. But care must be taken to create a safely designed and comprehensive series of trails, linear parks, walkways and historic sites suitable for foot and cycle traffic, while still allowing for thoughtful development of land and properties in the area. The present infrastructure in the area, while good, can be vastly improved with strategic planning, preservation and development of the BYWYP. The present plan is a good one.

Finally, there are side benefits to the proposed BYWYP which include: 1. Increased outdoor recreational opportunities for all residents and tourists to the Lewes area. This will increase their physical fitness and enjoyment of the area. 2. These pathways will decrease congestion on the roadways in the area. This will especially be the case when the new byways are used for commuting to work and school, for shopping trips, dining out, going to the beach, visiting friends, etc.

#### **4. Interconnecting Lewes with the existing Breakwater Trail.**

Feeding the Byway from the South is the existing Breakwater Trail. This byway is increasingly traveled and enjoyed by experienced hikers, by walkers, by experienced, recreational and novice bicyclists. In consideration of the safety of walkers and cyclists alike, development of interconnecting trails to the Breakwater Trail to Lewes are needed. These trails should be separated from car and truck traffic, wherever possible. The surface of the trails can be fine, rapidly draining gravel or decomposed granite, but preferably a hard surface for durability and drainage. These trails should be tastefully off-set from neighboring homes and development by surface drainage ditches, trees and shrubbery that provide shade over the trail but also privacy for adjacent property owners. The Breakwater Trail interconnecting trails with Lewes will represent a valuable asset for the city which will attract visitors and recreationalists from across the country for generations to come.

**5. Interconnecting New Trail from Gills Neck at Breakwater Estates/Hawkseye to Kings Highway.** I was very disappointed to learn that the anticipated development of a north-south bikeway linking Gills Neck Road to Kings Highway adjacent to the east-side of the Breakwater Estates Development is being contested in court. Our family was attracted to Breakwater Estates and purchased a townhome, in-part, based on the construction of that bikeway. We planned to use that for shopping, dining, church, the Farmers' Market and to visit friends. We were assured that title to the land adjacent to the housing development had been secured by Schell Brothers and that the project was a GO for the Winter of 2014/15. The planned bikeway will immediately provide a more direct and safe hiker/cyclist access to the town center of Lewes.

I would like to know why this trail is being held-up in court. I would also like to know if there is a compromise, or remedy, that can be reached so that this valuable and safe trail can be constructed. Can interested citizens who are in favor of the trail appeal to the court personally or through a citizen's petition? What can be done on the part of the Byways committee to resolve the delay in the construction of this trail? I want to see this trail developed on-time and, within reason, according to plan.

**6. Gills Neck Road Easement Development.** I am in favor of development of an integrated plan to develop a separate bikeway adjacent to Gills Neck road to the east and north of Hawkseye and Wolf Point developments northward to the junction with Savannah Road. This improvement will permit direct travel from the Breakwater Trail to downtown Lewes—a trail connection that is needed. But beyond convenience, this is a beautiful, scenic road with spectacular sweeping turns and views. But it is currently is dangerous for hikers and bicyclists alike. The road is too narrow. There are no hiker/bicycle lanes. I know of at least one experienced cyclist who avoids this road now. For the safety of the hikers/cyclists, the trail needs to be separate from the existing roadway and it needs to be constructed along the easement, my preference being the western side, of the roadway. Care must be taken to design drainage to the trail which will not flood water onto the existing homeowners property in the area and that respects the entrances to their properties. Placing the trail on the western side of the roadway will preserve views of the meadows, pastures and the canal to the east of the roadway.

**7. Byway from Breakwater Trail connecting Gills Neck to the High School.** The existing trail has a good initial design providing separation from the south to north section of Gills Neck Road to the High School. The trail needs landscaping with trees and shrubs and with the appropriate drainage added on either side. I think the surface would be upgraded to decomposed granite or asphalt/another hard surface for durability and drainage. This section of trail is already a heavily used and represents an “easy upgrade” to the Byway system.

**8. Kings Highway “boulevard development”.** This is a great idea assuming there is enough easement on either side of the road. The intersection at the high school needs clearly marked crossways. The concept of brick crossways with a contrasting color and texture, is a wonderful idea—terracotta or brick colored pavers would be excellent. I have seen a textured faux-brick cross-walk installed which cross major highways and while this material might be cost effective in the short run, it IS NOT DURABLE. I really like the circular design proposed for this intersection. Right now, bikers/walkers have only two choices to cross the intersection: from Gills Neck to the high school on the west side of the intersection and on the north side using the crossing lights. More crossing opportunities need to be present to the east and to the south. The current flow of bicycle/hike traffic is limited. The design of the intersection is a good concept. The picture in the brochure circulated on November 13, 2014 shows right and left automobile turn lanes on Route 9 at the high school. These improvements are a good way to improve the flow of traffic at that intersection and help driver's line of sight for the safety of oncoming

pedestrians, cyclists and motor vehicles. This plan also takes bike traffic off the main part of the highway making this plan much safer for hikers/cyclists.

If I understand the map of the brochure provided at the November 13, 2014 meeting, it shows the construction of a trailway that goes from Kings Hwy across from the new library site running to the east and connecting with Gills Neck road at the base of the Canal Bridge. Currently there is no trail connecting Kings Hwy. and Gills Neck Rd near the boat canal. I strongly favor development of this connecting trail, which will increase access to the Gills Neck road section and to downtown Lewes as mentioned above [Section 5. above].

Regarding the overall boulevard concept for Kings Hwy., this is a great plan that beautifies the Route 9 approach to Lewes and to the Cape May Ferry. Lining the road and the byway with trees and shrubs on both sides of the road is a fantastic solution. I assume the easement on either side of Route 9 is enough for at least one-way walking/biking traffic on the south side trail going east and on the north side trail going west. If there can only be one, two-way trail, I would favor placing this trail on the south side of Kings Highway.

**9. Savannah Road Bridge to the east of the Canal Bridge and Cape Henlopen Drive.** I support the plan to develop trailways and tree shade for these stretches of road. Currently, on Savannah, there is no consistent separation of the trailway from the roadway. Making this stretch consistent with the construction of a separate trailway path is a great idea. The addition of trees lining both Savannah and Cape Henlopen Dr. is also a great idea—currently these roads are stark and unshaded. Addition of the landscaping will be a simple, beautiful and effective enhancement to both of these roads.

**10. Rails to Trails from Kings Hwy to Nassau Road.** Like so many abandoned railways across the US, I believe that this right-of-way deserves development and a rails-to-trails pathway is the right thing to do. The residents adjacent to the railroad bed should not be deeded these lands because development in these parcels would be haphazard, especially if there is no provision for drainage of the individual parcels. It makes more sense to have the railroad donate this section of land or to purchase the land for trail development. I like the idea of shading and using shrubs along the trailway in order to respect the privacy of existing land owners. In some instances it may also be necessary to “fence in” sections of the new trailway if the adjacent homeowners insist.

**11. Regional Rails to Trails from Nassau Road to Georgetown, DE.** Beyond the present rails-to-trails proposal that would cut across Lewes is not used and abandoned, I recommend a regional improvement to the rail bed to link Lewes to Georgetown, DE. This would entail removing the rails, installing a hard surface suitable for hiking and bicycles and developing highway crossing lights at the spots where the rail-to-trail will cross major East West highways. If there is a regional plan already in place, I recommend that the BYWYP for Lewes include

mention of the Rails to Trails Lewes to Georgetown.

**12. Savannah Boulevard Development.** For people traveling south into Lewes from the Coastal Highway (Hwy 1) the Savannah Blvd. entrance is the main entrance to Lewes providing first impressions to the city. I believe that the enhancements from Five Points to Vikings Way would provide a beautiful entrance to the City, like the proposed boulevard on Hwy 9 between the High School and the Canal Bridge. In this section, I think provisions for a separate pathway for safety of the hikers/bikers and shade trees would greatly enhance this area, which right now is a hodgepodge of roadway facings.

**13. Byway adjacent to New Road.** New Road is a long section of both high speed (40 mph) and lower speed sections. Added to that is a narrow shoulder in some sections of the road making it dangerous to travel on foot or on cycle. The plans presented at the November 13 meeting were great enhancements to New Road. I especially liked the bridge to be added at the Canary Creek section of New Rd. Longer term the whole length of New Road needs to be consistent and be broader than, as I understand, is in the current plan. For safety reasons, the New Road section needs a trail pathway that is separated from the roadway. I recommend planning for this path on the west side of the road.

**14. Other sections of the Byway Plan.** At this time I am simply unfamiliar with the existing or the planned changes to other parts of the plan. In advance of the Dec 4<sup>th</sup>, 2014 meeting I plan to drive these sections to make an initial assessment of their current state in order to form an opinion on the plan.

CITY OF LEWES

**LEWES SCENIC AND HISTORIC BYWAY  
AD-HOC COMMITTEE**



**PUBLIC MEETING REPORT**

**September 14, 2015, 2015**

**Noon to 2:00 PM**

**DNREC Field Office, Lewes, DE**

**MEETING PURPOSE:**

Present the Draft Corridor Management Plan (CMP) for the Lewes Scenic and Historic Byway: Gateway to the Nation and solicit public comment. The Draft CMP was made available to the public on Delaware Greenway's website, [www.delawaregreenways.org](http://www.delawaregreenways.org) on September 4, 2015. Copies were made available to the Lewes Scenic and Historic Byway Ad Hoc Committee and DelDOT on August 1, 2015.

**ATTENDANCE:**

Twenty-one people signed in although there were between 30 and 40 in attendance. The sign in sheets are attached to this report.

**PRESENTATION AND DISCUSSION:**

Gail Van Gilder, Chair of the Ad Hoc Committee welcomed everyone and introduced the Committee and the project team.

She began the meeting by bringing the group up to date on various issues that the Committee has been working on in its meetings over the past two years. Her updates follow:

***1. MASTER PLAN KINGS HIGHWAY/GILLS NECK RD***

This planning project has received Notice to Proceed from DelDOT and is now underway with preliminary work being done by the consultant hired by DelDOT to do the work. The Consultant is Jim Klein from Lardner Klein Associates. We are waiting to hear from DelDOT on the date of the first scheduled Public meeting. There will be two public meetings as part of the process: One to be held at the beginning of the process to get input from the public and one later in the process to present concept plans. We anticipate that the public meeting will be held in October.

This project has been funded by our legislators Senator Ernie Lopez, Rep Pete Schwartzkopf and Rep Steve Smyk and will result in recommendations and context sensitive design concept plans for most of the roads and intersections in the study area together with bicycle/pedestrian connections. Ann Gravatt at DelDOT will be managing this project.

## *2. NEW DELDOT BYWAY COORDINATOR*

Ann Gravatt will be stepping down as Byway Coordinator due to a promotion at DelDOT, but will remain involved with overseeing the Byway program work. Michael Hahn another DelDOT planner will be taking Ann Gravatt's position. We look forward to working with Michael Hahn and are pleased to have him on board as he comes with a lot of experience. Ann Gravatt will work with us to finish up the completion of the Corridor Management Plan as we are very close to completion.

## *3. SAVANNAH ROAD STREETScape PROJECT*

The Lewes Scenic and Historic Byway has completed an application to the DelDOT Transportation Alternative Program (TAP) for funding to improve the Savannah Road streetscape in the Marine Commercial District as recommended in the Byway Corridor Management Plan. That application will be presented to City Council on Monday Sept 14 and includes bike/pedestrian improvements, sidewalks and crosswalks, signage and a Gateway entrance at the Savannah Road Bridge and landscaping. Phase 2 & 3 includes a potential future trail connection to the Georgetown Lewes Rail Trail and Freeman Highway. The grant includes funding to plan the project with the help of DelDOT when we are awarded a grant so there will be plenty of time to have input when funding is received. The Byway Committee felt it was prudent to move forward with the application as it could take several years to receive the grant and while this funding program was still available.

## *4. MEDIANS ON SAVANNAH ROAD AND KINGS HIGHWAY/RAIL TRAIL*

We received very late notice a few weeks ago that DelDOT had appropriated a small amount of funding to construct concrete medians on Savannah Road and Kings Highway at the Railroad crossings as part of the Lewes/Georgetown Rail Trail project to enhance the safety of the crossings for bike/pedestrians.

Thank you to Council Person Bonnie Osler and Mayor Ted Becker for letting us know about this project and working with us to facilitate getting the medians landscaped. The Mayor has asked DelDOT to issue a change order that would allow for landscaping and we are still waiting to hear back from DelDOT. The City of Lewes has agreed to take on the maintenance and we have also met with Lewes in Bloom to work on the landscaping and maintenance as well. It is important to include landscaping since these medians are at significant Gateway to Lewes Byway entrances as recommended in the Corridor Management Plan.

## *5. NEW ROAD SR1 CONNECTOR/CAPITAL TRANSPORTATION PLAN HEARING SEPT 24*

We have received notification that a new Connector road (possibly an underpass at the Nassau Bridge) from Route 1 to New Road has been added to the DelDOT six year Capital Transportation Plan. The underpass was originally proposed as a trail connection for the Lewes to Georgetown Rail Trail. We have requested the plans from DelDOT but have not yet seen the plans. A News Journal article reported that this road was being built "to alleviate traffic heading to the beach town". We are not sure if this helps as it could add additional traffic onto Pilottown Rd, Front Street, the Savannah Road Bridge, and 4th Street causing more congestion in downtown Lewes. Today Route 1 traffic is directed to use Kings Highway, Freeman Highway and Dartmouth Drive to get to the beaches and Cape May/Lewes Ferry.

There is concern that adding traffic to New Road will make the road more dangerous for biking especially with the boat trailer traffic that uses this road to reach the Boat Ramp. It can also add congestion to downtown Lewes roads and intersections that are near capacity in season. The project will provide a safer crossing to New Rd from Route 1, but at the expense of creating other unsafe conditions and congestion.

Therefore, we are considering a recommendation that before this project is funded, planning funds be used to plan holistically looking at all the impacts such a connector will have on New Road, Orchard Road, Pilottown Road, Front Street, the Savannah Road bridge intersection and Savannah Road at Cape Henlopen Drive intersection. Prioritizing improvements on New Road for safe bike/pedestrian travel before the Route 1 connector is built could be a preferred alternative. We would like to have your feedback on this project ASAP at [gvangilder@comcast.net](mailto:gvangilder@comcast.net)

Another new alignment is also being considered, but is not funded, to connect Orchard Road to Savannah Road and then to Clay Road and Kings Highway at the new proposed Village Shopping Center. DelDOT may have purchased land near Five Points to make this connection.

The Cave Neck Overpass (near the proposed Overbrook Shopping Center) has been added to the Capital Transportation Plan with \$15 million of public funding.

Please attend the Capital Transportation Plan Hearing on September 24, 2015 to see the plans and comment. The hearing is being held in Georgetown from 4-7pm at the South District Administration Building, 23697 DuPont Blvd (Route 13), Georgetown. You can also attend meetings in Kent County and New Castle County to see the plans and comment.

Written comments on the FY17-22 /Capital Transportation Plan can be sent to:

DelDOT Public Relations  
P.O. Box 778, Dover DE 19903

#### *6. BYWAY BRANDING PROJECT*

I am delighted to announce that Dave Stuart has volunteered to take on the Byway Branding project and to raise funds to hire Ben Muldrow to do the work. He has arranged a meeting with key Byway partners and Ben Muldrow on Sept 25 to formulate a work proposal.

#### **PRESENTATION OF THE DRAFT CORRIDOR MANAGEMENT PLAN**

Gail introduced Jim Klein the primary consultant for the development of the Corridor Management Plan. Jim presented a PowerPoint presentation summarizing the contents of the Corridor Management Plan. The presentation is appended to the report. Jeff Greene presented the five slides regarding the transportation element of the CMP.

Comments received verbally are as follows:

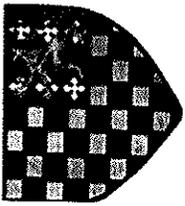
1. Is the CMP a regulatory document? Both Jim and Ann Gravatt responded that it was a policy document that DelDOT uses to aid them in their management and improvement of the highway network. Jim noted that it was a policy document for the County and the City as well.

2. Gail Van Gilder suggested that a Landscape Stewardship Program be considered as a strategy of the Corridor Management Plan. She explained that if an award program were established to reward property owners who upgraded their property through attractive landscaping or architecture, more property owners would upgrade their properties.

Written comments were also solicited and the submitted comments follow:

1. One area of concern that I do have is based on the current practice inside the city limits that has resulted in what I consider to be excessive signage. It is a challenge to enjoy any public space in Lewes without being made aware ( and reminded) by the assault of placards and signs which advise the place name, benefactor and/or initiative that provided the funding for the space. The walking surface, a park bench, the vegetation, the public space itself are all subject to the practice of being signed. Too much signage is an annoyance and a distraction, and is a form of visual pollution no matter what its intended purpose is. I would hope that a more discrete standard could be developed and included in the Plan, which will provide useful information, but also lessen the visual imprint.
2. How many signs will go up and how many will come down?
3. Was the August traffic study/count the only one done? Why not others in February, March, April and June to acquire accurate numbers?
4. Keep new trees away from sidewalks and driveways: roots will crawl and raise the concrete.
5. On page 56/Figure 75, what are the limits of the four lane highway? Will it connect to a widened Freeman Highway?
6. Too many trees will block the view of commercial property and force property owners to install bigger taller signs and build taller buildings. Instead, try a roadside berm with a hedge to block the view of cars, not buildings. Space trees 50 feet apart.
7. Please consider cutting off Gills Neck Road access to Lewes at a point where current developers and right of way are not impacted.

Gail Van Gilder closed the meeting at 2:00 PM. In the process, she invited everyone to attend the City Council meeting that night as Council would be considering the endorsement of the Corridor Management Plan.

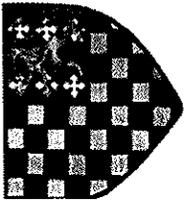


LEWES SCENIC AND HISTORIC BYWAY

PUBLIC MEETING SIGN IN SHEET



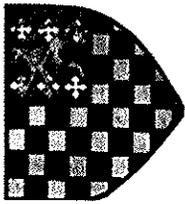
Name	Organization/Address	Email
Linda Dickey	35233 OVERFALLS DR Breakwater 19958	LINDADICKEY.ART@ OUTLOOK.COM
John Dickey	"	JOHNDICKEY.LEWES@ OUTLOOK.COM
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Joe Hoerthorn	305 SEAGULL DR. LEWES DE 19958	JAMALLS @ AOL. COM.
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DICK CECIL	1	DICK_CECIL@yahoo.com
Tim Rutzke	11 HARBORVIEW RD 19958	TRUTZKE@yahoo.com



LEWES SCENIC AND HISTORIC BYWAY  
PUBLIC MEETING SIGN IN SHEET



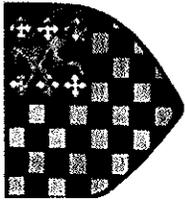
Name	Organization/Address	Email
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Bos Wallace	320 W. 3RD ST	r.b.wallace@hormax.com
Tethu Maetripko	LPMG Leeward 1	
Jinda Palmer	LPMG Leeward	rlpalmerde@comcast.net
Chris McEvilly		jcmceville@gmail.com
Margaret Weber		mweber@comcast.net
MICHAEL GIER	Lewes Biggie & Fed. Comm #a	



LEWES SCENIC AND HISTORIC BYWAY  
PUBLIC MEETING SIGN IN SHEET



Name	Organization/Address	Email
Ronald Smith	Lewes Byway Comm. Gills Neck Rd	
Ann Gravatt	DELDOT	ann.gravatt@state.de.us
Libby Owen	individual	owen120@aol.com
DENNIS REARDON	City Council	dreadon2004@comcast.net
Helen S. Waide	Lewes Ad-Hoc Byways Comm.	hwaide@juno.com
CHRIS McELVIE		



LEWES SCENIC AND HISTORIC BYWAY  
PUBLIC MEETING SIGN IN SHEET

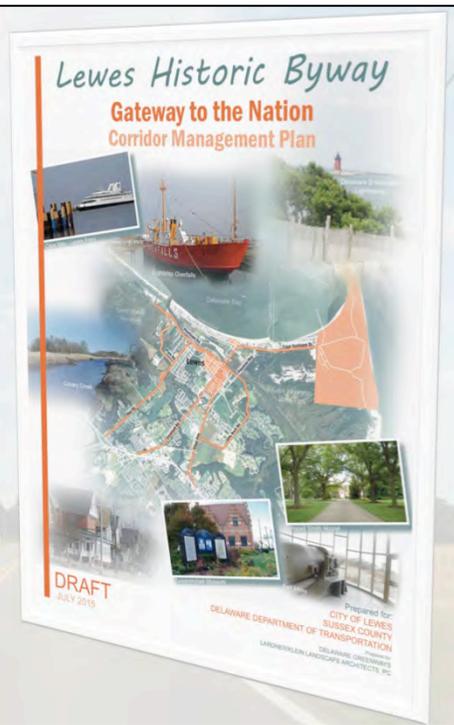


Name	Organization/Address	Email
Rob Morgan	City	rmorgan@cityoflewes.de.us

**Corridor Management  
Plan Draft**  
*for the*

**Lewes Historic Byway  
Gateway to the Nation**

**Public Meeting  
September 14, 2015**



**Introductions**

- Introduction: Gail thanks everyone for coming and introduces Ann and scenic byway committee members and any legislators or public officials
- Introduces Jim and Jim gives presentation
- Gail takes general questions (fifteen minute limit) and directs them to Jim (byway planning – content of the plan), Ann (DeIDOT questions) or Jeff (transportation or traffic)

## Purpose of the Corridor Management Plan



The Corridor Management Plan is being developed to help preserve and enhance significant natural and historic resources along the Lewes Historic Byway—the beautiful marshes along Canary Creek; the striking views and features found along the Delaware and Rehoboth Canal; a downtown historic district listed on the National Register of Historic Places; and, a strong sense of place established by that rich historical fabric. These qualities shape the experience of traveling along the Lewes Historic Byway that is the focus of this plan.

## Today's Agenda: Review Corridor Management Plan Draft

1. Planning Process Context
2. Character and Significance
3. Goals and Strategies:
  - Stewardship
  - Transportation Management
  - Enhancement
  - Recreation and Nature-based Heritage Tourism
  - Marketing
4. Implementation



*Lewes Historic Byway: Gateway to the Nation*



Plan spells out the goals and strategies

## Corridor Management Planning Process

### Goals and Strategies Developed from Series of Committee Meetings

1. Stewardship (April/June 2014)
2. Transportation (July 2014)
3. Enhancement (April/June/Aug. 2014)
4. Heritage- and Nature-based Tourism (Oct./Nov. 2014)
5. Interpretation (Nov. 2014)
6. Management (Jan. 2015)



*Lewes Historic Byway: Gateway to the Nation*



Plan was result of a sequence of Ad Hoc Committee Meetings and input from the public meetings last November.

## Character Defining Features of the Roadways



*Lewes Historic Byway: Gateway to the Nation*



First – this is what the byway represents – the desired character and quality of these landscapes and townscapes.

Clockwise from top left

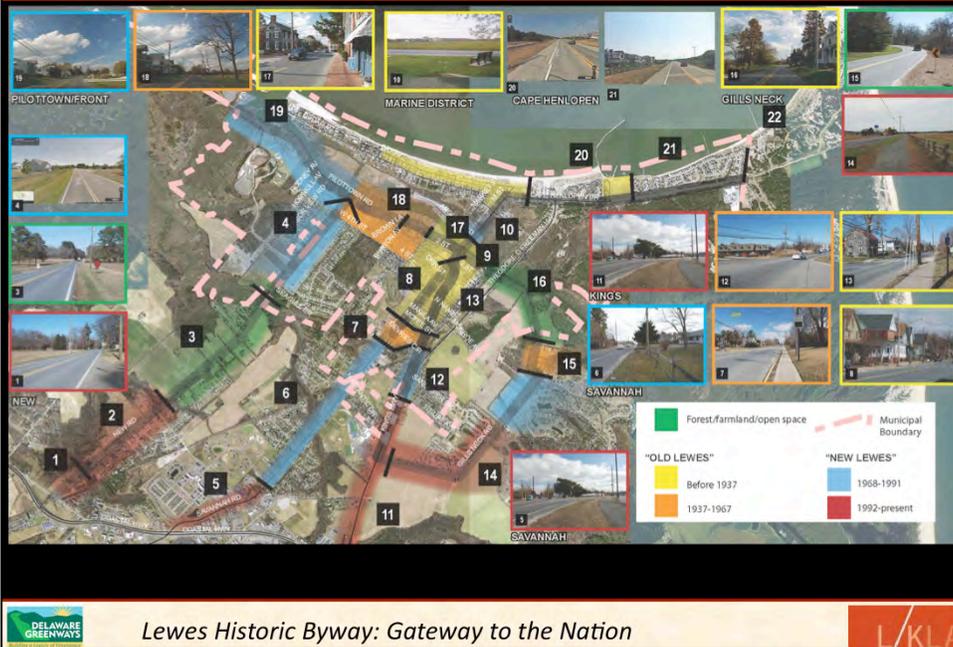
New Road mix of farm and field

Gils Neck Road – Canalfront open space

Kings Highway at Lewes Historic District

Savannah Road in Lewes Historic District

## Character Defining Features of the Roadways



One of the primary concepts for managing these byways is to establish distinct character areas so that future management concepts can fit within the appropriate context of the byway –

We have utilized various periods of growth that are color coded on this map to help define those character areas, The yellow and orange are the areas you might refer to as “old Lewes” the blue and red areas are the growth spurts - what some people might refer to as “new Lewes”

**Goal: Preserve the Character of the Lewes Historic Byway**



 *Lewes Historic Byway: Gateway to the Nation* 

So for each road, working with our committee we have recommended a general management emphasis

On New Road – emphasis on conservation - how to keep it looking pretty much like it is today

**Goal: Preserve the Character of the Lewes Historic Byway**



*Lewes Historic Byway: Gateway to the Nation*



On Savannah Road– emphasis on historic preservation and enhancement

**Goal: Preserve the Character of the Lewes Historic Byway**



*Lewes Historic Byway: Gateway to the Nation*



On Kings Highway and Gills Neck – emphasis on guiding land use change to preserve character

**Goal: Preserve the Character of the Lewes Historic Byway**

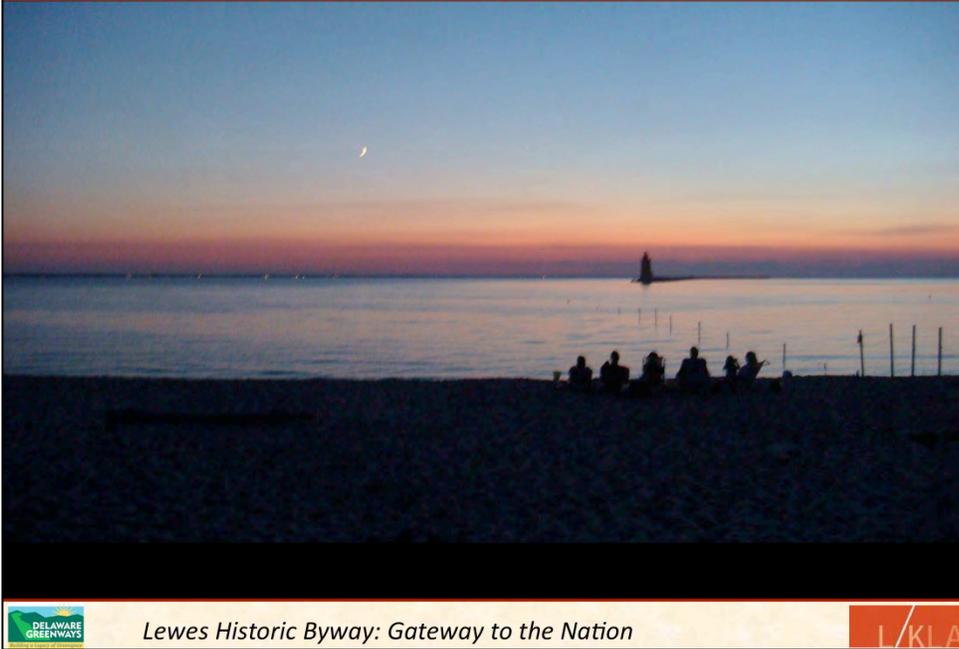


*Lewes Historic Byway: Gateway to the Nation*



Pilottown - emphasis on telling the stories – especially the early history and bringing more of the archeological record to light to help us understand what was here before us

**Goal: Preserve the Character of the Lewes Historic Byway**



Cape Henlopen Drive – access to recreation – better linkages from Ferry and State park to downtown

### **Goal: Preserve and Maintain Character Defining Features**

1. Develop protection priorities
2. Link protection needs with the Delaware Bay
3. Link protection needs with vision of a greenbelt around Lewes
4. Link conservation goals with land use, infrastructure and emergency services planning including sea level rise
5. Relate conservation priorities and gateway enhancement needs with the greenways and trails plan for Lewes
6. Work with property owners to preserve and maintain the character-defining features of historic buildings and neighborhoods



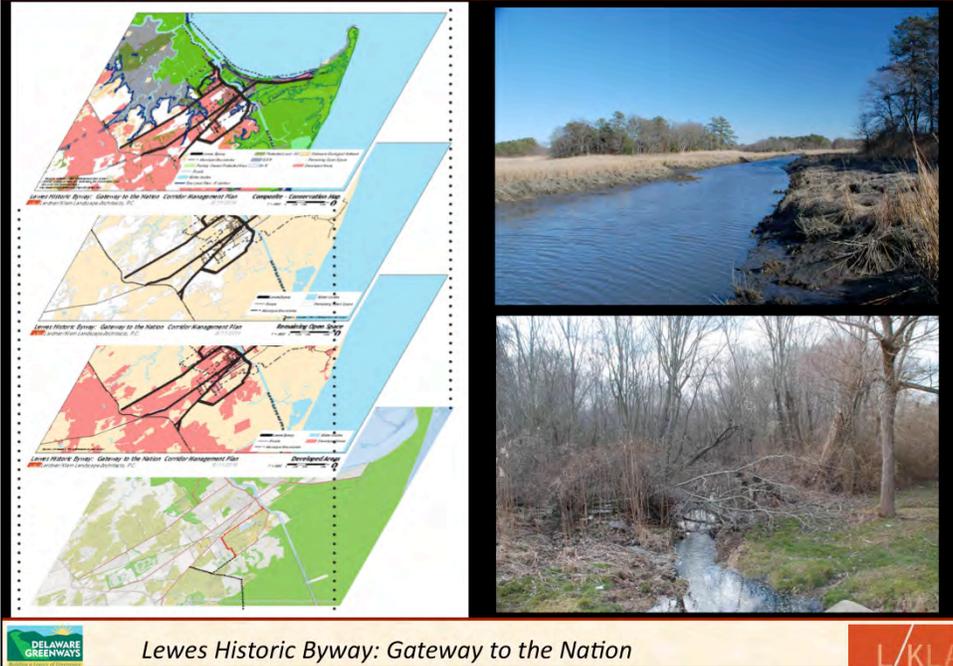
*Lewes Historic Byway: Gateway to the Nation*



There are six strategies in the draft that address the goal of preserving and maintaining the character defining features of the byway

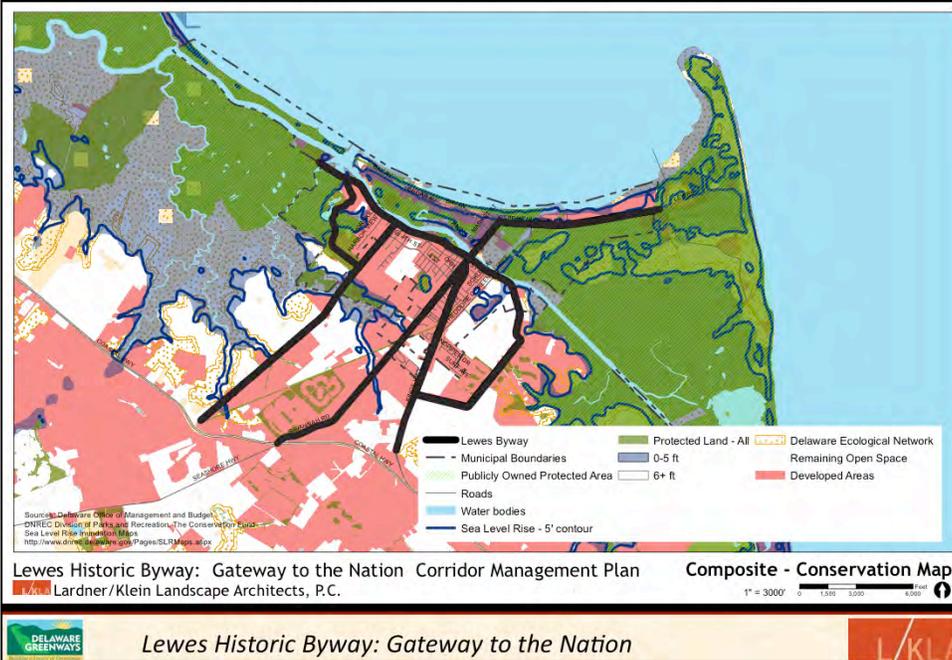
1. Develop Preservation Priorities for the Byway
2. Link the Byway's preservation needs with the Delaware Bay
3. Link the Byway's preservation needs as a critical element in the long-held vision of a greenbelt around Lewes
4. Link the Byway's conservation goals with land use, infrastructure and emergency services planning including sea level rise
5. Relate the Byway's conservation priorities and gateway enhancement needs with the greenways and trails plan for Lewes
6. Work with property owners to preserve and maintain the character-defining features of historic buildings and neighborhoods

## Strategy: Develop Protection Priorities



Conservation priorities include wetlands and stream corridors that flow into the Great Marsh along Canary Creek to the north of Lewes and that flow into the Delaware and Rehoboth Canal along Wolf Glade and its tributaries. Priorities also include currently undeveloped areas that are considered susceptible to flooding due to sea level rise (less than 1.5 meters in elevation, approx. 5').

## Strategy: Link protection needs with regional efforts



This is a composite map showing the location of

- Already developed land (pink)
- currently protected land, (green with diagonal hatching)
- Lands potentially subject to a roughly 1.5 meter sea level rise – the dark blue line
- And lands of interest that are related to wetlands, wildlife, and other ecological values – the brown hatched items

## Strategy: Link protection needs with ... sea level rise



Link the Byway's conservation goals with land use, infrastructure and emergency services planning including sea level rise

Greater Lewes needs to protect these lands so they help to soak up the increasingly rising sea levels – high tides are getting higher – where does the water go – these open spaces, especially along Canary Creek can help protect the character of New Road, Pilottown Road, Gills Neck and create green buffers along Savannah and Kings Highway.

## Strategy: Encourage Preservation of Historic Resources

**USER GUIDE FOR HOME REHABILITATION AND CONSTRUCTION IN THE HISTORIC DISTRICT**

**LEWES HISTORIC PRESERVATION COMMISSION**  
Updated July 1, 2014

This guide is available online on the City of Lewes' website - [www.ci.lewes.de.us](http://www.ci.lewes.de.us)

**DELAWARE GREENWAYS**

*Lewes Historic Byway: Gateway to the Nation*

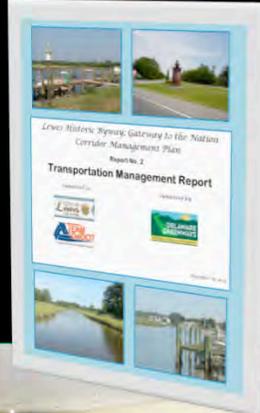
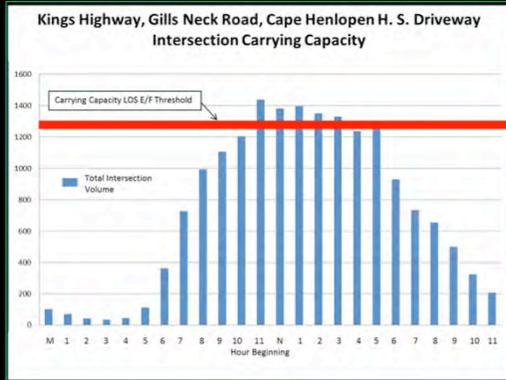
**L/KLA**

Lewes is already well situated for historic preservation with its historic district and guidelines covering most of the areas in the City associated with the byway.

More work is needed to ensure that guidelines are applied consistently along byway

**Goal: Address Safety and Mobility While Maintaining Character**

1. Mitigation of Development Traffic
2. Manage Travel, Not Traffic
3. Alternative Modes Of Travel



JEFF-

- |                                      |     |
|--------------------------------------|-----|
| 1. Mitigation of Development Traffic | p36 |
| 2. Manage Travel, Not Traffic        | p38 |
| 3. Alternative Modes Of Travel       | p40 |

These strategies are came out of the Transportation Management Report –

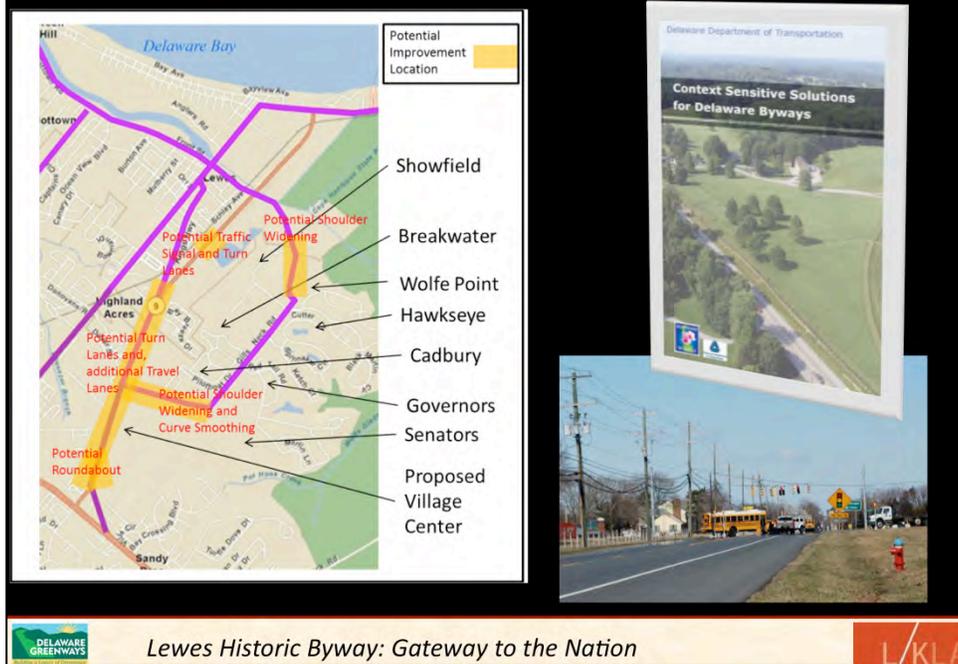
- accomplished with the help of volunteer traffic counters that then helped to shape a better understanding of how much carrying capacity Lewes may have to accommodate future growth in traffic.

The answer is not much – especially in the peak travel times and seasons

Figure 3: Some of the Volunteers gathering to compare notes from a successful day. Councilwoman Bonnie Osler, front left, hosted the volunteers at the City’s Net House in Canal Front Park.

Figure 16: Carrying Capacity of the Intersection of Kings Highway, Gills

## Strategy: Mitigation of Development Traffic



### JEFF: Mitigation of Development Traffic

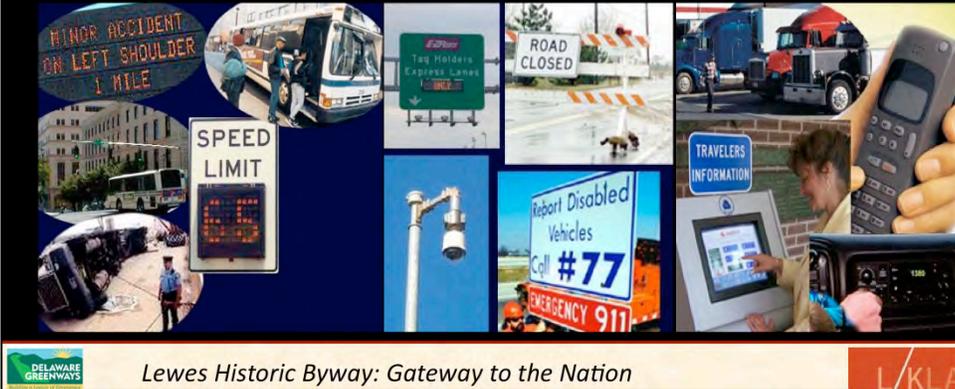
*Figure 25: Proposed Developments and Potential Roadside Improvements, Gills Neck Road and Kings Highway*

Manage the traffic impacts of new development by developing context sensitive mitigation techniques that maintain the character and context of the Byway – these are also enhancement goals – **but the development review process is where much of this needs to be discussed and implemented**

- Landscape Master Plan (just getting started now – **NEED TO ASK ANN ABOUT 9-30 or 10-1 confirmation of public meeting dates**)
- Context Sensitive Design
- Improve Developer, City, County Coordination
- Achieving Complete Street Policy Objectives on Scenic and Historic Roads
- Establish a Traffic Improvement District

## Strategy: Manage Travel, Not Traffic

Photo by Deny Howeth, Cape Gazette



DELAWARE  
GREENWAYS

Lewes Historic Byway: Gateway to the Nation

LKLA

JEFF – discuss tools for managing travel and an example of how they might be applied to the byway routes

Develop a Traffic Management Plan

Manage Events and Beach Overcrowding

## Strategy: Encourage Alternative Modes Of Travel

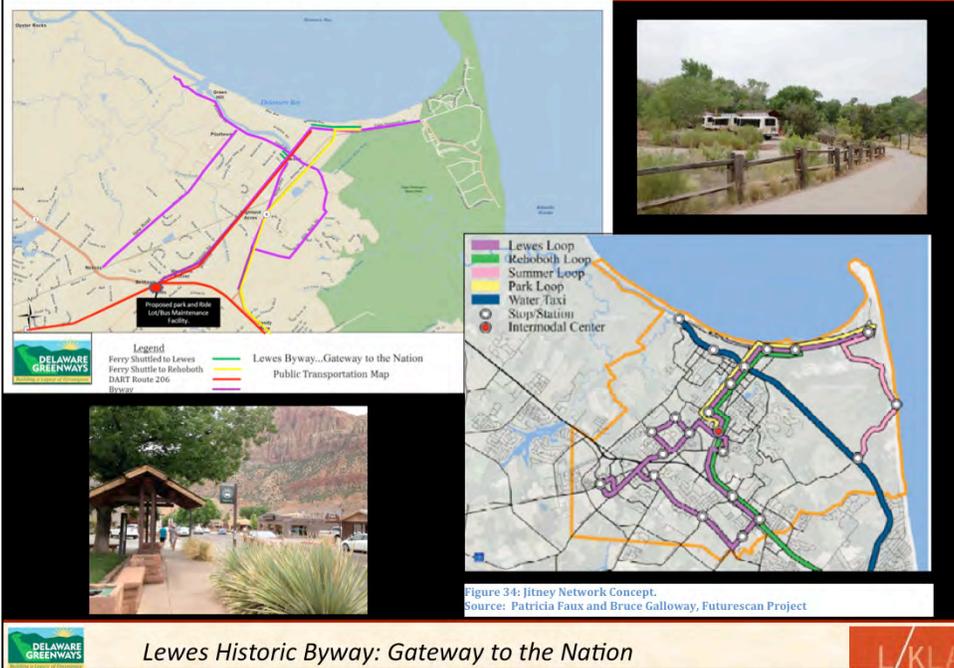


### JEFF: Alternative modes of travel

Continue to carefully develop the area's trails and greenways to ensure visitors and residents alike can visit the attractions along the Byway routes on foot and on bicycles.

Junction and Breakwater recently completed section in Lewes (photo courtesy of Peter Shields)

## Strategy: Encourage Alternative Modes Of Travel



### JEFF Alternative modes of travel

Continue to carefully develop the area's trails and greenways to ensure visitors and residents alike can visit the attractions along the Byway routes on foot and on bicycles.

1. Improve public transit
2. Reduce Vehicular Demand

Public transportation – existing and one of two proposals put forward in recent years for extended public transit and jitney service

Zion National Park bus service is a national model – from gateway community of Springdale – into the Zion Canyon – only way to go during peak travel season and serves a comparable level of visitation with similar seasonal peaks

## Goal: Enhance Visual Quality and Byway Travel Experience

1. Use context sensitive solutions
2. Establish gateways and wayfinding signage system
3. Enhance the roadway and roadside appearance
4. Guide land use change over time



*Lewes Historic Byway: Gateway to the Nation*



JIM:

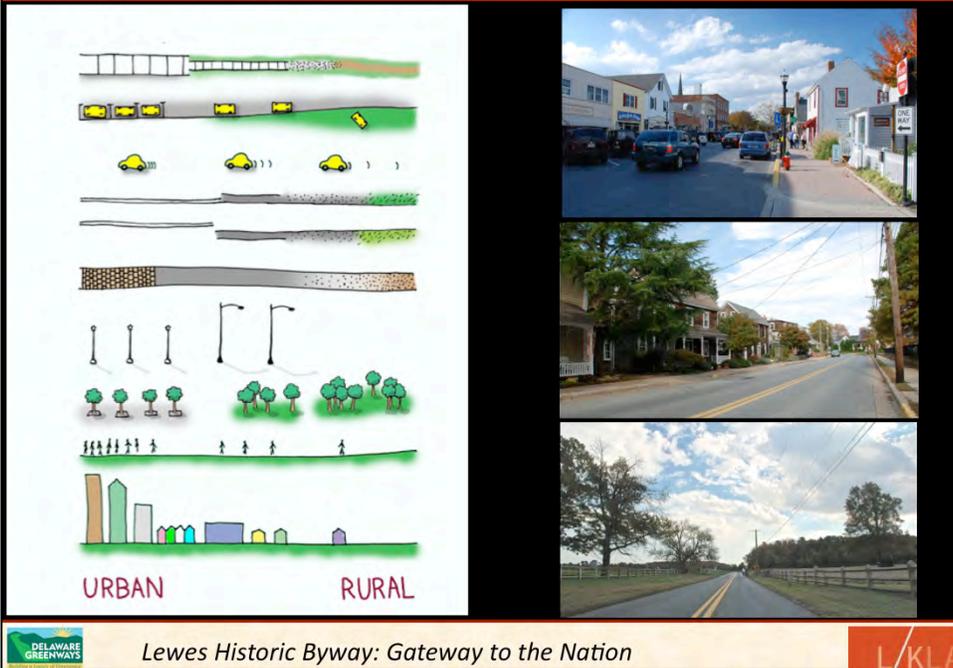
Use context sensitive solutions

Establish gateways and wayfinding signage system

Enhancing the roadway and roadside appearance

Guiding land use change over time

## Strategy: Use Context Sensitive Solutions

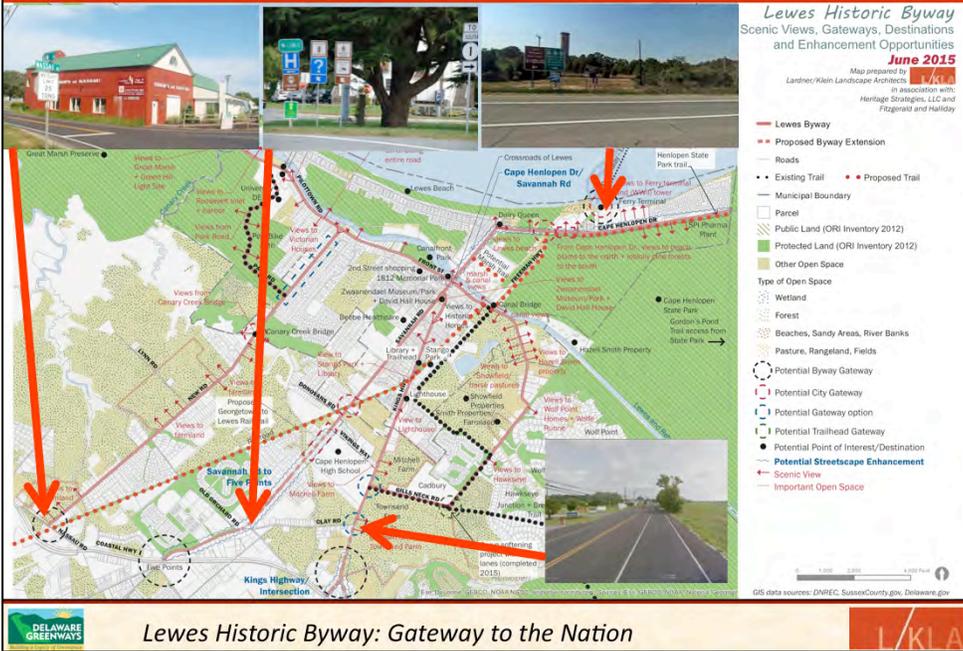


When to use context sensitive solutions

Determine Appropriate Treatments

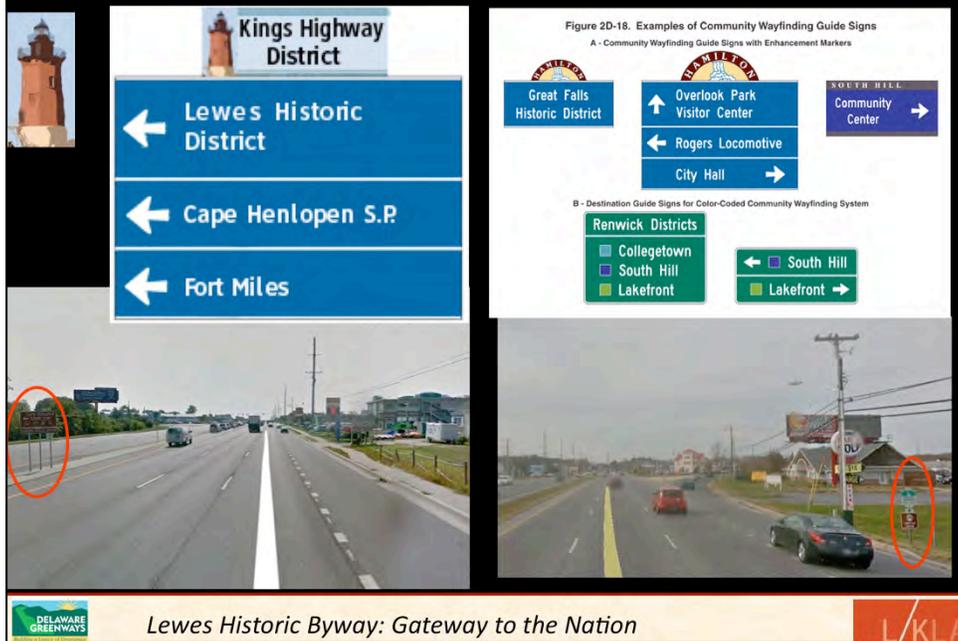
Urban to rural defines context to use for streetscape or rural byway or somewhere in between

# Strategy: Establish Gateways and Wayfinding System



Map showing location of gateways – three types  
 - Byway and Community and Trail Gateways

## Strategy: Establish Gateways and Wayfinding System



Let's start with first impressions:

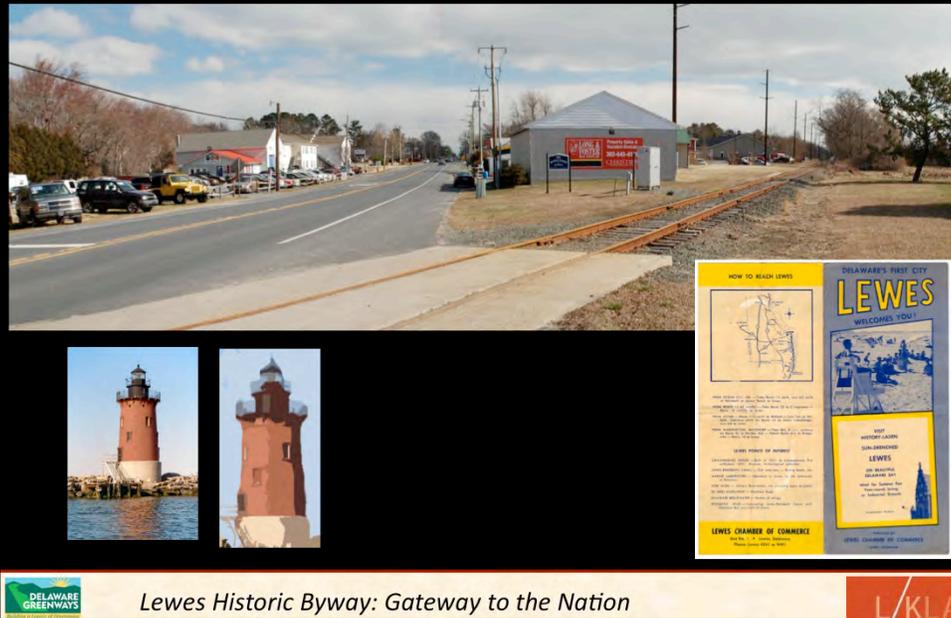
From Coastal Highway gateways –

The first time you see New Road, Savannah or Kings Highway from the Coastal Highway – you might need a GPS to know when to turn,

It should not be that way. You can start with some replacement signs for community-based wayfinding for each of the three routes.

A graphic identity should be incorporated into the signs that captures the desired logo and names each of the routes that you are turning onto (perhaps as a “district” as shown

## Community gateways



*Lewes Historic Byway: Gateway to the Nation*

That identity should then be extended to gateways at each of the three main routes into town – New Road, Kings Highway and shown here the City gateway on Savannah at the future rail trail crossing

Lewes has a long history of welcoming people to its community as this 1950's version of the chamber of commerce brochure illustrates

## Establishment of byway and community gateways



*Lewes Historic Byway: Gateway to the Nation*



Here is an idea for how to make a gateway sign into more of a gateway area – using landscape design and murals - at the trail crossing

Applying lighthouse theme –

- it could be a low horizontal sign on one side of the road with native grasses shrubs and small trees.
- It could incorporate public art on the adjacent blank wall of the building.
- It could incorporate the future rail-trail crossing.
- It could incorporate some design assistance to help the adjoining car sales lot to feature just a few of the best cars rather than an overwhelming array of a long line of cars

## Establishment of byway and community gateways

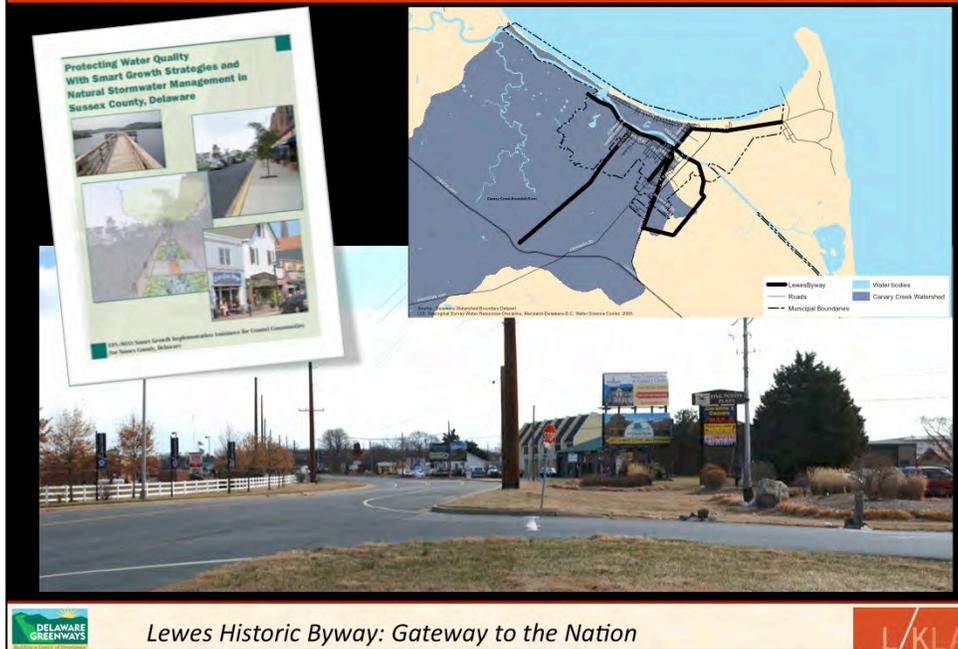


*Lewes Historic Byway: Gateway to the Nation*



Or alternatively it could be something larger that reflects the lighthouse theme but does not copy the DRBA's gateway on Freeman and Kings next door.

## Strategy: Enhance Roadside Appearance



### Savannah Road: improve visual and water quality

One important benefit you have of your geography near the water is that all the areas in blue drain into Canary Creek and the Great Marsh – so that there is strong interest in protecting the quality of the water that flows into the marsh as well as its visual quality as the main travel routes into Lewes and the 1.5 million visitors a year that come here.

What a great opportunity to showcase best practices for both community design and integrating stormwater management into that community design.

Just such a recommendation was made as part of a “Protecting Water Quality” report prepared for Sussex County by technical assistance team from EPA

## Improving Water Quality and Visual Quality

Site-Level Stormwater Design Strategies

**Option for Swales—Parking Lot**  
 A perimeter side swale is one of the most common and effective means of managing stormwater runoff in a parking lot. In many cases, simply employing a better site design and reducing parking lot stall lengths can help yield the 4 to 6 feet of space needed for a stormwater swale.

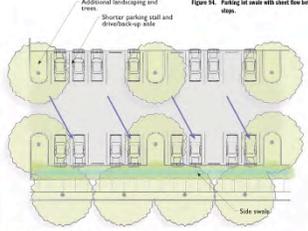
The top consideration for parking lot design is the grading of the parking lot and how the water flows into the rain gardens. It is best to sheet flow the water across the surface of the lot and get it into swales or planters as soon as possible. When grading a parking lot, remember that it doesn't take much effort to redirect sheet flow of water. Figure 15 shows a small speed bump that helps direct water into a swale.



**Figure 13.** Parking lot swale with curb cuts and a speed bump used to direct stormwater flow.



**Figure 14.** Parking lot swale with short curb between parking stalls.



**Figure 15.** Perimeter side swale in parking lot—plan view.

Protecting Water Quality With Smart Growth Strategies and Natural Stormwater Management in Sussex County, Delaware



**DELAWARE GREENWAYS**      *Lewes Historic Byway: Gateway to the Nation*      **L/KLA**

It includes techniques using street tree plantings for infiltration that help filter the stormwater before it ends up in Canary Creek and the Great Marsh. They can be designed to look good as well and be used in parking lots – this should be a demonstration project grant application right now – don't wait to do this.

## Strategy: Enhance Savannah Road in the Marine District



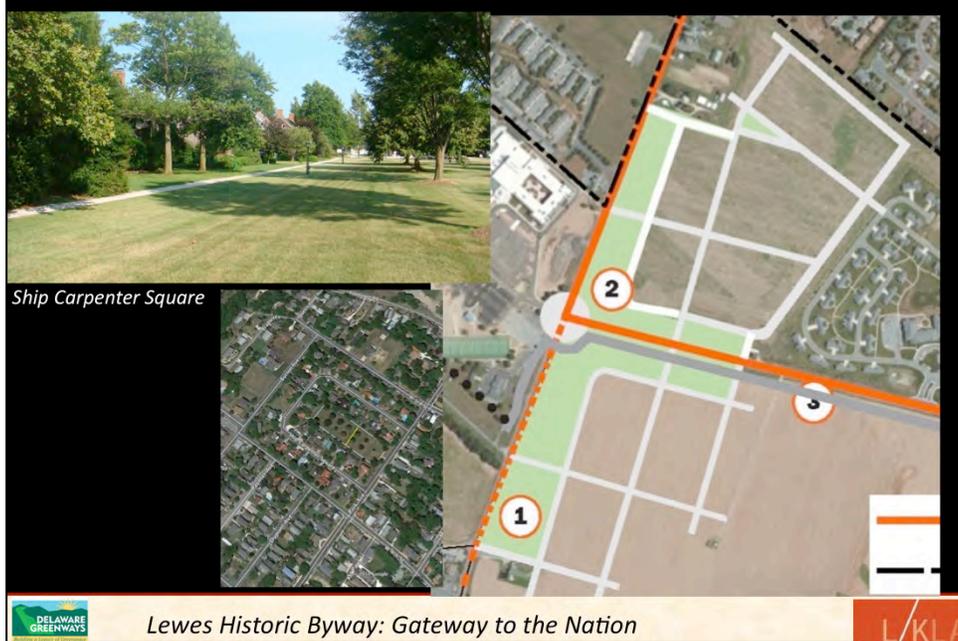
The byway route along Savannah Road anchors the City of Lewes' Marine Commercial District

The City recently hired a consulting planner to evaluate the Marine Commercial District and look at approaches for achieving some of those goals.

For the byway those goals included enhancing the streetscape including making it safer for pedestrians and bicyclists to walk and along those lines consider constructing a boardwalk along the eastern side through the wetlands to serve as a unique destinations that would encourage people to linger longer in the area. With more foot traffic the district could support more mixed use commercial settings such as is found in Seaside, Florida- one of the earliest and best known of the traditional neighborhood development approach which most closely matches your goals for the area.

If you have comments or suggestions for gateways, combining visual quality improvements with water quality improvements, or about enhancing Savannah Road in the Marine District – make your comments at board #4

## Strategy: Guide land use change over time



Guiding land use as a strategy is important along Kings Highway and Gills Neck Road.

This includes encourage a different pattern of land use than what is currently being developed along Gills Neck Road – instead of cul-de-sacs with all the traffic coming out of one location, you need to simply consider two key strategies

- 1) Extend the patterns of lots and blocks outward using the size, scale and character of historic Lewes
- 2) Incorporate open space and landscape into design of the transportation features –

Here are three scenarios for how these principles could be applied to Kings Highway – each of the three approaches have their advantages and disadvantages –they need to be carefully considered and a comprehensive urban design decision made among all the stakeholders including everyone in this room. Without this decision, one of the two main routes into Lewes will start looking more like anyplace USA rather than what everyone here finds desirable about Lewes. This is your last and best chance to do something positive and shape look and feel of Lewes for a lifetime and beyond.

## Use context land use and transportation design approaches



*Use context sensitive design to maintain the distinct character of the Lewes Historic Byway routes*

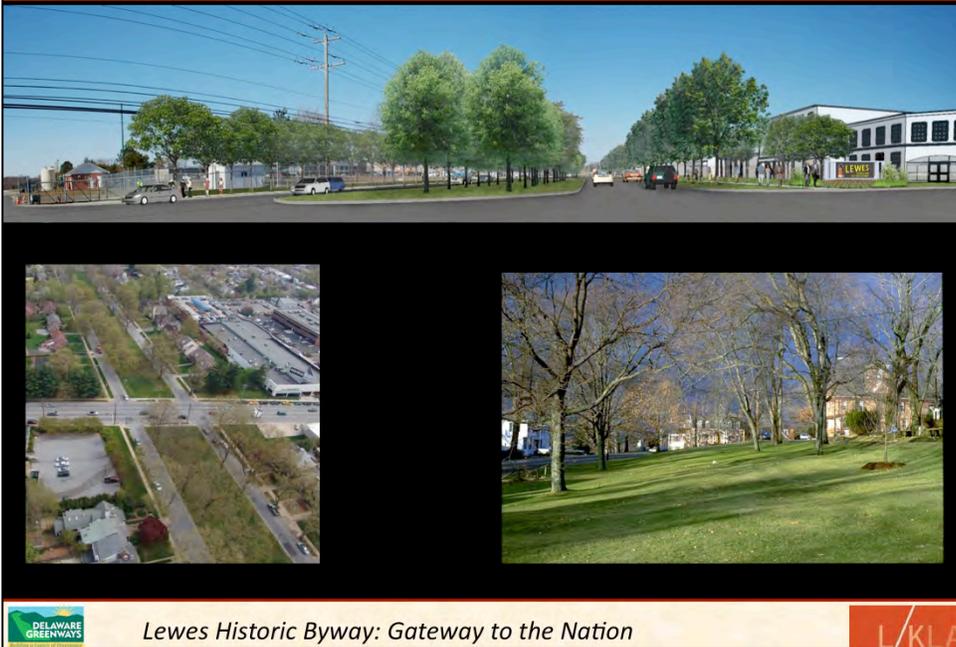


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DeIDOT already has some guidance available in the form of this document “Context Sensitive Solutions for Delaware Byways” and the Department has a good track record in recent years of incorporating context sensitive approaches into the design of transportation facilities along scenic byways

## Kings Highway – Wide Boulevard as Gateway to Lewes



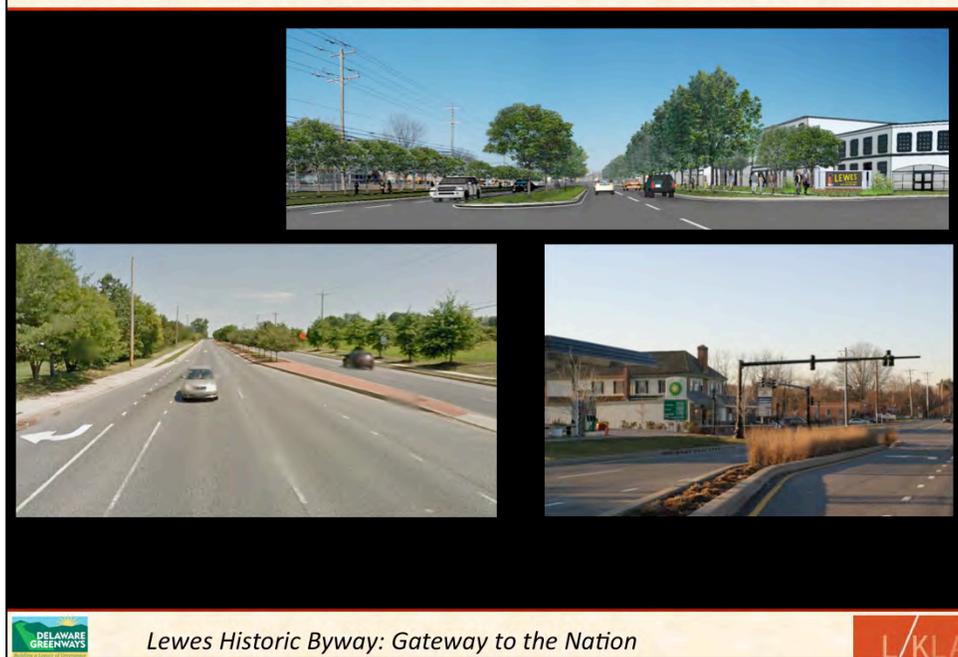
The first approach of a wide median– extending the grid of the City out to the new gateway into town.

Street and park blocks with – 150' showing Bancroft Parkway – and Sharon Green in Connecticut (right)

Top view shows a perspective of development that fronts the boulevard with double rows of trees and a center median at 48' – allowing for turn lanes and the double row of trees to continue throughout.

This approach would require right-of-way and utility relocation and would have to be implemented as part of the development projects on Kings Highway as it in a sense integrates the transportation elements directly into the development so they are designed as one

## Kings Highway – Narrow Median (min. right-of-way required)



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The second options shows how the median can be narrowed to reduce the right-of-way requirements and avoid utilities. DeIDOT looked at the layout of a narrow median similar to what was installed along Delaware Route 7, bottom left and estimates that about seven-feet of right-of-way would be required here and some potential utility adjustments might be needed.

The median narrows to accommodate the turn lanes which could be brick as was done on Delaware Route 7, or it could be planted if you could get some agreements about maintenance such as they did with the Delaware Center for Horticulture along the Brandywine Valley Scenic Byway in Greenville.

## Kings Highway – Narrow Median (min. right-of-way required)



Kings Highway at Gills Neck Road: Proposed Boulevard  
L/KLA  
Landscape Architecture, P.C.

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DRAFT 11/10/2014



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Here is an aerial view of the intersection showing how the various sidewalks and trails could be incorporated into the design with the light gray being the multi-use pathways connecting back to the Junction and Breakwater Trail and Cape Henlopen High School and the brick sidewalks connecting to the regional pathway system from adjoining developments.

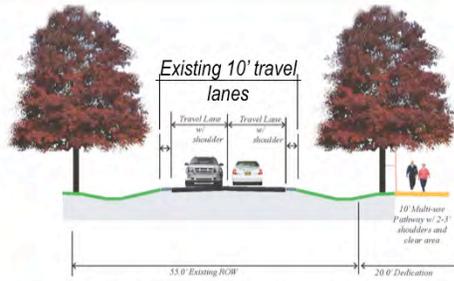
## Kings Highway – Using Median for Stormwater Management



One of the ways to “pay” for the right-of-way and utility relocation is to partner with your adjoining landowners and property developers and incorporate the required stormwater management into the design of the median. It can be a wide median such as shown here in Celebration Florida, as only Disney could do it, beautiful, or in a more traditional transportation project with a narrow median – but still pretty nice looking.

The maintenance is part of the maintenance required for any stormwater management facility –so that is another bonus.

## Gills Neck Road Context Sensitive Solutions



Accommodate a multi-use pathway along Gills Neck Road by reducing shoulder width to provide enough room for street tree planting outside of the drainage areas—thus helping retain the character of Gills Neck Road.



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Sometimes – the approach for addressing land use induced changes in a roadway are to try and make it look just the way it is today – tough job on Gills Neck Road.

- first job is to get the Sunday bicyclists off of Gills Neck Road – the orange portion of the planned trail system will help do that. The experienced bicyclists won't likely go that way, but they are

**Goal: Use the byway to complete greenway and trail system**

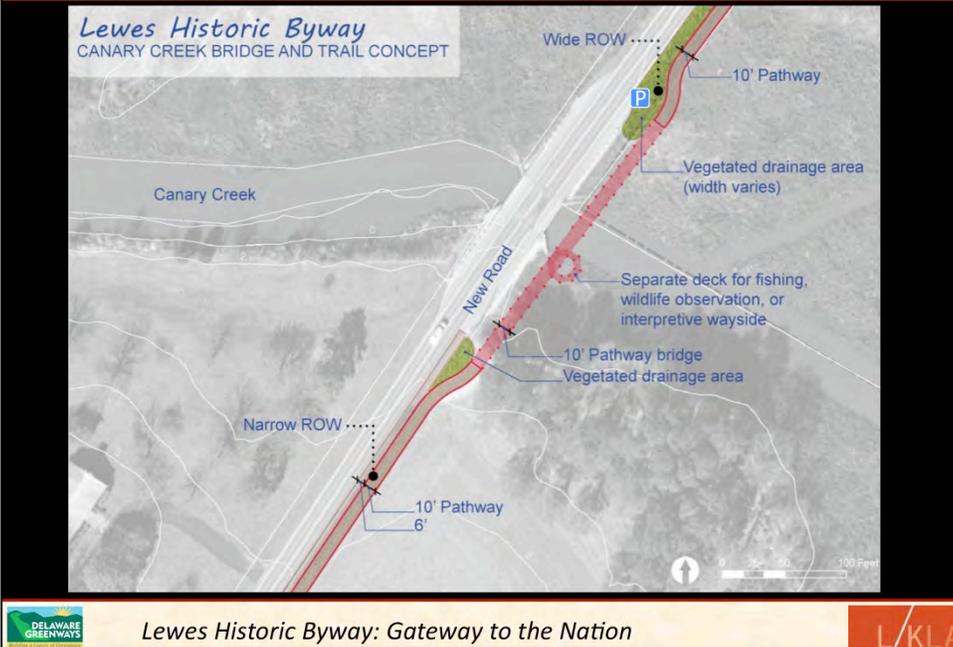


The trail system is another great feature of the greater Lewes area. Here is a map showing the built trails in blue, the planned trails in red.

The preferred route for connecting New Road, Savannah Road and Kings Highway is by utilizing a new separated pathway along New Road and Old Orchard Road (orange)

A greenway network along Canary Creek (green) is desirable to enhance wildlife and water quality

## New Road: Multiple Use Path/Canary Creek Bridge



The byway can play an important role in this effort by advancing the idea of a multi-use trail along New Road coupled with the pedestrian bridge and pier for fishing and wildlife observation

**New Road: Multiple Use Path/Canary Creek Bridge**



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Existing view looking west

**New Road: Multiple Use Path/Canary Creek Bridge**



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Here is what it might look like - Proposed view looking west of separated boardwalk

## Destination: Extend Maritime History Trail to Green Hill Light



Another opportunity that related directly to the byway is to create a destination at the end of the road by linking together the publicly accessible landscapes, water, and facilities

Delaware Breakwater Rear Range (Green Hill) Lighthouse, - now in Florida (lower right) – has been the subject of a potential interpreted trail since at least 2002. The remnants from the light are now in worse condition – but it can certainly still be interpreted

Lower Right – shows how some pedestrian space could be inserted around the De Vries Monument to make it more approachable

Destination: Great Marsh and Green Hill Light



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The trail could combine birding and history – to the site of the green hill lighthouse

**Increase visitor readiness and suitability of destinations**



Pilottown Road: Boardwalk Destination Concept Drawing  
L/KLA Gardner/Reim Landscape Architects, P.C.

Lewes Historic Byway: Gateway to the Nation  
Draft: 8/14/2014



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Developing a boardwalk and trail to the site of the Green Hill Light would provide better access to the marsh

**Goal: Use Byway as a tool for spreading out visitation**

1. Build partnerships with tourism organizations and the Chamber of Commerce
2. Help position Lewes as a destination for heritage and nature-based travelers
3. Expand nature- and recreation-based tourism attractions
4. Utilize the Byway to manage visitation



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beyond the beach and the summer season and enhancing the quality of the visitor experience

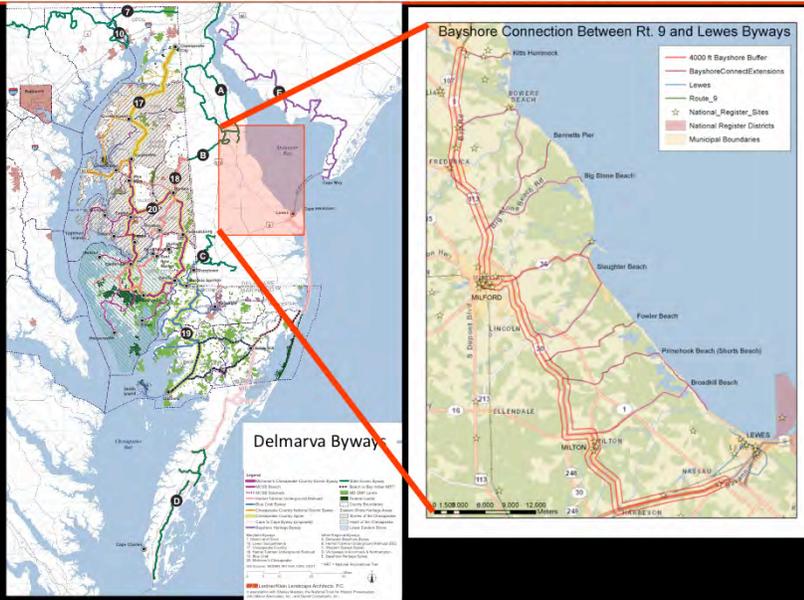
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## Next Steps: Review and Comment, then Final Draft

### Elements of a CMP

- Public Outreach
- Vision and Goals.
- Stewardship of Intrinsic Qualities
- Guiding Change
- Enhancing the Travel Experience
- Travel Safety
- Managing Tourism
- Resources Interpretation
- **Support and Implementation**

1. Providing input to the Master Plan for Kings Highway and Gills Neck
2. Establish conservation and preservation priorities and seek funding for the top priorities
3. Work with the City and County to ensure that the CMP is referenced in the Comprehensive Plans
4. Develop a permanent management structure for the Byway that formalizes participation by County and State agencies, and representation of stakeholder groups



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Providing input to the Master Plan for Kings Highway and Gills Neck and near term development proposals for Kings Highway and Gills Neck Road

Establish a preservation action committee or task force to establish conservation and preservation priorities and seek funding for the top priorities

Work with the City and County to ensure that the CMP is referenced in the Comprehensive Plans

Develop a permanent management structure for the Byway that formalizes participation by County and State agencies, and representation of stakeholder groups