

Lewes Scenic and Historic Byway

Gateway to the Nation Appendix 6: Meeting Minutes



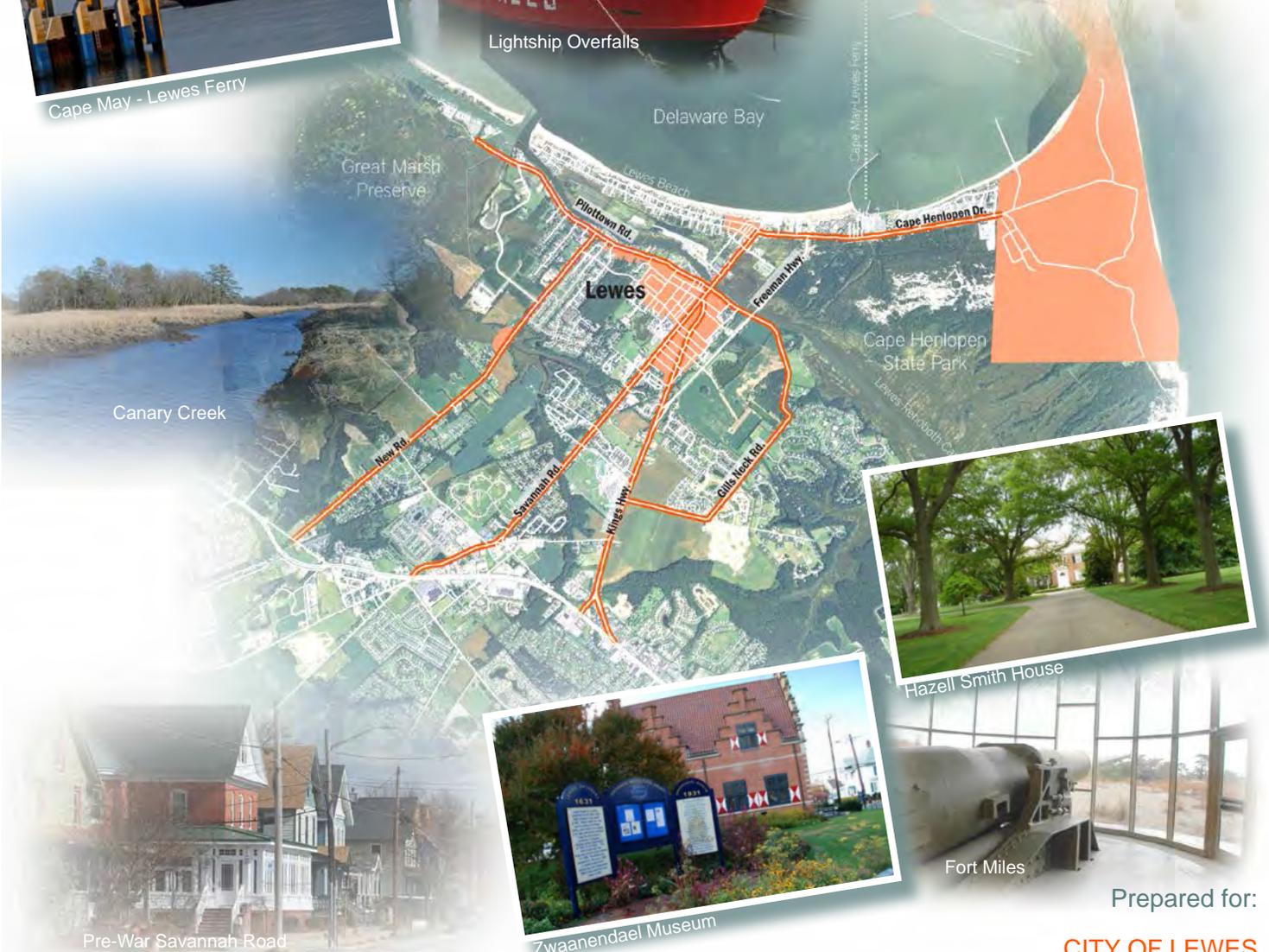
Cape May - Lewes Ferry



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.



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 ¹
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.

¹ 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

Name	Organization/Representing	Email Address
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

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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.

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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.

Committee	Committee Chair	Committee Members
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

Name	Organization/Representing	Email Address
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

Name	Organization/Representing	Email Address
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

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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. 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'.

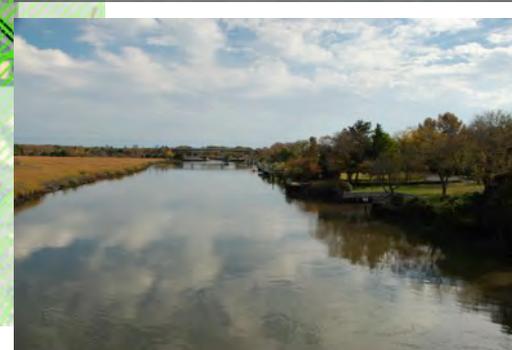
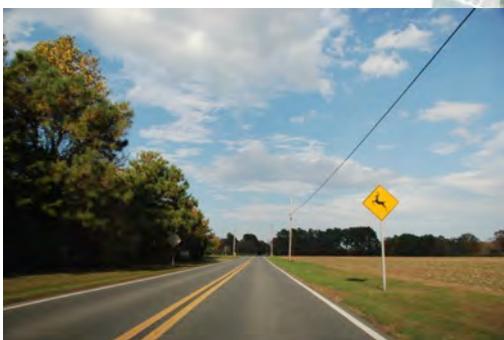
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3. DNREC and DRBA have been talking about expanding the ferry service between Delaware City and Salem, NJ. We should contact Scott Green at DRBA.
 4. Collin is interested in developing a brand and positioning for the Byway, integrating it with the 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.

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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

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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



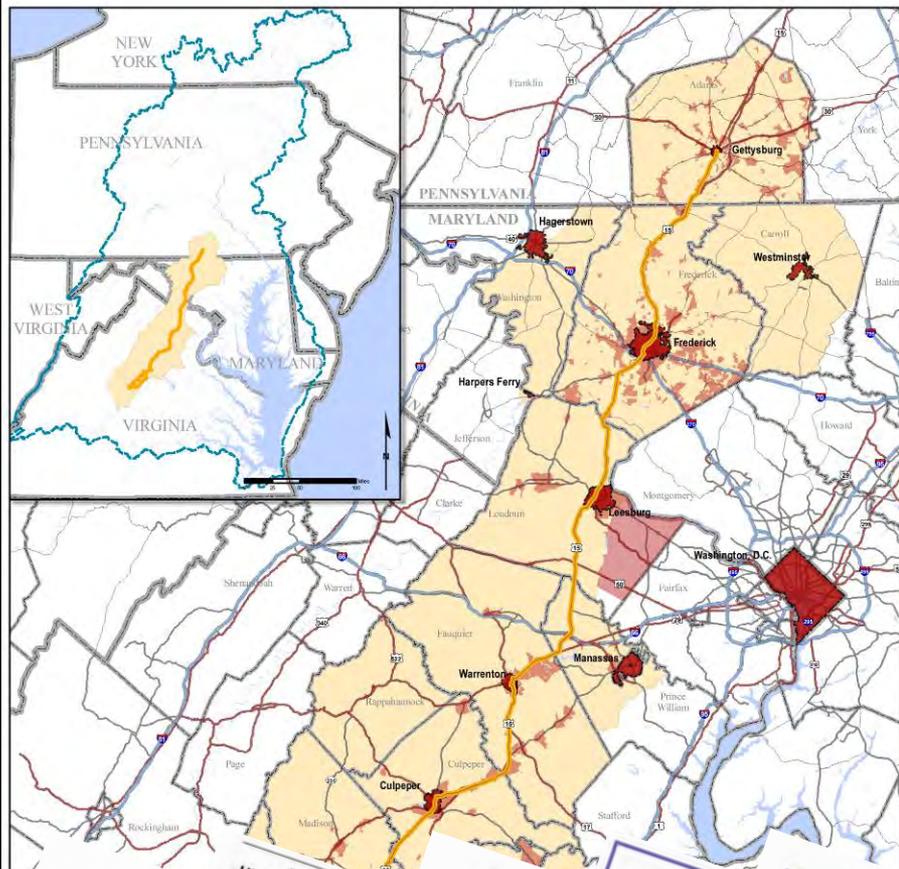
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Brandywine Valley Scenic Byway, Delaware



Journey Through Hallowed Ground



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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



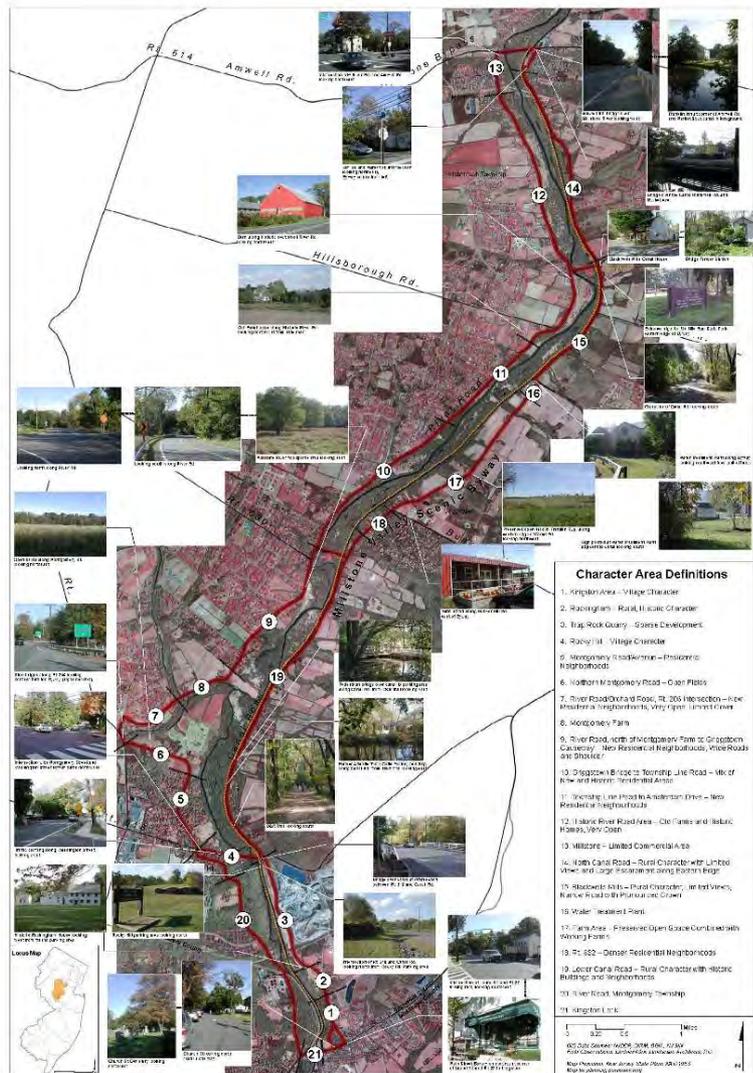
Delaware River Valley Scenic Byway



Lewes Historic Byway: Gateway to the Nation



Millstone Valley Scenic Byway, NJ



Map 1
Millstone Valley Scenic Byway
Key Views/Visual Inventory

Legend
— Millstone Byway



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



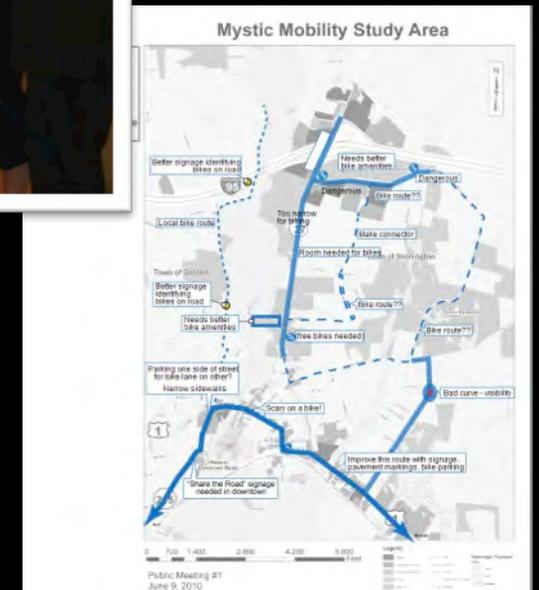
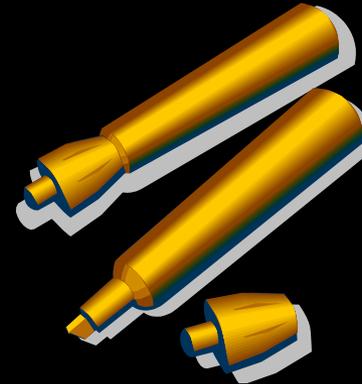
Bayshore Heritage Byway



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



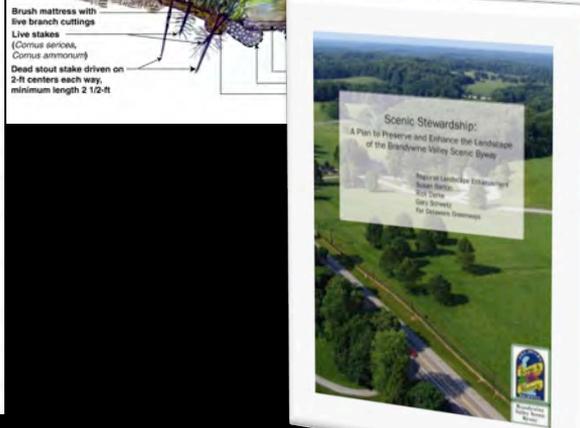
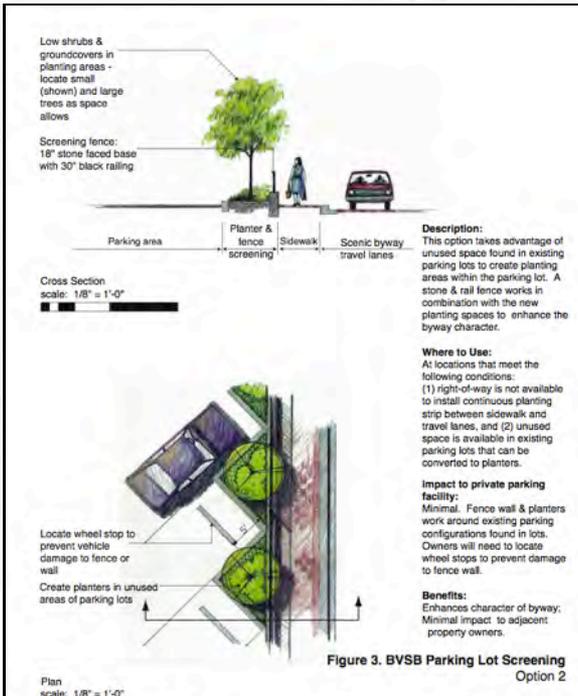
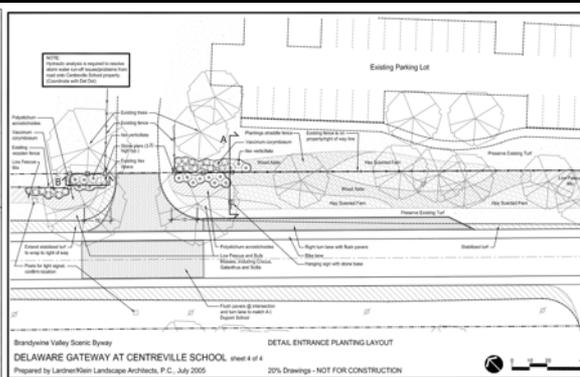
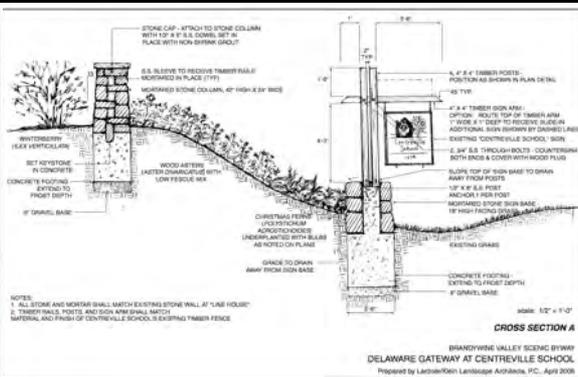
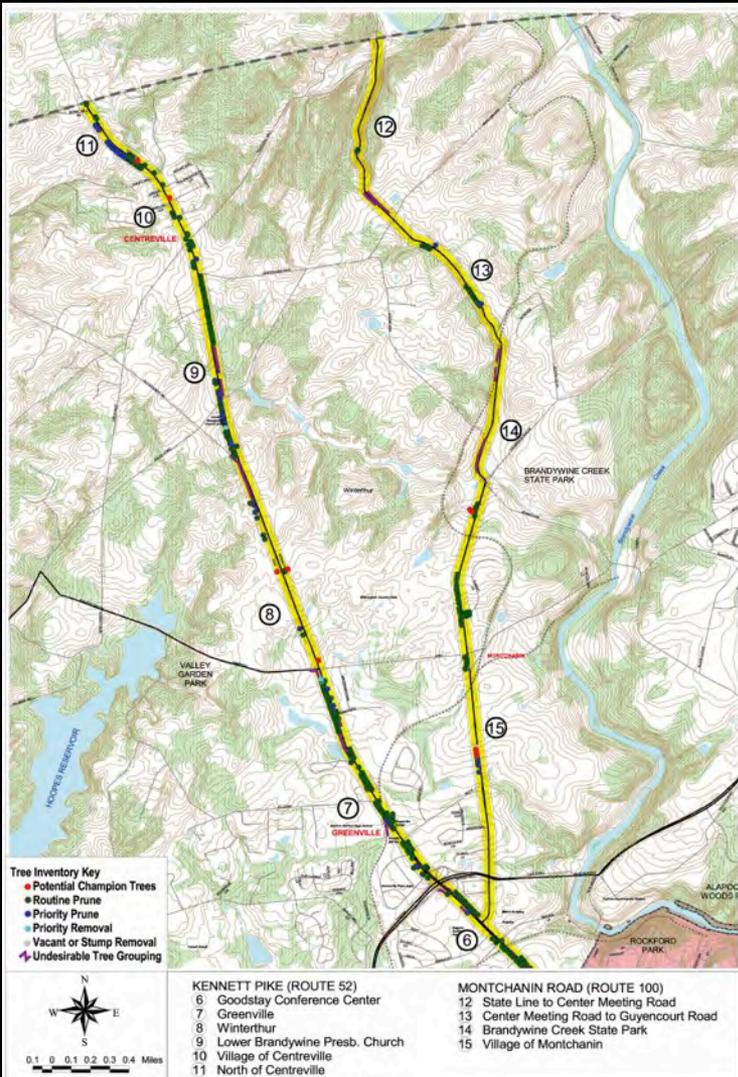
Example: Flight 93 National Memorial Travel Corridor Study



Lewes Historic Byway: Gateway to the Nation



Example: Brandywine Valley Scenic Byway



BRANDYWINE VALLEY SCENIC BYWAY
Kennett Pike and Montchanin Road Tree Inventory

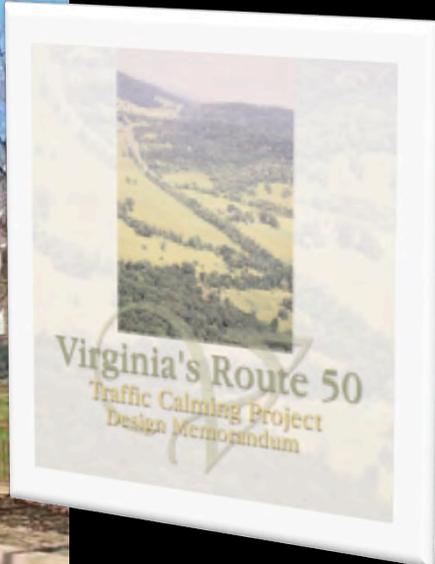
Figure 3. BVSB Parking Lot Screening Option 2

Prepared by Larcher/Kein Landscape Architects, P.C., February 2008

Example: Route 50 Context Sensitive Solutions Approach



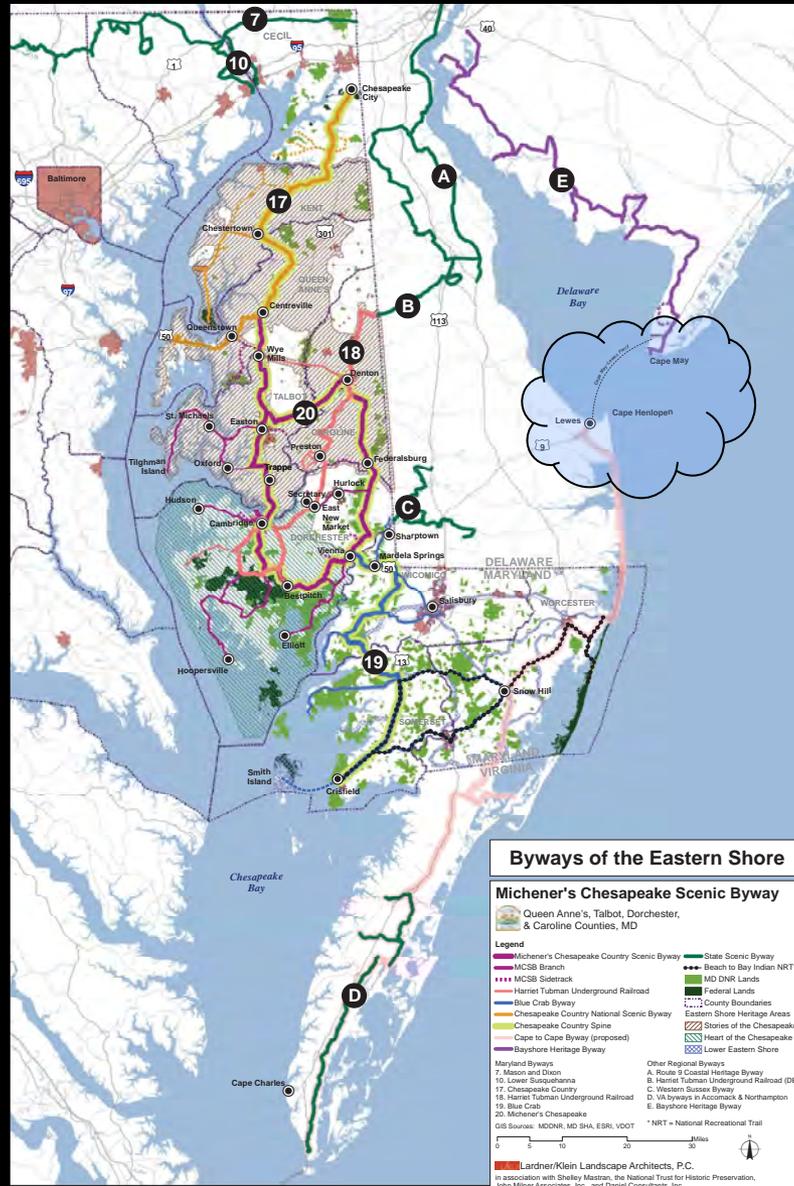
Rural Route 50, Virginia



Example: Star-Spangled Banner NHT: Rural Villages



Example: Chesapeake Country and Delmarva Byways



Lewes Historic Byway: Gateway to the Nation



SC #4: Interpretation and Education



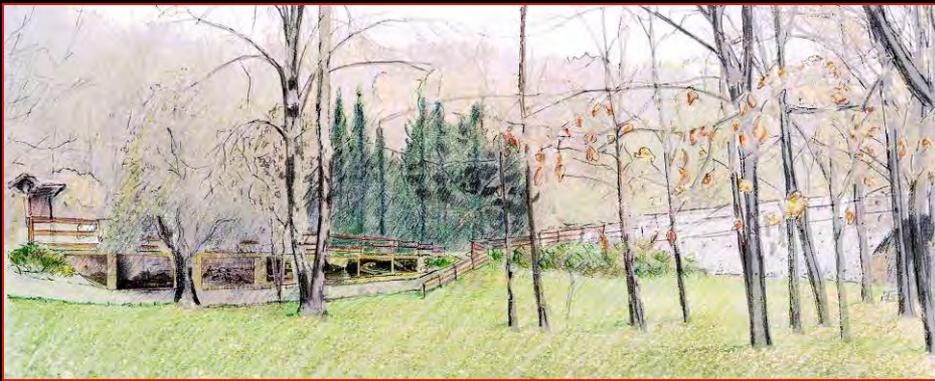
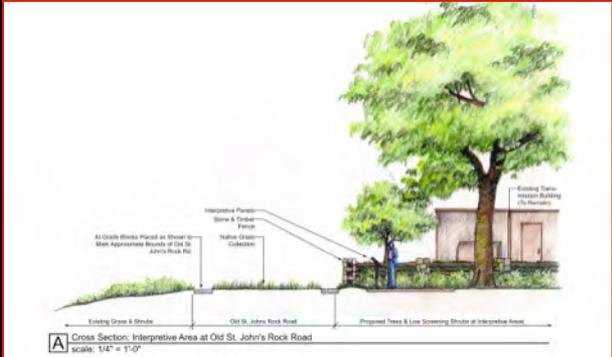
Photo by the Partnership for the Delaware Estuary



Lewes Historic Byway: Gateway to the Nation

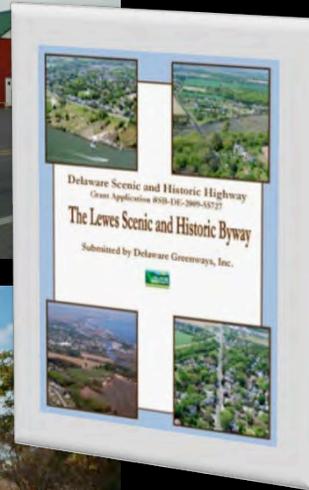


Maryland Historic National Road



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

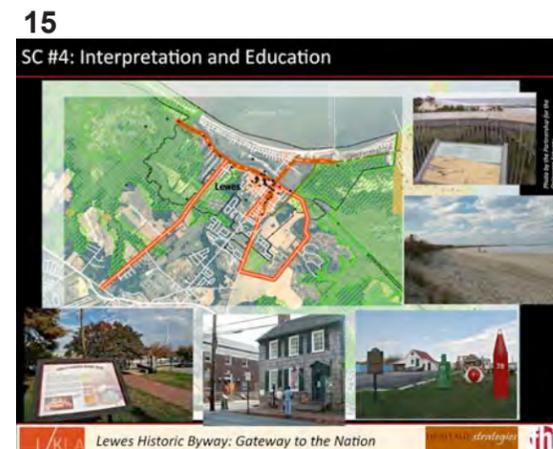


Approach: Translate public input into CMP language and actions

- 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



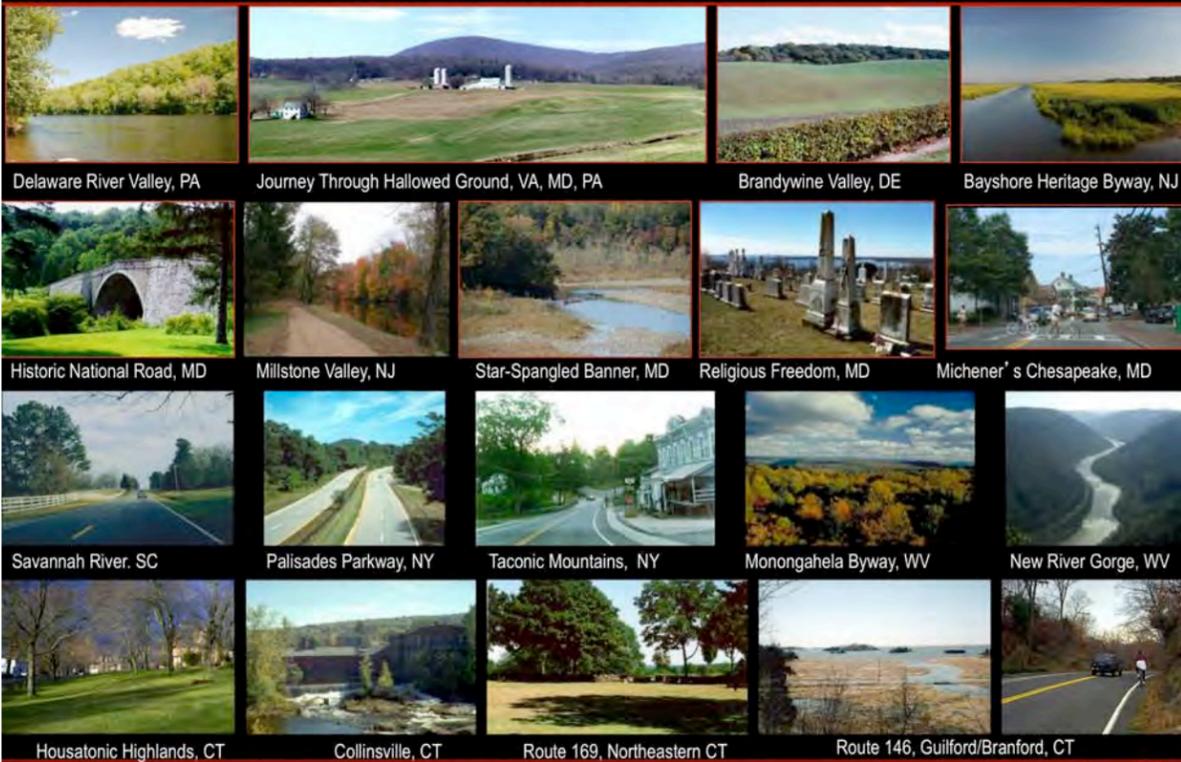
Lewes Historic Byway: Gateway to the Nation Corridor Management Plan

Plan Development
Kick-off Meeting
14 January 2014

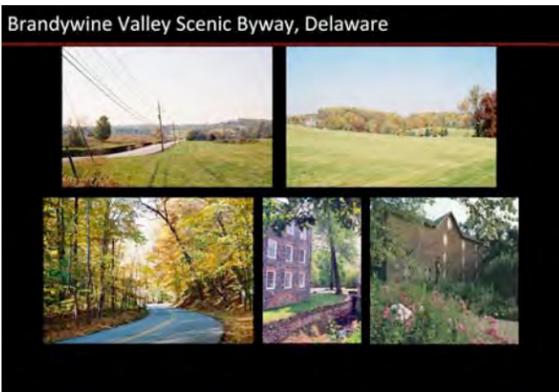
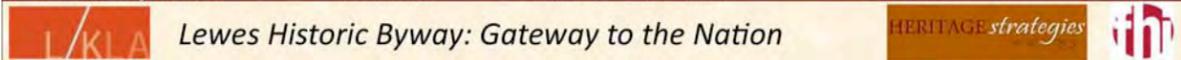


LKLA LANDSCAPE ARCHITECTS
in association with
Heritage Strategies, LLC
Fitzgerald and Halliday

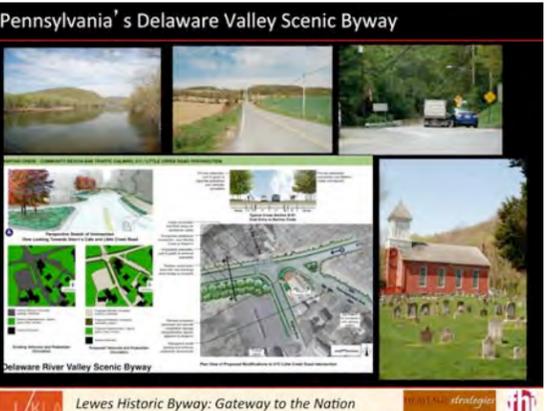
Corridor Management Planning Experience



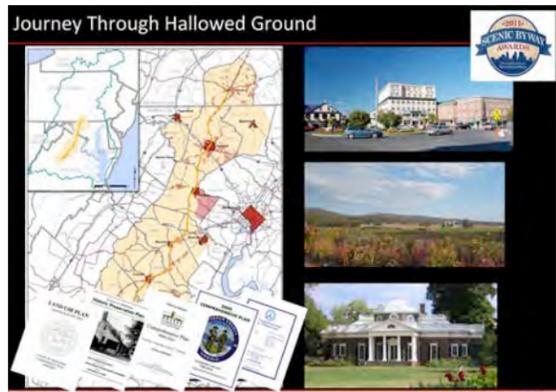
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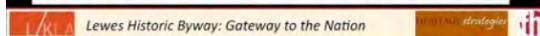


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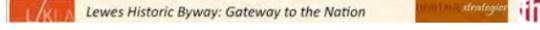
Heritage Strategies – State and National Heritage Areas



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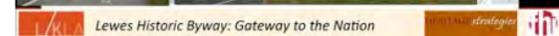


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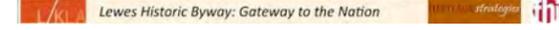
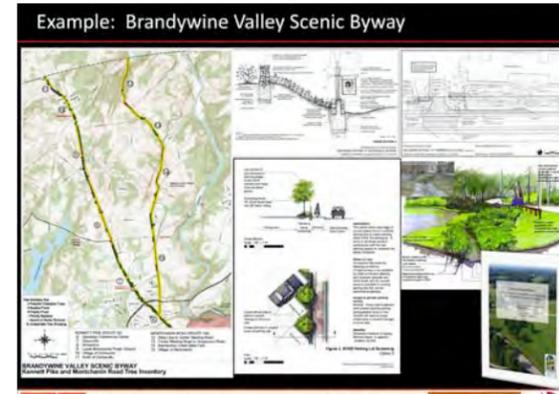
Bayshore Heritage Byway



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12



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.

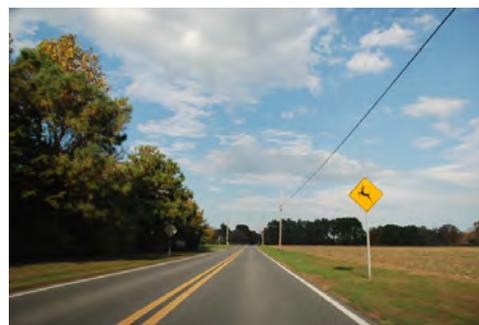
Proposed Steering Committee Meetings

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.

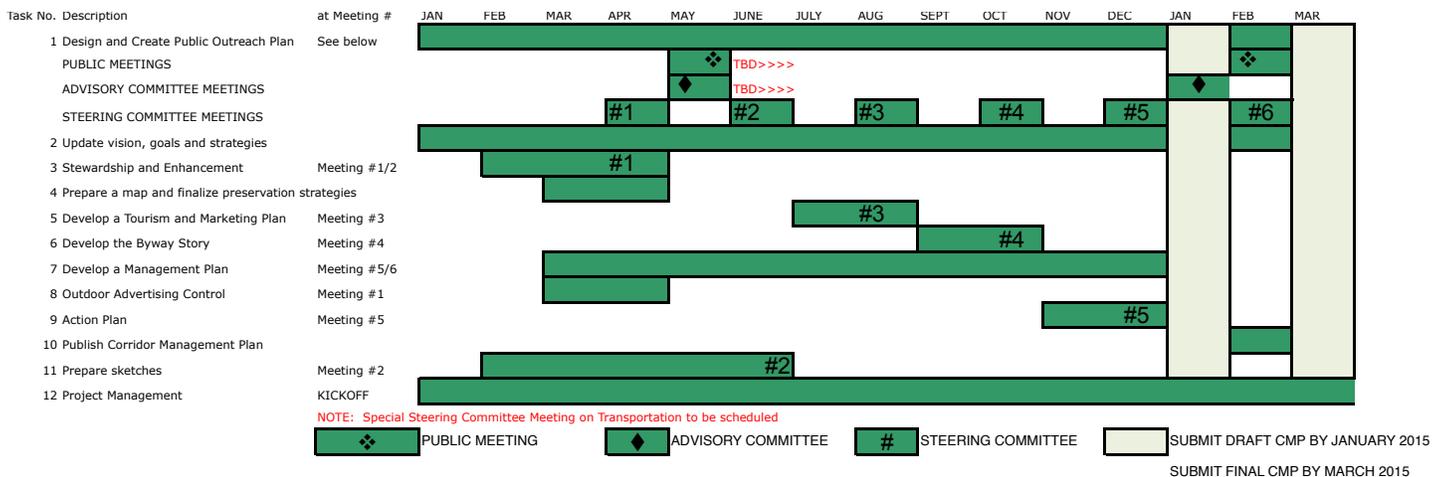


Questions about the next steps?
Please contact:

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

Name	Organization/Representing	Email Address
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 14th 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

Name	Organization/Representing	Email Address
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	Ronald22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Mike DiPaolo	Lewes Historic Society	mike@historiclewes.org

Guests in Attendance on May 13, 2014

Ric Moore	Lewes Community Partnership	ricmoore@lewescommunitypartnership.org
Maryann Ennis	New Road Resident	maryanneennis@aol.com

Committee Members in Attendance on May 27, 2014

Name	Organization/Representing	Email Address
Diane Wilson	Lewes Greenways and Trails	imdwilson@comcast.net
Barbara Vaughan	Planning Commission	babsv@udel.edu
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	Ronald22@verizon.net
Dave Ennis	New Road	Davidhennisllc@aol.com

Guests in Attendance on May 27, 2014

Susan Moerschel	State Parks	Susan.Moerschel@state.de.us
John Mateyko	Lewes Resident	johnmateyko@verizon.net
Joe Hoechner	Planning Commission	jhmalls@aol.com
Maryann Ennis	New Road Area Resident	maryannennis@aol.com
Rob Morgan	Cape Shores	Robmorgan322@gmail.com

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 13th. 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:

Name	Organization/Representing	Email Address
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
Diane Wilson	Lewes Greenways and Trails	jmdwilson@comcast.net
Jim Klein	Lardner-Klein Landscape Architects	Jim.Klein@lardnerklein.com
Elizabeth Watson	Heritage Strategies LLC.	ewatson@heritagestrategies.com

Members of the Public:

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

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 8th 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:

Name	Organization/Representing	Email Address
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	Ronald22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Diane Wilson	Lewes Greenways and Trails	imdwilson@comcast.net

Members of the Public:

Kim Ayvazian	Citizen	
Dennis Reardon	Counsel to City Counsel	
Joe Hoechner	Planning Commission	jhmalls@aol.com
Rob Morgan	Cape Shores	Robmorgan322@gmail.com

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 4th 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:

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	babsv@udel.edu
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	Ronald22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Diane Wilson	Lewes Greenways and Trails	jmdwilson@comcast.net
Dennis Reardon	Lewes City Council Committee Liaison	dreardon@ci.lewes.de.us
Jim Klein	Lardner Klein	Jim.Klein@lardnerklein.com

Mayor and Council:

Name	Organization/Representing	Email Address
Rob Morgan	Lewes City Council	rmorgan@ci.lewes.de.us
Fred Beaufait	Lewes City Council/Deputy Mayor	fbeaufait@ci.lewes.de.us
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com
Ted Becker	Mayor	tbecker@ci.lewes.de.us

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:

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	babsv@udel.edu
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	Ronald22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Diane Wilson	Lewes Greenways and Trails	jmdwilson@comcast.net
Dennis Reardon	Lewes City Council Committee Liaison	dreardon@ci.lewes.de.us
Jim Klein	Lardner Klein	Jim.Klein@lardnerklein.com
Ann Gravatt	DelDOT	Ann.gravatt@state.de.us

Mayor and Council:

Name	Organization/Representing	Email Address
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com
Ted Becker	Mayor	tbecker@ci.lewes.de.us

Members of the Public/Guests

Name	Organization/Representing	Email Address
Mike Porch	Delaware River and Bay Authority	Mike.porch@drba.net
Scott Thomas	Southern Delaware Tourism	scott@visitsoutherndelaware.com
Sandy Spence		Sandyspence325@gmail.com
Joe Hoechner		jhmalls@aol.com
Danielle Swallow		Swallowtail5215@gmail.com
George Rudgers		gerudco@gmail.com
Pat O'Hanlon		Pohanlon1@comcast.net
Betsy Reamer	Lewes Chamber of Commerce	inquiry@leweschamber.com
Bill Wagamon		billwagamon@comcast.net
Allyn Wagamon		Allyn.wagamon@comcast.net
John Mateyko		johnmateyko@verizon.net
Denise Bridgens		db@argonavisit.com
Mary Jo Porreca		Maryjo27@me.com
Mate McCain		Pom809@comcast.net
Andy Palumbo		apalumbosr@comcast.net
Donald Burgess	Cadbury	indburgess@verizon.net
Judy Burgess	Cadbury	indburgess@verizon.net

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:

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	babsv@udel.edu
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	Ronald22@verizon.net
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
David Ennis	New Road	Davidhennisluc@aol.com
Jim Klein	Lardner Klein	Jim.Klein@lardnerklein.com
Ann Gravatt	DelDOT	Ann.gravatt@state.de.us
Mike DiPaolo	Lewes Historical Society	mike@historiclewes.org

Members of the Public/Guests

Name	Organization/Representing	Email Address
Marie Mayor	Candidate House of Reps.	Mariemayordistrict20@gmail.com
Jenna Beard	Southern Delaware Tourism	iennab@visitsutherndelaware.com
Sandy Spence		Sandyspence325@gmail.com
Kathy Regan	Breakwater	
Danielle Swallow		Swallowtail5215@gmail.com
Margaret Wiebe	Hawkseye	mmwiebe@comcast.net
B. R. Breen	Citizen-Guest	Br_breen@yahoo.com
Betsy Reamer	Lewes Chamber of Commerce	inquiry@leweschamber.com
Barbara Moritz	Citizen	abcmoritz@yahoo.com
Richard Moritz	Citizen	abcmoritz@yahoo.com
Kathy Rey		Kathy@gmail.com
Denise Bridgens		db@argonavisit.com
Mary Jo Porreca		Maryjo27@me.com
Clare Derr	Breakwater	Rise.shine@comcast.net
Richard Derr	Breakwater	Rise.shine@comcast.net
Andy Palumbo		apalumbosr@comcast.net
Sue Early	Rehoboth Beach Film Society	sue@rehobothfilm.com

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 9th 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:

Name	Organization/Representing	Email Address
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	Nina.cannata@state.de.us
Diane Wilson	Lewes Greenways and Trails	imdwilson@comcast.net
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	marcos@historiclewes.org
Dennis Reardon	City Council	Dreardon2004@comcast.net
Betsy Reamer	Lewes Chamber of Commerce	inquiry@leweschamber.com
Hal Godwin	Sussex County Government	hgodwin@sussexcountyde.gov
Ted Becker	Mayor, City of Lewes	Ted.Becker@verizon.net

Members of the Public/Guests

Name	Organization/Representing	Email Address
Merlin Beil	Ft Myers Historical Society	Mbeil5@comcast.net
Doug Spelman	Canary Creek Community and Lewes Greenways and Trails Filling in for Mike DiPaolo	douglasspellman@gmail.com
Pat Cooper	DNREC Parks	Patrick.cooper@state.de.us

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 18th 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 4TH 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:

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	babsv@udel.edu
Mike DiPaolo	Lewes Historical Society	mike@historiclewes.org
Gail VanGilder	Chair, Ad Hoc Committee	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Diane Wilson	Lewes Greenways and Trails	imdwilson@comcast.net
Rob Morgan	Lewes City Council	robmorgan322@gmail.com
David Ennis	New Road	Davidhennislc@aol.com
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Ann Gravatt	DelDOT	Ann.gravatt@state.de.us
Helen Waite	New Road	hwaite@gmail.com
Dennis Reardon	City Council	Dreardon2004@comcast.net
Bonnie Osler	Lewes City Council	bonnieosler@gmail.com

Members of the Public/Guests

Name	Organization/Representing	Email Address
Sen. Ernie Lopez	State Senate, Lewes	Ernesto.lopez@state.de.us
Rep. Steve Smyk	State House of Representatives, New Road area	Steve.smyk@state.de.us
Denise Bridgens		Dlb22.argo@gmail.com
Joe Hoechner		jhmalls@aol.com
John Dickey		Johndickey.lewes@outlook.com
Sue Early		sue@rehobothfilm.com
Bob Wallace		Rb.wallace@hotmail.com
B. R. Breen		Br_breen@yahoo.com
Margaret Wiebe		mmwiebe@comcast.net
David Stuart		davidstuart17033@gmail.com
Linda Dickey		lindadickey.art@outlook.com
Ernie Soffronoff		ersoff@yahoo.com

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:

Name	Organization/Representing	Email Address
Barbara Vaughan	Planning Commission	babsv@udel.edu
Ronal Smith	Gills Neck	Ronald22@verizon.net
Gail VanGilder	Chair, Ad Hoc Committee	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Nina Cannata	Lewes Greenways and Trails	Nina.cannata@state.de.us
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
David Ennis	New Road	Davidhennislc@aol.com
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Jim Klein	Lardner Klein	jim.klein@lardnerklein.com
Helen Waite	New Road	hwaite@gmail.com
Ann Gravatt	DelDOT State Byways Coordinator	Ann.gravatt@state.de.us

Members of the Public/Guests

Name	Organization/Representing	Email Address
Curt Smith		gairesmith@starpower.net
Andy Mollura		amollura@verizon.net
Denise Bridgens		Dlb22.argo@gmail.com
Joe Hoechner		jhmalls@aol.com

Jay Tomlinson		jaytherep@gmail.com
Alison Parcell	Wolfe Runne	Alison@parsellfuneralhomes.com
Hal Godwin	Sussex County	hgodwin@sussexcountyde.gov
John Mateyko	Lewes	johnmateyko@verizon.net
Ric Moore	Lewes Community Partnership	ricmoore@sallc-net.com
David Stuart		davidstuart17033@gmail.com
Betsy Reamer	Lewes Chamber of Commerce	betsyreamer@comcast.net

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

- 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.
- 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.
- 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.
- 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

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	babsv@udel.edu
Ronal Smith	Gills Neck	Ronald22@verizon.net
Gail VanGilder	Chair, Ad Hoc Committee	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Nina Cannata	Lewes Greenways and Trails	Nina.cannata@state.de.us
David Ennis	New Road	Davidhennisluc@aol.com
Ann Gravatt	DelDOT State Byways Coordinator	Ann.gravatt@state.de.us

Members of the Public/Guests

Name	Organization/Representing	Email Address
Bonnie Osler	City Council	bonnieosler@gmail.com
Ted Becker	Mayor, City of Lewes	ted.becker@verizon.net
Fred Beaufait	City Council	fred.beaufait@comcast.net
Joe Hoechner		jhmalls@aol.com

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	babsv@udel.edu
Ronal Smith	Gills Neck	Ronald22@verizon.net
Gail VanGilder	Chair, Ad Hoc Committee	gvangilder@comcast.net
Jeff Greene	Delaware Greenways	jgreene@delawaregreenways.org
Nina Cannata	Lewes Greenways and Trails	Nina.cannata@state.de.us
Dan Parsons	Sussex County	dparsons@sussexcountyde.gov
David Ennis	New Road	Davidhennisluc@aol.com
Mike Tyler	Lewes Bike and Ped Advisory Committee/Savannah Road	Ah3000@surfbest.net
Marcos Salavesria	Lewes Historical Society	marcos@historiclewes.org
Helen Waite	New Road	hwaite@gmail.com

Members of the Public/Guests/Volunteers

Name	Organization/Representing	Email Address
Linda Dickey	Helping with Communications	lindadickey.art@outlook.com
Dick Cecil	Historic Preservation Comm.	dick_cecil@yahoo.com
Margaret Weibe	Hawkseye	mmweibe@comcast.net
Hal Godwin	Sussex County Government	hgodwin@sussexcountyde.gov
Paul Collins	Breakwater	collins35207@gmail.com
Denise Bridges	Breakwater	DLB22.argo@gmail.com

Mike Dunmyer	Lewes Resident	midunmyer@gmail.com
Betsy Reamer	Lewes Chamber of Commerce	betsyreamer@comcast.net
Linda Palmer	Lewes Resident	rlpalmerde@comcast.net
Deborah Brown	Senators Lewes	Chargeitdb@comcast.net
Anne Melandandri	Senators Lewes	
Patti Drago	Senators Lewes	pat_drago@msn.com
Jay Tomlinson	Senators Lewes	jaytherep@gmail.com
Elizabeth Owen	City of Lewes Resident	owen120@aol.com
Dave Stuart	Breakwater Homeowners	davidstuart17033@gmail.com
John Mateyko	Lewes	johnmateyko@verizon.net
Scott Thomas	Southern Delaware Tourism	scott@gmail.com

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

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:

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

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

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.del.dot.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

Display Boards (warning—this is a large file—26mb):

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

and the comment form can be viewed at:

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

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.*



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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"> • None 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 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

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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"> • 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. • As residents of Breakwater, we encourage cooperation between the Showfield and Gills Neck road improvement projects.
Conservation/Preservation	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		11 hearing for Point Farm Re-zoning.	
Transportation	<ul style="list-style-type: none"> 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) 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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

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"> The County would like to have the proposed bike trail go through Smith's Properties to take the bikes off Gills Neck Road 	<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"> 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 We are avid bicycle riders, and are concerned that changes will be made before

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	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"> • 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 (Gills Neck). There are many curves and when they ride 2-3 abreast it

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"> • Need ped bridge next to Savannah Road over canal; it would also be an excellent recreational feature • 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 	<ul style="list-style-type: none"> • 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 • 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: <ul style="list-style-type: none"> ○ Consider the impact of eminent domain in road widening ○ Excellent work, however, hugely complex, need cooperation and support of developer and towns 	<p>is also unsafe.</p> <ul style="list-style-type: none"> • Again the huge amount of traffic needs to be of paramount consideration to bicyclists • Curves are o.k. on Gills Neck - move the bicyclists • 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.

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		<ul style="list-style-type: none"> ○ How to avoid being crushed by the details, funding and lip service from developers 	
Recreation Opportunities/ Trail Network	<ul style="list-style-type: none"> • 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! 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • I support the continual development of the trail system across Gills Neck Road

LEWES HISTORIC BYWAY PUBLIC ADVISORY COMMITTEE MEETING
NOVEMBER 13, 2014
3 p.m. to 5 p.m.

SUMMARY OF PUBLIC COMMENTS/DISCUSSION

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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.*

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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>
Date: November 12, 2014 at 10:14:21 AM EST
Cc: "jim.klein@lardnerklein.com" <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 4th, 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 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

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:

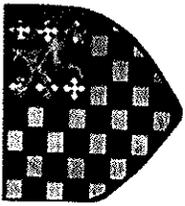
1. Is the CMP a regulatory document? Both Jim and Ann Gravatt responded that it was a policy document that DelDOT uses to aid them in their management and improvement of the highway network. Jim noted that it was a policy document for the County and the City as well.

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.

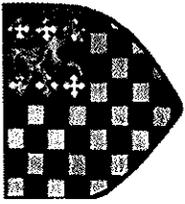


LEWES SCENIC AND HISTORIC BYWAY

PUBLIC MEETING SIGN IN SHEET



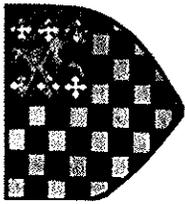
Name	Organization/Address	Email
Linda Dickey	35233 OVERFALLS DR Breakwater 19958	LINDADICKEY.ART@ OUTLOOK.COM
John Dickey	"	JOHNDICKEY.LEWES@ OUTLOOK.COM
Susan Crawford	32059 HASTINGS DR	SUEGMOHAY@COMCAST.NET
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DICK CECIL	1	DICK_CECIL@yahoo.com
Tim Rutzke	11 HARBORVIEW RD 19958	TRUTZKE@yahoo.com



LEWES SCENIC AND HISTORIC BYWAY
PUBLIC MEETING SIGN IN SHEET



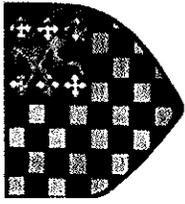
Name	Organization/Address	Email
Dennis Crawford	LPMG 32659 Hastings Dr	drcsue@comcast.net
Bob Wallace	320 W. 3RD ST	r.b.wallace@hormax.com
Tetho Maetripke	LPMG Leeward 1	
Jinda Palmer	LPMG Leeward	rlpalmerde@comcast.net
Chris McEvilly		jcmceville@gmail.com
Margaret Weber		mweber@comcast.net
MICHAEL GIER	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		



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PUBLIC MEETING SIGN IN SHEET

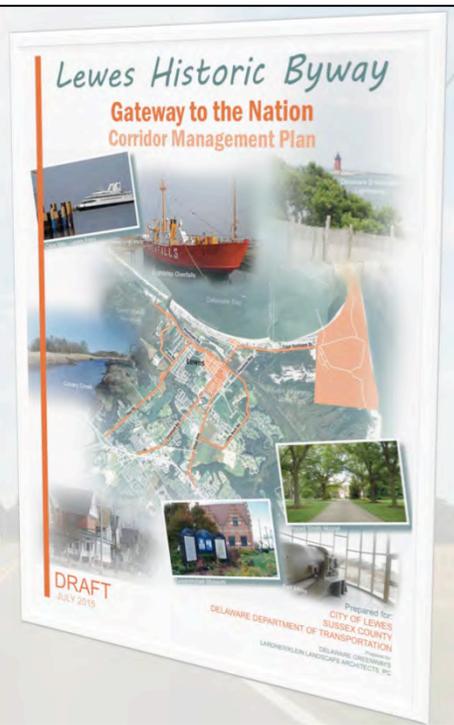


Name	Organization/Address	Email
Rob Morgan	City	rmorgan@cityoflewes.de.us

**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

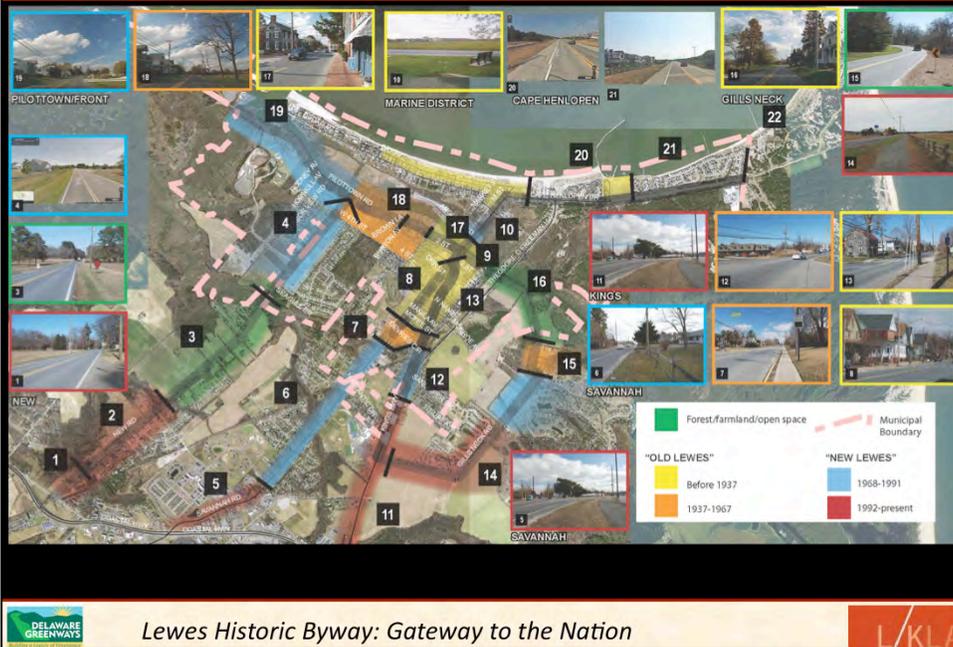
New Road mix of farm and field

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

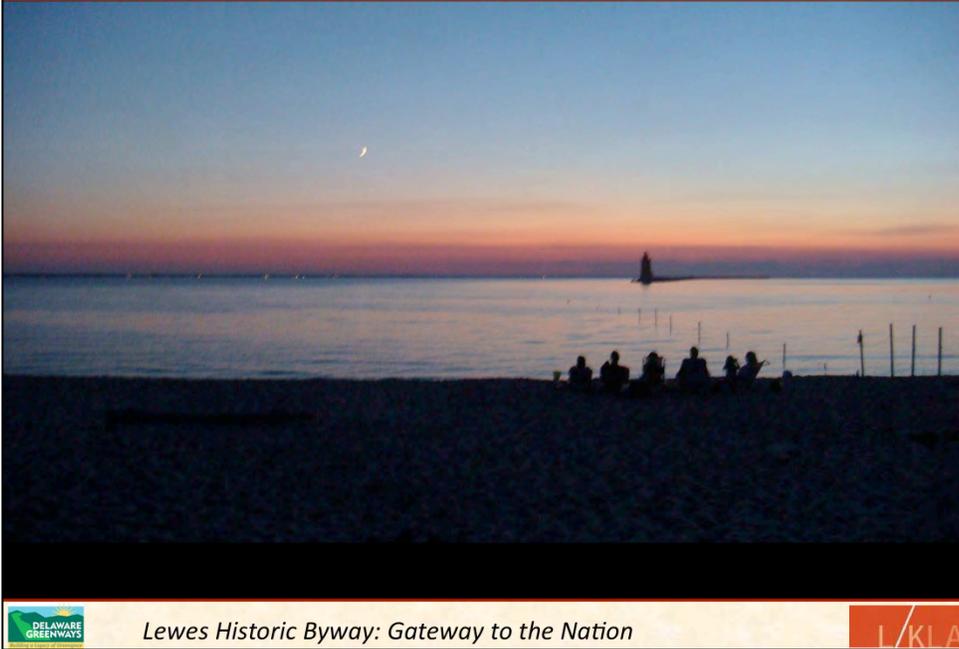


Lewes Historic Byway: Gateway to the Nation



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



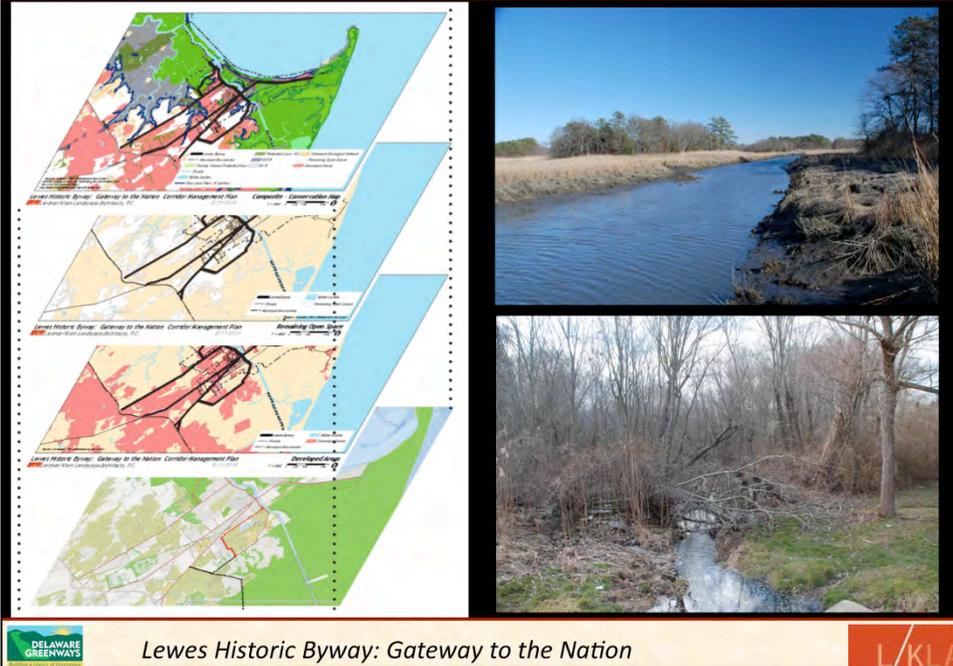
Lewes Historic Byway: Gateway to the Nation



There are six strategies in the draft that address the goal of preserving and maintaining the character defining features of the byway

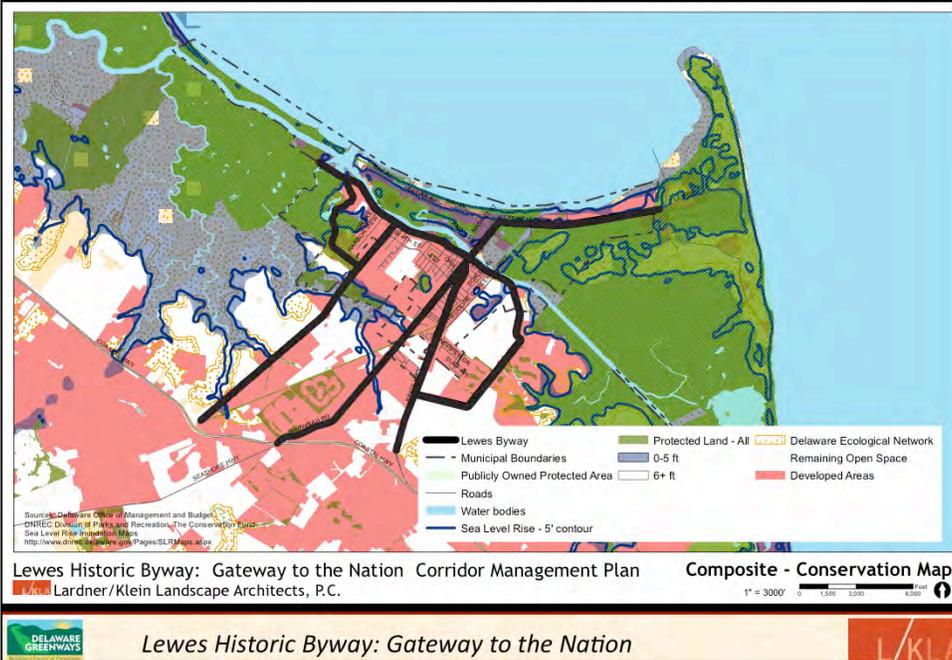
1. Develop Preservation Priorities for the Byway
2. Link the Byway's preservation needs with the Delaware Bay
3. Link the Byway's preservation needs as a critical element in the long-held vision of a greenbelt around Lewes
4. Link the Byway's conservation goals with land use, infrastructure and emergency 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

DELAWARE GREENWAYS

Lewes Historic Byway: Gateway to the Nation

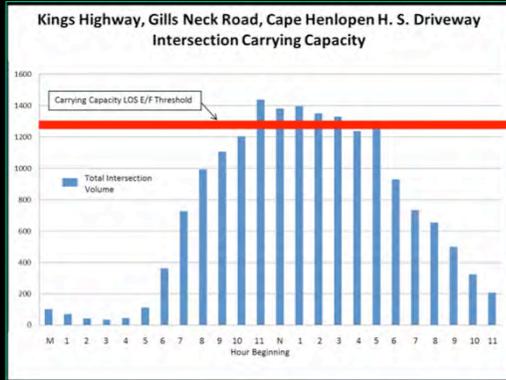
L/KLA

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 –

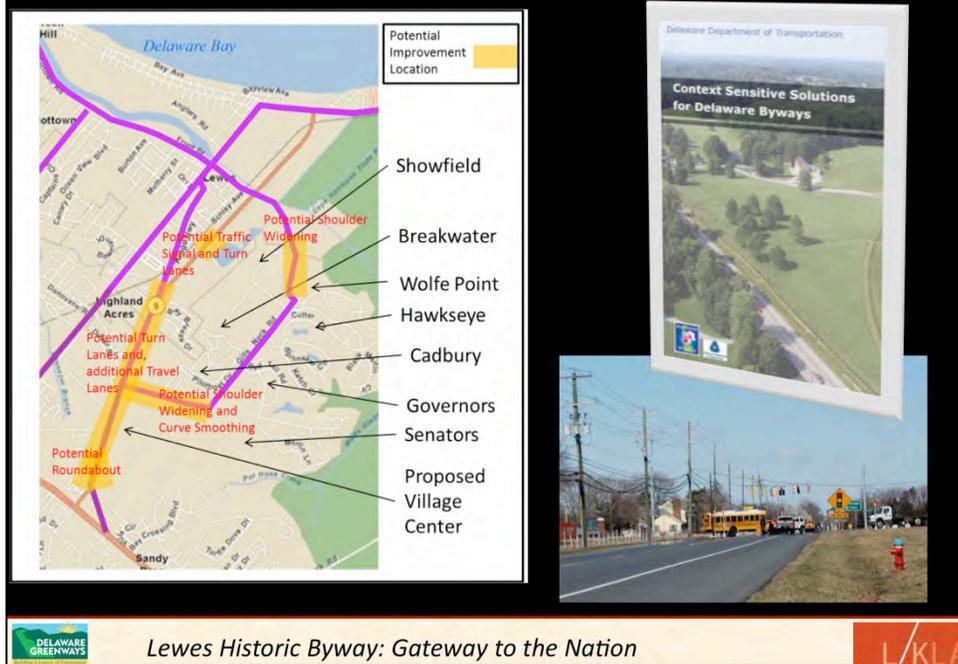
- accomplished with the help of volunteer traffic counters that then helped to shape a better understanding of how much carrying capacity Lewes may have to accommodate future growth in traffic.

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

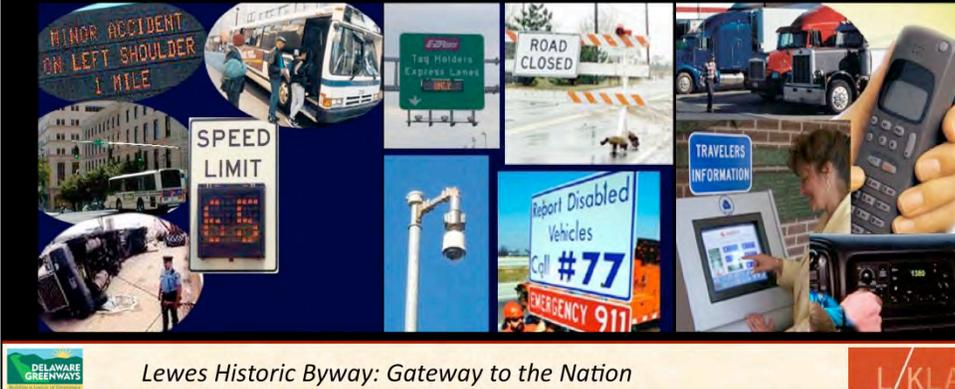
Figure 25: Proposed Developments and Potential Roadside Improvements, Gills Neck Road and Kings Highway

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



Lewes Historic Byway: Gateway to the Nation

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

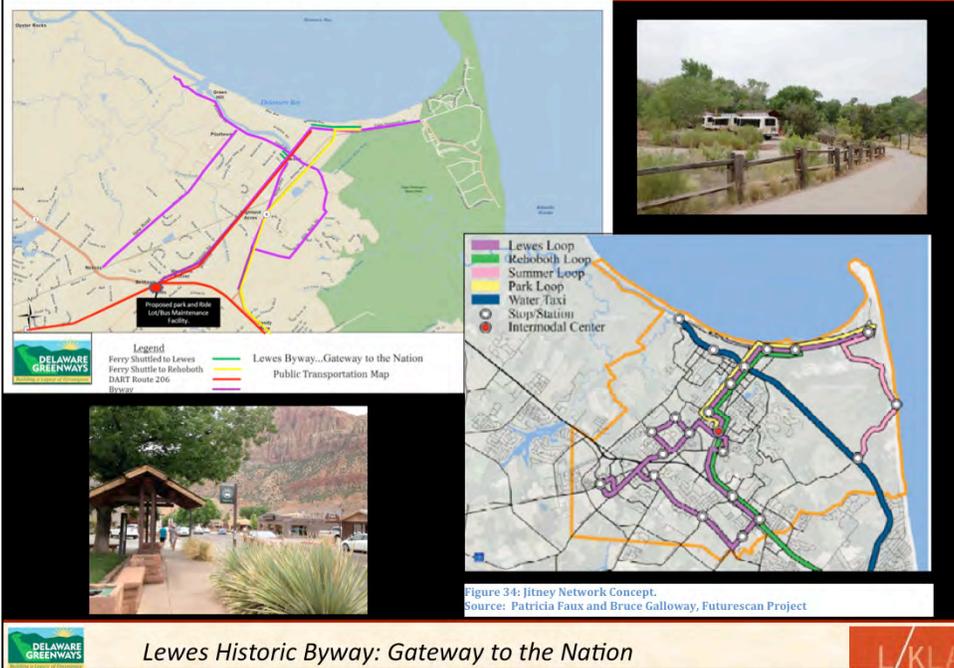


JEFF: Alternative modes of travel

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:

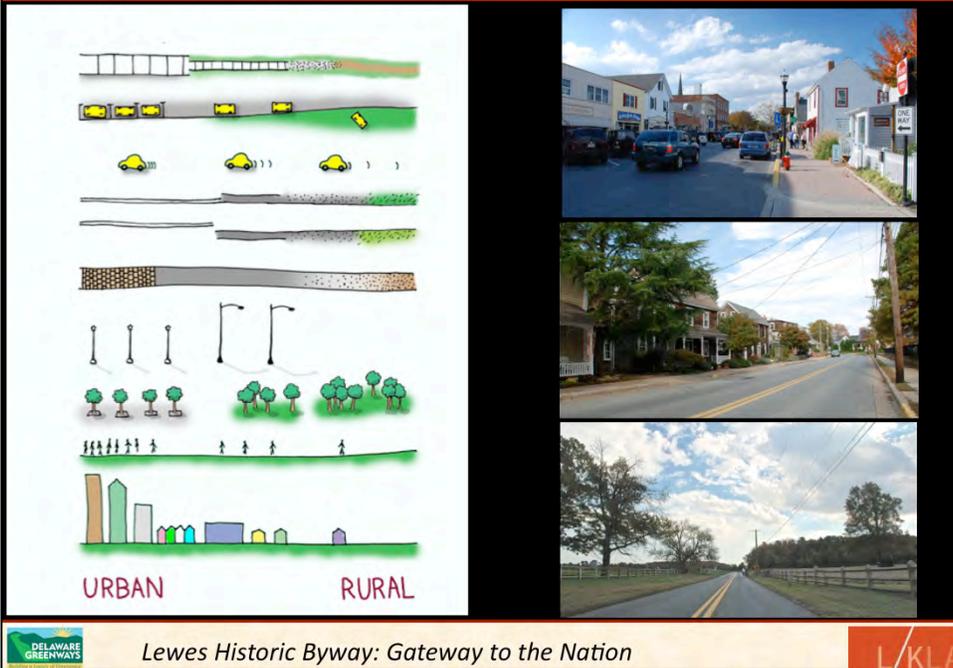
Use context sensitive solutions

Establish gateways and wayfinding signage system

Enhancing the roadway and roadside appearance

Guiding land use change over time

Strategy: Use Context Sensitive Solutions

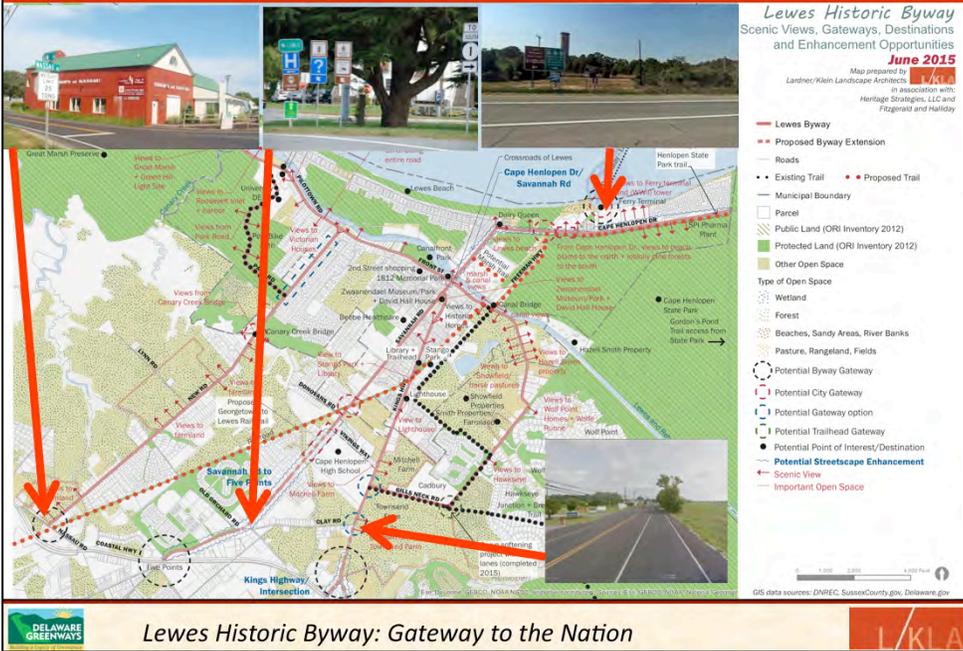


When to use context sensitive solutions

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:

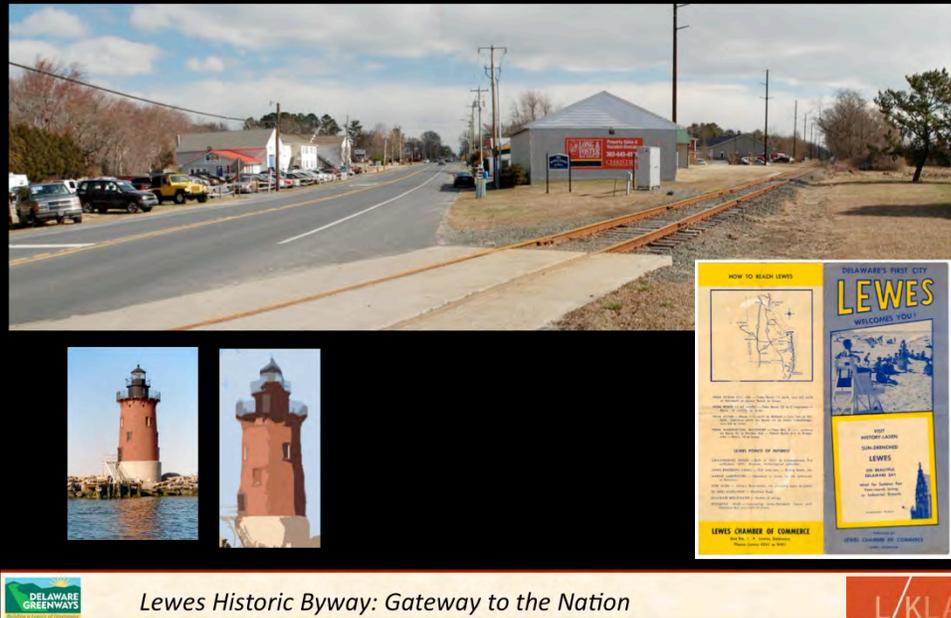
From Coastal Highway gateways –

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



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

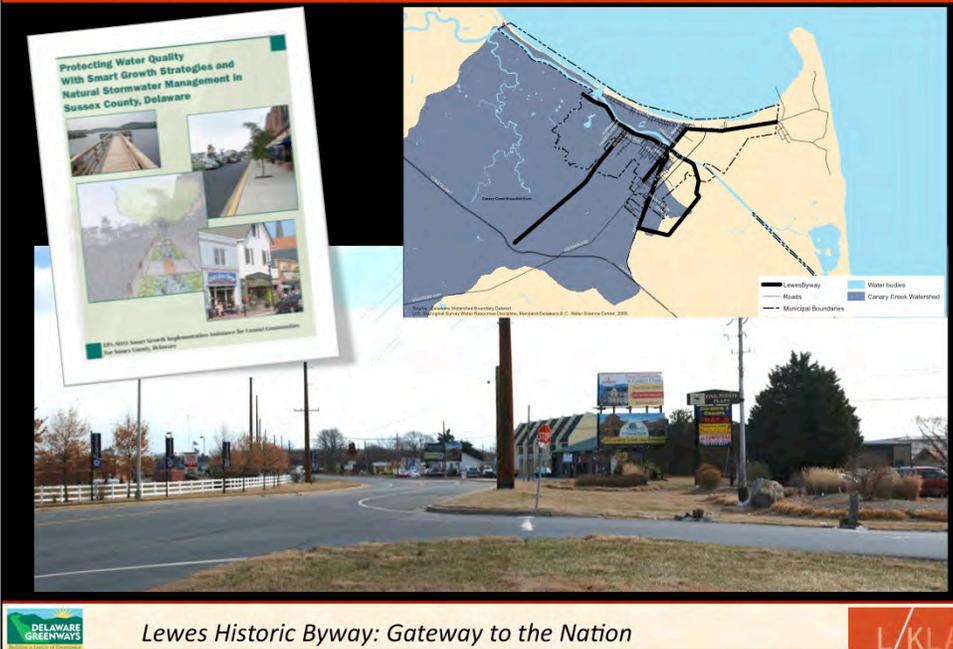


Lewes Historic Byway: Gateway to the Nation



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

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 93 shows a small speed bump that helps direct water into a swale.

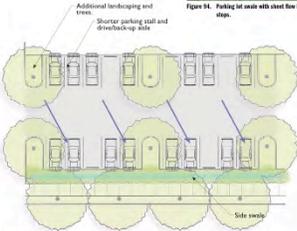
Site-Level Stormwater Design Strategies



Figure 93. Parking lot swale with curb cuts and a speed hump used to direct stormwater flow.



Figure 94. Parking lot swale with sheet flow between parking wheel stops.



Additional landscaping and trees.
Shorter parking stall and drive/back-up aisle.
Side swale.

Figure 95. Perimeter side swale in parking lot-plan view.



Protecting Water Quality With Smart Growth Strategies and Natural Stormwater Management in Sussex County, Delaware 55



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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



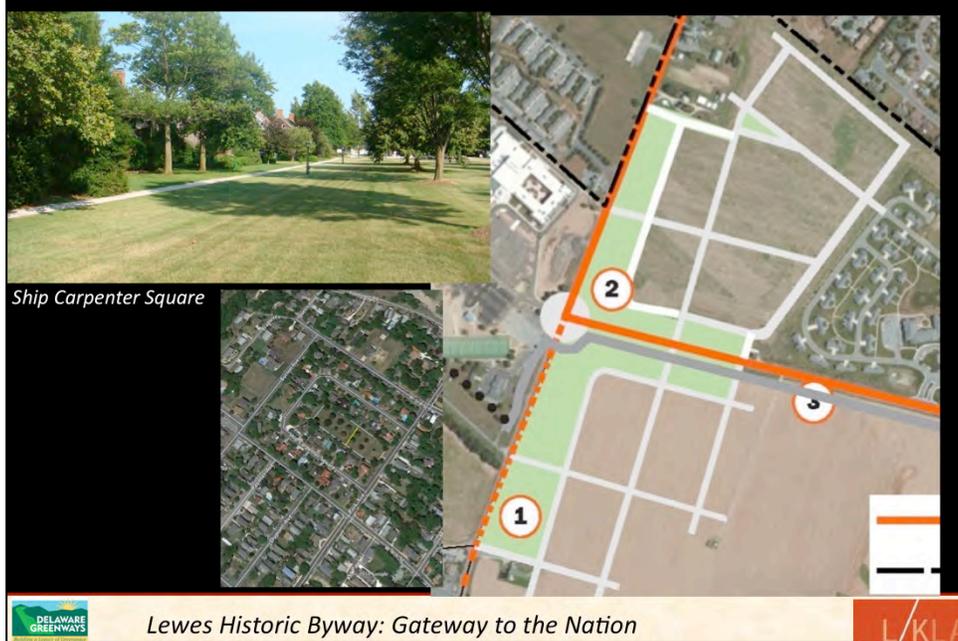
The byway route along Savannah Road anchors the City of Lewes' Marine Commercial District

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

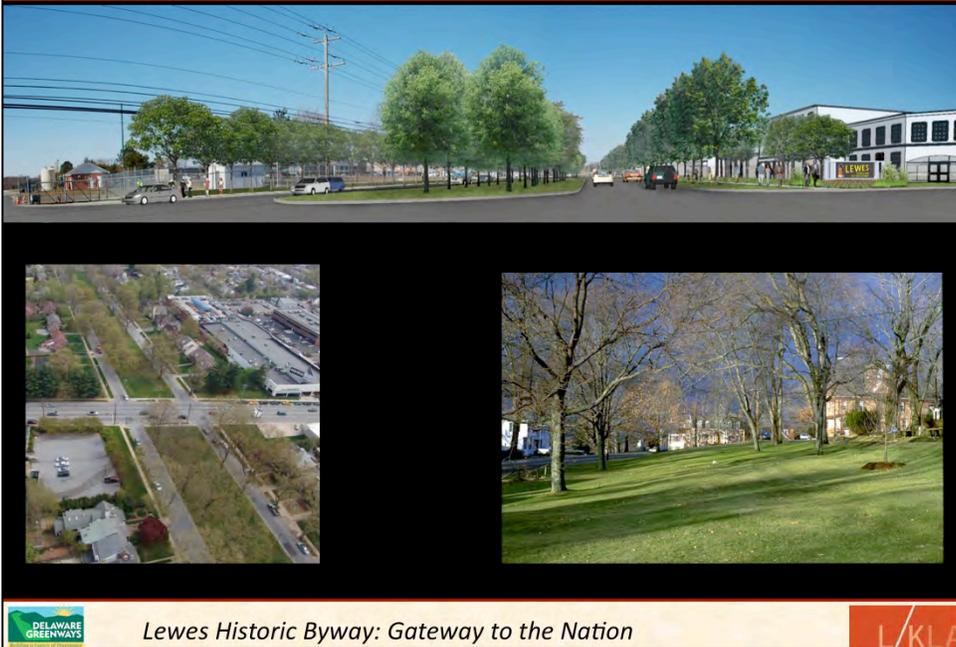


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DeIDOT already has some guidance available in the form of this document “Context Sensitive Solutions for Delaware Byways” and the Department has a good track record in recent years of incorporating context sensitive approaches into the design of transportation facilities along scenic byways

Kings Highway – Wide Boulevard as Gateway to Lewes



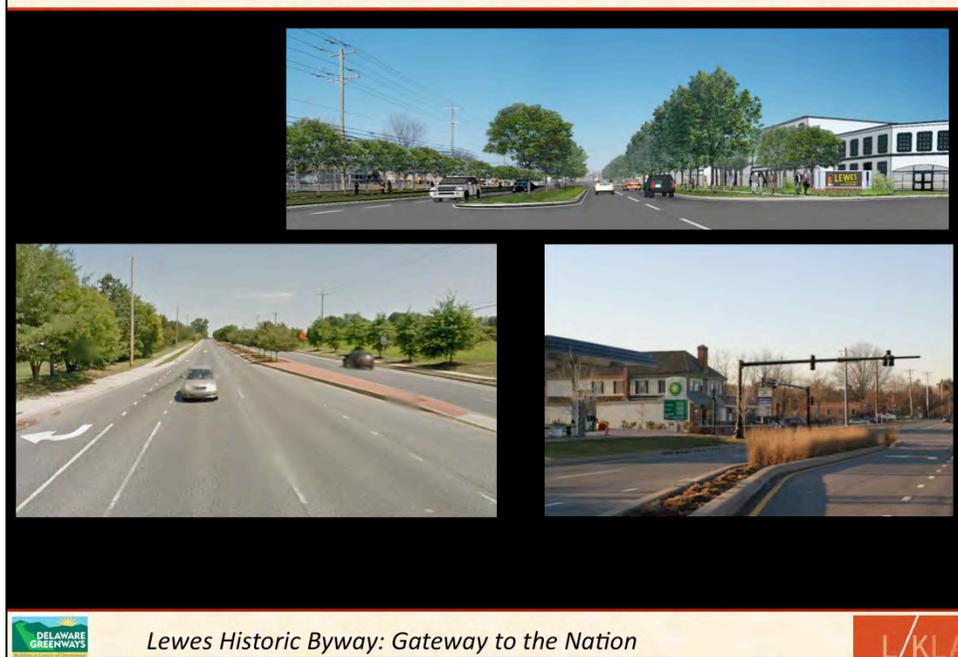
The first approach of a wide median– extending the grid of the City out to the new gateway into town.

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.

Lewes Historic Byway: Gateway to the Nation
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



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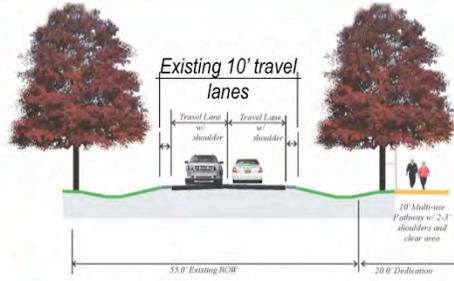
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L/KLA

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.



Lewes Historic Byway: Gateway to the Nation



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

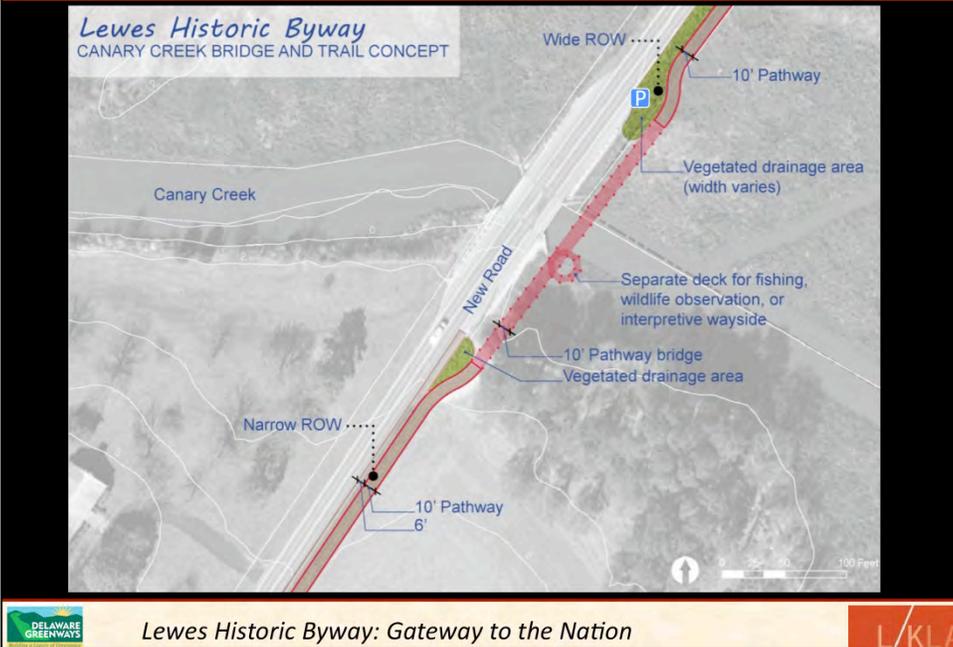


The trail system is another great feature of the greater Lewes area. Here is a map showing the built trails in blue, the planned trails in red.

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



Lewes Historic Byway: Gateway to the Nation



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

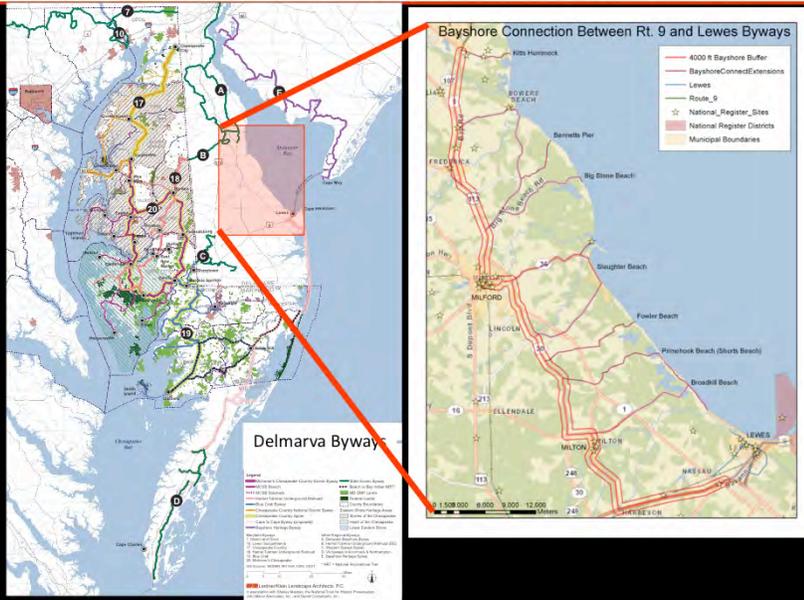
Build partnerships with tourism organizations and the Chamber of Commerce

Help position Lewes as a destination for heritage and nature-based travelers

Expand nature- and recreation-based tourism attractions

Utilize the Byway to manage visitation

Goal: Use Byway as a tool for spreading out visitation



Lewes Historic Byway: Gateway to the Nation

beyond the beach and the summer season and enhancing the quality of the visitor experience

Build partnerships with tourism organizations and the Chamber of Commerce

Help position Lewes as a destination for heritage and nature-based travelers

Expand nature- and recreation-based tourism attractions

Utilize the Byway to manage visitation

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



Lewes Historic Byway: Gateway to the Nation



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