



DRAFT TECHNICAL MEMORANDUM

Pedestrian/Bicycle Analyses

Sussex Route 1 Grid Study: Phase 2

August 1999

**Submitted to
Delaware Department of Transportation**

**Submitted by
Urbitran Associates Inc.**

**In association with
KCI Technologies, Inc.**

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SUSSEX ROUTE 1 GRID STUDY PHASE 2

DRAFT TECHNICAL MEMORANDUM

Pedestrian and Bicycle Analyses

1.0 Introduction

This memorandum documents the pedestrian and bicycle analyses component of Task 2 of the Sussex Route 1 Grid Study, Phase 2. It presents a review of the existing sidewalk system and designated bicycle routing within the SR1 corridor, including an existing national trail that crosses SR1. Included is information on existing and proposed SR1 sidewalks, existing and proposed Bike Route One alignments and the history and future of the American Discovery Trail recently designated by the Secretary of the United States Department of Transportation (USDOT) as one of 16 National Millennium Trails. Results of the SR1 Phase 1 citizen recommendations for pedestrian and bicycle improvements along SR1 are identified including those to be carried forward as part of future SR1 projects. Six SR1 Phase 2 projects are identified, two of which relate specifically to pedestrian and bicycle deficiencies identified during Phase 1.

2.0 Existing and Proposed Pedestrian Facilities in the SR1 Corridor

The following sections provide discussions of existing and proposed pedestrian facilities within the SR1 corridor. This is a result of review of the Delaware Department of Transportation (DelDOT) Subdivision Policies and Procedures, field views of the approximate two dozen communities located throughout the SR1 corridor, and an inventory of existing sidewalks along SR1. Because the corridor focuses along SR1, it does not include the pedestrian and bicycle facilities within the older, more densely populated communities of Lewes or Rehoboth Beach. The exception is Rehoboth Avenue Extended, which is the community's main entrance from SR1, where some sidewalks do exist in an area that experiences bicycle usage especially during seasonal vacation periods.

Proposed pedestrian facilities are a result of project related discussions with DelDOT's Bicycle and Pedestrian Coordinator, with consideration of Phase 1 citizen recommendations factored into Phase 2 project development. Proposed recommendations include a small section of SR1 sidewalk and two SR1 intersection improvement recommendations, which resulted from a separate DelDOT SR1 study and were incorporated into Phase 2 of the Sussex Route 1 Grid Study.

2.1 Existing Sidewalks in the SR1 Corridor

A network of sidewalks does not exist in the SR1 corridor. Instead, sidewalks are generally limited to an array of independent sidewalk types internal to about half of the approximate two dozen residential communities built over the past two decades located throughout the SR1 corridor. Along SR1, sidewalks exist only where major and minor commercial and one

apartment complex have developed within the past five years. These have resulted from either DelDOT entrance permit approvals for major commercial developments or DelDOT's recommendations as part of Sussex County's subdivision approval procedures. Generally, all newer commercial development along SR1 includes sidewalks, as does one newer residential development where main entrances access SR1. Photos 1 and 2 show existing SR1 conditions at two locations where sidewalks have been added within the past two years.



PHOTO 1: Sidewalks Added to Savannah West Apartments Adjacent to Troop 7 Entrance.



PHOTO 2: Recent Sidewalk Construction along SR1 in Front of Pelican Square.

The new sidewalks are mainly a result of the SR1 corridor being partially included in Sussex County's Highway Corridor Overlay Zoning District (HCOZ), which includes all lands within 600 feet on each side of SR1 between the intersection of Routes 9/18 and SR1 at Five Points on the north, and the intersection of SR1 and Road 273 on the south (Figure 1). The HCOZ was established for the purpose of providing for the continued and efficient use of roadways, to preserve and enhance the aesthetic and visual character of land uses and to provide for orderly development in Sussex County. The requirements and guidelines contained in the ordinance are to encourage a positive visual experience of development of lands along a portion of the SR1 corridor and provide safe access and turning movements for vehicular and pedestrian traffic.

Mainly as a result of the HCOZ, sidewalks along SR1 exist at nine locations along the west side (southbound) SR1 representing just less than 20 percent of the five-mile long corridor (Figure 1). Sidewalks typically consist of standard five feet widths separated from SR1 curbing by a two or three feet wide grass strip. Most of the existing southbound SR1 sidewalks front new commercial development at Lowes and Pelican Square and at upgrades of the two Rehoboth Outlets along southbound SR1. Smaller lengths of sidewalk sections are located at Savannah West Apartments, Bob Evans Restaurant, Café Italiano, and the Seashell Shop.

Northbound SR1 sidewalks are limited to three locations incorporating about 20 percent of the SR1 corridor. These include the Rehoboth Avenue vicinity from north of Church Street to north of Rehoboth Avenue where a small shopping center opened last year, along a SR1 frontage road north of Rehoboth Avenue to Road 273, and a longer continuous stretch of sidewalks between Roads 271 and 270 built as part of three major commercial sites within the HCOZ (Outlets 2, K-mart and Lighthouse Plaza).

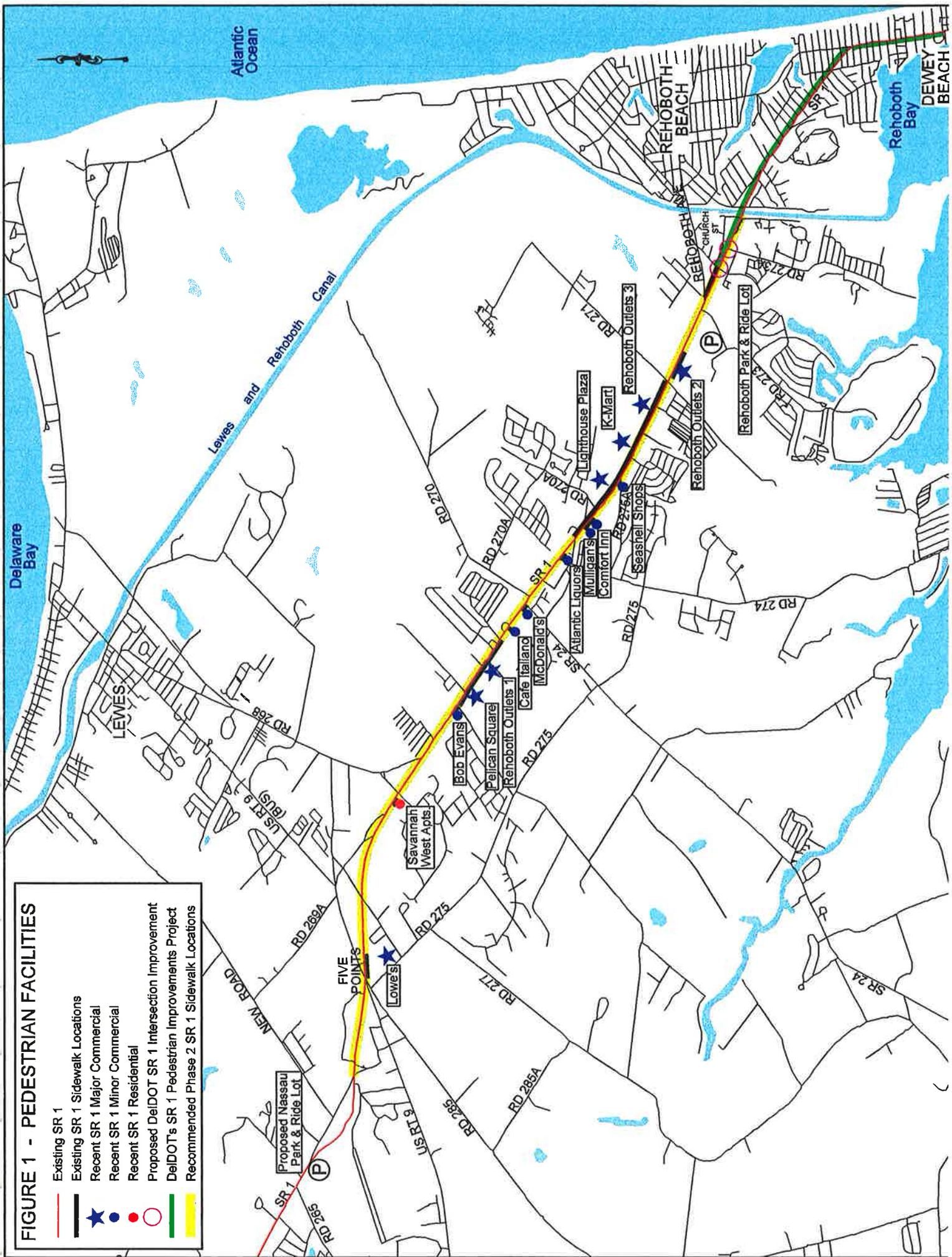
2.2 Phase 1 Citizen Advisory Committee Recommendations

The Phase 1 Grid Study included three public workshops and three Citizen Advisory Committee (CAC) meetings initiated in late 1997 and completed in early 1998. These resulted in a series of citizen recommendations including the need for sidewalks along northbound and southbound SR1 as well as east-west connections to the major commercial areas and residential communities off of SR1. Family shoppers, teenagers and an increasing number of retirees were mentioned as those who would particularly benefit by an improved sidewalk system along SR1. Field observations also identified foot-worn dirt paths behind SR1 curbing where gaps in the SR1 sidewalk exist (Photo 3). Public opinions regarding the pros and cons of providing pedestrian connections between communities varied and included security concerns as well as where fence openings exist for local access. Photo 4 shows a location where the Sea-Air community has recently created a fence opening to access Rehoboth Outlets 2.

The Phase 1 study resulted in a series of recommendations documented and mapped in the SR1 Connections newsletter (Appendix A). A specific recommendation was to create a network of paths, sidewalks or bike lanes connecting to desired locations or communities as identified in the SR1 Connections Newsletter (Appendix A).

FIGURE 1 - PEDESTRIAN FACILITIES

- Existing SR 1
- Existing SR 1 Sidewalk Locations
- Recent SR 1 Major Commercial
- Recent SR 1 Minor Commercial
- Recent SR 1 Residential
- Proposed DeIDOT SR 1 Intersection Improvement
- DeIDOT's SR 1 Pedestrian Improvements Project
- Recommended Phase 2 SR 1 Sidewalk Locations



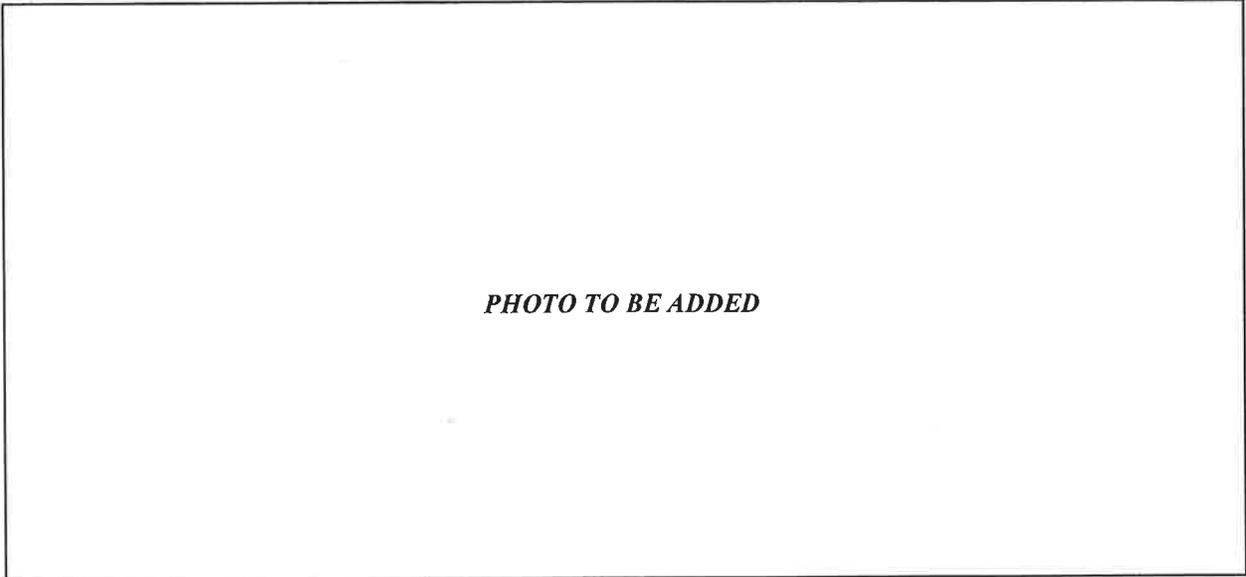


PHOTO TO BE ADDED

PHOTO 3: Existing Foot-Worn Path along SR1 between Rehoboth Outlets 2 and Rehoboth Park and Ride Lot.



PHOTO 4: Existing Fence Opening between Rehoboth Outlets 2 and the Sea-Air Community.

The overall goal of DeIDOT, as supported by the county’s HCOZ, is to establish a network of planned pedestrian facilities throughout the SR1 corridor. A key component will be the completion of sidewalks along both northbound and southbound SR1 from the Nassau vicinity north of Five Points to the Lewes and Rehoboth Canal vicinity into Rehoboth Beach (Figure 1). This will include the sidewalk and intersection improvements between the canal and Rehoboth Avenue that will address east-west pedestrian crossing in this vicinity. The SR 1 Phase 2 studies will identify potential locations and recommendations for east-west pedestrian connection from Rehoboth Avenue to Five Points, including the feasibility of “mid-block” SR1 crossings.

2.3 Other Proposed SR1 Intersection Improvements

During the Phase 1 study, a separate DelDOT project by the RBA Group was identified that has since been incorporated into the SR1 Grid Study Phase 2. This is the SR1 Pedestrian Improvements Project – North of the Canal to Rehoboth Avenue (Figure 1). Because local pedestrian and bicycle deficiencies were identified at two locations north of the canal to Rehoboth Avenue, the findings and recommendations of the RBA Group have since been incorporated into the SR1 Grid Study Phase 2. These include conceptual engineering and costs for two SR1 intersection improvements at Bald Eagle Road and Church Street in addition to DelDOT's request to include the costs to connect the northbound SR1 sidewalk between these two intersections into the Phase 2 Grid Study (Appendix B).

2.4 Phase 2 Pedestrian Recommendations

In response to the Phase 1 citizen recommendations, DelDOT developed and is progressing six projects described and mapped in Appendix A, which initiated a series of future SR1 modal improvements. Conceptually, Phase 2 includes plans for a proposed Park and Ride facility to be located at Nassau, which is approximately one mile north of the Five Points intersection; related bus shuttle service along SR1 to connect with an existing Park and Ride facility located near the SR1/Rehoboth Avenue vicinity; and, multimodal improvements into Rehoboth Beach.

During SR1 Phase 1, typical sections were also developed for implementation into the preliminary engineering for the six SR1 Phase 2 projects and any future SR 1 projects. These typical sections have been developed to be consistent with the policies and guidelines in the DelDOT Road Design Manual, the Mobility Friendly Design Standards and the September 1998 Final Draft of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and further refined to incorporate input from DelDOT's Road Design and Subdivision Sections (Appendix C).

The typical sections that have been developed and included in Appendix C are as follows:

- ✓ Pedestrian/Bicycle Path
- ✓ Multimodal Grid Connector with Closed Drainage
- ✓ Multimodal Grid Connector with Open Drainage
- ✓ Multimodal Major Connector with Closed Drainage
- ✓ Multimodal Major Connector with Open Drainage
- ✓ SR1 Five Points to Route 24
- ✓ SR1 Route 24 to Rehoboth

Each typical section includes a sidewalk component being recommended for the six Phase 2 projects. These typical sections are also recommended for future DelDOT projects in the SR1 corridor and also for coordination with private interests in ongoing and future development in the area. A specific goal of the SR1 Phase 2 study is to incorporate an approved DelDOT SR1 Plan into Sussex County's subdivision review procedures. This would be subject to review and consideration of the SR1 Phase 1 citizen recommendations, including a network of interconnecting sidewalks.

3.0 Existing and Proposed Bicycle Facilities in the SR1 Corridor

The following sections provide a review of existing and proposed bicycle facilities within the SR1 corridor. Existing designated bicycle routes include Bike Route 1, which runs north-south through the SR1 corridor (Figure 2). Existing and proposed pedestrian facilities are a result of project related coordination with DelDOT taking into account SR1 Phase 1 citizen recommendations factored into SR1 Phase 2 project development. It is also being coordinated with the previously identified DelDOT SR1 Pedestrian Improvements Project, since incorporated into Phase 2 of the Sussex Route 1 Grid Study. This is addressed in Section 2.3, which includes sidewalk and pedestrian improvements at two intersections north of the canal. Ongoing DelDOT coordination also includes relocation of the recently designated National Millennium Trail, known as the American Discovery Trail, which crosses SR 1 at Five Points, and ongoing project related coordination between DelDOT and other state agencies regarding local pedestrian and bicycling opportunities. These projects are described in the following sections.

3.1 Existing Bicycle Routing in the SR1 Corridor

The SR1 corridor includes the designated but partially signed north-south Bike Route 1 and the designated east-west but not signed American Discovery Trail (Figure 2). Bike Route 1 is signed along secondary roadways west of SR1 in the northern half of the SR1 Grid Study. DelDOT is considering redesignation of Bike Route 1 from Road 285 to Road 285A and Road 277 to avoid congestion in the Five Points vicinity. In the southern project area, SR1 is no longer signed as Bike Route 1 from Road 274 to the Lewes and Rehoboth Canal in order not to encourage recreational bicycle use along the heavily congested SR1. South of the Lewes and Rehoboth Canal outside of the SR1 Grid Study limits, SR1 is signed as Bike Route 1 and this area is being studied under a separate DelDOT contract for pedestrian and bicycle improvements.

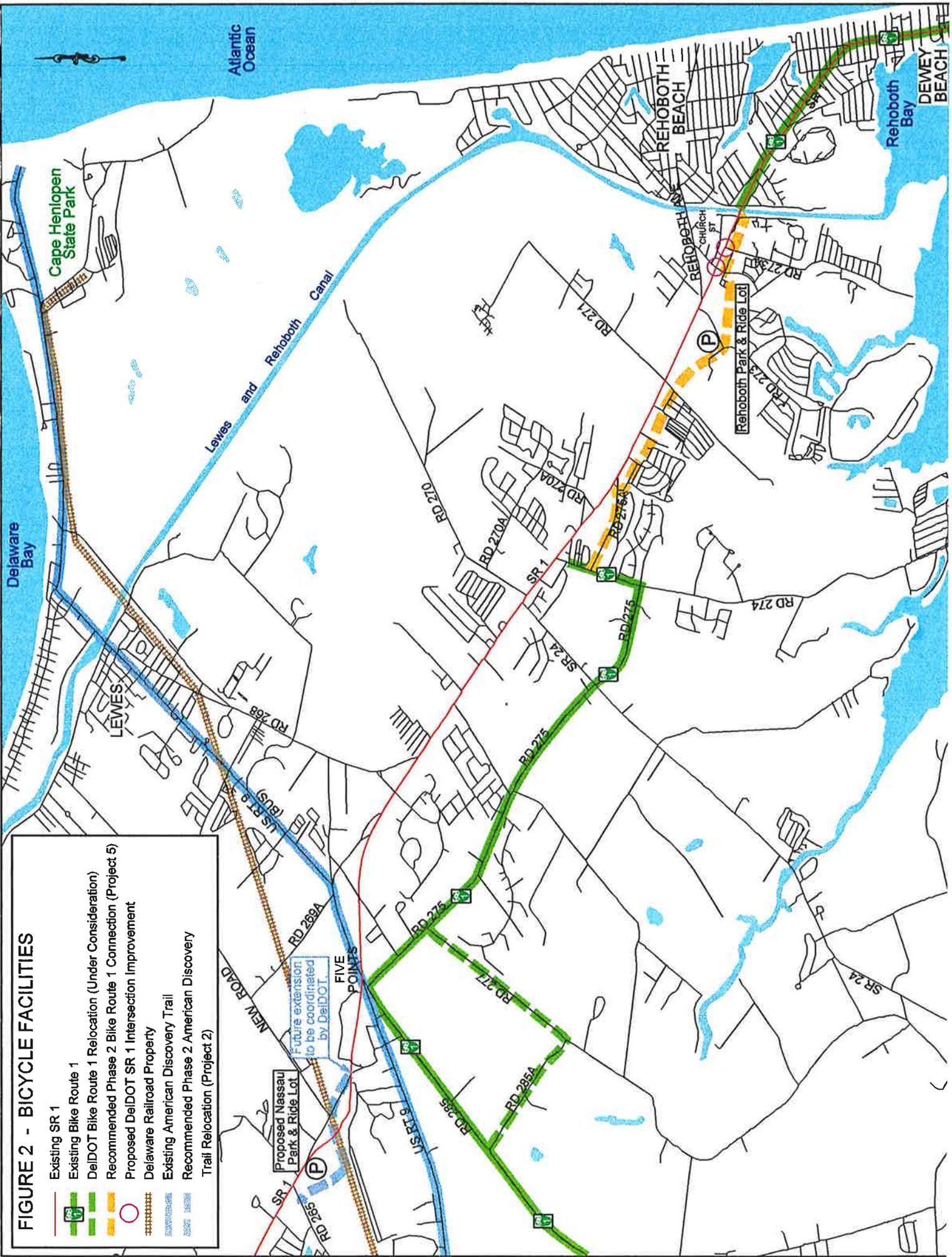
The American Discovery Trail (ADT) crosses the SR1 corridor at the heavily congested Five Points intersection. Cape Henlopen State Park is the eastern terminus of this ocean-to-ocean national recreational trail of nearly 5,000 miles crossing 12 states, which dates to the early 1990s (Appendix D). On June 26, 1999, the ADT was designated by the USDOT as one of 16 National Millennium Trails, as part of the White House Millennium Council's efforts to stimulate national and local activities to "honor the past and imagine the future". When completed, the trail will cover over 6,500 miles, crossing the nation on a continuous line of existing trails, rail-trails, canal towpaths, forest lanes and country roads including Sussex County, Delaware.

3.2 Phase 1 Citizen Advisory Committee Recommendations

The SR1 Phase 1 study, described in Section 2.2, resulted in a series of recommendations documented in the SR1 Connections newsletter (Appendix A). A specific recommendation was to evaluate potential opportunities to help SR1 bicycle movement between Airport Road (Road 274) and Rehoboth. Field observations included occasional use of SR1 shoulders by bicyclists including illegal travel against oncoming traffic. This is the section of Bike Route 1 discussed in Section 3.1, where bike signage no longer exists (Figure 2).

FIGURE 2 - BICYCLE FACILITIES

- Existing SR 1
- Existing Bike Route 1
- DelDOT Bike Route 1 Relocation (Under Consideration)
- Recommended Phase 2 Bike Route 1 Connection (Project 5)
- Proposed DelDOT SR 1 Intersection Improvement
- Delaware Railroad Property
- Existing American Discovery Trail
- Recommended Phase 2 American Discovery Trail Relocation (Project 2)



In addition to Airport Road to Rehoboth recommendations, the Phase 1 study recommended four other locations to be dedicated to pedestrian/bicycle activity in an open space open area and not shared with motorized vehicles (Appendix A). These are not part of the SR1 Phase 2 study and will need to be addressed as future DelDOT SR1 studies, including:

- ✓ East of SR1 north of Five Points,
- ✓ West of SR1 between Road 275 south to SR24,
- ✓ East of SR1 between CR268 and CR270, and,
- ✓ East-west connections between SR1 and the abandoned Lewes-Rehoboth Railroad.

Another discussion during SR1 Phase 1 studies focused on the use and safety of the dedicated pedestrian/bicycle facilities versus legal rights of bicyclists to use the SR1 shoulders. DelDOT officials have indicated their intent not to sign SR1 as Bike Route 1 in this heavily congested corridor. As a result, committee consensus was reached to have DelDOT evaluate off-SR1 recommendations for local and recreational bicycle usage, including an evaluation of SR1 for possible shared bicycle use primarily for skilled bicyclists. This resulted in the Recommended Phase 2 Bike Route 1 Connection located on Figure 2 as Project 5 to determine the feasibility of an off-SR1 pedestrian/bicycle facility signed as Bike Route 1. Photo 5 shows a location in Project 5 where the opportunity for a separate pedestrian/bicycle facility exists. In addition, subsequent public concern expressed during the SR1 Phase 2 study included the need to improve Road 274 west of Road 275 (Figure2). This is outside of the SR1 corridor and will need to be addressed as a future DelDOT project.



PHOTO 5: Potential Location for Pedestrian/Bicycle Path Near Camelot Community Entrance.

3.3 Other Proposed Bicycle Improvements

During the Phase 1 study, two separate DelDOT projects were identified that have since been incorporated into the SR1 Grid Study Phase 2 because both include bicycle components. One project, known as the SR1 Pedestrian Improvement Project – North of Canal to Rehoboth Avenue, preceded the SR1 Grid Study, but was added to the SR1 Phase 2 study, as discussed in Section 2.3. This will include SR1 sidewalk and intersection improvements at Bald Eagle Road and Church Street designed to allow bicyclists to safely cross SR1. These will be evaluated as components of Project 6 of the six Phase 2 projects (Figure 1 and Appendix A).

The second DelDOT project since incorporated into the SR1 Phase 2 study is the relocation of the American Discovery Trail. This is similar in concept to the public recommendations made during Phase 1 to evaluate a separate pedestrian/bicycle trail north of Five Points (Figure 2 and Appendix A). Coordination with DelDOT has resulted in a concept to relocate the ADT from the US Route 9/Five Points vicinity to the north by using CR 265 to the proposed Nassau Park and Ride Lot where it would turn south towards the Delaware Railroad Property then east under the SR1 overpass (Photo 6). East of SR1, it would continue to parallel the railroad to Nassau Road (old SR1) in the vicinity of the Nassau Historic District. As such, this concept is consistent with the intent of the National Millennium Trail and will be investigated as Project 2 of one of the six Phase 2 projects (Appendix A).

Another trail concept being considered in the SR1 corridor vicinity is the feasibility of a Lewes to Rehoboth recreational trail that is similar to public recommendations made during SR1 Phase 1. This would require coordination between DelDOT and the Delaware Department of Natural Resources and Environmental Control (DNREC) involving lands already acquired by DNREC and anticipated future DNREC land acquisitions as a buffer area to Cape Henlopen State Park (Figure 2). This will likely result in future recommendations for a recreational trail to connect the Lewes/Cape Henlopen State Park vicinity with a concept of using DNREC lands, rather than a controversial plan involving sensitive lands within the state park or using the abandoned Lewes to Rehoboth railroad, as recommended by citizens during the SR1 Phase 1 study (Appendix A).



PHOTO 6: Location of Proposed Relocated American Discovery Trail under SR1 Railroad Overpass.

3.4 Phase 2 Bicycle Recommendations

In response to the Phase 1 citizen recommendations and other bicycle projects in the vicinity, DelDOT has progressed six initial projects, two of which relate specifically to the public's bicycle recommendations (Figure 2). Figure 2 also locates the two SR1 intersection improvements at Church Street and Bald Eagle Road being considered as part of Rehoboth Avenue Entrance Improvements (Project 6). These include the relocation of a section of the American Discovery Trail being developed as part of Project 2 of SR1 Phase 2; and, the feasibility of a separate off-SR1 pedestrian/bicycle connection between Road 274 and Rehoboth Beach, which is Project 5 of SR1 Phase 2 (Figure 1).

As explained in Section 2.4, typical sections including bicycle use were developed during Phase 1 for implementation into the preliminary engineering for the six Phase 2 projects and any future SR 1 projects. These typical sections have been developed to be consistent with the policies and guidelines in the DelDOT Road Design Manual, the Mobility Friendly Design Standards and the September 1998 Final Draft of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and further refined to incorporate input from DelDOT's Road Design and Subdivision Sections.

The typical sections that have been developed are as follows:

- ✓ Pedestrian/Bicycle Path
- ✓ Multimodal Grid Connector with Closed Drainage
- ✓ Multimodal Grid Connector with Open Drainage
- ✓ Multimodal Major Connector with Closed Drainage
- ✓ Multimodal Major Connector with Open Drainage
- ✓ SR1 Five Points to Route 24
- ✓ SR1 Route 24 to Rehoboth

Similar to the pedestrian facilities discussion, each typical section includes a bicycle component being recommended for the six Phase 2 projects. An important outcome of Phase 2 will be the evaluation of shared use and possible widening of existing SR1 shoulders with respect to the 1998 Guidelines for Bicycle Facilities recently adopted by AASHTO, endorsed by DelDOT and considered in the SR1 typical sections. This will include recommendations for both directions along SR1 from the Nassau vicinity north of Five Points to the Lewes and Rehoboth Canal vicinity, including entrances into Rehoboth Beach (Figure 2).

These typical sections are also recommended for consideration by DelDOT as part of subdivision and entrance permit reviews for input into pending and future Sussex County development applications, future DelDOT projects in the SR1 corridor and also for any future DNREC coordination. The overall objective is to establish a network of planned bicycle facilities throughout the SR1 corridor that are consistent with local, regional and national goals and policies.

APPENDIX A

SR1 CONNECTIONS NEWSLETTER

VOLUME 1, ISSUE 1

SPRING 1999

SR 1 CONNECTIONS

Spring 1999

Official Newsletter for the SR1 Grid Concept Study

Volume 1, Issue 1

SR1 Linkages and Connections

The State Route 1 (SR1) Grid Concept study focuses on this major roadway between Five Points and Rehoboth Beach. Phase 1 of this two phase study began in March of 1997. This newsletter summarizes the study process, findings, and steps to be taken in Phase 2. The overall objectives of the study are to:

- ◆ increase residents' mobility by developing alternate road linkages and connections;
- ◆ provide for multiple ways to travel;
- ◆ reduce congestion;
- ◆ improve safety;
- ◆ optimize signals; and
- ◆ maintain the character of the study area.

SR 1 is unique in that it travels the length of the State providing connections to all points within the State from I-95 down to the Maryland border. In the study area, this major arterial experiences heavy traffic volume and congestion especially in



Traffic congestion, once a seasonal problem during the Summer, has now become an almost year-round condition.

the peak season. However, unlike other areas of the State where SR 1 passes, the area between Five Points and Rehoboth Beach offers no alternative routes for residents and travelers to get to locations on either side of SR 1. As a result, congestion increases. The economic health and quality of life in an area depends on an efficient road network. With increasing population and visitors in the area, the need for linkages and connections is essential.

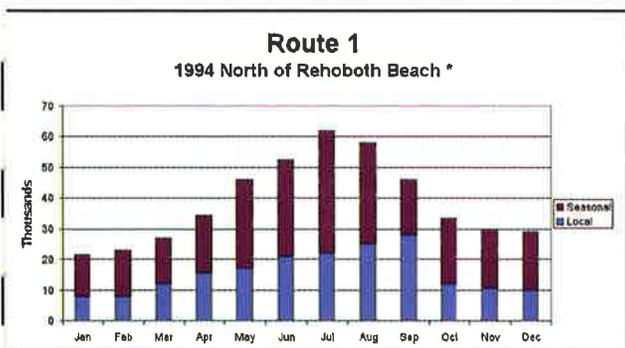
A GROWING COMMUNITY

Between 1980 and 1990, Sussex County was home to seven of the fastest growing towns in Delaware, and all but one of those are located in the coastal resort areas. Sussex County population growth is expected to continue, rising from 113,000 in 1990 to almost 168,000 by the year 2000; a 48% increase! In addition to this population, Sussex County also attracts tourists and recreational visitors from surrounding

states, as well as other towns in Delaware. This all contributes to the seasonal traffic peak in the warm weather months. In fact, average daily traffic counts were taken in 1994 at six traffic points along SR1 and showed an 87% traffic increase during the month of August compared to year round averages. Although seasonal tourist traffic peaks in the summer, it is almost year-round, due in part, to the growing number of retirement communities, the retail outlets, and other area attractions.

PUBLIC PARTICIPATION IN THE PLANNING PROCESS

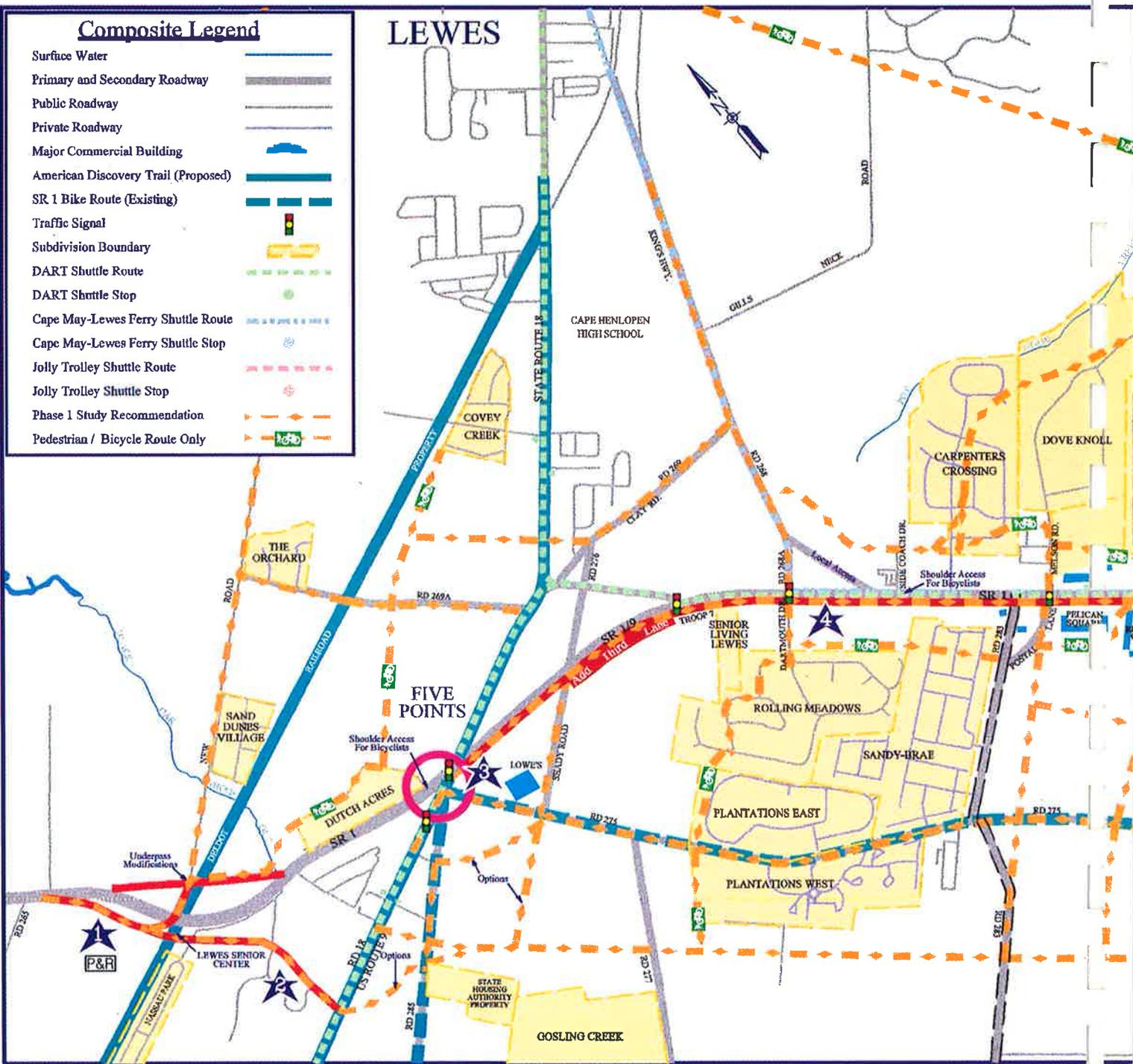
Public involvement is the most important and necessary part of the planning process. Changes in the transportation patterns involve more than engineering solutions. They also involve recognizing the impacts that these changes have on the community. During Phase 1, DelDOT invited local residents, businesses, and local officials to help in the planning process to identify solutions to make getting around the study area easier. A total of three Advisory Committee Meetings and three Public Workshops were held, and the results are presented in the map on the following pages.



*Statewide Long-Range Transportation Plan and Actions, Rt 1 Local and Seasonal Traffic Volumes (in ADT), Chapter 3, page 42, 1997.

Composite Legend

Surface Water	
Primary and Secondary Roadway	
Public Roadway	
Private Roadway	
Major Commercial Building	
American Discovery Trail (Proposed)	
SR 1 Bike Route (Existing)	
Traffic Signal	
Subdivision Boundary	
DART Shuttle Route	
DART Shuttle Stop	
Cape May-Lewes Ferry Shuttle Route	
Cape May-Lewes Ferry Shuttle Stop	
Jolly Trolley Shuttle Route	
Jolly Trolley Shuttle Stop	
Phase 1 Study Recommendation	
Pedestrian / Bicycle Route Only	



PHASE 1 STUDY RECOMMENDATIONS

The above map indicates the linkages and connections that were suggested by the community during Advisory Committee Meetings and Public Workshops held in Phase 1. Recommendations emphasized interest in improving mobility and safety while at the same time addressing environmental concerns and the desire to retain the character of the study area.

- SIGNAL COORDINATION – assess traffic flow and regulation at key traffic signal locations
- INTERSECTION IMPROVEMENTS
- PARK & RIDE FACILITY – proposed Park & Ride facility north of Five Points
- IMPROVED SR1 TRANSIT CROSSING – Rd 274 – Rd 273
- PEDESTRIAN/BICYCLE SYSTEM – Create a network of paths, sidewalks, or bike lanes connecting to desired locations or communities. Some areas to be dedicated to pedestrian/bike activity in an open space area and not shared with motorized vehicles.
- CREATE SECONDARY ROAD CONNECTIONS – network of existing and new roadway connections that can serve all methods of travel
- UPGRADE OF SHOULDERS – Airport Road; Rd 275 (Note: Rd 275 shoulders have been upgraded)



PHASE 2 PROJECT FEASIBILITY LOCATIONS

Response to the Phase 1 Study Recommendations, DeIDOT proposes implementation of the six projects listed below to initiate a series of SR 1 modal improvements.

-  NEW PARK-AND-RIDE LOT northwest of Five Points.
-  NEW ROADWAY CONNECTION that would serve the new park-and-ride lot to be located northwest of Five Points. This connection's northern limit is SR 1 and southern limit is Route 9.
-  FIVE POINTS INTERSECTION IMPROVEMENTS
-  SR 1 THIRD LANE WIDENING BETWEEN FIVE POINTS AND SR 24 to address modality and capacity needs.
-  POTENTIAL OPPORTUNITIES TO HELP SR 1 BICYCLE MOVEMENTS between Airport Road and Rehoboth will be identified. IMPROVED PEDESTRIAN CROSSINGS OF SR 1 will also include signal coordination and feasibility of "mid-block" crossings.
-  REHOBOTH AVENUE ENTRANCE IMPROVEMENTS



Delaware Department of Transportation
 Office of External Affairs
 P.O. Box 778
 Dover, DE 19903

Mailing
 Address
 Label

Phase 2 Public Meetings

Notices for future public meetings will be advertised in local newspapers. If you would like to be placed on our mailing list to receive future notices at your home or business, please fill out the form below and mail to DelDOT as listed or call 1-800-652-5600.

PHASE 2

Preliminary work for Phase 2, began in October, focuses on six specific recommendations and locations identified in Phase 1. Emphasis was placed on pedestrian/bicycle and transit improvements.

- ◆ Rehoboth Avenue entrance improvements to facilitate bus movement to Rehoboth Beach.

The locations and improvements are:

- ◆ Providing for a park-and-ride lot near Five Points;
- ◆ New multi-modal roadway connection to serve the proposed park-and-ride near Five Points. The connection links SR1 and the southern portion of Route 9;
- ◆ Five Points intersection improvements to expedite bus movement between the proposed park-and-ride lot and Rehoboth Beach;
- ◆ SR 1 third lane widening between Five Points and SR 24 to allow for multi-modal use;
- ◆ Bicycle movement between Airport Road and Rehoboth;

During Phase 1, the local community actively participated and contributed in the planning process by identifying possible connections and linkages, as well as a potential environmental and quality of life impacts.

The public is urged and invited to continue participating in the study by reviewing and commenting on concept designs developed in Phase 2 at the upcoming Public Workshops. Public participation allows DelDOT to hear community concerns during the study, and allows DelDOT to respond with beneficial and acceptable improvements.

Please Print Clearly

SEND TO:

DelDOT
 Office of External Affairs
 P.O. Box 778
 Dover, DE
 19903

Name _____
 Address _____
 City _____
 State _____
 ZIP Code _____

APPENDIX B

**SR 1 INTERSECTION IMPROVEMENTS
NORTH OF CANAL TO REHOBOTH AVENUE**

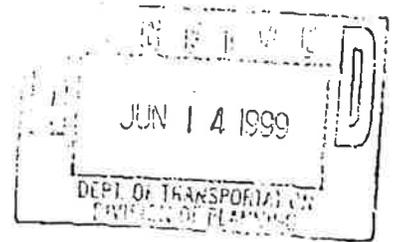
CONCEPT PLANS AND ESTIMATES

**DELDOT MEMORANDUM
(June 14, 1999)**

STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION



MEMORANDUM:



TO: Tricia Faust
Intermodal Programs

FROM: Liz Holloway
Project Development

RE: SR1 Grid Study

DATE: June 14, 1999

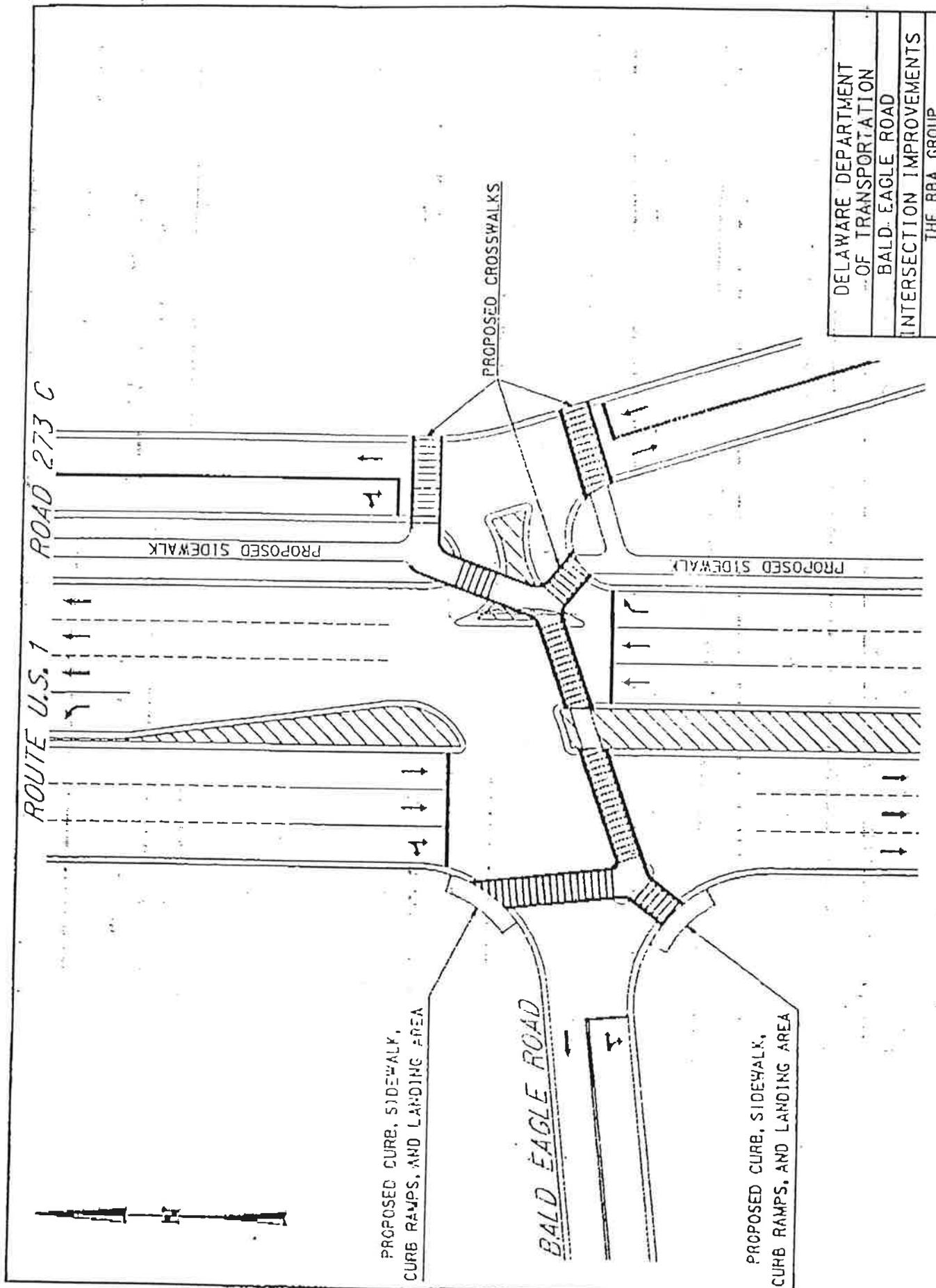
Attached are the concept plans and estimate for SR1 Pedestrian Improvements - North of the Canal to Rehoboth Ave. As we discussed please have KCI integrate these concepts into their project development for the SR1 Grid Study project to be scheduled in the CIP for design in FY 2001. Thank you.

- cc: Eugene E. Abbott, Director, Division of Planning
- Joseph T. Wutka, Assistant Director, Project Development
- Eli Cooper, Assistant Director, Intermodal Programs
- Mike Simmons, Road Design Engineer
- Mike Balbierer, Road Design
- Therese M. Fulmer, Manager, Environmental S

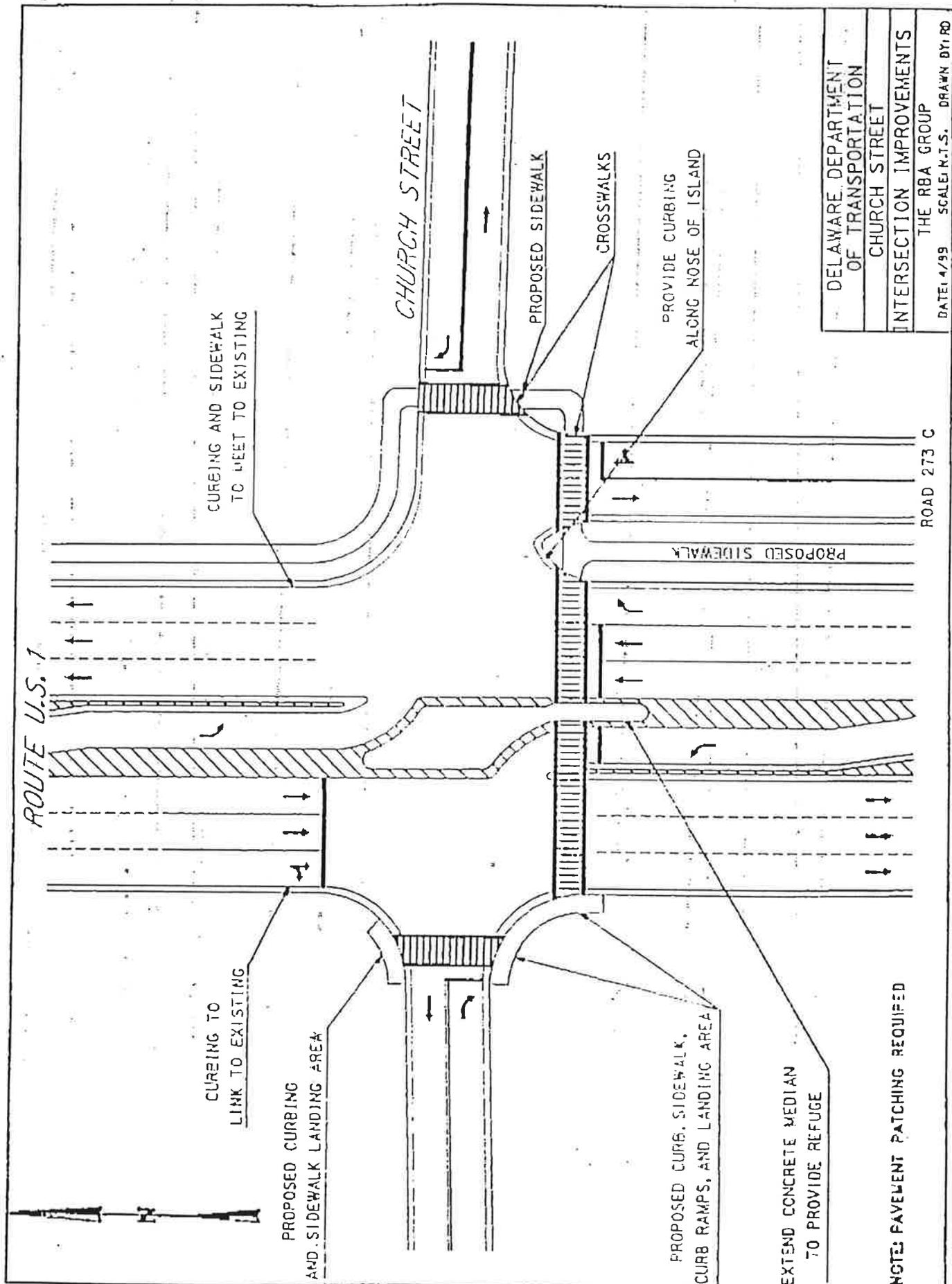


Delaware Department of Transportation

DELAWARE DEPARTMENT
 OF TRANSPORTATION
 BALD EAGLE ROAD
 INTERSECTION IMPROVEMENTS
 THE RBA GROUP
 DATE: 4/99 SCALE: N.T.S. DRAWN BY: RD



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DELAWARE DEPARTMENT OF TRANSPORTATION
 CHURCH STREET
 INTERSECTION IMPROVEMENTS
 DATE: 4/99 SCALE: N.T.S. DRAWN BY: RD

NOTE: PAVEMENT PATCHING REQUIRED

CONSTRUCTION COST ESTIMATE
S.R. 1 - PEDESTRIAN / BICYCLE IMPROVEMENTS
LEWES AND REHOBOTH CANAL TO S.R. 1 A
MAY 26, 1999

ITEM NO.	DESCRIPTION	UNITS	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
201000	CLEARING AND GRUBBING	L.S.	1	\$6,500.00	\$6,500.00
202000	EXCAVATION AND EMBANKMENT	C.Y.	941	\$8.00	\$7,528.00
208000	EXCAV. & BACKFILL FOR PIPE TRENCH	C.Y.	209	\$7.00	\$1,463.00
209003	BORROW, TYPE C	C.Y.	18	\$25.00	\$450.00
209008	BORROW, TYPE F	C.Y.	259	\$15.00	\$3,885.00
210000	FURNISH BORROW "C" PIPE TRENCH	C.Y.	90	\$15.00	\$1,350.00
212001	UNDERCUT EXCAVATION, PATCHING	C.Y.	33	\$10.00	\$330.00
301000	SELECT BORROW BASE COURSE	C.Y.	163	\$12.00	\$1,956.00
302005	GRADED AGGR. BASE COURSE, TYPE B	TON	58	\$25.00	\$1,400.00
308000	BIT. CONC. BASE COURSE	TON	122	\$25.00	\$3,050.00
306001	BIT. CONC. BASE COURSE, PATCHING	TON	30	\$30.00	\$900.00
401003	HOT-MIX BIT. CONC. PAVT., TYPE C	TON	60	\$45.00	\$2,700.00
401006	HOT-MIX BIT. CONC. PAVT., TYPE C, PATCHING	TON	34	\$50.00	\$1,700.00
406000	HOT-MIX PATCHING	S.Y.	333	\$7.50	\$2,497.50
605000	INSTALL RUB RAIL	L.F.	522	\$5.00	\$2,610.00
612002	R.C.P. 15", CLASS III	L.F.	560	\$25.00	\$14,000.00
704003	INT. P.C.C. CURB & GUTTER, TYPE 3	L.F.	1671	\$15.00	\$25,065.00
705001	P.C.C. SIDEWALK, 4"	S.F.	10875	\$3.75	\$40,781.25
705002	P.C.C. SIDEWALK, 6"	S.F.	1390	\$4.25	\$5,865.00
705502	CURB RAMP	EACH	11	\$150.00	\$1,650.00
708006	CATCH BASIN, TYPE J	EACH	4	\$1,600.00	\$6,400.00
708013	CATCH BASIN, TYPE W-BD 1	EACH	1	\$2,000.00	\$2,000.00
718505	TRENCH DRAIN	L.F.	15	\$220.00	\$3,300.00
720527	PLASTIC DRUMS	EA-DY	1012	\$1.50	\$1,518.00
727500	MONUMENTS	EACH	3	\$300.00	\$900.00
728504	WOOD RAIL FENCE	L.F.	150	\$15.00	\$2,250.00
732002	TOPSOIL, 6" DEPTH	S.Y.	3019	\$2.50	\$7,547.50
734013	PERMANENT SEEDING, DRY GROUND	S.Y.	2701	\$0.12	\$324.12
734015	PERMANENT SEEDING, WET GROUND	S.Y.	228	\$0.70	\$159.60
734017	TEMPORARY SEEDING, DRY GROUND	S.Y.	2781	\$0.15	\$417.15
734018	TEMPORARY SEEDING, WET GROUND	S.Y.	228	\$0.70	\$159.60
735009	MULCHING, STRAW	S.Y.	2882	\$0.15	\$432.30
735518	MULCHING, STRAW COCONUT BLANKET	S.Y.	834	\$2.00	\$1,668.00
740507	CATCH BASIN INLET SED. CONTROL	EACH	8	\$100.00	\$800.00
740508	CURB INLET SEDIMENT CONTROL	EACH	4	\$150.00	\$600.00
742502	FLAGGER	HOURL	158	\$18.63	\$2,941.54
743501	WARNING LIGHTS, TYPE B	EA-DY	50	\$1.50	\$75.00
743504	WARNING SIGNS	EACH	15	\$175.00	\$2,625.00
743525	TEMPORARY WARNING SIGNS	EA-DY	82	\$5.00	\$410.00
748017	PERM. PAVEMENT STRIPING, ALKYD, 6"	L.F.	1400	\$0.60	\$840.00
748512	RETROREFLECTIVE PREFORMED PATTERNED MKGS, 5"	L.F.	156	\$4.00	\$624.00
748513	RETROREFLECTIVE PREFORMED PATTERNED MKGS, 1"	L.F.	234	\$6.00	\$1,404.00
758000	REMOVAL OF EXISTING P.C.C.	S.Y.	28	\$20.00	\$560.00
759000	FIELD OFFICE	L.S.	1	\$6,000.00	\$6,000.00
762001	SAWCUTTING, HOT-MIX	L.F.	2186	\$1.25	\$2,732.50
762002	SAWCUTTING, CONCRETE	L.F.	31	\$7.40	\$229.40
783800	MAINTENANCE OF TRAFFIC	L.S.	1	\$8,000.00	\$8,000.00
	ADJ. SIGNAL JUNCT. BOX	EACH	1	\$400.00	\$400.00
			SUBTOTAL		\$186,754.66
	PEDESTRIAN SIGNALS	L.S.	1	\$40,000.00	\$40,000.00
	LANDSCAPING	L.S.	1	\$21,600.00	\$21,600.00
	LIGHTING	L.S.	1	\$108,000.00	\$108,000.00
	WELCOME SIGNAGE	L.S.	1	\$1,000.00	\$1,000.00
			SUBTOTAL		\$167,254.66
			INITIAL EXPENSE (5%)		\$7,867.73
			TOTAL		\$175,222.39

* BASIS IS ON 08/1998 CONSTRUCTION COSTS, I.E. WITHOUT ADJUSTMENT FOR INFLATION.

* DOES NOT INCLUDE COST OF RIGHT-OF-WAY, PERMANENT SIGNING, OR UTILITY RELOCATIONS.

APPENDIX C

KCI TECHNOLOGIES, INC.

TYPICAL SECTIONS MEMORANDUM

(July 13, 1999)

MEMORANDUM

Christiana Corporate Center
100 Commerce Drive
Suite 112
Newark, DE 19713-2879
(302) 731-9176

Fax Number
(302) 731-7807

TO: Patricia Faust
FROM: John Pietrobono 
DATE: July 13, 1999
RE: Sussex Route 1 Grid Study
SUBJECT: Typical Sections

In accordance with the scope of work for the referenced project and subsequent project team meetings I have developed the following typical sections to guide future development and roadway plans and offer comments for each.

These typical sections have been developed to be consistent with the policies and guidelines contained in the DelDOT Road Design Manual, the Mobility Friendly Design Standards and the September 1998 Final Draft of the AASHTO Guide for the Development of Bicycle Facilities and further refined to incorporate input from DelDOT's Road Design and Subdivision Sections (May 3, 1999 Project Meeting).

The typical sections that have been developed are as follows.

1. Pedestrian/Bicycle Path
2. Multimodal Grid Connector with Closed Drainage
3. Multimodal Grid Connector with Open Drainage
4. Multimodal Major Connector with Closed Drainage
5. Multimodal Major Connector with Open Drainage
6. SR-1 Five Points to Route 24
7. SR-1 Route 24 to Rehoboth

1. Pedestrian/Bicycle Path

This typical section is based upon the September 1998 Final Draft of the AASHTO Guide for the Development of Bicycle Facilities for a two way bicycle path on a separated right-of-way with shared use by pedestrians.

The 3.6 m (12 ft.) width will accommodate not only the shared use but use by maintenance vehicles, emergency vehicles, bicyclists who will ride two abreast and wheelchair riders.

The minimum recommended right-of-way width is 6.0 m (20 ft.) but will depend upon the actual location of the alignment and the consideration of the site specific items such as utilities, drainage, lighting, security measures and landscaping. In situations where right-of-way availability is limited, DelDOT's Bicycle/Pedestrian Coordinator has indicated that a 3.0 m (10 ft.) wide path is acceptable thereby reducing the minimum right-of-way needed to 5.5 m (18 ft.).

This typical section is recommended to be applied on new alignments for recreational use as part of a designated bicycle/pedestrian route.

2. Multimodal Grid Connector with Closed Drainage

This typical section is based on a 3.3 m (11 ft.) wide travel lane and a 1.5 m (5 ft.) wide bike lane in each direction with 200 mm (8") wide upright curbing separating the travel way from a 1.5 m (5 ft.) wide grass strip and 1.5 m (5 ft.) wide sidewalk on each side of the roadway. The overall width of this typical section from the outside edge of sidewalk to the other outside edge of sidewalk is 16.2 m (53' - 4"). The recommended right-of-way width is 21.3 m (70 ft.). This width will allow approximately 2.4 m (8 ft.) on each side of the facility for utilities, grading, landscaping and lighting. The actual right-of-way width that would be required will be subject to the consideration of site specific items such as utilities, landscaping etc. The design speed for a roadway of this section is 60 km/hr (40 mph).

This typical section is recommended for new grid connection alignments through developed and environmentally sensitive areas such as the West Rehoboth Connector, through the DNREC parcel and possibly in the Project 5 area through Marine Village should this parcel be subdivided. This typical section can also be used by the Subdivision Section as a planning and design tool during the subdivision process.

3. Multimodal Grid Connector with Open Drainage

This typical section is based on a 3.3 m (11 ft.) wide travel lane and a 1.5 m (5 ft.) bike lane in each direction. A 3.0 m (10 ft.) wide grassed "V" shaped swale on each side of the roadway will collect and convey the stormwater runoff. Sidewalks which are 1.5 m (5 ft.) wide will be placed on each side of the open drainage section. The overall width of this typical section is 18.6 m (62 ft.). The design speed for a roadway of this section is 60 km/hr (40 mph).

The recommended right-of-way width is 21.3 m (70 ft.) but will be subject to site specific considerations such as utilities, lighting and landscaping.

This typical section is recommended for new grid connection alignments through developed and environmentally sensitive areas where closed drainage may not be feasible. This typical section can also be used by the Subdivision Section as a planning and design tool during the subdivision process.

4. Multimodal Major Connector with Closed Drainage

This typical section is characterized by a 3.6 m (12 ft.) travel lane and a 2.4 m (8 ft.) bike lane in each direction. The 1.5 m (5 ft.) sidewalk and the 3.0 m (10 ft.) grass strip which are located on both sides of the section are separated from the roadway by 200 mm (8 inch) wide upright curbing.

The overall dimension of this typical section is 21.7 m (71 ft. – 4 inches). The recommended right-of-way is 27.4 m (90 ft.) with the final determination based upon the consideration of utilities, grading, landscaping and lighting. The design speed for a roadway with this type of section is 80 km/hr (50 mph).

This typical section is recommended for new major grid connector alignments such as the entrance road to the proposed Park and Ride, Postal Lane to RD 274 and RT 9 to Airport Road. This typical section can also be used by the Subdivision Section as a planning and design tool during the subdivision process.

5. Multimodal Major Connector with Open Drainage

This typical section is characterized by a 3.6 m (12 ft.) wide travel lane and 1.8 m (6 ft.) wide bike lane in each direction. The 3.0 m (10 ft.) grass strip immediately adjacent to the bike lanes serves as the “V” shaped swale for roadway drainage and separates the 1.5 m (5 ft.) sidewalks from the roadway. The overall dimensions of this typical section is 19.8 m (66 ft.). The recommended right-of-way for this typical section is 27.4 m (90 ft.). The design speed for a roadway with this type of section is 80 km/hr (50 mph).

This typical section is recommended for new major grid connector alignments where closed drainage is not feasible. This typical section can also be used by the Subdivision Section as a planning and design tool during the subdivision process.

6. SR-1 Five Points to Route 24

The typical section improvement for this segment consists of widening the existing 3.0m (10 ft.) wide shoulder to 4.2 m (14 ft.) wide and constructing a 600 mm (2 ft.) wide curb,



1.5 m (5 ft.) wide grass strip and 1.5 m (5 ft.) wide sidewalk on each side of the roadway from south of the Nassau Bridge to north of the Five Points intersection. The additional shoulder width will accommodate multiple uses such as right turns, buses and Class A bicyclists. The improved shoulder would connect the Park and Ride lot to be located north of Five Points. Project 2 will address the relocation of the American Discovery Trail as a separate Pedestrian/Bicycle facility separated from SR-1 and Five Points. The proposed SR-1 sidewalks will provide for north/south pedestrian movement through the corridor. The width for proposed right-of-way requires verification of the existing right-of-way and the consideration of utilities, drainage, lighting and landscaping.

From north of the Five Points intersection, through Five Points, then south to Route 24, two widening alternatives can be considered. One alternative is to use the same typical section as that recommended for the roadway segment of SR-1 from south of Nassau Bridge to north of the Five Points intersection. This section provides a 4.2 m (14 ft.) wide shoulder for multiple uses such as right turns, buses and Class A bicyclists. The other alternative is to widen the existing southbound shoulder to 3.6 m (12 ft.) for use as a third travel lane and to add a 4.2 m (14 ft.) multi use shoulder with curb, sidewalk and a grassed area beyond the edge of pavement. This alternative would provide additional capacity as well as lane balance. The northbound direction already consists of three lanes so the proposed typical section improvement in this direction would consist of widening the existing shoulder to 4.2 m (14 ft.) for multiple use. The grassed area and sidewalk would be the same section as described in the highway segment from south of the Nassau Bridge to north of Five Points.

The operational characteristics of these alternatives will need to be coordinated with DelDOT's ITMS Program for SR-1. Operational benefits would then need to be evaluated versus roadside impacts associated mainly with utility and right-of-way costs.

The impacts of these alternatives will be evaluated and discussed in Phase II.

7. SR-1 Route 24 to Rehoboth

The typical section improvement for this segment consists of widening the existing shoulder (varies 3 m (10 ft.) – 3.6 m (12ft.)) to 4.2 m (14 ft.) and adding a 1.5 m (5 ft.) grass strip and 1.5 m (5 ft.) sidewalk to both sides of the highway. The new multiple use shoulder would serve buses, shuttle buses and bicyclists and the sidewalks will provide for pedestrian connections throughout the corridor. The width of the proposed right-of-way requires verification of the existing right-of-way and consideration of utilities, drainage, lighting and landscaping. A benefit/cost analysis will need to be performed as part of Phase II to determine the feasible typical section.

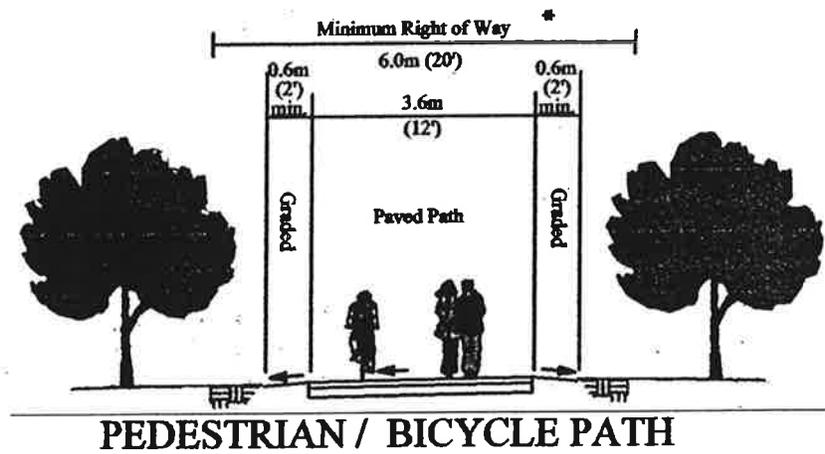


A cost effective alternative to this widening would be to mill, overlay and stripe the existing pavement to reduce the 3.6 m (12 ft.) travel lanes to a 3.3 m (11 ft.) width. This action would widen the existing 3.0 m (10 ft.) - 3.6 m (12 ft.) shoulders to 4.0 m (13 ft.) - 4.2 m (14 ft.) to accommodate multiple uses. All work would be done inside the existing curbing eliminating the cost of sidewalk replacement and utility relocation. As part of this option it would be recommended that sidewalks be added to connect to the existing sidewalks in this area. This alternative becomes cost effective since the milling and overlay work would be done as part of DelDOT's pavement management plan.

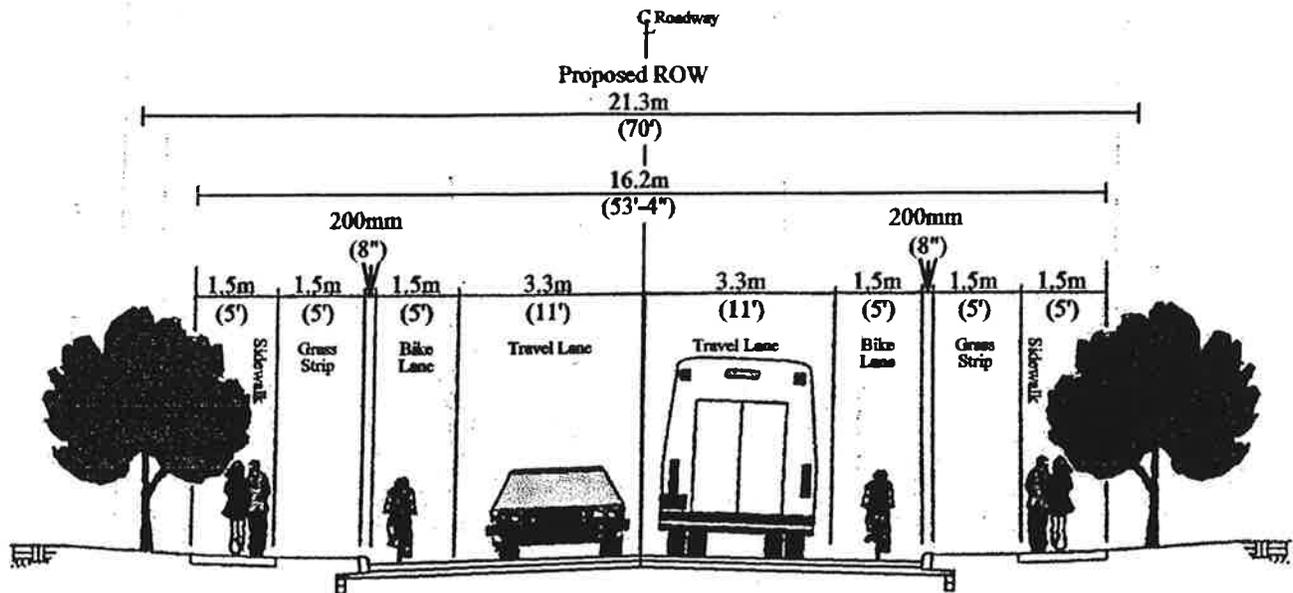
Please note that the recommended right-of-way widths for the proposed grid connectors do not account for the additional right-of-way that will be needed at intersections. The determination of this as well as location studies for the various grid connectors was beyond the scope of this project.

Please contact me with any questions or comments that you may have and know that we appreciate the opportunity to serve the Department.

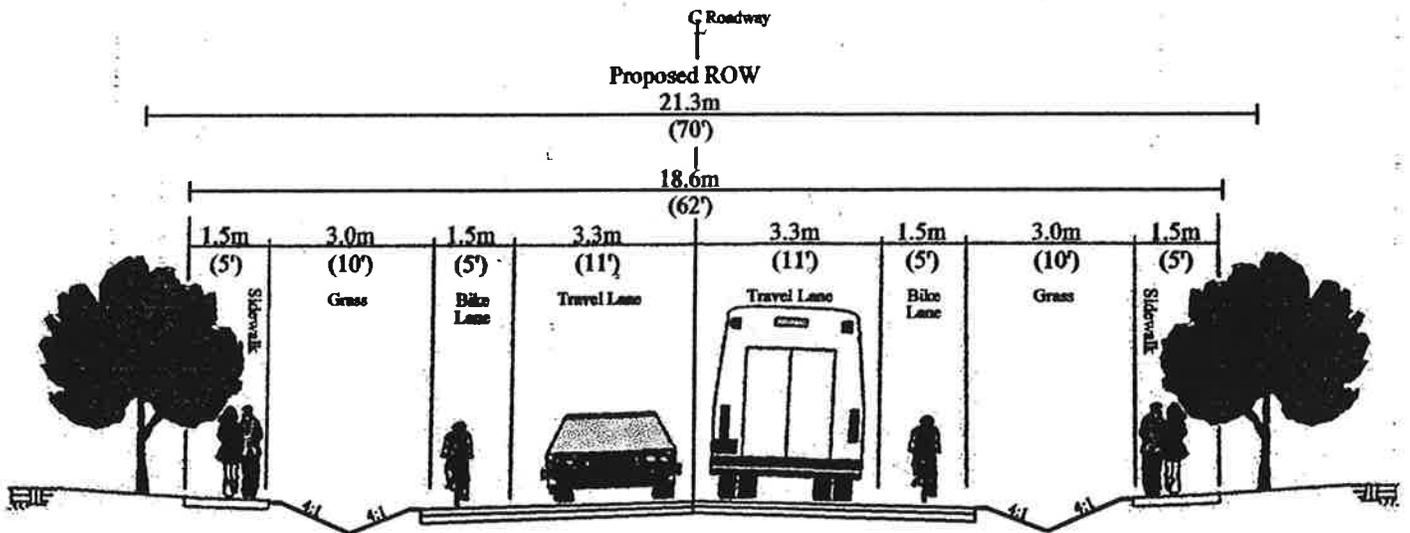
cc: Eli Cooper
Jerry Gluck
John Erdman
Nick Blendy



* Distance(s) requires verification of existing ROW and consideration of utilities, drainage and landscaping.



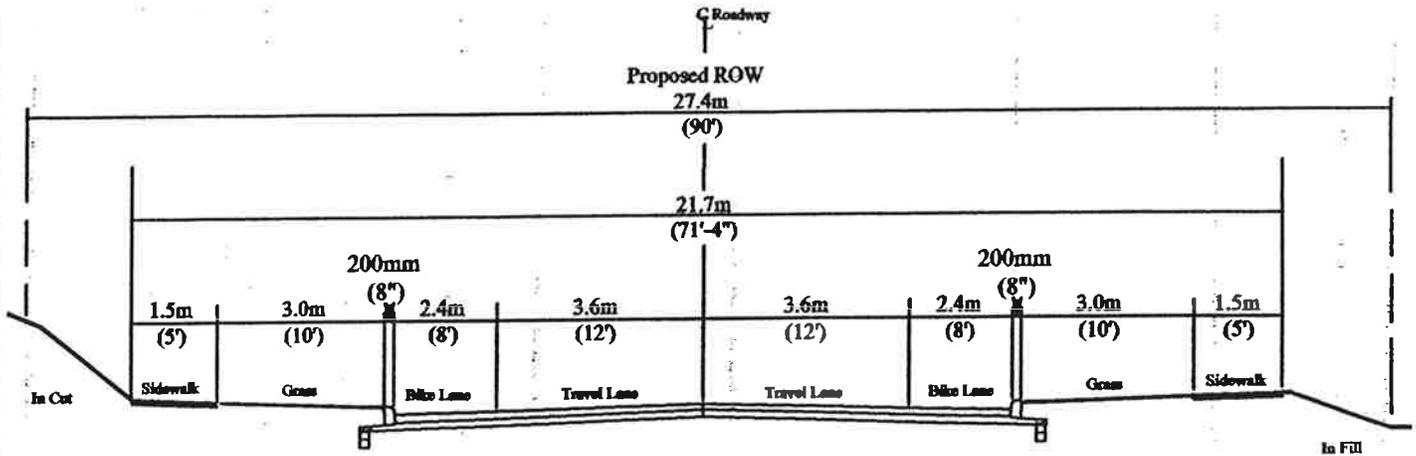
**MULTIMODAL GRID CONNECTOR
With Closed Drainage**



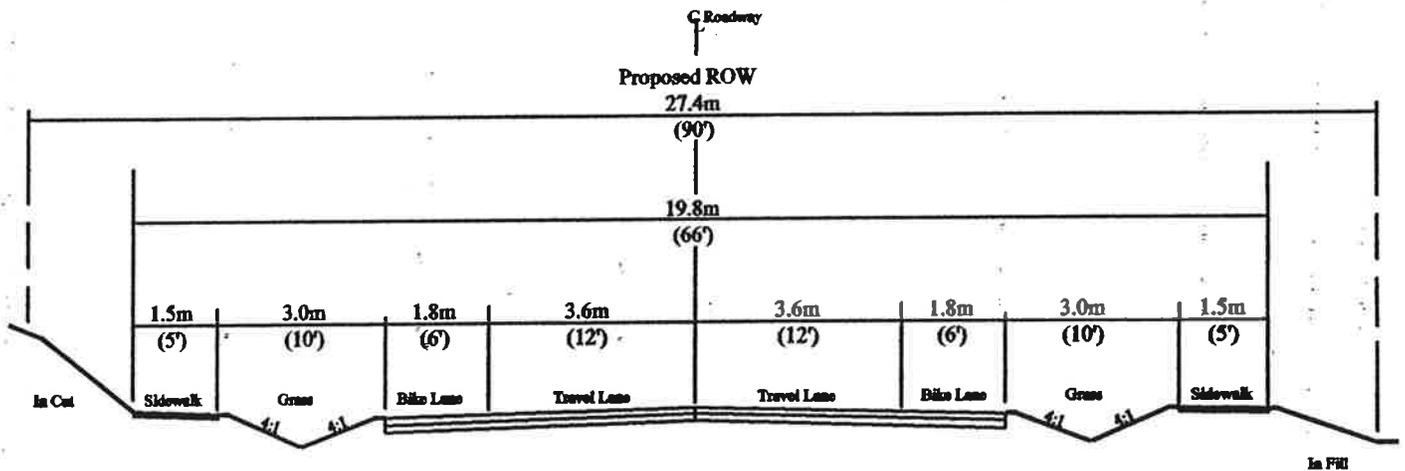
**MULTIMODAL GRID CONNECTOR
With Open Drainage**

NOTE:

1. This typical section does not apply at intersections or entrances where left turn lanes are required.
2. The determination of proposed ROW will be subject to the consideration of utilities, drainage and landscaping.

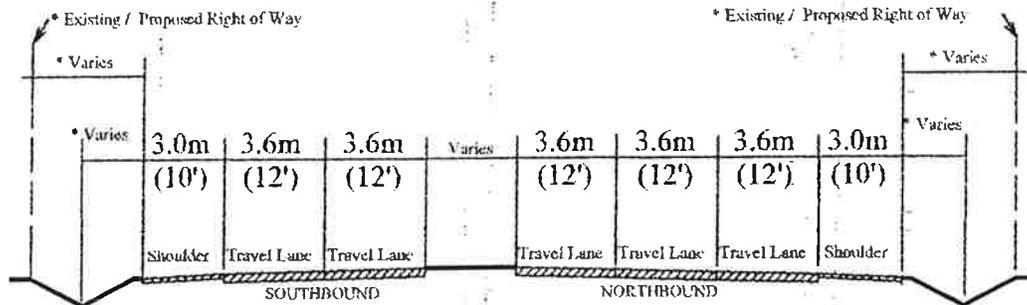


**MULTIMODAL MAJOR CONNECTOR
With Closed Drainage**

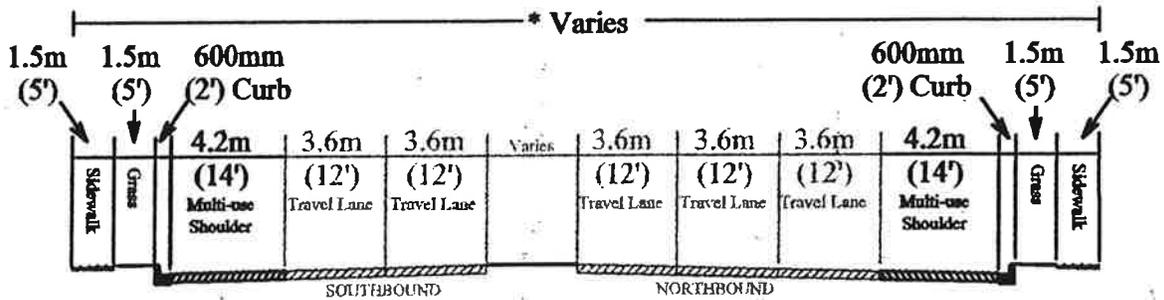


**MULTIMODAL MAJOR CONNECTOR
With Open Drainage**

- NOTE:** 1. This typical section does not apply at intersections or entrances where left turn lanes are required.
 2. The determination of proposed ROW will be subject to the consideration of utilities, drainage and landscaping.



EXISTING



PROPOSED MULTI-USE SHOULDERS

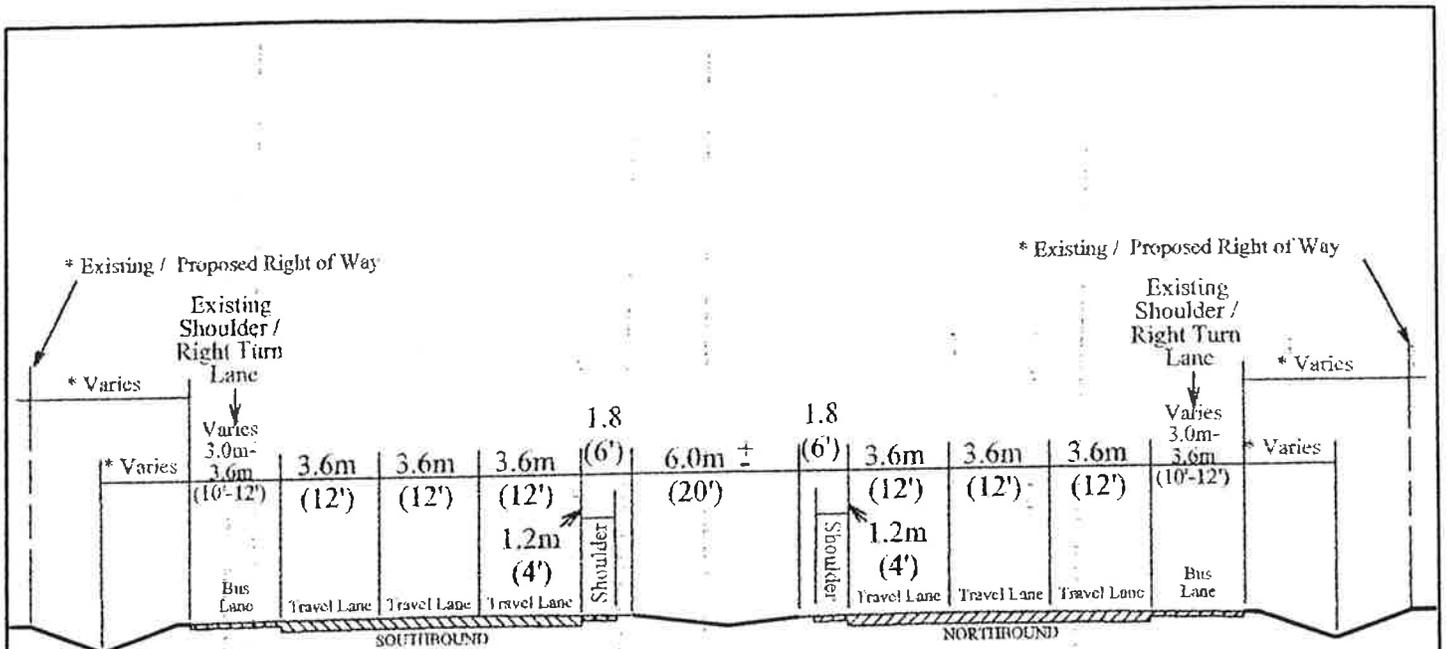
SR 1
Five Points to Rt. 24

— Existing

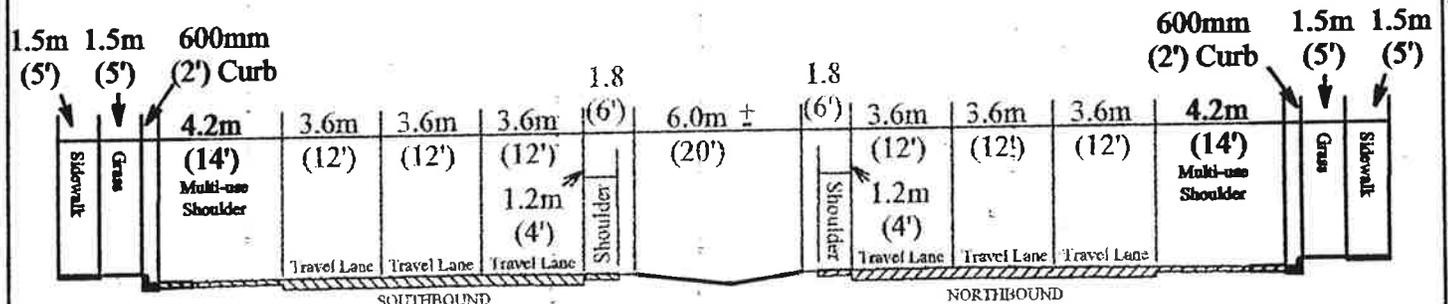
— Proposed

NOTE: Existing ROW Varies

*** Distance(s) requires verification of existing ROW and consideration of utilities, drainage and landscaping.**



EXISTING



PROPOSED MULTI-USE SHOULDERS

**SR 1
Rt. 24 to Rehoboth**

— Existing
— Proposed

NOTE: Existing ROW Varies

*** Distance(s) requires verification of existing ROW and consideration of utilities, drainage and landscaping.**

APPENDIX D

NATIONAL MILLENIUM TRAIL

**US DEPARTMENT OF TRANSPORTATION RELEASE
(June 26, 1999)**

and

AMERICAN DISCOVERY TRAIL INFORMATION



U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

News

FOR IMMEDIATE RELEASE

Saturday, June 26, 1999

DOT 94-99

Contact: Bill Adams

Tel.: (202) 366-5580

**First Lady Hillary Rodham Clinton,
U.S. Transportation Secretary Slater
Announce 16 National Millennium Trails**

Celebrating America's rich history, as well as its bright future in the 21st century, First Lady Hillary Rodham Clinton and U.S. Secretary of Transportation Rodney E. Slater today designated 16 National Millennium Trails.

The designations were announced in Pittsburgh at the International Trails and Greenways Conference organized by the Rails-to-Trails Conservancy.

The Millennium Trails initiative is a part of the White House Millennium Council's efforts to stimulate national and local activities to "honor the past and imagine the future." This public/private partnership is led by the Department of Transportation, the Rails-to-Trails Conservancy and a collaborative of other agencies and organizations. The purpose of Millennium Trails is to spark the creation and enhancement of more than 2,000 trails as part of America's legacy for the future.

First Lady Hillary Rodham Clinton said, "Through the Millennium Trails project, we are building and maintaining trails that tell the story of our nation's past and will help to create a positive vision for our future. The 16 National Millennium Trails that Secretary Slater designated today are all visionary projects that define us as Americans."

"Transportation is about more than asphalt, concrete and steel, it's about people," said Secretary Slater. "The National Millennium Trails connect our nation's landscape, heritage and culture and demonstrate our national commitment to improving the quality of life for all Americans. The designated National Millennium Trails symbolize America's legacy for the Millennium."

David Burwell, President of the Rails-to-Trails Conservancy, said, "All of the more than 50 applicants for National Millennium Trails designation deserve recognition. The National Millennium Trails announced today represent a cross section of the growing trails movement in America."

Saturday, June 26, 1999
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American Express is the lead corporate partner for Millennium Trails. Beth Salerno, president of American Express Foundation, said, "We are making a \$500,000 grant to Millennium Trails in recognition of this great legacy for our nation. It builds on our long term support for historic and cultural trails worldwide. The trail and greenway movement is changing the American landscape and we are proud of our active involvement with Millennium Trails."

The 16 National Millennium Trails designated today are:

The Unicoi Turnpike -- A 68-mile trail dating from the first millennium that carried the Cherokee people from the flatlands east to the Smokies through the mountains to the hills of East Tennessee. It provided similar passage for European settlers in Colonial and post-revolutionary times. In our day, the Unicoi spirits contemporary Americans into remote trailside communities still reflective of Cherokee and Appalachian cultures.

The Cascadia Marine Trail -- A water trail in the Pacific northwest currently enjoyed by canoeists, kayakers and other watercraft as they explore the beauty of Puget Sound and witness the grandeur of Mount Rainier. It follows the wake of inlets and coves that originally marked a Native American water trade system.

The Juan Bautista de Anza National Historic Trail -- Stretches 1,200 miles from the Mexican border to San Francisco, marking the route of exploration and settlement; followed by the Spanish as they claimed the Pacific coast for the Iberian Crown.

The Freedom Trail -- Connects 15 sites in old Boston that capture America's revolutionary history, including Faneuil Hall, where plans were laid for an infamous tea party, and Old North Church, watched closely one night by Paul Revere as he rowed with muffled oar to the Charlestown shore.

The Lewis and Clark National Historic Trail -- Commemorates the Lewis and Clark expedition of 1804-06, which covered 3,700 miles of American frontier from St. Louis, Missouri, to the mouth of the Columbia River in current-day Oregon. It opened the continent of North America to European settlement.

The Underground Railroad -- Follows multiple secret routes that originated in the South, intertwined throughout the North, and eventually led to Canada, the western territories, Mexico, the Caribbean, and freedom for those people held in bondage below the Mason-Dixon line. Loss of life or severest punishment was risked by fleeing slaves determined to find their destiny as free men and women.

Civil War Discovery Trail -- Identifies and thematically connects the battlefields, military routes and sites of historic significance from the nation's most serious breakdown in domestic tranquility. It provides a lens through which contemporary Americans can view the war which tore the nation so dramatically asunder and offers lessons for its continued binding without malice and redeemed by charity.

Saturday, June 26, 1999

DOT 94-99

The International Express -- The Number Seven Train through Queens, New York, connects a series of immigrant neighborhoods and is a metaphor for the migration of all the world's people to America's shores. Pakistani, Irish, Romanian, African-American, Italian, Korean, Hispanic, Indian, Argentinean and other ethnic neighborhoods are connected and available for exploration and cultural discovery on this route from Sunnyside to Flushing.

Iditarod National Historic Trail -- Surveyed in 1908 by the U.S. Government, the Iditarod is America's only remaining frontier trail. Its 938 miles connect remote settlements to each other, mark the way of the Klondike Gold Rush, and provide a yearly reenactment of the dogsled race-of-mercy that brought life-saving serum to diphtheria-ridden Nome, Alaska. Winter travelers go by sled, snowshoe, snowmobile or cross country ski. Warm weather natives and visitors explore the trail via all modes of conveyance, including watercraft where the trailway has melted.

Appalachian National Scenic Trail -- Reaffirms America's love and respect for the great beauty of our land and is the nation's first major *consciously*-created trail. Not a route of exploration, settlement or trade, it is rather a 20th century recognition that we will have no trails in modern times unless we purposefully build and protect them. Stretching over two thousand miles from Georgia to Maine, the Appalachian Trail is a narrow footpath traversing the Appalachian Mountains' ridge-crests and major valleys. The need to protect the Appalachian Trail from encroaching development led to the passage of the National Trails System Act in 1968.

The Great Western Trail -- Follows the spine of the Rocky Mountains and stretches across America on a north/south axis from the Canadian to the Mexican border. It traverses lands managed by the federal government, five states and the Navajo Indian Nation. Its unique design of parallel routes accommodating different trail users allows a wide range of Americans access to the grandeur of our West.

The North Country National Scenic Trail -- Provides a narrow route through the unique northern rim topography of the continental United States and binds together over 160 state parks, forests and wildlife areas from New York to North Dakota. It is a traceable footpath providing hiking opportunities through seven states, potentially covering 4,600 miles.

Hatfield-McCoy Trail System -- Employs an entirely new approach to trail building by forging a partnership with the corporate giants who own the coal fields of southwest West Virginia and surrounding states. Old railbeds, abandoned logging roads and other unused routes that once transported the region's wealth to fuel industrial America, will be recycled as a 2,000-mile trail system accommodating off-highway motorcycle and all-terrain vehicle riders, equestrians, mountain bikers, hikers and other trail users.

June 23, 1999
Saturday, June 26, 1999
DOT 94-99

The East Coast Greenway -- Sweeps the Atlantic Coast from Maine to Florida connecting 15 of America's most populous states and virtually every major city of the eastern seaboard. It will incorporate scores of currently disconnected local trails and traverse a remarkable range of urban, suburban, village and rural landscapes, providing recreation, transportation and historic assets to literally millions of east coast Americans.

The Mississippi River Trail -- Combines bicycling and blues by following the nation's mightiest river from Minneapolis to New Orleans. Envisioned as a bicycling route that will touch upon the cultural, historic and natural and habitat richness of the Mississippi River Valley, this trail will allow Americans to experience first-hand what Mark Twain has described as the "body of the nation."

American Discovery Trail -- From Sea-to-Shining Sea becomes a trail reality as the American Discovery Trail crosses the nation on a continuous line of existing trails, rail-trails, canal towpaths, forest lanes and country roads. When complete, the trail will cover over 6,500 miles, connecting America to America, our dreams to our realities, and the past which we honor to the future of our imaginations.

For additional information about Millennium Trails, please visit

www.millenniumtrails.org

###

AMERICAN DISCOVERY TRAIL

Frequently asked Questions and the Answers

What was the American Discovery Trail (ADT) Expedition?

The ADT expedition (sponsored by American Hiking Society and Backpacker Magazine) was a three-person team that hiked and bicycled from the Pacific to the Atlantic to scout and document the route for the country's first ocean-to-ocean recreational trail--the American Discovery Trail. This new long-distance trail crosses the United States from coast to coast--and provides the first pathway across the nation for the self-propelled, non-motorized traveler. The entire route can be hiked, but much of it can be covered on bicycles, horseback, or even cross-country skis.

The team's route spanned almost 5,000 miles, linking pristine wilderness areas, historic trails and towns, the mountains and the plains, and urban greenways on a west-to-east path.

The ADT crosses 12 states with approximately 37% of the U.S. population: California, Nevada, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Maryland, and Delaware--plus Washington, D.C.

Who was on the Team?

The team members were leader Eric Seaborg, 36, from Washington, D.C., a freelance writer and former president of the American Hiking Society; Ellen Dudley, 52, also from Washington, D.C., former media director for the Union of Concerned Scientists; Sam Carlson, 40, a nurse from Allentown, Pa.; Bill Sprotte, 39, a nurse from Chico, Calif., and Bruce Franks, from Tucson, Az.; former editor for Backpacker Magazine. All are experienced backpackers.

Seaborg and Dudley scouted the entire route from the Pacific to the Atlantic. Franks was with the team in California; Carlson from Nevada to the Mississippi River and Sprotte joined the expedition in April when the team began crossing Illinois.

Who is behind this effort?

The American Hiking Society and Backpacker Magazine spearheaded the scouting expedition. The Coleman Company and Chevrolet were major corporate sponsors.

Equipment sponsors included: Nike/ACG, REI, AT&T, Canon, Kodak, Merrell, Mountainsmith, Wild Country, Nature Valley Granola Bars, Duofold, Yakima, Trek, Nalgene, and Spenco.

A committee composed of private citizens and public officials planned the route in each of the 12 states.

The National Park Service, the U.S. Forest Service, and the Bureau of Land Management are cooperating, along with a number of state and local agencies.

What is the reason for the ADT Project?

1. An east-west trail across the United States was a major missing link in the national trails system. The ADT links the three major north-south trails--the Pacific Crest, the Continental Divide, and the Appalachian Trail--along with several national historic trails and many regional and state trails, creating a continuous network of approximately 30,000 miles.

2. The demand for trails--in both wilderness and urban areas--is increasing. The President's Commission on Americans Outdoors found that walking for pleasure is the number one outdoor activity for Americans. According to the U.S. Forest Service, the demand for recreational trail use is increasing dramatically. Over the next 50 years the USFS expects a 93% increase in day hiking

and a 155% increase in backpacking.

3. Trails are in trouble. In our national forest, over 50,000 miles of trails have disappeared since 1945 and there is a \$200 million maintenance backlog. National park managers say that less than half their trails are in "good" condition. The establishment of the ADT is focusing attention on the loss of one of the country's major assets--our trails that provide our access to nature.

What does this trail look like?

The ADT is a trail of discovery--a true "slice of Americana." Seeing the country on foot on trails or by bicycle on quiet roads, the adventurers will come to know the land and its people in a way not possible from a highway. The ADT will be an "interstate for the self-propelled."

The ADT route incorporates spectacular mountain and canyon scenery, "Main Street" in historic small towns, wide expanses of prairie grasslands, deserts, and farmlands, often along historic paths such as the Pony Express route or the Santa Fe Trail, and urban greenways in major population centers.

The route utilizes public pathways--existing trails, rails-to-trails conversions, country lanes, urban greenways, and even the towpath of an old canal.

It is multi-use for much of its length, accommodating casual walking, bicycling, cross-country skiing, and horseback riding in addition to long-distance hiking and backpacking.

How did the team scout the route?

The team members examined the entire route under their own power. Generally there were at least two team members "on the ground" all the time, hiking on trails or bicycling on back roads along the proposed route, taking detailed notes for the ADT guidebook. They took turns driving their Chevy Blazer support vehicle.

Who will use this trail?

The ADT is a trail for all Americans. Use will range from an afternoon stroll along a city's river greenway to a strenuous backpack across the Rockies. Relatively few will be able to take a year or so necessary to follow the route from ocean to ocean but great numbers are expected to hike or bicycle one state or one segment at a time until they have completed their goal of crossing the U.S. on the ADT.

When will the route become a real trail?

An ADT guidebook, using the team's trail notes, will be published in 1992. The nucleus of local support already exists in the ADT committees in each state that planned the route. These committees will expand and work to achieve local and state recognition for the trail. Legislation has been introduced in Congress to begin the process of granting the ADT designation as a National Scenic Trail.

A nationwide fund raising effort is underway to insure continued coordination for the ADT Project. A national committee is being formed with representatives from all the states through which the trail passes, responsible over future decades for protecting and enhancing the route.



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