

## 10.0 Action Plan and CMP Implementation

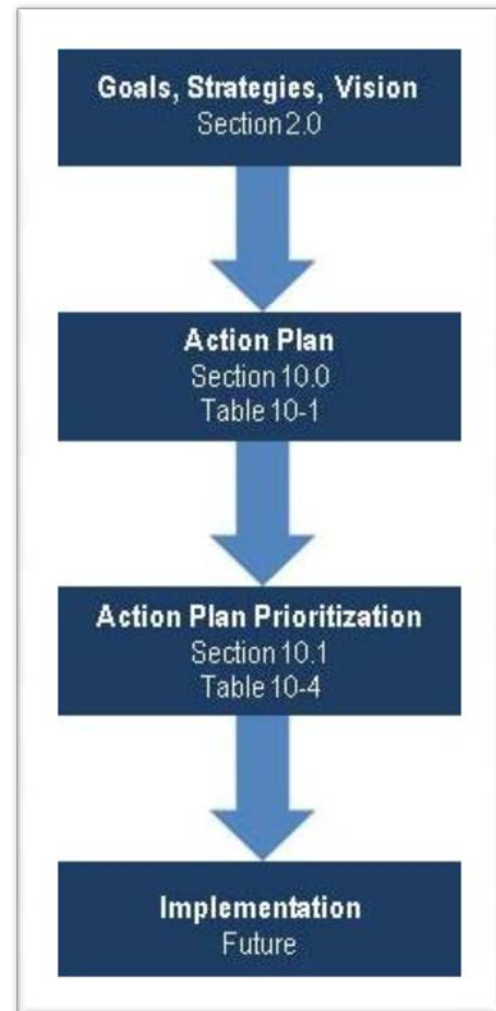
The Action Plan and CMP Implementation chapter outlines the actions that the Harriet Tubman Underground Railroad Byway (HTURB) Steering Committee should work towards in support of the Goals, Strategies, and Corridor Vision provided within this Corridor Management Plan (CMP). The Action Plan serves as the checklist and timeline on how to implement the Corridor Management Plan.

The HTURB Action Plan should be revised and updated over time (annually is recommended) to reflect the changing conditions along the corridor. The Steering Committee should evaluate and revise the Action Plan based on accomplishments and completion of items.

This chapter is structured to provide the HTURB with a comprehensive Action Plan that takes the Goals and Strategies and identifies more specific actions that should be implemented. The comprehensive Action Plan (Table 10-1) has been reviewed by stakeholders, the Steering Committee and the public and an Action Plan Prioritization section and list (Section 10.2 and Table 10-4) has been developed. Both of these are found later in this chapter. The Action Plan Priority list should function as a checklist for implementation of the CMP. It is not designed to be followed in priority/chronological order, but provided as a recommendation as a result of input from the aforementioned groups. In addition, it is important that a comprehensive list of action items are included (Action Plan-Section 10.1) to ensure that the CMP mentions and addresses a variety of possible projects to be consistent with many grant program requirements, specifically the National Scenic Byways Program (FHWA).

The Action Plan (Section 10.1) is divided into fourteen (14) main categories (labeled alphabetically and noted below), which include more specific subcategories or actions along with the corresponding Goals, Responsible Parties, Time Frame, Possible Funding Sources.

The estimated time frames are defined as: (S) short-term as 0-2 years; (L) long-term as 2-10 years; or (O) on-going. The fourteen (14) main categories of the Action Plan include the following:



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|--|---|
| <b>A. Transportation Planning/Safety</b> | <b>I. Interpretation/Research &amp; Education</b> |
| <b>B. Land Use/Zoning</b>                | <b>J. Promotions/Marketing</b>                    |
| <b>C. Utilities</b>                      | <b>K. Economic Development/Funding</b>            |
| <b>D. Conservation/Beautification</b>    | <b>L. Administration/Organization</b>             |
| <b>E. Public Access</b>                  | <b>M. Coordination</b>                            |
| <b>F. Trail Development</b>              | <b>N. Wayfinding &amp; Signage</b>                |
| <b>G. Tourism/Recreation Facilities</b>  |   |
| <b>H. Historic/Cultural Preservation</b> |   |

### **10.1 Action Plan List**

This section presents the action items that are being proposed as CMP implementation activities and strategies that the HTURB can implement in the short-term, the long-term and as on-going activities. The Action Plan recommendations are the result of extensive community outreach, Steering Committee interviews, and additional research and expertise.

The comprehensive HTURB Action Plan is displayed below as Table 10-1.

Table 10-I: Comprehensive HTURB Action Plan

## A. Transportation Planning &amp; Safety

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>A1</b>	<b>Roads and Wildlife</b> Raise awareness of wildlife protection techniques in transportation/land development planning; Support establishment of speed zones and traffic calming measures in areas of known wildlife trails and crossings; Improve sight distance and off-road obstacles to reduce potential for wildlife road kill; Support reduction/enforcement of speed limits to reduce road kills.	4,6	1-6	ACDEF			<b>O</b>
A1-1	Assess the need and locations for wildlife protections along the Route 9 segment of the Byway	4,6	1-6	ACDEF		<b>L</b>	
<b>A2</b>	<b>Roadway Construction</b> Support roadway construction and associated improvements (passing lanes, turnarounds, pull-off areas, parking sites) that achieve a safe and traveler-friendly environment with design and scale appropriate to the region (context sensitive design); Support construction/improvements of pedestrian walkways, bridges, parking, and rest areas; Promote appropriate paving/improvements to unpaved roads providing access to important intrinsic resource sites in forests, parks, and refuges.	4,6	2-6	ADEF			<b>O</b>
A2-1	Support the efforts of other groups in the assessment of the need and locations for wildlife protections along the Route 9 segment of the byway.	4,6	2-6	ACDEF			<b>O</b>
<b>A3</b>	<b>Intersections</b> Identify major intersections & corridor segments that require improvement/enhancement; Improve pedestrian crossings at signalized and un-signalized locations.	6	2-6	AE		<b>L</b>	
A3-1	Sorghum Mill Road and Route 10 – in need of a turn-around	6	2-6	AE		<b>L</b>	
A3-2	Pedestrian Crossing, sidewalk improvements at the Intersection of SR 13 and SR 299 (Odessa, New Castle County)	6	2-6	AE		<b>L</b>	
<b>A4</b>	<b>Multimodal Transportation</b> Support alternative forms of transportation where appropriate (bicycles, public transit, commuter rail, etc.).	6	2-6	EF			<b>O</b>
A4-1	Assess the feasibility of returning (previous operation) a streetcar/trolley to Odessa (Odessa Commons)	6	2-6	EF		<b>L</b>	
A4-2	Coordinate with DART to ensure that bus routes are able to accommodate Byway travelers	6	2-6	N/A	<b>S</b>		
A4-3	Create a Byway specific bike trails and routes brochure or related document.	6	2-6	EF	<b>S</b>		
A4-4	Attend and coordinate with the local bike/ped committees (MPO, etc.)	6	2-6	N/A			<b>O</b>
A4-5	Assess the Byway for bike accessibility, including shoulder widths (lacking between Port Penn and Odessa) and existing bike lanes	6	2-6	EF		<b>L</b>	
A4-6	Coordinate with DelDOT and DART to utilize park and ride lots along the Byway and with connectivity to the Byway to host tour bus loading and other Byway associated needs	6	2-6	N/A	<b>S</b>		
A4-7	Encourage and promote pedestrian use of the Byway. Exploring the Byway by foot is a key means to understanding the corridor story and experiences.	6	2-6	EF			<b>O</b>

## B. Land Use &amp; Zoning

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>B1</b>	<b>Land Purchase/Acquisition</b> Support land purchases that advance intrinsic resource protection and public access. Partnering with existing land owners, preservation entities, and State Land Holding Agencies is suggested.	4	1-6	ABDEFG			<b>O</b>
	B1-1 Consider utilizing the transfer of development rights in an effort to acquire property for Byway use and/or preservation.	4	1-6	ABDEFG			<b>O</b>
	B1-2 Coordinate with Kent County to preserve and possibly purchase the Wildcat Manor location for possible enhancements.	4	1-6	ABDEFG		<b>L</b>	
	B1-3 Continue to assess and identify locations along the Byway where there is a concentration of environmental, conservation or agricultural land uses that would benefit from scenic and conservation easements, or the purchase and transfer of development rights. Examine the steps to, and put into place the appropriate protection measure for areas such as: 1. Along Route 10 between Sandtown and Camden. There is a concentration of Agricultural Easements and Agricultural Preservation Districts. 2. Along Route 15 between Smyrna and Middletown where there is a current concentration of open space, state owned land, and Agricultural Preservation Districts. 3. South of Port Penn along Route 9 where there is a significant concentration of Wildlife Area land.	4	1-6	ABDEFG		<b>L</b>	
<b>B2</b>	<b>Screening</b> Promote establishment of appropriate setbacks and landscape screening to enhance/improve areas of visual intrusion.	4	1-6	ADEF			<b>O</b>
	B2-1 Coordinate with Delaware Power/Delmarva Power to install screening (natural/landscaping or other) along the Byway, specifically along Route 9 (River Road) and Wrangle Hill Road northwest of Delaware City. The screening should improve the view/aesthetics in areas that have chain link, barbed wire, or other unsightly views of the industrial sites.	4	1-6	ADEF	<b>S</b>		
<b>B3</b>	<b>Easements</b> Work with regional agencies and entities to identify and advocate conservation preservation easements, farmland preservation easements, and historic preservation easements or use other tools for the protection of resources.	4	1-6	ABDEFG			<b>O</b>

## C. Utilities

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>C1</b>	<b>Power Lines</b> Promote and coordinate relocation of utility poles where they obstruct or visually impact scenic views or resource access along the corridor. Consider the possibility of placing utility lines underground.	4	3-6	ADEF	<b>S</b>		
<b>C2</b>	<b>Water Treatment</b> Improve stormwater control practices and sea level rise as needed and appropriate.	4	1-6	DEG		<b>L</b>	
C2-1	Find ways to control standing water on Route 9 (River Road) south of New Castle and south of the Chesapeake and Delaware Canal	4	1-6	DEG		<b>L</b>	
C2-2	Work with DelDOT to remedy standing water issues	4	1-6	DEG		<b>L</b>	
C2-3	Notify and educate travelers about standing water issues on roadways to avoid any possible road closures or impassible locations diminishing the quality of experience for the traveler.	4	1-6	DEG		<b>L</b>	
C2-4	Ensure that regulatory signage along the Byway denotes locations of possible standing water	4	1-6	DEG	<b>S</b>		

## D. Conservation &amp; Beautification

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
D1	<b>Native Species</b> Conduct inventories of species and promote use of native plants/trees in landscaping and removal of exotic/invasive species where appropriate; Support planting of native trees and plants that provide wildlife food and forage to expand opportunities for wildlife habitat and viewing.	6	6	ACDEF		L	
	<b>Native Wildflowers</b> Encourage planting of wildflowers along rights-of-way, in medians, and adjacent to public and private properties; Support coordination of mowing along rights-of-way to protect wildflowers, promote natural reseeding, and expand access for butterflies, birds, and other wildlife; Coordinate with local or regional wildflower entities to cross-promote.	6	2-6	ACDEF		L	
D3	<b>Ordinances</b> Encourage the adoption of ordinances regarding landscaping, tree planting, tree canopies, and protections that support beautification efforts.	4,6	2-6	N/A			O
D3-1	Focus on Byway Gateways for enhancement of landscaping and streetscaping. The north and south termini of the Byway should be focused on initially.	4,6	2-6	N/A		L	
D3-2	Work with the Maryland and Pennsylvania (planned) HTURB to ensure a seamless transition between Byway ordinances and policies at the state lines.	4,6	2-6	N/A		L	
D3-3	Encourage new and future expansion of local overlay historic preservation zoning ordinances in communities along the byway to preserve historic properties, the general historic appearance, and manage change within their jurisdiction along the Byway corridor.	4,6	2-6	N/A		L	
D4	<b>Landscapes</b> Promote beautification/landscaping of intersections and use of screening to hide utilities and other negative views from public view; Seek partners and funding to provide the resources for these efforts.	4,6	2-6	ADEF			O
D4-1	Coordinate with land holders and businesses to the north of the Army National Guard site along River Road to improve landscape screening of chain link fencing	4,6	2-6	ADEF	S		
D4-2	Coordinate with the Delaware City Refinery (and other industries) at River Road and Wrangle Hill Road (north of Delaware City) to screen the chain link/barbed wire fencing along the Byway	4,6	2-6	ADEF	S		
D4-3	Improve the gateways of the Byway, specifically the entry nodes at the Maryland border and Pennsylvania border.	4,6	2-6	ADEF	S		
D5	<b>Clean-Up</b> Support effective litter removal of roadways and rights-of-way along corridor; Identify segments of the corridor currently not designated as Adopt-a-Road corridors for litter removal; Work with appropriate entities to develop attractive public facilities.	3,4	1-6	ACDEF			O

D6	<b>Water Resource Protection</b> Support and develop measures that aid in the protection of the region's water resources; Encourage water use studies; Minimize future alterations of water resources and connectivity.	3	1-6	FG			O
D7	<b>Development Plans</b> Ensure that future and existing developments consider the Corridor Vision/CMP when designing and laying out their development; Street front design should include Corridor Vision considerations; Update and improve corridor frontages to blend with the character of the corridor; Develop an incentive program for adhering to the CMP and the Corridor Vision.	1,4,6	2-6	ADE			O
	D7-1 Conduct a corridor-wide planned development analysis on a regular basis (recommended annually) to assess areas of development concern/pressure/impacts.	1,4,6	2-6	ADE	S		
	D7-2 Coordinate with planned developments along the Byway to ensure or promote appropriate development, aesthetics, connectivity, and to minimize impacts	1,4,6	2-6	ADE	S		
D8	<b>Comprehensive Planning</b> Ensure that the Corridor Vision and route alignment is included (adopted) in local government Comprehensive Plans; Work with local governments to identify areas of their Comprehensive Plans that achieve the Corridor's Goals and Strategies; Review the local Comprehensive Plans on a regular basis.	1,4,6	2-6	N/A			O
D9	<b>Green/Eco/Environmentally Friendly Design</b> Encourage "green" practices through education and partnership along the Byway.	4	1-6	ACD			O
	D9-1 Coordinate with the Delaware State Planning Office, DNREC and other environmental entities to encourage and facilitate environmental programs and stewardship along the Byway.	4	1-6	ACD		L	
D10	<b>Context Sensitive Solutions (CSS)</b> Work with the appropriate entities (DelDOT, private sector, etc.) to implement CSS related activities to assure that road projects meet CSS guidance, particularly through a CSS process; and private land development projects and regulatory agencies are working toward collaborative partnerships to assure that development along the Byway takes CSS into consideration.	4,6	1-6	EF			O
D11	<b>Land Preservation</b> Support the work of others who ensure the conservation of natural areas, stream corridors, woodlands, working lands, connectors between protected lands, and small sites with unique features, to afford the best protection of the state's biodiversity.	6	1-6	ACDEF			O

## E. Public Access

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>E1</b>	<b>Visitor Sites</b> Collaborate on plans for public sites in need of improved public access.	4,6	1-6	ABEF	<b>S</b>		
	E1-1 Support the efforts of the Kent County Government and Delaware State University to appropriately develop the Hunn Property and Wildcat Manor, near Lebanon in Kent County	4,6	1-6	ABEF	<b>S</b>		
	E1-2 Support the efforts of the Kent County Government to appropriately develop Brecknock Park and preservation efforts for the historic resources on the property.	4,6	1-6	ABEF	<b>S</b>		
	E1-3 Coordinate and partner with the required entities to improve access to Fort Christina Park in Wilmington.	4,6	1-6	ABEF	<b>S</b>		
<b>E2</b>	<b>Viewsheds</b> Identify and create additional viewing opportunities, including the possible construction of platforms/observation towers, to open/improve scenic views; Work with appropriate parties on the preservation of scenic views and public access to rivers and viewsheds; Create additional viewshed areas through selective vegetation clearing; Promote public access to waterfront areas and docks for visitors; Promote the waterways to harness the maritime aspect to the corridor story.	3,4,6	1-6	ABDEF			<b>O</b>
	Potential viewing locations and scenic pull-off sites may include: 1. St. Augustine Wildlife Area 2. Route 10 east of Sandtown along agricultural wooded and harvest lands (in progress as of June 2012) 3. Multiple location along Route 15 between Smyrna and Middletown E2-1 4. Multiple locations along Route 9 between Odessa and New Castle (coordinate with Route 9 Coastal Byway)	6	1-6	ABDEF	<b>S</b>		
<b>E3</b>	<b>Handicap Access/Universal Design and Access</b> Where possible, provide handicap access to resources and interpretation sites; Coordinate efforts of Universal Design and Access.	6	1-6	ABDEF		<b>L</b>	
	E3-1 Produce a Universal Design and Access Study to assess all resources along the Byway	6	1-6	ABDEF		<b>L</b>	
	E3-2 Hold a Universal Design and Access workshop to educate businesses and local communities on Universal Design and Access	6	1-6	ABDEF		<b>L</b>	



## F. Trail Development

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>F1</b>	<b>Connectivity</b> Improve connectivity between and among existing trail networks; Encourage transportation enhancement projects to improve bicycle and pedestrian connectivity and facilities; Support the establishment of non-motorized greenways to connect public lands along the corridor. An example would be the C&D Canal Trail - a Federally funded bicycle and pedestrian trail development.	1,6	1-6	ADEF	<b>S</b>		
<b>F2</b>	<b>Bicycle/Hiking</b> Help develop and, where possible, expand the existing network of bicycle and hiking trails; Encourage improvement and expansion of bicycle and hiking trails on public lands (ex. C&D Canal Trail)	6	1-6	ADEF			<b>O</b>
F2-1	Evaluate and promote the biking/hiking connection between Brecknock Park and the future Boy Scout Camp on New Burton Road (abutting the park)	6	1-6	DEF		<b>L</b>	
F2-2	Work with the State Departments to develop projects that support the recreational and multimodal facilities along the HTUR Byway including the New Castle Industrial Track Trail, a first phase project. This project would be short term, the action itself ongoing.	6	1-6	DEF	<b>S</b>		
<b>F3</b>	<b>Equestrian</b> Assess the demand for the development of equestrian trails along the corridor, as well as related stables and support facilities.	6	1-6	DEF		<b>L</b>	
F3-1	Support the efforts of the Brandywine National Scenic Byway in their efforts to assess potential equestrian trail development.	6	1-6	DEF		<b>L</b>	
F3-2	Coordinate with DNREC to provide horseback riding (and additional wildlife opportunities) at DNREC site along Route 10.	6	1-6	DEF		<b>L</b>	
<b>F4</b>	<b>Trail Heads</b> Help evaluate public staging areas at trail heads and other convenient locations to facilitate public access to trail networks.	6	1-6	DEF		<b>L</b>	

## G. Tourism/Recreation Facilities

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>G1</b>	<b>Historic Sites</b> Promote tours and interpretation of historic sites along the corridor.	2,3	2-6	ABCF			<b>O</b>
	G1-1 Create real experience tours (ex. walk in the footsteps of ...)	2,3	2-6	ABCF			<b>O</b>
	G1-2 Create child-oriented tours with sites and educational material/interpretation	2,3	2-6	ABCF			<b>O</b>
	G1-3 Create GPS Tours (Geocaching)	2,3	2-6	ABCF	<b>S</b>		
<b>G2</b>	<b>Community Tours</b> Encourage the creation of community tours along the corridor to highlight the regions resources; Develop walking tours where appropriate, as well as driving tours along the corridor.	2	2-6	ABCEF			<b>O</b>
	G2-1 Work with New Castle to ensure safe and desirable bus/RV/large vehicle access along Market Street (cobblestone road)	2	2-6	ABCEF	<b>S</b>		
	G2-2 Assess bus and RV parking and facilities along the Byway	2	2-6	ABCEF	<b>S</b>		
	G2-3 Coordinate with all communities along the Byway to develop and promote walking tours of sites that relate to the Corridor Story and the intrinsic resources defined in the CMP.	2	2-6	ABCEF	<b>S</b>		
<b>G3</b>	<b>Agri-Tourism</b> Promote agri-tourism opportunities along the corridor for businesses such as Christmas trees, pumpkins, strawberries, etc. Promote and develop agri-tourism in areas where farmland overlaps with the evocative landscapes that can tell the HTURB story, and for agricultural lands where high value scenic views have been identified.	4	2-6	ABCDEF			<b>O</b>
	G3-1 Support the efforts of the Delaware Department of Agriculture to promote Bobola Farms on Route 10 in Kent County, Fflier Orchards near Camden in Kent County and develop other agricultural tourism options along the corridor.	4	2-6	ABCDEF			<b>O</b>
<b>G4</b>	<b>Accommodations/Facilities</b> Encourage the construction and improvement of public restrooms and picnic sites; Encourage the enhancement of lodging and dining facilities, as well as shops and restaurants; Increase bus and RV accommodations and parking.	3,4	2-6	ABDE		<b>L</b>	
<b>G5</b>	<b>Recreation Sites</b> Explore ways to encourage greater use of recreation areas throughout the corridor for boating, fishing, picnicking, and other recreational opportunities.	3,4,6	1-6	CDFG			<b>O</b>

## H. Historic/Cultural Preservation

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>H1</b>	<b>Inventory</b> Support the research and continuing inventory efforts of major historic structures, sites, and critical landscapes, defining those requiring further designation, protection, and/or improvement.	4	2-6	ABEF	<b>S</b>		
	H1-1 Create a sub-group of the Steering Committee that is responsible for continued Byway-related research and inventory of sites	4	2-6	ABEF	<b>S</b>		
	H1-2 Conduct an annual resource inventory assessment to review the Intrinsic Resource Inventory developed in the HTURB CMP	4	2-6	ABEF			<b>O</b>
	H1-3 Update all GIS maps regularly (minimum of annually) to ensure quality and accurate data	4	2-6	ABEF			<b>O</b>
<b>H2</b>	<b>Improvement</b> Cooperate with public and private owners on the restoration of selected sites for tourist use; Encourage appropriate repair, restoration, upgrading, and painting of homes and buildings in historic districts and create programs; Utilize any existing (or future) overlay districts to enhance Byway (signage, preservation)	4	1-6	ABC		<b>L</b>	
	H2-1 At Brecknock Park, restore the Brecknock House after which the property is named, and support the development and enhancement of visitor amenities in the entire park.	4	1-6	ABC		<b>L</b>	
	H2-2 Support preservation efforts at the Augustine Inn at Augustine Beach in New Castle County.	4	1-6	ABC		<b>L</b>	
	H2-3 Support archaeological investigations and the development of the Hunn Property including Wildcat Manor.	4	1-6	ABC		<b>L</b>	
	H2-4 Work with Ft. DuPont to improve the property and provide improved access.	4	1-6	ABC	<b>S</b>		
	H2-5 Coordinate with Ft. Christiana Park regarding their existing improvement projects.	4	1-6	ABC	<b>S</b>		
	H2-6 Byway within Star Hill. The Star Hill community has expressed great interest in improvements and the geographic location along the Byway is key to travelers.	4	1-6	ABC	<b>S</b>		
<b>H3</b>	<b>Acquisitions of Historic Property/Critical Landscapes</b> Acquire Byway theme-related properties along the corridor.	4	1-6	ABF		<b>L</b>	
	H3-1 Inventory the critical landscapes along the corridor and assess the areas of need where development pressures or other impacts may affect long-term use and preservation of these landscapes.	4	1-6	ABF	<b>S</b>		
<b>H4</b>	<b>Historic Designation</b> Encourage and seek national and local historic designations along the corridor where applicable; Work with local communities to improve and promote designated historic sites. Amend existing National Register nominations to reflect Underground Railroad significance, where appropriate.	2	2-6	ABC		<b>L</b>	

## I. Interpretation/Research &amp; Education

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
I1	<b>Themed Interpretation</b> Coordinate with stakeholders and additional entities to ensure consistent themed interpretive signage along the Byway.	2	2-6	ACEF	<b>S</b>		
I1-1	Establish a Scenic Byway themed signing/interpretive plan for intrinsic sites and interpretive locations	2	2-6	ACEF	<b>S</b>		
I1-2	Encourage a byway-wide themed interpretation of the byway story that is attractive, recognizable, consistent and comprehensive for all elements of the interpretive program.	2	2-6	ACEF		<b>L</b>	
I2	<b>Potential Interpretive Sites and Visitor Centers</b> Explore opportunities to educate travelers about the HTURB and utilize intrinsic resources as priority places for development of Interpretive Centers.	2	2-6	ABC			<b>O</b>
I2-1	Potential Interpretive Center locations may include the following (not all should be viewed as short-term): 1. First State Heritage Park Welcome Center 2. Smyrna Opera House 3. Camden and Wilmington Friends Meeting House 4. Norman G. Wilder Area near Longwood Farm (Henry Cowgill Farm) on SR 10 in Kent County 5. Wildcat Manor 6. Delaware Historical Society, Wilmington 7. Grass Dale Center (near Fort DuPont) 8. Brecknock Park	2	2-6	ABC	<b>S</b>		
I2-2	Potential visitor facilities and interpretive sites (smaller than interpretive centers) could be at the following locations: <b>New Castle County:</b> 1. Wilmington Friends Meeting House 2. Delaware Historical Society 3. New Castle Court House Museum 4. Corbit-Sharp House and Historic Odessa Foundation <b>Kent County:</b> 1. Camden Friends Meeting House 2. Star Hill AME Church 3. Old State House Museum 4. John Dickinson Plantation 5. Bombay Hook National Wildlife Refuge	2	2-6	ABC	<b>S</b>		

<b>I3</b>	<b>Research</b> Continue to research the significance of the corridor story and associated themes.	2	2-6	ABC			<b>O</b>
	I3-1 Form a research committee	2	2-6	N/A	<b>S</b>		
	I3-2 Consider the development of a research archive or library, possibly housed in a future interpretive center.	2	2-6	ABC		<b>L</b>	
	I3-3 Continue to research and interpret the significance of maritime history and stories as it relates to the corridor story	2	2-6	N/A			<b>O</b>
	I3-4 Coordinate with local schools, colleges and research facilities to aid in the continued research of the Byway	2	2-6	ABC			<b>O</b>
	I3-5 Continue to foster collaboration between researchers and provide events to highlight current and on-going research projects.	2	2-6	ABC			<b>O</b>
<b>I4</b>	<b>Gateways</b> Establish "gateways" and/or attractive welcome signs at entry points; Establish information centers/welcome centers at key points along the corridor	2	2-6	ABCDE		<b>L</b>	
	I4-1 Identify and establish HTURB termini (Pennsylvania and Maryland termini) to determine possible gateway locations.	2	2-6	ABCDE	<b>S</b>		
	I4-2 Identify the key entry nodes of the Byway and recognize these locations as the Byway gateways	2	2-6	ABCDE	<b>S</b>		
	I4-3 Utilize and enhance the DNREC parking area at Henry Cowgill Road as a possible gateway/interpretive/pull-off area	2	2-6	ABCDE	<b>S</b>		
	I4-4 Design and install gateway signage at key entry nodes along the Byway. This should be done as part of a larger Wayfinding and Interpretation Assessment Plan to ensure consistent design and branding of Byway signage	2	2-6	ABCDE		<b>L</b>	
<b>I5</b>	<b>Inventory Existing Interpretive Signage</b> Asses the significant sites along the Byway that are in need of interpretive signage and work to erect the needed interpretation.	2,5	6	E	<b>S</b>		
	I5-1 Conduct a Wayfinding and Interpretation Assessment Plan (WIAP) to inventory and proposed planned wayfinding and interpretive signage along the Byway	2,5	6	E	<b>S</b>		
<b>I6</b>	<b>Assess the Key Locations for Interpretive Signage</b> Asses the significant sites along the Byway that are in need of interpretive signage and work to erect the needed interpretation.	2,5	6	E		<b>L</b>	
	I6-1 Develop an Interpretive Plan that creates the brand and theme for Byway interpretive signage and prepares design plans that can be used for implementation of interpretation at desired sites.	2,5	6	E		<b>L</b>	
<b>I7</b>	<b>Traveler Theme Development</b> Continue to develop, define, research and promote the different traveler stories and experiences heading north to south and south to north along the Byway.	2,5	6	E	<b>S</b>		
	I7-1 Create and promote interpretive material that provide the experience and differing story of travelling south to north and north to south along the Byway.	2,5	6	E	<b>S</b>		

## J. Promotions/Marketing

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
J1	<b>Activities</b> Help educate private property owners and the traveling public on the desirability and value of corridor sites and features; Highlight the opportunity for nature photography and promote the corridor's historical sites and architecture.	3	2-6	CD			O
	<b>Publications</b> Encourage more widespread dissemination and the use of guidebooks and other marketing/promotional materials.	3	2-6	CE	S		
J2-1	Produce multi-lingual publications.	3	2-6	CE	S		
J2-2	Coordinate publications and distribution with the Maryland HTURB, other state (planned) HTURB, the National Park Service, and the Underground Railroad Coalition and Tourism Entities (Chamber of Commerce, Tourism Office, etc.)	3	2-6	CE	S		
J2-3	Develop a corridor itinerary publication (web accessible) that will direct travelers along the Byway. Provide suggested travel timeframes with suggested sites, such as 1 hour visits, 4 hour visits, and so on.	3	2-6	CE	S		
J2-4	Create themed brochures that educate travelers about corridor sites and resources that are grouped and related to a specific theme along the Byway (ex. historic sites, interpretive centers, tours, etc.)	3	2-6	CE	S		
J3	<b>Events/Festivals</b> Coordinate the promotion of all Byway events and festivals and maintain a common calendar; Encourage the creation/establishment of new festivals and events.	3	2-6	C			O
J3-1	Coordinate events with other state HTURB (Maryland and planned) to ensure that events are consistent and cross-marketed	3	2-6	C			O
J3-2	Collaborate with Byway themed events and other events along the corridor to highlight the byway theme. (August Quarterly, Wilmington; Camden Day, Camden; Old Dover Days, Dover; Peach Festival, Middletown)	3	2-6	C			O

J4		<b>Marketing</b>					
		Promote the corridor story and its primary sites; Determine the target market for the corridor marketing efforts.	3	2-6	BC		O
	J4-1	Promote Brinkley Hill	3	2-6	BC		O
	J4-2	Promote Zion AME Church	3	2-6	BC		O
	J4-3	Preserve and promote the Old Tannery site in Odessa	3	2-6	BC		O
	J4-4	Promote the ringing of the Liberty Bell	3	2-6	BC		O
	J4-5	Promote the story of peddlers along the Byway	3	2-6	BC		O
	J4-6	Promote Star Hill AME Church	3	2-6	BC		O
	J4-7	Promote Native American stories (if appropriate to the corridor story or interpretation)	3	2-6	BC		O
	J4-8	Coordinate promotion activities with other state HTURB (Maryland and others as planned), the National Park Service, the Underground Railroad Coalition, and tourism entities	3	2-6	BC		O
	J4-9	Develop a Marketing and Promotion committee that includes graphic artists and marketing professionals	3	2-6	BC	S	
	J4-10	Create/update the HTURB Marketing Plan to provide effective direction of all marketing and promotional efforts.	3	2-6	BC		O
	J4-11	Ensure coordination with the Chambers of Commerce and other similar tourism entities	3	2-6	BC		O
	J4-12	Promote story and significance of the Mason Dixon line in relation to the Byway	3	2-6	BC	S	
J5		<b>Internet</b>					
		Promote the Byway through existing and new internet-based applications; Utilize the existing website (www.harrietubmandelaware.com) to promote and expand the audience for the Byway story and visitation.	3	6	CE		O
	J5-1	Revise the existing Byway website (www.harrietubmandelaware.com) to be a tourist-based site (as opposed to a project site).	3	6	CE	S	
J6		<b>Social Networking</b>					
		Promote the Byway through social media (Facebook, Twitter, Google Plus, etc.).	3	6	CE		O

## K. Economic Development &amp; Funding

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
K1	<b>Commercial/Retail Facilities</b> Work with local merchants and the business community as well as Main Street Delaware to achieve a wider spectrum of commercial/retail opportunities along the Byway corridor in an effort to enhance the economic development opportunities.	3,4	4-6	C			O
	<b>Training/Mentoring</b> Encourage training programs to improve skills for nature and heritage based tourism; Collaborate on mentoring programs for new tourism entrepreneurs such as agri-tourism industries and accommodators such as Bed & Breakfasts.	2,3	1-6	C			O
K2-1	Coordinate with and partner with tour operators and minority business owners to enhance economic development opportunities along the Byway.	2,3	1-6	C			O
K3	<b>District/"Main Street" Development</b> Focus on key areas of the Byway that have the necessary infrastructure and appeal for redevelopment and economic development activities.	4,6	1-6	ABDE		L	
	K3-1 Study and assess State Street in Dover as a possible Economic Development Pilot Project related to the Byway	4,6	1-6	ABDE		L	
	K3-2 Study and assess Clinton Street and Washington Street in Delaware City (near the Delaware City Port) as a possible Economic Development Pilot Project related to the Byway	4,6	1-6	ABDE		L	
	K3-3 Study and assess Market Street in Wilmington as a possible Economic Development Pilot Project related to the Byway	4,6	1-6	ABDE		L	
K4	<b>National Scenic Byways Program</b> Work with the National Scenic Byways Program; Seek designation as an All-American Road; Seek NSB Grant Funding for future projects (as available)	1	2,6	E		L	



## L. Administration &amp; Organization

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
L1	<b>Monitoring/Reporting</b> Monitor and periodically revise the Action Plan to reflect current realities and opportunities, and report to the Delaware Byways Program on problems and progress in a timely manner.	3	6	N/A			O
	<b>Fundraising</b> Develop appropriate fundraising partnerships and activities in an effort to enhance the financial security and sustainability of the HTURB.	1,6	6	ABCDEFGF			C
	L2-1 Develop a fundraising committee as a sub-committee to the larger HTURB Delaware Steering Committee.	1,6	6	ABCDEFGF	S		
	L2-2 Create a Fundraising Plan that will guide future fundraising efforts of the Byway.	1,6	6	ABCDEFGF		L	
	L2-3 Work with the communities along the corridor to raise funds for the support of the Action Plan and to achieve the Corridor Vision.	1,6	6	ABCDEFGF			O
L3	<b>Sustainability</b> Organizational sustainability is critical for a Byway to succeed in accomplishing its goals and objectives; HTURB will create and monitor its sustainability annually in order to continue being a healthy byway organization.	1	6	N/A			O
	L3-1 Create a Succession Plan for the Byway Organization, including monthly or quarterly meetings of the Steering Committee	1	6	N/A	S		
	L3-2 Develop a Corridor Management Entity or Group to provide leadership and direction for the future of the Byway. This effort should include the creation and approval of Bylaws.	1	6	N/A	S		
L4	<b>Livability</b> Work with the FHWA Regional Office, DelDOT, and County and Municipal Agencies to achieve livability components where possible and feasible in all communities along the corridor.	1,4	6	ABCDEFGF			O

## M. Coordination

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
M1	<b>Regional Agency Collaboration</b> Encourage the coordination of regional transportation planning on significant projects that would potentially benefit or impact the byway corridor; Encourage participation of regional entities and management agencies with multi-jurisdictional resources on all corridor-wide projects. Encourage regional collaboration on land use planning and development, and open space and recreation also.	1	1-6	N/A			O
	M1-1 Coordinate with New Castle in regards to Market Street (10 mph speed limit) so that travelers and promotional material can be warned about the bumpy cobblestone street.	1	1-6	N/A	S		
	M1-2 Develop a possible partnership with DNREC for inclusion of the HTURB into their Open Space plan.	1	1-6	N/A	S		
M2	<b>Master Plan</b> Develop a corridor Master Plan to address goals for landscaping, signing, trail networks, scenic viewing areas, public staging areas, interpretation, wildflower sites, and gateways.	4,6	2,6	E		L	
M3	<b>Communication</b> Utilize a website (existing website is in place) to provide status information, contacts, and announcements of upcoming events and activities.	3	2,6	C	S		
M4	<b>Partnerships</b> Involve interested and affected stakeholders in the implementation of the CMP, assuring local stewardship and collaboration to achieve the Byway vision and goals; Build formal and informal public/private partnerships to implement individual action items.	1	1-6	N/A			O
	M4-1 Coordinate with Delaware Greenways & Trails and other existing and future Byways to implement joint ventures and projects.	1	1-6	N/A			O
	M4-2 Explore the continuation of the HTURB through Sussex County.	1	1-6	N/A	S		
	M4-3 Coordinate with the Pennsylvania Byways and Maryland Byways Programs toward an integrated multi-state effort to designate and implement a multi-state All American Road, including the participation in monthly conference call meetings facilitated by Maryland and sharing of logo and trademark.	1	1-6	N/A			O
M5	<b>Education</b> Provide information to the traveling public to educate them about the corridor's resources.	1,2	2-6	BC			O
	M5-1 Work with the educational community to develop educational opportunities for Scenic Byway awareness.	1,2	2-6	BC			O
	M5-2 Partner with local schools to develop curriculums and other educational opportunities.	1,2	2-6	BC			O
	M5-3 Develop a media relations campaign to educate the public about the corridor.	1,2	2-6	BC			O
	M5-4 Establish a speaker's bureau.	1,2	2-6	BC			O

## N. Wayfinding &amp; Signage

Action Item #	Action Items	CMP Goal #	Potential Party Involvement	Funding Sources	Implementation Timeframe		
					Short-Term (0 - 2 Years)	Long-Term (2 - 10 Years)	On-Going
<b>N1</b>	<b>Themed Signage</b> Coordinate all signage related activities along the Byway to ensure themed and effective corridor signage.	5	2-6	ACEF			<b>O</b>
N1-1	Form a Signage Sub-Committee under the umbrella of the HTURB Steering Committee. This group will focus on corridor signage responsibilities.	5	2-6	ACEF	<b>S</b>		
N1-2	Create a corridor signage inventory and signage plan. This may be part of the suggested Wayfinding and Interpretation Assessment Plan (WIAP).	5	2-6	ACEF	<b>S</b>		
N1-3	Coordinate with DelDOT and other local signage entities regarding the placement, themeing, and style of corridor-wide signage.	5	2-6	ACEF			<b>O</b>
<b>N2</b>	<b>Local Signage and Markers (Non-Wayfinding)</b> Encourage incentives/opportunities for local signage that meets business needs while helping to maintain the "look" and design characteristics sought after by the Byway.	5	3-6	ACEF			<b>O</b>
N2-1	Ensure signage consistency with local wayfinding signage (ex. Wilmington, Dover, etc.)	5	3-6	ACEF		<b>L</b>	
N2-2	Collaboration with other signage entities, including Delaware Public Archives to coordinate historical marker placement and Underground Railroad themed signage	5	3-6	ACEF	<b>S</b>		
<b>N3</b>	<b>Wayfinding</b> Improve signage for, and public access to, attractions, parking, and facilities; Improve directional signage for access to intrinsic resources; Improve Interpretation and Wayfinding to sites that are no longer physically located where they once were; Develop a Wayfinding and Interpretation Assessment Plan (WIAP).	5	2-6	ACE			<b>O</b>
N3-1	Coordinate all wayfinding activities with DelDOT and other related agencies	5	2-6	ACE			<b>O</b>
N3-2	Ensure that all wayfinding meets MUTCD sign regulations	5	2-6	ACE			<b>O</b>
N3-3	Develop itinerary files for personal navigation devices that are accessible to the travelling public (ex. website, visitor centers, etc.).	5	2-6	ACE	<b>S</b>		
N3-4	Wayfinding signage is critical in the Wilmington area due to multiple turns and one-way streets. Coordinate with the City of Wilmington and DelDOT to ensure effective signing oalong the HTURB in the Wilmington area.	5	2-6	ACE	<b>S</b>		
N3-5	Develop a corridor itinerary publication (web accessible as well) that will direct travelers along the Byway. Provide suggested travel timeframes with suggested sites, such as 1 hour visits, 4 hour visits, and so on.	5	2-6	ACE	<b>S</b>		
N3-6	As of September 2011 there is no street sign for a right turn on Lombard Street while heading east on 9th Street. Work with the City of Wilmington to install a street sign.	5	2-6	ACE	<b>S</b>		

N4	<b>Gateways</b> Establish "gateways" and/or attractive welcome signs at entry points; Establish information centers/welcome centers at key points along the corridor.	2,5,6	1-6	ADE		L	
	N4-1 Identify and establish HTURB (Delaware specific) termini points that can be utilized for future gateway improvements. This assessment should be part of a Gateway Assessment Plan or part of the Wayfinding and Interpretation Assessment Plan (WIAP).	2,5,6	1-6	ADE	S		
	N4-2 Identify the key entry nodes of the Byway and recognize these locations as the Byway gateways	2,5,6	1-6	ADE	S		
	N4-3 Utilize and enhance the Norman G. Wilder Refuge at Henry Cowgill Road as a possible gateway/interpretive/pull-off area	2,5,6	1-6	ADE	S		
	N4-4 Design and install gateway signage at key entry nodes along the Byway. This should be done as part of a larger Wayfinding and Interpretation Assessment Plan to ensure consistent design and branding of Byway signage	2,5,6	1-6	ADE		L	
N5	<b>Non-Conforming Signage</b> Encourage local governments to remove non-conforming and non-permitted signs.	5	3,4,6	CE			O

**10.1.1 Responsible Parties**

The members of the HTURB Steering Committee identified a variety of groups that should assist with the implementation of the HTURB Action Plan. Table 10-2 outlines some of the possible parties that should be responsible for implementing and updating the Action Plan. The Responsible Parties are categorized in to six (6) main categories. Within each main category there are listed several entities, agencies and other possible responsible parties that could aid in the implementation and updating of the HTURB Action Plan. It is critical that the HTURB Steering Committee coordinate with and engage these listed entities in an effort to proceed with implementation of the Action Plan. Other parties/entities may be engaged or utilized and should be added to this list when an update or revision is conducted.

**Table 10-2: Responsible Parties**

<b>1</b>	<b>GOVERNMENT AGENCIES - FEDERAL</b>
	Federal Highway Administration (FHWA)
	National Scenic Byways Program
	National Association of Conservation Districts (Non-Profit)
	National Watershed Coalition (Non-Profit)
	U.S. Department of Agriculture Forest Service
	U.S. Department of Interior
	National Park Service (Network to Freedom)
	U.S. Fish and Wildlife Service
<b>2</b>	<b>GOVERNMENT AGENCIES - STATE/REGIONAL</b>
	Delaware Department of Agriculture & Consumer Services, Division of Forestry (DOF)
	Delaware Department of Agriculture - Division of Land Use Planning & Preservation
	Delaware Department of Natural Resources and Environmental Control - Division of Water - Division of Fish & Wildlife - Division of Parks and Recreation - Delaware National Estuarine Research Reserve (DNERR)
	Delaware Department of State (DOS) - Division of Historical & Cultural Affairs - Delaware Heritage Commission
	Delaware Department of Transportation (DelDOT)
	Delaware Economic Development Office of Tourism – Delaware Tourism Office
	Delaware Office of State Planning Coordination
	Delaware Transit Corporation – DART First State
<b>3</b>	<b>GOVERNMENT AGENCIES - COUNTY</b>
	Dover/Kent County MPO
	Kent County
	Kent County Tourism / Wilmington Convention & Visitors Bureau
	New Castle County
	School Districts
	WILMAPCO
<b>4</b>	<b>GOVERNMENT AGENCIES - CITY &amp; TOWN</b>
	Centerville (Unincorporated New Castle County)
	Town of Camden

	Town of Clayton
	City of Delaware City
	City of Dover
	Town of Middletown
	City of New Castle
	Town of Odessa
	Town of Smyrna
	Town of Townsend
	City of Wilmington
	Port Penn (Unincorporated New Castle County)
	Sandtown (Unincorporated Kent County)
<b>5</b>	<b>OTHER ORGANIZATIONS &amp; ACADEMIC INSTITUTIONS</b>
	Archeological Conservancy
	African-American Communities and Organizations
	Bike Delaware
	Brandywine Conservancy
	Builders/Realtors Associations
	Business Owners
	Center for Historic Architecture and Design, University of Delaware
	Chambers of Commerce
	Colleges, Universities, Extension Services
	Community Associations
	Conservation/Science Organizations
	Delaware Farm Bureau
	Delaware Greenways
	Delaware Historical Society
	Economic Development Councils
	Education Centers/Museums/ Historical Sites
	For-Profit Organizations
	Garden Clubs
	Historic Preservation Program, Delaware State University
	Land Development Companies
	Local Historical Societies
	Main Street Dover (Downtown Dover Partnership)
	Main Street Middletown
	National Trust for Historic Preservation
	Nature Conservancy
	Other Neighborhood Associations
	Other Non-for-Profit Organizations
	Private Schools
	Property Owners
	Quaker Hill Neighborhood Association
	Quaker Hill Preservation Foundation
	Services Providers
	State and Local Land Trusts
	Tribal Organizations and Entities
	Trust for Public Land

	Wilmington Main Street
<b>6</b>	<b>HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY</b>
	Underground Railroad Coalition of Delaware
	HTURB Steering Committee

### 10.1.2 Potential Funding Sources

Funding is a critical component for the implementation of the Action Plan. This section outlines some potential funding sources, however; it is important that the HTURB Steering Committee consistently review and research potential funding sources that may not be contained in this list. Searching online can be the most effective way to discover funding opportunities. Grants.gov ([www.grants.gov](http://www.grants.gov)) is a central website that lists many Federal grant opportunities and is one example of an effective online funding reference site.

The Potential Funding Sources are divided into seven (7) categories. These seven (7) categories contain sub-categories that identify possible grant funding, programs, or partnerships that could help with the expenses associated with implementation of the Action Plan. Table 10-3 lists some of the possible funding sources.

**Table 10-3: Potential Funding Sources**

<b>A</b>	<b>COMMUNITY REDEVELOPMENT &amp; REVITALIZATION</b>
	American Recovery and Reinvestment Act Grants
	Capital Grants, Delaware Community Foundation
	Community Challenge Grant Planning Program, HUD
	Delaware Community Development Corporation
	Delaware Small Cities Community Development Block Grant Program, HUD
	Main Street Program, Delaware Economic Development Office
	Public/Private Partnerships
	Regional Planning Grant Program, HUD
	Rural Development, Business and Cooperative Programs, USDA
	Wilmington Economic Development Corporation
<b>B</b>	<b>CULTURAL &amp; HISTORIC</b>
	Arts Stabilization Grant Program, Delaware Division of the Arts (DDOA)
	Congressional Appropriations, U.S. Congress
	Delaware Preservation Fund Grants, Preservation Delaware
	Delaware Humanities Forum
	Historic Preservation Grants, DOS
	National Scenic Byway Grants, FHWA
	Private Foundation Grants
	Public/Private Partnerships
	Rehabilitation Tax Credit for Improvements to Historic Properties, DOS
	Transportation Enhancement Projects, DelDOT
<b>C</b>	<b>EDUCATION &amp; PROMOTION</b>
	Arts in Education Program, Delaware Institute for the Arts in Education
	Environmental Education Grants, EPA
	Greater Wilmington Convention and Visitors Bureau
	Informal Science Foundation Planning Grants, National Science Foundation

	Kent County and Greater Dover Convention and Visitors Bureau
	National Scenic Byway Grants, FHWA
	Private Foundation Grants
	Program Grants, Delaware Community Foundation
	Public/Private Partnerships
	Regional Marketing Grants, Visit Delaware
	Tree Management Grants, Delaware Forest Service
<b>D</b>	<b>LANDSCAPING &amp; BEAUTIFICATION</b>
	Delaware Nature Society
	Private Sector Donations
	Invasive Plant Management, DEP
	Litter Removal Program, DEP
	National Scenic Byway Grants, FHWA
	National Urban and Community Forestry Matching Grant Program, FDA
	Public/Private Partnerships
	Transportation Enhancement Projects, DelDOT
	Tree Management Grants, Delaware Forest Service
	Tree Planting Grants, Delaware Forest Service
<b>E</b>	<b>ROADWAY, PEDESTRIAN, &amp; BICYCLE IMPROVEMENTS</b>
	Congressional Appropriations, U.S. Congress
	Delaware Department of Transportation, DelDOT
	Delaware Greenways and Trails Program
	National Scenic Byway Grants, FHWA
	National Urban and Community Forestry Matching Grant Program, FDA
	Public/Private Partnerships
	Recreational Trails Program, DEP
	Regional Bicycle Plan, Dover/Kent County MPO
	Regional Planning Grant Program, HUD
	Transportation Enhancement Projects, DelDOT
<b>F</b>	<b>PARKS &amp; PUBLIC LANDS</b>
	Delaware Land & Water Conservation Trust Fund, Delaware Division of Parks and Recreation
	Delaware State Parks Trust Fund, Delaware Community Foundation
	National Scenic Byway Grants, FHWA
	Public/Private Partnerships
	Urban and Community Forestry Grants
	Urban Parks and Recreational Recovery Program, National Park Service
	Waterways Assistance Program
<b>G</b>	<b>STORMWATER MANAGEMENT/WATER RESOURCE PROTECTION</b>
	Delaware Soil & Water Conservation District
	Public/Private Partnerships
	Section 319 Non-point Source Management Implementation Grants, DEP
	State Revolving Fund Loan Program for Wastewater Treatment, DEP
	Transportation Enhancement Projects, DelDOT



## **10.2 Action Plan Prioritization**

The larger and more comprehensive Action Plan (Section 10.1 and Table 10-1) was developed through extensive community and stakeholder outreach. The comprehensive list of Action Plan items (Table 10-1) were then presented to the public and stakeholders and comments and priorities were collected and analyzed to develop a representative Action Plan Prioritization List (Section 10.2 and Table 10-4). This Action Plan Prioritization list is a bi-product of the larger more comprehensive Action Plan list and directly reflects the corridor-wide interests and preferences of the communities that are located along the HTURB corridor. Equal weighting was given to all communities and no preference or pre-conceived strategies or interests were included in the Action Plan Prioritization List. This Prioritization List should function as a checklist for the implementation of the HTURB CMP, and reviewed periodically (annually) to determine that the validity of the list is current and reflects desired interest by the stakeholders.

The Action Plan Prioritization List for short-term, long-term and on-going implementation activities can be found in Table 10-4 starting on the following page.

Table 10-4: Action Plan Prioritization List

Short-Term Action Item Priority List		
Completed?	Action Item Reference	Action Item
<input type="checkbox"/>	L3-2	Develop a Corridor Management Entity of Group to provide direction and leadership for the future of the Byway. This effort should include the development and approval of Bylaws.
<input type="checkbox"/>	G2-3	Coordinate with all communities along the Byway to develop and promote walking tours of sites that relate to the Corridor Story and the intrinsic resources defined in the CMP.
<input type="checkbox"/>	J2-2	Coordinate publications and distribution with the Maryland HTURB, other state (planned) HTURB, the National Park Service, and the Underground Railroad Coalition and Tourism Entities (Chamber of Commerce, Tourism Office, etc.)
<input type="checkbox"/>	E1	Collaborate with the appropriate entities regarding plans for public sites in need of improved public access, for example: 1. Wildcat Manor, 2. Brecknock Park (On-Site House) and 3. Hunn Farm
<input type="checkbox"/>	J2-4	Create themed brochures that educate travelers about corridor sites and resources that are grouped and related to a specific theme along the Byway (ex. historic sites, interpretive centers, tours, etc.).
<input type="checkbox"/>	A4-3	Create a Byway specific bike trails and routes brochure or related document.
<input type="checkbox"/>	M4-1	Coordinate with Delaware Greenways & Trails and other existing and future Byways to implement joint ventures and projects.
<input type="checkbox"/>	D4-3	Improve/develop and identify the Byway gateways, specifically the entry nodes at the Maryland and Pennsylvania border.
<input type="checkbox"/>	F2-2	Support the State of Delaware's effort to develop state-wide trail system, including Brecknock Park.
<input type="checkbox"/>	G1-3	Create GPS tours and geocaching guides with a focus on the HTURB corridor.
<input type="checkbox"/>	J4-9	Develop a Marketing and Promotion committee that includes graphic artists and marketing professionals
<input type="checkbox"/>	E1-2	Support the efforts of the Kent County Government to appropriately develop Brecknock Park and preservation efforts for the historic resources on the property.
<input type="checkbox"/>	11-1	Establish a Scenic Byway Interpretive Plan for intrinsic sites and potential interpretive locations. The plan should provide an inventory of existing and planned interpretive signage, design and propose new interpretive signage, and present possible funding sources for fabrication and installation.
<input type="checkbox"/>	15-1	Conduct a Wayfinding and Interpretation Assessment Plan (WIAP) to inventory and proposed planned wayfinding and interpretive signage along the Byway.
<input type="checkbox"/>	17	Continue to develop, define, research and promote the different traveler stories and experiences heading north to south and south to north along the Byway.
<input type="checkbox"/>	J2-3	Develop a corridor itinerary publication (web accessible) that will direct travelers along the Byway. Provide suggested travel timeframes with suggested sites, such as 1 hour visits, 4 hour visits, and so on.

## Long-Term Action Item Priority List

Completed?	Action Item Reference	Action Item
<input type="checkbox"/>	I2-1	Coordinate and develop potential Interpretive Centers at the following potential locations: 1. First State Heritage Park Welcome Center, 2. Smyrna Opera House, 3. Camden and Wilmington Friends Meeting House, 4. Norman G. Wilder Area near Longwood Farm (Henry Cowgill Farm) on SR 10 in Kent County - Interpretive Signage, 5. Wildcat Manor, 6. Delaware Historical Society, Wilmington
<input type="checkbox"/>	G4	Work to improve traveler amenities along the Byway such as public restrooms and picnic sites, lodging and dining facilities, as well as shops and restaurants.
<input type="checkbox"/>	H2-3	Support archaeological investigations and the development of the Hunn Property and Wildcat Manor.
<input type="checkbox"/>	I4	Establish "gateways" and/or attractive welcome signs at entry points; Establish information centers/welcome centers at key points along the corridor.
<input type="checkbox"/>	D3-2	Work with the Maryland and Pennsylvania (planned) HTURB to ensure a seamless transition between Byway ordinances and policies at the state lines.
<input type="checkbox"/>	H2-1	Restore the Brecknock House at Brecknock Park in Dover and support the development and enhancement of visitor amenities at the park.
<input type="checkbox"/>	I2-2	Coordinate potential visitor facilities and interpretive sites (smaller than interpretive centers) at the following locations: <b>New Castle County:</b> 1. Wilmington Friends Meeting House, 2. Delaware Historical Society, 3. New Castle Court House Museum, 4. Corbit-Sharp House and Historic Odessa Foundation <b>Kent County:</b> 1. Camden Friends Meeting House, 2. Star Hill AME Church, 3. Old State House Museum, 4. John Dickinson Plantation, 5. Bombay Hook National Wildlife Refuge
<input type="checkbox"/>	M2	Develop a corridor Master Plan to address goals for landscaping, signing, trail networks, scenic viewing areas, public staging areas, interpretation, wildflower sites, and gateways.
<input type="checkbox"/>	N2-1	Ensure signage consistency with local wayfinding signage (ex. Wilmington, Dover, etc.)
<input type="checkbox"/>	L2-2	Create a Fundraising Plan that will guide future fundraising efforts of the Byway.

## On-Going Action Item Priority List

Completed?	Action Item Reference	Action Item
<input type="checkbox"/>	G1-I	Create real experience tours (ex. walk in the footsteps of....).
<input type="checkbox"/>	I3	Continue to research the significance of the corridor story and associated themes.
<input type="checkbox"/>	M5	Provide information to the traveling public to educate them about the corridor's resources and the corridor story.
<input type="checkbox"/>	K4	Work with the National Scenic Byways Program; Seek designation as a National Scenic Byway or All-American Road; Seek NSB Grant Funding for future projects (as available)
<input type="checkbox"/>	J6	Promote the Byway through social media (Facebook, Twitter, Google Plus, etc.).
<input type="checkbox"/>	J5	Promote the Byway through existing and new internet-based applications; Utilize the existing website ( <a href="http://www.harriettubmandelaware.com">www.harriettubmandelaware.com</a> ) to promote and expand the audience for the Byway story and visitation.
<input type="checkbox"/>	I3-5	Continue to foster collaboration between researchers and provide events to highlight current and on-going research projects.
<input type="checkbox"/>	M4-3	Coordinate with the Pennsylvania Byways and Maryland Byways Programs, specifically related to additional and future Harriet Tubman Byway routes.
<input type="checkbox"/>	L2-3	Work with the communities along the corridor to raise funds for the support of the Action Plan and to achieve the Corridor Vision.
<input type="checkbox"/>	G1-2	Create child-oriented tours with sites and educational material/interpretation.
<input type="checkbox"/>	D8	Ensure that the Corridor Vision and route alignment is included (adopted) in local government Comprehensive Plans; Work with local governments to identify areas of their Comprehensive Plans that achieve the Corridor's Goals and Strategies; Review the local Comprehensive Plans on a regular basis.